

VICTORIAN RAILWAYS

NEWS LETTER

JANUARY



1970



OUR GRAIN PROBLEM

This summer, the movement of grain—wheat, barley, and oats—will take place under conditions that have not previously been experienced.

Our problem this season, is brought about by the lack of customers to whom the crops may be sold.

We have the ability to move record harvests (as we proved last season with its record of 94 million bushels of wheat) but, this year, although space is available to enable all quota wheat crops to be received without delay, the receipt of the balance of over-quota wheat must be delayed until storage space is available to complete the wheat receipts.

The farmers who produce this grain, and others in the rural

community, will not necessarily understand this, so they will need reassuring that their Railways will be doing all that is possible to handle the grain amid the difficulties created through lack of markets.

Because the Grain Elevators Board moved quickly to build additional country storages, over-quota wheat will be received progressively after all quota wheat has been received, and should not be held for an undue period on the farm.

A problem that arises from the over-quota wheat is black market sales. Every opportunity should be taken by our staff to stress that, in the long run, this type of selling will benefit no one—farmers or the community, and that includes the Railways.

Exercise oversight of Traffic Branch servicing of all country passenger services.

Time-tables Co-ordinator

Under the direct control of the Chief Traffic Manager, responsible for the preparation and co-ordination of time-tables for all passenger and freight services, in close collaboration with the Managers of Passenger and Freight Operations, respectively. Maintain close liaison with the Chief Train Controller.

Superintendent, Freight Train Running

Responsible to the Manager, Freight Operations for the performance of all freight trains. Responsible for research and improvement of services.

* * *

It is worth recalling that it was 20 years ago, this month, that the title Chief Traffic Manager replaced that of General Superintendent of Transportation, and the branch became known as the Traffic Branch.

TRANSPORT PLAN

As *News Letter* went to press, the Melbourne and Metropolitan Transportation Plan was published. Among the railway plans recommended are the underground loop in the city area, new lines from East Doncaster to the city, Huntingdale to Ferntree Gully, and Frankston to Dandenong. Other recommended improvements include additional trains, increased peak services, and the laying of new express tracks in existing rights-of-way. Details will appear in the next issue of *News Letter*.

TICKETS ARE CHECKED

Several weeks before *Newsday* ran its December articles criticising the Railways for, among other things, lack of ticket checking, a member of *Newsday's* editorial staff had been stopped from entering a metropolitan station because he did not show his ticket; his subsequent language created an incident.

CHANGE OF TITLE

Under legislation recently enacted, the title of the Co-ordinator of Transport has been changed to Director of Transport.

TRAFFIC BRANCH CHANGES

Important changes in the organization of the Traffic Branch came into effect from December 24. New positions have been created, others abolished, and duties have been changed.

The following positions have been abolished:

- Superintendent of Train Services;
- Outdoor Superintendent;
- Special Officer and Livestock Agent;
- Chief Clerk, Train Services Division.

The title of the Superintendent of Freight Operations has been altered to Manager, Freight Operations.

The new positions created are:

- Manager, Passenger Operations;
- Manager, Stations Operations;
- Time-tables Co-ordinator;
- Superintendent of Country Train Running (Passenger Division);
- Superintendent of Freight Train Running;
- Research and Time-tables Liaison Officer (Freight Division);
- Research and Time-tables Liaison Officer (Passenger Division).

As *News Letter* went to press, the following duties and responsibilities were approved.

Manager, Freight Operations

Responsible to the Chief Traffic Manager for freight train operations throughout the system, including time-tables and supply of wagons, and the operation of the Melbourne

Freight Terminal and Tottenham Yard.

On matters of freight train operation, deal directly with District Superintendents, the Chief Train Controller and the Time-tables Co-ordinator.

Manager, Passenger Operations

Responsible to Chief Traffic Manager for passenger train operation, including parcels, throughout the system.

On matters of passenger train operation, deal directly with District Superintendents, the Chief Train Controller and the Time-tables Co-ordinator.

Manager, Station Operations

Responsible to the Assistant Chief Traffic Manager for conduct of all business at stations and operation of stations including the North Geelong Yard. Responsible also for leases (other than sidings), plant and equipment plans for buildings or alterations, including amenities and communications.

Maintain close liaison with the Manager, Passenger Operations, the Manager, Freight Operations, the Chief Train Controller, and the Time-tables Co-ordinator.

Superintendent of Country Passenger Train Running

Responsible to the Manager, Passenger Operations, for the operation of all country passenger services.

Responsible for research and submissions for improvement of services.

FRONT COVER

Capturing the mood of day-break, this picture shows *The Overland*, Melbourne bound, leaving Ararat. The photograph was taken about 5.30 a.m.; mist was rising, and a heavy frost lay on the grass.

MELBOURNE'S ELEVATED LINE

Ninety years ago last month, the first rail connection was made between Flinders Street and Spencer Street stations. On December 20, 1879, a tramway, along the south side of Flinders Street, linked the two stations three-quarters of a mile apart.

The tramway carried goods, and ran only at night to avoid interference with road transport. It cost \$10,200 to build.

Safe-working practices on the tramway were interesting. Engine No. 34 (formerly the Geelong Co's *Titania*) was selected to haul the goods trains, because of its light weight.

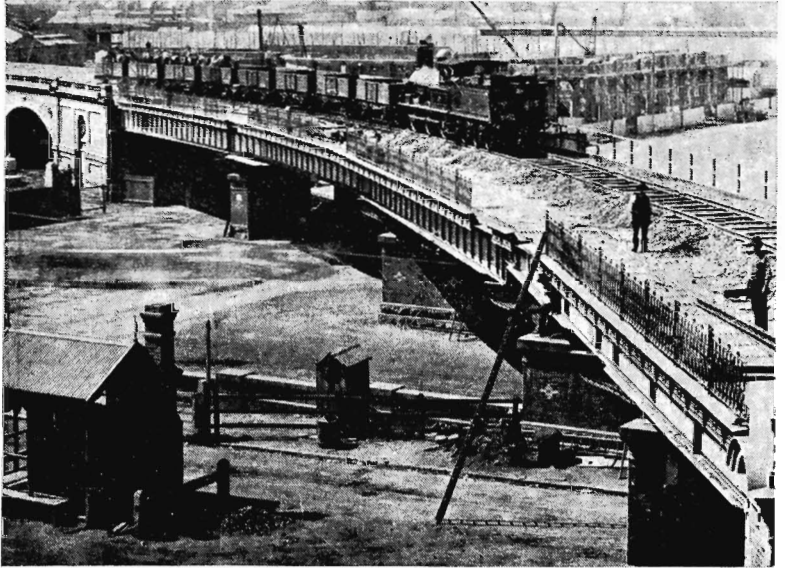
Speed was restricted to not more than four miles an hour, and a shunter, with a red light, preceded the train.

Use of the engine whistle was prohibited, to avoid disturbing the sleep of residents adjacent to the track.

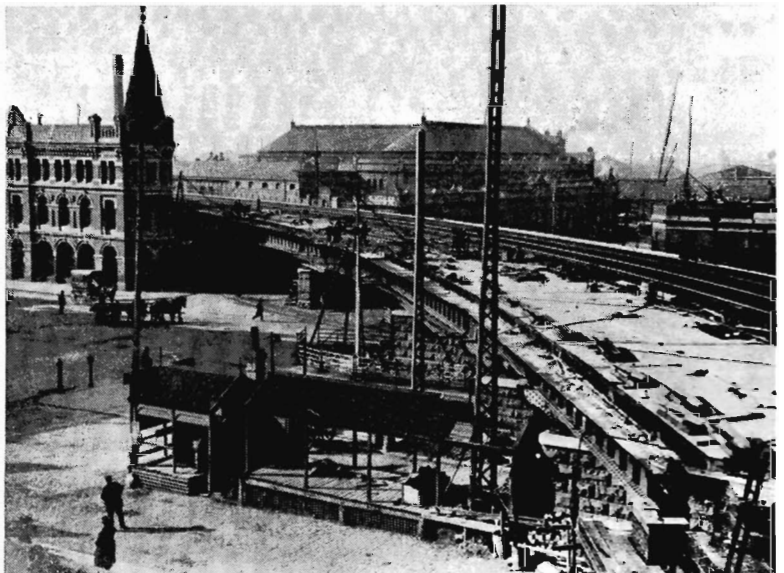
Between 1858 and 1862 plans had been considered to link the Hobson's Bay Flinders Street-Sandridge (Port Melbourne) line with the Government railways at Spencer Street by a horse tramway along Flinders Street, or by a railway carried on arches along the same route, and joined with the Windsor, Hawthorn, and Brighton systems through a tunnel under Swanston Street.

Construction of a viaduct for two tracks began in December 1888. Single line working started three years later, on November 23; it was increased to double line working on December 20, 1891, with speed restricted to 15 miles an hour. Up to December 17, 1894, the viaduct was used only by goods trains, but from that date suburban passenger trains from Williamstown and Essendon ran to and from Flinders Street instead of Spencer Street.

The viaduct was duplicated in 1915, providing the present four tracks between the two stations.



Building the Flinders Street-Spencer Street railway viaduct.

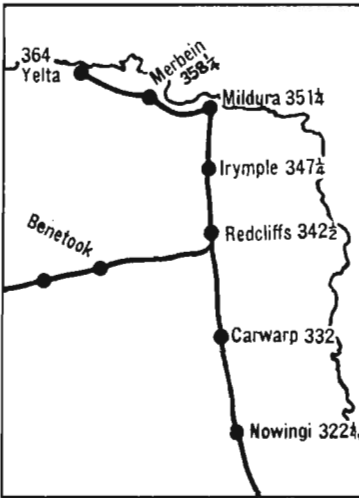


Duplicating the viaduct, about 1915.

TWO SUNRAYSIA STATIONS



Redcliffs station



Stationmaster C. S. Wilton has been O-in-C at Redcliffs since 1966. Since this picture was taken, he has transferred to Ouyen.

Redcliffs and Merbein are two of the stations that serve the rich, irrigated area around Mildura. The development of this district began with the establishment by the Chaffey brothers of an irrigation settlement at Mildura in 1887.

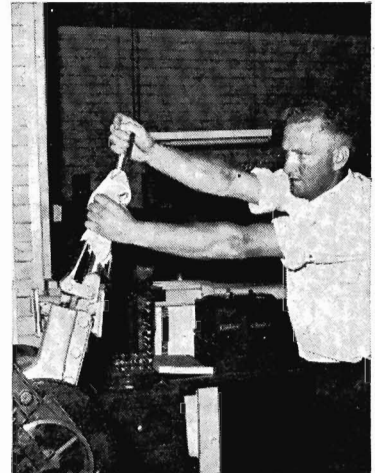
Settlement at Merbein began in 1910, and was later extended when the need arose to settle soldiers returned from World War 1. The same cause saw the establishment of a returned soldiers' settlement at Redcliffs in 1921.

The railway came to Redcliffs (8 3/4 miles from Mildura) with the opening of the final section of the main line on October 27, 1903. The branch to Merbein was opened July 4, 1910, and extended to Yelta on June 27, 1925.

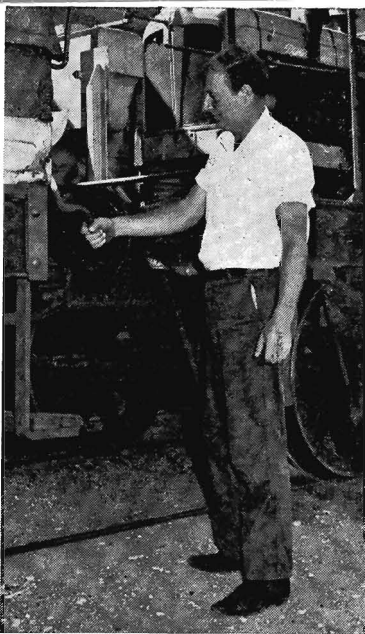
Redcliffs station railed 13,800 tons of goods outwards last financial year, for a total revenue of \$122,040.



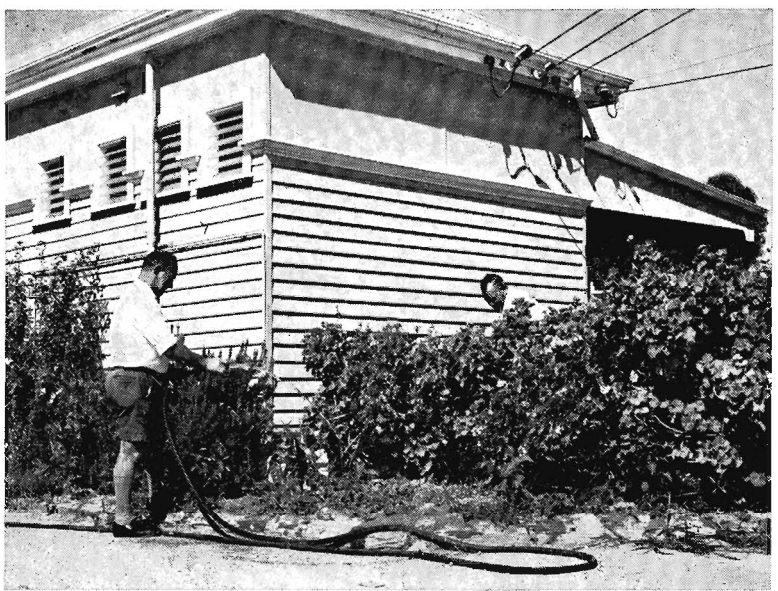
At Redcliffs, beer is unloaded by (from left) Messrs. R. Moore, J. Kirby, T. Young, and K. Kirby.



Redcliffs Assistant Stationmaster R. F. Dillon makes a road for the Fruit Flyer.



Yard Assistant L. Wilson uncouples wagon at Redcliffs.



Stationmaster Wilton (left) and Yard Assistant J. Quirk put in some work on the garden at Redcliffs. It won prizes in four out of the last five annual station decoration competitions.

Passenger journeys outwards were 3,974, revenue \$25,313, and parcels revenue was \$9,912. Major items of the outwards traffic were 46,871 cases of citrus fruits (including 4,853 for export), 9,643 tons of dried fruit, (7,274 tons for export), and 4,985 cases of fresh fruit for the Melbourne market. Inwards goods totalled 4,060 tons.

Merbein's outwards tonnage for the last financial year was 13,536 for a revenue of \$120,950. It included 13,000 tons of dried fruit and 1,190 tons of citrus fruits. Inwards goods amounted to 2,140 tons. There is no passenger service on the line. Merbein supervises Yelta, the terminal station of the branch. An interesting item among Yelta's inwards freight was 2,536 tons of blue metal screenings for road construction in N.S.W.



Stationmaster H. Pinnell has been at Merbein for the past 11 years.



At Merbein, Junior Clerk R. McQuinn fills in waybills.



Merbein station

PERTH-KALGOORLIE SERVICE

The new WAGR rail-car service, planned to begin late this year, will be scheduled to complete the 407 miles between Perth Terminal and Kalgoorlie in about 7½ hours, almost halving the present time for the journey.

The rail-cars will be the longest and among the fastest in the world, and are being manufactured by Commonwealth Engineering (N.S.W.) Pty. Ltd. under licence from the Budd Company of U.S.A. The contract for the five standard gauge diesel rail-cars and three trailer cars is valued at approximately \$2m.

The 87-ft. long, air-conditioned stainless steel rail-cars will have rotating and reclining type saloon seats for 60 passengers in each power car, and 64 passengers in each trailer car. A meal service, on aircraft lines, will be available.

The power cars will be equipped with two 375 h.p. M.A.N. diesel engines with a top speed of about 90 m.p.h. Bogie air suspension and disc brakes will provide a smooth ride and safe braking for the high average speeds planned for the new service.

VIADUCT TO BE SOUND-PROOFED

New South Wales railway engineers are taking special precautions to reduce the noise level on the Eastern Suburbs Railway's Woolloomooloo viaduct.

The sound from passing trains will be contained by laying special sound-absorbing pads between the sleeper plates and the base of the rails.

Other noise deadening means will include 360-ft. lengths of welded rails and a light-weight concrete parapet lined with acoustic tiles, built on each side of the viaduct up to the floor-level of the trains.

The viaduct will be from the Domain abutment (at the portals of the twin tunnels near the Art Gallery) to the portal of the Kings Cross tunnels at McElhone Street; it will pass over the industrial and residential district of Woolloomooloo.

It will have 10 spans of varying lengths, with an overall length of 1,400 ft. A path through the Woolloomooloo valley has been cleared ready for its construction.

THEATRE TICKETS AT STATIONS

Tickets for theatres and other entertainments can be booked and bought at some railway stations in U.S.A. The stations are among a group of outlets that are linked through computer networks with the theatres, etc. At the station, buttons on a console are pressed to ascertain from the computer's memory what seats are available. The tickets are then electronically printed on the spot. The networks are controlled by companies that make a ticket surcharge for the convenience.

GEEPS' WOOL

Another odd item carried by train last month was a 10-lb. parcel of *geeps'* wool sent from Boort to Sydney. The wool came from Mr. D. Lanyon's 13 *geeps*, some which were exhibited at the Royal Show. The wool, which looks more like hair, was sent to Sydney at the request of a private spinner. It was first thought that the *geeps* were a cross between a goat and a sheep, but the latest evidence seems to show they were a throw-back.

TRAINING AWARENESS

Besides having standard clearance signs, some railway bridges over roads are being painted a lighter colour to see if the drivers of road vehicles can be made more aware of the bridges, to prevent them being hit by overloaded lorries.

TRAIN DAY

"Do you realize that if an extra train came to Beechworth each week, the townspeople would probably be offered an even greater range of shoes?"

"You see, a Camp street shoe salon advertises a new range of shoes every *Train Day*.

"And, at present, the historical township sees two trains a week—on Tuesdays and Thursdays." (from "*Border Morning Mail*", 10.12.69)

FIND AT KORUMBURRA

While making some building alterations at Korumburra, Way and Works men found a bundle of 70-year-old railway documents—guards' running sheets, old time-tables, train excursion posters, lists of holders of all-lines tickets, and so on.

APPRECIATION...

Flinders Street

This letter is to express appreciation to one of your officers who recently helped me recover a very important parcel of papers which I had left by mistake in a suburban train.

Mr. Jack King at Flinders Street Platform No. 1 took every step necessary, amid his morning peak hour announcements of arrival and departure of trains. The parcel was found and its return arranged to a specific place by noon. Because of re-routing of the train bringing the parcel in, the parcel was not where it was expected to be. Mr. King then, at midday, personally followed it up with four or five calls and finally escorted me to Platforms Nos. 9 and 10 where it was located. I thanked Mr. King very warmly . . . In spite of much inefficiency in all bodies today, there are still some in every business and trade who put service to others first.

—A. L. Tassell, *Union Road, Surrey Hills, writing to the Secretary*

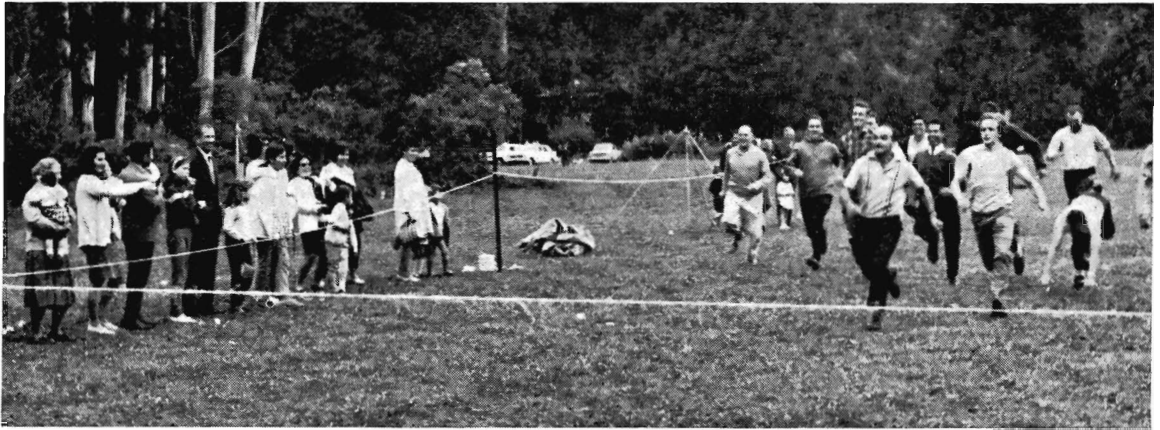
Transport of horse

On October 15, I travelled to Mildura with my police drum horse in a horse box on the passenger train, from Platform No. 5, Spencer Street. The horse was appearing at the Mildura Show with the Police Brass Band. The attention and consideration I received from all the staff on the platform was indeed appreciated. My horse was given every consideration, and I was able to load at the last opportunity and thus save the horse being locked up for any longer than necessary. He was given water, and every effort by the railway staff was made to make the horse comfortable.

The livestock section where I made the booking were also very good, and offered me every consideration, and kept in touch with me until the day of departure . . . On my arrival at Mildura and departure from there, the horse and myself received the utmost attention and consideration . . .

—A. L. Tassell, *Senior Constable, Police Depot, St. Kilda Road, writing to the Commissioners*

IRONWORKS PICNIC



The Employees' Handicap race; winner was Ray Danaher.



Junior has to be careful in the mother-and-son egg throwing competition; mum doesn't appreciate egg on her frock.



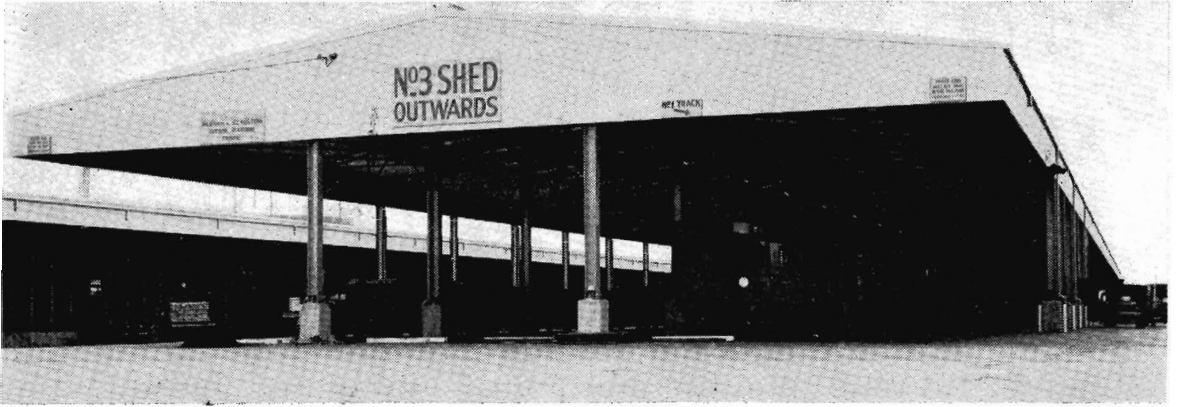
Santa Claus (Tommy O'Donnel) and some of his many friends pose for a picture.

The Ironworks Social Club, which has been in existence for about five years, decided to hold a picnic this year. About 150 members and their families went to Belgrave where, despite some rather patchy weather, a good programme of events ensured an enjoyable time for all. President of the club is Eddy Garboletto, and the secretary is Arthur Brown; the photographs were taken by club member Lionel Williams.



A smart take off in the junior sack race.

No.3 SHED: The new No.3 Shed, 880 ft. long and 109 ft. wide, is another part of the \$13 million Melbourne Yard and terminal modernization project. Four rail tracks can each accommodate 34 wagons. One of the outside tracks is used for loading general freight to western, south-western, northern, and central districts. The other outside track is used for outwards consignments of machinery, timber, building materials, and dangerous goods, and single crane lifts to the western and south-western districts. The two inside tracks hold spare empty wagons during the day; at night, trains depart from all four tracks.



VIEWS OF NEWS



WHITE LINE HELPS: This shot of peak hour crowds at Flinders Street, shows how effectively the white line keeps passengers at a safe distance from trains.



CENTRAL RESERVATION BUREAU operations in its new quarters in the given in *News*

- ▲ This general view of the room shows, circular desk holding a rotating rack of the Passenger Operations Division engaged in the booking of carriages

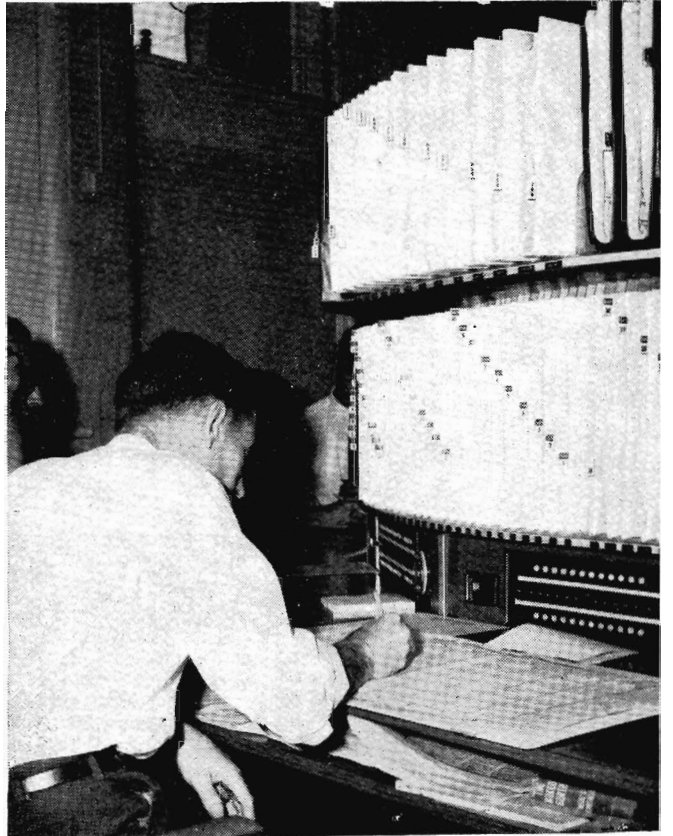
Seated at the circular desk, Mr. J. Co indicator panel showing the number of indicators



On November 17, the Central Reservation Bureau began operation at Head Office. (Details of the new room were published in the Railway Magazine of October 1969, page 150.)

In the background, the Central Reservation Bureau with the booking diagrams. In the foreground are other officers of the bureau engaged in the preparation of special time-tables, the movement of special trains, and other duties.

An officer makes an entry on a diagram. In front of him is a control panel with lights that flash when calls waiting to be answered; the first to be answered is indicated by the light flashing.



PUDDING BY THE TON

Last month saw one of Moonee Ponds' biggest parcel customers reach a peak when up to three-quarters of a ton of plum puddings a day was railed to metropolitan and country stations by Mr. Ray Carter.

Naturally this freight falls off after Christmas, but it begins again after Easter, and continues steadily until it reaches the next pre-Christmas peak.

The plum puddings are the traditional type, in cloth, and often described as similar to those made by "grandma", who used to boil them in the laundry copper, then hang them from the ceiling to mature.

The puddings, of varying weights from 2 lb. to 5 lb., are made by Ray Carter and his wife, Norma, who use a special recipe handed down by Mrs. Carter's parents.

Mr. Carter claims to be the only Rotary member in the world with the classification of "plum pudding maker"; Mrs. Carter holds a similar rank with the Quota Club. Apparently there are many makers of plum puddings, but most make other products as well; with the Carters it is solely plum puddings.

Even in this mechanized age, the puddings are made entirely by hand, and each has to be handled 18 times in the making.

Mr. Carter estimated that, during December, about two miles of calico were used to hold the puddings. In addition, there were tons of dried fruits, shortening, flour, and other ingredients.

Every ingredient is important, and the quantities have to be exact. Constantly boiling water is essential, otherwise seepage through the cloth will ruin the pudding.

"Many home pudding makers make the mistake of topping-up with cold water, which lowers the temperature and causes the plum pudding to go spongy" Mrs. Carter said. "Success depends on always having the water boiling".

After cooking in cloth, the puddings are vacuum packed to retain the flavour.

"Even in the metropolitan area, I send the plum puddings by train", Mr. Carter said. "It would cost me more to have a man sitting at the traffic lights than it costs by train".

Pudding eaters generally accepted that 1 lb. of plum pudding was sufficient for four servings.

"But from my observations, the great majority of growing boys could absorb 2 lb. at one sitting, then hammer on the table for more" Mrs. Carter said.



The husband and wife team of Ray and Norma Carter work together packing their Christmas puddings in readiness for dispatch from Moonee Ponds station.

However, since 1966, it has been a sad time for some pudding gourmets, because the threepenny coin disappeared.

"The Christmas pudding is not quite the same with decimal coins;

in fact the results could be disastrous" Mr. Carter warned.

Cooking decimal coins brings about a chemical reaction and, although not harmful, this gives the pudding an unpleasant taste.

MORE ORDERS

The association of plum puddings with tortoises sounds like an extension of Lewis Carroll's famous list of completely unrelated subjects that were sagely discussed by the Walrus and the Carpenter when they "*talked of many things—of shoes, and ships, and sealing wax, and cabbages and kings*".

Actually, there is a connection. As many people are now aware, both are

among the unusual items of freight carried over the V.R. Now, it seems that both consignors of these items have, through V.R. publicity, received a substantial increase in orders. In the case of the plum puddings, this amounted to an additional two tons to one retail outlet alone, in the period just before Christmas. And, of course, this also means additional freight for the Railways.

Saved life



Mr. Agnew

A split-second decision by Electric Train Driver K. R. Agnew saved the life of a lad last month. While driving the 7.10 a.m. down Frankston train, Mr. Agnew saw the boy wheeling a cycle over a foot crossing between Seaford and Frankston. Realizing that the boy was unaware of the approaching train, he applied the brakes as he blew the whistle. The whistle was blown again before the boy, who admitted he was daydreaming, became aware of his danger. He dropped the bike and jumped—and the train missed him by about a foot.

"I was on my way to school, thinking about the exams and listening to the transistor", the lad said.

Later, the boy's mother complained that the whistle had not been blown. Fortunately, the Railways had an independent witness.

To Kathmandu

Kathmandu, like Samarkand and Istanbul, enjoys one of those romantic names that must be the delight of

every travel agent. This romantic sounding place will soon see what will possibly be its first visitor from the V.R., in the person of Mr. A. J. Petrie, who retires this month as Member of the Public Relations and Betterment Board. After having organized many tours of Resonians as part of his official duties, Mr. Petrie has organized a world tour for himself and his wife. On the way to Europe, they will be flying from Bangkok to Kathmandu, then to Delhi and Istanbul with stopovers, of course. On the way to London, they will tour Europe. The return journey will be made via U.S.A.

Mr. Petrie joined the Accountancy Branch on February 23, 1921, and, after qualifying in Accountancy and gaining a Melbourne University degree in Commerce, was selected for transfer to the Secretary's Branch in February 1936. Since then, he has worked mostly in the literary section of the Public Relations and Betterment Board; he was editor of *News Letter*, and has been the Board Member since 1958. An enthusiastic 35 mm. photographer, Mr. Petrie also has another absorbing interest—philately. He was among members of the Royal Philatelic Society of Victoria who were recently nominated to receive the Society's new distinction—the J. R. W. Purves' Award.

A signal career

"The work of a signal engineer brings him in close contact with many of the most interesting developments in railway operation", says Mr. G. F. Woolley who retires this month as Signal Engineer (Special Duties), and Signal Representative on the Suburban Works Research Committee. The career of Mr. Woolley well exemplifies this.

Starting on October 7, 1919, he became an apprentice electrical fitter in 1922, won a Commissioner's Prize in 1924, and, the following year, transferred to the Head Office where he subsequently worked on the design of the earliest wig-wag signal installations, automatic signalling on the Geelong line, and the V.R.'s first automatically operated points and signals (at St. Kilda). Work on which Mr. Woolley was engaged in the 'thirties included the electrolysis of rails and connections, and improvements to track circuits. Later he re-organized the maintenance of signal relays at the Spencer Street workshops, established the first relay interlocking at Nar-Nar-Goon, and the signalling of the Gippsland line duplication.



Mr. Woolley at the standard gauge C.T.C. console.

In 1955 he went overseas to study the latest developments in his field. After returning, Mr. Woolley was instrumental in the successful operation of the first boom barrier, and, in 1958, the first C.T.C. installation, at Eastmalvern. In 1963 he completed his major work—the supervision of the installation of the C.T.C. for the standard gauge line.

Shortly after, he was engaged on the introduction of the first coded track circuits, audio-frequency track circuits, and, at Camberwell in 1964, the first push-button interlocking.

Some of the developments that he studied overseas and that could come to the V.R. when money is available, says Mr. Woolley, include underground railway signalling, hot box detectors, the measurement of train speeds at the track, radio and inductive train communications, the abolition of insulated rail joints, train identification systems and automatic destination signs on stations, and closed-circuit television for level crossing protection or viewing of roofed-over yards.

After his V.R. service of over 50 years, Mr. Woolley is retiring to enjoy the Peninsula way of life at Dromana.



Mr. Forster and the Division's largest camera, which is used for copying.

A strong arm had to accompany the sensitive eye of the photographer when Joe Forster started his photographic career with the Railways in 1921. Joe was a junior photographer and assistant to Bill Howieson, renowned for taking outstanding railway and tourist pictures. In those days they used a camera and tripod that together weighed up to 18 lb. Also, they had to carry glass plate negatives measuring $6\frac{1}{2}$ in. x $4\frac{3}{4}$ in. each, and, because of the weight of glass, they were limited to carrying 12 plates on each trip. Consequently every click of the camera shutter had to produce results.

Also, in those days, blue prints were made by a helio process of simply exposing tracing paper and printing paper to sunlight. Joe remembers the large printing frames that were fitted on the roof of Head Office and the many occasions when he watched the clouds for a ray of sunlight to print an urgent plan.

During his career, Joe has photographed nearly every area in the State, climbed countless masts and chimneys to get the right camera angle, and crawled into the most unlikely places, including locomotive fire-boxes, to take an unusual but important picture. He says that these experiences have led him to become involved in nearly every phase of railway operations and to meet all types of railwaymen.

He will look back from retirement on a most interesting 49 years of service.

Another interesting aspect of his career was having been associated with the progressive development of photographic equipment from the primitive box and bellows to the present sophisticated cameras with high speed films, and automatic exposure.

Joe will be remembered by many of the railway rowing fraternity as a Henley Cup winner in the middle

'thirties. He rowed for Richmond Rowing Club when most of the members were railwaymen.

In retirement, Joe intends to follow his hobby as a keen gardener. However, he will not lose contact with photography. Joe's wife also has a photographic association with the Railways; as Miss Marjorie Brown, she was a photographic colourist. They now have nine grandchildren and Joe knows he will be kept busy with his camera on family records for a long time.

Thanks

"While on lengthy sick leave recently, I received so many expressions of goodwill from people in various branches that I am quite unable to reply to them all personally. Will those who sent their kind messages, please accept my warmest thanks."

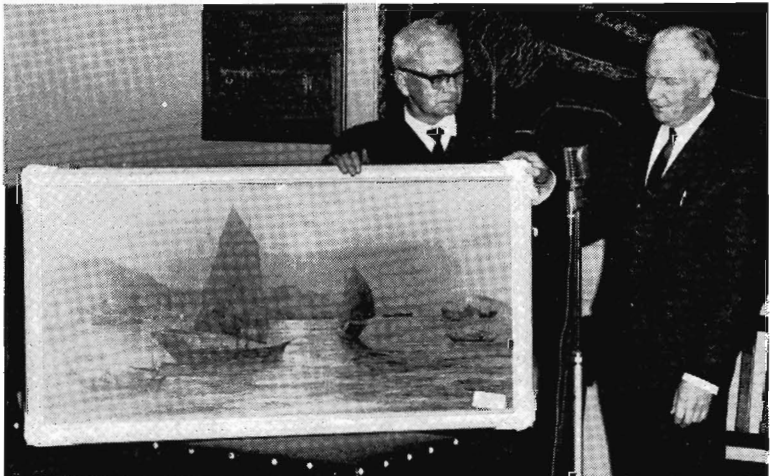
R. (Bob) Blair, Stores Branch, Head Office.

Seven for 510

The names, present ages, and positions held at retirement of a group of seven retired railwaymen who recently lunched together were: A. P. Taylor, 79, Chief Civil Engineer; T. H. Jenkins, 73, Chief Engineer, Construction Branch; W. Fox, 71, Acting Chief Civil Engineer; J. N. George, 71, Chairman, Level Crossing Committee; W. Gamble, 71, Engineer-in-Charge, Ironworks Division; W. Uren, 72, Engineer; G. Perrin, 73, personal clerk to Chief Civil Engineer.

The total ages amount to 510 years, giving an average of 73, and the good score of 7 for 510.

Worshop Foreman retires



A framed print of a seascape was among the gifts presented to Mr. W. H. Nicholls when he retired. He is shown (left) receiving it from Mr. A. J. Nicholson, Assistant Chief Mechanical Engineer. During his career in the Railways—he began as an apprentice fitter and turner in 1921—Mr. Nicholls had been a supervisor since 1937, foreman train examiner at North Melbourne Workshops, foreman of the Steel Construction and Erecting Shops at Newport, and, for the past two years, Workshop Foreman at North Melbourne Workshops.



Guard Jim Phillips smiles happily as the *Spirit* draws in to Spencer Street because it was his last trip prior to retiring after 49 years in the Railways. A group of friends, including some retired guards, met him as the train arrived. Afterwards, at an informal function at the station, many anecdotes of his early days were related, and good wishes expressed to Mr. Phillips. Stationed at Spencer Street for the past nine years, he had been a guard on the standard gauge trains since that service began.

Foundry train trip



Every Christmas, the Newport Workshops Foundry and Pattern Shop Social Club organizes a train trip for the families of members. It's the kiddies' day—all the events are for them. This year, about 150 attended, most travelling by diesel rail-car to Manningham Park, Bacchus Marsh. Santa Claus (Ron Murdoch) is shown arriving by the rail car to make a distribution of ice cream, drinks, and toys. (Photograph: K. Davie)



Mr. Burke

Mr. W. J. Burke, who has been appointed Chief Clerk of the Rolling Stock Branch following on the retirement of Mr. A. R. Ray, is a man who believes in fitness. For more than 40 years he has been a regular track and cross country runner, with the result that he was recently able

to complete a 15-mile road run in 1 hour 41 minutes 21 seconds. He has been coach of the Essendon Athletic Club since 1953, and was captain and coach for over 20 years.

Mr. Burke joined the Railways in 1921, and has had a wide experience in the key centres of his branch throughout the system. Among them was the Electric Running Depot at Jolimont. While working there as a junior clerk, in the 'twenties, the police strike occurred. To keep the crowds out of the city at night, evening train services were cut, and special rosters were drawn up at short notice, and then rushed to the train crews at the Flinders Street platforms. Another strenuous period at Jolimont, Mr. Burke recalls, was in 1956 during the Royal visit and Olympic Games, when complex arrangements had to be made for the huge crowds brought to the city by train.

Undeniable

Pompous passenger (Robert Morley) to conductor of late-running train: "*Why on earth is this train stopping and starting?*"

Conductor: "*Well, all trains stop and start.*"

—(from "Charge", a comedy series on Channel 2)

Exclusive clubs

Two clubs that are even more exclusive than those solemn piles that front some of the main city streets, have now been established in the Railways. They are the Wise Owl Club and the Turtle Club.

The Wise Owl Club is restricted to employees who, at the time of an on-the-job accident, saved the sight of one or both eyes because they were wearing eye protection.

The Turtle Club is so named because the turtle was one of the earliest users of hard shell for protection.

It can be joined only by employees whose lives have been saved or who have been protected from serious injury on the job because they were wearing safety head protection. A certificate, club lapel pin, wallet identification card, and an insignia suitable for attaching to a safety hat are presented to each member. Members of the Wise Owl Club are presented with a certificate, gold lapel pin, and a shop badge.

The purpose of the clubs is, of course, to encourage the use of safety protection.



The first member of the Turtle Club, Mr. H. Mandel (right) has just been presented with his certificate, etc., by the Chief Electrical Engineer, Mr. I. G. Hodges. Mr. Mandel, a cable jointer's assistant, was saved by his helmet from serious burns when molten pitch accidentally spilt on him.



Shown enjoying themselves at the annual smorgasbord of the Professional Officers' Association are (from left) Messrs. Allan Lemke, David Ferris, Graham Murfett, Roger Jackman, and Bob Fallon, all from the Rolling Stock Branch. The function, held at the V.R.I. concert hall, was attended by about 160 members and guests, including the Hon. Vernon F. Wilcox, M.P., (Minister of Transport), Messrs. G. F. Brown (Chairman of Commissioners), E. P. Rogan (Deputy Chairman), and L. A. Reynolds (Commissioner).

At Irymple



Members of gang No. 28 are at work in the Irymple yard. From left: Repairer D. C. Maizey, Actg. Ganger G. E. Perry, and Repairer A. Di Masi. The gang won first prize in its section of the 1968 track competitions.

Award winners



Mr. A. W. Weeks, Chief Commercial Manager, (left) presented awards to Commercial Branch officers who topped their sections in recent courses held in passenger fares and claims procedure. It was the first time that a course had been conducted in passenger fares. Award winners are (from left) Messrs. P. B. Roach (passenger fares, B section), A. B. Longo (claims procedure, B section), G. D. Simpson (claims procedure, A section), and L. L. W. Butcher (passenger fares, A section).

RETIREMENTS

TRAFFIC BRANCH

- Halfpenny, T., Spencer St., 2/2
- Hunter, Mrs. E. K., Nth Richmond, 13/11
- Holdsworth, E. C., Ballarat, 22/2
- Kasperartis, J., Melbourne Goods, 3/2
- Leggett, W. J., Box Hill, 26/11
- Malecki, Mrs. I., Flinders St., 29/8
- McMahon, J. E., Melbourne Goods, 9/2
- Moore, W. F., Dandenong, 9/2
- Negri, R. L., Swan Hill, 7/10
- Pascoe, G., Kooyong, 2/12
- Ridgewell, E. L., Donald, 23/12
- Spagnold, A., Melbourne Goods, 22/2
- Wayland, F. S., Melbourne Goods, 16/2

ROLLING STOCK BRANCH

- Arthur, E. J., Jolimont, 13/2
- Asting, H. E., Yallourn, 3/2
- Augustauskas, V., North Melbourne, 11/2
- Baumann, E., Jolimont, 8/2
- Braham, F. R., Bendigo Loco, 8/2
- Cain, M. G., Newport, 27/2
- Camintini, S., North Melbourne, 5/2
- Chibnall, S. R., Ballarat North, 31/10
- Cook, H. L. C., Newport, 12/2
- Crennan, G. H., Bendigo North, 23/10
- Drysdale, W. J., Newport, 23/2
- Henderson, N., Bendigo, North, 10/2
- Kordas, A., North Melbourne, 5/2
- McCrae, W. M., E. R. Depot, 30/10
- Parnall, L., Newport, 27/2
- Richards, J. F. A., Bendigo North, 16/2
- Russell, D. P., Newport, 26/11
- Zymovec, P., Jolimont, 21/1

WAY AND WORKS BRANCH

- Borthwick, R. N., Spotswood, 12/2
- Braybon, L. J., Gunbower, 5/11
- Dixon, P., Caulfield, 3/2
- Donnelly, F. L., Ultima, 2/9
- Hurd, H., Dobie, 5/2
- Lawson, H., Flinders Street, 11/2
- Lennox, R. B., Shepparton, 3/11
- Martin, S. S., Spotswood, 5/12
- Mihalakos, H., Special Works, 5/10
- Orr, W. P., Warragul, 24/2
- Parker, J., C/o Head Gardener, 23/10
- Tuck, S. F., Bendigo, 25/2
- Turner, D. W., Ironworks Div., 4/2
- Warren, A. M., Spotswood, 13/2
- Williams, K. T., Spotswood, 26/9
- Wood, A. E., Hawkesdale, 1/2

STORES BRANCH

- Moscos, C., Spotswood General Store-house 7/11
- O'Neill, A. H., Head Office, 11/11

**NEWS LETTER REGRETS
TO RECORD THE FOLLOWING
DEATHS**

TRAFFIC BRANCH

- Agnew, Mrs. W. M., Middle Pk. 6/12
- Howard, A. O., Macedon, 19/11
- McCarthy, C., Tottenham Yd., 10/11
- Robbins, J. M., Regent, 17/11
- Sinclair, W. L., Maryborough, 27/11
- Stefan, M., Flinders Street, 22/11

ROLLING STOCK BRANCH

- James, R. G., Newport, 16/11
- Keane, J., North Melbourne, 5/12
- O'Brien, E., South Dynon, 8/12
- Wolosewicz, M., Newport, 30/11

WAY AND WORKS BRANCH

- Arseniuk, I., C/o Lines Supvr. 19/11
- Cardillo, G. J., C/o Bonding Supvr., 23/11
- Cue, H. J., Benalla, 20/11
- Rogers, A., Spotswood, 3/12

EDUCATION MONTH

February is Institute Education Month when we set up and begin the year's activities.

This year there are exciting prospects.

They include a full time qualified Training Officer for advice on the latest techniques in instruction and other aspects, some modernization of our classrooms and a more adequately equipped room for screening films.

As well as those prospects, we offer an educational and training service to lay a foundation for several railway careers in specialized and more general subjects.

There are no minimum educational standards for entry to these free, or moderate cost, opportunities available to Institute members.

Mr. *Average Man*, can be trained so that he will achieve the satisfaction of being *somebody* in a self-chosen job.

The courses offered cover :

- Rules & Regulations—W. H. brake
- Diesel operation
- Diesel maintenance
- Safeworking (Traffic)
- Safeworking (Way & Works)
- Station Accounts & Management
- Ticket Checking
- Storemen's duties
- Trainee train examiners
- Track and special gangers
- Works sub-foreman and works ganger
- Shorthand
- Typewriting

These are taught at a number of locations throughout the State, or in some instances, by correspondence.

If sufficient members are offering at a location we prefer to set up an oral class that students can attend.

During February, we hope to announce and arrange the presentation of educational cash prize awards for 1969.

Have you enrolled in a class for 1970? If not, further details are obtainable from the V.R.I. at Flinders Street (telephone Auto 2445).

SPORT

by OSS. KEATING

Basketball

Tasmania had the honour of conducting the second Intersystem Basketball Carnival (men's section) and also had the pleasure of seeing the girl's section for the first time reach the status of an official carnival.

In Adelaide, two years ago, only South Australia and Victoria competed and the constitution provides that a minimum of three States must compete in any sport before the event can be classified as a Carnival.

We reached Hobart after an uneventful flight, and following a settling-in period, were officially welcomed at the Railways Institute by Mr. L. H. Bessell (Minister for Transport) supported by Messrs. R. H. Barnes (Acting Commissioner for Transport) and C. G. Collins (General Manager for Railways).

Play began the next day, Tuesday, at 10 a.m. and Victoria had the honour of playing South Australia in the opening match. Within the first few minutes of the game, it was obvious that the standard of play was far higher than that at Adelaide two years ago, and that it would take a competent, well-equipped team to win this tournament. Unfortunately

for Victoria, at about the 10 minute mark, one of our players, Danny Stewart, of Geelong, was crashed heavily to the floor, and sustained a badly injured wrist and severe bruising. Danny was replaced and the game continued but the South Aussie's proved too good and ran out winners 40 to 23.

At 1 p.m. all competing States paraded on court in their playing uniforms and the Carnival was officially declared open by the Minister for Transport. This rather colourful ceremony was video taped by the local TV station and featured in their 6.30 p.m. news session.

After our opening game, defeats, by Tasmania, Commonwealth and Queensland had the Victoria camp pretty worried but in the last game of the first round, we at last managed to break through for a win over Western Australia.

In the second round, we again had to lower our colours to South Australia, Commonwealth and Queensland but we recorded wins against Tasmania and the unlucky Western Australia.

The men's section was won by South Australia, who finished a clear leader over Queensland, (surprisingly beaten by Commonwealth in the second round), with Commonwealth in third place; then followed Victoria, Tasmania and West Australia.

Premiers



Ararat V.R.I. men entered a team in the local volleyball competition and carried off the A grade premiership. Shown, with the trophy, are members of the team, R. Clough (1), E. Arendshorst (2), L. Styles, capt., (5), F. Parker (4), J. Potter (3), all from the Rolling Stock Branch, and T. Foran (7), Way and Works Branch. (Photograph : E. Weeding)

Commonwealth lasses had an easy win in the girls section, completing the series without a defeat. At the farewell dinner, the Commissioners' Shield was presented to South Australia, and the awards for the best and fairest players in the Carnival were handed to Helen Fullarton of Commonwealth (girls) and to Ken Harman of Queensland (men).

Our congratulations to Eric Stephens and his boys from South Australia—they deserved to win the Carnival—and to the Commonwealth girls for their equally fine effort. The winners of the individual awards were indeed worthy of their honours.

The All-Australian team was announced at the dinner, and the Victorian party was elated when Danny Stewart and Mick Leehane were selected in the side. They were thoroughly deserving of this honour, Danny turning in an outstanding performance, for, after missing four games due to injury, he finished third in the Best and Fairest voting and second in the total number of points scored. Mick was one of our great triers, but his ability and efforts were not always recognised by the umpires.

Alan McCambridge (carnival chairman) and Reg Butler (carnival secretary) are to be commended for the competent and efficient manner in which the tournament was conducted and for the hospitality showered on us during our stay in Hobart. In our own party, Ern Huber did a terrific job as manager (but I feel his rendition of *Macnamara's Band* needs working on), the boys individually did everything asked of them, both on and off the field, and were excellent ambassadors for their State. Let me say quite definitely that their efforts on court were mighty and it was only the lack of height, as was the case in Adelaide, that cost us most games. The players who represented us were Ern Huber (who as well as being manager was also captain and coach), Mick Leehane, Geoff Nicholas, Gary Payne, Brett Newman, Ivan Rendell, Ian Read, Danny Stewart, and Des Wilson.

Bowls

On Sunday, December 7, at Footscray City Bowling Club, the V.R.I. Social Bowling Club held the bi-annual competition for the *W. E. Elliott* trophy. The winner of this trophy is the Victorian singles representative in the singles event held during the Intersystem Bowling Carnival. This year's winner was Jack Brown, a Clerk in the C.M.E.'s office at Spencer Street, who beat Alan Cowling from Spotswood, in the final, 21-15. There was some excellent bowling, particularly in the final, but in spite of a great fighting effort by Alan, Jack had too many guns on the day and ran out a convincing winner. If he can maintain this form he must give the Australian title a great shake next month in Launceston—best of luck Jack.

Country Weeks

Country members should keep in mind that Country Bowls Week will be held from February 16-20 (entries close January 26), Country Tennis Week from March 2-6 (entries close February 20) and Country Cricket Week from March 16-20 (entries close February 16).

All these fixtures are played at first-class venues, and an excellent week's sport is assured. Entries should be forwarded to the Sports Secretary, C/- V.R.I., Melbourne, and should reach this office not later than the above closing dates.

Table Tennis

As previously reported, the next Inter-system Table Tennis Carnival will be held in Melbourne from August 9 to 20, this year. Applications from players interested in representing Victoria at this Carnival should reach me or Mr. G. Smith, C/- V.R.I., Melbourne, not later than March 30.

Applicants, who must be members of the Institute for at least six months prior to the start of the fixture, should indicate their performances over the past two years, and the team and/or grade competed in. The selected players will, if conven-

ient, be expected to attend coaching and practice classes at the table tennis centre at Albert Park.

The annual meeting of the V.R.I.T.T. Association will be held in the V.R. Institute, on Thursday, February 5, at 8 p.m. As it is intended to begin play in the internal winter competition early in March, teams wishing to play should submit their entries to the hon. secretary by the annual meeting and, if possible, be represented at that meeting.

Cricket

The annual match against the Posties was set down for decision on Monday, December 1, at the St. Kilda Cricket Ground. Play began at 10 a.m. and, after a disastrous start when we lost Brister for a duck and Balcombe for 3, Dyson and Barnes settled down and pushed the score along to 63 before Trevean clean bowled Dyson for 22. De Zilva joined Barnes, but, after only two more runs had been added to the score, rain washed out play at 11.15 a.m. with the position, V.R.I. 3 for 65 (Barnes 31 n.o., De Zilva 1 n.o.). Of the A.P.I. bowlers, McFadyen had 1/24, O'Brien 1/17 and Trevean 1/14. At the luncheon, Mr. M. L. G. McKenzie, our General President, welcomed our special guests and visitors and Mr. Jim Carroll, President, Victorian Division, A.P.I. suitably responded. Other guests present included Messrs. L. A. Reynolds (Commissioner) D. O'Donnell (Councillor, V.R.I.), F. M. Mitchell (General Secretary, V.R.I.), R. McKay (Manager, Victorian Division, A.P.I.), and A. Crawford (Chairman, Sports and Social Committee A.P.I.). Mr. Bob Figgis (who is President of the V.R.I.C.A. and a V.R.I. Councillor) ably chaired the luncheon.

Albacutya Station derives its name from an aboriginal word, *Ngelbakutya*—a sour quondong (native fruit).



The cold weather that heralded this summer stopped play in the annual cricket match between the V.R.I. and the Australian Postal Institute. Members of the two teams are shown after adjourning for lunch in the expectation (not fulfilled) that the weather would improve to permit resumption of play.

VICTORIAN RAILWAYS

NEWS LETTER

FEBRUARY



1970



IN THIS ISSUE

THE RAILWAYS' PART IN MELBOURNE'S
TRANSPORTATION PLAN

1970 AND BEYOND



The Hon. Vernon Wilcox, M.P.

A new decade! What is in store for the transportation world and particularly for the Victorian Railways?

One thing is certain—there will be changes. One of the facts of modern life seems to be that changes occur with increasing rapidity. It would not be real to expect that the transport field

would be by-passed by the changes.

The Metropolitan Transportation Committee's report released at the end of 1969 points out some of the changes which must occur if people are to get about their work and their leisure with reasonable freedom.

As Minister of Transport I have tried to encourage those in the transport industry to develop attitudes which are necessary to meet the challenges of the next decade. We have made some forward steps — but much remains to be done.

I believe that the Victorian Railways have a real role to play in the overall transportation scene for the 1970's and that they should be geared for this role. If the Railways are geared for this role, they will have a much better opportunity of obtaining the necessary funds.

Some people think the railways are *old hat*. These people have not learned that railways are on the move around the world; that they are a vital part of any effective transport system.

It is a task for all rail men interested in their work to play a part in persuading the community of this—it is not something to be left to others.

To all railway staff and readers of *News Letter*, best wishes for 1970 and beyond.

Vernon F. Wilcox

LEASING OF AIR RIGHTS

The railways will lease air rights over Jolimont station to Leighton Contractors Ltd., the successful tenderer. A rental of \$45,000 a year will be paid to the Railways.

A 30-storey office building, complete with service shops and car parking facilities, will be built on the area. The contractors will take up the lease on April 1, 1970, and the building will be completed in three years.

The same company has also taken a four-year option on the lease of an adjacent area of land with similar dimensions. If the option is exercised, a rental of \$40,000 a year will be paid, and the company will erect a similar 30-storey building on the site.

Plans for development of air rights over other railway land have been accepted by the Railways in recent months. A shopping complex, costing \$9 million is being planned for leased land and air space on the south side of South Yarra station.

Tenders for similar rights to air space on the north side of South Yarra station close next month.

Spencer Street

The Railways have also offered to lease the air rights over land now used for car parking at Spencer Street station. Tenders, closing on May 27 next, have called for a lease for 99 years less one day.

The area faces Spencer Street and extends from Lonsdale Street to about 100 ft. from Bourke Street.

The ground level car park would remain, with only a minimum loss

of the space used by rail passengers. Favourable consideration would be given to the building of an underground car park, if desired, by the successful tenderer. As buses and cars would move under the building, construction would be at a suitable height above ground level, although a split level building would be possible.

Access to the building would be from Spencer Street, and development could include offices, shops, conference rooms, car park, professional rooms, theatrettes, etc.

ECONOMY CLASS CARRIAGES

Consequent on the decision to designate *second class* as *economy class*, the word *second* will be removed from the interior and exterior of country and inter-system carriages as they pass through the workshops. As is already the case with suburban rolling stock, the carriages will then carry no class designation; first-class carriages, however, will continue to be designated. (See *News Letter*, November 1969, p. 162.)

OATS FOR JAPAN

An experimental consignment of bulk oats in containers was sent from Victoria to Japan last month.

Fifty tons of oats were loaded at the Geelong and Cressy Trading Company's siding at Lara into three new-style Japanese containers. The containers had been railed to Melbourne and were transferred at Swanson Dock into the new container ship, *Australia Maru*. The containers, 20 ft. x 8 ft. x 8 ft., are loaded through three openings at the top, and the contents discharged through a trap door at the bottom.

It was the first time that bulk oats have been exported in containers from Victoria, and possibly Australia.

FRONT COVER

A low camera position resulted in this dramatic shot of *Spirit of Progress* at Kilmore East.

HOW TO SAVE MILLIONS

The *Indian-Pacific* will leave Sydney for Perth on Monday, March 2, 1970, for the first crossing of the continent from east to west.

The Australian-built luxury express will cover the 2,461-mile journey in 65½ hours, shortening the existing Sydney-Perth passenger service by 19¼ hours.

From that date, *The Indian-Pacific* will leave Sydney twice weekly, on Mondays and Thursdays, at 3.15 p.m. E.S.T. In New South Wales, the express will stop at Lithgow, Bathurst, Orange (East Fork), Parkes and Broken Hill. *The Indian-Pacific* will arrive at Broken Hill at 8.40 a.m., C.S.T., and leave at 9.5 a.m. every Tuesday and Friday.

It will stop also at Peterborough and Port Pirie in South Australia. Port Pirie will be the interchange station between the Sydney-Perth line, and the line to Adelaide and Melbourne.

The express will arrive in Perth, after a short stop at Kalgoorlie, at 7 a.m., W.S.T., on Thursdays and Sundays.

A twin of *The Indian Pacific* will leave Perth on the direct trans-continental service to Sydney at 9.30 p.m., W.S.T. every Sunday and Thursday, arriving in Sydney at 3.50 p.m., E.S.T. on Wednesdays and Sundays, after a one-train journey of 64½ hours.

The new service, together with the 5-day a week train that is available from Adelaide to Perth travelling via Melbourne will give Sydney-Perth (or Perth-Sydney) passengers a 7-day a week service across the continent.

The Indian-Pacific (from both Sydney and Perth) will provide sleeping accommodation for 52 first-class and 96 economy-class passengers, together with ample lounge, club, bar and dining accommodation. All the carriages are of stainless steel and air-conditioned.

MORE
UNDERGROUNDS

Many of the world's major cities are building or expanding existing underground railways, according to overseas reports.

In England, London Transport say that a 3½-mile underground line from Hounslow West to Heathrow could be ready by early 1973 if authorization is given immediately.

Amid the glamour and excitement that is associated with the development of Victoria's natural gas reserves, it seems to have been overlooked that rail and road transport are already carrying **liquid petroleum gas** (which is also a natural product) to many country cities and towns. Of high calorific value, this gas can be reduced with air to give the same heating value as natural gas, and is piped to the consumer in the same way.

In fact, practically all town gas supplied to Victorian country centres is now liquid petroleum gas obtained from refineries at Western Port, Altona, and Corio. The only exception is at Geelong, where a small quantity of coal gas is still used.

Of course, most of the consumers in these towns pay a higher price than those in Melbourne, but the freight charge accounts for only three to five cents in each dollar paid by the consumer.

Press reports say that consideration is being given to building pipe-lines to take natural gas to the country. Of course, these

lines would cost millions of dollars, and the cost of distribution would be much higher than the present rail freights.

To carry liquid petroleum gas to the country by rail, very little equipment is needed. For example, five rail tank wagons, costing \$50,000 each, can carry enough liquid petroleum gas to meet the entire requirements of Ballarat, Bendigo, and Castlemaine.

As gas consumption increases, the wagon fleet can easily be increased accordingly. And rail delivery is flexible; a rail network already serves most of the settled parts of the State.

With the heavy demands on the limited capital funds available to the State, surely it is logical to continue supplying liquid petroleum gas to country centres by using the existing rail facilities, and save those millions of dollars that would be needed for pipe lines to carry natural gas.

The funds so saved could be spent on other facilities that are urgently required by the community.

The Italian Government is examining a draft Bill which proposes the completion of three underground systems at Rome, Milan, and Naples.

In Hamburg, a new 5/8-mile underground section between Legienstrasse and Billstedt has increased the city network to 52 miles. Control is by means of a new push-button relay signal system.

Tokyo's 6-mile underground line linking Japanese National Railway's Sobu line with the Tokaido line will be completed by 1972, with initial operation between the Sobu line and Tokyo Central station next year.

Santiago's rapid transit system will soon be under way, but the Chile Government's major effort will be concentrated initially on completion of a line which will be mostly underground.

While other cities see the value of underground railway systems to move commuters and others efficiently and quickly, Melbourne still waits for the financial *green light* to go ahead with its much needed underground that will give the present suburban system the capacity it needs to move more people.

TRAIN INDICATORS

Illuminated train-destination indicators on suburban platforms at Flinders Street are being altered to improve their legibility. The changes followed extensive tests over the past 12 months. The familiar yellow station names, back-lit by incandescent bulbs, are being replaced progressively with clear white lettering illuminated by fluorescent tubes. At the same time, the indicators are being generally refurbished.

The changeover at Flinders Street will be completed in the next few months; indicators at Spencer Street will then be altered.

INTERSTATE
FARES RISE

Interstate train fares throughout Australia rose from January 1—singles by 10 per cent and returns by up to 15 per cent. Interstate rail fares were last increased in March 1967.

In Victoria, the average annual railway wage had risen by nearly 14 per cent—from \$2,719 at June 1967 to \$3,073 at June last year.

TRANSPORTATION PLAN

The plan made by the Metropolitan Transportation Committee is based on the traffic conditions expected in the Melbourne of 1985. The plan recognizes that there is a place for all forms of transport in attempting to solve the urban traffic problem, and that it cannot be solved by emphasis on one form of transport alone.

The following are the plan's recommendations for the Victorian Railways.

Melbourne's existing comprehensive network of public transport constitutes a valuable community asset which many other cities lack. The metropolitan surface railway, mainly electrified, comprises a multi-track system running within its own reservations, radial in character and extending to and beyond the design area in some directions 26½ miles from the centre of the city.

On many lines the system has considerable reserve capacity to handle more people. On other lines it can be greatly expanded without enlarging rights-of-way except in the terminal complex.

The electric tramway system, also radial in character, operates (except for minor mileages) along arterial streets, but on much shorter routes than the rail—generally not more than seven to eight miles from the CBD (central business district).

Supplementing the rail and tram services is an extensive bus network. With the exception of a small number of routes which penetrate the CBD, Melbourne's bus services operate on inter-suburban routes, providing service to local schools and suburban shopping centres and, most important of all, feeding into the rail and, to a lesser degree, the tramway system.

The 1985 traffic demands would necessitate the improvement of all these services.

Proper up-grading would be reflected in faster and more comfortable journeys, increased frequency of services, more convenient scheduling to permit ready interchange between routes, better parking and bus terminal facilities at points of modal (means of transport) interchange, improved bus feeder services linking the rail and tram networks with residential areas, and the maintenance of a high standard of safety.

The committee attaches great importance to the public transport proposals because, unless positive action is taken to improve these services in terms of travel time and comfort, the requirements for additional road space would, without

doubt, have to be substantially greater than now proposed.

For this reason, the encouragement of public passenger transport, and its improved performance, have been major factors in determining the shape of the recommended plan.

PEAK ROLE

Altogether there are 18 separate rail routes, all leading into one or other of the two CBD terminals—Princes Bridge/Flinders Street and Spencer Street. The rail system covers a wide area and serves many suburbs on its routes into and out of the CBD, but there are no connecting rail links between these radial routes.

In common with other public transport modes, the most important role played by the rail network is in handling peak commuter traffic, particularly workers travelling to and from the CBD. In 1964, two-thirds of the total passengers carried by rail travelled during the morning and evening peaks, and only one-third during the rest of the day and night.

By 1985, the rail system is expected to be handling 663,000 person trips daily compared with 381,700 in 1964, the increase being accounted for partly by the expected increase in the number of jobs that will be offering in and around the CBD and partly by the predicted increase in inter-suburban worker travel.

Because Melbourne already had this comprehensive rail network, one of the prime objectives of the planning was to introduce improvements to the rail system to enable it to carry out effectively its 1985 traffic task, and to develop the necessary potential for further expansion beyond that date.

RECOMMENDATIONS

Details of the recommendations for improving the level of rail services to cater for the predicted increases in demand up to 1985 are :

- *improvement of service frequencies generally and peak services in particular, with 73*

extra trains at peak periods, and 33 miles of new express tracks in existing rights-of-way.

- *construction of an underground loop terminal at the centre of the rail system.*
- *building three new lines—the East Doncaster line; the Huntingdale to Ferntree Gully line; and the Frankston to Dandenong line.*
- *extension of one existing line—Altona to Westona.*
- *extension of electrified services along existing lines, to bring in an extra 62 track miles.*
- *duplication of 19 miles of single line track.*
- *replacement of all out-of-date rolling stock with modern vehicles.*
- *extension of automatic signalling.*
- *construction of new stations on existing, new and extended lines.*
- *substantial extension of car and bus parking facilities at metropolitan railway stations.*
- *putting grade separation facilities at 80 existing points of intersection between rail and road.*

FLINDERS STREET CONGESTION

For the rail network to handle the projected increased volumes and, at the same time, offer significant improvements in services throughout the network, improved central terminal facilities will be essential. Because it is a radial system, the capacity of its central terminal tracks and stations governs the capacity of the whole system to carry the large peak hour volumes of passengers.

The Flinders Street/Princes Bridge complex with its associated stabling sidings is the key to the operation of the metropolitan system. Congestion of both trains and passengers in this area is a serious problem and long before 1985 it is essential that it should be overcome.

Of the two forms of congestion, that of the trains is the more immediate problem, but the passenger

congestion is by far the more fundamental. Any approach which solved the train congestion but did not also deal effectively with the passenger congestion, could be at best, no more than a temporary solution. For this reason the committee decided that the recommended proposal would have to be one that offered solutions to both aspects.

In 1964, 108 trains were required to handle the peak hour traffic through Flinders Street in each of the morning and evening peaks. In 1985, to handle more passengers at the higher standard of service provided for in the recommended plan, 181 trains would be required in the peak hour.

The operation of this increased number of trains could be accomplished by providing stabling sidings west of the city with additional tracks and a re-arrangement of connecting services, but none of these changes would provide a solution to the passenger congestion and, for this reason, this approach was rejected by the committee.

The passenger congestion problem is related to the movement of people within Flinders Street station itself—on the platforms, in the ramps, subways and concourses, and through the barriers. A work study analysis by the Railways showed that, with 181 trains operating through Flinders Street, congestion would reach intolerable levels and well before 1985 would be imposing an upper limit on the capacity of the metropolitan network as a whole.

It was clear that to solve both forms of congestion it would be necessary to derive some satisfactory form of dispersal of both trains and passengers so that effective and permanent relief could be given to Flinders Street and Princes Bridge.

Underground terminal

In principle this would mean the introduction of a multi-station terminal system. Such an approach, however, could only achieve its full purpose if the new stations were strategically located so that passengers were discharged significantly nearer to their final destination. The proposal which, in the committee's view would best meet these requirements is the underground loop (see centre pages).

Alternative proposals have been examined and their capabilities of handling peak train services assessed, but none of the alternatives offered the same combination of advantages as the recommended plan, including the capacity for expansion beyond the design year.

The proposed loop would consist of four single tracks designed to operate in both directions. Trains from lines feeding the Flinders Street/Princes Bridge complex other than those on the St. Kilda and Port Melbourne lines would have direct access to the loop tracks and hence to the five stations (including Flinders Street and Spencer Street) to be served by each track. Services would be arranged so that some of the trains on each line would run to or from one of the loop lines and the remainder directly to or from the Flinders Street/Princes Bridge complex.

With the greatly increased frequency of service that would be operating in 1985, no peak-hour passenger would have more than a few minutes to wait for a train to his chosen destination.

The express trains would be given preference in their access to the loop, but the track layout would be designed to permit stopping trains to use the loop and the expresses to go direct to Flinders Street, when this was required. Cross-platform interchange facilities would be provided at Victoria Park, Richmond and North Melbourne to enable passengers to transfer from a Flinders Street/Princes Bridge bound train to a loop bound train, and vice versa.

TRAVEL TIMES CUT

The key role which the loop, in conjunction with the proposed new express services, would have in increasing the effective speed of the rail service, is indicated by the following examples of savings in travel times.

A person boarding a peak-hour express at Mordialloc, and wanting to go to the corner of Swanston and La Trobe Streets, would take 35 minutes (saving 10 minutes compared with 1964 travel times); from Ringwood to the corner of William and La Trobe Streets, 25 minutes (saving 20 minutes); from Box Hill to the corner of Lonsdale and Elizabeth Streets 20 minutes, (saving 10 minutes); and from Broadmeadows to the corner of Spring and Collins Streets, 20 minutes, (saving 20 minutes).

This pattern of improved service would be extended over the whole system once the underground loop was operating.

The study data indicated that by 1985 nearly 63 per cent of the peak hour CBD-bound passengers would be using one of the three underground stations, which would virtually eliminate passenger congestion at Flinders Street/Princes Bridge.

Apart from the role it would play in making it possible to revitalize the

rail network, the loop would also allow a more balanced development of the CBD and its environs, particularly on the northern side of the city.

In overseas countries, the construction of underground rail facilities beneath highly built-up areas has acted as a spur to private investment. The proposed underground loop, it is considered, could have the same potential to stimulate new city development in Melbourne.

New lines, etc.

In response to the growth that has been occurring in, and is predicted in the future for, the suburban areas, it is recommended that three new lines be added to the rail network and one existing line be extended. (see centre pages).

East Doncaster line

The recommended route, already approved by the Government, is along the median of the proposed Eastern Freeway from Clifton Hill to Bulleen and thence on its own right-of-way to East Doncaster. Because both the new railway and the freeway impose physical severances on the existing development of the area, there are advantages in combining the two for as great a length as possible.

In the first stage, the railway will be connected to the Clifton Hill line, but it is proposed to ultimately have a direct link with the underground loop, via Fitzroy, which will also provide a direct route to the city for trains from the Epping and Hurstbridge lines. The line from Victoria Park junction to East Doncaster will have two tracks and will be 9½ miles long. It will have five stations and model interchange facilities at appropriate points for cars and feeder bus services. By 1985 this line will be handling a 2-hour peak volume of about 8,000 passengers, with a planned peak service of up to eight trains hourly.

Huntingdale to Ferntree Gully line

The new double-track line recommended to connect Huntingdale and Ferntree Gully, a 12-mile length, would follow a median along North and Wellington Roads with grade separation at the major street crossings and modal interchange facilities at appropriate points.

It is expected that by 1985 this line will have a daily 2-hour peak loading of 5,500 passengers, with a planned peak service of six trains hourly.

The line would influence the development of the area between Monash and Ferntree Gully, and would also link the adjacent resi-

**TABLE I
COMPARISON OF RAIL SERVICES 1964 AND
PROPOSED SERVICES 1985**

Station	Inbound trains per hour in a.m. peak hour		Percentage Increase
	1964	1985	
Altona	2	4	10
Newport	7	12	71
St. Albans	4	6	50
Sunshine	4	9	125
Footscray	11	21	91
Broadmeadows	6	10	66
Essendon	9	10	11
Upfield	—	4	—
Fawkner	3	4	33
Epping (Lalor in 1964)	4	6	50
Reservoir	5	6	20
Hurstbridge	2	3	50
Eltham	4	8	100
Macleod	6	11	80
Heidelberg	9	11	22
Clifton Hill	14	21	50
Lilydale	2	6	200
Croydon	3	6	100
Upper Ferntree Gully	4	9	125
Ringwood	12	27	125
Box Hill	13	16	23
Camberwell	18	20	11
Glen Waverley	3	8	166
Eastmalvern	5	8	60
General Motors	2	6	200
Dandenong	6	18	200
Huntingdale	6	24	300
Oakleigh	11	24	118
Frankston (via Mordialloc)	4	18	350
Carrum	6	18	200
Aspendale	7	18	157
Mordialloc	8	28	250
Mentone	9	10	11
Caulfield	23	34	47
Sandringham	9	10	11

dential areas with the growing industrial areas in both Dandenong and Huntingdale. The trip from Ferntree Gully to Museum on the underground loop would take about 36 minutes.

Frankston and Dandenong line

The recommended plan provides for a new line running from Frankston to Dandenong via Lyndhurst. The line would branch from the existing Frankston-Melbourne line near the Wells Road level crossing, from which point it would follow the alignment of a proposed new freeway for 2½ miles and continue on to Lyndhurst and Dandenong.

When fully developed it would have six stations. It would have two tracks and a total length from Frankston to Dandenong of 14 miles, including eight miles of new track. It would reduce the pressure on the Frankston-Dandenong road, encourage development of the areas through which it would pass and serve the growing needs of the Western Port industrial complex. It is expected that this line would be carrying a 2-hour peak period volume of about 2,700 passengers with a planned peak service of six trains hourly. Modal interchange facilities would be provided at appropriate points.

This new line, together with the proposed electrification of the Hastings and Mornington lines, would give Mornington residents a new direct link with Dandenong.

Altona extension

It is recommended that the Altona line be extended a distance of one mile to a new station at Westona. This would give a direct rail link into a rapidly developing industrial area of the metropolis, and would further assist in promoting continued residential and retail development.

Land acquisition for rail

Although the rail network would be expanded by a total of 112 single track miles, only 31 track miles would be located on new alignments and of this total 16 track miles would be in the freeway medians. The total amount of land that would have to be acquired for railway improvements would be 216 acres.

Electrification extension

The rail proposals provide for the electrified system to be extended to take in stations within the existing metropolitan network but outside the present electrified area and for the extension of electrification to the Baxter-Hastings and Baxter-Mornington sections which are outside the present suburban fare zone. This zone extends up to 32 rail miles from Melbourne. Altogether, a further 62 miles of track would be brought into the electrified area by this proposal, representing an increase over the existing electrified track mileage of 28 per cent.

In addition to the stations that would be brought into the electrified system by the proposed electrification extensions, nine new stations would be built on existing electrified lines.

The stations that would be added to the electrified system by these proposals would be as follows :

Route	Stations
Newport to Werribee	Paisley, Galvin, Laverton, Aircraft, Skeetons Creek, Tarneit, W'bee.
Sunshine to Deer Park West	Sunshine West, Ardeer, Deer Park, Deer Park West.
Broadmeadows to Craigieburn	Broadmeadows North, Somerton South, Somerton, Craigieburn.
Dandenong to Lyndhurst	Dandenong South, Lyndhurst.
Lilydale to Coldstream	Coldstream

Route	Stations
Frankston to Hastings	Leawarra, Langwarrin Baxter, Somerville, Tyabb, Hastings.
Baxter to Mornington	Baxter Park, Bungower Nepean, Mornington.
St. Albans to Sunbury	Sydenham, Diggers Rest, Sunbury.

By 1985, these extensions would be catering for an estimated 30,000 passengers a day.

Improved frequencies

The significant increases in service frequencies recommended (Tables 1 and 2) cover both express services (trains running non-stop for the whole or a substantial part of their trips) and stopping trains.

Their purpose would be to cater for the increased traffic volumes predicted, to increase the convenience of rail travel and to reduce rail travel times.

A comparison of the morning peak services recommended for 1985 with those provided in 1964 indicates the extent of the improvements proposed. Typical examples would be:

- four peak-hour expresses on the Frankston line would be increased to 18.
- single peak-hour express from Broadmeadows in 1964 would rise to six expresses.
- Box Hill service of one express every eight minutes would change to one every five minutes.
- one express every eight minutes from Mordialloc would increase to one every two minutes.

Service frequencies recommended for stopping trains would show improvements of a similar order.

Achievement of the recommended frequencies would be dependent upon the completion of the underground and the vital role it would play in relieving both train and passenger congestion at Flinders Street.

NEW TRACKS

To accommodate the new express services an additional 33 miles of single track would be required mostly in the existing railway rights-of-way.

The express tracks would be in the following locations:

Line	Location of new track	Single track Miles
Two additional tracks:	Burnley Jolimont Yard-Richmond	1.0

**TABLE 2
COMPARISON OF EXPRESS SERVICES 1964
AND PROPOSED SERVICES 1985**

Station	Inbound express trains per hour in a.m. peak hour		Percentage increase
	1964	1985	
Altona	—	4	—
Newport	—	8	—
St. Albans	—	3	—
Sunshine	—	6	—
Broadmeadows	1	6	500
Essendon	1	6	500
Hurstbridge	1	3	200
Eltham	2	8	300
Macleod	2	8	300
Heidelberg	2	8	300
Lilydale	1	6	500
Croydon	2	6	200
Belgrave	2	3	50
Upper Ferntree Gully	2	9	350
Ringwood	6	27	350
Box Hill	7	12	71
Camberwell	6	12	100
Glen Waverley	—	4	—
Eastmalvern	—	4	—
General Motors	2	6	200
Dandenong	3	10	350
Huntingdale	3	16	433
Oakleigh	3	16	433
Frankston (via Mordialloc)	4	18	350
Mordialloc	7	28	300
Cheltenham	10	10	—
Caulfield	13	16	23

Footscray South-Kensington 2.0
Footscray
One additional track:

Newport Footscray-Newport 3.0

Essendon Kensington-Essendon 3.0

Ringwood Burnley-Hawthorn 1.0

Ringwood East Camberwell-Ringwood 9.0

Dandenong Caulfield-Huntingdale 4.0

Frankston Caulfield-Mordialloc 10.0

Total 33.0

NEW ROLLING STOCK

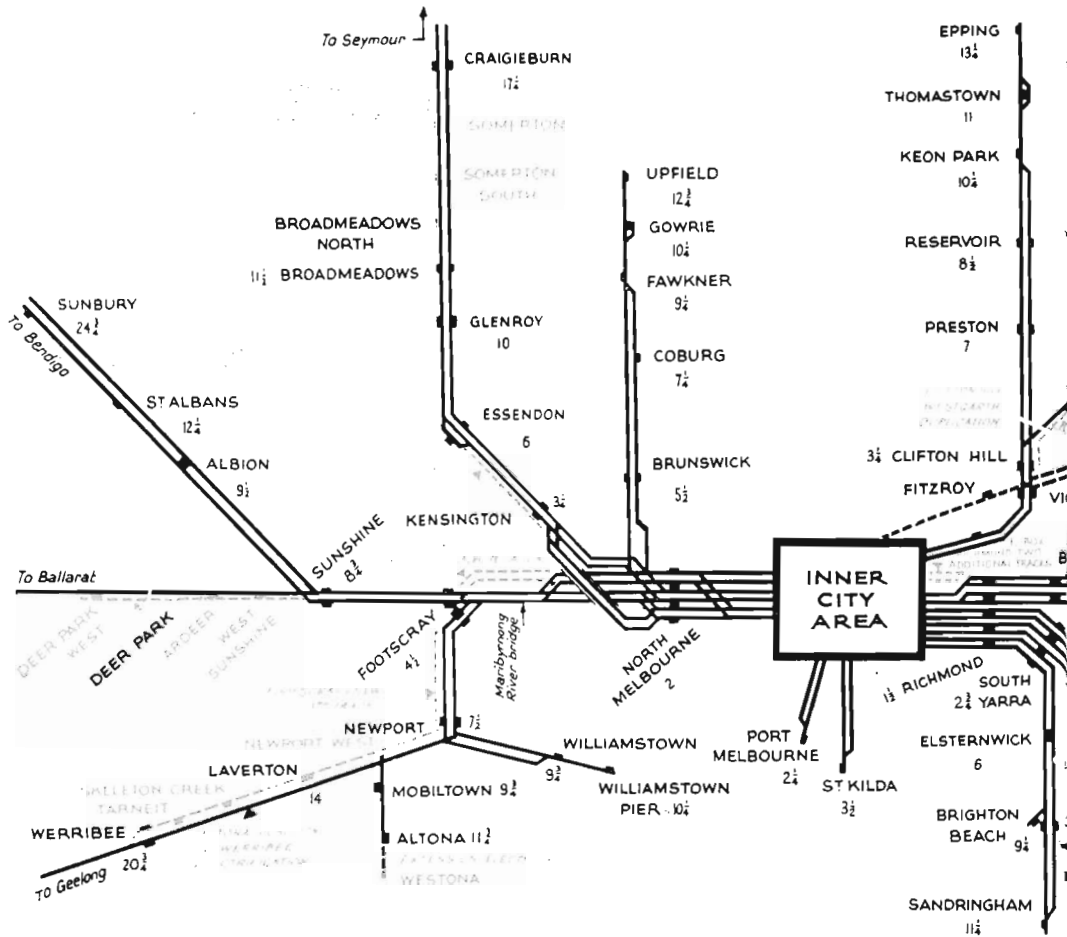
The recommended service frequencies, particularly the express services, would require increased operating speeds. For trains stopping at all stations the recommended

schedule speed is 30 m.p.h. compared to the 22 m.p.h. attained in 1964 and for express services 40-45 m.p.h. compared to 30-35 m.p.h. in 1964.

To cope with the predicted increase in trip volumes and to enable these improved recommended schedules and operating speeds to be achieved, the plan recommends that all existing rolling stock which is out of date (97 trains) be replaced by trains of the most modern design and that an additional 73 trains be added to the existing rail fleet.

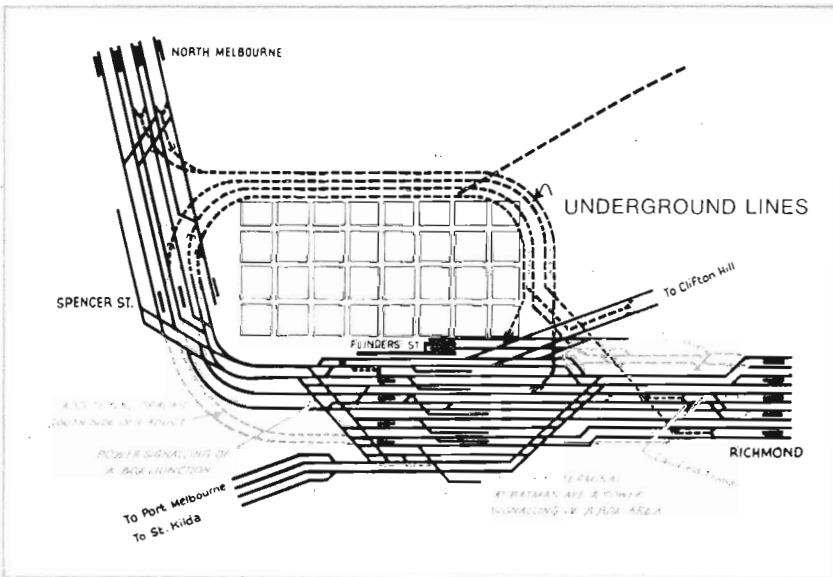
Without this substantial up-grading of the fleet the travel times and service frequencies envisaged in the plan could not be achieved.

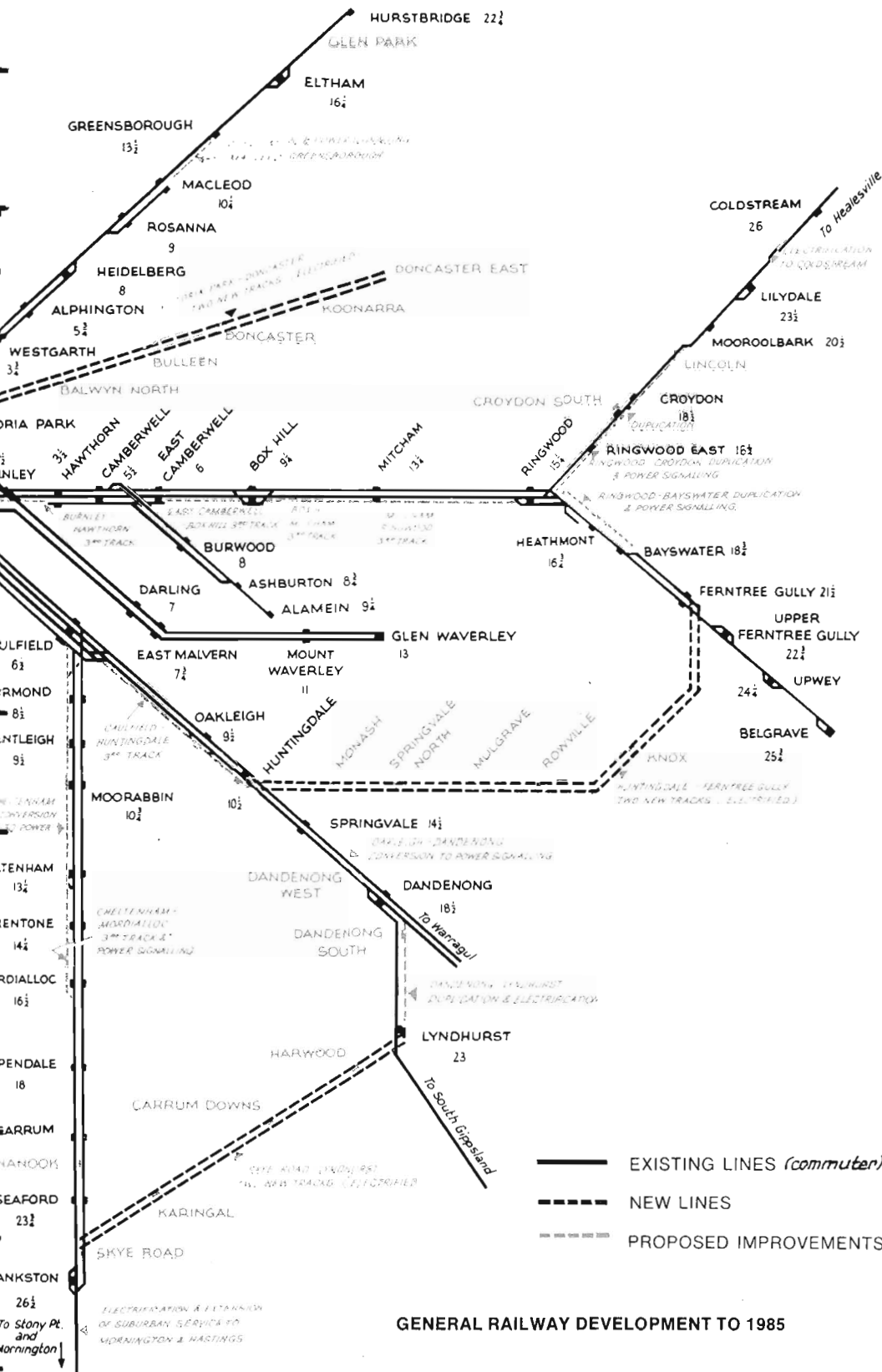
Improved passenger seat ratios recommended for 1985 would reduce both the proportion of peak hour passengers standing and the time for which any passenger had to stand.



NAMES OF NEW STATIONS ARE FOR STUDY IDENTIFICATION ONLY AND HAVE NOT YET BEEN REFERRED TO THE PLACE NAMES COMMITTEE AS REQUIRED BY ACT 7360 OF 1965

INNER CITY AREA





GENERAL RAILWAY DEVELOPMENT TO 1985

**TABLE 3
MAJOR POINTS OF CAR AND RAIL INTER-
CHANGE**

Line	Suggested stations	1964 supply	1985 parking demand
Surrey Hills-Lilydale	Box Hill	32	3, 420
	Mitcham	166	
	Ringwood	105	
	Croydon	108 411	
Bayswater-Belgrave	U.F.T. Gully	50	920
	Belgrave	120 170	
Holmesglen-Glen Waverley	Jordanville	25	1, 780
	Glen Waverley	60 85	
Carnegie-Dandenong	Noble Park	170	2, 080
	Dandenong	128 298	
McKinnon	Bentleigh	80	2, 950
	Cheltenham	140	
	Mentone	124	
	Mordialloc	60	
	Seaford	100	
	Frankston	225 729	
Darebin-Hurstbridge	Heidelberg	55	1, 640
	Greensborough	45 100	
Footscray-Sunbury	Sunshine	187	1, 070
	St. Albans	30 217	
Victoria Park Junction-East Doncaster	Doncaster	Nil	1, 850
	East Doncaster	Nil	
Monash-Knox	Spring Vale Nth.	Nil	460
Lyndhurst-Carrum Downs	Lyndhurst	Nil	620
Baxter-Hastings	Baxter	Nil	780
Baxter Park-Mornington	Mornington	Nil	770

NOTE:

These stations are suggested locations for major car parks. At the design stage alternative adjacent stations may be preferred for economic or constructional reasons.

**AUTOMATIC SIGNAL-
LING**

Increased train frequencies would require the extension of automatic signalling to sections of line at present operated by manual block signalling. Where new lines or additional tracks on existing lines are recommended, automatic signalling would be installed concurrently; on other sections, this work would be carried out independently.

Automatic signalling would play an important part in the achievement of close headways between trains on the underground loop.

Car parks

The recommended plan makes provision for 24,825 car spaces at metropolitan stations by 1985, of which 18,340 are at points of major modal interchange, and recommends that as far as practicable these should be at off-street locations (Table 3). In 1964, the number of car spaces being regularly used by railway travellers at or near railway stations was 12,779 of which 6,467 were off-street. Of the off-street spaces 2,000 were located at the major interchange points.

To fulfil the recommendations 16,340 new spaces would have to be

provided in off-street locations at the major interchanges. It is part of the recommended plan that parking facilities at railway stations should be kept under regular review and expanded as demand for parking grows.

It is envisaged that new car parks at stations may be developed in conjunction with private enterprise. In these projects, private enterprise would be encouraged to build over railway land and make provision for car parking for the use of railway commuters.

Experience shows that construction of commuter car parks leads to additional demand, an example being at Brighton Beach railway station where the original provision for 40 cars in 1964 was extended to 120 cars in 1969 and is being extended to cater for 240 cars. This further emphasizes the need to keep parking facilities under continuing study (the V.R. is already doing this—Ed.).

Feeder buses

In 1964 an estimated 164,000 rail passengers a day were using bus services to reach metropolitan railway stations and it is predicted that by 1985 this number will rise to about 264,000 a day.

The recommended plan places major emphasis on bus/rail co-ordination and the complementary role of the feeder buses in making rail travel more attractive to the public.

A list of stations at which it is recommended new major bus terminals should be provided is set out in Table 4.

**TABLE 4
MAJOR POINTS OF
BUS AND RAIL INTER-
CHANGE**

Stations	1985 Bus bays
Frankston	1
Dandenong	16
Monash	15
Sunshine	12
Ringwood	11
Mentone	10
Cheltenham	10
Box Hill	10
Heidelberg	10
Bentleigh	9
Broadmeadows	9
Glen Waverley	8
Upper Ferntree Gully	8
Noble Park	8
Elsternwick	7
Essendon	7
Doncaster	7
East Doncaster	7
St. Albans	7

Other aspects of the report will be dealt with in future issues.

PEECHELBA EAST LINE

After May 1, the 12½-mile line from Bowser to Peechelba East will operate only during the grain and superphosphate seasons—from December to April. Between May 1 and November 30 of each year the line will not be used.

The six month closing will have little effect on people in the area, as rail traffic over the line in recent years has been almost entirely fertilizer and grain, which are normally railed during the period the line will be open.

During the year ended June 30, 1969, which was typical of the last decade of operation, 16 of the 17 trains that ran to Peechelba East carried less than 30 tons of freight each—averaging eight tons a train—and three of the 27 trains returning averaged only seven tons each.

Livestock facilities at Boorhaman, the intermediate station, and Peechelba East will be removed after May 1. Over the last three years, despite a drastic rate reduction for the carriage of livestock, only one consignment has been moved on the line.

When the train service is operating both stations will be open for goods in wagon loads and for the receipt of consignments not requiring crane power nor of more than 5 cwt.

SCOUTS SEE VICTORIA BY TRAIN

During early January, Victoria was host to 1500 senior scouts from all Australian states and from other countries in the Pacific and South Pacific areas.

A party of 82 of the scouts went by special train on a 400-mile tour that embraced features of historical interest as well as those concerned with agricultural and industrial activities. The tour included North Geelong, Eureka, Ballarat, Ararat, Elmhurst, Maryborough, Dunolly, Bendigo, Maldon, and Malmsbury.

The party also visited Dynon, the Melbourne Yard, Central Reservation Bureau, Power Operation Room, Train Control, and the A.R.H.S. Railway Museum at North Williamstown.

The lads were given a special souvenir ticket, and were particularly appreciative of the accommodation on the train and the assistance given by V.R. officers.

LEVEL CROSSING FINE

In the Kyabram Court, last month, a man whose car had collided with the Toalamba-Echuca rail motor at the Albion Street level crossing, was fined \$40. He was convicted on a charge of having failed to stop when a train was visible, and was ordered to pay \$8.24 costs.

TO MECCA

An unusual destination for recent consignments of wheat and flour was the holy city of Mecca. From towns in the Wimmera district, 2,900 tons of bagged wheat and 1,000 tons of bagged flour were hauled to Portland. From there, they will be shipped to the Red Sea port of Jeddah—about 45 miles from Mecca.

PASS PRIVILEGE

Approval has been given to the issue of first-class Victorian passes to employes who obtain a silver efficiency medal in first aid.

THE V.R. VIGILANCE CONTROL



The V.R. modified locomotive vigilance control is now being fitted to main-line diesel-electric and electric locomotives. Both fireman and driver must acknowledge the warnings given in the locomotive cab, to ensure that both men are alert. They press their respective vigilance buttons alternately. Unless the driver has pressed his button, the fireman cannot cut off an air warning, which sounds every 90 seconds, from his control.

In the event of crew members not carrying out their vigilance control duties, there is, ultimately, a cut-off of engine power and an emergency application of the train brakes.

At a demonstration at Spencer Street, Driver R. Walton (left) and Fireman R. Wallace (right) press their respective vigilance buttons. Full details of the vigilance control were published in *News Letter* of August, 1969.

HORSE-SHOES GO BY IRON HORSE

The influx of horses to Victoria for the Inter-dominion Trotting Carnival in Melbourne and certain country areas has resulted in bigger than usual consignments of horse-shoes being railed from Newmarket.

Every working day, up to 60 sets of shoes are being sent by train to horse owners and agents in the country. The shoes are hand-made at the Showgrounds Shoeing Forge conducted by Mr. Ken Edmunds with assistance from his 65-year old father, Mr. Philip Edmunds.

The farriers specialize in shoes for pacing and trotting horses. Precision is needed because, with pacers, the front shoes each weigh from 3 to 4 oz, and those for the hind legs from 5 to 7 oz. Trotters need the heavier shoes at the front. Racehorses are generally shod with special light-weight plates for a race, and these are replaced with normal road shoes after the event. The horse-shoes are made from 12-ft. long mild steel bar, which, after being placed in red-hot coke, is bent and concaved by hand on an anvil.

Mr. Edmunds senior has been a blacksmith since he was 14 and usually makes at least 30 sets of shoes a day.

As with human feet, horses hooves vary and, accordingly, different sized shoes have to be made. The most used sizes are three (11½-in.) and four (12-in.).

"Hardly a day goes by without at least one urgent phone order from the country for horse-shoes. In such cases, they are made immediately, taken to the railway station and, in many cases, are on the horse the same night," Mr. K. Edmunds said recently.

"And I've yet to have a complaint



Watched by his son, Mr. Edmunds finishes a horse-shoe on the anvil.

that the horse-shoes have not arrived," he added.

Mr. K. Edmunds, who was the official farrier for Melbourne's Olympic Games in 1956, still finds time to shoe any horses brought into the forge. In fact, the monthly shoeing of 96 milk-cart horses is still his responsibility.

"Shoeing horses has not varied over the half-century I have been in the game," Mr. Edmunds senior said.

"There have been attempts to substitute rubber and plastics, but with little success," he added.

APPRECIATION

Spencer Street

For the past few years my son and I have been making regular journeys to Melbourne from Ouyen, every three months. We generally travel down on a Thursday night, and back on Friday night, and, knowing very few people in the city, we spend a lot of time at Spencer Street station.

I wish to express my appreciation, and commend all the railway personnel with whom I have come in contact. The conductors are invariably friendly, polite, and helpful, the cafeteria staff are extremely kind, and no praise is too high for the

ladies in the dining room attached to the cafeteria.

—Mrs. M. R. Martin, Henderson St., Ouyen, writing to the Commissioner

Malvern

I wish to express my appreciation of the courteous and kindly attention given me when I inquired about a case of grapefruit for me at Malvern station. I regret I am unable to quote the name of your officer on duty at the time or the name of the station assistant who so kindly carried the case to my car (I am 72 years old) and flatly refused to accept a tendered tip . . .

—Frank C. Hitchins, Alonso Street, Burwood, writing to the Secretary

Lilydale

Would you please convey my thanks to the person responsible for returning a University lecture board which I left on the train last Friday. I was very grateful for its return, as it contained many notes of great importance to me in my forthcoming examinations. Your prompt service saved me a great amount of worry and frustration.

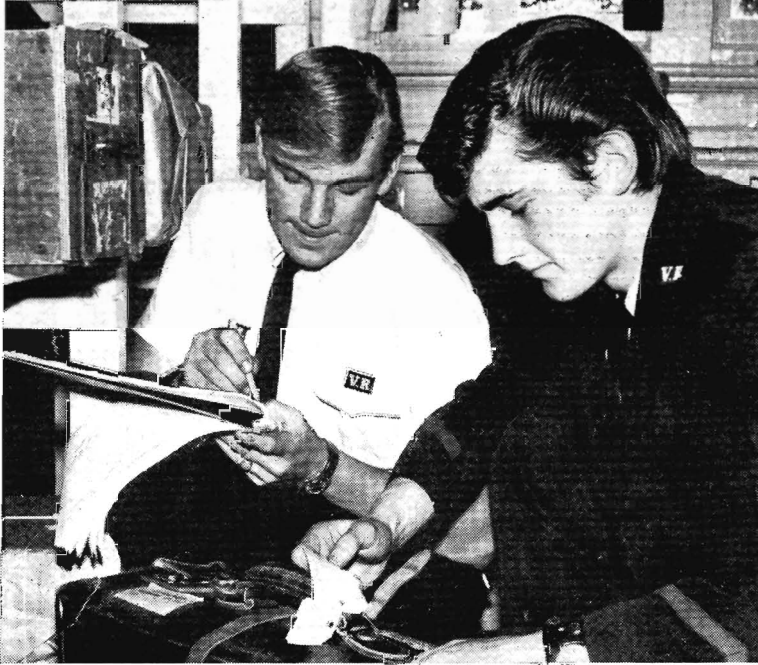
—Sue Luff writing to the Stationmaster, Lilydale

Saved life

Junior Station Assistants L. Hansen and T. Tope, of Mentone, recently saved the life of a teen-age girl who jumped into the pit as an up train was approaching the station. Junior Station Assistant Hansen sprang into the pit, dragged the girl from the path of the train, which was then only about 150 ft. away, and took her to a

seat on the down platform.

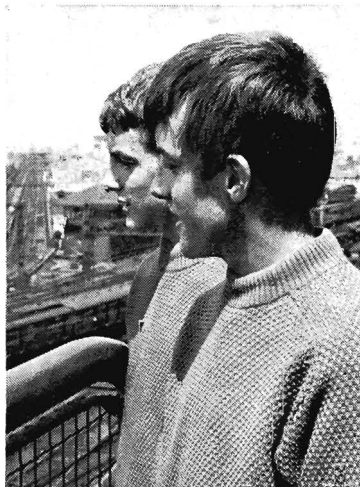
Leaving the girl with Junior Station Assistant Tope, Mr. Hansen went to see the A.S.M. As a down train approached, the girl made a sudden dive towards it while the train was only about 30 ft. away. Fortunately, prompt action by Mr. Tope prevented the girl from throwing herself under the train.



Junior Station Assistants L. Hansen (left) and T. Tope.

Apprentices welcomed

This year's group of 241 new apprentices—almost half from country centres—were welcomed to the Railways last month by Mr. I. G. Hodges (Chairman of the V.R. Apprentices Advisory Committee and Chief Electrical Engineer) on behalf of the Commissioners. Among the lads were two sets of twins—Glen and Robin Morgan and Geoffrey and John Humphries. One boy—Alan Mackey—came from King Island. Two others—I. Jacatine and K. Clogstoun came from Colombo, and were class-mates at school. Both left Ceylon about four months ago but neither knew of the other's departure for Australia. It was even more of a coincidence that they both began as apprentice electrical fitters.



Twins Robin and Glen Morgan (from Altona) get a bird's eye view of the Flinders Street area.

Railway romance



As far as Mr. and Mrs. R. Newman are concerned, the Railways are a very romantic industry. Mr. Newman first met his wife when he was working as a conductor at Wodonga, where, as Miss Marjorie McLennan, she was a railway telephonist. And *her* father, Mr. L. McLennan, who is now a guard at Wodonga, met his wife under similar circumstances when she was working on the buffet cars on the north-east line.

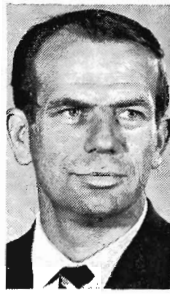
Adding to the railway atmosphere was the holding of Mr. and Mrs. Newman's wedding reception at the recently built V.R. Institute at Wodonga. As would be expected—the Institute having only been opened a few days previously—it was the first such function to be held there. The couple are now living at Yarrawonga where Mr. Newman is A.S.M.

Track prizes

Prizes in the 1968-69 track competitions were shared by 221 railwaymen. Prizes up to \$40, \$22, and \$12 were awarded to members of gangs that finished first, second, and third respectively in each district. In the Most Improved section, the maximum individual prize was \$22. Winner's names were published in the Weekly Notice of January 13.

Education Officer

Mr. W. A. (Bill) Hunter, who has been appointed to the newly-created position of Education Officer, comes to the Railways after having been, for some years, senior French master at Brighton Grammar School. Prior to that he was a Training Officer in the Postmaster General's Department in Sydney. Mr. Hunter, who holds the Melbourne University degree of Bachelor of Arts, has also taught at schools in England and France.



Mr. Hunter

The duties of the new position include reviewing internal and external training activities, organizing supervisor training, evaluating the effectiveness of training, and providing staff with a counselling service on educational matters.

Mr. Hunter, who is engaged in familiarizing himself with the Railways organization, told *News Letter* that he was greatly impressed not only with the variety and complexity of railway work, but also with the enthusiasm and capability of the railwaymen he has already met.

A safety sign can't talk, but it's not so dumb as the fellow who disregards it.

Nearly 51 years of service

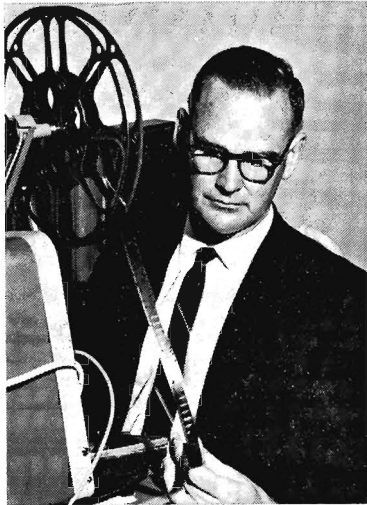


After 50 years and 42 weeks in the Railways, Mr. W. L. Rawlings retired as foreman in Jolimont Yard where he was located for the past 38 years. He recalled that as a lad, he rode on the first electric train that went into service, and, in 1920, while an apprentice, he polished the motion gear of the A2 locomotive used for the tour of the Prince of Wales (now the Duke of Windsor). Mr. Rawlings (left) is shown posing for a photograph, with Mr. R. M. Cummins who chaired the farewell gathering.

Signalmen's representative



At Caulfield recently, a retirement presentation was made to Mr. C. Fowler, a well-known personality among signalmen as he has been their representative on the Signalmen's Classification Committee for the past 16 years. Mr. Fowler joined the Railways in 1921, became a signalman in 1930, and was at Caulfield for seven years. An all-round sportsman in his younger days, he played five games of League football with Geelong in 1928. Later, Mr. Fowler played 140 games with Stawell, including four premierships, and, in 1933, while captain of the team, was awarded the gold medal as the fairest player. He also played cricket, tennis, and golf, and now plays bowls with Ivanhoe. Mr. Fowler (left) is shown being farewelled by the chairman of the function, Mr. W. Moran. A presentation was made to Mr. Fowler by Mr. F. Breen, (Safe Working Officer) on behalf of his colleagues.



Mr. Findlay

Newly appointed Member of the Public Relations and Betterment Board (succeeding Mr. A. J. Petrie, who retired last month) is Mr. K. C. Findlay who, in recent years, has become well known for his annual railway film programmes at the V.R.I. in Melbourne.

His interest in films began as a young schoolboy when he used to spend his Saturday afternoons checking film and helping in the preparation of the theatre at Cowes for the evening programme. At the age of 12 he was given his first movie projector.

Mr. Findlay's own personal collection of 16 mm film includes historical material, particularly on aviation, and he works in conjunction with the archives section of the National Film Library in Canberra, in searching for rare Australian-made films.

He is keenly interested in aviation, having been a member of the Citizen Air Force and the war-time Volunteer Observer's Corps. His other interests include philately, historical recordings, breeding tropical fish, and church fund raising activities. Most week-ends he spends with his family at their Lyndhurst holiday home, which was, until last year a Railway D.R. Being "on site" is helping with his current historical study of the Lyndhurst district, including the part played by the Railways over the years.

Mr. Findlay joined the Traffic Branch in 1952 as a clerk, and was later appointed Time-tables Officer. He transferred to the Public Relations section of the Secretary's Branch in 1958; from 1962, among other duties, he handled the co-ordination of station opening ceremonies and similar Departmental

functions, such as the two-day display at Spencer Street in October 1968 to mark the 50th anniversary of the running of Melbourne's first electric train. He accompanied the special display train that ran as the Gippsland Industries Train, and the Men's Fashion Train.

His Board appointment includes that of honorary secretary and treasurer of the Brotherhood of Resonians, a Departmentally sponsored organization, the members of which undertake RESO tours by rail to study the natural resources of Australia. Another appointment is as Departmental representative on the government State Relief Committee.

Last of his line

The retirement, last month, of Mr. F. C. Reece, Watch and Clock Contractor, saw the end of the practice of having the maintenance of the V.R. watches and mechanical clocks done by contract. In future, this will be done by the Railways. The work will be progressively reduced as mechanical clocks are replaced by electrical ones, and the familiar pocket watches by wristlet timepieces.

Mr Reece began work as an assistant on V.R. watches and clocks in 1926, and took over from the previous contractor 16 years ago.



Mr. Reece

Reunion suggested

Some of the railway staff who were recruited from England in the early 'fifties, to work in the V.R., feel that a reunion might be appreciated by many who knew each other in those times but have since lost touch. Any who are interested in such a function could get further details from Mr. M. Sanders ('phone 311 3042).

RETIREMENTS

WAY AND WORKS BRANCH

Banik, J., Sale 4/3
Coghlan, J. O., Geelong 17/12
Fletcher, T. L., Seymour, 2/1
Furletti, D., Relaying, 4/3
Humphries, A. H., Flinders St., 11/12
Jordan, J. J., C., Metro. D. E., 5/3
Knersch, K. F., Warragul, 3/12
Knersch, K. F., Warragul, 3/12
Orr, W. P., Warragul, 3/12
Reddy, E. M., Warrenheip, 15/12
Skilavenitis, T., Spotswood, 12/11
Stevenson, G. C., Murtoa, 2/3
Szmalko, L., Spotswood, 8/3
Vorpasso, A., C/- Foreman Plumber, 24/3

ROLLING STOCK BRANCH

Burns, T. L., Ballarat North, 9/12
Chibnall, H. L., Ballarat North, 26/12
Crew, J. J., Newport, 27/1
Curnick, E. H., Newport, 14/3
De Maria, F., Newport, 8/3
Dorgan, J. P., Newport, 5/3
Garrett, W., Donald, 10/3
Gill, P. F., Warrnambool, 6/3
Hepburn, C. A., North Melb., 6/3
Mitchell, W., Bendigo North, 24/12
Moloney, T., Jolinton, 21/3
Odgers, W. H., Wodonga, 24/11
O'Donnell, R. J., E. R. Depot, 8/3
O'Leary, J. D., E. R. Depot, 19/11
Sanders, E. L., Newport, 25/3
Smith, H. S., Newport, 3/3
Watson, W. A., Bendigo North, 5/3
Williamson, W. W., North Melb., 17/3

TRAFFIC BRANCH

McKeown, P. J. G., Melbourne Goods, 10/3
Kelly, J. P., North Geelong, 15/3
Neilson, J. C., Footscray, 10/12
Gillespie, J. K., Warrnambool, 21/10
McShae, J. A., Heidelberg, 5/12
Walters, L. H., Head Office, 16/1
Nicholas, K. R., Oakleigh, 9/1
Bumak, V., Hampton, 12/1
McDermott, L. L., Melb. Goods, 2/1

STORES BRANCH

Bowen, N. M., Spotswood General Store 17/12
Williams, I. N., Spotswood General Store 27/11

ACCOUNTANCY BRANCH

Luff, E. J., Head Office, 2/12
Chamberlain, P. H., Head Office, 1/12
Castelow, G. J., Head Office, 10/12

ELECTRICAL ENGINEERING BRANCH

De-Maio, Lighting & Power Div., 24/11
Rosser, W. R., Lighting & Power Div., 24/3
Watson, A. C., Lighting & Power Div., 26/3

REFRESHMENT SERVICES BRANCH

O'Toole, M. C. (Mrs.), Ballarat, 10/1
Penman, J. D., Head Office, 14/1

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH

†Brown, A. R., Bendigo Loco. 18/12
Buchanan, C. K. Newport, 25/12
Charity, L. C., Bendigo Loco, 5/1

TRAFFIC BRANCH

Bushfield, P. L., Melb. Yard, 12/12
Butler, D. J., Windermere, 14/12
Caskey, R. J., Brighton Beach, 14/12
Penney, R. L., Flinders Street, 9/1

† Killed in action in Vietnam.

THE LIBRARY

Membership of the Institute means many things to many people—social contacts, sporting activities, etc., but how many realize that the Institute membership means a family subscription to the Institute library of over 50,000 books?

For your Institute membership of 25 cents per pay (maximum) you may borrow, at any one time, two books from the hobbies, handyman and technical sections, and two books from the general sections (detective, Western, romance, travel, biography, war stories, etc.), and two books from the children's section. These books may be changed as frequently as required, but even if they are changed only fortnightly, this provides the family with 156 books a year, for an annual metropolitan subscription of \$6.50 (country members pay slightly less).

If you live or work in the metropolitan area, or near one of the 24 country centres where libraries are established, you may call and personally select your books. If this is not convenient, you may arrange to have them sent to you through the carton service to your nearest railway station.

For the convenience of users of the carton service, lists of recent additions are produced from time to time, and carton users may nominate specific books they wish to read. Alternatively, if favourite authors, or the types of books required, are notified to the library, the library staff will select for you.

The book stock in the library includes books for all members of the family, whatever their ages: books for leisure reading, books on recreations, hobbies, handicrafts, technical and educational subjects, and books to assist with school projects.

Everyone at some time or other needs help, whether it is to repair the car or the television set; to decide what to plant in the garden; to correct the faulty golf swing or the plumbing when it goes wrong; to learn to sew or take photographs; to identify a rock (which may even contain nickel); to build a boat or a caravan.

The library has books to provide the help you need, and when you are exhausted by all these activities, the library has books to sit down and relax with, and others to keep the rest of the family quiet and content, while you relax.

Why not call in at the library, and see for yourself what is available? The address is 3rd floor, Flinders Street Station building. If it is not convenient to call in personally, write, or telephone the Librarian (Mr. John Conlin, auto 1574) and he will gladly supply you with catalogues and book lists and any further information you may require about what library services are available to you and your family.

SPORT

by OSS. KEATING

Bowls

Railway sportsmen are again in the news with two very fine efforts in the recent R.V.B.A. championships. In the open section of the Metropolitan Pairs Championship, Les Winnett, (an electric train driver at Jolimont) and his partner played off for the title. Unfortunately they were beaten on the last end, but what a terrific effort to finish as runners-up in such a major tournament. The B Grade singles event at the same fixture was won by another railwayman—Tom Cullen, a running gear repairer at North Melbourne Workshops. As most bowlers would appreciate, it is no mean feat to win an event of this class.

Our pairs representatives at Launceston in the Intersystem Bowls Carnival will be Alan Cowling (Spotswood Workshops), who is the popular president of our Social Bowling Club, and Alex Reaper from Yallourn. Alan must be bowling particularly well, as he was runner up to Jack Brown for the singles berth at the same carnival. Up to the time of going to press, our triples representatives had not been decided, but the winners of a game to be played between Henry Boyle (Skip), Don White, and Jack McFarlane, and Perce Smith (Skip), Ivan Stick, and Keith McEihinney will have this honour.

In the past few weeks, the Social Bowling Club has played games at Ballarat City, Sunshine V.R.I., Middle Park, Albert Park—V.R.I., Elsternwick, Golden Square, and Footscray City Bowling Clubs. These games have proved very popular with members, and country visits particularly are extremely well attended. Clubs to be visited during March are Benteigh, Maryborough, Flemington—Kensington, and Benalla.

Last month a Railway team organised by Laurie Lynch and Max Harford, both of Head Office, played a game against the Brighton Bowling Club and managed to beat the locals. The best Railway rink consisted of Alec Priestley (Accountancy Branch), Arthur Ward (Traffic), Jack Brown (Rolling Stock), and Bill Stevenson (Traffic), Skip., who were each presented with a trophy by the president of the Brighton Bowling Club.

Basketball

With the summer season almost complete it is pleasing to report that in the Business Houses Competition, our No. 1 team is equal top of the ladder, having suffered only two defeats as yet. This team would appear to be certain to contest the finals and must rate as a good chance to take out the flag. The No. 2 team is not faring quite so well. After a good start, injuries have taken their toll; only three wins have been recorded so far. I'm afraid our girls are not doing any better as they have only chalked up four victories for the season; neither of these teams has any hope of contesting the finals.

In last month's *News-Letter*, mention was made, in the report of the Intersystem Basketball Carnival in Hobart, of the effort of Danny Stewart, of Geelong. Although badly injured in the opening game and missing four matches, he gained a place in the All-Australian side, as well as filling third place in the Best and Fairest voting and scoring the second highest number of points in the carnival. On his return to Geelong, Danny's wrist continued to give him trouble and he sought medical advice. The examination showed the wrist to be badly fractured and it was put into plaster. I think that in these circumstances, his effort in Tasmania was really tremendous, and it speaks volumes for his courage and determination that he continued playing (and playing so well) under what must have been so painful a handicap.

Frank McCloskey

I know that his many country and interstate friends will be saddened to read that Frank McCloskey passed away on Christmas Day last, while on holidays in Tasmania. *Macca*, as he was known from Perth to Brisbane, was one of the most likeable blokes one would wish to meet, and his ability to make friends at every level of Railway society was one of his characteristics. As a councillor and life member of our Institute, Frank is going to be sadly missed, and I know that, I, for one, have lost a very good friend.

VICTORIAN RAILWAYS

NEWS LETTER

MARCH

VR

1970



CLAIMS COST CUSTOMERS

One of the surest ways to lose customers is to lose or damage their goods. Although consignees are given cash compensation, they are frequently put to considerable inconvenience; they lose confidence in the Railways, and, as a result, we may lose their business.

Claims, unfortunately, are rising. For the first six months of this financial year, payments increased by \$64,340 over the corresponding period of the previous year.

Faulty stowing, water damage, rough shunting, shortages, and pilfering are the main causes of claims.

Included in some recent claims paid were:

- \$2,440 for six bundles of flat galvanized steel damaged by rain-water seeping through a tarpaulin;
- \$1,549 for packs of flat steel twisted by faulty stowing;
- \$1,490 for galvanized iron damaged by rough shunting;

- \$1,163 for yarn missing in transit;
- \$847 for kiln-dried timber, and \$215 for cement—both damaged by rain seeping through tarpaulins;
- \$509 for 14 bags of D.D.T. powder, damaged by leaking formalin from a drum while in transit.

In recent years the Department has introduced more and more modern methods and equipment. Experts in our Packaging Section are continually examining and adopting the latest trends in dunnage and stowing equipment. More facilities are being made available for the use of palletized loadings in rail wagons. More covered vans are being added to the freight vehicle fleet, as finance becomes available.

However, there still remains a wide area of rail freighting activity that relies heavily on manual skills, together with personal responsibility from staff.

PRESS PRAISE

Elmore's local newspaper last month carried a story, titled "Refreshing Sight", with the following comment: "Neat and clean, a refreshing sight is provided at Elmore Railway Station, with well-kept gardens, a liberal use of eye-catching paint, and plenty of pot plants in bright containers.

"Travellers by train must appreciate this attempt to brighten up the surroundings, and it is a pleasure to look upon the gay surroundings".

Elmore is the junction of the Cohuna railway line with the Bendigo-Echuca line.

NEW R.M.I.T. PRESIDENT

Mr. G. F. Brown, Chairman, Victorian Railways Commissioners, was elected last month as President of the Royal Melbourne Institute of Technology, which he had attended as a student in the 1920's, when it was called the Working Men's College.

Mr. Brown had been Vice-President of the Institute for the past year and active in the advisory field of technical education as a Member of the Council for the past 12 years, having been appointed by the Governor-in-Council in 1958.

As a member of the Council's Finance and Works Committee, Mr. Brown has taken a detailed interest in the Institute's current re-building

programme, which is now about to enter its second stage.

Since February 1966, Mr. Brown has been Chairman of the Advisory Council on Technical Education, appointed by the State Minister of Education.

Mr. Brown's activities in the Institute of Transport were largely instrumental in the re-introduction of the Transport Administration Course, conducted at the Royal Melbourne Institute of Technology, and he is now Chairman of the Institute's Education Sub-Committee.

NEW BRIDGE

The existing railway bridge on the Nepean Highway at Gardenvale is to be replaced by a new structure. Estimated cost of \$300,000 will be shared by the Country Roads Board and the Victorian Railways.

Design work has started and it is anticipated that construction, by the Victorian Railways, will start in the near future.

The highway width will be increased from 31 ft. to 44 ft. (four lanes, each 11 ft. wide), plus a footway on each side. The vertical clearance will also be raised from 13 ft. 8 in. to 17 ft. 6 in.

The existing bridge, with its superstructure dating back to 1881, has, in the past, been subject to damage by vehicles carting loads in excess of the legal height limit, under the motor car act.

FOOTBALL FIXTURES

Two separate Victorian Railways football fixture cards, one for League matches and the other for Association, are now available at metropolitan and main country railway stations, and Victour offices, for free distribution to football followers.

The Railways football cards have, in addition to fixtures, information about the number of games that each club has won, lost, or tied, and advice on how to get to the grounds by train, and by connecting tram or bus services. Interesting snippets about the clubs are also included.

The League card also indicates the games to be played at V.F.L. Park; co-ordinated bus services will operate from Glen Waverley, Clayton, and Nunawading railway stations.

More than 150,000 of each card have been printed, to satisfy the anticipated popular demand for them by football patrons.

MODEL MAKING COMPETITION

An Australia-wide model making competition has been announced by the Institute of Applied Science of Victoria, (Melbourne's science museum), to mark their centenary. Total prize money is \$850.

Models of any objects in the field of applied science, which have marked a milestone in technical history, can be entered. Suggested subjects include railway items.

The competition will be divided into three sections:—

- Open Section—for all amateur model makers, with a prize of \$500;
- Apprentice Section—for apprentices or university students, with a prize of \$250;
- Junior Section—for those under 18 years, with a prize of \$100;

The Institute reserves the first right to negotiate the purchase of any model, whether it wins a prize or not.

Entry forms are available from the Institute, 304-328 Swanston Street, Melbourne.

FRONT COVER

Among the new track machines recently bought were three ballast regulators. One of them is shown near the Werribee Racecourse Platform. The machine is raised by a hydraulic turntable, and can be off-tracked in two to three minutes by two men. The top working speed is 10 m.p.h., and travel speed is 25 to 30 m.p.h.

TRANSPORT INSTITUTE GRADUATES



Mr. G. F. Brown, Chairman of Commissioners (far right), chats to 1969 Victorian Railways graduates of the Institute of Transport certificate course after he had presented each with a \$200 cheque as a Departmental award for successful study. Graduates (left to right) are Messrs. C. Wilson and J. Hearsh (Secretary's Branch), W. Noonan (Elect. Eng. Branch), T. Caranatos (Commercial Branch), B. McRae (Elect. Eng. Branch), R. Ozolins (Traffic Branch), and G. Wapling and D. Dossor (Secretary's Branch).

BOOK REVIEW ALL STATIONS WEST

The story of the Sydney-Perth standard gauge railway by G. H. Fearnside. 172 pages, plus 40 plates, 7 maps. Size: 8 $\frac{1}{4}$ " x 5 $\frac{1}{2}$ ". \$3.95.

Written to mark completion of the \$250 million-plus Sydney-Perth standard gauge railway, *All Stations West* has immediate and wide appeal, not only to railway enthusiasts, but to all interested in Australia and its historical development. *All Stations West* is also a book for the student, for libraries, for sending overseas.

With almost surgical skill the author has cut through swathes of reference material and presented a concise and easily-followed account of a monumental work that has been a century in the making. A pleasing feature is that this epic story has been told in human, as well as historical,

terms with the necessary technical aspects both simplified and minimized.

The frustrations, high endeavour and the achievements of past and present generations of Australians associated with the massive problem of gauge standardization in Australia are recorded here. Additionally, some improbable people make appearances, however fleetingly, to enrich the story—Earl Grey, Gladstone, Joseph Chamberlain, Kitchener, to mention a few. As well as being a saga of one of the world's longest railway lines, *All Stations West* is also a chapter, freshly written, of Aus-

tralia's continuing history.

In 1958, Mr. Fearnside, author of two books, writer of short stories, and radio plays and advertising copy, and public relations officer, was brought into active contact, through a series of assignments, with the New South Wales Government Railways and then the Australian railway industry. During the time he travelled extensively over the nation's rail network and acquired an in-depth knowledge of the subject of railways and particularly of the development of the Sydney-Perth standard gauge line.—Paul Carroll.

TRAMS AND BUSES IN MELBOURNE'S TRANSPORTATION PLAN

The recommended plan of the Metropolitan Transportation Committee covering trams and buses provided for 746 route miles to be added to the existing street public transport network of 1,328 miles by 1985, so that 80 per cent of all persons within the area of the network would live within 10 minutes walk of a tram or bus.

Metropolitan Melbourne has an extensive street public transport system, the major operator being the Melbourne and Metropolitan Tramways Board with 201 miles of tram services and 222 miles of bus route.

Trams operate mainly into and through the city area to provide travel between the city and the highly populated suburbs within a 6 to 8 miles radius of the CBD. (Central Business District : bounded by Spencer, LaTrobe, Elizabeth, Victoria, Spring, Flinders and Swanson Streets, and the Yarra River).

Complementary to the trams and Tramways 31 bus services, both mainly radial in character, is an extensive private enterprise bus system, licensed by the Transport Regulation Board. Their 170 routes, provide cross-suburban services, transport to local schools, services to suburban shopping centres, and also play a most important role in feeding to and from rail and tramways networks and residential areas in the developing outer suburbs.

In addition, there are two feeder routes operated by the Victorian Railways — from Sandringham to Beaumaris with an extension to Southland shopping centre and a limited service from East Camberwell to East Kew.

In 1964 the tram/bus networks were catering for 888,200 person trips a day and the prediction for 1985 is 1,093,000 trips—an increase of 23 per cent. Average passenger trip lengths are expected to rise from 3.0 to 3.5 miles and person miles travelled from 2.4 million to 3.5 million miles a day—an increase of 46 per cent over 1964.

FUTURE OF TRAMS

The question of whether Melbourne's tramway system should be retained as part of the 1985 transportation plan was fully considered by the committee.

As a fixed rail system, sharing congested streets with moving and parked motor vehicles, it is becoming increasingly difficult to maintain headways and time-tables and, as a consequence, to maintain sufficient

capacity and reasonable speeds, particularly at peaks when the main demand for tram services occurs.

The committee concluded that the system cannot be lightly scrapped. Loadings at present require a fleet of 690 trams, housed and serviced in nine fully equipped depots, located strategically around the area served; workshops, covering 22 acres, are used for maintenance and overhaul. Electric power comes through 27 rectifier sub-stations while a comprehensive electrical distribution system (overhead and underground) is installed.

Most tram tracks are in excellent condition, as are other parts of the system. However, the trams themselves, although well maintained, are generally obsolete in design, and becoming increasingly expensive to maintain in good operational condition.

Big loads

The tram car as a public transport vehicle is ideal for moving big loads up to 7 or 8 miles and the traditional role of trams in carrying workers to the CBD in peak hours from areas not served by rail is expected to continue, with trams moving 120,000 passengers to and from the CBD in the daily peaks of 1985, compared with 90,000 in 1964.

It is often argued that a fixed rail system in the middle of streets already inadequate to handle motor traffic, contributes materially to street congestion. In European and other cities where trams are being retained; congestion is being overcome by putting trams underground in the inner city areas and elsewhere by giving the trams reserved tracks separate from motor traffic.

While the modern bus, as an alternative vehicle to the tram, is more flexible in traffic and enables fare collection and passenger handling from the footpath, factors such as road width, traffic volume, kerbside parking and traffic delays would still militate against any substantial improvement in bus headways and speeds by comparison with trams

Last month *News Letter* gave full details of the railways' part in the plan prepared by the Melbourne Transportation Committee to meet the traffic conditions expected in 1985. This article deals with the Committee's plans for tram street public transport, which does link with railways.

which, unit for unit, have a 50 per cent greater passenger carrying capacity.

Recommendation

In the opinion of the Committee it would be quite unrealistic to scrap the tramways network and it is recommended that trams should continue to operate.

Up to 1985, the Committee believes that modification of the present network may well be required. Even beyond 1985, the Committee can see the trams still playing an important role, even though the present system of routes may, in the meantime, undergo modification and some routes now served by trams be converted to bus operation. In the longer term it is considered that the continued operation of trams must ultimately depend upon the feasibility of providing separate rights-of-way in heavily built-up areas.

In general, the Committee believes that fixed rail transport in the central city area eventually should, as far as possible, be placed underground. Whether trams should go underground or be replaced by underground trains, additional to those already proposed in the plan, is a matter for continuing study.

Where reserve rights-of-way cannot be provided for trams, continuing study should determine, which tram services should be replaced by buses.

Swanston Street Problem

The predicted tram loading in Swanston Street, even with the use of a greater number of faster vehicles recommended, will pose a serious problem. It is predicted that, in 1985, the peak hour volume of tram passengers along that street will be 10,500 persons—compared to the 1964 peak hour figure of 4,750.

While trams, if free running, could

be expected to handle this volume of traffic very efficiently, the limitations inherent in any city street transport system make the task impossible. These limitations are imposed by cross-street traffic (and the need, therefore, to regulate the flow by means of traffic signals).

Proposals examined to alleviate this problem were that :

- *trams in Swanston Street be placed underground, with reserved way in St. Kilda Road and grade separation at the major intersections.*
- *St. Kilda railway line be extended along a route to be selected, to pass North of Caulfield railway station and terminate at East Malvern; to divert passengers from trams (now traversing this area) to the railway and thus reduce the volume of tram traffic entering the C B D via St. Kilda Road and Swanston Street.*
- *a reduction in tram loading be effected by encouraging interchange of passengers between tram and train along the routes leading to St. Kilda Road.*
- *one-way motor vehicle traffic be introduced in Swanston St. and in the opposite direction in Russell Street—with a new bridge at Russell Street giving connection to Alexandra Avenue. Trams to continue in Swanston Street in both directions (as now), with buses assisting to carry the traffic load.*
- *two-way traffic operate in Swanston and Russell Streets (as now) with a new bridge at Russell Street, and trams to operate in both directions with buses assisting to carry the load but operating in Russell Street only.*

- *buses replace trams completely in Swanston Street and St. Kilda Road to handle all passenger loading.*

Of the six proposals, it is considered that the first two are the most feasible. Both proposals would be costly, and before a firm recommendation could be made, a much more detailed investigation will be necessary.

BUS ROUTES

The number of bus routes in 1964 serving about 450 square miles, was 205 and it is recommended that this be increased to 238—a rise of 33, or 16 per cent (Table 1)—to serve about 850 square miles, or 89 per cent greater area. Bus routes had a total length of 1,127 miles in 1964 and in the recommended plan 1,850 miles—an increase of 723 miles or 64 per cent.

Generally, the new bus routes would provide a greatly improved service in the suburban area. In its feeder role, the bus network would become an extension of the fixed rail service with the bus schedules closely co-ordinating with rail time-tables.

The plan also recommends inter-suburban bus services which would provide a total cross-town route mileage by 1985 of about 1,800 miles—an increase of 830 miles. This increase would cater principally for the large volume of feeder bus trips predicted for 1985—264,000 per day—and also for increased suburban shopper traffic. The bus services would provide transport links between the outlying areas of urban development and the radial lines of fixed rail routes.

New express bus routes would be incorporated in the system, these being necessary particularly to carry workers between certain outer areas and rail, and to jobs en route. Two of these would be from Sunbury to

Essendon and from Keysborough to Oakleigh. Other bus services proposed would also include some express running to reduce journey times for co-ordination with rail.

New arterial routes

Two additional bus routes of an arterial nature are proposed—one from Tullamarine Airport into the city (an express service using the Tullamarine Freeway, to cater for air terminal traffic) and a new bus service, part express, into the city from North Laverton via Westgate Bridge.

In preparing proposals for the recommended bus plan, it was realised that it would involve rationalisation and amalgamation of existing services but no consideration was given to the means whereby this rationalisation (covering such things as ownership and organisational structure) could best be achieved.

It was considered that the existing machinery under the Transport Regulation Act would be the appropriate means dealing with this aspect.

Under the Act, the Transport Regulation Board is the licensing authority for private enterprise bus services, and also the recommending body for authorized bus routes operated by the two public authorities. The Act also provides for the Board to adjudicate on any conflict of interests between private and public operators.

NEW VEHICLES

To ensure new and higher standards of passenger comfort and achieve improved schedule speeds, substantial replacements of both tram and bus rolling stock would be required while fleets would have to be increased. If there were any deletions of existing tram services, they would be taken over by buses, which would mean fewer trams but more buses.

A combined fleet of 3,450 vehicles (910 trams and 2,540 buses would be needed under the plan)—an increase of 219 trams (32 per cent) and 1,550 buses or (156 per cent).

Together, these vehicles would be catering for an increase of 46 per cent in person miles travelled each day by street public transport.

The recommendation is that the modernization of the tram and bus fleets should be carried out over a period of time until both fleets had an adequate number of modern vehicles for efficient operation.

Operating standards

The proposals for improving the operating standards of tram cars are in Table 2. Note the improved acceleration and braking capacities and the higher schedule speeds.

**TABLE 1
COMPARISONS OF BUS ROUTES 1964-1985**

Item	1964	1985	Increase
Number of bus routes ..	205	238	33 (16%)
Total length of bus routes	1,127 miles	1,850 miles	723 miles (64%)
Average route length ..	5.5 miles	7.8 miles	2.3 miles (42%)
Areas served by street public transport (apx rox.)	450 sq. miles	850 sq. miles	400 sq. miles (89%)

Generally, passenger comfort would be improved. The new trams would have automatic acceleration, resilient wheels and greatly improved springing to give smoother riding, stopping and starting. They would be very much quieter in operation. In addition to mechanical improvements, they would have fluorescent lighting and modern decor to give them enhanced passenger appeal.

Bus travel also would be made faster and more comfortable. Schedule speeds would increase by amounts varying from 2 to 10 miles per hour, depending on location (suburban or outer suburban) while new developments in improved springing, transmission and ventilation would add to the comfort of bus travellers. (Table 3.)

CO-ORDINATION OF PUBLIC TRANSPORT SERVICES

For the public transport services as a whole—both rail and street—to play their full part in helping to cater for the public's travel needs, continuing attention to the co-ordination of these services would be necessary. This would involve :

- examination of such matters as fare structures,
- elimination of uneconomic competition between the different services, and
- co-ordination of schedules.

These matters could not be investigated in detail by the Committee and they are now under study by the Passenger Service Co-ordination Committee specially established for this purpose within the Ministry of Transport.

Before this report was completed, the Committee had taken action to establish single fare structures for through journeys in some areas involving more than one mode of public transport and was also looking at areas where uneconomic competition between public transport services existed.

Geelong

It gives me great pleasure to inform you of the courteous and helpful service given to me by the station staff at Geelong today when I thought that I had mislaid my reading-glasses in the 12.50 p.m. Melbourne-Geelong train . . .

—C. W. Jennings, Toorak Road, South Yarra, writing to the Secretary.

Private siding

We wish to express our thanks for the way in which your staff carried out the major alterations to our siding. We consider that they were most helpful and efficient in the way they approached their task and carried out the work to cause as little inconvenience as possible to our loading operations.

It is realized that a considerable amount of planning is necessary for such a smooth operation and we wish to acknowledge the effort by those concerned.

—D. T. Hardley, Works Manager, The Phosphate Co-operation Co. of Aust. Ltd., writing to the Chairman

**TABLE 2
TRAM SEGMENT-PROPOSED OPERATING CAPABILITIES
COMPARISON 1964-1985**

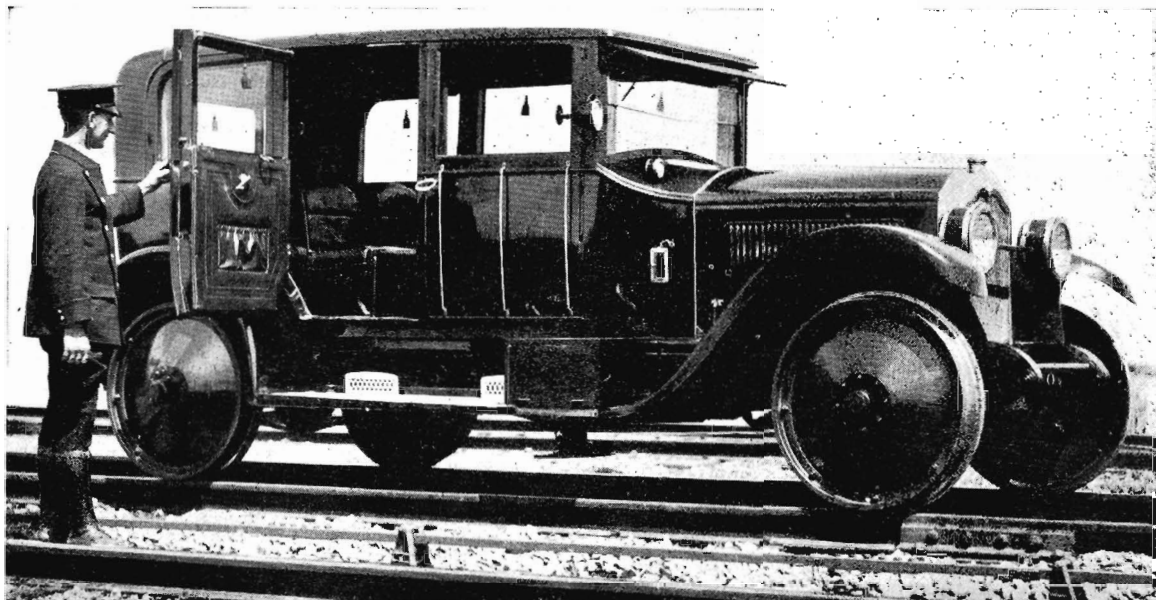
Item	1964	1985
Seating capacity (persons) ..	50	56
Schedule speed (average) ..	11 m.p.h.	15 m.p.h.
Headways — upper limit ..	12 minutes	7.5 minutes
— lower limit ..	2 minutes	2 minutes
Maximum speed on level track ..	30 m.p.h.	50 m.p.h.
Acceleration — 0 to 30 m.p.h. ..	20 seconds	14 seconds
— 0 to 45 m.p.h. ..	unattainable	25 seconds
Service braking (m.p.h. per sec) ..	2.5 to 3.0	3.0 to 3.5

**TABLE 3
BUS SEGMENT-PROPOSED OPERATING CAPABILITIES
COMPARISON 1964-1985**

Item	1964	1985
Seating capacity (average) ..	30 passengers	40 passengers
Schedule speed (average) ..	12 m.p.h.	17 m.p.h.
Headways — upper limit ..	20 minutes	10 minutes
— lower limit ..	5 minutes	3 minutes
Maximum speed on level track ..	45 m.p.h.	50 m.p.h.
Acceleration — 0 to 30 m.p.h. ..	20-25 seconds	14 seconds
— 0 to 45 m.p.h. ..	50 seconds	25 seconds
Service braking (m.p.h. per sec.) ..	2.5 to 3.0	3.0 to 3.5

THEY
REALLY

CORNERED ON RAILS



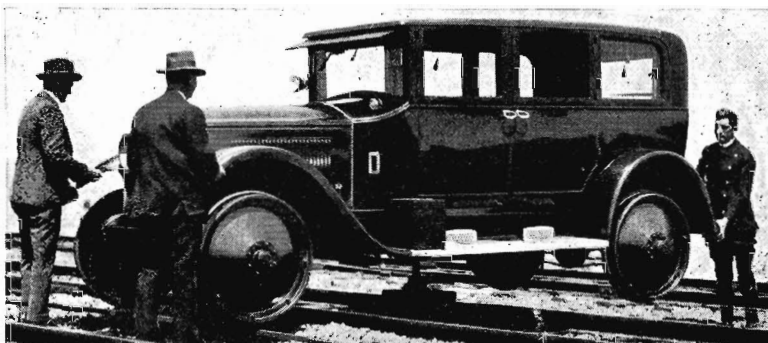
The Buick sedan rail car that was available for hire by the public.

Motor car advertisers occasionally extol the virtues of their cars by proclaiming that they "corner as though on rails". Back in the 'twenties and 'thirties the Department ran motor cars that really cornered on rails. They consisted of 4-cylinder and 6-cylinder Dodges and Buicks that had their road wheels removed and the chassis fitted (at Newport Workshops) with flanged rail wheels.

Some were used by railway officers for inspection tours, and others were put into running on lines with a light passenger traffic. These latter cars carried six passengers and a driver, together with luggage, mails and parcels.

Perhaps the most unusual of them was the 6-cylinder Buick sedan that in the early 'thirties was available for hire by the public.

A leaflet issued by the Department describes it as "a 6-cylinder sedan, powerful, speedy and silent. The weight of the car is two tons, and it is capable of a high rate of speed, although the maximum permissible speed has been limited to 40 miles per hour. The car can be turned in the opposite direction with great facility, as it is equipped with a turntable, which is carried under the chassis. It is upholstered in leather, and can comfortably seat seven persons, in-



Reversing the sedan.

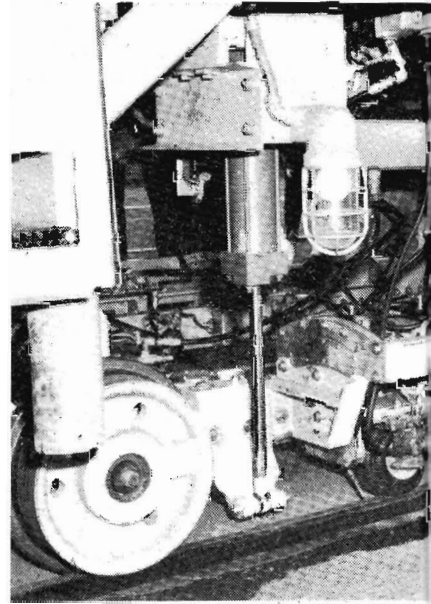
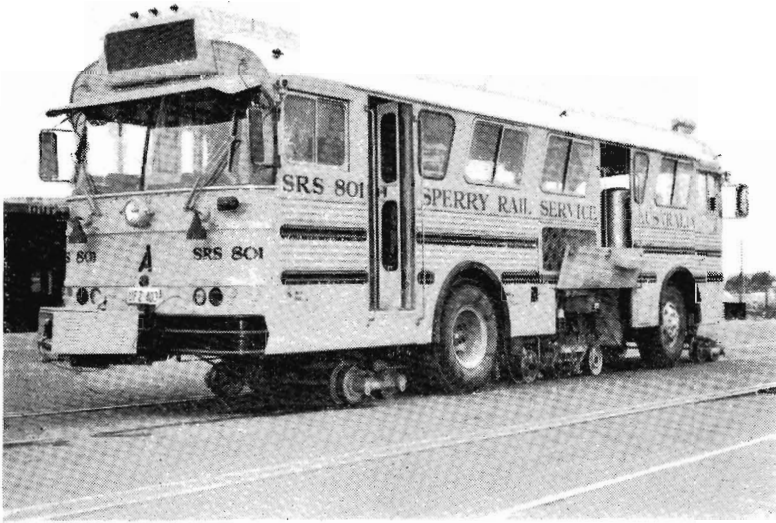
cluding the driver. Three persons can be comfortably accommodated in the back seat, two in the middle seats, and one in front, alongside the driver".

Commenting on the sedan, a 1927 motor trade magazine said, "This Buick is intended by the Commissioners, who have spared nothing to ensure the safety and comfort of their 'rail-motorists', to provide for the tourist a more flexible time-table than may be available through the usual and very excellent express services. The tourist can charter this car, together with an experienced driver, at a cost of 1/6d. per mile, with a minimum charge of £5 a day. Any tour embraced by the railways

can be taken, but, of course, it has to be arranged before, and run to schedule."

In 1931, the charges were reduced to 1/- a mile, with a minimum of £3 for one day.

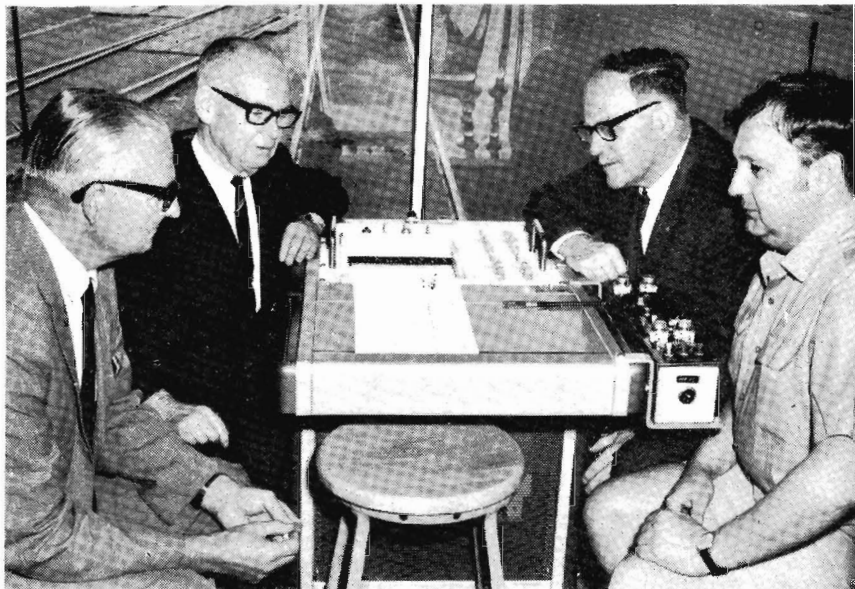
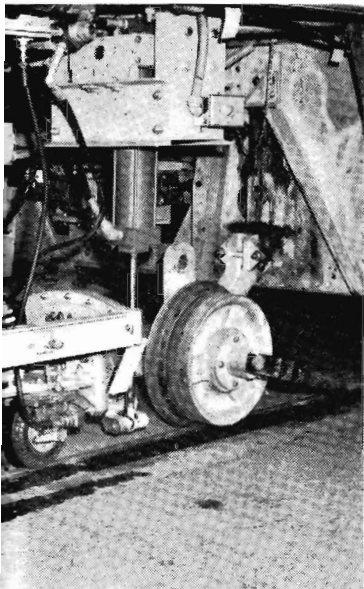
A writer in *The Victorian Railways Magazine* of May 1926, who took a trip from Melbourne to Seymour in one of the inspection cars, pointed out some of their advantages. "A road like a billiard table, a straight 60-mile run without a vehicle in front, a comfortable motor car that steers itself and has no troublesome tyres, and an entire absence of traffic cops—what motorist ever wanted more?" he enthusiastically asked.



VIEWS OF NEWS

▲ This unusual diesel rail-road vehicle (left) toured last month, is an automatic ultrasonic probe that probes rails as the vehicle travels at 15 mph. (centre) records its information on a magnetic tape. (left to right), Messrs. K. Smith (General Supply), L.A. Reynolds (Commissioner of Railways), and Elmer Jackson, (representing Automation Sperry Pty. Ltd.) are seen when transferring to the next station.





(above), demonstrated in Melbourne, the ultrasonic rail-flaw detector that can operate at 100 m.p.h. The probing equipment and the recording chart (right), being observed by the Chief Engineer, Machinery and Waterworks, G.F. Brown (Chairman of the Board) and a representative of the vehicle operator. The vehicle can run on roads or on any other rail line.



The installation last month of this retarder control console in the Melbourne Yard 70-ft. high West Tower brought the introduction of hump shunting another step closer. The console operator will monitor five retarders and the approaches to the hump, and set-up automatic switching to 32 sorting sidings.

Not a battle of rail and tram lines, but the historic last trip of R766, when it was recently driven from Bendigo Loco. Depot to its final resting place as a monument to steam in Bendigo City. A temporary rail track was laid on the roadway for the movement to land reserved by the Bendigo City Council, which purchased the locomotive.

LONDON'S LATEST UNDERGROUND

ALMOST RUNS ITSELF

By G. FREEMAN ALLEN

The distinction of London's latest underground railway is not just its extensive automation. Many urban rapid transit operators across the world have automatic devices under development and practical proof, but in most cases these have been grafted on to existing railways.

London's Victoria Line, opened by Queen Elizabeth in March this year, is by contrast one of the first in the world to be conceived and built as an integrated automatic system.

And because the London Transport Board has always been under pressure to make the new railway's construction, as well as its day-to-day running, self-financing out of revenue it is a model of economical automation methods as well as operation.

Coded currents

Thus, the basic system which automatically drives the trains needs no computers, no radar, no continuous trackside control the length of the 11 mile route.

The driving apparatus of each train gets all its acceleration and braking commands from coded currents passed through the running rails.

These codes are automatically controlled by the line's signalling and by a short series of fixed trackside devices at the approach to each station, where every train must decelerate at a standard rate.

One-man crew

Each Victoria Line train has a single crewman, riding in a control cab at the front. From here he can still check loading throughout his train at every stop, since each station platform has closed-circuit television cameras beaming a view at the train's rear to a monitor screen alongside the front-end cab.

Passengers aboard, the operator just presses three buttons to re-start; one closes the train's air-operated doors, the other two cut in the automatic driving system.

Induction coil receivers beneath the train now sense whether the rails are live with one of the coded electrical pulses of the safety system. These are automatically selected by the track circuitry of the signalling system, reacting to the occupation of the line ahead by other trains. If the coils read a code of 420, the line is clear through the next section and the train will automatically accelerate to the line's maximum speed of

55 m.p.h. A 270 code allows the train to reach only 25 m.p.h.; a 180 code permits running within a limit of 25 m.p.h., but only coasting, with power off.

Thus a train can only re-start on a 270 or 420 code. If the rails are dead it cannot move; if the pulses are cut off while it is in motion, power is at once switched off and brakes applied to halt the train.

Braking is also automatic if a train-mounted governor detects infringement of speed limits prescribed by the safety signals: conversely, acceleration is automatically applied if speed slips below 21 m.p.h. when the train is running on the 25 m.p.h. so as to optimise line capacity.

Consequently, the system is not only *fail-safe* but carefully designed to secure an economically even standard of driving that will avoid gaps or bunching in the 2-minute-interval train service.

Command codes

Complementing the safety signals are *command* signals. These come from currents of coded frequency, fed into short sections of rail at points where all trains need to decelerate in standard fashion—in particular, at the approach to stations.

Other coils beneath the train react to these command codes, the first of which will cut off power, and the remainder dictate progressive speed reductions; on the train a tachometer generator compares actual speed with the speed prescribed by each successive *command spot*, and applies suitable braking until the train comes smoothly to an accurately-judged stand at the platform. (The precision of control is so fine that trains can approach some platforms at up to 38 m.p.h.)

All this happens without the train operator raising a finger. However, there is provision for the operator to drive his train manually—but not faster than 10 m.p.h.—in the rare event of an equipment failure.

Exploiting gravity

All Victoria Line stations are at the crest of a hump, to economise in current and in braking system wear by exploiting gravity in deceleration and acceleration.

London Transport calculates that the amount of coasting this allows without prejudice to maximum speed running is worth \$30,000 a year in reduced energy consumption alone.

To build the line on this regular

contour was no easy exercise when the engineers were also—again for economy—required to keep their tunnelling within the clay stratum immediately below street level; to pick a way through the maze of sewers, gas and water mains, cables and other tube railways beneath the city; and finally to achieve several same-level, cross-platform passenger interchanges with those existing tube railways. (This was vividly shown in the last V.R.I. film screening—Ed.)

Train identification

Throughout each journey, a train automatically identifies itself by the Identra train description system. Before he sets off, a train operator adjusts a destination indicator knob in his cab, which tunes coils on the vehicle roof to an approximately coded frequency.

Receiver coils fixed at intervals to the tunnel roof pick up the code and feed it into the line's signalling and train control system.

Thus the train's position and identity are simultaneously reported to the line's central control room and also to data storage devices at stations ahead, where the train's destination details will be automatically called up and projected on platform display screens as it approaches.

In normal conditions the control of train working is entirely automatic. For some years past, London Transport has been gradually converting its railways to signalling by an invention of its own engineers called the programme machine.

In this, rollers carry a moving band on which the time-tabled service through a signalling section is translated into lines of punched code, identifying each train's service number and destination in chronological sequence.

Movement of the rollers is actuated by the trains themselves, re-acting on the track circuitry of the signalling system as they move through the section. When the roller moves on a step, an electronic eye positions the next line of punched entries accurately for reading by feelers, which transmit the appropriate commands to the signalling system.

Warning light

When trains are running normally, the programme machine at each successive interlocking on their route has only to check automatically that the data of the next entry on the roll corresponds with the description beamed ahead by the Identra device of an approaching train.

If there is no discrepancy, the correct route will be set without human intervention. If the details do not tally, a light will flash on the central control room console to warn the regulator; he then has a minute in which to decide whether or not to intervene, and if he does not the apparatus will set the route in accordance with the trains' own self-announced description.

A single regulator supervises the automatic signalling from the line's central control room. Facing him, an illuminated diagram of the route presents a continuous picture of the track occupation, the state of each signal, the train number currently being read by each programme machine on the layout and also the conditions under which each machine is working—for when warning lights report a discrepancy between a programme machine and an Identra train description, the regulator has a choice of action.

Unravelling trouble

He can instruct any of the interlockings to work strictly to its programme machine's orders, even if oncoming train descriptions do not match: or, conversely, he can order the signalling to ignore the programme machines and signal trains according to their descriptions: or he can switch out the automatic devices and take over manual signalling control by means of push-buttons on his console.

He has also the facilities to insert improvised workings into the set programme as required.

Should there be a serious disruption of service he can switch the signalling at some stations to automatic reversal of a whole sequence of trains until the trouble has been unravelled.

On another complex-looking device (but again technologically economical), the trains also trace a detailed, permanent record of the day's working in the control room.

Along a moving graph, one group of pens, actuated by a master clock, continuously marks off the passage of time in minutes.

Another line of 20 pens, each representing a station on the line, stands poised at a 45 degree angle across the moving graph; each of these pens is meticulously spaced from its neighbour at a distance on the graph's time co-ordinate that represents a train's normal running time between the relevant pair of stations.

Stopping times recorded

When a train stops at a station, impulses from the signalling track circuitry jab the appropriate pen on to the graph, the mark it leaves 'being as long as the train's period at the platform. Thus the time-keeping of

every working from end to end shows up as a row of pen marks, which is easily interpreted.

Moreover, each train identifies its individual path on the chart: trackside photo-cells read off its number, which is transmitted to energise an assembly of thin metal plates beneath the chart and mark the relevant line of pen marks.

Apart from the signal regulator, normally the only other occupant of the control room is the traffic controller. He is in direct contact with every train operator by carrier-wave telephony as well as by static installations.

He can switch monitor screens by his desk to any of the 74 closed-circuit television cameras at the line's stations, so as to see—and hear by radio—for himself how traffic is being handled on the platforms. He can also cut into the public address system at any station to make announcements.

Every station supervisor, too, has a televised view from his office of remote parts of his empire. Thanks to automatic ticket-issuing and checking equipment, each Victoria

Line station will ultimately need only two other staff—one on each platform to keep an eye on the working of the automatic entrance and exit barriers.

Keeping the passengers in touch

But passengers are never out of reach of help and advice. Dotted about each station are press-button phones through which they can make immediate contact with the station supervisor. And on the platform walls are emergency push-buttons with which a passenger can immediately stop a train, for their use at once cuts out the coded *safety* current in the rail which allows it to move. Misuse of these buttons carries a heavy penalty.

Already the Victoria Line, London's first new tube railway for 60 years, is being further extended from Victoria into the South London suburbs at Brixton.

This projection is due for completion by 1972. Thereafter London Transport hopes to begin another new cross-London tube, the Fleet Line, from the north-west to the south-east of the city.



One of the carriages of London's new Victoria Line underground railway. The diagram, lower right, shows how trackside signalling equipment passes signals to the train's automatic control. These messages are picked up by coil (arrowed) just above the track.

RAIL TRAVEL SEMINAR

The Railways' first two one-day seminars for authorized travel agents, held last month, were highly successful and beneficial to both the agents' staff and the Department. Representatives from 22 Melbourne-based travel agencies attended.

The seminar was planned to give staff of our authorized agents a detailed insight into the behind-the-scenes activity that is involved in the sale of a rail ticket, useful knowledge about rail travel facilities that could be passed on to their customers, and to meet the staff they dealt with, face to face.

For many years it had been felt that day to day agency contact with the Department was limited to an official voice-on-the-phone formality.

The seminar began with a morning visit to Spencer Street passenger terminal. The agents met the arriving "Southern Aurora" and were taken on a detailed inspection tour and met the staff of the club and dining carriages during which they inspected the roomette, and twinettes, including the de luxe compartment and interconnected cabins.

Other inspections included "The Overland" and "Spirit of Progress" carriages and the sleeping carriage of the Mildura train. A demonstration of loading a motor car on the Mildura MotoRail was another interesting highlight.

A train hostess and four conductors assisted in the train inspections each day. Buffet car staff on "Spirit of Progress" showed their carriage to members of the seminar.

This was followed by a tour of Spencer Street terminal facilities, including the cafeteria, dining room, and kitchens, the cloak room, country and interstate booking offices, toilets, car park, Avis Rent-A-Car parking, and Travellers Aid Society rooms. A personalized touch was the introduction of the stationmaster, and some station staff.

During the morning, the Deputy Chairman of Commissioners, Mr. E. P. Rogan, met seminar members and extended to them his personal welcome.

The seminar moved into sessions at the Spencer Street station conference room and were addressed by Mr. P. Donohue, Commercial Branch on "Fares are important to you" and by Mr. C. Barker, Traffic Branch, on "The ups and downs of time-tables".

After luncheon, agency staff were taken on an inspection of Train Control, the Central Reservation Bureau, the Telephone Exchange (where up to 30,000 calls are handled

during a normal working day) and the Teletypewriter Office (that handles up to 550,000 messages each year).

Returning to sessions in the conference room, the seminar then heard addresses by Mr. R. Deam, Traffic Branch, on seat and berth reservation procedures, and by Mr. H. Hauptmann, Chairman, Public Relations

and Betterment Board, on publicity aids.

At the conclusion of each talk, question time brought many queries from agency staff and indicated the interest they had taken. Numerous expressions of appreciation by agency staff as to the value of the seminar were subsequently received.

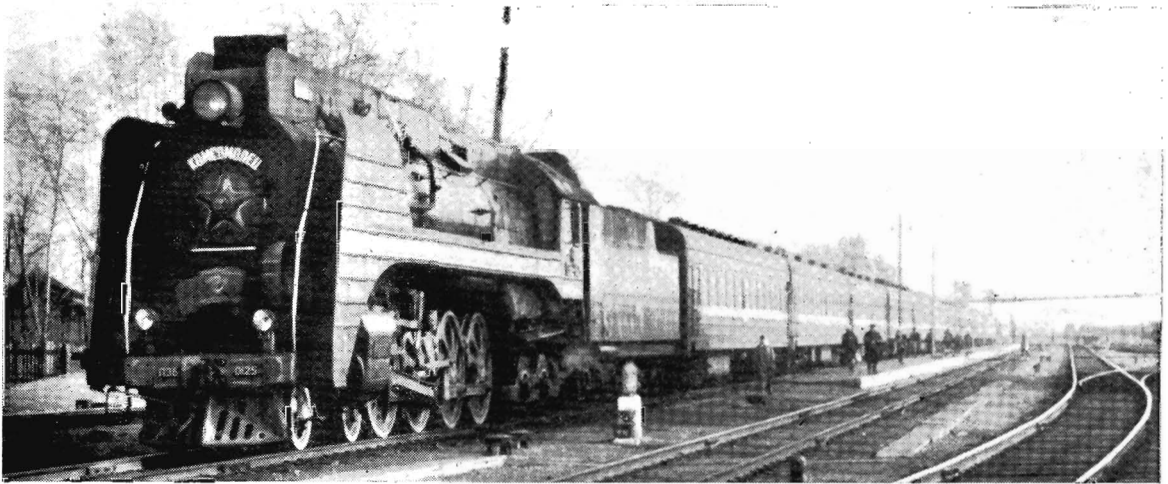


A first-hand experience of the comforts of an air-conditioned first-class sitting carriage, that runs on Melbourne-Adelaide "The Overland", provided valuable "selling" background for seminar members.



Examining amenities in the "Southern Aurora" club car are (left to right) Mr. H. R. Hauptmann, Chairman, Public Relations and Betterment Board, Mr. E. Dalley, Manager, International Travel Service Pty. Ltd., Mr. G. W. Porter, Travel Manager, Wm. Haughton and Co. Ltd., and Mr. G. Odgers, Senior Inquiry Clerk, Queensland Government Tourist Bureau.

9,000 MILES BY TRAIN



The *Russia Express* at a small station in Eastern Siberia; over that section it was steam hauled; for most of the way the locos were electric.

Mr. Graham Evans, a clerk in the Chief Traffic Manager's Office, is a dedicated railfan, so it was not surprising that, when visiting his parents in England last year, he went by train as much as possible. As a matter of fact, he crossed the entire continents of Asia and Europe by train, making a total land journey of 9,004 miles, 5,298 of which were by the *Russia Express*, which makes the longest through-train journey in the world—between Khabarovsk and Moscow.

Together with his wife and 20-months-old son, Richard, the family took the train to Brisbane, went by sea to Japan, and from there took a Soviet ship to Nakhodka, near Vladivostok. A boat train took them the 561 miles to Khabarovsk where they joined the *Russia Express*.

Frozen rivers

Most tourists, says Mr. Evans, take the plane for the next part of the journey, the 2,071 miles from Khabarovsk to Irkutsk, but as he and his wife wanted to see the country, they went by the *Russia Express*. And it was a rewarding experience as the country was full of scenic interest; hills covered with birch and pine forests, frozen rivers, and log cabin settlements combined to give a variety to the trip. Between these two towns was the longest section they travelled without leaving the train. They were on it for three consecutive nights.

Graham is a keen photographer, particularly of railway subjects, but the officials, not unnaturally were somewhat apprehensive of his camera activities, as many military trains were passing, owing to the Sino-Russian border dispute.

They stayed overnight at three cities, Khabarovsk, Irkutsk, and Novosibirsk. At each city they were met by English-speaking Intourist guides, usually girls.

Friendly passengers

"The train passengers were very friendly," says Graham. "Smiles and handshakes partly overcame the language barrier. Our little boy wandered in and out of the compartments, and the occupants made much of him, giving him gifts of food and chocolates—the latter is a costly delicacy in that part of the world."

In the corridors were fold-down seats, often occupied by passengers. All sleeping compartments held four berths, and the sexes were mixed. It was not unusual for a couple of travellers—of either sex—to enter the compartment in the middle of the night and climb into their berths.

Friendly passengers-continued

In each carriage was a water heater providing a constant supply of hot water for tea making, etc. A dining car was attached to the train.

On the entire journey to Moscow there were about 80 stops for refreshments. At most of these places, local food such as black bread, yoghurt, salted fish, meat patties, and hard boiled eggs could be bought, from peasant women.

To facilitate train operation, the train crews' watches, station clocks, and time-table schedules were Moscow time. This had the surprising effect of enabling passengers to have a mid-day meal although, according to the clocks, the time was 5 a.m.

Fares for the Nakhodka-Moscow journey (5,859 miles) were about \$46 (*hard class*) and \$66 (*soft class*), not including meals.

Despite the long journey across the world's largest land mass, the train arrived at Yaroslavl station in Moscow at 8.56 a.m.—right on time.

The remainder of the journey to London, for the Evans family, comprised a further 1,923 miles of rail travel (as well as the necessary boat connections) via Leningrad, Helsinki, Stockholm, Copenhagen, Hamburg, Ostend, and, finally, the boat train from Dover to London.

Graham is a member of the Association of Railway Enthusiasts; his travels must surely put him among the most enthusiastic of them all.

THANKS

On December 22, I was unfortunate enough to lose my purse on No. 8 Platform, Flinders Street.

I reported the loss when I arrived at North Brighton station and received courteous and prompt attention from both station assistant and booking clerk and also from the Lost Property Office, Flinders Street.

Unfortunately my purse has not been recovered.

However, I would like to congratulate the Victorian Railways on their efficient staff and say many thanks to all concerned for their help.

—Violet E. Kelly, *Asling Street, North Brighton, writing to the Secretary*

RAILWAYS BEHIND A SCHOOL

Down at Frankston, 62-pupil Primary School No. 4290 stands as probably one of the most unique in Victoria. It exists for physically handicapped children yet it could not continue to function without the support of many Victorian Railways staff.

Every student at the school is a physically handicapped child who would be unable to attend an ordinary school.

If you could imagine a school well equipped and waiting to teach children but empty because the children could not come to the school, you then see the problem.

And if the problem was partly solved by arranging transport for the children, how could the children be cared for medically during school sessions.

It was here Victorian Railways staff offered to support the Royal Children's Hospital and ensure that a sister, nurse, occupational therapist, physiotherapist, and domestic staff, provided by the Hospital, would have all the facilities to care for each child.

A Victorian Railways Employees Auxiliary for the Royal Children's Hospital orthopaedic section at Frankston had been formed in 1946. In 1966, when the need for the Frankston orthopaedic section diminished, the Railways Auxiliary immediately transferred its efforts towards the special school.

Since 1946 the orthopaedic section and the special school have been donated special equipment to the value of \$89,250 by the Railways Auxiliary.

This has meant that now, at the special school, every medical item from a special bed to an aspirin is freely available to every pupil, and the supply continues by the generosity of Victorian Railways staff.

Finance for the Auxiliary comes from five-cent donations—about 100,000 a year—that is collected each pay-day, from all grades in the Victorian Railways by a voluntary group of railway staff and Auxiliary office-bearers.

However, the Auxiliary is always anxious to expand the opportunities that could be given to the handicapped pupils. Additional collectors are needed and volunteer's services would be welcomed by the Auxiliary Secretary, Mr. G. Gladman, C/o Car Shop, Newport Workshops.

Mr. Gladman would be only too pleased to arrange for any member of the Railways staff to visit the school to see the tangible effects of each donation.

In a special message to *News Letter* readers, Mr. S. Spencer, Principal of the school, said: "Unlike other similar units, this special school does not receive financial support from well known fund-raising organizations

for physically handicapped children.

The parents of our pupils often express their indebtedness to the many supporters from Victorian

Railways staff. Unquestionably, without your response, this school for physically handicapped children would cease to exist."



This picture shows the unique class-room requirements of the special school, and the need for specialized medical equipment that enables pupils to study at the school.



Miss Karleen Hunt, one of the schools dedicated teachers, takes a class. Even the sophisticated teaching-aid television set needs to be supplemented by medical aids to make the lesson effective.

OPENING OF THE WODONGA INSTITUTE

For railway staff and their families at Wodonga, Saturday February 21, 1970 was a red letter day. After almost 30 years of waiting for a Railways Institute, the official opening of their Institute building was at hand.

In 1940, the first approaches were made to Council, but, for various reasons, the establishment of an Institute was not possible, mainly as there was no railway land available. But the enthusiasts never gave up hope. They formed a Railway Social Club, and conducted their money-raising ventures without a building in which to run functions.

A social cricket team was established and games were played against local teams, tennis courts were built by voluntary labour on a site near the stock yards, and a considerable sum of money was accumulated and banked—all for the day when their own Institute building would be possible.

In 1966, the Commissioners were able to grant a block of land in Havelock Street, because, by this time, standard gauge requirements and the necessary track re-arrangements had been clarified.

This was a promising sign for the Wodonga people, and fund raising was speeded up. Something like \$2,000 accumulated in a matter of weeks. They had the deposit on their new building.

The first stage of the building was completed in October 1969, but the official opening was delayed until last month, because they wanted things to be just right, and because they wanted Mr. G. F. Brown, Chairman of Commissioners, to open their building.

Only portion of the final construction is completed, but members have a kitchen, the most modern toilet blocks, and a combined meeting and billiard room. The billiard room is at present used as a social hall, until the present building has been paid off and sufficient funds in hand to construct the next stage, a social hall.

There is sufficient land at the back of the building for tennis courts, or a bowling green, or even squash courts.

A great amount of voluntary work has been performed since the completion of the structure. The kitchen has been fitted with a gas stove and oven, a large refrigerator has been installed, and a billiard table and a piano obtained at no cost. The present social hall floor has been sanded and polished to a brilliant finish, gaily coloured fly screens are on the doors and chairs have been acquired for the hall. Gravel has been laid in front of the building and at the rear, the front fence has been painted, and many other things have been provided for the new "home".

About a hundred people attended the official opening, including the Shire President, representatives from the local police, the General President and Councillors of the Institute, and most important of all, the Wodonga members and the families. Catering on a sumptuous scale was arranged by railwaymen and the ladies, and music was provided by a local band. Informality was the order of the night.

After short speeches by the Shire President and the General President of the Institute, Mr. Brown cut a ribbon across the front door and officially declared the Wodonga Institute duly open. During the ceremony, the assembled crowd heard the sounds of a diesel engine, referred to by one of the speakers as "railway music". The guests were accommodated in the hall and in a gaily lit area just outside. Supper was served in the open, and people were able to intermingle and chat, or dance, as they wished.

Festivities concluded around 11 p.m. and the guests who had enjoyed an evening of complete informality, went their way, after witnessing the Wodonga Institute "duly launched".

The Institute Council have many people to thank for efforts to provide about two hundred railwaymen with an Institute home at Wodonga, and to the Commissioners for their help and assistance in financing the building and providing the land. Thanks are particularly due to the Wodonga members for their faith that something would eventuate Institute-ways, and for their efforts in, firstly, raising funds without any building in which to hold functions, and for their efforts since the completion of the building. May this be the start of an era of Institute prosperity in the Wodonga district.

RETIREMENTS

SECRETARY'S BRANCH

Di Morco, G., Head Office, 18/3
Kahle, L., Head Office, 14/4

COMMERCIAL BRANCH

Morrissie, J. M., Head Office, 4/7

TRAFFIC BRANCH

Bullen, L. H., Flinders St., 6/4
Hartley, G. T., Spencer Street, 10/2
Willshire, H. E., Geelong, 6/2
Mifsud, A. S. A., Dynon, 4/4
Rivett, V. C., Melbourne Goods, 12/4
Koppens, A., Dandenong, 21/4
Dealy, W. E., Melbourne Goods, 22/4
Whitty, F. H., Dynon, 25/4
Bregazzi, T. C. M., North Melb., 28/4
Cummins, F. B., Head Office, 14/1
Robbins, F. C., Lilydale, 5/1
Morgan, M. L., Franklin Street, 13/2
Radic, B., Ballarat, 9/2

REFRESHMENT SERVICES BRANCH

McIver, K. J. T., Head Office, 27/2
Bryant, F., Advertising Division, 7/4
Holt, J., Dining Car Depot, 16/4
Hibbert, A. E., East Melb. Hostel, 19/4
Thornton, (Mrs.) V. F., Flin. St., 12/2

WAY AND WORKS BRANCH

Antonie, F. C., W.M. Spotswood, 4/4
Buckley, M., Head Office, 7/4
Bull, C. J., W.M. Spotswood, 4/2
Campbell, A. A., Woomelang, 14/1
Cantlin, E. J., Koo-wee-rup, 26/12
Collins, M. J. R., W.M. Spotswood, 14/1
Docwra, S. J., P.W.M.D. Spotswood, 30/1
Frankavilla, A., Engr. Spl. Works, 15/4
Georgalas, N., South Yarra, 6/11
Minett, G. E., W.F. Geelong, 30/1
Murty, J., Caulfield, 9/12
McCracken, J. A., Malmesbury, 4/2
Ryan, W. F., S. & T. Engr., Nth. Melb., 12/4

Traynor, K. M., W.F. Ararat, 12/12
Tremayne, P. W. R., W.F. Seymour, 31/3

ROLLING STOCK BRANCH

Beani, A., North Melb., 20/4
Bye, T. M., Jolimont, 6/2
Clare, H., North Melb., 23/1
Coad, J. C., Ballarat North, 6/4
Greenaway, W. N., Geelong, 2/4
Hupfield, A. R., Dimboola, 27/4
Kellam, G., Newport, 13/2
Kellam, J. W., Bendigo North, 5/4
Kelly, J. C., Jolimont, 17/3
Lake, A. B., Bendigo Loco, 17/4
Maggs, C. A., Bendigo North, 18/1
Massen, H. E., Jolimont, 4/4
Matfin, G. E., E.R. Depot, 8/4
Panter, A. J., Newport, 26/11
Smith, A., Bendigo Loco, 23/4
Thompson, R. H., Ballarat North, 17/2
Turner, M. R., Bendigo Loco, 12/1
Vardon, N. W., Jolimont, 12/4
Washington, T. W., Bendigo North, 7/2

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

TRAFFIC BRANCH

Hone, N. D., Box Hill, 17/1
Laity, H. J., Tottenham Yd., 21/1
McGurgan, H. J., Shepparton, 31/1
O'Donnell, H., Ballarat, 2/2
Critchley, H. F., Jewell, 14/2
Burdett, A. P., Cheltenham, 15/2

REFRESHMENT SERVICES BRANCH

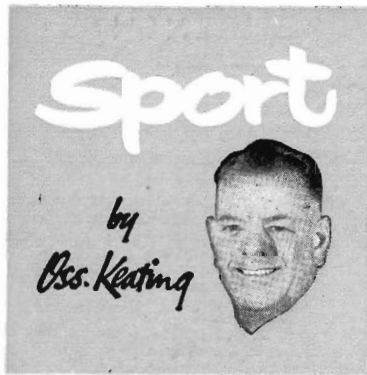
Lockwood, A. L., North Dynon
Cafe, 6/2

WAY AND WORKS BRANCH

Masterton, G. A., W.M.
Spotswood, 8/2
Miller, A. K., S. & T. North
Melbourne, 28/1

ROLLING STOCK BRANCH

Youdan, C. A., Nth. Melb., 21/1
Glavocih, W. A., Seymour, 11/2



Bowls—Transport Industries Tournament

The first bowls match to report is the Transport Industries Tournament, played recently at Footscray City Bowling Club. Competing organisations were Ansett Airways, Australian Postal Institute, Department of Civil Aviation, Trans Australia Airlines, Melbourne and Metropolitan Tramways Board and, of course, ourselves. At the end of the day's play, it was announced we had won and our Social Bowling Club now has the very proud record of four wins in the five years this tournament has been conducted. This is a remarkable effort and one of which we have every reason to be proud.

V.R.I. v. A.P.I.

This game was also played at Footscray City Bowling Club and, as is usual with these inter-Institute matches, proved a keen and closely fought contest. The morning session of 18 ends saw A.P.I. with a score of 96 to 78. However, our blokes knuckled down to the task and gradually overhauled their opponents, until, with about four ends to play, we hit the front. Staging a great finish, we went right on with the job and finally scored 101 to 72, in this afternoon game, which gave us a total over all of 179 points to A.P.I.'s 168, so at last this particular trophy found its way back to the V.R.I.

The official luncheon was well attended by senior officers from both Departments, as well as Mr. Alan Cox, (President, Footscray City Bowl-Club), Mr. M. McKenzie welcomed our guests on behalf of the Institute and was ably supported by Mr. L. A. Reynolds (Commissioner), Mr. J. Carroll, (President, Victorian Division of the A.P.I.) suitably responded and Mr. G. Smith, (Director of Posts and Telegraphs), also added his thanks to the welcome. It was most pleasant to also have along as our guests, Andy Crawford, Ron McKay and Russell Moore, of the A.P.I., while Ron Baggott, who was acting as General Secretary, V.R.I. and Des O'Donnell, our Vice-Chairman,

Sports Committee, were also present. After the game, Mr. Carroll, presented the Perpetual Trophy to Alan Cowling, popular President of our Social Bowling Club.

Wimmera Bowls Tournament

There was a large entry from the Wimmera, Hamilton, Head Office, and V.R.I. Council, at the Dimboola Bowling Club on Sunday, February 8. Five games, of eight ends each, were played under heat wave conditions. I can personally vouch for this for although the locals told me the temperature was only 106°: I reckon they had the thermometer in a glass of cool water—boy was it hot! The winning rink was skipped by Mr. E. Rogan, (Deputy Chairman of Commissioners), who, I feel, assembled around him as formidable a trio of bowlers as you would wish to see in the persons of Messrs. C. Morris, (Chairman, Staff Board), R. Weisheit, (Staff Officer, Traffic Branch) and W. Chapman, (Workshops Manager, Newport). A tally of four wins and a tie was a mighty effort in the rather trying conditions. As this rink was competing by invitation only, a play off for the title of Wimmera Champions was necessary. The competing rinks were skipped by H. Jolly, from Ararat, H. Cowan, Murtoa and G. Harrod, also from Ararat. The eventual winner of the Wimmera trophy was H. Jolly's rink.

At the completion of play all competitors gathered at the V.R.I. Hall, where the Dimboola ladies had prepared a sumptuous repast, and the presentation was made of trophies won during the day. Clarrie Treloar and Ian Wood, Dimboola V.R.I. President and Secretary respectively, together with their merry band of workers, are to be congratulated on the organization of this fixture and thanked most sincerely for the hospitality extended to the many visitors.

Country Bowls Week

As usual, this fixture was conducted at Albert Park—V.R.I., Middle Park and St. Kilda Bowling Clubs and the entry was one of the biggest we have had for a number of years. On the opening day, Mr. M. McKenzie welcomed the players on behalf of the Institute and Mr. G. F. Brown, Chairman of Commissioners, declared the Week open. After lunch, play commenced in the fours Championship and at the end of the day, only eight remained in the contest. These were Ararat, Seymour, Maryborough, Geelong, and two teams from Dimboola and Bendigo respectively.

Tuesday saw the preliminary rounds of the singles played; semi-finalists in this section were H. Forster (Geelong), C. Cluff (Ararat), M. Wallis (Ballarat) and W. Clarke (Ararat).

On Wednesday morning the semi-

final and final of the singles were played. In the semi's, Cluff was too good for Forster and Wallis defeated Clarke. This, meant, that Cluff and Wallis played off for the title. It was an excellent game of bowls but Cluff proved just a little too steady for Wallis, to take the Championship.

On Thursday, the pairs title was decided. At the conclusion of play, four pairs remained—T. Ross and W. Hawke (Maryborough), J. Smyth and L. Hindson (Bendigo), A. McDonald and R. Lunnon (Ballarat), and M. Miller and J. Jones (Ararat).

Friday saw the finals of the Fours Championship, the Pairs Championship and the Consolation Fours event. Firstly, the pairs, Smyth and Hindson combined well and were too good for the Maryborough pair, Ross and Hawke. In the other semi-final, McDonald and Lunnon beat Miller and Jones. In the final, victory went to the Bendigo pair, after a keen tussle with their opponents. The final of the fours championship was a great match. Ararat 2, skipped by Cope Cluff, had a great fight with the Bendigo 3 four, skipped by Norm Townsend. As in the singles, Cluff was too steady for his opposite number and completed a great week by winning this major title.

I feel special mention should be made of the Ararat Bowlers, who all belong to the Ararat V.R.I. Bowling Club. This Club has a male membership of below 40 and to win the singles and fours titles in the one year, and reach the semi-final of the pairs title was a top class effort.

Cope Cluff, who won the Club singles championship this season, had a tremendous week and without doubt he was the outstanding player of the tournament. Other members of the winning rink were Eric Panther, Geoff Harrod and Peter Bulger. The Consolation fours event was won by a Bendigo rink skipped by our old friend Taffy Jenkins, who beat a Colac rink (Skipper Jack Baird) in the final.

At the conclusion of play, the trophies were presented to the various winners by Mr. Rogan, and Mr. McKenzie, V.R.I. President, Mr. F. M. Mitchell, V.R.I. Secretary, thanked the clubs for the use of their facilities, which incidently, were first class, and the greenkeepers for their help during the tournament.

My special thanks go to Des O'Donnell, V.R.I. Councillor, and Keith Donaldson, who gave up their week to assist me, because undoubtedly without them it would have been impossible to run a tournament such as this. Finally on behalf of the Institute, let me express our appreciation of the efforts of the staff clerks of the various branches, who co-operated so well in releasing staff to participate in this fixture.

VICTORIAN RAILWAYS

NEWS LETTER

APRIL



1970



POLLUTING THE ATMOSPHERE

There has been much public discussion, in recent months, concerning the health hazard of atmospheric pollution from road vehicles.

Reports as to its severity are conflicting. One thing, however, seems certain. By 1985, with the expected increase in road vehicles, the position will become about three times worse, unless some scientific invention can control the carbon monoxide and other discharges from vehicles.

The Victorian Railways, which for many years, has had a representative on the Clean Air Committee, has always been conscious of the air pollution problem.

The problem is primarily confined to the metropolitan area and both our electric trains, which carry about 140 million passengers yearly, and our electric locomotives which move some of the freight, do not emit any pollution.

Every effort has been made to reduce to a minimum the pollution

from diesel locomotives, which individually can haul up to 2,000 tons of freight. How many road vehicles, and how much more pollution, would be needed to move similar loads?

In any case, the Victorian Railways fleet of diesels number only around 300, a figure infinitesimal when compared to the hundreds of thousands of cars and transports pumping fumes into our atmosphere.

It has been recommended that \$2,221 million will be needed for the building and widening of metropolitan freeways and arterial roads to cater for this big increase in private cars, road transports and buses.

Expediting the rail transport segment of the 1985 plan, which provides for speedier transport in greater comfort, could reduce the number of cars, and at least help to relieve the problem of smog and its kindred ailments.

G. F. BROWN

SMASHED INTO TRAIN-FINED \$1

The driver of an interstate operated semi-trailer which ploughed into a goods train was recently fined \$1.

The accident happened on the Ettrick Road railway crossing near Heywood, in October last year.

According to *The Portland Observer*, the train driver told Heywood Court that he had blown the whistle several times before reaching the crossing.

"When the truck hit the train there was a cloud of smoke and flames. The train was tipped to the left when the truck hit.

"The truck was then propelled along the line by the train for about a chain before the train stopped," he added.

The fireman corroborated the driver's evidence.

According to police evidence, the semi-trailer driver had not seen the train approaching until he was about a chain away.

The Magistrate said he did not think the defendant should have to pay all expenses incurred when one of the witnesses only supported another witness's evidence.

"With the costs involved the Police Department should be prepared to pay some of the costs," the S.M. added.

He then convicted and fined the semi-trailer driver \$1 and ordered him to pay \$61.76 costs.

NO FAULTS FOUND

Letters were written to *The Sun* recently, regarding alleged faults in flashing light equipment. On both occasions the Railways had no record of the matters having been reported directly to them.

Engineers tested the controls and flashing lights on the same day that the letters appeared and tests were again made at night.

Allegations of apparent faults in flashing light devices are not numerous and naturally are investigated immediately. In every case, no fault has been found with the equipment or its operation.

It is disappointing that people make the effort to write to newspapers, but don't bother to tell Railway officials immediately they believe something might be wrong, so that the Signal and Telegraph Division can be alerted to investigate without delay.

ANOTHER FIRST

The first consignment of containerized meat from Gippsland was sent by train last month, from Moe to Melbourne.

The 17-ton load was destined for export to the United Kingdom.

ACCIDENTS INVOLVING TRAINS

When two motor vehicles collide, the incident does not rate a mention, unless serious injury or death is involved, says Mr. R. J. Fitch, South Australian Railways Commissioner, in *Rail News*.

But, when a collision involves a train and a motor vehicle, the incident seems to evoke a strong emotional reaction, with the railways being the villain in all cases. Invariably, it is reported that the train hit the motor vehicle and not the reverse.

It is necessary, therefore, to get this matter in its right perspective and to correct a great number of misconceptions that have occurred.

In South Australia during 1968-69, there were 54 collisions at level crossings between trains and road vehicles; in 21 of these the road vehicle hit the train, and 10 of the 21 accidents took place during daylight hours.

In addition, 44 other accidents at level crossings did not involve any trains.

"Surely these statistics illustrate quite plainly the apparent utter disregard of the motorist of even normal safe driving habits," added Mr. Fitch.

FRONT COVER

Caretaker, Mrs. Ruth Petkovic, pictured in her station garden at Lyonville, which has won first prize for the best garden, without piped water, in the Bendigo district for 1966, 1967 and 1968. It has been recommended for a similar prize for 1969.

Mrs. Petkovic's colourful garden includes carnations, hollyhocks, phlox, tiger lilies, sweet william and roses, with borders of African marigolds.

TANKER DRIVER IN COURT

The petrol tanker driver involved in a collision with a Mildura-bound passenger train, in April last year, killing the driver of the diesel locomotive, has been fined \$200, plus \$85 costs, in Mildura Court for failing to stop at a railway crossing.

The tanker was carrying 5,600 gallons of super grade petrol which exploded, destroying the vehicle and burning the diesel locomotive, a rail wagon containing two cars, and part of a passenger carriage.

The petrol also set alight a nearby railway house.

SCHOOL FARES

Last year, concession rail tickets were issued to 72,780 school children throughout the State. These tickets, which cost parents \$816,000, were subsidized by the Railways to the extent of \$894,000.

Rail concession fares vary with the age of scholars; some receive one-third concession, a half, or two-thirds, depending on classification. No age limit is placed on university or technical students attending educational institutions full time. In fact, one 71-year old woman, who is studying full time at Monash University, receives a student concession rail ticket.

USE OR LOSE

Following an analysis of traffic on the Casterton and Coleraine branch lines, local residents were told that there is no intention of closing either line at this stage.

The lack of certain traffic on the Casterton and Coleraine lines is disappointing and if local farmers and traders do not make use of these lines, eventual closure will no doubt be considered.

It has been found, in the past, that road transport charges tend to rise in the districts concerned, after the withdrawal of facilities.

SCHOOL EXCURSIONS

On behalf of the staff and pupils of the infant grades at South Geelong State School, I thank you most heartily for all the trouble you and your men took to give us such a pleasurable and valuable train trip . . . the literature we received was most interesting and useful also.

—Marjorie G. Hornsey, Infant Mistress writing to the Stationmaster Geelong.

The name Almurta (Wonthaggi line) comes from a local aboriginal word for mistletoe.

Royal tour brings MILITARY-LIKE PLAN

Although the Royal Family did not travel by train during their visit to Victoria earlier this month, their tour, nevertheless, meant big transport planning to cater for large crowds visiting the various venues.

As *News Letter* went to press, the Traffic Branch was organizing one of its biggest movements of passengers.

Mr. J. S. Bell A/g. Manager, Passenger Operations, who was in charge of co-ordinating train movements, said: "Briefly, our plans call for a co-operative effort from all our sections."

To handle the big crowd expected at the Richmond v Fitzroy football match to be watched by the Royal Family on Sunday, April 5, it was planned to run 24 special trains from the suburbs.

It was expected that for the welcome to the Royal Family by school children at the Melbourne Cricket Ground on Wednesday, April 8, nearly 25,000 students from 486 schools would travel on about 39 special trains to Richmond and Jolimont station over a period of 75 minutes.

In addition, the normal train service would also operate.

The success of this precision operation rested on Mr. P. Helbig, A/g. Metropolitan Superintendent, and Mr. H. Lardner, A/g. Superintendent of Train Running and their staff.

Mr. Helbig had to arrange prompt clearance of students from Richmond and Jolimont stations and return, and Mr. Lardner ensured "on time" running of trains.

A recent survey taken at the Elizabeth Street barriers at Flinders Street station showed that 19,093

passengers used that entrance in a two-hour period between 7 a.m. and 9 a.m.

Using this as background information plans were then prepared to clear Richmond platform as quickly as possible; almost a train every two minutes had to arrive and set down during the 75-minute period.

A headquarter's base was set-up near No. 9 and 10 platforms, with a metal board and magnetic buttons to plot movements of students. Station assistants acted as runners.

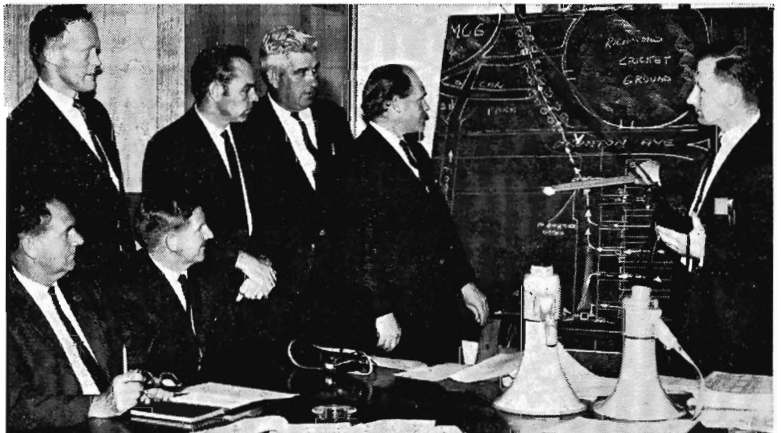
Traffic inspectors, some with walkie-talkie radios, others with trans-hailers, were placed at strategic points to ensure the plan's success. Even the position of trees around the M.C.G. had been noted for the placing of amplifiers.

"Passengers must be kept flowing or the congestion will be serious," Mr. Helbig said.

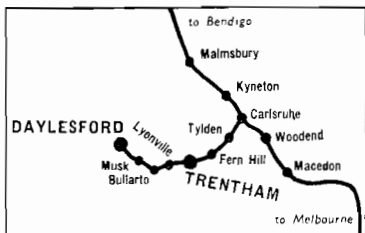
Each train carried a number of schools—pupils from 18 different schools on one train—with groups varying from 20 to 60. Therefore, students could not be addressed as a group.

In co-operation with the Education Department, seating inside the ground was pre-determined to suit the return journey.

Train supervisors had placards in various colours with the respective return train number. Assembly was at various points outside the ground when stage two of the plan, a reverse first stage, ended the manoeuvre.



Traffic inspectors (from left) Messrs. P. Anderson, D. McTaggart, J. Seddon, C. Vandenberg, B. Hornbuckle, and T. Smith have a point explained by A/g. Metropolitan Superintendent, Mr. P. Helbig, at a briefing session.



Daylesford station and yard.

At least 50 gallons a week of mineral spa water, in special cylinders, is railed from Daylesford for private customers in Melbourne, and other country towns. The empty cylinders also return by train.

The reputed medicinal value of the water is based on its lime, iron, magnesia, and other mineral content. Eighty per cent of the mineral springs, so far found in Australia, are in the vicinity of Daylesford.

The Daylesford line has two passenger trains daily, except on Sunday, when an excursion train makes a return trip from Melbourne. There is also a twice weekly goods train.

Stationmaster, Richard Reitenbach

was at Trentham for 2½ years before being appointed to Daylesford 12 months ago. He is also responsible for Bullarto and Musk stations.

"Daylesford once had more than 20 hotels," Mr. Reitenbach said. "Today there are only 10, but all

bottled and canned beer supplies come by train."

Last year, about 80 per cent of Daylesford's revenue came from freight and parcels. Regular traffic includes wool, potatoes, groceries, and fabrics.



Daylesford stationmaster, Mr. R. Reitenbach.



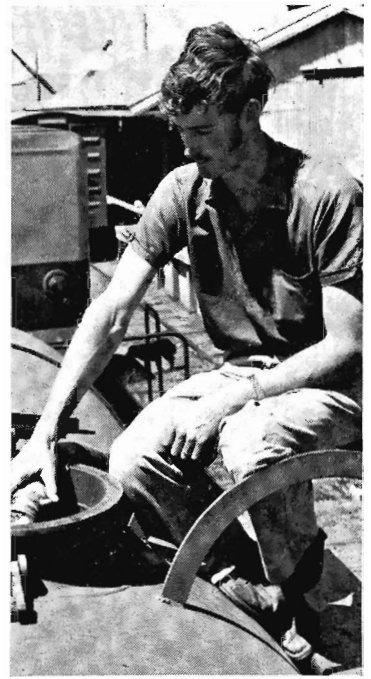
Trentham stationmaster, Mr. B. Varney.



Shedman Mr. M. Petrovic unloads a consignment of beer at Daylesford.



Guard Mr. C. Gebhart flags the "all clear" for departure of the rail motor from Daylesford.



Fireman L. Mudford fills a rail tanker with water at Daylesford.

Bullarto No. 2 track gang, under the control of Ganger R. G. Clover, patrols from Trentham to Daylesford. Last year the gang won first prize for the best kept length with rails under 75 lb. in the Bendigo District.

Poles

About 5,200 poles, varying from 10 ft. to 45 ft. were railed from Trentham last year. They are sent to Victorian destinations as determined by the State Electricity Commission.

Big consignments of plants from a local nursery are regularly railed to many New South Wales and some Victorian towns.

Trentham's stationmaster, Bruce Varney, joined the Railways in 1957 as a station assistant at Mitcham.

He later worked at Barnawartha, Kilmore East, and Anderson before coming to the spa district a year ago.

Mr. Varney also supervises Fern Hill and Lyonville stations.

The 22½ miles Karlsruhe-Daylesford branch line was opened in two sections—to Trentham in February 1880, and to Daylesford one month later.

The line was built by Topham, Angus, and Smith and, together with the telegraph line, cost \$163,273.

In 1887, a line from North Creswick to Daylesford was built to provide a direct link with Ballarat. However, part of this line—from Daylesford to Newlyn—was closed in 1953.

Both Daylesford and Trentham stations were opened in 1882. Isaac

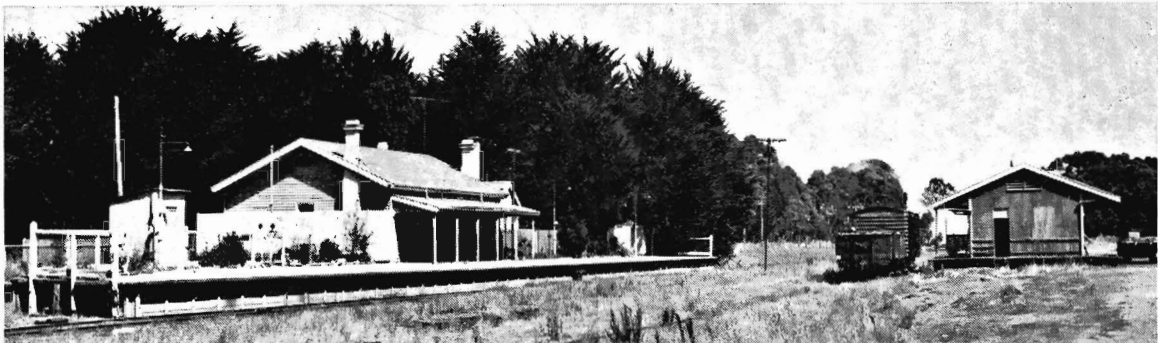
Summerland built Daylesford for \$4,349; Trentham, built by B. Jensen cost \$1,204.

High towns

Most of the line is on a spur of the Great Dividing Range. Trentham, 2,264 ft. above sea level was named after Lord Trentham. Daylesford, once known as "Wombat Creek" and "Jim Crow Diggings" was named after the English home of Warren Hastings, Worcestershire.

Towards the end of 1852 the original prospectors of this mountainous district, Caulfield & Sons, discovered a rich patch of gold, and in a few months made their fortune.

A gold rush set in the following year when their success became generally known.



Trentham station.

HIGHWAYS IN MELBOURNE'S TRANSPORTATION PLAN

By 1885 it is predicted that 1,300,000 private cars will be garaged in the design area and the number of person trips by car each day is expected to total about 6,367,000, more than three times the 1964 figure. Private car trip lengths are also expected to be up from an average of 4.8 miles per trip to 7.1 miles.

About 194,000 commercial goods vehicles are expected to be using the roads in 1985 as against 91,500 in 1964. Average trip lengths are expected to be 6.3 miles compared with 4.0 miles. Commercial goods vehicles are expected to average a total of 7.6 million miles on an average week-day—more than four times the equivalent 1964 figure.

Street public transport is expected to be catering for an extra 204,800 passenger trips a day and the number of passenger miles travelled daily on buses and trams is predicted to rise from 2.4 million to 3.5 million.

The existing network is not capable of handling existing volumes of traffic at a desirable standard of service, so a plan has to be devised not only to allow for expected trebling of 1964 volumes but also to handle it more efficiently.

Other western cities of comparable size overseas, faced with the same rapid growth in car ownership as that being experienced in Melbourne, have had to cope with similar rapid and substantial rises in the demand for road travel. They have had to become involved in major road construction programmes. Now Melbourne has to face up to the same problem.

Overall concept

The recommended plan provides for the development of metropolitan roads as a single integrated system comprising a network of:

- *new freeways.*
- *improved and extended arterial roads, some having access control.*
- *local roads.*

The **freeways** would be designed to cater for long-distance, high-volume traffic and provide free movement, safe travel and significant reductions in travel time.

The **arterial road** network would include a number of new major divided arterial roads, mainly for through traffic to provide additional road capacity and supplement the adjacent freeways. The arterial

roads would cater for mid-distance trips and, in many cases, act as feeders to the freeway system.

The **local roads** would serve the needs of local residential traffic and act as feeders to the arterial system.

The freeway network would be a completely new system of roads requiring about 12,300 acres with a total route mileage of 307, representing 52 per cent of the total new route mileage. About 56 per cent would follow the same alignments as existing reservations in the scheme.

The plan also provides for 17 miles of major divided arterial roads, 86 miles of new arterial roads and 189 miles of arterial road widening, including 31 miles for street public transport, private cars and commercial vehicles. Land required for the arterial road system would amount to about 1,600 acres.

City ring road

A city ring road is an essential part of the proposed system, and would in the main follow reservations already in the metropolitan planning scheme. It would be designed to relieve the central business district and all its access streets of "through" traffic.

Freeway traffic

Traffic using the freeway system is expected to range from 60,000 to more than 130,000 vehicles a day.

There would be considerable saving in travel cost and time on the freeway system because traffic would move at higher speeds for long distances and by-pass areas where traffic movement was much slower.

In 1964, commercial goods vehicles were averaging about 20 m.p.h. On the freeways it would be possible for them to average about 35-40 m.p.h.

In 1985, it is predicted that about 23.4 million vehicle miles will be travelled on the freeway system every day, about 4.5 million vehicle miles being by commercial vehicles.

Freeways which lead to recreational areas in the country and to the sea may need further adjustment to cope with week-end and holiday travel.

Basically, the private car is a competitor to rail, except when it adopts a feeder role. Nevertheless, the car does have a part to play in any balanced transport plan. For this reason, the concluding article of highlights from the Melbourne Transportation Committee's report and recommendations on our transport needs in 1985, deals with the highways.

Benefits

Without freeways there would be such congestion that many people owning cars would not be able to use them when they wished to. There would also be a very serious impact on commercial goods movements and the cost of transporting products by road.

An example of the expected travel time by using reductions in the proposed freeway system is that a trip from the central business area to Frankston should take only 39 minutes. In 1964 the shortest road route meant a 62 minute trip.

The proposed freeways have been designed to give a quick access to and from interstate and country highways. Each of the eight major highways entering Melbourne would be linked with the freeway system, as would all the other major routes leading into the city.

Another important benefit of the freeways would be the increased safety they would provide.

In its first year of operation, the South-Eastern Freeway carried an estimated 10 million vehicles. The serious accident rate was six personal injury accidents per 10 million vehicle-miles compared to 45 personal injury accidents per 10 million vehicle-miles in Toorak Road, 19 in Alexandra Avenue, and 74 in Swan Street.

Arterial roads

Generally, the arterial roads would provide for faster, more evenly distributed and safer travel. The major divided arterial roads would have full control of access with signals at flared intersections and separating medians. The majority of arterial roads would not have any form of access control, but even allowing for cross traffic and cars entering from side streets, the bulk of them would

permit average speeds of 25 to 35 miles an hour in off-peak periods, and 20 to 25 miles an hour during peak periods.

Grade separation

On existing and new arterial roads within the design area, there are 171 at-grade rail crossings protected by either hand-operated gates, interlocked gates, boom barriers or flashing lights.

A greatly increased number of trains and road vehicles is expected to traverse these points with a resulting accelerated increase in traffic congestion and delay costs. At many of these points, the increased road and rail volumes make grade separation essential.

Experience has shown that gate barriers and lights, however, do not entirely prevent a number of level crossing accidents. Therefore the present policy of replacement of existing crossings should be speeded up. It is considered that the replacement of these crossings is just as essential to the plan as the programme of widening and otherwise improving the arterial roads.

Studies have indicated that 80 of these exciting crossings would need to be considered for grade separation.

Local roads

These roads form a vital part of the overall road system as without them the freeway and arterial road networks could not perform their function satisfactorily. Traffic control measures such as the provision for left and right hand turning at intersections, together with traffic signals and medians, would be needed.

Vehicles miles per day — all roads 1985

	Vehicle miles predicted	Percentage of predicted travel
Freeway ..	23,000,000	51.1
Arterials ..	17,000,000	37.8
Local ..	5,000,000	11.1
Total ..	45,000,000	100.0

Parking

The average private motor car spends less than 4 per cent of its operational life travelling on the roads; the balance of the time it is parked.

The average commercial vehicle spends only about 12 per cent of its working life on the roads.

If all the private motor vehicles and all the goods vehicles expected to be registered in the design area by 1985 were parked together in one large parking lot, an area of 9.8 square miles would be needed.

This amount of parking must be available at the right locations and is as essential as highways.

MELBOURNE TRANSPORTATION COMMITTEE'S PROPOSALS

Of the estimated \$2,616 million to implement the transport recommendations, public transport would absorb \$355 million and road construction \$2,221 million.

Of public transport's \$355 million only \$45 million would be available at present rates of expenditure.

Rail

The major item in rail costs is the proposed underground loop. It is the most important and most costly item in the rail estimates. Provision is also made for new lines on new alignments, and for route capacity improvements on existing lines.

Included in the provision for new lines is the cost of the proposed underground link between Victoria Park station and the northern side of the underground loop.

Route capacity improvements to existing lines cover duplication of single lines and additions of third and fourth tracks to existing double lines.

The recommended plan provides for the replacement of all out-of-date rolling stock with trains of the most modern design.

However, no provision has been made for this item in the estimate. At 1968 prices, it is estimated that the cost of replacing 97 old trains would be \$50 million.

The funds available for rail improvements envisaged in these proposals will depend upon future loan allocations. If these allocations remain at about the same level as in the recent past, it is expected that in the next 15 years the Railways would be able to allocate about \$30 million towards the extension of existing lines and capacity improvements.

This means that to implement the rail proposals in full, the Railways would require an additional \$212 million over and above the existing rate of expenditure.

Trams and buses

The sum proposed for new trams would, at current prices, be sufficient to purchase 910 new trams of which 691 would be replacements and 219 additional vehicles.

The provision for new buses represents the amount that would be required to replace the existing bus fleet and add to it an additional 1,550 vehicles.

No part of the expenditure by the Melbourne and Metropolitan Tramways Board to implement the street public transport proposals would be

	Million \$
Rail (See Feb. News Letter)	
Underground rail loop	80
New lines on new alignments	60
Extension of electrification along existing lines	8
Route capacity improvements on existing lines	42
New stations on existing lines	2
Additional suburban trains	35
Modal interchange	15
	<hr/>
	242
Street public transport (See March News Letter)	
New trams—910	55
New buses—2,540	50
Bus depots	8
	<hr/>
	113
Highways (this issue)	
Freeways	1,675
Major divided arterial roads	64
New arterial roads	28
Widened arterial roads and bridges	359
Grade separation (rail/road)	95
	<hr/>
	2,221
Parking	
CBD (financed by M.C.C. and private enterprise)	40
	<hr/>
Total	2,616

(These figures are based on 1968 costs)

available to the Board within the present level of finance. The whole of this expenditure, therefore, would be additional to existing levels.

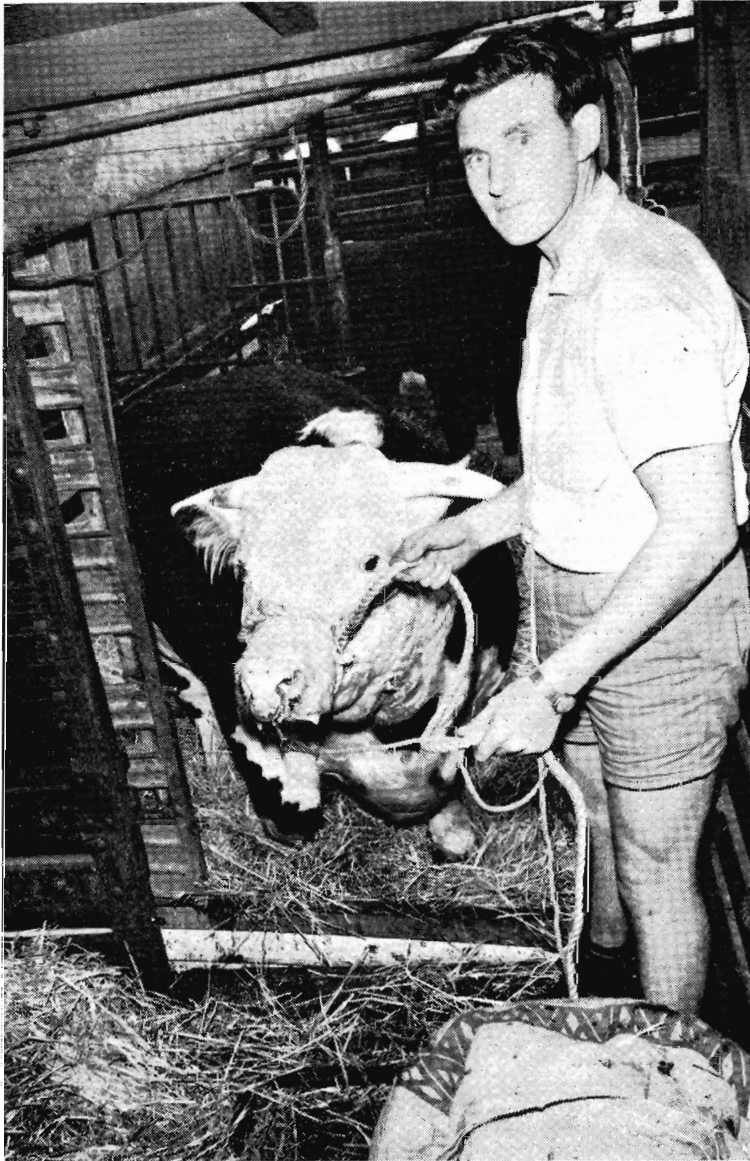
The present rate of investment in new vehicles by private bus operators is about \$1 million per year. If this rate were maintained over the period to 1985, private bus operators would be providing \$15 million. Thus, implementation of the bus proposals would require an additional \$43 million above the existing rate of expenditure.

Highways

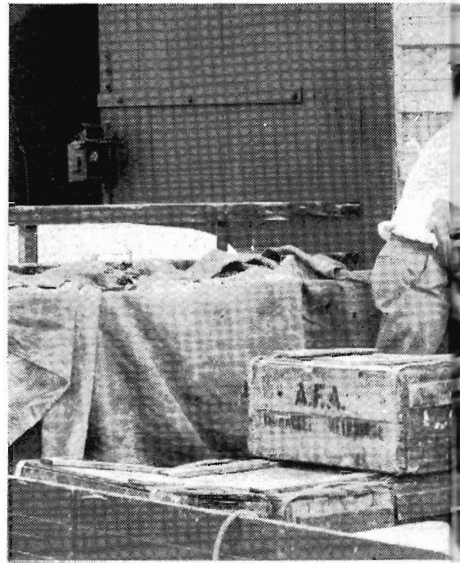
The major item in the highway proposal, the construction of 307 miles of freeways, represents 75 per cent of the total highway segment costs.

At the current rate of allocating funds for metropolitan road construction, \$1,300 million would be available from existing sources over the next 15 years, leaving \$921 million short.

VIEWS OF NEWS

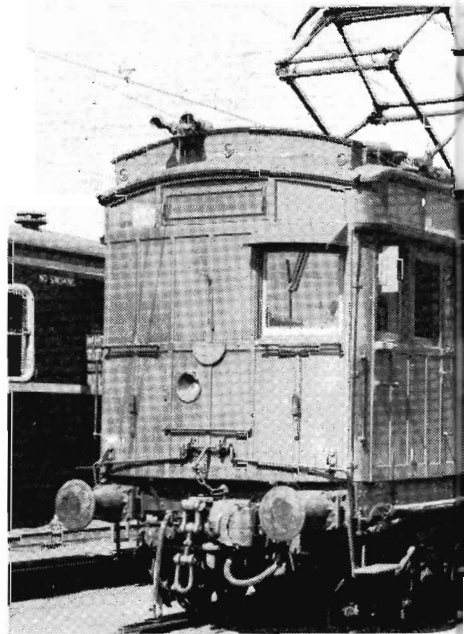


Last month, 110 prize cattle and 18 pigs left Dynon Freight Terminal by special train for Sydney's Royal Easter Show. In this picture a Hereford bull owned by A.R. and R.L. Booth, from Coldstream, is being loaded on to the train.



In a normal week, up to one ton of River Murray special iced vans attached to the Mildura fishermen, are collected at the river bank.

Inspecting the V.R. attack wagon (News Letter left) Mr. A. Dean, Regional Officer, Country Fire Ambulance Officer, Huntingdon and Peterborough. Mr. G. Edney, of Machinery and Water Services. Mr. Maxwell is travelling on a Churchill Fellowship to New Zealand and the South Islands.



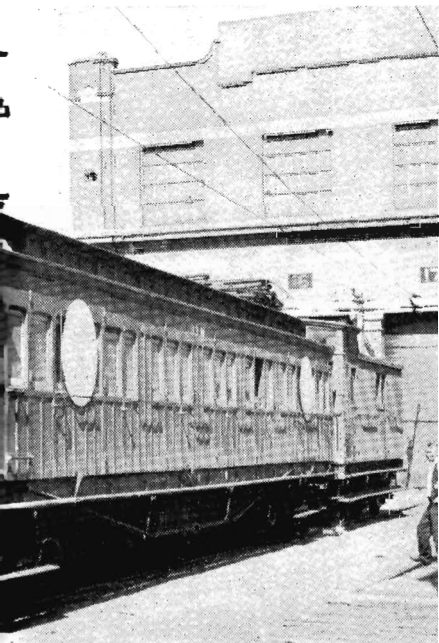
Built in 1888 by Bevan and Son, Footscray, Victoria, it is registered in the Victorian Railways register. However, it escaped scrapping and was preserved for this purpose. The pantograph is used for the carriage stock.

The signal box which had been at North Wilkesby, Victoria, was re-erected close to the locomotive.



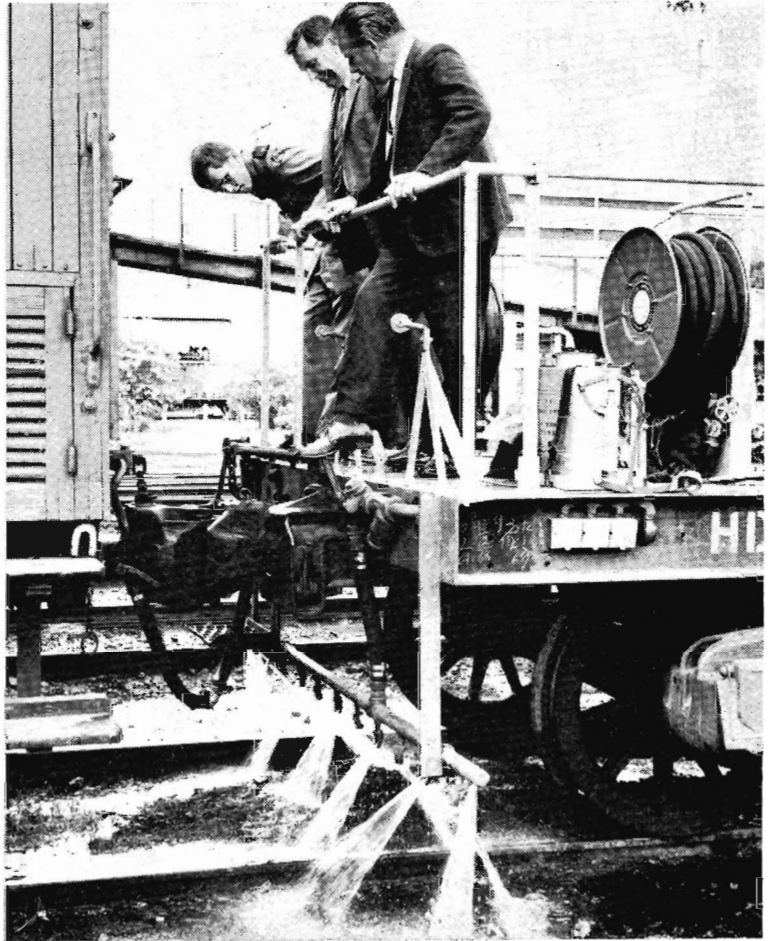
...y fish — perch and cod — go to Melbourne in
...it Flier'. The fish, netted by professional
...by Mildura road carrier, Mr. W.B. Jory.

... April 1969) at North Melbourne are (from
... Authority and Mr. J. Maxwell, Chief Fire and
... n County Fire Service of the United Kingdom.
... ply, explains the workings of the vehicle.
... ship to study fire problems in Australia, New
... outh Africa.



...ectric carriage 113M is now officially off the
...s other carriages at Jolimont Workshops; it has
...ellow discs at the sides are for identification
...has an old type tail-light .

...stown since about 1911 was moved last month
... Museum. Transported in two sections, it was
...useum's entrance gates.



ENDING OF RATES WAR

Three quarters of a century ago, in April 1895, an historic meeting took place, in Melbourne, which ultimately led to the end of a rail freight rates war between the Victorian, New South Wales and South Australian Railways.

Because of political considerations, it took 10 years to ratify the agreement; final settlement of the problem became effective on March 1, 1905.

Back in the "eighties" competition was fierce in adjacent districts, as the three railway systems neared the borders of the respective colonies.

Victoria induced traffic from the Riverina area of New South Wales by offering concession rates for goods to and from Melbourne. New South Wales and South Australia offered similar inducements to Victorian consignors close to their boundaries.

In 1894, Victoria was jointly approached by the New South Wales and South Australian Railways Commissioners and asked to adjust the competitive rates.

Victoria, already having commitments with consignors, was unable to immediately alter its tariffs. But it stated that, at a later date, it would meet in conference with the other two Railways and agree to an equitable rate-basis.

It was at this meeting, in April 1895, that the three Railway systems agreed that competitive rates be adjusted to conform with normal schedules; any preferential rates inconsistent with the Constitution Act of the Commonwealth of Australia (1901) be abolished; no special rebates or concessions to be offered to gain traffic in the border areas and all rates be publicly announced.

Today, fortunately, Australia's government-owned railways work in unison, which was not always the case in the early days of railways in this country.

THANKS

A letter has been received from Mr. J. H. Newnham, Mt. Pleasant Grove, Armadale, commending the staff at South Yarra and Flinders Street for help given in recovering a parcel he had left at the Flinders Street Bookstall.

BIG WORKS PROJECT

Works now under way between Flinders Street and Richmond station include a fly-over near Richmond station (the piers for it can now be seen), a new pedestrian footbridge near the Melbourne Cricket Ground, and additional tracks for the Burnley group of lines.

The Burnley group comprise the Lilydale, Belgrave, Alamein, and Glen Waverley lines which operate through Flinders Street platforms on Nos. 2, 3, 4, and 5 and on platform No. 1 for a number of trains during the peak.

By 1985, it is anticipated that 181 trains, of which 43 will be from the Burnley group, will arrive at Flinders Street during the morning peak-hour.

The fly-over is being built to eliminate cross moves on the level for trains to and from the Flinders Street platforms and the fast tracks or stopping tracks through Richmond station.

At present, it is intended to lay one track only behind the signal box at Jolimont Junction (Flinders Street 'E' Box) to be used for running in the direction of the morning and evening peaks. Extra space, which

is available in the area, is being kept clear at present so that connection to the city loop underground can be built.

One of the three tracks will become an expressway, mainly for Box Hill line trains. The other set of tracks will be used mainly by Glen Waverley trains, and "stopping all stations" Box Hill line trains. An additional track will be laid later.

The new layout can be readily adapted, should it become necessary, to use three of the four tracks between Flinders Street and Burnley for one-way train operation during morning and evening peaks.

The replacement footbridge is needed to give headroom over the track leading up to the flyover; this work will be programmed to ensure that a footbridge is available for all major sporting events at the Melbourne Cricket Ground.

Saved toes



The value of safety shoes is demonstrated in this picture of a shoe that station assistant T. Sutcliffe, of Murtoa, was wearing when a 6-cwt. bundle of steel strapping slipped and struck his foot. The falling bundle tore the leather and scraped the steel toecap, but, Mr. Sutcliffe said, the only discomfort he felt was a jar—there was no pain. It is considered that the safety shoe saved him the loss of three toes.

Half a century of "MEN IN GREY"

It is 50 years since the original "Man in Grey" started at Spencer Street station.

Mr. G. R. Bidmeade was appointed "Station Director" in 1920 and, apart from small breaks, was found regularly in his box at Spencer Street station until retirement in 1942.

The title "Man in Grey" was not given until after the return from America, in 1922, of Mr. M. J. Canny, then Outdoor Superintendent and later Commissioner.

Mr. Canny had seen "Men in Grey" helping bewildered travellers in San Francisco and other parts of the United States, and he recommended the appointment of a similar official in Melbourne.

Mr. Norm Coutts, the present senior "Man in Grey", started as a labourer at Newport Workshops in 1935. Two years later he transferred to the Traffic Branch and worked his way from station assistant at Box Hill to conductor, signalman and ticket examiner.



Mr. Coutts answers an inquiry from a passenger

Did it start?

According to *Victorian Railways to '62*, by Leo J. Harrigan, a parcels "express delivery" service with horse-drawn vans to districts surrounding St. Kilda and Brighton stations was started by The Melbourne and Hobson's Bay Railway Co. in April 1860, but later discontinued because of financial loss.

However, when seeking details on which to base a *News Letter* story, records at La Trobe Library suggest that the horse-drawn parcels service was planned but never eventuated.

Would any readers have records?

The usual answers sought from the "Man in Grey" are train times and fares, and various train running information.

"But I've even been asked for air-lines schedules and fares," Mr. Coutts said.

Mr. Coutts recalled how a woman recently asked for the fares and times for a train trip to Alice Springs; these were duly supplied.

"I only want to go and see the camels," she explained.

On many occasions the announcement: "Calling 'Charlie Brown' off the *Southern Aurora* from Sydney . . . come to the 'Man in Grey'" has resulted in emotional re-unions.

THANKS

Chinese assisted

Will you please convey to Mr. Bell of your Passenger Operations my sincere thanks for his efforts in organizing the safe delivery to Croydon of friends of mine, a family of Chinese from Penang, Malaysia, who are on their first visit to Australia.

I feel it is only proper that you should know the wonderful example of efficiency and courtesy he and his staff gave my friends and myself.

My friends arrived unexpectedly, but due to circumstances, I could not meet them in the city and bring them to my home at Croydon. In desperation I phoned your Public Relations section requesting help. Mr. Wright was most helpful and referred me to Mr. Bell, who immediately went into action to organize the family's safe delivery to me at Croydon. Mr. Coutts, Traffic Inspector, was detailed to meet my friends at Flinders Street Station, supervise the buying of tickets, escort them to the correct platform, see them on to the 1.50 p.m. Lilydale train, and I believe, he was to have travelled with them.

Unfortunately my friends panicked and messed up arrangements, but despite this, due to the efficiency of Mr. Bell's organizing through Mr. Coutts, a guard named Mr. Golding and the Assistant Stationmaster at Croydon, Mr. Williams, my friends were safely delivered to me.

The Chinese family was very impressed, as I was, with their treatment by your Department and from their expressions of gratitude, I am sure they will take back to Penang pleasant memories of their trip to Croydon.

Mrs. Lois Sweet, writing to the Secretary.

RETIREMENTS

ACCOUNTANCY BRANCH
Ferguson, F. A., Pass. Aud., 27/3
Williams, E. T., Insp. Accts., 18/4

COMMERCIAL BRANCH
Jakob, J., Spencer St., 7/3

ELECTRICAL ENGINEERING BRANCH
Jones, J., Dist. Divn., 30/1
McAllan, W. G., Dist. Divn., 12/5
Rose, W. J., Head Office, 25/5

ROLLING STOCK BRANCH
Addison, L. B., Jolimont, 18/5
Boyce, F. A., Newport, 7/5
Brady, V., North Melb., 29/5
Coffey, W. E., Newport, 21/1
Cunningham, H. L., Ballarat North, 20/2
Gilliooley, T., Sth. Dynon, 31/5
Howard, E. J., Newport, 21/5
Kelly, C. V., Newport, 16/5
Lawrence, E. J., Newport, 4/5
Lilley, S., T. L. Depot, 13/5
Matteo, V., Jolimont, 15/1
Smith, T., Jolimont, 26/5
Treloar, H. J., Geelong, 2/2

STORES BRANCH
Hicks, A. T., Printing Works, 17/4
Iannello, B., Newport, 22/1
Sattell, B., Newport, 2/1
Ward, R., Printing Works, 20/3

TRAFFIC BRANCH
Allman, D., Sandringham, 30/1
Anderson, V., Melbourne Goods, 24/5
Bumak, V., Hampton, 5/1
Dajda, W., Geelong, 20/2
Doyle, E. M., Spencer St., 9/5
Dykes, T. H., Dandenong, 14/3
Kearney, A. E., Flinders St., 9/5
McHarry, T. W., Melb. Goods, 3/5
Ratcliff, A. L. (Mrs.), Wattlelegien, 19/2
Sadler, A. E., Spencer St., 12/3
Wisken, A. K., Flinders St., 21/3

WAY AND WORKS BRANCH
Bell, T. E. J., Special Works, 27/2
Calder, R. M., Caulfield, 11/5
Coombes, A. J., Ballarat Nth., 10/2
Dix, J. P., Clifton Hill, 23/5
Goss, J., Newport, 5/5
Hudson, F. J. R., Ironworks, Nth Melb., 23/5
Ireland, M., Spencer Street, 25/5
Merrett, E. R. R., Traralgon, 25/2
Morton, R. J. W., Seymour, 30/4
McDonald, A., Bendigo, 28/2
Papadopoulos, A., Flinders St., 4/5
Petrie, V. R., Sig. & Tel. Nth. Melb., 26/5
Ramsay, J. H., Spencer Street, 13/5
Reynolds, J. E., Flinders St., 3/4
Robinson, A. E. H., Kooloonong, 10/2
Robinson, F., Pyramid, 14/5
Scadden A. J., Berriwillock, 29/5
Simpson, E. G., Spotswood, 10/3
Smales, N. E., Nth. Melbourne, 24/5
Spinello, N., Metro. Dist. Eng., 18/2
Torcasio, G., Per. Way Depot, Spotswood, 10/2
Valpeters, S., Dartmoor, 25/2
Watts, E., Meredith, 3/5

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

ACCOUNTANCY BRANCH
Roberts, J. T., Revenue, 17/1

ROLLING STOCK BRANCH
Hauxby, G., Nth. Melb., 16/2
Mahe, N., Jolimont, 5/3
Ross, M. J., Traralgon, 3/3
Watkins, H. J., Nth. Melb., 22/2

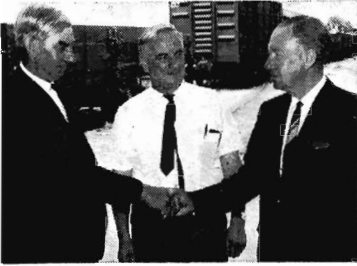
STORES BRANCH
Chiappazzo, F., Spotswood, 12/1

TRAFFIC BRANCH
Egan, D. O., Spotswood, 8/3
O'Rourke, P. T., Spencer St., 11/3

WAY AND WORKS BRANCH
Hams, R. S., Bendigo, 17/2
Mieczek, E., Seymour, 16/2
Williams, W. R., Sale, 1/3

AMONG OURSELVES

BALLARAT RETIREMENT



At Ballarat North Workshops, Mr. S. R. Horsfall, retiring Foreman Turner (right) is being farewelled by Mr. E. McGregor, Workshop Foreman. In the centre is Mr. Horsfall's successor, Mr. J. Joyce. Mr. Horsfall had worked in the railways for just over 50 years, and had been Foreman Turner at the Workshops for 17 years.

BALLARAT'S CHAPLAIN

A chaplain has been appointed at Ballarat North Workshops. He is Rev. Arnold James.

This is believed to be the first industry in Ballarat where such an appointment has been made.

"I expect it will be some time before I get to know people and am accepted," said Mr. James, who is Minister of Scots' Church, Ballarat.

Mr James will be in attendance at the workshops every Wednesday morning, and is on call at any time he is needed.

The inter-church service, in Victoria, is operated by the Australian Trade and Industrial Mission in association with a committee representing Anglican, Catholic, Orthodox and Protestant Churches and the Australian Council of Churches.



Rev. Arnold James (left) talks to Messrs. W. Gray, R. Schenk and R. Bush on the job during his first visit to Ballarat North Workshops. (Photo: Ballarat Courier)

RE-UNIONS

Apprentices who started with the Victorian Railways in 1923 will hold a re-union at the Hotel Federal, Collins Street, Melbourne, on Friday, May 1. Further information from Ted Stubbs, auto (Newport) 3348 or Ted Williams 3343.

* The A.I.F. Railway Unit Association's re-union will be held at the I.O.O.F. Hall, cnr. Victoria and Russell Streets, Melbourne, on Friday, April 17. Details from Mr. I. McLeod, 857 9452.

PRINTER FROM U.K.



The first of a number of printers from the United Kingdom, expected to join the Railway Printing Works arrived in Melbourne last month.

Mr. P. Doyle (right), watched by his wife, was welcomed by Mr. R. Turner, Employment Officer, at ship-side, Port Melbourne.

Mr. Doyle, a letterpress machinist, came from Wolverton, about 50 miles from London.

New rail motor drivers



Rail motor running officer Mr. D. Browning (right) explains the correct tension of a fan belt to prospective rail motor drivers (from left) Messrs. B. Newman and D. Meehan (both from Melbourne), and Mr. B. Gray (Hamilton). All three trainees are qualified locomotive drivers.

THANKS

In a letter to the Commissioners, Mr. T. H. Moore, Nepean Highway, Chelsea, commends the efficient service given at Chelsea station in expediting the arrival of an urgent parcel.

The Victorian Railways News Letter

CONTEST WINNER



Electrical Fitter Rodney Townsend (right), accepts the keys of a fully registered beach buggy, from radio personality, John Eden.

Mr. Townsend won the vehicle when his car's registration number was first drawn from a barrel containing all the numbers of cars spotted wearing crazy daisy stickers, during the course of a contest conducted by Melbourne radio station 3DB.

Earlier, Mr. Townsend won a transistor radio when he reported to the station that he had heard his car called during a broadcast.

TOP DANCER

Running gear repairer, Mr. Tom Moloney, retired last month just short of half a century of service.

As a lad labourer at North Melbourne in 1920, Mr. Moloney reminisced about the old steam engine days. "Today most of our work is electrical," he said.

In his younger days, Mr. Moloney was an old time dancing expert and collected "one or two Prizes".

"It's off to Perth in September", Mr. Moloney said when asked his future plans. "And I'll be enjoying the holiday I have been planning for so long."

WORKS PICNIC

A new straw-broom-throwing record was established at the Works, Signals and Telegraph picnic at Berwick, last month. Mrs. F. Penny's broom landed 70 ft. 3 in. away, beating the previous picnic best by 2 ft. 6 in.

A highlight of the picnic, attended by nearly 1,000 people, was the tug-of-war event won by the First Aid team. Other teams in the contest were Power Signals Construction, Circuit Design, Flinders Street Electrical Fitters, and Spotswood Workshops.

The half-mile gift was won by Mr. R. Henry, Mr. I. Field came second and Mr. T. Christie third.

In addition to the usual childrens roundabout, pony rides, trampoline and punch and judy, there was a string group for the teenagers.

TO THE MINE

Goldmining will occupy some time for Mr. Richard Joseph O'Donnell, now that he has retired after

50 years and two months railway service.

An 80-year old mine, close to where the famous "Welcome Stranger" nugget was found in 1869, has been leased at Molialgul, near Dunolly.

"I believe they got a lot out of this shaft in the early days," Mr. O'Donnell said. "But the best I have won, so far, is about 7 dwt."



Mr. O'Donnell

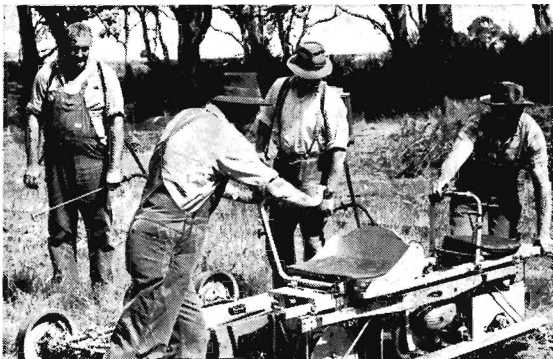
Starting as a station assistant at Clunes in 1920, Mr. O'Donnell later transferred to the Rolling Stock Branch. He progressed through the various locomotive grades to eventually become electric train driver, a position he held for the past 18 years.

Mr. O'Donnell recalled how a frantic passenger reported the loss of her umbrella. "After searching a compartment with her, I turned to find the broly still on the lady's arm," he said.

The family will still retain a railway interest, Mr. O'Donnell's daughter, Marie, is married to Bendigo rail motor driver, Mr. Neil Grant.

"I've had a good run," Mr. O'Donnell said as the all-clear bell from the guard sounded in his cab to start his last run at the controls.

TWO PRIZE-WINNING TRACK GANGS



BULLARTO (2) gang won first prize in the Bendigo District for the best kept length with rails under 75 lb. Left to right: Ganger R. G. Clover, Repairers N. W. Watson, C. A. Bowers, and P. Pierson (Repairer D. Petkovic was not available when this picture was taken).



BEALIBA (9) gang won first prize in the Ballarat District for the best kept length with rails over 75 lb. Left to right: Repairers J. V. Milley, M. Milley, and A. J. Jenks, and Ganger A. T. Whitford (Repairer S. R. Holt was not available when this picture was taken).

and a V.R.I. councillor), by participating in the 1970 fixture, completed an unbroken 30 years association with V.R.I. country tennis weeks, a record of which he has every reason to feel proud. If other railway tennis players would show similar enthusiasm and keenness then the success of carnivals would be assured.

Arthur Wisken

One of the staunchest supporters of your Institute over more years than I would care to remember, Arthur Wisken has decided to retire voluntarily from the Department after 44½ years service. He was a member of the Institute for the same period and from the start took a great interest in the V.R.I. Tennis Association. As a player, he won interstate honours and represented Victoria at intersystem carnivals on many occasions.

Arthur also showed a keen interest in the administrative side of sport, and has been President, Secretary, committeeman, selector, etc. of the V.R.I.T.A. as well as of interstate teams. His help and advice on rail bookings, etc., will be greatly missed, but we all wish Arthur many long years of happy retirement, and hope that he derives as much success and pleasure from his new sport—bowls—as he did from tennis.

Golf

I must say our golfers are hardy. In extremely hot conditions, 30 members and their ladies journeyed to Hepburn Springs recently where an 18-hole stableford event was played. Bon Harding won the men's section from Jack Baker, after a count back. In the ladies section, Mrs. J. Hutchinson (Geelong) won the trophy.

Table tennis

The 1970 State championships will be played at Albert Park on Sunday, May 17, starting at 10 a.m. Entries close with the Hon. Secretary, V.R.I.T.T.A. (Graeme Smith), or

myself, C/- V.R. Institute, Flinders Street, on Wednesday, May 13.

You might recall that last year, the organizers were disappointed at the metropolitan representation and are hopeful that, this year, the locals will give this tournament more support.

After a lapse of many years the ladies open championship, is being revived; it is hoped that there will be sufficient entries to provide an interesting competition. For the men there is the open singles championship, restricted singles (players seeded one to eight in the open singles not eligible), country singles, "B" grade singles, and open doubles championship.

Bowls carnival—Launceston

In the first series of tests, Victoria beat New South Wales 91-70, and we were away to a good start but then Jack Brown, our singles representative, was beaten in the opening game. Our pairs lost to Queensland, and our triples had a victory over South Australia. In the second round of test matches, we were able to account for the West Aussies, 118-68.

We beat Queensland 128-81 in the third round, and at this stage Victoria and Tasmania were the only other unbeaten teams. Then our old mates from South Australia, who had not won a game to this stage, promptly cleaned us up, 86-80, leaving the locals on top. We won our way into the finals by defeating New South Wales in the semi-finals of the triples, and the result was thrown wide open when we beat Tasmania 105-94.

The finals resulted in a win for Keith McInnerney (West Australia) in the singles, Commonwealth in the pairs, and Victoria (Jack McFarlane, Don White and Henry Boyle) in the triples. Victoria went on to beat New Zealand 101-73, and New South Wales defeated Tasmania. On the final day, we managed to defeat Commonwealth 98-80 and New South Wales beat South Australia

SPORT

by Oss. Keating

Country tennis week

The second of our 1970 country weeks—tennis—was played recently at Parkville. The entry was a little disappointing, but what we lacked in quantity was more than made up for in quality.

Geelong, who completed the week without a defeat, won the teams event. A strong even side, they had too much depth for the opposition. Two members of this team, Russell Booley and Wayne Schulz, who had been selected in the Victorian carnival team, were ably supported by Brian King and Ron Robinson. Runner-up was Maryborough, represented by Peter Ivey, his two sons, Peter Jnr. and Michael, and Kelvin Noonan, the son of a Maryborough railwayman. It was a good effort by these young fellows to battle their way into second position.

The individual events proved a bonanza for Russell Booley (Geelong). In the railway singles, he defeated Ron Robinson (Geelong) and in the open singles Brian King (Geelong).

In the doubles, partnered by Brian King, he beat Les Cook (Benalla) and Tom Fitzgerald (Wodonga). It was bad luck for the two "veterans" to find Booley and King in such devastating form, because they had produced some top-level tennis during the week.

I feel it is worth mentioning that Frank Jones (A.S.M. Little River



The V.R.I. Bowls team that competed in Tasmania, (from left) standing: Messrs. P. Smith, T. Berry, H. Boyle, J. Anthony, I. Stick, G. Sargeant, K. Pope, A. Reaper, G. Clark, L. Hindson, J. Brown, J. Williamson, H. Heron, J. McFarlane, Q. Aldridge, and R. Sawers; seated: Messrs. T. Dykes, K. McElhinney, W. Wild, K. Bryce, D. O'Donnell, A. Cowling, D. White, and L. Duggan.

98-71, so the outright winner had to be decided by percentage.

The result was a win to Victoria by .142 (the equivalent of about six shots) from New South Wales.

Victoria brought home the Commissioners' Shield and Dennis Cup (teams championship) and the S.A.R.I. Trophy for the triples. G. Gurney, who has now been undefeated as a skipper in the last two carnivals (what a record!) won the Davey Paxman Trophy. Our congratulations to all the winners. Mr. J. O. Elmer, carnival president, Mr. R. T. Butler and Mr. D. J. Harper, joint carnival secretaries and their committee are to be complimented on the efficient manner in which the carnival was staged.

On a trip to Hobart during the carnival, Gil Sargeant, was taken ill and had to be admitted to the Royal Hobart Hospital. Gil was sick for a few days, but I am glad to report that the latest news is that he is on the improve.

CHECKMATE

During a game of chess the word "check" for "checkmate" is used. "Chess" means "checks" as applied during play to the pieces known as kings.

Chess dates back to the 16th century, and was a favourite game of the Vikings.

The game uses kings, bishops, and pawns, but for players at the V.R.I. there is no check or stoppage on age, sex, or railway grade, or on the match between those interested in the game.

Our Institute has an active Chess Club, and all facilities are available at the Institute, Flinders Street, to meet the requirements of railway staff whether shift or day workers.

From May to September the club enters a team of four in metropolitan competition conducted by the Victorian Chess Association, but further teams can be entered.

In addition, the Institute's club has a competition to discover its annual individual champions.

Last year, the winner was Alex Cruziz (suburban guard), and runner-up, John Meke (signal assistant).

Railway staff who would like to learn the game, and those who play it, will be welcomed as members of the Institute's club.

As the month of May is approaching, NOW is the time to join and prepare for the competition season. Inquiries to Mr. Bill Hutchieson, President, V.R.I. Chess Club (auto. 1205), or Mr. Oss. Keating, Sports Secretary, V.R.I. (Auto. 2445).

PRIZE PRESENTATION

Prizes awarded in the 1969 annual examinations of the Victorian Railways Institute were recently presented to the winners by Mr. A. Nicholson, Assistant Chief Mechanical Engineer, Mr. R. Arthur, Assistant Chief Traffic Manager, Mr. W. Nokes, Staff Clerk, Stores Branch, and Mr. M. L. McKenzie, General President V.R.I. at a social evening in the Institute building.

Railway staff who received prizes were :

PETER ALEXANDER MEMORIAL PRIZES : Rules and Regulations—Senior Grade, L. Edmondstone (fireman, Traralgon); Junior Grade, D. Twidle (fireman, Wangaratta).

Westinghouse Brake — Senior Grade, K. M. Lunt (fireman, South Dynon); Junior Grade, D. Twidle (fireman, Wangaratta).

R. E. PURVES COMMEMORATION PRIZES : Diesel Operation—Senior grade, S. P. Bolwell (fireman, Horsham) first, B. W. Morton (fireman, Numurkah) second, Junior grade, T. S. Gleeson (trainee engineman, Dimboola).

RETIRED RAILWAYMEN'S ASSOCIATION PRIZES : Rules and Regulations—L. Edmondstone (fireman, Traralgon) first; C. Angove (fireman, Bendigo) and W. Webb (fireman, Cohuna) both equal second. Westinghouse Brake—K. M. Lunt (fireman, South Dynon) first; N. D. Grigg (fireman, South Dynon) and R. J. Burgess (fireman, Seymour) both equal second.

BROTHERHOOD OF RESONIAN'S PRIZES : Rules and Regulations and Westinghouse Brake—Senior grade, L. Edmondstone (fireman, Traralgon) and K. M. Lunt (fireman, South Dynon) equal first; K. Wallan (fireman, Numurkah) second; R. J. Burgess (fireman, Seymour) third. Junior grade, D. Twidle (fireman, Wangaratta) first; R.

Boehm (fireman, Dimboola) second. Station Accounts and Management—Senior grade, (oral) G. Dinatale (A.S.M., Highett); (Correspondence) R. J. Sproule (A.S.M., Avenel). Junior grade, (Oral) R. Pietrangelo (stn. asst., Newmarket); (Correspondence) W. A. Willis (A.S.M., Longwood).

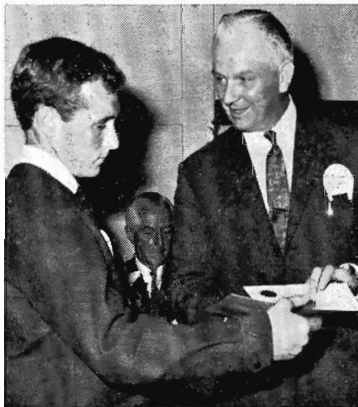
Most Diligent Student — Senior grade A. H. Kerkvliet (R/A.S.M., Seymour); Junior grade, K. D. Brakenridge (sig. asst., Mentone). Storemen's Duties — Storeman-in-Charge, D. Burns (Overhead Maintenance Storehouse). Storeman Class 2, D. O'Shea (Maryborough), and D. Osmond (Korumburra) both equal first.

W. R. BROWN MEMORIAL PRIZES : Station Accounts and Management—Senior grade, J. Heuvel (R/S.M., Melbourne); Junior grade, D. J. Lohde (R/sig. asst., Bendigo). Ticket Checkers — T. Penn (J. stn. asst., Oakleigh).

F. M. BREEN SPECIAL PRIZES : Safeworking (Traffic)—Junior grade, M. Pelletier (stn. asst. Richmond), and K. McKinnon (repairer, Hattah) both equal first; I. V. Datson (pcls. asst., Glen Thompson) second.

V.R.I. COUNCIL PRIZE : Safeworking (Way and Works)—W. J. Medley, (skld. labourer, Nth. Melbourne).

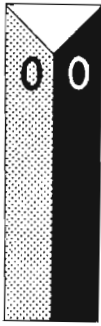
A. E. HILLAND PRIZE : Typewriting—Miss A. Edwards (daughter of E. S. guard L. Edwards).



Mr. L. Edmondstone, fireman, Traralgon, receives his award from Assistant Chief Mechanical Engineer, Mr. A. Nicholson.



Mr. T. Penn, Junior station assistant, Oakleigh, receives his award from Assistant Chief Traffic Manager, Mr. R. Arthur.



Where the mileage starts

Traralgon, 97½ miles from Melbourne, Horsham 203½ miles, North Port 1½ miles, Brighton Beach 9¼ miles, and so on . . . but just where is mileage '0'?

There are three different locations in Melbourne where the mileage starts.

According to records in the Way and Works plan room most Victorian railway lines were re-surveyed and re-measured by Surveyor Geo. S. Rees, of the then Existing Lines Branch, between 1896-98. With few exceptions, these mileages stand today.

The office of Engineer for Existing Lines was created in 1878. In 1892, when the Board of Land and Works resumed authority for building new lines, the "Existing Lines" became a distinct Branch. It was renamed Way and Works Branch in 1903.

• **Mileage on the St. Kilda and Port Melbourne lines was measured from the original site of the old station clock tower, 15 links westerly of the centre line of Elizabeth Street.**

It is not known for certain why this particular point was chosen. The clock tower was placed in position at Flinders Street in 1883, although the Port Melbourne line—Australia's first—had been opened in 1854, by the Melbourne and Hobson's Bay Railway Company. It is likely that this point was approximately the end of old No. 4 platform, from where the Port Melbourne and St. Kilda trains once departed.

• **Mileage west of Spencer Street station was measured from the alignment of the southerly side of Collins Street, 2 chains 69 links on the Flinders Street side of No. 11 and 12 platforms.**

Through trains could not run between Flinders Street and Spencer Street stations until joined by a viaduct in 1891. However, as many western lines were already in existence prior to this time, mileage

was taken from where the lines ended at Spencer Street.

• **Mileage east of Flinders Street station, including lines radiating from Princes Bridge, was measured from the then centre of No. 1 platform, Flinders Street station, 3 chains 32½ links westerly of the centre line of Degraevs Street.**

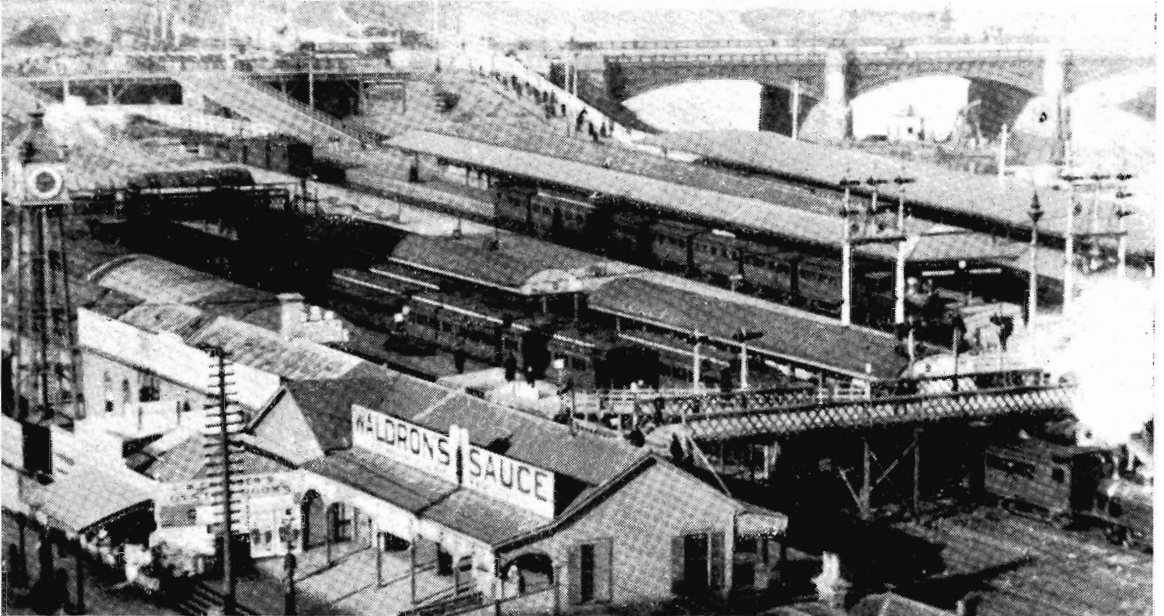
It is not clear why this point was decided upon, when the St. Kilda and Port Melbourne lines were measured only a short distance to the west.

The 61 chains 23 links break of mileage between Spencer Street and Flinders Street stations is not recorded in station mileage, and is "bonus" travel for passengers with Melbourne tickets, who can travel to either station. A similar situation will result when Melbourne's underground loop line is built.

The Melbourne-Albury standard gauge mileage is calculated the same as other lines west of Spencer Street station.

Mileage is indicated throughout the countryside by small posts with the exact figure engraved on them. At each half mile there is a plain white post.

In the early days, the distance from Melbourne in miles, chains and links was cut into the face of platform coping. Many of these markings still exist.



This early picture of Flinders Street station was taken about 1892. The clock tower is at the extreme left.



MOTORISTS AND FLASHING LIGHTS

I often wonder whether, if every conceivable safety precaution were adopted on our roads, accidents would be averted.

For example, there were 367 level crossing accidents with motor vehicles in 1969 (that's more than one a day), and only 90 of them involved trains. Of this figure, 30—one-third—occurred at crossings protected with flashing lights and another two were at boom barriers.

Boom barriers are in themselves not a deterrent to road users because, on an average, there is a boom barrier hit by a motor vehicle every two weeks.

Flashing light signals and boom barriers seem little deterrent to many careless and risky drivers. Beating the train over a crossing tends to become almost a game to them, even when they have near misses.

And there are still instances of motorists hitting virtually the middle of trains at crossings with flashing light devices, even in daylight hours.

Waves of emotionalism that often follow a mishap or fatality evoke loud demands for this or that device, but few "experts" consider that the training of road drivers to exercise more care is the only real answer. After all, the number of people killed at railway crossings is small when compared with the deaths that result at road crossings and even on straight stretches of road.

More care by road users generally would inevitably be reflected in fewer accidents at level crossings.

But, unfortunately, the truth is that many people simply refuse to realize that warning signs and signals are not put there to give men a job, but are erected for the motorists' benefit. One answer could be to impose speed restrictions for a certain distance prior to level crossings to ensure that motorists can stop if necessary. But, of course, this law would have to be strictly policed.

A train travelling at its normal operational speed does not possess

the same capacity to come to a halt as a car. Long, heavy trains can take several hundred yards to stop, with brakes hard on.

Under road traffic regulations, licensed passenger vehicles must come to a stop and their drivers must make proper observation before passing over level crossings. Drivers of all road vehicles are required by law to approach level crossings at a speed that will allow them to stop and avoid danger. But how often do we see this happen?

Some comments made by Mr. E. V. Field, Chairman of the Transport Regulation Board, who recently travelled in the cab of a diesel, are worth quoting in this context.

"The experience of travelling in front in the T class diesel between Traralgon and Maffra", wrote Mr. Field, "gave me a better understanding of the work of the driving staff, and, particularly, the tensions which must be inseparable with level crossing operations. I, for one, would never be tempted to beat a red light, and apart from my own safety and that of any who may be in the car, I would always have in the back of my mind the feeling of suspense which the driver must have when he sees a car bearing down on a level crossing and wondering whether a foolhardy driver is going to stop or not."

The maximum fine for ignoring flashing light signals is \$50; for boom barriers \$100. In addition, the driver's licence may be cancelled for a period. These penalties are nowhere near high enough, and after hearing evidence in courts, many magistrates have also said this.

The majority of breaches are reported to us by train drivers and signalmen who derive no pleasure from witnessing accidents or near misses. Thanks to the alertness of these men in recording registration numbers of vehicles whose drivers have ignored crossing warning devices, the Department has had an almost 100 per cent success rate in prosecuting offenders.

G. F. BROWN

The first of eight 2,200 h.p. diesel-electric locomotives—the most powerful to enter service on the Victorian Railways—was delivered last month. The balance are arriving at the rate of one every three weeks.

The new locomotives, designated X class and numbered 37 to 44, are similar in appearance to the six X class diesels bought in 1966.

Since 1951, when dieselization began, 238 diesel-electric locomotives have been acquired by the Victorian Railways.

Although delivery of the latest batch of locomotives will complete the changeover to diesels, a few steam engines will be kept for use during peak periods.

COMMISSIONER'S APPOINTMENT

The Governor-in-Council has extended the term of Mr. L. A. Reynolds's appointment as Commissioner, until October 23, 1970. Mr. Reynolds has been vitally involved in the \$13 million modernization of the Melbourne Freight Yard and Terminal, incorporating Australia's first automated hump shunting which will be brought into operation shortly.

CLEANERS

Freshening-up of suburban electric trains by women cleaners was introduced at another terminal station last month.

Four women are now employed at Lilydale on week-days to clean carriages, as much as possible, during the turn-round interval at that station. Smoking compartments are receiving particular attention because it is known that they require the most cleaning.

Women cleaners at metropolitan terminals have been most successful since the first team of four started work at Glen Waverley last October, followed by another four at Belgrave in January.

FRONT COVER

At Dynon, veteran cars are being loaded on to rail wagons for the trip to Sydney (see story on page 71).

Five 78-ton pumps, 43 ft. long and 10 ft. high, the largest yet manufactured in the Southern Hemisphere are being railed at regular intervals from Castlemaine to Muswellbrook (N.S.W.), for Liddell Power Station.

Made by Thompson's (Castlemaine) Ltd. foundry, the pumps are carried on a 90-ton capacity broad gauge flat wagon, and transferred at Melbourne to a 100-ton capacity standard gauge flat wagon for onward movement to Muswellbrook, 80 miles north-west of Newcastle.

Driven by a 3,900 h.p. electric motor, the pumps each have a capacity of 215,000 gallons of cooling water a minute; one can pump twice as much water in a year as is consumed annually by Melbourne homes and industries.

ALBURY TRAIN

Following the inclusion of a first-class air-conditioned sitting carriage on the 9.30 a.m. Melbourne to Albury and 4.55 p.m. Albury to Melbourne Sunday excursion trains, every regular passenger train to Albury will now have at least one air-conditioned carriage.

The air-conditioned carriage on the Sunday trains is for a trial period of six months, and it is hoped that it will attract more passengers.

BOND FOR ASSAULT

An 18-year old youth who pleaded not guilty to a charge of illegal assault in a train, was recently placed on a 12-month good behaviour bond.

One witness at the suburban court case said that he heard angry shouts and, looking above a partition in the railway carriage, saw a youth strike a man twice in the face.

A policeman called to the railway station said that he saw a man with blood over one eye and on his leg; he was taken away in an ambulance.

Another witness—the victim of the assault—said he asked a youth to take his feet off the carriage seat. Words were exchanged and he was struck on the face twice.

In the ensuing scuffle, he fell on the floor of the compartment, and then felt pains in his legs.

He said he was examined later by a doctor. The examination showed three fractures in the right leg.

GREENSBOROUGH STATION OPENED

The new Greensborough station was officially opened on April 3 by the Minister of Transport, The Hon. Vernon F. Wilcox, M.P. The station replaced the original one, erected in 1902, and had been in service for some months.

The new building was erected in conjunction with the re-organization of the time-table on the Hurstbridge line. Provision of an island platform halved the crossing time for trains between Eltham and Macleod, where the duplicated track ends.

Mr. R. M. Vale, M.P. for Greensborough, opened the station barrier gate with an inscribed station key which was presented to him after the ceremony.

Mr. G. F. Brown, Chairman of Commissioners, told official guests and visitors that the train service on the Eltham line was the best that could be provided.

"The island platform will fit in with the eventual duplication plan. A considerable amount of track work and signal installations has been provided now, and this will also become part of the ultimate plan," Mr. Brown said.

Mr. Brown explained that a better service could not be provided until the underground loop line was in operation.

Mr. Wilcox said that the new station, car park, track and signal work had cost \$312,000.

"I believe the community has neglected public transport," Mr. Wilcox said.

"As a community, we have been so mesmerised by the motor car that we have neglected public trans-



Mr. Vale opens the barrier gate.

port, which is vital to any effective and balanced transportation system."

Suggesting that the public had to understand that one form of transport alone would not solve our transportation problems, he went on to say that if we were smart enough, this would be the lesson we would learn from North America, where an enormous amount of money had been spent on roads without solving the transportation problem.

"As a result, city after city in America is now turning to fixed track transport to move people. After all, moving people is what it is all about," he said.



Mr. Wilcox speaking at the opening ceremony.

The Capture of Ned Kelly

A special train of police and black trackers left Melbourne for Glenrowan at 10.15 p.m. on Sunday, June 27, 1880—90 years ago next month—to intercept Ned Kelly and other bushrangers, Dan Kelly, Joe Byrne and Steve Hart. Re-inforcements, troopers, and their horses, joined the train, en route.

The previous day, the outlaws had raided a hut, about seven miles from Beechworth, of a man named Aaron Sherritt, who had been a friend of the Kelly's but later was employed by the police. He was shot dead by Joe Byrne, a member of the Kelly gang, even though police were in the hut at the time.

Since their successful plunder of the bank at Jerilderie in February 1879, there had been doubts as to the whereabouts of the Kelly gang; many thought they had left the Colony.

About a mile from Craigieburn, the train smashed through a gate, damaging the steam engine's braking equipment, the footbridge of a carriage and ripping away the lamp on the brake-van. Guard Bell, looking out of the van at the time, had a narrow escape. However, after a short delay, the train was able to continue.

After leaving Benalla at 2 a.m., caution was necessary because Kelly country was being approached. A man had been tied to the front of the locomotive to look out for obstructions, but railway officials decided, instead, to run a pilot engine in advance of the special.

About 1½ miles from Glenrowan, the trains were flagged down by a man who said that the rails had been torn up beyond Glenrowan and that the Kelly's were waiting nearby.

"I intended to rake the special train with shot to destroy the black-trackers," Ned Kelly said later.

The trains continued slowly and the "all out" order was given at Glenrowan. Local Constable Bracken was on hand with the news that the bushrangers had taken over Jones's public house about 100 yards from the station.

Bullets fly

With Superintendent Hare in the lead, police surrounded the building and charged right up to the hotel. Bullets began whizzing everywhere, striking the railway station and special train, as the police and gang blazed away at each other in the darkness.

Superintendent Hare collapsed after being shot and was taken to Benalla by the pilot engine.

It was assumed that the entire gang were in the hotel and at day-break they would try to sally out.

However, police soon found themselves attacked from the rear by a man dressed in a long grey overcoat and wearing an iron mask. It was Ned Kelly himself. He got into the bush from the hotel and went from tree to tree as police fired at him, but with little effect; he seemed bullet-proof.

Sergeant Steel fired at the man's legs. His first shot made Ned stagger and the second brought him down with the cry: "I am done, I am done".

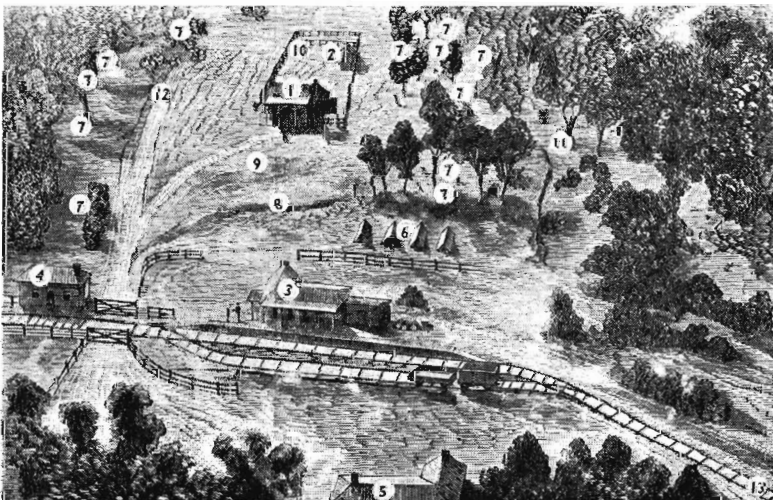
Ned Kelly was captured. He was taken to the Glenrowan railway station and placed in the train's brake-van.

Ned Kelly's armour, which weighed 97lb., had five bullet marks on the helmet, three on the breast-plate, and nine on the back-plate and shoulder-plate.

Meanwhile, the siege continued until about 10 a.m., when all but Dan Kelly and Steve Hart surrendered. Ultimately, the hotel was burnt down and the two bushrangers found shot dead. Whether they killed one another, or both or one committed suicide, or were shot by police, is uncertain.

Town held

While the special police train was on its way to Glenrowan, the Kelly gang had bailed up most of the townspeople.



The Glenrowan siege area. 1. Jones's Hotel. 2. Out-house. 3. Railway station. 4. Stationmaster's house. 5. Another hotel. 6. Plate-layers huts. 7. Positions taken by police. 8. Black-tracker's post. 9. Spot where Superintendent Hare was shot. 10. Horse paddock. 11. Tree where Ned Kelly was captured. 12. Road. 13. Half-a-mile from here the rails were taken up.



Ned Kelly

They broke into the stationmaster's gatehouse about 100 yards from the station on the Melbourne side.

"I thought it was someone wishing to get through the gates in a hurry," declared Stationmaster Stanstreet.

"I am Ned Kelly," said one of the intruders. "I want you to come with me and direct my men how to raise the rails."

The stationmaster replied that he did not know anything about lifting rails.

Ned Kelly then went alone to the plate-layers huts about a quarter of a mile south. Steve Hart was left in charge and took the stationmaster's railway revolver.

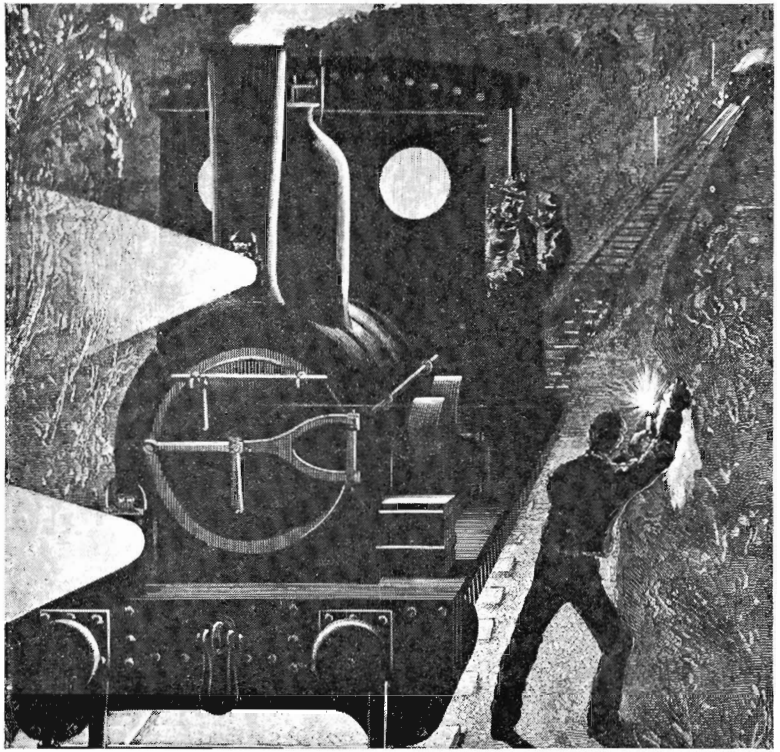
"You get the tools ready," Hart ordered the stationmaster.

"I do not have the key," the unco-operative railway official replied.

"Then break the lock," yelled the bushranger.

Kelly returned with repairers Reardon and Sullivan. He then inquired about the signalling on the line and how to stop a train with a signal lamp.

Selecting a spot at a culvert where the line took a sudden turn down an incline about half-a-mile past Glenrowan, the bushrangers compelled the repairers to remove a rail and sleepers on each side of the track.



Flagging down the trains to warn that the rails were up.

It would have been impossible for the train driver to see the line until too late; and there was a fall of 20 ft. on one side and about 30 ft. on the other.

Kelly was taken by train to Benalla police station where he was kept under guard.

Regular train

At 8 a.m. on Tuesday, June 29, 1880, he was escorted to the Benalla railway station to join a Wodonga-Melbourne train.

Guard Dowsett had to share the brake-van with Kelly and a number of police. Kelly, on a stretcher, was placed on the floor.

A large crowd waited at Spencer Street station and barricades had to be erected. Many went to Essendon thinking that the prisoner would be removed there. North Melbourne was selected as the best station for taking Kelly out of the train, and hundreds of people were also there.

Just before 2 p.m. the train arrived and the excited crowd surged forward to the brake-van.

Kelly was placed in a wagonette, and driven to Melbourne Gaol. The Railways' part in the capture of Ned Kelly had ended.

Kelly was eventually sentenced to death in Melbourne, and hanged on November 11, 1880.

V.R. VOLUNTEERS

The 25th annual meeting of a group of V.R. men who, during World War II, volunteered to man and maintain steam engines on the north-south and east-west railway lines, was held recently.

In response to a war-time request from the Commonwealth Railways, many men from the Victorian Railways Rolling Stock and Traffic Branches were lent to assist in meeting a national emergency in the Northern Territory.

On their return, they formed a club known as the Commonwealth Railways Volunteer League.

CORRECTION

"By 1885 it is predicted that 1,300,000 private cars will be garaged in the design area . . ." (page 54, last month's *News Letter*)—1885 should, of course, read 1985.

Train of knowledge

Following the recent week's tour in the *Train of Knowledge* I would like to compliment all railways personnel concerned with it on the efficient and pleasant way in which the whole operation was carried out. In particular I would like to express my appreciation of the work and attention of Mr. R. Napier who was our guide, liaison and associate throughout. All members of the train crew and the refreshment staff went out of their way to attend to the needs of the teachers and children, and all helped to make the tour interesting, comfortable and enjoyable.

Meal arrangements and the meals themselves were most satisfactory.

—M. McKay, Principal, Ashwood High School, writing to the Secretary

Oakleigh

I wish to express my appreciation of the very efficient service given to me on several occasions this year at the Oakleigh station, especially by the officer who usually attends to my needs—Mr. Street.

The matters referred to were group bookings interstate, and amendments to these, also bookings to Perth by members of my family. I received prompt and pleasant attention at all times and have pleasure in acknowledging this.

I would like to mention the speedy and considerate service given by officers of the Traffic and Commercial Branches, including Messrs. Elliott, Palmer and Holmes.

—M. McKay, Club Leader, The Young Oakleigh Club, writing to the Secretary

Maryborough-Ballarat D.R.C.

I would like to commend the crew of the 4.15 p.m. Maryborough to Ballarat rail car on January 1 for their prompt and courteous action when the rail car failed about five miles from Ballarat. The driver stopped the D.R.C. near a road crossing and he and the guard helped passengers transfer to a motor bus. We were informed of all arrangements.

—B. H. Osterman, Benjamin Street, Sunshine, writing to the Secretary

Royal visit



Mr. Barker works on a train graph.

With reference to the recent visit by the Royal Family to the Melbourne Cricket Ground on April 8, I wish to express my appreciation for the outstanding co-operation given by Railways' officers to the Physical Education Branch, and a particular reference is made to the work of Mr. Clive Barker and Mr. Peter Helbig. The movement of 25,000 children to and from the Melbourne Cricket Ground was carried through with great efficiency and the Education Department is indebted to the Victorian Railways for such splendid organization.

—F. H. Brooks, Director-General of Education, writing to the Secretary. (Mr. Barker was the time-tables officer who planned the rail movement; Mr. Helbig was mentioned in last month's *News Letter*—Ed.)

Geelong train

I am writing to express my appreciation of the assistance recently given by a railwayman to my children.

Three small girls travelled to Werribee on Easter Sunday, by the 2 p.m. train. At Flinders Street, as I was farewelling them, the ticket examiner came into the compartment, cheerfully introduced himself, and promised to keep an eye on them. My daughters later told me how he returned to the compartment, talked to them, and at Werribee ushered them, with their luggage, to the platform.

His kindness and efficiency was much appreciated by myself, and

even more so by the three young passengers.

—B. Collett, Range Street, Camberwell, writing to the Commissioners

Spencer Street

I am most grateful to you for the return of my opal ring which I left in *Spirit of Progress*.

. . . I would just like to say thank you most sincerely for your willing co-operation, and trouble my forgetfulness put you to.

—Andrie Fair, Day Street, Wagga Wagga, writing to the Stationmaster's clerk, Spencer Street.

Geelong

I would like to thank the Railways for the work carried out by Messrs. N. H. McDonald and A. F. Cumming in our Industrial Development and Planning Committee Survey.

This work has already been an inspiration to all of us engaged in it. More particularly our Council and staff, from their contact with people like ourselves, already see more clearly the possible answer to many of our planning problems.

Thank you for your co-operation, and I do hope we can continue this work next year to the betterment of this community.

—Cr. M. W. Haines, Shire President, Shire of Corio, writing to the Chairman

I would like to draw attention to the outstanding manner in which the interstate booking officer at Geelong is carrying out his duties.

My wife and I made inquiries about travel to Coffs Harbour recently, and this gentleman gave us all the details we could possibly need, with such a cheerful and courteous manner that we were very impressed. After we had both decided to make the trip we again approached this officer to make a definite booking. Once more it was a pleasure to deal with him.

At the conclusion of our business he took the trouble to find suitable literature for our trip, not forgetting the children.

The next day however he was to surpass himself. He took the time from his work to telephone our home to tell us about the arrangements made regarding dining cars on the train we were taking.

If all our dealings with all business people were only half as pleasant as this instance, this world would be an extremely easy place to be happy in.

—J. Macdonald, Arkana Avenue, Highton, Geelong

CARS RAILED TO RALLY

Seventeen veteran cars were railed from Melbourne to Sydney to participate in last month's 10th International Rally for Vintage and Veteran Cars and Motor Cycles.

Veteran cars are those manufactured prior to 1919; vintage cars are from the 1919-1930 era.

The vehicles left by an overnight freight train, and all arrived in good condition at Cooks River yard, Sydney, soon after midday the next day.

The cars then followed a 1,000 mile route to Melbourne, over a 12-day period.

The rally was part of the Cook bi-centenary celebrations and 500 vintage and veteran cars and motor cycles, including 120 from overseas, took part.

Ten different manufacturers—from Britain, France and U.S.A.—were represented by the 17 cars railed to Sydney. One, a 1909 Aires, is the only known one of its type in Australia. Only two others are known to exist in the world.

A 1913 Hotchkiss Fire Appliance is one of 24 owned by the Melbourne and Metropolitan Fire Brigade. It was among a group of similar vehicles diverted in 1914 for military purposes, while en route to South America. Because of its height, it was loaded on to a flat rail wagon with a 1913 Hotchkiss ladder carrier, belonging to the Veteran Car Club of Australia (Vic.) and used by them as a mobile mechanic's vehicle to assist in rallies.

Some of the other cars had their hoods and windscreens folded down and the Aires had some air let out of its tyres to fit on the two-tiered



Line-up of veteran cars, headed by French-built 1912 La Buire, on the top deck of two-tiered carrying rail wagons—part of the group of 17 railed from Melbourne to Sydney.

car-carrying rail wagons, which are normally used for interstate deliveries of new cars.

In a letter to the Chief Commercial Manager, Mr. Norman R. Smith, Vice President of The Veteran Car Club of Australia (Victoria), said:

“We have now reached the conclusion of this Rally, which was, undoubtedly, the biggest and most successful of all International Rallies,

and, on behalf of the Victorian Rally Director, Mr. T. McManamny and myself, I would like to convey our thanks to your Department for the service you offered in railing these vehicles, which, I might add, all arrived safely and in good condition.”

“Perhaps, I should mention in particular Brian Nicholson, (Commercial Branch—Ed.) who was most co-operative and helpful.”

ROYAL VISIT SPECIALS

One of the longest passenger trains ever to run in northern Victoria took about 1,500 students and teachers from seven Kerang-area schools to Swan Hill for an assembly of school children to see the Royal Family.

The train—of 16 carriages—ran from Bendigo to Swan Hill, and picked up students and teachers at Mitiamo, Pyramid, Macorna and Kerang.

In addition, special trains carried more than 4,000 Western District school children to Portland and 25,000 children to the Melbourne Cricket Ground to greet the Royal Family.

A feature of the movement to

Portland was the need for special safeworking arrangements to allow closer headways between the specials.

Special block-posts were established at the Henty Highway level crossing between Hamilton and Branhholme, at the closed Milltown station, between Heywood and Portland, and at the entrance to the exchange sidings at Portland.

Signalmen at the block-posts used track-side telephones for communication to the signal boxes on either side and signalled the trains with red or green flags.

SIGNALS MEETING

At the recent annual meeting in Brisbane of the Institution of Railway Signal Engineers (Aust.), Victoria was represented by the chairman of the Institution, Mr. A. G. Irving, the secretary, Mr. R. L. Rankin,

and Mr. J. J. Cox.

En route to Queensland, Victorian members inspected the Signal and Telegraph Apprentice Training School and, subsequently, boom barriers and jointless electronic track circuits, as well as the entrance—exit route setting installation at Campbelltown (N.S.W.).

In Queensland, inspections were made of the remote control signalling system of working the new market yards, at Moolabin, from Yeerongpilly, 45 chains away. They also inspected the *Solari* type of station indicators recently installed at Central Station, Brisbane. This *Solari* type installation is the first of its kind in Australia and replaces the familiar clock type. It is operated by a panel inside the station; by pressing a series of buttons changes occur simultaneously at various other points—subways, etc.

FOUR TRAINS

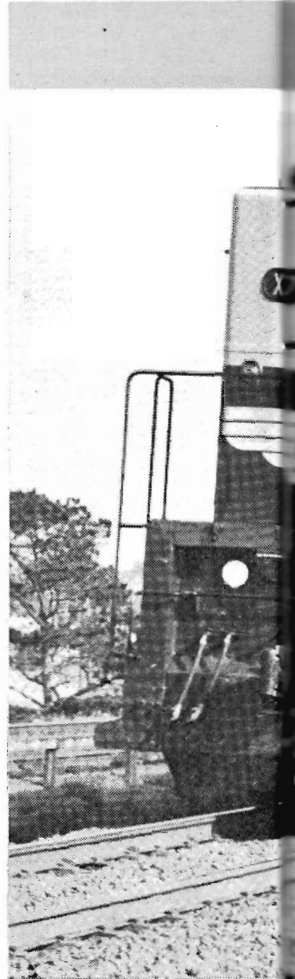


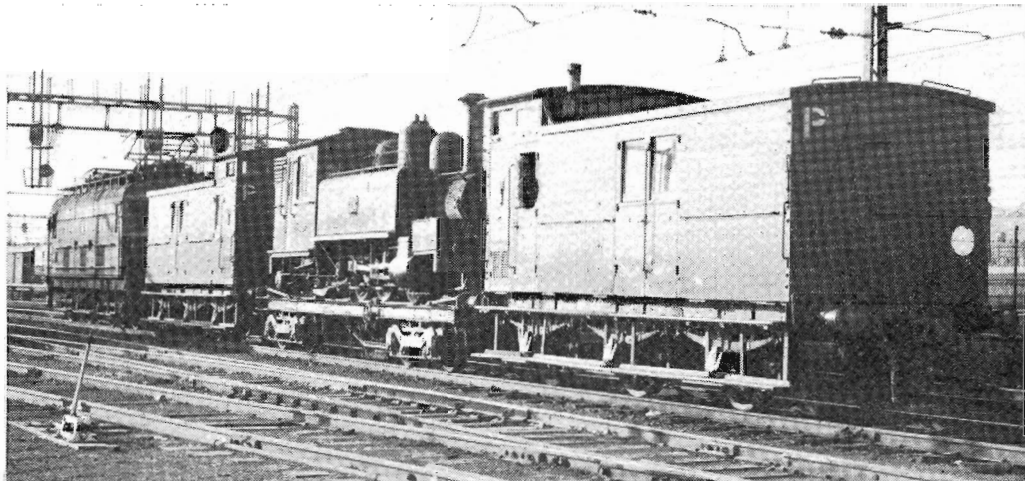
DIESEL-HAULED ELECTRIC: A 4-carriage walk-through *Harris* electric train, with the aid of a B class diesel-electric locomotive from Traralgon, where the train, run on behalf of the Australian Railway Enthusiasts, travelled to Stratford via Maffra. Here, the train is pictured near Kilmany.



DOUBLE-HEADED STEAM: A special train, organized by the Australian Railway Historical Society, ran to Barry Beach last month. Here, the train headed by steam engines J512 and R707, is entering Tarwin station.

NEW X: Recently delivered 2,200 h.p. diesel-electric locomotive, X37 – the first of eight to join the Victorian Railways – hauls its first passenger train – *Spirit of Progress* – from Albury. (See item page 66)





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LOCO GOES BY TRAIN: Narrow gauge locomotive 7A, one of three engines used by the Puffing Billy Preservation Society to run trips from Belgrave to Emerald, was last month taken to Ballarat North Workshops for overhaul. It was transported on a special wagon complete with rails. Because the flat wagon had screw coupling, a brake-van was needed at each end.



CORN FROM GIPPSLAND

About 16 tons of bagged pop-corn was railed from Bruthen to Toorak this autumn for Pixie Confectionery Co. to convert into the popular confection.

Grower of the pop-corn, Mr. G. D. Timmins said that the consignment looked more like grain; it had been specially threshed and cleaned.

"Actually what is bought in shops is 'popped' corn; the grain I send has to be popped by heat, then coloured," Mr. Timmins said.

Mr. Timmins has about 25 acres, at Mossiface, under pop-corn. It is a special type of maize that grows slightly smaller.

At the factory the maize is fed into a rotary wire cage inside a popping machine and heated by a gas flame.

After about one minute, the corn explodes to about 10 times its original size. The machine can pop about 180 lb. an hour.

The popped corn then goes into a revolving pan, and is coated with a special syrup, coloured, and then packed in various sizes.

The Managing Director of the confectionery company Mr. L. R. Avery, told *News Letter* that the technique and equipment came from America, "the home of pop-corn".

"It can be nerve shattering to pass the machine when it is in action, because popping corn sounds like a series of rifle shots," Mr. Avery added.

UNDERGROUND OPENED

Budapest has opened its first underground railway which, traffic planners say, will relieve many of the Hungarian capital's traffic problems.

The 3½-mile route runs about 120 ft. below road level and goes under the Danube River. Only about a mile of the line is above the surface; a 2-mile extension is planned for completion next year.

Trains travel in two 18 ft. diameter tunnels about 20 yards apart.

TRAIN BRINGS THE MILK

Young children suffering from allergy complaints such as eczema and asthma, and adults with gastric and certain other disorders, are being helped by the Railways—their needed goats' milk goes by train.

Almost 300 pint bottles a week of this unusual freight leave Mentone railway station, for private customers throughout the Melbourne metropolitan area and some nearby country towns. The "empties" are returned later, also by train.

The Bayard family, who have been in the industry for 19 years, are the people behind the milk.

Mr. Paul Bayard has 80 goats on his 56-acre property at Pakenham Upper. The goats are mostly the British Saanen type out of imported stock, and each averages about a gallon of milk a day.

The bottled milk is taken daily to his parents' property at Heatherton, for overnight pre-cooling before being dispatched from Mentone station the next morning.

"Within two hours the milk is in many customers' refrigerators," said Mr. L. Bayard senior.

Explaining why goats' milk was recommended for certain medical conditions, Mr. Bayard said that it contained less fat.

"For this reason, it takes only about 20 minutes to digest goats' milk, compared to 2½-3 hours for cows' milk," Mr. Bayard explained.

Asked why the milk, in bottles, was sent by train, Mr. Bayard said:

"Let me put it this way. Recently a new customer at Glen Waverley phoned for supplies. The order was immediately dispatched, but after four hours at the station, it still had not been collected.

"The Glen Waverley station staff phoned us to find out the customer's address so that contact could be made. To me that's real service."



At Mentone station, signal assistant M. Gauder passes a consignment of goats' milk to guard V. Nedin.

RAIL TOWN GETS MUSEUM

Ipswich has been a railway town since 1865 when Queensland's first railway line was laid through it.

Later, the State's railway workshops were established at Ipswich; today they employ more than 2,300 men at the Redbank plant.

Because of Ipswich's association with the railways, a Steam Locomotive Museum has been opened at Redbank.

On display are 13 steam locomotives, a cross-section of the many steam classes which served the Queensland Railways until December last year when the railway system went over fully to diesels.

The locomotives have all been restored, as near as possible, to their original livery. They stand on small sections of permanent way, and have a backdrop of lawn, garden and pebble pathways.

Locomotives in the museum range from a 104-year-old A10 class unit to a 12-year-old BB18-14 class unit—the oldest and the youngest steam locomotives in working order in Queensland.

The most powerful unit in the museum is the Beyer Garratt. Made in Manchester, England, it began service in 1950. Weighing 137 tons in working order, it could haul 1,130 tons.

The exhibit which attracts most interest from visitors is the Panhard rail motor No. 14, which entered service in 1918. This was converted from a Panhard road motor vehicle and used on the isolated 94-mile Normanton-Croydon line on the Gulf of Carpentaria.

HISTORIC

Chiltern railway station has been awarded a "D" classification by the National Trust of Australia, because of its polychrome brickwork and cast iron drinking fountains.

MILEPOSTS

1867

Melbourne and Essendon railway bought by Government, August 8.

Flemington Racecourse line re-opened, November 30.

First Royal Train (for H.R.H. the Duke of Edinburgh), December 13.

1871

Melbourne to Essendon line re-opened, January 9.

1872

First Locomotive built by Victorian Railways (No. 100, passenger class, 2-4-0 type, at Williamstown Workshops) went into service January 24; seven locomotives built at Williamstown to 1879.

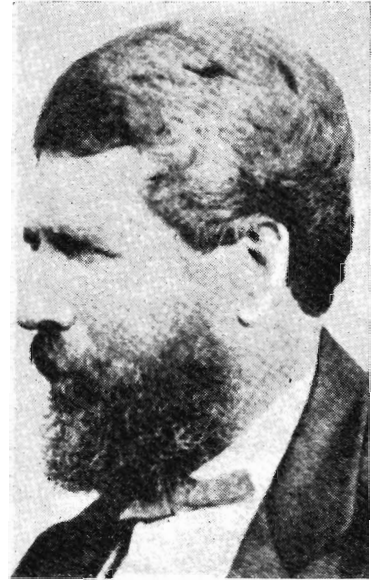
INFERIOR CEMENT?

One hundred and ten years ago this month, Thomas Higinbotham replaced George Darbyshire as Railways Engineer-in-Chief.

Darbyshire had entered the Government service in 1853 in the Surveyor-General's Department. As District Surveyor at Williamstown, 16 parties under his direction examined the central portion of the colony and, by the end of 1855 had surveyed 600 miles covering lines from Melbourne to Sandhurst and Echuca, Geelong to Ballarat, Melbourne to Ballarat, and Ballarat to Maryborough and Castlemaine; all with deviations and alternative routes, and cross-country connections from one line to another.

The first staff appointments to the Victorian Railways Department were made in May 1856, when Darbyshire was chosen for the position of Engineer-in-chief.

One of his first tasks was, with the assistance of A. Galt, an accountant, to examine the works and finances of the Melbourne, Mount Alexander, and Murray River Railway Co. On their report a contract of sale was completed, late in 1856, authorizing the Government to purchase the



George Darbyshire

company. Included among the property taken over from the company was one frying pan.

Early in 1860, Darbyshire was under criticism from the Commissioner of Public Works (James Francis). It was claimed that Darbyshire had authorized an easing of contract specifications for the building of culverts between Castlemaine and Harcourt. A mention in Parliament implied that inferior cement was used.

Darbyshire, considering his professional conduct to be under censure, protested to Mr. Francis but received no reply. He then tendered his resignation which was accepted immediately, from May 17, 1860, and Thomas Higinbotham was appointed Engineer-in-chief from that date. Following an early inspection, Higinbotham reported that the works in question were sound and satisfactory.

Higinbotham continued in that position until January 8, 1878, when an extraordinary issue of the Government Gazette removed 137 officials from the Government service, because of falling money values. Included among judges, magistrates, coroners, heads of departments, and many civil servants was the Engineer-in-chief of the Railways.



Thomas Higinbotham

CONTROL GRAPHS FOR SALE

The Public Relations and Betterment Board, 67 Spencer Street, Melbourne, has a quantity of old (about two years) train control

graphs, available for sale to interested persons.

Prices range from 10 cents to 50 cents depending on availability.

AMONG OURSELVES

H.O. PERSONALITY RETIRES

A railwayman whose job has involved him in practically all the V.I.P. events on the Railways during the past 40 years, is Mr. M. (Monty) Buckley, recently retired upholsterer at Head Office.

Monty started with the Auditor of Receipts Branch in 1921, and, two years later, began an apprenticeship as an upholsterer. On completion of that, he was, for a period, at the Spotswood Workshops. Since the thirties, Monty has been attached to the Senior Architect's staff at Head Office, where his duties included upholstering the H.O. furniture, laying carpets and linoleum, and preparing and fixing the red carpet and bunting for Royal visits.



For many years, said Monty, the making of bunting involved the laborious sewing of thousands of pennants on 30-ft. lengths of rope. The introduction of clips has obviated the tedious sewing, and greatly speeded the job.

The secure fixing of the red carpet is very important. It must be tightly strained, and securely fastened below the station coping. Otherwise, a gust of wind could wrinkle the carpet and perhaps result in the catastrophic tripping of a V.I.P.

The first big events for which Monty's skilled services were required were the Melbourne Centenary Celebrations and the arrival of the Duke of Gloucester, in 1934. Since then, he has laid the red carpet at Spencer Street and other stations, for all the subsequent Royal visits.

He also looked after the linoleum and furniture at Mt. Buffalo Chalet.

150 YEARS SERVICE

Three 1920 apprentices who all started on the same day at Newport, got together again last month to wish each other well for their 50th anniversary.

Arthur Patford (Workshops Manager, North Melbourne), Eddie Howard (Blacksmith, Newport) and John Dicker (Sub Foreman Car and Wagon Builder, North Melbourne) all retire during the next six months.

Mr. Patford started as an apprentice fitter and turner and spent much of his time in the country, mainly as Depot Foreman at Bendigo, Geelong, Korumburra, Ballarat and Ararat. He has been Workshops Manager for the past four years.

"I'm not sorry to see the end of the steam era," Mr. Patford said. "The changing of engines every so many miles, and stopping to take on coal and water were really costly and time absorbing."

Mr. Patford came from a real railway family. His grandfather was a signalman at Jolimont until 1890, and his father joined the Railways in 1898 as an apprentice, and subsequently became Works Foreman. One of the main assignments his father supervised was the construction of the fourth floor of Head Office.

Mr. Patford also has a brother who is in the Way and Works branch.

In his younger days Mr. Patford was interested in rowing, and stroked the Bendigo crew that won the senior fours, in 1932, at Melbourne Henley in record time, which still stands today. He was also a boxer, winning many V.R.I. awards.

Football interest

Mr. Dicker is Chairman, V.F.L. Reserves Permit and Umpires Committee, and has been a Collingwood Reserves Football Club delegate, team timekeeper and staunch supporter for many years.

"At Newport, one of my first jobs was assisting to build the PL type carriages," Mr. Dicker recalled. "And look how well they have stood up to time."

Before coming to North Melbourne in 1957, Mr. Dicker was at Jolimont for 20 years where he trained many first-aid contest winners.

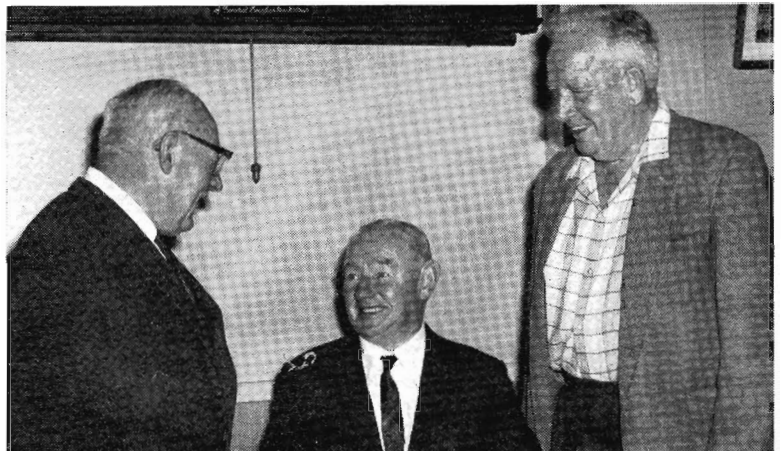
New era

"Blacksmithing was a hard job years ago, but the change from iron to steel, together with welding and profile cutting, has reduced the work," Mr. Howard said.

Reminiscing over his 50 years service, Mr. Howard said: "I have never found freindship wanting in the Railways."

Injury stopped Mr. Howard from enjoying a football career after he showed much promise on the field; he then looked to cricket for much of his recreation.

Mr. Howard has been a member of the St. Vincent de Paul Society for 25 years and helps organize much of its charitable work.



Recalling instances of their combined 150 years service are (from left) Messrs. J. Dicker, A. Patford, and E. Howard.

MET ROYALTY

Richmond Football Club captain and railway plumber, Roger Dean, met the Royal Family when they watched part of the Richmond-Fitzroy football match at the Melbourne Cricket Ground recently. "I had the honour of introducing my team to Prince Charles," Mr. Dean said. "He was quite interested and asked if there was any possibility of seeing some rough stuff."

"Princess Anne seemed concerned about injuries and asked some of the players about this," he added.

Workmates had a suitable sign placed over the entrance to the



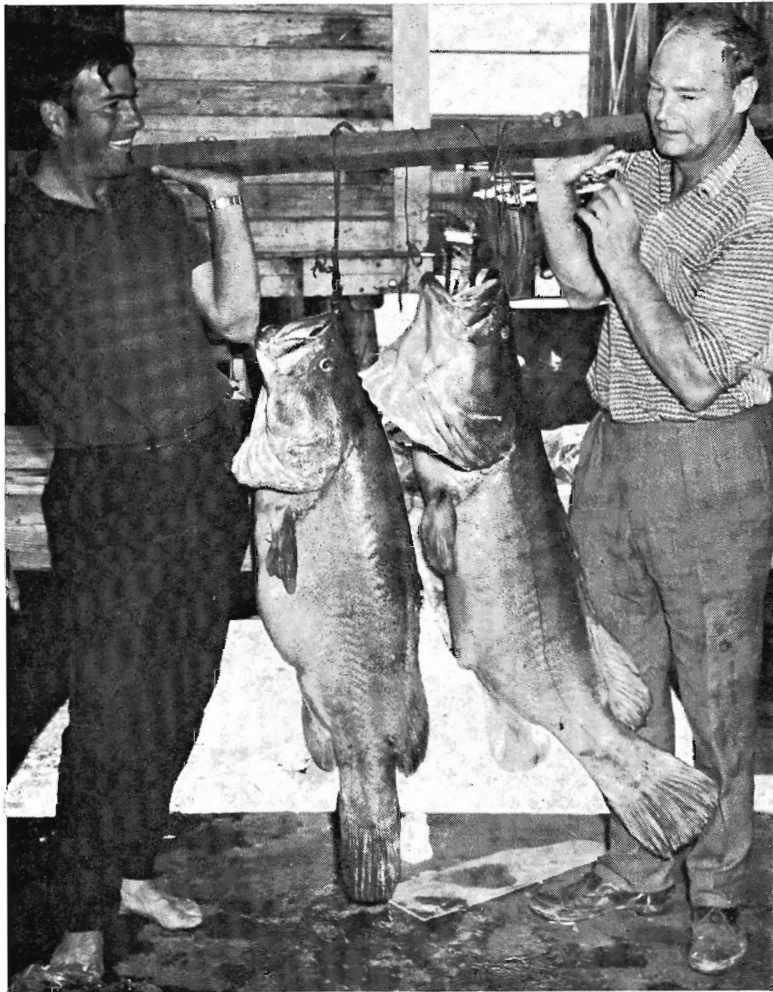
Roger Dean leaves Laurens Street on his way to a job.

plumbers' shop when Mr. Dean arrived at work the following day. Colleagues jokingly suggested that after meeting the Queen and other members of the Royal Family, he had not washed his hand since.

A plumber with the Railways for the past 11 years, Mr. Dean is stationed at Laurens Street and works as required at D.R.'s, stations, and various amenity blocks, etc.

Mr. Dean has played more than 200 games with Richmond and prefers the half forward flank position.

WITH WITCHETTY GRUBS



Longwood assistant stationmaster, Winston Willis (left) and Sergeant Les Milburn of Mildura police, with 138 lb. of Murray cod they landed recently.

The two enthusiasts headed for Wentworth when they heard that the cod were biting there and began fishing from the river bank, just below the weir, and near a sandbar. Mr. Willis landed a 78 lb. cod and his companion also caught a big one—60 lb.

With witchetty grubs as bait, the fishermen used 100 lb. breaking strain nylon lines; they were also successful in catching several "yellow belly", red fin, and brim.

About two years ago, Mr. Willis, then stationed at Mangalore, landed a 67 lb. Murray cod in the Goulburn River, just below Seymour.

"Without a doubt, my toughest opponent was St. Kilda's Darrel Baldock," Mr. Dean told *News Letter*.

The Richmond captain considers that the game has reached its peak so far as speed is concerned and the future will produce more scientific players. "This is because players nowadays start at an earlier age," he said.

Mr. Dean has been in two Richmond premiership teams—in 1967 and 1969.

"And I hope to be in the 1970 one, too" he added.

AMBUSH AT CARLSRUHE

There was excitement, last month, when three youths escaped from the Malmsbury Training Centre and were reported to be in the Kyneton-Carlsruhe area.

"Police arrived and waited for the fugitives who were seen walking along the railway line towards Karlsruhe station," signal assistant John McConnell said.

After Mr. McConnell gave the signal, the escapees were apprehended at gunpoint on the platform, as they were walking towards the station office.

"It was quite exciting", added Mr. McConnell.

WHAT IS A MEMBER ?

When you make financial contributions to the superannuation fund you become a CONTRIBUTOR; when you make contributions to our Institute you become a MEMBER.

When you retire you become a PENSIONER of the Superannuation Fund; **you can remain a MEMBER of the Institute.**

Being a member should be more than just paying the fees; it should mean being an active limb, making other contributions to ensure life and activity in the Institute.

How often do we hear the appeal: "become an active member." While a financial contribution gives you the title "Member", we want Members to give of their time and talents in the general administration, and various services, of our Institute.

The Institute cannot function, improve or offer appropriate services, with just Presidents, a council, committees and staff.

It is the Members who make it "go-go" and "with it", and we urge all railway men and women to be "Members" in real meaning, with a pride and interest in running the Institute.

This can best be done by attending meetings, and at all times offering suggestions and directions for action by council and committees.

Railwaymen—become financial contributors !

Financial contributors—become "Members" !

GOT A HOLIDAY PROBLEM?

As the time for annual leave approaches, probably the major thought in the mind of the average railwayman is "Where can I take the family this year? We've been to the beach . . . and the hills, accommodation's so dear . . ."

Have you ever thought of the possibility of swapping your private home (for three or four weeks) with, say, a railwayman from another State? Think of the benefits—no rent to pay, and a reasonable chance of getting your home looked after while you are away. After all, it would be with a chap in the same job as yourself.

The Railways Institutes of Australia are trying to promote the mutual exchange of homes for holiday purposes. After initial contact through the General Secretaries, the exact details of the swap could be worked out between the persons concerned, perhaps a recent photograph of the homes to be exchanged, some information on the locality and nearness to places of interest, transport and other information.

All that would be necessary for a

start would be a line to the General Secretary of the V.R.I., the time you are rostered for annual leave, where you live, which State you and your family would like to visit, and naturally you must be a financial member of the V.R.I.

And don't forget, rail passes take care of the trip there and back.

To those staff in D.R.'s, you're not forgotten by any means, nothing definite yet, but the Institute Council is working on it.

SPORT *by Oss. Keating*

Intersystem Tennis Carnival

Following a farewell function on Friday, March 6, our tennis team left the same night to compete in the Intersystem Carnival at Perth. The tournament was played at Royal Kings Park Tennis Club (the "Koo-yong" of W.A.) and in the first round we beat the locals. This seemed a good omen as the host State are usually hard to beat on their home ground. However, in the second round of matches, we were easily beaten by the ultimate winners, Commonwealth, 9-3. The best we could then hope for was the Hargreaves Bowl (the runners-up trophy). But, in the next round, after a very thrilling battle, Queensland proved too strong for us and won 7-5. In fairness to our team, they did not give up trying and accounted for South Australia, and New South Wales, in turn.

On the final day, Commonwealth beat Queensland in what was virtually the carnival final. This meant that Commonwealth were the holders of the Commissioners' Shield and the Blanch Cup for the first time ever. Queensland were runners-up for the third successive carnival, then followed Victoria, New South Wales, Western Australia and South Australia. Heartiest congratulations to Commonwealth on their victory and commiserations to Queensland. From reports received at the conclusion of the fixture, it would appear that the standard of tennis has improved greatly and the competition has evened out considerably.

The McAndrew Cup (doubles championship) was won by Lord and Knight (N.S.W.), defeating Pearce (Vic.) and Lawn (Q'land) in the semi-final 18-16, 6-3.

On their return, the Victorian party were very pleased with the hospitality they had received from their hosts, and full of praise for the manner in which Bob Mansfield, Frank Williams and their Carnival Committee had staged this tournament.

Football

The annual match against the Australian Postal Institute will be played at the St. Kilda Cricket Ground (the home of the "Lions") on Wednesday, July 1, starting at 1.30 p.m.

Any member of the V.R.I. who wishes selection should make an application, stating age, playing position, team, and League or Association competing in, to reach me not later than Monday, June 15. Applicants should keep in mind that it is their personal responsibility to obtain the necessary leave to play in this game.

It is hoped that we can field a good team, as the perpetual trophy has now been won twice by each Institute and this year's winner will have their nose in front.

Golf

The Social Golf Club visited Drouin in near perfect golfing weather, but the Committee were disappointed at the small turn-up of members. Only 24 men and six ladies—not nearly enough—competed in the 18-hole Stableford event. The trophy winner was Jim McMahon who returned the excellent score of 46. Bill Donohue was runner up with 38.

The ladies trophy was won by Mrs. B. Williams (Traralgon)—perhaps a little local knowledge came in handy. It is to be hoped that members support these Sunday trips in future, because a considerable amount of time and thought is put into arranging the various outings, designed mainly to allow members to play golf at various courses and in different conditions.

Basketball

The Business Houses summer competition has just concluded and our No. 1 team just missed out on the flag. Having made the finals, they won their way into the grand final and with three minutes to go were tied with their opponents:—28 points each. But, in the last 10 minutes of the game, Footscray got on top to run out winners 37-30.

Garry Gatagala, Ivan Rendell, Geoff Nicholas and Des Wilson, all members of our Interstate side which competed in Hobart last October were our best players. It is also interesting to record that this was Des Wilson's last game for some time as he has now started national service training.

Rifle shooters

The 1970 Trigg Shield Shoot will be conducted at the Belmont Rifle Range, Brisbane (Q'land.) on Wednesday, August 19, 1970.

Railway riflemen who desire to represent the Institute, should submit an application to reach me not later than June 30. Applicants should state their name, grade and location and should submit a record of their last three performances over 500, 600 and 700 yard ranges.

Country Cricket Week

The last of the autumn country weeks—cricket—was played on the Royal Park turf ovals from March 16-30. Six centres—Ballarat, Dimboola, Korumburra, Traralgon, Sunshine and Warragul—were represented. It was disappointing that Benalla could not field a side this year; we all missed the company of Doug Walker and his boys, but on the credit side was the return of Warragul to the competition after an absence of many years. Wally Carson is again taking an active interest in Railway cricket and, with Kevin Schickerling, takes a personal interest in the Warragul set-up. I am hopeful that this centre will become a permanent member of the competition.

The teams were welcomed at lunch on the opening day by Mr. M. L. G. McKenzie, (General President of the V.R.I.), and the week was declared open by Mr. L. A. Reynolds (Commissioner). The first day's play produced surprise results when Warragul 5/168 beat (on first innings) Korumburra 71 and 7/102; Ray 67, and Thomson, 54, were the main scorers for the winners, while Haywood, 32, top scored for the 'Burra. But it was the Warragul bowlers, with Carson taking 5/25 and Schickerling 5/31, who really did the damage. Ballarat's 243 (with Worsley hitting a chanceless 100 n.o.) was far too many for last year's champions, Traralgon, who could manage only 135 in reply. Dimboola served notice that they would be a force to be reckoned with when they forced an outright win over Sunshine.

Later, Ballarat went on to have an easy outright win over Sunshine, Dimboola 8/227 were too good for Korumburra's 181; and Traralgon showing their true form, scored 9/239 to defeat Warragul's 148.

At this stage Ballarat and Dimboola were undefeated and Traralgon and Warragul had one loss. In the Ballarat-Korumburra game, the 'Burra scored 8/182 at lunch but their bowlers could not contain the Ballarat batsmen, who by stumps were 4/192, Traralgon, batting first, hit 2/269 (Pereira 116 n.o., and Marchesi 113) at lunch, but Sunshine, who scored 71, batted stubbornly for most of the afternoon and so dashed

any hope Traralgon had for an outright win.

Dimboola and Warragul had a most interesting and exciting match. Batting first, Warragul were struggling against the accurate Dimboola attack and were dismissed for 90. In reply, the Dimboola openers, Balcombe and McPhee, each scored 30, and the Wimmera lads looked to have the game in the bag, when suddenly the Warragul bowlers found their length and Dimboola crashed to 7/74 and were in real trouble. Coyne, playing a typical captain's game, steadied the innings with a well made 20 and Dimboola's score reached 104. Two days play were lost because of rain, and Ballarat were awarded the D.S.J. shield and the F. M. Mitchell trophy on percentage from the only other unbeaten team, Dimboola.

Harold Worsley, of Ballarat, won the best batting average and Bob Coyne, captain of Dimboola, gained bowling honours. The various trophies were presented by Mr. L. Bennett, (Chairman, V.R.I. Sports Committee), Mr. D. O'Donnell, (Vice Chairman, V.R.I. Sports Committee) and Mr. R. Figgis, (who, apart from being President of the V.R.I. Cricket Association, is also a councillor of the Institute).



The V.R.I. tennis team that played in Perth (From left) Back: L. Butcher, J. Bromley, R. Booley, F. Jones, J. Forrest, I. Gough. Front: W. Schulz, K. Donaldson, H. Jones, M. Barker (Manager), B. Pearce (Captain), E. Grant, K. Deayton, A. Hargreaves (Institute Rep.).

RETIREMENTS

REFRESHMENT SERVICES BRANCH

Jones, L. K., Central Store, 20/3
Humphry, J. M., Newport Canteen, 8/5

STORES BRANCH

Gilligan, A. F., Spotswood, 6/2
Trimboli, V., Spotswood, 14/6

ROLLING STOCK BRANCH

Baker, C. G., E.R. Depot, 3/2
Beveridge, H. G., Bendigo North, 18/3
Curtis, A. H., Newport, 27/4
Dicker, J. A., Nth. Melbourne, 17/6
Harrigan, W. A., Newport, 27/6
Hatchard, A. H., Newport, 24/6
Kelly, J. C., Jolimont, 17/3
Kimber, R. E., Newport, 1/6
MacKenzie, A. R., Newport, 17/6
Matthews, F. J., Nth. Melbourne, 2/6
Papagiannopoulos, D., Nth. Melb., 26/2
Shields, W. B., Newport, 24/6
Stamp, R. B., Nth. Melbourne, 2/5
Van Berkel, J. A., Ballarat Loco., 10/2
Williams, D. M., Jolimont, 25/6

WAY AND WORKS BRANCH

Curran, R. V., Korumburra, 16/6
Fraser, C. A., Donnybrook, 4/3
Hale, P. C., Benalla, 25/6
Isola, D., Spotswood, 31/5
Morrison, D. E., Flinders Street, 6/6
Mutimer, N. J., Koo-wee-Rup, 29/6
Nagle, M., Shepparton, 24/6
Potter, S. H., Senior Timekeeper, 5/6
Simpson, H. R., Spotswood, 21/6
Sheedy, W. T., Korumburra, 4/3
Thompson, F. C., Tyabb, 12/3

TRAFFIC BRANCH

Anderson, A., Echuca, 4/6
Kenna, P. F., Reservoir, 6/6
Morris, A. L., Shepparton, 7/6
Gribble, E. E., Ballarat, 11/6
Comer, R. J., Flinders Street, 15/6
Ely, S. J., Leongatha, 16/6
Overall, J. G., Spencer Street, 21/6
Tiernan, J. F., Melbourne Goods, 23/6
Schott, P., Melbourne Goods, 28/6
Ralston, T. B., Ringwood, 27/4
Malley, H. E., Coburg, 27/4
Doyle, E. M., Spencer Street, 9/5
Chambers (Miss) C. H., Heyington 19/4
Greenwood, E. C., Burrumbeet, 18/2
Slorach, G. R., Flinders Street, 11/3
Lambert, H. S., Geelong, 14/4
Scott, J. C., Maryborough, 24/3
Groves, W. C., Chelsea, 6/3
Jenkins, E. C., Melbourne Goods, 21/3

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

REFRESHMENT SERVICES BRANCH

Eijk, Van Den, Poultry Farm, 20/3

STORES BRANCH

Fishwick, M. C., Ballarat, 3/2

ROLLING STOCK BRANCH

Geehmann, F. K., Jolimont, 5/4
Maliq, V., Jolimont, 12/4
Moyle, S. H., Ballarat Nth., 10/4
Power, J. P., Traralgon, 17/3
Rowson, G. D., Newport, 21/3

WAY AND WORKS BRANCH

Issell, M. J., Spotswood, 20/3
Riley, G. A., Barnawartha, 13/3

TRAFFIC BRANCH

Carroll, D., Ballarat, 22/3
Edrich, R. S., Bonbeach, 28/3
Anderson, G. T., Melb. Gds., 17/4
Houghton, Nth., Ballarat, 19/4

VACCINES RAILED FROM ROYAL PARK

Nearly every day of the week, life saving vaccines, made by the Commonwealth Serum Laboratories, leave Royal Park by train; 500-800 cartons are dispatched this way monthly.

Right now, thousands of doses of influenza virus vaccine are being railed throughout Victoria and Southern New South Wales.

Influenza vaccine is manufactured by growing an influenza virus in fertile hen eggs in which the chick is partly formed. The virus, after reproducing in the egg, is withdrawn, treated, diluted and suspended in a fluid. This suspension, after further treatment and purification, is injected into the human bloodstream to enable the system to form antibodies against the particular strain or strains of influenza that the vaccine has been designed to combat.

The first stage of an infection occurs when the influenza virus attaches itself to a cell, usually in the human respiratory tract, and the virus particle is absorbed into the cell. Once inside the cell the virus directs the cell to produce new virus particles. These, in turn, infect other cells and the disease influenza results from the widespread infection and destruction of these cells.

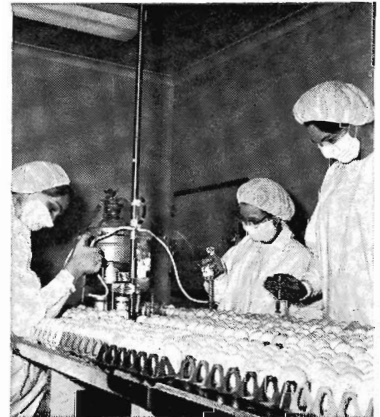
When influenza particles are introduced into the body, either from infection or in a vaccine, the body makes antibodies which coat the surface of the virus particle, preventing it from attaching to a susceptible cell. In this manner immunity to the infection is achieved.

Each egg produces about four doses of influenza vaccine and during peak production 14,000 eggs are used daily for making this type alone.

The Commonwealth Serum Laboratories expect that more than one million doses will be needed this winter, and the entire supply will be produced at their 25-acre area at Royal Park—Australia's only manufacturing centre. Last year, about 5-million doses were prepared, and it is estimated that one-quarter of Australia's population were vaccinated.



Packing cartons containing individual doses of vaccine for delivery to Royal Park station.



Influenza virus being injected into eggs as the first step in the process.

VICTORIAN RAILWAYS

NEWS LETTER

JUNE

VR

1970



IN THIS
ISSUE ...

NEW METROPOLITAN TRAINS

AT LAST!

The news that a start will be made on the Melbourne Underground Railway in the 1970-71 financial year, will be particularly welcomed by Railway staff, who will realise that the vital importance of the metropolitan railway system has at last been fully recognized by those who control the purse strings.

For many years, the Railways have received only a minimum of funds for modernization. In the current financial year (1969-70), they were allotted \$16.7 million for works—approximately the same as that received 15 years ago, despite the rise in prices during the intervening period.

Now, over \$80 million will be found for the greatest improvement to the metropolitan railways since their electrification.

The Underground will bring people to where they want to go,

not, as at present, to where we can only put them out—at congested Flinders Street, on one side of the city, or Spencer Street at the other side.

Of course, there have been critics of the Underground plan; and alternative proposals have been made.

But it must be emphasised that all those proposals have been closely examined and an exhaustive study made by the Metropolitan Transportation Committee on which are experts on all forms of urban transport. And that Committee is of the definite opinion that the Underground loop is the only plan that will cope with both train congestion and passenger congestion at Flinders Street.

The plan has been produced, and, now, a start will be made.

G. F. BROWN

providing organization railway systems by the Government railway systems to present a more persuasive case to Canberra for greater participation in national transport money disbursements.

“Such a body could be called the Bureau of Railway Transport and its express purpose would be to conduct economic research into the funding requirements of the rail industry and make emphatic recommendations which could not go unheeded in Canberra.

“This organization could be staffed by top-flight rail accountants, economists, and operating men of wide experience whose knowledge of the industry would enable them to make accurate recommendations for the betterment of the nation.

“The need for an organization of this type is urgent, and immediate action should be taken to initiate its establishment.”

WORTH QUOTING

... “The trend in country centres was swinging towards rail freight,” said Mr. H. Broad, M.L.A.

“Following a recent sale in Woomeelang, 2109 sheep left for various country towns aboard rail wagons”.

He added that rail transport was now so economical, many primary producers preferred to use the system.

“Prices charged for road cartage are almost double those of the railways. Most farmers can no longer afford to pay the high road expenses”.

(“The Countryman”, 23.4.70)

... “Interstate carnivals probably gave me as much fun in football as anything else.

In the old days we used to travel by train, and I can remember going to Perth, for instance, in a comfortable railway carriage equipped with armchairs and a piano. That was a more relaxing way to travel and it helped all the players to get to know one another . . .” (Extract from “The Whitten Story”, in “The Sun News Pictorial”, 4.5.70)

ANOTHER BRIDGE HIT

Last month, yet another railway bridge was struck by a “hit-run” driver.

About 6.30 p.m. on May 27, a transport knocked a girder on the Racecourse Road bridge, part of which supports section of the Newmarket railway station.

The connection between the girders and main bridge was severed, causing the platform section to drop by about 2 ft.

Fortunately, the bolts held, but train traffic was delayed for an hour while a thorough inspection was made to ensure that the bridge was safe to carry trains.

Railway men worked throughout the night to lift the platform section on to temporary timber piles.

Last year, 33 rail bridges were struck by road vehicles. These incidents are becoming far too prevalent for the public to complacently regard as “just another accident.”

The next day, a boom barrier was struck at Pascoe Vale by another hit-run driver, too impatient to wait until the boom lifted.

As *News Letter* went to press, police were attempting to trace the drivers. If successful, the Railways will attempt to recover all costs, even should legal action be necessary.

RAIL ADVISORY GROUP

The Commonwealth Bureau of Roads, last year, reported to the Federal Government on granting financial assistance to the States to develop roads and road transport during the five years commencing 1969.

The report recommended that the Commonwealth finance this project, suggesting \$1,280 million be allocated to the States.

“This is a substantial amount and will be used for the betterment of our roads and highways network.

“It will be interesting to see how much the Commonwealth will allocate to the States for the improvement of their railway systems during the same period,” says *Railway Transportation* in an editorial in its April issue.

“It is significant that during the 10 years ending June 30, 1968, the Commonwealth made grants to the States exceeding \$1,200 million for road building purposes, while only \$83 million was provided for rail purposes and that was allocated, exclusively, for gauge standardization projects.

“The various Australian rail systems are entitled to a better deal from the Federal Government. They are expected to pay their way and must compete with a transport medium whose efficiency is being improved by substantial road-aid handouts.

“This would indicate the need for a central investigatory and

FRONT COVER

New trains for the metropolitan network will have a new look. With a fluted stainless steel skin—similar in appearance to the New York Brightliners—over a mild steel frame, the front ends will be sloped to give a pleasing streamlined appearance and unrestricted vision for the drivers. See story, diagrams, and more pictures on pages 84 and 88.

A motorist whose car had crashed into a train at the Skye Road level crossing, Frankston, on December 1, was fined \$30 with \$20 costs, in Frankston Court last month.

BRISBANE'S TRANSPORT PLAN

Wide-ranging improvements to Brisbane's public transport systems have been recommended to the Queensland Government by the American traffic-planning consultants, Wilbur Smith and Associates. The scheme will cost \$240 million over the next 30 years. Among the recommendations are the establishment of a regional transport authority, the electrification of Brisbane's 101-mile railway system, and the building of two cross-river railway bridges and an underground line below the city centre.

The Wilbur Smith report warned that the decline in the use of public transport in Brisbane in the past 10 years had to be stopped by improving services.



Medallion issued by the Western Australian Government Railways to commemorate the inaugural run of *The Indian Pacific*.

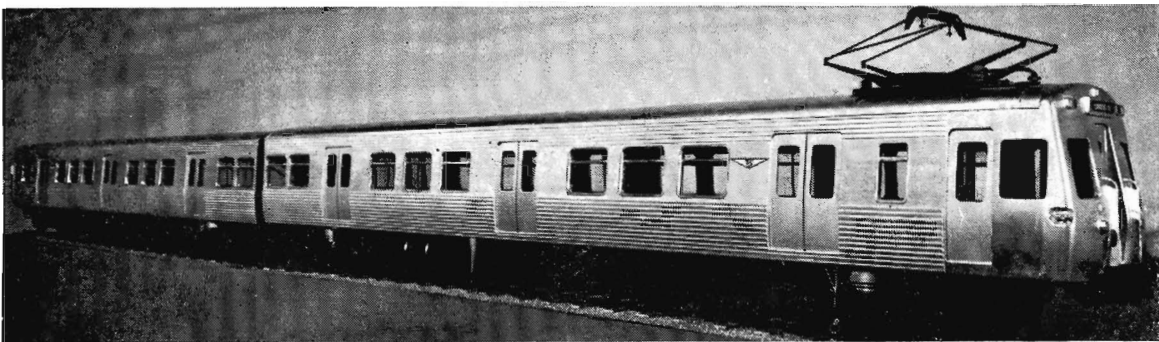
For the inaugural run of *The Indian Pacific*, the W.A.G.R. issued a souvenir booklet and medallion. Three medallions were sent to each school in the State, and large quantities of the booklet and medallion made available for the public.

Requests by the latter were so numerous that supplies were soon exhausted. As *News Letter* went to press it was understood that supplies of the booklet were being sold by Gordon and Gotch for \$1 each.

MELBOURNE YARD REARRANGEMENT



Commissioners and senior officers are shown discussing the operation of the modernized Melbourne Yard and its hump shunting. Among matters discussed were the date of starting, train examination, staff training, and the use of the H class hump shunting locomotives, including fitting them with cab signals, radio, and low speed speedometers.



AUSTRALIA'S BIGGEST PASSENGER TRAINS

In the biggest order for passenger trains to be placed in Australia, Melbourne is to get 50 new-look metropolitan trains of fluted stainless steel, costing a total of \$30 million; \$5 million of this will be spent in V.R. Workshops at Newport, Ballarat and Bendigo.

The order covers 150 motor carriages (M), 100 driving trailers (DT), and 50 trailers (T), based on a design by Hitachi Ltd., of Japan. They incorporate the latest features in urban transport.

Preliminary designs for the new trains were sent throughout the world in 1967, when contracts for the *Harris* trains were coming to an end. Tenders for the trains, or components, were submitted by manufacturers in Australia, Japan and Europe. Some of the Australian manufacturers were closely linked with firms in U.S.A., Britain and Japan.

Successful tenderer was Martin and King Pty. Ltd., of Somerton (a subsidiary of Clyde Industries

Ltd.), which built the *Harris* trains in conjunction with our workshops. They will build the motor carriages and motor trailers, for a cost of \$21½ million.

V.R. workshops will build the trailer carriages and fit the bogies and undergear.

The bogies, to be supplied by Bradford Kendall Pty. Ltd., of Sydney, will be the first air-cushion type used by this system. They represent \$3½ million of the cost.

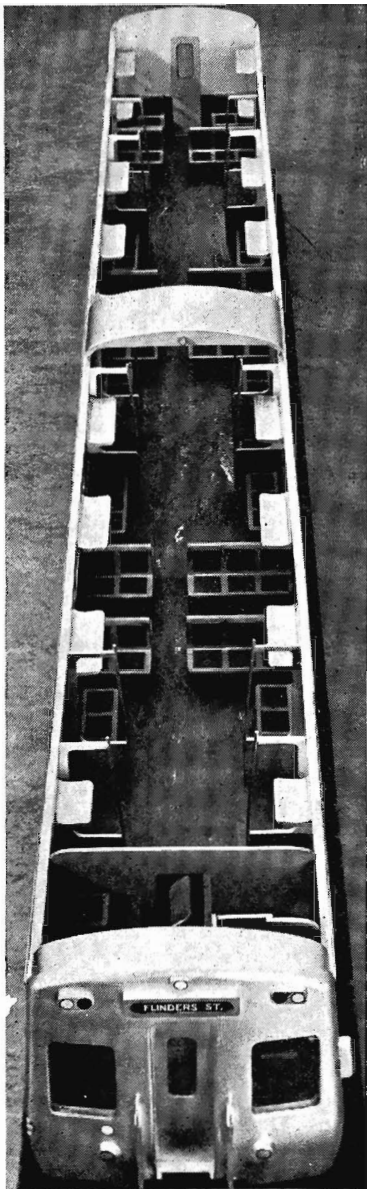
In air bogies, a rubber bag of air is used instead of a coil spring, and pressure alters according to the load in the carriage, to maintain an even height.

The bogies were designed by General Steel Industries, America, and are basically similar to those on the high speed corridor line between Washington and New York. However, the bogies have been provided with a modified springing arrangement, in addition to the air cushion, to suit Victorian speeds and conditions.

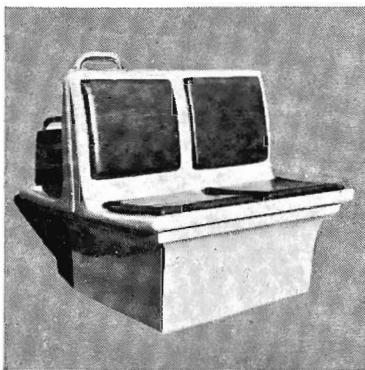
The traction motors, of 150 h.p., will be frame mounted and thus fully spring borne; those of the *Harris* trains are axle hung, nose suspended. With 28 steps of acceleration (against 20 in *Harris* trains and 12 in Tait), smoother starting, with less wheel slip, will be achieved.

The trains will be capable of 70 m.p.h., to cope with high-speed express running envisaged in the future. A desirable maximum life for the carriages is 35 years.

The cost of the trains will be met from normal railway loan allocations, and the purchasing programme will begin as funds become available after major expenditure is finished on the dieselization programme and the modernization of the Melbourne freight terminal. The last order for diesel-electrics will be completed next month and the terminal,



Seating arrangement of the motor carriage is clearly seen in the model with its roof removed. Diagrams for all carriages are shown on centre pages.



New style seats of fibre-glass, with padded inserts of polyester foam, will make vandal damage more difficult. Similar seats are used in American urban trains.

with Australia's first automated hump shunting, will be fully operative by the end of this year.

"The changeover to diesel-locomotives has brought great benefits to country services throughout the State; the completion of the hump yard will add new benefits to country and interstate freight services" said the Minister of Transport (Hon. Vernon F. Wilcox, M.P.) when announcing details of the trains to media.

First of the new breed of metropolitan trains is expected to run next year and the contract provides



How the inside of the driving trailer will look to passengers is revealed when the roof is taken off the model and the camera placed inside.

will bring down maintenance costs, and cut back weight; reduced weight, (also resulting from the design itself, without internal partitions)—at 220 tons a train compared with 262 for a 7-carriage *Harris* train—will cut running costs.

By reducing exterior projections, external mechanical washing will be more efficient. By similarly reducing projections inside, and using impervious plastic-faced aluminium lining, and introducing moulded fibre-glass seats with cushioned inserts, cleaning will be simplified, maintenance facilitated and vandalism made more difficult.

Because of past vandalism to train blinds, they have been eliminated, and tinted glass windows, that can be opened, substituted.

The trains will have forced air ventilation, with heating in winter, and ample insulation to keep down noise and maintain a comfortable

temperature. Three pairs of doors on each side will be automatically closed and locked. They will be opened by passengers after the guard has released the lock.

Because the carriages lack internal divisions, no smoking will be allowed in any part of some carriages while others will be entirely available to smokers; the location of such carriages has not yet been determined but smokers' carriages could be the motor carriages.

Whereas the advertising in the present trains is of posters in frames, the new cars will carry back-lit messages.

Because of insufficient bridge clearances, both in height and width, double decker trains, at present, cannot be used in Melbourne's metropolitan services, but by forward planning now being undertaken by the Department, it should be possible to start introducing this type of rolling stock in 1985.



Highlight of the Press conference to announce the new trains were 1/12th scale models of the new motor carriage and driving trailer. Their production at Newport Workshops was a team effort involving about 20 personnel, including a number of apprentices. Car builders, pattern makers, upholsterers, tool designers, copper-smiths, wood machinists, and moulders, all played a part in the model making.

PLANNING THE UNDERGROUND

In a paper presented recently to the Highways and Traffic Engineering Branch, Institution of Engineers, Mr. G. G. Bennett, B.C.E., M.I.C.E., M.I.E. (Aust.), Superintending Engineer, Railway Construction Board, discussed engineering aspects of investigation and planning for Melbourne's proposed underground railway loop line. This article is a summary of the paper.

The Act authorizing the building of the Melbourne Underground Railway also empowers the Railway Construction Board to build it. With this in mind, the Board has, during the past nine years, accumulated a substantial amount of information.

The route of the proposed railway has been surveyed and the centre line established, together with the connections to the existing tracks.

A survey of buildings and structures adjacent to the route has been made and cross-sections drawn, showing building foundations, basements, etc.

A search has been made of all underground services such as gas, water, hydraulic power mains, sewers, drains and electrical cables, and plans prepared showing the location and, where recorded, the depth of all known services.

UNDERGROUND EXPLORATION

Exploratory work to establish the geology meant drilling 200 bores from which soil and rock cores were taken for classification and testing. The Victorian Mines Department, who carried out this work, drilled a total of 16,000 ft. Further drilling is at present being undertaken.

Five test shafts, 6 ft. in diameter and up to 110 ft. in depth, were sunk at intervals along the proposed route. Horizontal drives were excavated at various levels and in various directions in three of these shafts, and in these drives, rock tests and profile measurements were made and rock bedding and joint patterns observed. (See *News Letter* August 1967—Ed.)

It is expected that, during construction, water will be encountered, varying from relatively non-aggressive to extremely corrosive in its effect on metal and on concrete.

Samples were taken at regular intervals from bore holes and pump wells, for chemical analysis; rates of inflow were observed by the rise in

water level in the pump wells, after lowering by pumping. Water inflow to test shafts varied from 40 to 600 gallons an hour.

ENGINEERING STUDIES

Physical properties of the soil and rock through which it will be necessary to tunnel were investigated in conjunction with the Civil Engineering Department of the University of Melbourne.

The majority of core samples tested were silurian mudstones, siltstones and sandstones. The remainder consisted of basalt, some decomposed igneous dyke rock and sandy clays.

In the test shafts, bearing capacity and rock stress measurements were made by hydraulic jacks.

Track design and construction

The alignment is fixed by the route defined in the Act. Grading, however, depends on a number of factors, including the maximum permissible grade for the rolling stock, profile of the street surface, location of stations, fixed levels at tunnel portals, underground services and sub-strata conditions.

The design of the junction trackwork is based primarily on operating factors. It is subject to space limitations and construction procedures, as the work must be executed under traffic. Staging is therefore of major importance in planning the junctions. Line speed turnouts will be adopted for the express tracks.

Stations

For economy in power consumption, hump stations have an advantage, the braking and accelerating of trains being assisted by the grading to and away from the hump. But this is not always possible. Elizabeth Street, for example, is the lowest point in street profile and it is between Elizabeth Street and Swanston Street that a station



Mr. Bennett

is planned, so that instead of being on a hump this station will be in a sag.

Location of stations is related to areas of workforce concentration, or retail shopping—existing and anticipated—along the proposed route.

Stations must not be so far apart as to defeat the objective of effective distribution of rail users, yet must not be so close that train speed is sacrificed and capital and operating costs become excessive.

Although station operating costs may be higher for double-ended stations, they serve a larger area for a fixed walking distance than do stations with a single entrance, either at one end, or at the centre.

Stations may be designed with the booking hall either under the street and directly over the platforms, or off-set by incorporating it in the basement or ground floor of adjacent buildings. Whichever is adopted—and there are advantages in both—the design must encourage a steady flow of passengers and have adequate holding area—usually the booking hall—for any holdups which may occur due to disruption of the services or other causes. Passenger cross flows must be avoided as far as possible. The location of the booking hall and access to streets will shape the overall layout.

Platforms may be island or side. Less overall width is required for island platforms;

they also have the advantage of cross platform interchange.

The choice between ramps, stairways, escalators, moving footways and lifts between the street and booking halls will depend upon their relative positions and levels. From booking halls to the proposed two level platform arrangement, escalators are proposed.

Cut and cover will be possible for shallow construction—for example, the booking facilities at the Elizabeth Street-Swanston Street station—and design of these will take into account this method of construction.

Tunnel design

Tunnels will have to accommodate existing rolling stock and the possible future introduction of double decker carriages. Provision must also be made for pantographs and overhead power supply, signal lights, cables, compressed air lines, drainage, etc.

Both open cut and tunnelling under city streets is affected by, and design must allow for, loading from adjacent buildings.

Tentative designs for tunnel lining have been determined from analysis based on the engineering properties of the sub-surface materials, for estimating purposes and economic comparisons.

Ramps and underpasses

Reinforced concrete retaining walls and box sections will be the structural form of the junction ramp approaches and underpasses, which will be built by cut and cover methods. Construction under traffic is an important factor.

Ventilation

It is proposed that station design will incorporate provision for some form of air-conditioning. The piston action of trains moving through tunnels, in conjunction with vertical shafts at stations and at intermediate points between stations, should bring about adequate ventilation. Provision will be made so that, if found necessary, fans can be installed.

Noise

Noise level studies have been made in Sydney's underground system with the help and co-operation of the New South Wales Railways and the Acoustics Laboratory of the Commonwealth Department of Health.

Findings from the exhaustive studies of this problem, carried out by the Stanford Research Institute of California on behalf of the Bay Area Rapid Transit System of San Francisco, are available and will contribute to design measures to reduce the noise level in the tunnels and underground stations.

Signalling

On each of the four loop lines signalling will be designed for trains to run in one direction in the morning peak and for most of the day. The direction of running will be reversed for the evening peak.

Among the problems associated with signalling an underground-tube railway are positioning of colour light signals in the limited space available, housing of equipment liable to be affected by dust, grease and seepage water, and the design of the track bed to accommodate impedance bonds and train stops.

Other needs include lighting for maintenance, warning lights indicating trains approaching for staff working in the tubes, emergency lighting in the event of a power failure, and train destination indicators at stations.

Construction

Tunnel construction will most likely be carried out by the use of shields or machines (perhaps both) the latter at the eastern end. Junction underpasses will be constructed by "cut and cover".

Building the junctions must be meticulously staged because the work must be carried out under traffic at two of the busiest switching points in the surface system—Franklin Street and 'E' Box junctions.

Other categories of planning include preparation of contract documents and studies of management organization. Investigations and planning have been taken to a level that will allow work starting immediately finance is made available.

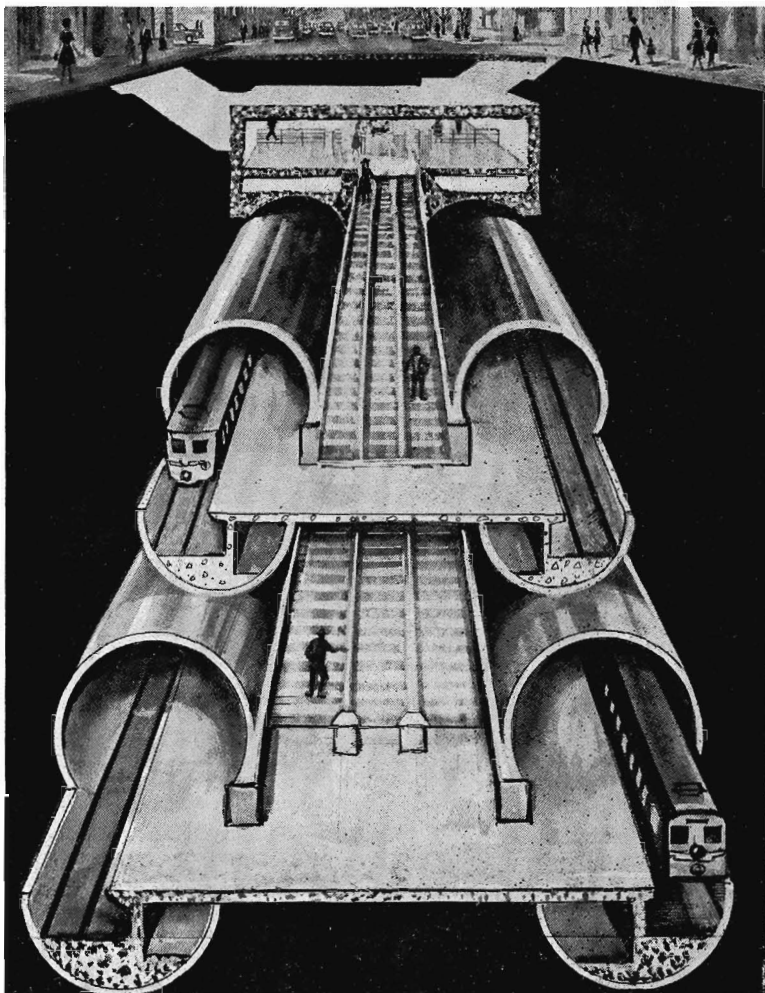


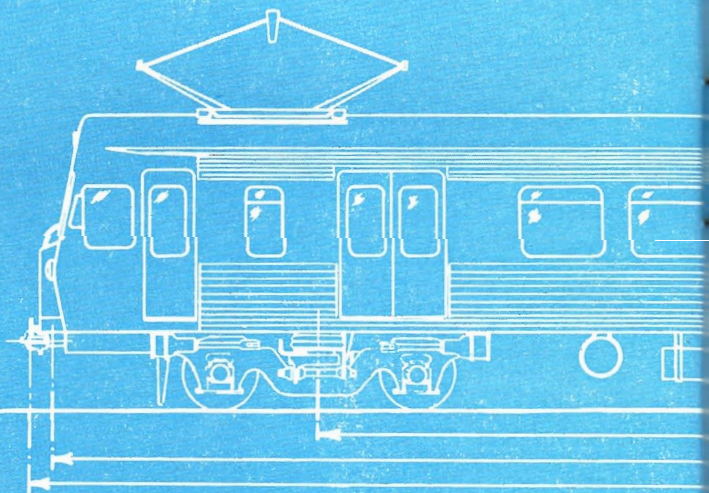
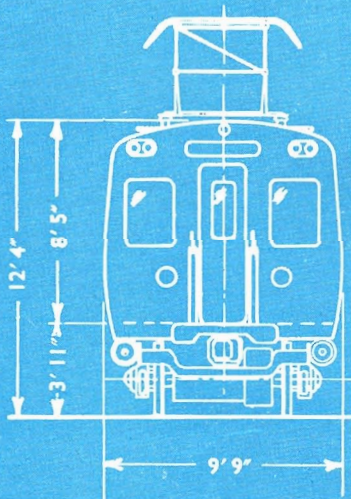
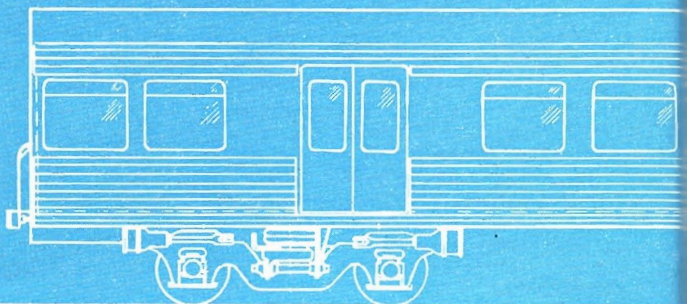
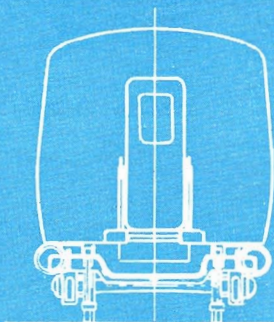
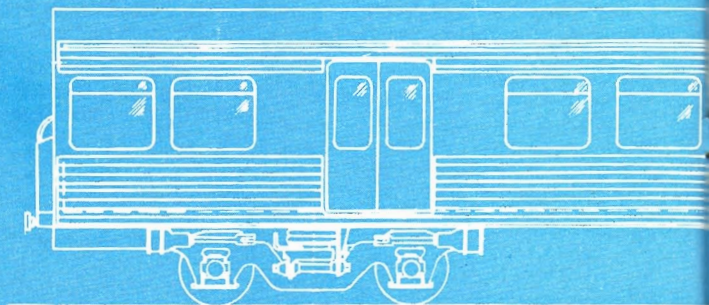
Diagram showing cut-away section of proposed underground station in the Melbourne loop.

PLANS OF OUR

NEW

METROPOLITAN

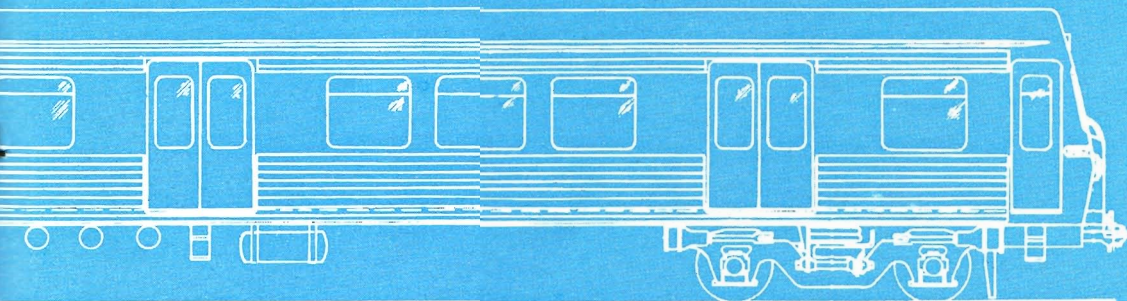
TRAINS



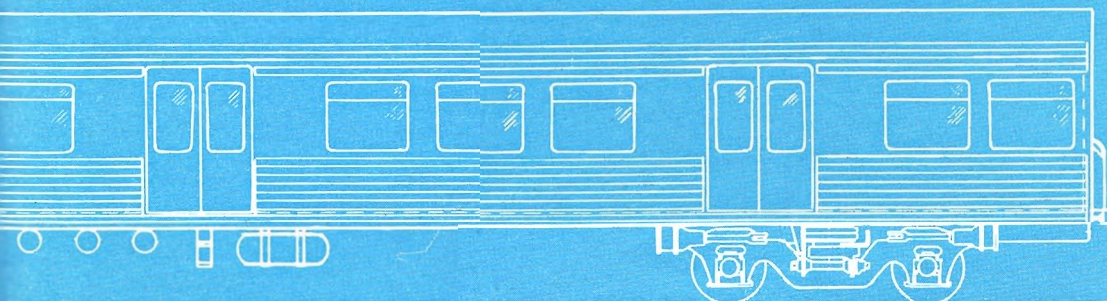
DRIVING TRAILER CARRIAGE



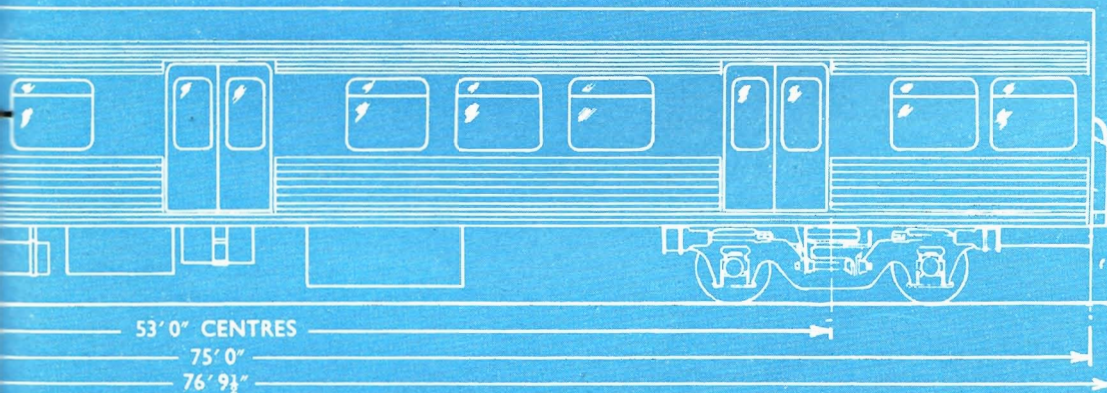
TRAILER



DRIVING TRAILER CARRIAGE



TRAILER CARRIAGE



MOTOR CARRIAGE



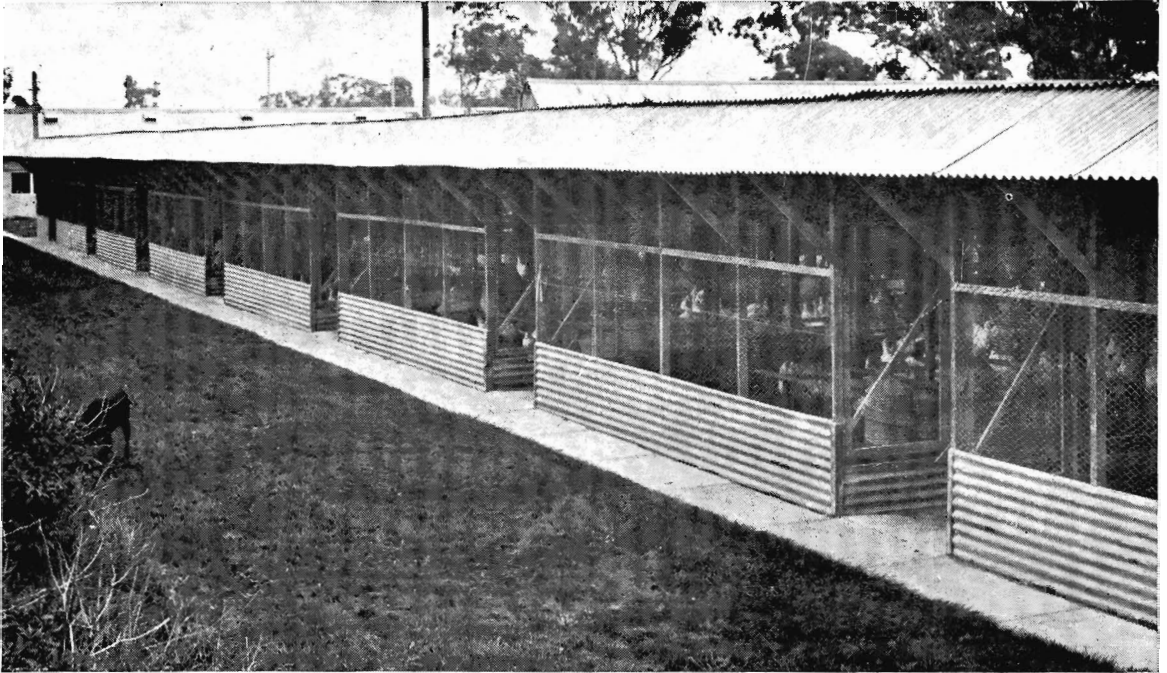
CARRIAGE



MOTOR CARRIAGE

FAREWELL TO FOWLS

Forty-eight years ago, the Railways went into the poultry business . . . but the era ends this month as the railway poultry farm closes.



One of the eight neatly kept laying pens at the railway poultry farm.

“Thirty-six years is a long time to be personally involved in the poultry business, but I’ve enjoyed it,” Mr. L. B. Goeby, manager of the Victorian Railways poultry farm at Noble Park, said recently.

“But at the end of this month, the farm will close. You can’t really have a poultry farm in a suburb like this.”

And so this little known railway operation is ceasing—a venture that was started nearly 50 years ago by the then Chairman of Commissioners, Mr. H. W. Clapp.

In 1922, the Chairman and the then Superintendent of Refreshment Services, Mr. C. J. Harris, decided that the Department needed its own supply of chickens and eggs for the Railways’ cafes, dining rooms and cars, and—later—Mt. Buffalo Chalet, as fresh eggs were difficult to obtain between March and September. Demand was reckoned at 12,000 eggs a month for metropolitan rooms alone, plus 140 birds a week for eating. The Railway Bakery was also a big consumer of eggs.

\$3.25 per week

A suitable poultry farm of about 10 acres was found at Noble Park and, from June 1, 1922, the V.R. leased it for \$3.25 a week.

The contract included an option for the V.R. to buy the farm within three years of taking up the lease.

By May 1923, \$5,000 had been spent in improvements to the farm and a further \$2,000 for store and fencing was earmarked. As the purchase price was only \$2,550, the V.R. exercised its option, and completed the purchase.

At its maximum, the farm had about 6,500 layers and 4,000 chicks. Egg production at this stage was over 20,000 per week; about 15,000 went to the Refreshment Branch stores, the rest went to the Victorian Egg Board.

As well, oats, maize and green feed for the birds were grown on an adjoining six acres which was bought in 1924.

Mr. Goeby came to the V.R. in 1950, and will complete 20 years as manager.

Before joining the Railways, Mr. Goeby had his own poultry farm.

“It was between Glenroy and Broadmeadows when that was all open paddocks. I had had that farm since 1934”, he told *News Letter*.

“I never saw the advertisement for the position of manager for the V.R. poultry farm—a friend told me about it. I applied and got the job.”

Throughout its 48 years, the farm has had only three managers.

Mr. Goeby is now assisted only by Mr. Ray Dalton, who has worked there for 10 years. There were normally up to four assistants.

For some years, the purchase of day-old chicks included a large proportion of cockerels. Reared and fattened for eating, they helped maintain the economic stability of the farm.

With the rapid advancement in the art of chicken sexing, it has been possible in recent years to limit day-old chicken purchases to hens only. The fattening of cockerels has now ceased.

The primary reason for the establishing of the Railways' own poultry farm—the periodical egg shortage—was removed when the Victorian Egg Board was set up. The poultry farm was able, however, to continue to operate profitably.

“When the V.E.B. was set up, that was the beginning of the end. As well, when this farm was bought by the V.R., it was surrounded by other poultry farms and market gardens, but by 1966, they had all gone, and new homes were all around us,” Mr. Goebly added wistfully.

“Earlier this year it was decided to close down the farm in June 1971, but the death of one of its staff and the illness of another brought the date forward to this June.”

Nearly 5,000 birds—white leghorn and black orpington cross—were sold at poultry auctions.

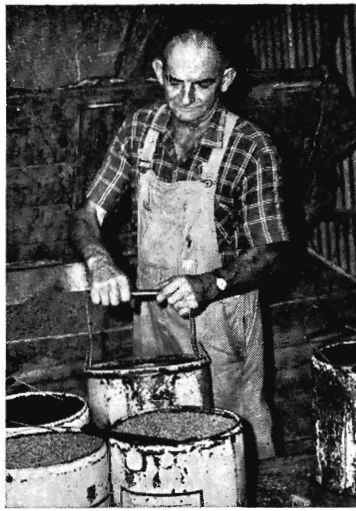
“Good layers were bringing only about \$1 a pair; years ago they would have brought \$4.25.

“The earlier date left us with 16 tons of oats and 11 tons of wheat—six months supply—that had to be sold. When we were at maximum production we used 200 tons of pellets and 50 tons of growers' pellets a year.”

Hens kept up to scratch

Along with the passing of the poultry farm will go a unique form—number R.R. 76.

R.R. 76 forms showed the egg production of the laying hens. Cards were kept for each pen, and the



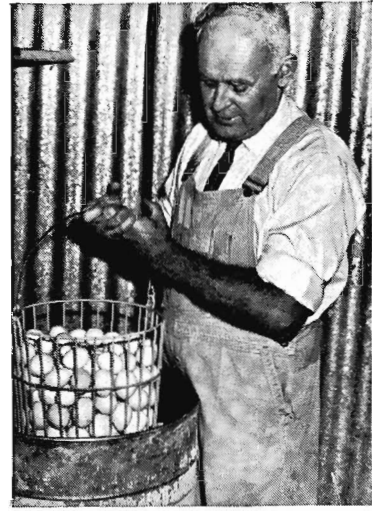
Mr. Dalton gets the layers' pellets ready for feeding to the birds.

accounting office of the Refreshment Services Branch recorded the average monthly egg production of each bird.

Nothing was wasted on the farm. fowl manure, an excellent fertilizer, was bought and bagged by a local market gardener who collected up to 3,000 bags a year.

“As poultry farms go,” reflected Mr. Goebly, “this one was about ideal size for ease of working, efficiency and profit.”

Every Monday and Thursday, eggs



Mr. Goebly washes some of the day's output of eggs.

were sent by parcels coach from Noble Park station to the Refreshment Services Branch stores.

But now the ritual has ended; the birds have been sold, the sheds and pens are empty, and the parcels coach no longer carries the eggs.

The future

Mr. Goebly and Mr. Dalton will both be retained in the Refreshment Services Branch.

The V.E.B. will supply all eggs needed.

And the land?

A little was sold years ago, but nearly eight acres remain. Less than a mile from Noble Park station and surrounded by new homes, it will be offered for development—a site that should be keenly sought.

In years to come, people living on the site of the farm will probably not even know, or care, about this unusual V.R. venture that served the Railways, and their customers, so well.



At Noble Park, eggs are loaded onto parcels coach.

STATION GARDENS

A joint venture by the Railways and the Waverley Garden Club will brighten the surrounds of Mt. Waverley, Syndal, and Glen Waverley railway stations. The Railways will clear and level the sites and provide soil and new shrubs while the Garden Club will plant and maintain the gardens.

Some time ago, the Waverley Garden Club approached the Railways in an attempt to beautify the three stations. After checking land needed for passenger car parks, etc., ready approval was given.

This community-minded spirit shown by the Club is commendable, and will be appreciated by the many people using the railway stations and surrounds.

JAM TODAY—SUPER JAM TOMORROW

This editorial from *The Australian Financial Review* of 12.5.70, reveals the lessons to be learnt from Sydney's huge traffic jam that occurred during the Cook celebrations.

"It took just half an hour of fireworks in Sydney to demonstrate, beyond reasonable argument, the hopelessness of city transport policies based on catering mainly for the private car.

"Perhaps the presence of some senior Federal politicians at that celebration will be a White Hope for the provision of Federal funds for new city transit systems not based on the sanctity of the automobile.

"The occasion was a fireworks display to celebrate the passing of 200 years since Lieutenant James Cook delineated the east coast of Australia.

"It ended up as a stark demonstration of the future of inexorably rising congestion facing Australian cities in the next 200 years—unless the city fathers radically revise their current solutions.

"It would have been a very good investment if someone had brought every State Cabinet in Australia, local government authorities and some of our Federal parliamentarians to Sydney for the celebrations.

"They would have witnessed (preferably from the middle of it) the most gigantic traffic jam in Australian history.

"The full, stunning impact of the utter breakdown in the mass transit system possibly has not been fully conveyed outside that city.

"Since most of the Sydney population was personally involved in the shambles, it became the biggest domestic talking point of the week.

"For the benefit of traffic planners in other parts of Australia, here is roughly what happened :

"Something like one million people (more than the entire populations of Brisbane, Perth or Adelaide) lined various parts of Sydney Harbour to watch a fireworks display which was the culmination of a day of holiday celebrations, re-enactments and Royal occasions.

"Cars in many areas double, triple and quadruple parked, spilling across intersections, blocking side-streets, tying up entire zones extending for many blocks with an impenetrable wall of cars.

"When the time came for everyone to leave, the mass of cars was far above the capacity of the traffic system to clear it—even though the cars were heading outwards away from the city into what should have been the open spaces.

"Trains jam packed with people simply left huge crowds standing on city railway stations, where children in the front rows were in danger of being forced in front of oncoming trains.

"Buses to the North Shore sat motionless on the Harbour Bridge for periods as long as an hour, while dense streams of cars inched their way into a traffic maelstrom at North Sydney, or towards the choked tangle of Military Road, trying to handle traffic from the northern reaches of the Harbour as well as through traffic from the city proper.

"People who had left the city about 8.30 p.m. did not get home to Mt. Colah, about 17 miles from the G.P.O. on the northernmost fringes of the metropolitan area, until 1.45 a.m.—giving an average speed over the distance of about three m.p.h.

"A man walking the whole distance could have been home at least an hour earlier.

"Even a whole network of limited access expressways could not have cleared the tangle of vehicles in anything like a reasonable time, because they could not have dealt with the jams in the ordinary street network and feeder road systems.

"In fact, an expressway system (defined nowadays as the fastest distance between two bottlenecks) would probably have made the problem worse, by encouraging more people to bring their cars rather than using the public transport network.

"While Australian cities spend huge amounts on elaborate road systems (often designed by the same consulting engineers who have messed up American cities with their futile expressway schemes), the existing public transport networks are starved for funds.

"If Sydney had had a Manly-Warringah railway line (which is now badly needed) and if its elderly rail system had been kept up to date to handle large crowds, there would

still have been a huge traffic jam (bi-centenaries don't come very often), but there would have been nothing like the complete breakdown of transport that occurred.

"Despite this, the N.S.W. State Cabinet is proposing to spend \$70 million on an expressway to the northern beaches, instead of a railway, thereby bringing more cars into the congested central business district.

"From the figures given, it appears that \$2,341 million out of Melbourne's grandiose \$2,616 million transportation plan (that is, about 90 per cent) is earmarked for massive roadworks.

"Similar ideas are current in the smaller capitals.

"If Sydney's bi-centenary celebrations have done nothing else, they have demonstrated the futility of any transport solution which tries to combine congested cities and private motor vehicles."

HIGHEST UNDERGROUND

The world's highest underground railway is being built in Mexico City which has an elevation of 7,349 ft. The system will have a network of 26 miles. The rolling stock will be built in France and run on rubber tyres. The work is expected to be completed by the end of 1970. The job presents considerable engineering difficulty as Mexico City is on the site of a reclaimed lake, and the spongy soil causes subsidence of buildings.

NORTH BRIGHTON

I would like to draw your attention to the courtesy shown by the young porter at North Brighton station during the delay on the Sandringham line on April 27. Although some tempers were frayed, this lad was polite to everyone and his action in suggesting it would be warmer and more comfortable sitting in the train, and offering to come and inform us when the emergency bus arrived, was very much appreciated. —Mrs. Gwen McCutchan, Brighton Street, Sandringham

Saved life

It was fortunate that Mr. Louis Micallef, a Traffic Branch clerk at Flinders Street, was booked off on a day in April, last year, and also fortunate that he had a V.R. first-aid certificate.

While walking with his wife, Rose, down a street near his home in Watsonia, the couple came upon two employees of the Gas and Fuel Corporation who were overcome by gas while working in a valve pit.

With one man unconscious, his mate, in distress, had climbed out of the pit to get help.

Mr. Micallef, with great presence of mind, removed his shirt and used it as a sling under the unconscious man's arms, and with his wife's help succeeded in raising him from the pit.

Using his first aid knowledge, Mr. Micallef immediately applied rescue breathing and heart massage to the apparently dead workman, and after about 30 minutes brought about normal breathing.

Meanwhile, Mrs Micallef, before hurrying off to call an ambulance, attended to the other employee who was in a state of collapse.

Both workmen made full recoveries and returned to work in a few days.

In appreciation of their efforts, Mr. and Mrs. Micallef were recently presented with engraved wrist watches by the Gas and Fuel Corporation. The presentation was

made by Mr. D. J. Alder, Manager of the Corporation's Distribution Department.

Mr. Micallef, who comes from Malta, joined the Railways five years ago.

20 years on Taggerty



Mrs. Lahn

"I like *Taggerty*," says Mrs. Heather Lahn, "It's like a second home to me."

Last month, Mrs. Lahn, supervisor on the Bendigo line buffet car, *Taggerty*, completed 20 years on that car. During that period she travelled about 800,000 rail miles. Mrs. Lahn, who lives in Bendigo, joined the Refreshment Room staff at that station in 1950, and shortly afterwards transferred to the buffet car.

Another save

Quick action by Electric Train Driver K. R. Agnew saved a man's life last month. On May 14, while driving the 10.32 p.m. from St. Kilda, he saw a man lying on the track near South Melbourne station. Quickly braking, he brought the train to a stop only a couple of feet from the man.

Last December, Mr. Agnew similarly saved the life of a boy who was wheeling a cycle over a foot crossing between Seaford and Frankston (*News Letter*, January 1970).

MILEPOSTS IN V.R. HISTORY

1872-3

North Eastern railway, Melbourne to Wodonga, opened in sections; completed November 21, 1873.

1874-7

Railway extensions in Midland, Western, South Western and Eastern districts.

1876

Deniliquin and Moama Railway Co. (N.S.W.) line opened and connected to Echuca (Vic.) July 4.

1878

Purchase by the Government of Melbourne and Hobson's Bay United Railway Co. authorized as from July 1.

1879

Gippsland railway, Sale to South Yarra and Melbourne, completed, April 2.

1883

First rail motor car (Rowan's steam car) in service, May.

Wodonga-Albury connexion, June 14; Melbourne-Sydney service inaugurated, August 21, with break of gauge at Albury.

1884

Victorian Railways Department placed under management of three Commissioners, February 1.

1887

Victorian and South Australian railways connected at Serviceton, via Geelong and Ballarat, January 19, thus linking Sydney, Melbourne and Adelaide. The first Adelaide express (now "The Overland").



Mr. Louis Micallef (left), his wife, Rose, and Mr. W. Downes, Gas and Fuel Corporation engineer, admire the engraved watches. Five-year-old Stephen Micallef was also at the happy little ceremony held in the Corporation's Head Office.

Wins scholarship



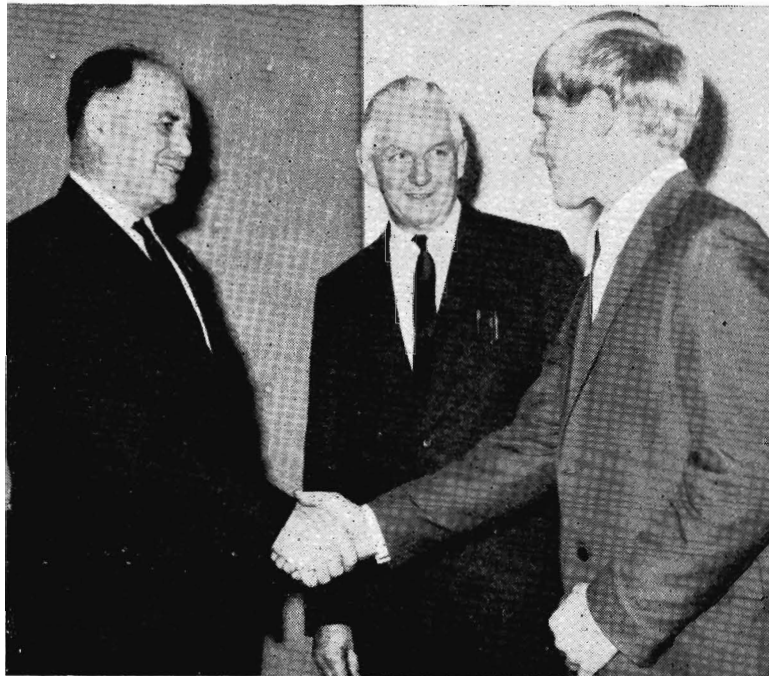
Apprentice Letterpress Machinist John Noonan, shown starting a letterpress machine at the V.R. Printing Works, has been awarded a Bank of New South Wales post-apprentice scholarship. This award, valued at \$100, is presented to the seven outstanding fourth year apprentices for post-apprentice studies at the Melbourne School of Printing and Graphic Arts. John's father and a younger brother work in the Ballarat North Workshops, and he also has other relatives in the Railways.

Apprentice awards

As well as being the top apprentice attending the V.R. Technical College, Apprentice Boilermaker Ernest Betts also received the 1969 award for the outstanding apprentice in his trade in Victoria.

At a ceremony in the Melbourne Town Hall, last month, Ernest was presented with a silver medallion by

the Governor of Victoria (Sir Rohan Delacombe). Ernest was accompanied by Mr. G. F. Brown, Chairman of Commissioners, who, at the same time, received the employer's award. On May 27, Ernest was a guest at a Rotary Club luncheon, he was also among the 77 apprentices who received student cash awards from the Railways.



Mr. G. F. Brown, Chairman of Commissioners, (left), congratulates Apprentice Boilermaker E. Betts. In centre is the Assistant Chief Mechanical Engineer, Mr. A. J. Nicholson.

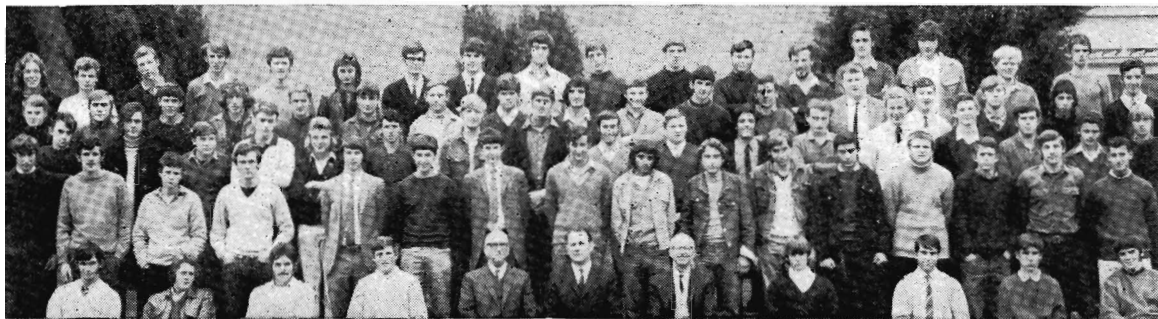
First student member

Mr. Douglas Hayhoe, a final year civil engineering student in the Way and Works Branch, has been elected the first student member of the Warrnambool Institute of Advanced Education Council. Since 1967, Mr. Hayhoe has been engaged on a civil engineering course at the Warrnambool Institute of Advanced Education under a scholarship granted by the Railways.

Copy of history wanted

A copy of the Railway history—"V.R. to '62"—is urgently required by Mr. G. Waterhouse of 11 Trudgeon Avenue, Reservoir, 3073, (telephone 478-2743). Mr. Waterhouse has informed *News Letter* that he will pay up to \$14 for a copy in good condition.

Prize winners



Railway apprentices who were presented with prizes, last month, by Mr. I. G. Hodges, Chairman of the Apprentices Advisory Committee. With the apprentices are (in front row, centre) Messrs. R. W. Curtis (Supervisor of Apprentices), I. G. Hodges, and J. B. Kain (Principal, V. R. Technical College).

Reunion

Intending to make a visit to England, Mr. M. Hughson, Manager of the Dining Car Depot, decided to see if he could meet the crew with whom he flew in Wellington bombers during the Second World War. While still in Australia, he put his

request in *News of the World*. It was successful, and on reaching England, Mr. Hughson was able to have a reunion with the other five members of the crew. They came from different parts of the country, travelling hundreds of miles, and the story was featured in the press.

Good service at Ashburton

When I arrived at Ashburton station to catch the 7.40 a.m. train today, there was a better than average sized queue at the ticket window. Unfortunately the train arrived simultaneously, and also a couple of stragglers for the queue. It looked quite certain that the train would be missed or that we would go without tickets.

There was no such thing. The staff man there handled the situation with competence rarely seen in any shop in Melbourne. He disposed of the line of people so quickly that all got tickets and correct change (at least in my case) in time to board the train without delay.

I have rarely seen service at comparable speed elsewhere, neither in banks, milk bars, football grounds or anywhere else where money is taken over the counter in a pressure situation.

What I have described is not the exception at Ashburton either. Almost the same thing happened one morning two weeks ago and thoroughly earned the remark which I made almost involuntarily "Well done!"

I have written to the Railways before. Once I complained about the poor form of a stationmaster stopping people from boarding the train in circumstances similar to those described. Another time I wrote complaining about poor value on a weekly ticket when the week has a public holiday in it.

It is indeed a pleasure for me to write upon this occasion and acknowledge the efforts of those whom I deem to be most competent staff.

—G. W. McKenna, Baker Parade, Ashburton, writing to the Secretary

Senior Scout Venture

On behalf of the Venture Council, I wish to express our appreciation to your Department for the assistance and co-operation we received during the recent Second Australian Senior Scout Venture.

The Interstate rail movement went smoothly, and the organized rail tour around Victoria during the Venture was one of the highlights of the activities.

—Norman Johnson, Venture Leader, writing to the Chairman

Private siding

In a letter to the Hon. Vernon F. Wilcox (Minister of Transport), Mr. C. A. Gordon, Director of George G. Henderson Pty. Ltd., expresses appreciation of "the courtesy and tremendous co-operation received from the Railways" as a result of a request for a railway siding made by one of the company's clients.

Lord Mayor's Children's Camp

We have now terminated our 1969-70 season, which has again been highly successful, inasmuch as 3,178 children and leaders spent a healthy, happy sea-side holiday at our Portsea Camp.

Our Board of Directors have been informed of the able manner in which the officers-in-charge of the Traffic Branch and Refreshment Services have co-operated with the camp manager. We are also indebted to the officers-in-charge of the Lost Property Office and Commercial Branch for their assistance during the season.

All connected with the Camp are indeed most appreciative of the fact that although this large number of children, leaders, voluntary workers, etc. were transported from most areas of Victoria to the Camp and return, no untoward incidents occurred. This is attributed largely to the efficiency of the various departments of the Victorian Railways.

—Edward W. Best, Lord Mayor, writing to the Chairman

Railmen's honesty commended

The honesty of railway carriage-cleaners at the Bendigo station was commended by a New South Wales visitor who had her lost purse and contents returned, reports the Bendigo Advertiser of May 15.

Mrs. M. A. McCann, of Karingle Street, King's Grove, told the Advertiser about it.

She said: "On a brief holiday to my old town, I unfortunately left my purse containing money, a return ticket, and personal items on a carriage seat.

"Next day I went to Bendigo railway station to inquire if the purse had been found. I was told it had. Then I offered a reward, which was refused. A polite official said: 'Your pleasure in having the purse returned is our reward.'

Mrs McCann expressed thanks to the carriage-cleaners and railways officials, and added: "They certainly helped to make my holiday a happy one."

RETIREMENTS

ROLLING STOCK BRANCH

Azzara, F., Newport, 15/7
 Baker, H. F., Newport, 29/5
 Britt, C. H., Newport, 3/6
 Carmichael, A. H., Nth. Melbourne, 5/7
 Cerlon, G., Jolimont, 20/7
 Cleason, A. L., Head Office, 4/7
 Cloke, H., Maryborough, 10/4
 Crew, J. J., Newport, 23/7
 Cupello, F., Ballarat North, 4/5
 Dance, P. J., Newport, 25/7
 Fraser, J., North Melbourne, 15/4
 Harrigan, T., Newport, 7/5
 Jones, E. C., Newport, 13/5
 Kononenko, G., Shelter Shed, 3/4;
 Mahon, W. T., Newport, 30/7
 Olarenshaw, B. C., Sth. Dynon, 4/3
 Retallick, H. W., Jolimont, 23/7
 Rogers, L. P., Seymour, 11/7
 Sustarsic, F., Newport, 15/4
 Whittaker, W., Donald, 10/4
 Wind, P. A. J., Jolimont, 29/4

WAY AND WORKS BRANCH

Backman, C. P., Chewton, 10/7
 Barlow, C. H., Caulfield, 30/4
 Beardmore, A. S., Spotswood, 26/7
 Black, W. G., C/o D. E. Eastern, 8/7
 Callaghan, T. J., Seymour, 11/7
 Coridas, C. J. A., Benalla, 22/4
 Dell, T. L., Laurens Street, 9/7
 Dye, J., Inverleigh, 30/4
 Fairweather, W. M., Spotswood, 29/7
 Hall, P. E., Litchfield, 13/4
 Kowalenko, W., Spotswood, 5/7
 Lee, A. W., Bittern, 23/7
 Malham, H. J., C/o S & T Supervisor, Flinders Street, 14/7
 Sampson, W. J., Laurens Street, 16/7
 Stojanovic, B., Sunshine, 17/4
 Tebble, J. T., Seymour, 13/7

TRAFFIC BRANCH

Wilson, H. C., St. Kilda, 5/7
 Allwood, H. H., Melbourne Goods, 4/7
 Kirkpatrick, M. G., U.F.T. Gully, 5/7
 Doherty, W., Melbourne Goods, 7/7
 Bertoncello, S., Dynon, 9/7
 Shirley, C. A., Kerang, 9/7
 Roper, H. V., Colac, 15/7
 Hogan, J. J., Dynon, 22/7

Cochrane, A. H., Wodonga, 23/7
 Lonergan, R., Ararat, 27/7
 Giaccotto, C., Dynon, 30/7

Harvey, K. D. E., Head Office, 23/4
 Young, H., Ballarat East, 22/4
 Allen, R. C., Oakleigh, 1/5
 Willis, J. H., Flinders Street, 4/5
 O'Keefe, D., Flinders Street, 29/5
 Hartigan, C., Melbourne Goods, 19/2
 McIntosh, D. A., Donald, 10/4
 Scott, J. C., Maryborough, 24/3
 Alford, A. W., Flinders Street, 9/4
 Caffiso, G., Melbourne Goods, 30/4

ELECTRICAL ENGINEERING BRANCH

Steel, E. A., Head Office, L & P. Div., 1/8

COMMERCIAL BRANCH

Sinclair, R. E., Head Office, 19/6
 Dingey, W. A., Newport Workshops, 7/6

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH
 Keys, C. W., Geelong, 23/4
 Lane, A. J., Traralgon, 13/4
 Poulson, B. R., Benalla, 18/4
 Stanton, C. W. R., Newport, 4/5
 Thomas, J. D., Newport, 21/4

WAY AND WORKS BRANCH
 Bush, A. R., Head Office, 22/4
 Galea, J., Spotswood, 5/4
 Lloyd, L. M., Geelong, 5/5

TRAFFIC BRANCH
 Meager, W. C., Bendigo, 12/5
 Williams, M., Boronia, 12/5

ELECTRICAL ENGINEERING BRANCH
 Taylor, J. B., Head Office, 24/4
 Hanna, N. T., L & P. Division 30/4

COMMERCIAL BRANCH
 Sargeant, G. G., Head Office, 12/4

already made up from a shop, then you'll be very welcome at the V.R.I. Wireless Club.

The Club Secretary is Max Hill, Electrical Engineering Branch, auto. 1895, or as I say, come along one Thursday night and ask the night steward how you get to the wireless room.

—F. Mitchell

Thoughts of the General Secretary

The other day I met Bill May, and had a bit of a yarn. Bill May was in Head Office as a clerk in the Way & Works Branch and retired in 1957. He still has a clear eye, and a great interest in amateur wireless.

You'd probably also remember George Gillingham, who was in truck records and has now, unfortunately, passed on. George, for many years, was Secretary of the V.R.I. Wireless Club and Bill May has been treasurer for donkey's years.

Bill and I started to talk about the Wireless Club activity in the pre-1939 era, when VK3RI was known in many parts of the world. In those days the club was on the 200 metre band, and they received acknowledgement cards from many countries. The wireless room at the Flinders Street Institute used to look like a miniature travel agency.

Since the war, the wavelengths on which the pure amateur can operate have been very much restricted, and our Club now uses the 2-metre and 80-metre bands. With the former they contact mainly amateurs in the metropolitan area, Dandenong, and places like Ballarat. When conditions are right they switch over to 80-metre, and talk to "hams" in places such as New Zealand.

Nowadays, the Club, which started operating in 1924, officially meet on the first Thursday night in every month at the wireless room (in the clock tower, at the Elizabeth Street entrance to the Flinders Street station buildings). However, there is always someone there every Thursday night. The members have slide evenings (someone is always going somewhere and has colour slides to show), or a tape recording night is arranged, or even a discussion on current topics.

The club has a membership of 25, with about 15 active members. The membership fee is only a matter of cents per year, so if you're a true wireless enthusiast, and want to build your own rig, not just buy one

SPORT by Oss. Keating

Bowls carnival at Launceston

In the report in the April issue, on the above carnival, it was incorrectly stated that Commonwealth had won the pairs title. The winners of this title were Jack Heiner, a driver from Bundaberg, and Norm Obst, a fireman from Toowoomba, so the sunny state of Queensland now hold the James Cairns trophy.

I understand these two blokes had not played together until this carnival so that makes their effort all the more meritorious, particularly as they had to produce some first class efforts on their way to the title.

My sincere apologies to my Banabender friends, as they are understandably proud of this achievement — it being the first time this trophy has been won by Queensland.

Football

Off-duty and retired railwaymen are reminded that our annual grudge match against the posties will be played this year at the St. Kilda Cricket Ground (Junction Oval—the home of the "Lions") on Wednesday, July 1, starting at 1.30 p.m. Play, in this game, is usually of a pretty fair standard, with the scores close, and the presence of a cheer squad, believe me, can make all the difference.

Had a letter from Norm Tosch, of Ararat, and he tells me that a battle of the giants is being organized in that area. Rolling Stock versus Traffic, I believe. Seeing that it is in the "Bombers" territory, I will be looking forward to the result, with interest. You never know, we might be able to unearth another Coleman: we certainly need one.

Sunshine V.R.I.

Still on the subject of bowls, it is pleasing to report that the Sunshine V.R.I. Bowling Club Associates (ladies) have won their first pennant. In fact, it is the first pennant won by the club, which has been playing pennant bowls only during the last few seasons.

Golf

The Friday competitions of the V.R.I. Golf Club continue at Albert Park. Trophy winners for April were J. Near, D. Anderson, A. Collins, E. McDonald, L. McMillan, J. Kennedy, and W. Hill.

The club will be visiting Mt. Xavier (Ballarat), Lang Lang, and Clifton Springs golf clubs over the next four weeks, and members should keep these trips in mind. The Club is still looking for new members, so if any railway golfer is interested in joining, then give me a ring on Auto. 2445. Annual subscriptions are \$1.50 (Metropolitan members) and \$1 (Country).

Cricket

In my report on this year's country cricket week fixture, I mentioned that we all missed Doug Walker of Benalla, as that centre did not compete in the 1970 fixture. However, after receiving some reports from the Ned Kelly country, I feel that Doug might have been concentrating on winning a local competition. Apart from playing in the senior team, Doug, is coach of the Benalla V.R.I. junior cricket team, and devotes a lot of time—and enthusiasm—in passing on his cricket "know how" to the youngsters. This year, after a break of four years, his efforts were rewarded when the kids took out the 1969-70 flag. The team and officials were entertained at supper by the committee of the Benalla Institute in the Institute hall, and each member of the side was presented with a suitably inscribed medallion to mark the occasion.

Interstate Representatives

Congratulations are in order to the two V.R. bowlers who were selected in the Royal Victorian Bowling Association side, which represented this State in the Australian Bowling Championships held recently in Brisbane. I refer to Ray Judd, (sub-foreman fitter) and Ray Laycock, (car and wagon builder) both from Ballarat North Workshops. Both are members of the V.R.I. Social Bowling Club, and have represented us in intersystem carnivals and inter-institute events on many occasions. As both are relatively young men, there should be many years of top class bowling ahead of them, and many more interstate trips.

To-day is the to-morrow you worried about yesterday—and ALL IS WELL.

VICTORIAN RAILWAYS

NEWS LETTER

JULY

VR

1970



DISCRIMINATORY SUBSIDIES

The recent announcement by the Broken Hill Proprietary Company Ltd., that it has completed plans to build two specialized roll-on-roll-off ships for steel cargoes in the Australian coastal trade, highlights the assistance provided by the Commonwealth Government to coastal shipping services, to the disadvantage of the railways.

To enable Australian ship-building yards to obtain orders in the face of intense overseas competition, the Commonwealth pays a subsidy which we understand to be up to one-third of the cost of approved orders for ships placed with Australian yards. This practice represents discrimination against the Railways who have to compete against the subsidised ships for interstate traffic.

The number of bogie vehicles owned by the Victorian system

alone, suitable for intersystem traffic, is 1,600, representing a capital investment of at least \$20 million, and of these, about 700 are used full-time in interstate traffic. These vehicles are built in Australia at Australian prices, and if any system attempts to take advantage of the lower prices available overseas, heavy import duties must be paid.

Why should not the Railways enjoy the same advantages as their seaborne competitors?

A subsidy from the Commonwealth of one-third of the capital cost of rail vehicles used in interstate traffic would be just as logical as the present assistance given to shipowners, and would restore competition to a more equitable footing.

G. F. BROWN

FARE EVADERS

Under the Railways (Offences) Act, 1969, it is now an offence to travel by train without a valid ticket, unless all reasonable steps have been taken to buy that ticket. The penalty has been increased from \$40 to \$50.

The new Act overcomes serious problems posed by people who travelled by train without a ticket. Previously, all offenders had to do was to state in court that they had intended to pay the fare and, generally the charge was dismissed.

Likewise, if a fare was offered when a passenger was detected without a ticket, there was little prospect of a successful prosecution.

A large volume of suburban travel was being made without tickets, either deliberately with intent to defraud, or, because people did not leave themselves enough time to obtain a ticket before joining a train. If not detected, loss of revenue resulted, with the strong encouragement to try again.

In a 12-month period to September, last year, 944,363 persons were detected without tickets, and paid a fare. It is believed that many of these fares did not cover the full distance travelled; and it is estimated that about 3 million evaders were not detected. This shows the magnitude of the Railways' problem.

The previous legislation helped the dishonest traveller. At one suburban court, a man charged with travelling with an expired ticket,

with intent to evade payment of the fare, had his case dismissed, after having given sworn evidence that "owing to special circumstances" he had forgotten to buy a ticket.

After leaving the court, this same man entered a train, and was detected travelling to Melbourne without a ticket for the journey.

Now the Railways are "getting tough", and having given two weeks warning of this intention, will press prosecutions against fare evaders.

Honest people need have no worries under the new legislation; a specific provision adequately protects the person who is genuinely unable to buy a ticket, but makes all reasonable attempts to do so.

BROKE INTO RAILWAY STATION

In the Footscray Court, a youth who broke into the West Footscray station on April 16, was given 12 months at a youth training centre.

NO BLAME

"... The management and the Minister could not be blamed for the railways' financial difficulties. The geography of Victoria made a profit impossible..."

—(Sir Henry Bolte, Premier, "The Sun", 1.7.70)

shows the grape vine on B Box at Flinders Street in autumn.

The grape vines on Flinders Street B and C signal boxes — a familiar sight to thousands of passengers daily—are, as would be expected, the subject of occasional comment.

In a recent letter to the Commissioners, Drs. Bev. and Denham Pole of the Mental Hospital and Training Centre at Ararat, wrote:

"Since our transfer to this State from Western Australia, we have received most kindly attention from employees of the Victorian Railways.

"Our favourite view of Melbourne focuses upon the defiant grape vine flourishing in the steel and concrete jungle at Princes Bridge station.

"Upon these two excellent achievements we congratulate you."

The vine on B box was planted in 1912 by Signalman Dan Williams. In a good season, it bears fairly well. That on C box was planted much later—in 1944, by Signalman Joe Leverett.

In these days of increasing interest in wine, it might be thought that here is a splendid opportunity of making a wine that would be relished by railfans. One could imagine the comments of a wine critic... "This Flinders B Bin, Cabernet 1965, is an unpretentious little wine, rather light bodied, yet with a tang of brake dust that will surely delight the discerning railfan..."

Unfortunately, this is not likely. One of the local staff has made a wine from the grapes. When asked how it tasted, his comment was brief and to the point—"Rotten!"

SHEEP FOR KUWAIT

More than 1,400 sheep left Ballarat by rail for Adelaide, last month, on the first stage of a journey to the Sheikdom of Kuwait. They followed more than 3,000 sheep from the Beaufort district, sent earlier.

All will be shorn in Adelaide, and shipped live to Kuwait.

This is being done because of the religious beliefs of the country, which decree that the sheep must be male and slaughtered by the people themselves.

Mr. M. Tansey, manager of Elder Smith-Goldsbrough Mort Ltd., at Beaufort, said 10,000 sheep a week were required at Kuwait.

Mr. Tansey paid tribute to the Railways for sending three members of the Ballarat staff to assist in the trucking of the sheep at Beaufort, and to two Ballarat stock firms which assisted in filling the order.

—(The Courier, Ballarat, 19.6.70)

SERVICE WITH SAFETY

was the theme of papers presented at the Public Utilities Session of the 1970 Victorian Industrial Safety Convention held last month. The paper on railway safety—reprinted below—was presented by Mr. R. T. Barden, Superintendent of Country Train Running. It shows that the safety of rail travel is the result of carefully formulated procedures which have evolved during a century and a half of experience.

“There are few safer places than a compartment of a modern railway passenger carriage,” Mr Barden told the convention.

All over the world, railway specialists continually apply their knowledge and ingenuity to ensure the safety of railway patrons. So successful have they been that a railway accident is regarded by the community as exceptional.

To quote L.T.C. Rolt from his book *Red for Danger*. “A railway accident is always news. Governments may fall or battles may be fought and lost, but no matter what the crisis of the hour may be, a train collision will be sure to command a banner headline in the popular press. Generations of railwaymen have complained, with reason, that such publicity is misleading and tends to obscure and tarnish a sustained safety record which is equal to none.”

Early days

The first public railway in the world has opened in 1825 between Stockton and Darlington in England.

This was born a system of transportation which has proved over the years to be one of the safest systems for the movement of people and goods. However, in those early days some hair-raising train running practices were carried out.

The first loss of a human life in railway operation was in 1829 at the opening of the Liverpool and Manchester Railway when a Member of Parliament, Mr. Huskisson, was run down and mortally injured by Stephenson's Rocket proceeding at the great speed of 15 m.p.h.

When one considers that the pioneer railways were regarded much like public roads over which individuals operated their trains more or less at will, it was remarkable that a great many more accidents did not occur.

Nevertheless, by 1842 the Government in England placed operating procedures and rules under the control of the Board of Trade. Many lessons learned from the early days of railways enabled the Board of Trade to lay down sound foundations for safe train running. The Vic-



Mr. Barden

torian Railways Rules and Regulations based on these foundations, have served to keep us remarkably free from major accidents.

Today, four basic factors ensure the safe operation of our Railways:

- design, construction and maintenance procedures for motive power and rolling stock;
- design, construction and maintenance of permanent way and structures;
- comprehensive safety systems to regulate the movements of trains under all conditions; and
- training and examination of operatives.

ROLLING STOCK

When considering the design and construction of rolling stock, it is important to remember that the first railway carriages were nothing more than flimsy rail mounted coach bodies, but techniques have evolved through the stages of all wood construction, iron frames, steel frames and heavy all steel bodies to the modern methods of integral construction using light weight alloys and stainless steel, built to rigid specifications and designed to with-

stand heavy buffing and traction stresses.

The old screw type couplings, slow to operate, prone to failure, and hazardous to shunting staff, have given way to automatic couplings which themselves have evolved through many types to the modern tight-locking designs used on passenger carriages. These reduce noise levels, prevent vertical separation and are so constructed as to keep a train upright and in a straight line in the event of a derailment.

The bogies of modern rolling stock are of great strength, being of cast steel construction and softly sprung with *Ride Control* equipment, to prevent dangerous oscillation. Axles are fitted with sealed roller bearings which eliminate the danger of hot boxes to which older types of plain journal bearings are subject under lubrication failure.

The traditional spoked wheels with separate tyres are being replaced by stronger, one-piece disc wheels.

Diesel locomotives have in themselves brought many benefits including safer operating characteristics. They provide much improved visibility and fewer distractions for the crew. Several locomotives can be coupled and operated as a single unit by one crew whereas in the days of steam, heavy trains had to be hauled by two or more locomotives which were worked independently and therefore demanded skilful co-ordination between the drivers.

Brakes, lights, controls

That tried and trusted railway servant, the Westinghouse Air Brake, has been upgraded to provide various degrees of braking power in accordance with the load of the train and the terrain to be traversed, and to ensure greater braking capacity for the longer and heavier trains now being operated.

The driver, therefore, has at his command an extremely efficient braking system. Also heavy trains can be controlled on grades by means of the dynamic brake, that is, having the traction motors run as generators and dissipating the power elsewhere without the necessity to constantly manipulate the air brakes. Higher

capacity air compressors ensure greater control in negotiating long, steep descents and the slightest movement of air in the train pipe is registered on an exciter gauge before the driver so that he may detect at a glance any air leak throughout his train. Any sudden loss of air pressure due to a coupling parting, flexible connection bursting, or the operation of the passengers' communication cord will automatically bring the whole train to a stand.

Speed recorders are provided on all locomotives. These record on a chart all movements of the particular train and enable speed at any place or time to be easily determined. This provides an effective documentary record of the drivers' handling of his train as well as his reactions to the vigilance control, a device provided to ensure his alertness.

High power electric headlights and powerful air horns are provided and all electric metropolitan trains are fitted with *dead man* controls, trip gear which stops a train if a danger signal is ignored and a *Control Governor* which prevents power being applied to the traction motors until the air brakes have sufficient air pressure for the train to be stopped.

Maintenance

The maintenance of rolling stock is on two levels.

- constant inspection of trains in service with minor repairs by train examiners and drivers, and
- workshops checks and overhauls on a preventive basis.

Before any goods or passenger train is brought into traffic or starts its journey from the originating terminal, the whole train is carefully examined by a train examiner or the driver. Couplings, wheels, springs, brake gear and door fastenings, together with the security of loading in the case of a goods train, are inspected. Any vehicle attached en route is similarly examined by the driver, in addition to a brake test being carried out by the guard to ensure the continuity of air brake system throughout the train.

On an electric metropolitan train, the electrical and air brake equipment is tested and proved by the driver before every train enters traffic. This could take place two or three times a day on each train. It takes 30 minutes to carry out these tests.

The workshops checks and overhauls of rolling stock are done on a time basis for goods rolling stock and country passenger carriages and on a mileage basis for locomotives and metropolitan electric trains.

Each electric train, for example, must stable in Jolimont for a minimum of two hours every second day

for brake block inspection and renewals. Every three weeks it has to enter the workshops for a comprehensive electrical and mechanical inspection.

Overhauls at prescribed intervals involve dismantling components according to predetermined schedules and complete overhaul of each, or replacement where necessary, prior to reassembly. Modern ultra-sonic testing equipment is used on wheels, axles and other vital components. During running, all trains are subject to constant surveillance by their own and other train crews, signalmen, station staff and the track force.

PERMANENT WAY

The first rails used were cast iron *saddle back* or inverted U section. Wrought iron rails in *bull head* or I sections, secured in chairs by means of wooden keys, were standard for a time until the present flat bottomed type found almost universal favour.

Today, high quality hardened steel rail is used exclusively in weights up to 107 lb. per yard; modern rail welding techniques allow the laying of rail in long lengths, reducing joints to a minimum.

More sleepers per mile, together with a greater depth of ballast than before, now support the track. This provides maximum stability and improved riding characteristics of vehicles which in turn contributes to their safe operation.

Machines

Modern track machinery has largely replaced former pick and shovel methods. Machines can now do every job of railway construction and maintenance. These allow rapid production of high class, heavy duty track suitable for today's faster and heavier trains.

Track maintenance procedures of today are a far cry from those of only a few years ago. Formerly the standard of upkeep on any part of the track depended mainly on the skill and judgement of the ganger who had charge of only a few men. Skilled men they were, for, although working only with hand tools, years of experience had taught them what was required. There was fierce competition between gangs in order to win prizes for the best kept track lengths.

Diesel locomotives, with their higher operating speeds and ability to haul heavier loads, brought new demands on the permanent way. Today, maintenance is being increasingly carried out on a cyclic basis by large gangs of men assisted by many mechanical aids.

The geometry of the track, previously judged and set by eye, is now determined by *lining machines* working in conjunction with electronic instruments. Compacting ballast

under sleepers, previously a tedious manual procedure, is quickly and efficiently done by a machine capable of tamping several miles of track per day. Detection of flaws in the rail and fastenings no longer depends solely on visual inspection but is aided by ultra-sonic and electromagnetic testing devices. Every section of passenger line in the state is under regular surveillance by sophisticated rail mounted machines which record and mark irregularities requiring attention.

This is not to say that manual inspections have been abandoned. Every part of the system over which passenger trains run is patrolled daily on motorized trolleys on country lines, and by foot in the metropolitan area.

SAFETY SYSTEMS

The human factor is still vital to the safety of any transport system, but nowhere is it more closely controlled or safeguarded than in the field or railway safeworking.

Every possible precaution is taken and many devices are employed to ensure that the passage of trains is attended by complete safety.

For signalling purposes, the lines are divided into sections to ensure adequate spacing between trains. Various methods are employed so that it is not possible for more than one train to be in the same section at the same time. Some are mechanical and others electrical. Some are even operated by the trains themselves by means of track circuits; under this system, trains may run for considerable distances without being under the direct control of a signalman—signal boxes being necessary only at junctions.

On single lines the sections are established between places where trains can pass and the security of the section is ensured either by handing to the driver a staff, or by track circuiting which actuates signals positioned at the entrance to each section. In either case, only one train can enter the single line section which then remains effectively secure until the section is cleared.

The indications displayed to the driver by the older trackside semaphore signals are two — *stop* or *proceed*.

In this nuclear age, the words *fail safe* are in common use, and it is interesting to note that these signals, which may be considered old-fashioned, have a fail safe device which prevents the signal showing other than a *stop* indication if the wire which operates it should break.

On the heavy trafficked lines high powered light signals—which can be seen for several miles by day as well as by night—display up to six different aspects, which indicates the speed



Important aids to rail safety are the Rail Flaw Detectors. One of the five ultra-sonic Miniature Rail Flaw Detectors in service is shown above.



The Rail Flaw Detector Car uses magnetic as well as ultra-sonic methods of detecting flaws. Two other cars of an improved type are in course of construction.

allowed, the setting of points and the relative positions of other trains.

In the busier signal boxes, illuminated diagrams display the exact position of each train.

Mechanical and electrical interlocking between signals and points prevents human error thus allowing the signaller greater mental freedom to devote his energies toward expediting a larger volume of traffic with increased efficiency and safety.

TRAINING AND EXAMINATION OF OPERATIVES

All employees engaged with the running of trains, including station-masters, signalmen, guards, locomotive crews and track gangers, are given intensive training in their respective duties either at schools or by correspondence lessons. After completion of each class or course, they are subject to comprehensive examination concerning their duties and all signalling and safeworking systems with which they will come in contact. These examinations also cover such aspects as safe operation of locomotives, handling of the Westinghouse brake, track maintenance, working of trains under emergency conditions, procedures in

the event of breakdown, signal failures or foggy weather and even the handling of explosives.

Signalmen are required to memorise the functions of every lever in their signal box, together with the combinations required to set up every route. A large signal box such as the one at the western end of Flinders Street Station, has 260 levers which control 120 different routes. Drivers are required to write from memory the position and meaning of every signal on the routes over which they are required to run.

Employees are then subject to periodical re-examination at prescribed intervals which vary in accordance with the nature of the duties performed. All employees are subject to periodic checks of their physical fitness. More frequent vision and hearing tests are given to those actively engaged in train operations.

The hours of duty of every employee are limited. Elaborate arrangements are made to relieve locomotive crews, guards and Signalmen before long shifts are involved. Locomotive crews are also protected from fatigue by the provision of meal intervals—which must be arranged between the third and fifth hour after starting duty—and a minimum rest period between shifts.

Experienced inspectors and Supervisors are constantly touring the system to oversee operations and ensure rigid adherence to the rules, regulations, and other prescribed operating procedures.

Statistics

Many people like to juggle statistics to meet their own requirements, but

here are some that cannot be disputed. Between 1919 and 1969 (half a century) the Victorian Railways carried 7,800 million passengers. In that period, only 11 passengers were killed in railway accidents. The odds against a fatal injury to a railway passenger in Victoria are consequently 700 million to one. Compare this with the number of people killed on the roads every week-end.

“Because our record has been one of *SERVICE WITH SAFETY*, I am afraid we are often taken for granted. It is assumed that we operate without accident. Consequently, there is an enormous community reaction on the very rare occasion of a train accident in which loss of life or injury occurs, but the same community seems almost conditioned to accept a weekly quota of death on the roads. Perhaps this is the price railwaymen have to pay for their sustained efficiency.

Safety is not some casual adjunct to railway operations. It is not something merely coincidental, nor did it just happen. Rather, railway safety is the result of carefully considered and formulated procedures which have evolved during a century and a half of experience—procedures which are designed to ensure safety first, last and always for the railways' precious human cargo.

Regulation 7 of the Victorian Railways Book of Rules and Regulations issued to all staff sums up the position in these 16 words:

“The safety of the public shall be the first and most important duty of every employee”.

MUSSEL MEN

Two mussel men, Roy Jones from Mentone and Bob Knell from Port Melbourne, working as partners, are spending most of the cold winter mornings collecting mussels from the rocks and piles of piers and jetties in Port Phillip Bay.

Much of the catch, packed in hessian bags, is then railed from Port Melbourne station to other metropolitan and country stations for use as bait, and as a delicacy for the table.

Given suitable conditions the men use a dinghy; in rough weather, long handled wire rakes are used from the various piers and landings.

"The bay is teeming with mussels," Bob Knell said. "If you put an object into the water and leave it there, mussels would soon attach to it. That's why the various buoys have to be regularly cleaned."

To some extent, mussels are like oysters in that the spawn drifts and attaches to the first object touched.

Not in tropics

Mussels feed on plankton drifting through the water; they are not found in the tropics, only in cold water. Their main enemies are crabs and oil slick, both of which kill them.

"For some reason, mussels seem to develop best on the east side of piers and can be collected all year round," Roy Jones said.

The mollusc, which is soft bodied and hard shelled, grows about 1 in. a year, and one, with a shell measuring about 2 in. is considered best for eating.

"I think they hibernate in winter and live on themselves, because at this time, they contract to about half their normal size," Bob Knell said.

"But so far this year they have not gone off," he added.

Bait

In the trout season, anglers clamour for mussels because they are particularly suitable as bait if the stream is murky; fresh water trout, unable to see a lure, can smell the salt water mussel.

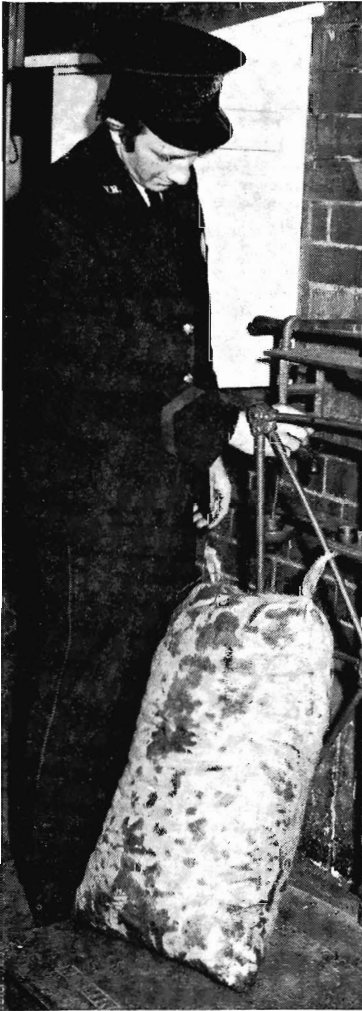
"A hand-full of crushed mussel shell, thrown into the water, will attract snapper," Roy Jones added.

To make a tasty dish of mussels, Roy Jones explained that the secret was in the cooking; if boiled too long they became tough and leathery.

"The best method is to place the mussels in a pot with about $\frac{1}{2}$ in. water—salt water comes out of the shell—then 30 seconds after the water boils replace with cold water then tip out the mussels, drain, remove from shell, and put in a basin with vinegar," Roy Jones said.

"Washed down with a beer is my recipe to complete a good meal," added Bob Knell.

The two men have never had a consignment of mussels lost in the six years that they have been sending them by train from Port Melbourne.



At Port Melbourne, Station Assistant H. Smith weighs a bag of mussels before loading them into a brake-van for dispatch to a customer.

"Besides, the railways charge only half normal parcels rates," Roy Jones said.

But a warning to amateur mussel collectors; "don't take them from iron posts because more than likely you'll be poisoned," concluded Bob Knell.



A scoop is used to remove mussels from piles.

NATIONAL TRUST

On behalf of the Landscape Section of the Junior Group of the National Trust, who organized the recent excursion by chartered rail motor on the Geelong-Ballarat train line, I am writing to express the thanks of members for your kind co-operation in helping to make this trip such an interesting one for our members.

A number of participants particularly on the lamp, (at Moorabool—Ed.) and the fact that it was so well looked after, and had even been lit for the occasion. As this relic of the past has an official Trust classification of "Object of Interest", members were keen to see it.

—S. R. Birch, Administrator, National Trust of Australia (Victoria), writing to Mr. W. Wallis, Goods Sheds, Geelong

BETTER FARMING TRAIN ON FILM

To those who are old enough to recollect, or to those too young to have experienced an old time silent movie show, complete with its extemporizing pianist, his honkey tonk instrument and a few crude props and sound effects, much interest may be found in the recently resurrected vintage and silent V.R. film on the *Better Farming Train*.

The *Better Farming Train*, which began the first of its 38 tours throughout Victoria on October 13, 1924, was the creation of two very far sighted men, Harold W. Clapp, V.R. Chairman of Commissioners, and Dr. S. Cameron, Director of Agriculture, Victoria. Its aim—a farming college on wheels—was to bring the latest in agricultural science and technology to the man on the land, for many farmers in those days were quite unaware that there was such a thing as science in agriculture. They were content to use any knowledge of farm practices that had been passed on to them by their fathers. The *Better Farming Train* was the first mobile agriculture extension service in this country and, at the time, was considered to be the best of its kind in the world.

The train was made up of 15 specially fitted out carriages and vans; it carried pedigree stock and provided pasture, wool, horticulture, dairying and other demonstrations. With it travelled experts in veterinary science and public health and even a domestic science demonstrator, who sweated it out over a wood stove.

The *Better Farming Train* was seen by 244,000 country folk throughout Victoria; it went as far as Gladstone, 136 miles north of Adelaide in S.A.

The new film was made from a reduction 16mm print from an old 35mm silent film that the V.R. had handed over to the National Film Library in Canberra. The old film had been made about 1924 and the producer is not now known. A little editing was necessary in a few places to improve continuity; however, all the sub-titles and original number of scenes remain. A script was written and recorded together with a few sound effects and music background, but great care was taken to preserve the character of the old silent, "flicker" presentation of the pre-"talkie" days.

Freddie Phillips, a well known Melbourne pianist, entered into the spirit of the production by playing the musical background with selections used for silent film present-

ations. Sheets of newspaper placed over the piano frame and a few acoustic adjustments, helped the illusion of the old, well used piano of a country or suburban hall.

Railway enthusiast Orm Slater and John Hall of Slater-Hall Productions recorded the sound. Don Kinsey, of 3DB, was the narrator.

A silent edition, together with a localized script to be read off screen, has already been put on air by country TV stations in Victoria.

The sound version is available on loan from the State Film Centre Melbourne, while a copy has been placed in the Education Department's library for school use.

TELEX AT C.R.B.



Miss Loralee Culpitt sends a message on the Telex recently installed in the Central Reservation Bureau. Though mainly used for communication between army movement centres, and urgent interstate messages, it has access to all postal Telex subscribers.

GOOD SERVICE

Parcels

From time to time one reads in the press about the lack of service etc. regarding the Victorian Railways.

We would like to take this opportunity to express our appreciation of the service and co-operation we have received. Occasionally an item goes astray but this is negligible compared with the volume we send and receive. We would particularly mention Upper Ferntree Gully, Lower Ferntree Gully and Belgrave station staffs.

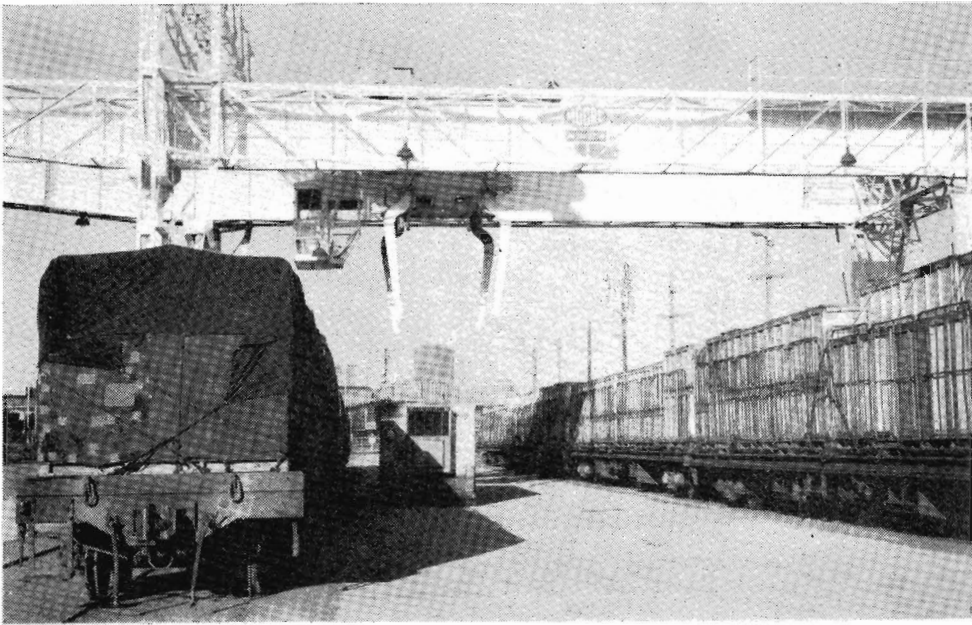
—David Lawson, Four Wheel Drives Pty. Ltd., writing to the Chairman

Livestock

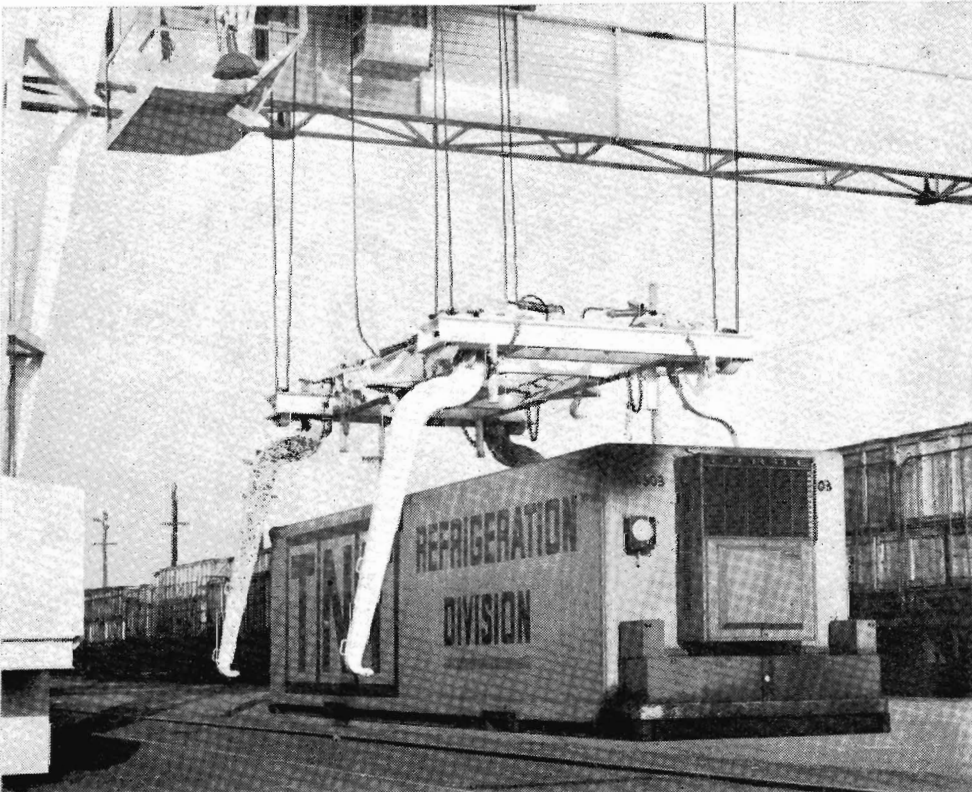
We have been directed by our client, Mr. Noel Calvert, Mt. Hamilton, Streatham, to convey his appreciation of your co-operation and excellent service covering the 15 trucks conveying cattle from Caroon, N.S.W., via Wodonga to Skipton and Nerrin Nerrin.

The trucks arrived on or about the time advised and the cattle were in excellent order.

—G. J. Bruce, Stock Manager, Dalgety & New Zealand Loan Limited, writing to the Livestock Agent



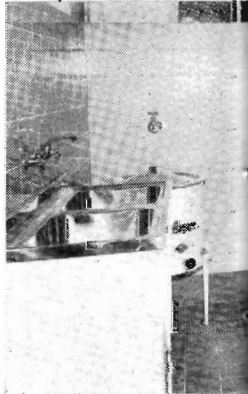
▲ SPEEDS CONTAINER HANDLING: This 27-ton gantry crane at the siding of Contrans Pty. Ltd., South Dynon, directly transfers interstate containers from standard gauge to broad gauge wagons and the reverse. It is also used for container transfers between road and rail.



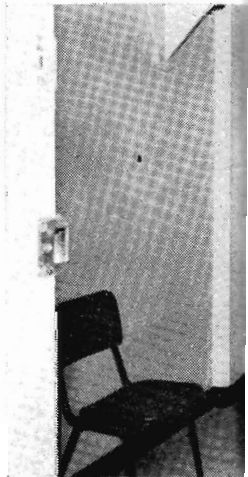
The lifting arms are about to lock on to a container.

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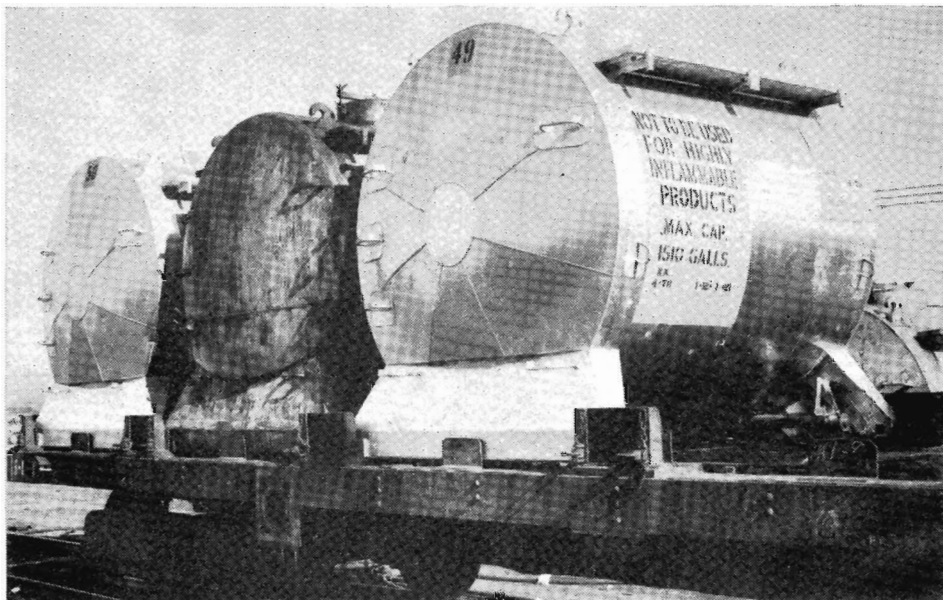
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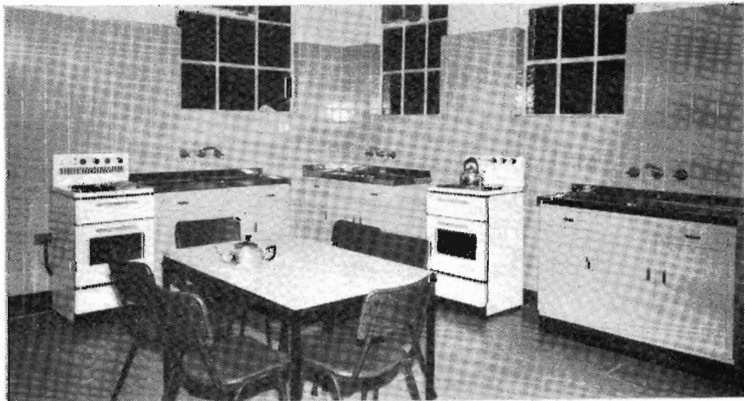


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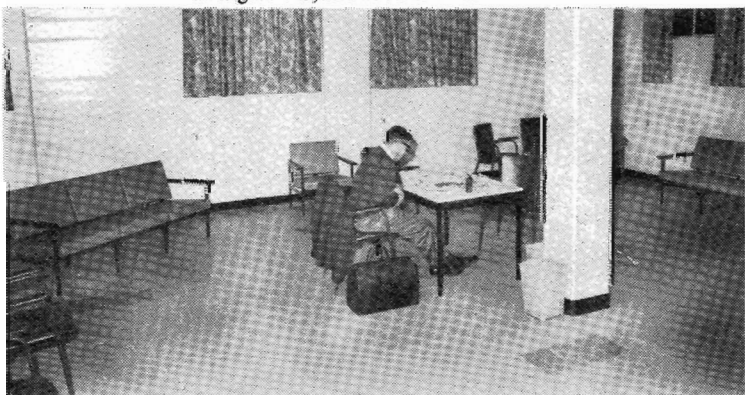
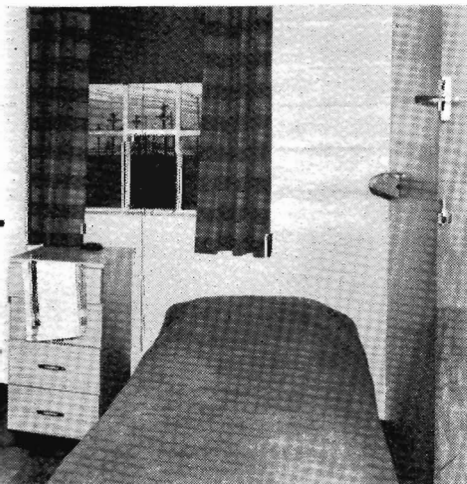


TALLOW TRANSPORT: Tallow containers are being sheathed with steel to protect the foam insulation. Container in centre has yet to be insulated and sheathed.

STEEL: For the use of building in Dudley Street, then altered and renovated for accommodation. It has two rooms, two kitchens, a laundry, drying room, etc.



One of the kitchens; each is equipped with three stoves, three sinks, refrigerators, and food lockers.



The sitting room

◀ A single bedroom



OVER THE OTWAYS



Site for the Beech Forest station, 1901. This was the highest point that the line reached—1,747 ft. Crowes, to which the line was extended in 1911, was the southernmost railway station on the Australian mainland.

On June 14, 1900 — 70 years ago last month — work started on building the Colac-Beech Forest railway line; it was the last of the trial narrow-gauge lines.

Before the turn of the century, it was planned that narrow-gauge railways should be a system of secondary lines for Victoria.

In 1894, railway construction had almost come to a standstill owing to excessive costs, except in comparatively level country like the Mallee.

Information was obtained from Europe, India, and other countries where narrow-gauge railways operated, and although senior railway officials opposed the scheme, the Parliamentary Standing Committee on Railways recommended the building of four trial lines.

Thick forest

The western district of the Otways was thrown open for selection, in holdings of about 300 acres, in the mid-1880's, but settlers made little headway due to thick forest and lack of transport.

As one of the experimental lines, the Colac to Beech Forest railway was planned to test the capability of such a line to open up sparsely-settled districts.

There was a lot of talk about the railway being 2 ft. gauge, but 2 ft. 6 in. was decided upon because the cost would be only about five to seven per cent more than the smaller gauge, and engines of 50 per cent greater weight could be used to allow heavier loads to be hauled.

It was estimated that 17,120 tons of freight would be carried on the line annually—about 75 per cent of it timber. However, the Government insisted that the 30 mile line had to be built for no more than \$120,000, even though the lowest estimate was \$167,740.

Tenders were called on several occasions, finally closing on July 17, 1899. However, none was accepted.

Butty-gang system

Subsequently the plans were altered and when the engineer-in-chief certified that he could build the line for the approved expenditure, it was decided to proceed under the *butty-gang* (day labour) system.

Alterations were made to save as much money as possible—by increasing grades from 1 in 30 to 1 in 25, by postponing half of the clearing, all the fencing and stone and gravel ballasting, by substituting timber for concrete culverts, and by reducing accommodation at stations. Twenty-year-old second-hand 60 lb. iron rails were used generally on the line.

Even so, in December 1901 Parliament had to pass an amending Act to raise the expenditure limit to \$134,000.

With six stations—at Barongarook, Loves River, Gellibrand, Moorbanool, Weeaprounah and Beech Forest—the line was formally opened on Wednesday, February 26, 1902.



View from 27 miles 16 chains, looking north, during the construction of the line. Like other ranges in southern Victoria, the Otways were rich in stands of magnificent mountain ash and other timbers. The remains of some of these giants can be seen in this picture.

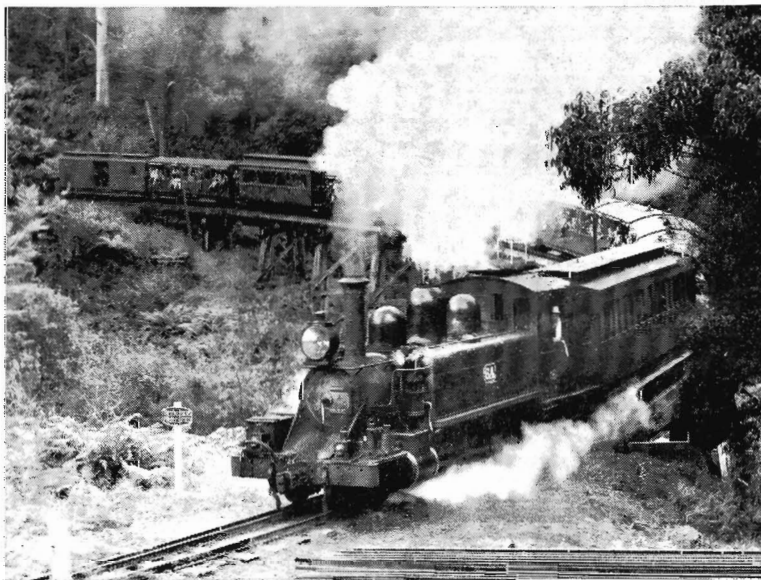
In 1911, the line was extended 14 miles from Beech Forest to Crowes. The entire line has since closed and been dismantled. Today, Victoria's only operating narrow-gauge line is from Belgrave to Emerald at weekends and holidays; on it runs the popular *Puffing Billy*.

BOWLERS HAPPY

On behalf of the Victorian Parliamentary Bowling Club, I would like to express to you our deep appreciation of the assistance given to this club and to the Queensland and Tasmanian teams in their recent movements to and from the carnival in Perth.

The arrangements which you made for luggage handling were greatly appreciated.

—J. H. Campbell, Hon. Secretary, Victorian Parliamentary Bowling Club, writing to Mr. W. Crichton, Station-master, Spencer Street



Nearly seventy years later, the same engine (6A) shown above, has become one of the most photographed locomotives in Australia. One of the three *Puffing Bilies* on the Belgrave to Emerald line, 6A is shown hauling a train on that picturesque line.

MURRAY VALLEY OLIVES

A tree that has been part of Mediterranean life and legend for thousands of years, now flourishes under alien skies at Robinvale. On land that once grew wheat are now rows of olive trees, comprising the plantation of Oliveholme Ltd.

Harvesting started last month, and the first of the season's Murray Valley olive oil was railed by the end of the month. Much of the oil is being railed to Melbourne and other cities and towns throughout Victoria.

The grove was started in 1945. Oliveholme's manager, Mr. Philip Henry, says that he expects a life span of about 120 years from the trees at Robinvale.

For oil, the olives are cleaned and washed, then crushed into a paste; a homogenizer mixes the paste to free most of the oil. Any paste remaining is then put into an extractor and spun to remove the last drops of oil.

Later, the oil is purified, and pumped into a storage tank where it remains for a week. After filtering, it is allowed to mature, like wine, for a few weeks, before being bottled and canned.

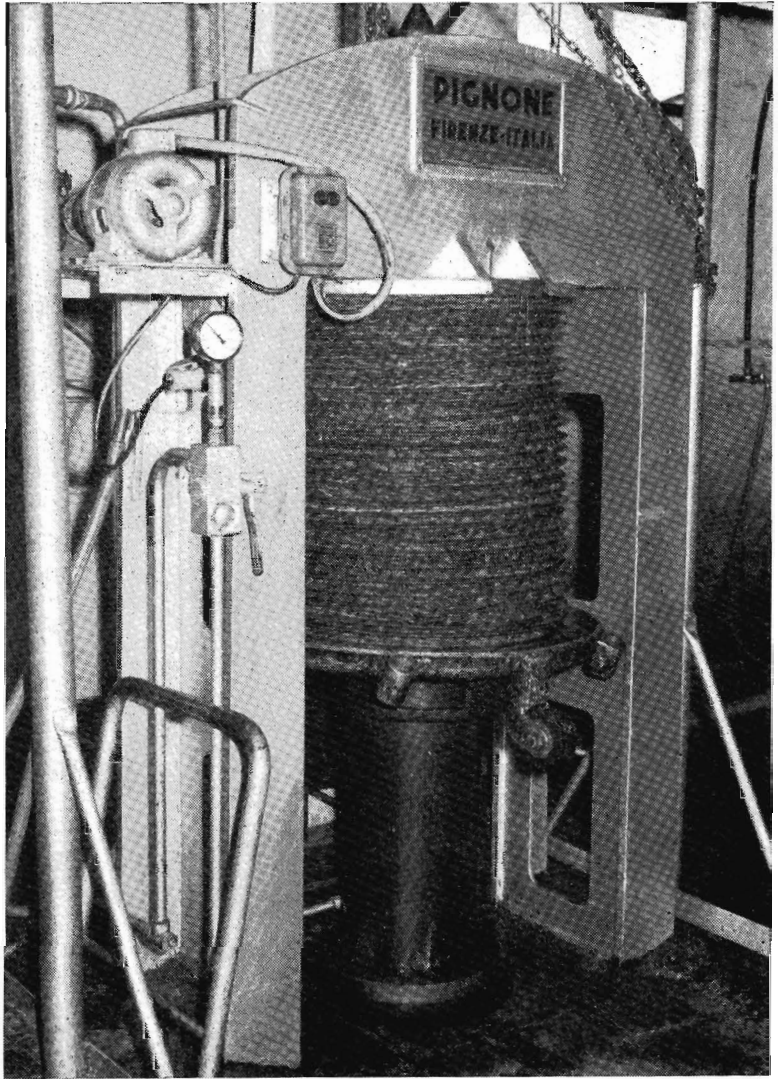
Nothing is wasted; the pulp is stored and later made into fertilizer for the trees.

"About 15,000 gal. of olive oil a year, roughly half of Australia's production, comes from Robinvale," Mr. Henry says.

"Australia is one of the heaviest consumers of olive oil outside the Mediterranean area, and close to 1½-million gal. is imported each year."

"We are happy with the Railways handling of the oil. Besides, olive oil, classed as country produce, is forwarded by train at 'package rates'."

Pickling olives has started at Robinvale, but will not reach its peak for some years, when this type of tree matures.



At the Oliveholme plantation, the last drops of oil are pressed from the olive paste.

APPRECIATION . . .

Lost property

Letters of appreciation thanking railway staff for their help in recovering lost property have been received from the following: Mrs. E. Browne, Hutton Avenue, Fern-tree Gully (thanking staff at Fern-tree Gully and Alamein); J. Roberts, Cassell Street, South Yarra (staff at Hawksburn); Mrs. V. Gaetjens, Lara, (Spencer Street); Miss J. Stewart, Burnett Street, Mitcham (Boronia); and A. A. Geeves, Accounts Executive, Hayes Advertising

Agency Pty. Ltd. (thanking Mr. P. Hetherington, Lost Property Office, Flinders Street).

Williamstown Beach

At Williamstown Beach, on Friday, May 29, when rushing for the train, I told the Station Assistant at the gate that I had dropped a 20 cent piece, and if she found it, she could have it.

Yesterday at 1.18 p.m., when buying a ticket, the young station-master and the girl, without my saying anything (I had practically

forgotten the matter), returned the 20 cents . . . It is a great pleasure to meet such courtesy. —J. T. Gray, Esplanade, Williamstown, writing to the Secretary.

Mildura train

Mr. S. Lloyd (flagman, Overhead Division) wishes to thank the Mildura train staff for the speedy and efficient help given to him on April 28 when he had to be taken from the train by ambulance to Dunolly Hospital, suffering from a severe attack of asthma.

LINE FROM OTHER LINE

Back to the train ?

Scrapping of Brisbane's once popular and efficient tramways and replacement by buses is expected to accelerate the return to the trains in those suburbs which are served by local Queensland Railway lines.

Last year, more than 24 million commuters travelled on Brisbane's completely diesel suburban services.

Nearly 2 million additional passengers have been attracted by diesel services; on some lines the new time-tables are up to 11 minutes faster.

One of the major forces increasing suburban travel has been the elimination of steam traction. Introduction of modern stainless steel suburban carriages together with diesel-electric locomotives and diesel railcars have brought the transition to faster, cleaner and more comfortable commuting.

In all, 112 stainless steel carriages are in service to make up 16 trains.

The modernization of Central Station, Brisbane, has also been completed at a cost of about \$400,000.

Electronically operated train and platform indicators, and a central information board at the Ann and Edward Streets corner have made it easier for travellers to observe rail schedules.

Park-and-train facilities are now available at 18 suburban stations.

The future of railways

"Whether rail systems are publicly owned, or privately owned as in the United States, the pattern of problems is surprisingly similar, the route to solutions much the same", said the A.A.R. President, Daniel P. Loomis, speaking at the Third European Conference of the National Defence Transportation Association.

"The world as a whole," continued Mr. Loomis "is heading into transport problems of gargantuan proportions. Total freight volume flowing between cities in the U.S. could multiply 2½ times by the year 2000, with inter-city passenger travel climbing to nearly five times its present high level".

Neither in the U.S. nor abroad had road-building proved to be the answer, even with the utmost ingenuity in traffic engineering. According to the speaker, the remedy lay in the development of railways into super-

freight ways for the high-speed hauling of vast volumes at low costs.

What must be done to achieve the ultimate in rail service ?

Mr. Loomis listed five ways :

- Eliminate light traffic, little-used lines and unneeded duplicate routes and consolidate terminal facilities to trim railroads down to the trunk and main limbs of the transport tree.
- Create a smoothly interconnecting road-rail transfer system to assemble and feed volume traffic to main line traffic routes, and permit door-to-door delivery, by making railroads as competitive on service as on price.
- Undertake bold research programmes.
- Invest heavily to modernize plant, mechanize operations and automate services.
- Reduce prices to attract volume shipments.

The point seems to be that railways and their problems are alike everywhere. Not only in Australia, but all over the world, they are facing new and huge traffic demands from an expanding world with roads unable to carry the burden.

Regardless of what the transportation needs may be, it is the railways everywhere, and only the railways that can bring mass production methods to transportation.

The railway's advantages

The inherent advantages of the railway, according to a U.S. National Academy of Sciences publication are:

- the railway creates less propulsive resistance over a wide range of speeds,
- it can carry great volumes and weights of commodities over long distances at lower costs than any other mode (except natural waterways),
- the railway is here now, and covers the whole nation with a dense network,
- it has a capacity greatly exceeding its present load, and
- for the volume of goods it moves, the railway uses land most economically.

Yugoslavia expands railways

Yugoslav Railways are now working on one of their most ambitious railway construction projects since the Second World War. The scheme involves the building of a new line 297 miles long, from Belgrade to the Adriatic port of Bar across the mountains of Montenegro. It will include a number of important tunnels and a steel earthquake-resistant bridge across a river. A World Bank loan of \$US50 million has already been granted. The new loan brings the total of World Bank advances made to Yugoslavia for railway construction to \$155 million. The total cost of the new line will be \$186 million excluding motive power and rolling stock.

—(*International Railway Journal*)

New Queensland line

Australia's newest railway, the 140-mile Goonyella line, is to be completed at a cost of \$36 million in north Queensland. Financed initially by Central Queensland Coal Associates, the new line will carry export and general traffic to a new terminal at Hay Point, near Mackay.

Coal trains of 3,000 tons together with other traffic on the line, will be operated by the Queensland Government Railways as part of the normal State system. Target date for completion is March 31, 1971. The estimated coal traffic is 2.5 million tons in the first year, increasing to 4 million tons a year later.

The route will cross the coastal plain and a mountainous coastal section, and penetrate yet undisturbed bushland and rain forests, intersected by numerous rivers.

The sleepy coastal resort of Hay Point will be transformed into another major export port for traffic from the Queensland coalfields.

By 1971, it is estimated that the Queensland Railways will be handling a total 8,200,000 tons of coal, and by 1972-73, 12½ million tons annually. (The total of all goods and livestock hauled by the Victorian Railways is from 11 to 12 million tons yearly—Ed.)

Certificate of Printing



Mr. Phelan

Mr. John Phelan, a litho-designer at the V.R. Printing Works, has been awarded the Certificate of Printing by the Melbourne School of Printing and Graphic Arts. The award was

gained by post-apprentice study at an advanced level, involving six years of weekly attendance at the School. John's present job is the preparation of art work for lithographic printing. Week-ends often find him tempting the elusive trout, or out on the Bay after flathead.

Prize won

Mr. J. Hearsch, Secretary's Branch, has been awarded the prize for the best final year student in the Institute of Transport Certificate course at the Royal Melbourne Institute of Technology. This prize, incidentally, was given by the Victorian Road Transport Association.

Decoration competition

There were 68 entries in the 1969 competition for tree planting and decoration of stations, locomotive and works depots, barracks, and rest houses. Prizes were awarded to 141 railway men and women. Details were published in the Weekly Notice of June 16. For the 1970 competition, the total prize money avail-

able will again be \$2,408.

Mining days

Mr. Vin Brady who has retired as a train examiner after nearly 49 years service, 25 of which were at Spencer Street, joined the Railways at Bendigo Workshops in 1921. That was a time, he says, when many Bendigo miners also joined, owing to the closing of some of the mines. And, as a boy, he had lived in Broken Hill—giving him another link with miners. Mr. Brady was active in A.R.U. matters during much of his career, having been a section executive, State Conference delegate, and Federal Councillor. He was also active in railway first aid for 17 years. Mr. Brady's plans for the future include a trip overseas.



Mr. Brady

Will see Australia

"I now intend to enjoy my wife's company and look around Australia," said Mr. Wesley Williamson, before he recently retired just one month short of 50 years service.

Mr. Williamson started as an ap-

prentice fitter and turner at Jolimont in 1920, transferred to North Melbourne seven years later, and had been there since.

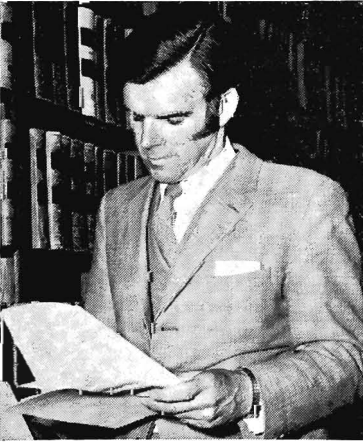
"I've seen some big changes at North Melbourne," Mr. Williamson said—"the building of a new amen-

ities block, and the standard gauge flyover, demolition of the nearby locomotive depot, and the end of the once daily turning of *Spirit of Progress* on the loop line before standard gauge".



Mr. Williamson (right) receives a presentation made on behalf of the staff, by Mr. J. Dicker.

Lawyer



Mr. W. B. Renfrey (above) of the Crown Solicitor's Office (Railway Section) was admitted to practice by the State Full Court recently.

With 22 years railway service behind him, Mr. Renfrey did most of his study during the nine years he was in the Estate Office. Prior to this he was in the Accountancy Branch for ten years.

Mr. Renfrey will assist in much of the legal work involved in running the railways.

At work and play

Camberwell Baptist Football Club's coach, Brian Jacobs, and committee-man and goal umpire, Russell Hopper, are clerks in the Secretary's Branch.

Mr. Jacobs, in his sixth year as captain-coach, has had his team in the finals five times, including a premiership in 1968 and with it promotion to a higher grade. He started his football career with Association club Box Hill; injury forced him out of senior competition. Mr. Jacobs has played in more than 120 games in the past 10 years, usually as a rover or on the half-back flank, and has scored more than 300 goals.



Mr. Jacobs

In the church competition, he has coached many promising footballers some of whom eventually played in League, Association and senior country football. In addition to the many local awards, Mr. Jacobs won the best and fairest award in the Eastern Suburban Churches Football Association in 1961 and was second the following year.

Mr. Hopper has been associated

with the same club since 1963 when he took on the goal umpire's job "for 12 months"; he has held that position since.



Mr. Hopper

is also a member of the executive of the football association which has nearly 50 individual clubs. He edits a weekly football "Record" for the association and also one for the home club.

"It's an amateur football body and all work is honorary, that's what makes the work so pleasing," Mr. Hopper said.

Back numbers wanted

Mr. J. C. Wilkins, Chairman of Wilkins Servis Pty. Ltd. in England, is not only a keen collector of railway information, but also owns and operates a small private railway in Wales. Although 16,000 miles away, Mr. Wilkins is a reader of *Nexus Letter*. Unfortunately, some back numbers are missing from his collection. He would appreciate it if any of our readers could help him to obtain them. The issues required are: 1953, January to June; 1955, January to June, August, and September; 1956, July to October; 1957, December; 1958, March and November; 1963, January; 1964, May to August; 1965, August to December.

Readers who are interested should get in touch with Mr. D. E. Gudgeon, Director Administration, Wilkins Servis Pty. Ltd., 111 Gow St. Padstow, N.S.W., 2211.

RETIREMENTS

ROLLING STOCK BRANCH

Bartlett, R. W., Newport, 13/8
 Burford, A. J. H., Newport, 19/8
 Colledge, J. S., North Melbourne, 6/5
 Dickson, J. E., Newport, 12/6
 Every, J. C., Warragul, 17/4
 Evripidi, P., North Melbourne, 4/8
 Gibbs, R. C., Newport, 30/6
 Gregg, F. E., Bendigo North, 28/8
 Hardeman, R. C., Nth. Melbourne, 1/6
 Hulston, W. J., Ararat, 22/5
 Hott, J. P., Head Office, 1/7
 Jude, J. G., Newport, 21/8
 Olszewski, J., Ballarat North, 14/8
 Regan, P. B., Jolimont, 8/8
 Rijken, A. T., Bendigo North, 21/6
 Ross, J. G., Newport, 30/6
 Sherriff, B. L., Nth. Melbourne, 12/6
 Shields, W. B., Newport, 15/4
 Stephens, J., Newport, 26/6
 Tierney, P. M., Ballarat North, 31/8
 Wild, G., Bendigo North, 14/8
 Winter, H. W., Newport, 14/8

WAY AND WORKS BRANCH

Andrew, K. D., Spotswood, 30/8
 Carroll, J., Ballarat, 5/6
 Coutts, J. G. V., Spencer Street, 12/6
 Cranny, C. J., Warragul, 11/8
 Dalzell, D. G., Spotswood, 20/5
 Floyd, A. W., Wodonga, 28/8
 Fothergill, R. A., Nagambie, 13/8
 Hale, P. C., Benalla, 30/6
 Lee, H. W., Toolamba, 7/8
 Linsell, W. M., Broadmeadows, 5/8
 McCarten, J. P., Riddell, 1/6
 O'Connell, F. H., Nth. Melbourne, 15/5
 Rigg, A. B., Spotswood, 27/8
 Robertson, W. J., Geelong, 21/5
 Skorka, W., Seymour, 24/4
 Tenace, M. North Melbourne, 31/7
 Treleaven, R. A., C/o Engineer Special Works, 18/5
 White, C. A., Port Melbourne, 31/7

TRAFFIC BRANCH

Fitch, F. W., South Yarra, 6/8
 Cousins, S. G. P., Baddaginnie, 8/8
 Sinclair, R., Head Office, 13/8
 Hare, R. K., Maryborough, 14/8
 Sinclair, W. O., Flinders Street, 17/8
 Elmes, E., Natimuk, 23/8
 Walsh, P. R., Dynon, 24/8
 Blundell, J., Melbourne Goods, 29/8
 Fitzpatrick, J. J., Melbourne Goods, 30/8
 O'Hehir, M. G., Footscray, 30/8
 Waterhouse, E. J., Head Office, 29/5
 Leversha, J. W., Hamilton, 25/5
 Dix, A. S., Bendigo, 6/6

Rice, F. C., Spencer Street, 13/6
 Lambden, K. G., R., Lilydale, 6/6
 Watt, C. K., Ascot Vale, 31/5
 Bower, J. A., Flinders Street, 29/5
 Gardener, R. N., Head Office, 29/5
 Breed, Mrs. H. M., Flinders St., 19/5
 Cartasso, J., Portland, 7/4
 Gartside, C. G., Castlemaine, 26/5
 Ryan, E. J., Newmarket, 3/6
 Ricardo, Mrs. D. V., Willison, 30/4
 Hunt, F. A., Spencer Street, 20/5

ELECTRICAL ENGINEERING BRANCH

Lloyd, S. R., Lighting & Power Division, 26/6
 Trebilcock, J., Distribution Division 30/6

STORES BRANCH

Christinis, J., Spotswood General Storehouse, 13/3

ACCOUNTANCY BRANCH

Fenaci, J. F., Head Office, 4/7
 McLeod, J. E. D., Head Office, 6/6
 Narracott, J. A., Head Office, 25/7

REFRESHMENT SERVICES BRANCH

Bowman (Miss) M., Sandringham, 18/7
 Groener, M., Advertising Division, 1/7
 Kennedy, F. P., Head Office, 6/7
 Parkins (Mrs.) A., Laundry, 16/7
 Williams, Al., Head Office, 19/6
 Kapetanios (Mrs.) K., Flinders St., 5/5
 Trachta, J., Central Store, 6/5

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH
 Gebauer, H. J., Newport, 3/6

WAY AND WORKS BRANCH
 Pattinson, W. J., Bendigo, 28/5
 Slater, J. J. G., Murtoa, 4/6
 Smart, W. H., Flinders St., 2/6
 Witzak, A., Spotswood, 8/6

TRAFFIC BRANCH

O'Brien, J. R., Melb. Goods, 19/5
 Otter, G. N., Portland, 27/5

REFRESHMENT SERVICES BRANCH

Reidy (Mrs.) M., Ballarat, 26/4
 Cassels (Mrs.) N. M., Ballarat, 24/5

Institute INews

WHAT'S IN A NAME

It can be important. The word "institute" in our title is descriptive of the reason for the existence and work of our organization.

To "institute" is to start or establish something.

The Constitution of the Institute states that its objects shall be to keep officers and employees of the Victorian Railways in touch with railway practice and development throughout the world and to promote, in such manner as the Council may from time to time determine, the intellectual, social and physical well-being of members and their dependents.

The Institute provides for its members:

- a railway reference and general library;
- instruction in the various branches of railway work;
- lectures on science, art and literature;
- gymnasia; and
- other instruction or means of education, entertainment, or amusement determined by the Council from time to time.

These objectives are general and adaptable to the changing times; they must be related, amongst other things, to the desires of members. But Council finds difficulty in determining the specific matters it should promote or start.

So, having in mind the meaning and intention of our title, you are invited to convey to the General Secretary, V.R.I., Flinders Street, your desires as a member.

Council would like to continue its good history of activity in service and ensure that its name really means something.

SPORT *by Oss. Keating*

Bowls

How's this for a performance from a bowling club with a male membership of 35—winners of the Association's Championship Fours and Pairs events, Champion of Champions of the Grampians Association, runners-up in the Murray

Byrne Cup competition, winners of the V.R.I. Country Week Fours Championship, the V.R.I. Wimmera Fours Championship, and, finally a member of the club was selected to represent the Grampians Association in the R.V.B.A.'s Country Singles Championship. Not bad, by any standards, is it? This is the proud record put up by the Ararat V.R.I. Bowling Club during the 1969-70 season and it indicates the wealth of bowling talent that exists among railwaymen in that district.

Golf

News has just been received that the 1971 Intersystem Golf Carnival will be held in Sydney from May 2 to 12. Further details will be published as they come to hand.

The second V.R.I. Hamilton and District Golf Championship was held in May. The fixture was played on the Hamilton Golf Club's excellent 18-hole layout under cool overcast conditions. An excellent lunch, provided by the Hamilton V.R.I. Ladies' Committee was available to all competitors, as were sandwiches and hot tea after the game.

Players from Ararat, Dimboola, Geelong, Melbourne and of course, Hamilton battled for the many trophies available. Winner of the Championship was I. Patterson, of Geelong, who returned a 79 off the stick. The A Grade scratch event was won by A. Clohesy with an 81, and the A Handicap by E. Brown (both from Geelong) who carded a 72 net. So Geelong cleaned up all the major titles. The Geelong boys scored another success, when J. Hutchinson took out the B Grade scratch event, but J. McMahon (Melbourne), ended their run with a win in the B Grade Handicap. In the C Grade, the scratch event was won by N. Collins (Ararat) and the handicap by G. Haby (Dimboola).

Bob Figgis, V.R.I. Councillor, presented the Council trophy to I. Patterson, and congratulated Rex Smith (A.S.M. Branxholme) and his committee on their excellent organization of this fixture.

The Social Golf Club went to Mt. Xavier a few weeks ago, and the winners of the 18-hole stroke event were: F. Davis (Men's) and Mrs. M. Harrod (ladies' section). Trophy winners at Albert Park during May were: K. Bowe, J. De Witz, E. Riggall, R. Murphy, R. L. Wilson, W. Heard, J. Allen and R. Comer.

Country golfers are reminded that the 1970 Country Golf Week will be held at the Rosedale course from September 14 to September 17 inclusive. Applications close on August 17.

Table Tennis—

1970 State Championships

As we will be holding the 1970 Inter-system Carnival in Melbourne in August, it was necessary to stage the State Championships in May instead of late July as is usual. The venue was the V.T.T.A. Table Tennis Centre at Albert Park and entries were invited for six events.

To stir up some interest among the lasses in the Department, the organizing committee included a special section for women, but due to a most disappointing response we were forced to cancel this event. Thirty-one players competed in the men's section, including representatives from Bendigo, Berwick, Geelong and Horsham. Play began at 10 a.m. and it was 7 p.m. before the last final was completed.

The upset of the championships was, without doubt, the defeat of the top four seeded players in the open singles event, and the emergence as champion of Angelo Tabone. Angelo, who in my opinion, is a much under-rated player, proved that practice makes perfect, for by consistent practice and an attitude that refused to admit defeat, regardless of the position of the game, he came out on top.

Results were: Singles Championship—A Tabone, with J Williams runner-up, Doubles Championship—W. Lawrie and B. Smart, runners-up J. Williams and A. Averte. The Country Singles title went to G. Roiter (Horsham) who beat L. Baldwin of Bendigo. The Restricted Singles was won by J. Williams from L. Curson, and the B Grade Singles by G. Speldewinde who beat J. Birch.

Mr. Jack Crouch, who as well as being a V.R.I. Councillor is also President of the V.R.I. Table Tennis Association, presented the L. J. Evans Shield to Angelo, and the other trophies to the respective winners. The organization of the tournament was in the capable hands of Graham Smith, hon. secretary of the Association.

The team to represent Victoria in the carnival in Melbourne from August 9-18 next, comprises T. Averte, L. Curson, M. Davey, J. Aldridge, W. Lawrie, E. Martin, J. Rees, G. Roiter, B. Smart, K. Smith, A. Tabone, and S. White. Jack Crouch has been appointed carnival chairman; Graham Smith, carnival secretary; and Wal Lawrie, manager and captain of the Victorian team. We wish them well and sincerely hope that they become the first Victorian side ever to win the Commissioners' Shield.

VICTORIAN RAILWAYS

NEWS LETTER

VR

1970



RAIL LOSSES

The losses being incurred on the operations of the Railways are regrettable, but unavoidable while the Railways continue to meet their public service obligations, including many concessions to sections of the community.

Compared with their effect in keeping down freight charges in the country, and controlling the astronomical costs that would otherwise be incurred in freeway construction, road congestion and accidents, and air pollution in the metropolitan area, the losses appear in their true perspective.

The reduction in road deaths and injuries alone that results from 140 million people being safely carried each year in Melbourne by rail, would be accepted by most people as fully justifying the losses incurred on the railway system.

The underground will further increase this social benefit by attracting more people to use the railway system.

Victoria's peculiar geography, with so many main centres of population subject to "border-hopping" road competition because of their proximity to the State borders, greatly limits the opportunity of the railway system to earn sufficient profit on goods services to offset the losses on the country and suburban passenger services.

We plan to limit the losses—they cannot be eliminated unless services are discontinued—by continuing to employ every technological and managerial aid to increased efficiency, to the limit of the funds made available to us.

Senior Railway officers have travelled overseas to study developments, and we are fully conversant with the steps taken to cope with these financial problems in other parts of the world.

In no part of the world with a high standard of living and a high degree of motor-car ownership comparable with Australia's, are rail passenger services a payable proposition in the business sense; but overseas Governments and cities have found it essential to subsidize these services for their social benefit.

Even in Tokyo, where suburban rail services are the most crowded in the world, they are unable to earn a profit.

The most practical solution found overseas has been for the Government to set up a transit authority, and hand over to that authority, free of interest or repayments, a rail system as a going concern.

The authority must then operate the system and earn sufficient revenue to cover operating costs, maintenance of track and rolling stock, and depreciation of rolling stock.

This puts the railway system on a competitive basis with the private car.

In the U.S.A. and Canada, the countries with the highest proportion of motor-car ownership in the world, rail passenger services outside urban areas have virtually disappeared.

G. F. BROWN

TRANSPORT INQUIRY

In an interview with Neville Willmott (*The Sun*, 7.7.70), the Premier, Sir Henry Bolte, said the Government was seeking a competent man to conduct an inquiry into all aspects of Victoria's transport system.

He said he expected the inquiry would look at the present charge of one-third of a cent per ton-mile on interstate hauliers.

"We find anomalies in the services provided and in the freights available, both road and rail," Sir Henry said.

"More importantly, there is probably a failure to make the most effective use of the community's large investment in transport."

Sir Henry said the inquiry would examine :

- Whether the present division of traffic between road and rail made for efficient transport.
- How wasteful duplication of transport services could be avoided.
- What changes in the existing

system might be necessary to improve efficiency.

Sir Henry said Victoria's system of transport regulation was 36 years old.

Many problems stemmed from section 92 of the Constitution, which often helped to create instability in the transport industry.

Sir Henry said the inquiry had been sought by many sections of the transport industry, including hauliers.

PREMIER'S FORECAST

The Premier, Sir Henry Bolte, said last month, that the Railway loss last financial year was \$20 million, and this year (1970-71) it would be \$27 million. He added that the loss could be \$35 million in 1971-72.

V.R. EXHIBIT AT SHOW

Some additions will be made to the miniature railway rolling stock and other models at this year's V.R. exhibit at the Royal Agricultural Show. On the model railway, will be one of the new trains for the metropolitan service, a fire attack train, and new power and brake vans for *The Overland*. On a separate track will be a model of the *Puffing Billy* narrow gauge train (see front cover).

The larger (one-twelfth scale) models of rolling stock will include the new club car for *The Overland* and two carriages for the new metropolitan trains. As usual, the advisory bureau will be staffed by Commercial Agents, free identity discs for children will be available, and there will be a free pamphlet bar.

TRAINS AND AIRPORTS

The Noise Abatement Society, England, maintains that peace of mind and airports do not mix. It says that all airports will ultimately have to be offshore or in remote coastal outposts linked to cities by fast trains. (*Herald*, 17.7.70).

FRONT COVER

shows *Puffing Billy* and some of its happy passengers. As the narrow gauge train has become an outstanding tourist attraction in the Dandenong Ranges, the Government has approved a grant of \$25,000 to improve the locomotive servicing facilities at Belgrave.

"There are two aspects which I consider to be important when considering the Victorian Railways", said the Minister of Transport (The Hon. Vernon Wilcox, M.P.), last month.

Firstly, there is the administrative structure of the organization.

Secondly, there is the problem of railway finance which is bound up with a variety of community factors—these factors make the Railways quite different from the normal commercial enterprise and a number of other Government instrumentalities.

The Government decided last year that an "organization audit" should be made of the Victorian Railways.

"The objective which I had in mind was to ensure that the Victorian Railways would be geared to play the very important role which I believe they have to play in the overall transportation scene in the 70's and beyond."

Accordingly, an experienced firm of management consultants was engaged and they have now presented an interim report.

The report indicates that there are strengths and weaknesses in the Victorian Railways. At this stage the main finding is that the social and commercial objectives of the Railways should be distinguished and laid down, and to this end, policy making and operation management must be recognised as distinct and separate functions.

The Government will now give careful consideration to the interim report.

There are other findings relating to a number of matters of internal administration and management. The consultants and the Commissioners are continuing their discussions on these aspects with a view to strengthening the organization.

Railway Finance

The Railways cannot be viewed in their existing situation as being a business enterprise; they perform many functions of community service.

- Concession fares are given to a wide range of special people, such as pensioners, students, etc.—cost \$1.8 million per annum.
- Passenger service must be provided to the public at times when it is clearly unprofitable to operate such service.

- Unprofitable freight services are operated for the benefit of country areas.

- The Railways are used as a vehicle of Government policy in other instances, for example, decentralization.

An example of this occurs in Ballarat and Bendigo where railway employees total 2,400 people. If the Railways did not follow a deliberate policy of getting work done in their Ballarat and Bendigo workshops (which work could be done cheaper in Melbourne) the total workforce could be reduced by up to 1000 employees in these cities.

- The Railways Annual Report for 1968-69 shows \$4.4 million as loss of revenue from special freight concessions to country and approved decentralized industries.

- The Railways last Annual Report shows that if they were recouped for—

loss on suburban passenger services—\$6.0 million

loss on country passenger services—\$8.5 million

concessions to country industries—\$4.4 million

a deficit of \$17.4 million would have been converted to a profit of \$1.5 million.

It is a plain "fact of life" around the world that passenger services do not pay. "I believe that it is old hat to expect such passenger services to pay. After all, no one asks whether the roads, the schools, or the hospitals pay. These services are simply provided as part of the public services for which the community pays through its taxes."

Fifteen years ago, the Railways received loan funds (capital money) of \$15.8 million. Last year they received \$16.8 million. With the change in money values the figures speak for themselves.

Because of this shortage of capital there are rail vehicles in use which are more than 80 years old—in fact one-third of suburban carriages are more than 50 years old.

A major reason for the present deficit is the huge increase in the wages bill. For example, the wages bill has increased in the financial year just ended by \$5 million. Adjustments to over-award payments agreed with the Trades Hall Council in May will cost another \$3.5 million.

"The fact is that fares and freights have not kept pace with the increase in wages—I believe the community accepts this position and it is now widely recognised that transport services must be provided as a part of the general public services," Mr. Wilcox concluded.

HAULIERS WELCOME INQUIRY

Leading interstate road hauliers welcomed the State inquiry into all aspects of Victoria's transport system promised last month by the Premier, Sir Henry Bolte.

One company called for price control. "There is a tremendous number of small operators with one vehicle, undercutting the long-standing companies," said Mr. J. Miller, owner of J. G. Miller's taxi truck service.

"The highways are filled with hawks victimising clients by promising them anything to get their orders, then not fulfilling their promises", said Mr. Miller.

"The overnights—one vehicle owners—are damaging the industry. They are the ones pushing the maximum 45 m.p.h. speed up to 60 m.p.h. and 70 m.p.h.

"They are taking pep pills. Consequently, honest drivers are being searched like criminals by the police."

Mr. Miller said most drivers had to break the law to keep promises.

"Some are even skirting the checking stations and going over the mountains," he said. "I'd like to see an inquiry eliminate the 12-hour overnight delivery."

Mr. Richard McKay, operations manager of Melbourne interstate furniture removers Downards, said he would like to see a trucking commission brought in to control the industry.

"I'd like to see operators investigated before they get on the roads," he said. "It is too easy. Pay \$4 to the Transport Regulation Board and you are in business.

"Give your truck registration number, engine number, carrying capacity, and licence number and you're away.

"There are too many coming into the game under this basis. They are looking for the quick dollar. They are ruining things for established operators." (*The Herald*, 8.7.70).

WHY TRANSPORT REGULATION?

This is the first of a series of articles by Mr. J. N. Lade, Commissioners' Representative, Transport Regulation. Mr. Lade appears before the Transport Regulation Board as advocate for the Commissioners, at hearings and conferences to determine whether authority will be granted for road hauliers to operate in competition with the Railways. The importance of these proceedings should be obvious—the jobs of railway staff depend upon the volume of business done by the Department.

Today we hear a great deal about "freedom of the individual" and how "free competition" between firms and industries is a healthy and beneficial state of affairs. In the field of transport, we often hear demands for "freedom of choice", and people who apply to the Transport Regulation Board for road rights frequently express annoyance when they are told that the Railway Commissioners have objected to their application.

Of course, we all want freedom to travel or move our goods by the cheapest and most efficient means, but "freedom" in a democracy such as ours is only a relative value, to say the least. When we stop to think, we find many limitations to our personal freedom—traffic rules, parking restrictions, trading hours—and even a prohibition on smoking in "no smoking" compartments of trains. But most of us accept these restrictions without question because we realize they are designed to safeguard the interests of the overall community.

Transport regulation falls into a similar category. In fact, this aim is expressly set out in the Commercial Goods Vehicles Act, of which section 8 says in part: "Before granting or refusing to grant any licence the Board shall have regard primarily to the interests of the public generally including the interests of persons requiring as well as of persons providing facilities for the transport of goods".

For many years, railways virtually monopolised the movement of passengers and goods over short and long distances alike, but with the rapid improvement in roads and motor vehicles during the late 1920's, uncontrolled road operations created a situation which soon became chaotic. Road hauliers began under-cutting railway rates for the more valuable commodities, and rail traffic began to disappear in areas where services were already operating below capacity. Railway profits turned into deficits, while road construction and maintenance costs began to soar, with the overall result



Mr. Lade

that expenditure to perform the same traffic task rose dramatically.

An increasing awareness of these problems finally led the Government, in 1931, to enact transport regulation laws in the interests of the public.

Today

If Transport Regulation in Victoria was considered an economic necessity 40 years ago, does the same basic situation exist today?

It might be argued that with upgraded rail tracks, diesel locomotives, and much new rolling stock, the railways are now in a far better position to meet road competition. But this is only partly true. We are not afraid of competition—always providing that it is on a fair and equitable basis.

Railway transport involves large capital and maintenance expenditures, all of which fall on the operator. Railways must build and maintain a costly permanent way together with comprehensive signalling and safeworking systems, and usually have to provide all of the rolling stock which moves upon it.

Road transport is essentially different. Without interest-bearing capital expenditure on his part, the road operator is provided with roads

which are his permanent way. He usually contributes toward the upkeep of the roads he uses (although not towards new construction) but to nowhere near the extent he should.

Motorist pays

It is well worth noting that four out of five vehicles using Victorian roads are private motor cars, whose owners are not interested in roads and bridges being specially strengthened for heavy truck traffic. Most motorists, who are also ratepayers, would be better served by roads and bridges built only to carry cars and light or medium trucks. These less costly roads would then enable rates to be reduced or, alternatively, additional roads improved. Therefore, the greater part of the road operators' equivalent costs are being met by the community—mainly by private motorists and ratepayers.

Effect on country

Uncontrolled competition would certainly have an adverse effect on regular and economical rail services to country towns and districts. It is very doubtful if the State could afford the luxury of a railway common carrier service which the customer would decide to use—in preference to a competing mode—only when it suited him. Road operators would not, and could not provide a service for all commodities at rates comparable with those applying by rail, and the road service could not cope with big demands at certain times, except at very great expense. In short, our competitors are not interested in transporting anything that won't return a good profit.

Rail rates have long been used as an instrument of Government policy to assist the growth of primary industries, and encourage decentralization in country areas. As a result, a great deal of traffic is carried at very low rates. This must be balanced, to some extent at least, by higher rates charged for more

valuable commodities. Some sections of the community might consider the rates of some of the latter items excessive, and would claim, rightly, that road transport could do the job more cheaply. But, as we have already said, the road haulier is under no obligation to carry the lower-rated commodities as well.

Hence the railways are obviously open to an effective attack upon the more profitable traffic carried. This could seriously disturb the balance of the fare and freight structure by which the burden of total transport costs is distributed over the whole community.

Withdraw services

If competition cuts too far into rail traffic, the Commissioners have no alternative but to reduce, or even withdraw, rail services. Apart from the obvious effect on the haulage of commodities which road operators find unprofitable, what would happen to land values? And road rates for even already highly-rated traffic would certainly rise once the rail service is withdrawn.

But even the most zealous advocates of road transport have never suggested that it is possible to scrap the railways. In fact, there is certainly no unanimity within the road trans-

port industry on the subject of whether regulatory controls should be changed or abolished. After all, over 85 per cent of the State's road operators are engaged in short-haul work, much of it in conjunction with the railways. So, obviously, these operators are as dependent upon the continued well-being of our rail system as we are ourselves.

"Fly by night" operators

Other larger operators have greatly increased their business by teaming with the railways as Forwarding Agents—a trend which, no doubt, will continue to develop. Some of these firms, like the railways, consider themselves duty bound to adhere to industrial awards and high safety standards. So they also are not happy about the "fly by night" operator who selects his traffic, and carries it at cut rates without due regard for accepted working conditions and safety standards. These people can buy a truck (usually on hire purchase) and enter the industry with little or no business experience, little capital backing, scant knowledge of the cost of running a vehicle, or providing for its eventual replacement and no proper organization for obtaining traffic. (See "Hauliers Welcome Inquiry", page 115.)

In other words, the only way the irresponsible operator can keep going is to accept loads at almost any rate that may be offered (irrespective of whether the return will be a paying proposition in the long run to himself) and try to make man and machine do an abnormal amount of work by driving at high speeds for excessive periods.

Perhaps I could conclude this article with a few thoughts. Both rail and road transport have inherent advantages, and we certainly do not advocate doing anything that will prevent each performing its proper role.

Road transport can and does render valuable service to the community, but it should not render that service in *unrestricted* competition with the railways.

It is almost universally accepted that the operation of commercial road vehicles must be subject to some control and regulation in order to avoid wasteful duplication of transport resources. Although we do not necessarily consider the present regulations to be ideal, the net result of easing or abolishing them would be an economic loss to the community overall.

ROAD GROUP HIRES PRIVATE TRAIN

On June 8, this year, an Australian-wide forwarding agent group began operating express overnight Sydney-Melbourne freight services using a hired train.

Freight is being picked up in the afternoon from the customer's factory or warehouse in each city, railed to either terminal by midday the following day and delivered direct to the consignee's door soon after.

The new door-to-door rail/road service is operated by the T.N.T.-Alltrans group, using a total fleet of 34 rail wagons (for twin trains) permanently hired from the New South Wales and Victorian Railways.

The NSWGR and the VR supply the motive power—twin diesel-electric locomotives complete with train crew—a driver, fireman and guard.

The new express freight service operates nightly (except Sunday) in each direction between Sydney and Melbourne.

The freight express for Melbourne leaves the NSWGR Cooks River goods yard at 7.40 p.m. and arrives at the VR's South Dynon yard at 12.30 p.m. the following day.

The northbound freight express departs Melbourne at 6.30 p.m.,

arriving Sydney at noon next day.

The railway flat-top wagons are loaded by T.N.T. with two 20-ton containers, each 37 ft. long, 8 ft. high and 8 ft. across. The twin trains each carry a programmed load of around 700 tons gross, the equivalent of 23 semi-trailer loads per train.

All operations in the new service, from sales to loading and unloading the trains, are carried out by the staff of the T.N.T. haulage group.

T.N.T. operate from private depots established on land leased from the railways; not only at the Cooks River and North Melbourne terminals, but at Brisbane's Clapham goods yard.

At these terminals gantry cranes and other equipment have been installed with hard-standing areas for the quick interchange of containers. At Cooks River, for instance, 800 tons of freight are handled on and off the trains, in a few hours. During the afternoon, the T.N.T. equipment usually makes some 40 container lifts, 20 on and 20 off.

A complete train load carries the equivalent of 23 semi-trailers (with 23 drivers) offering a big saving in

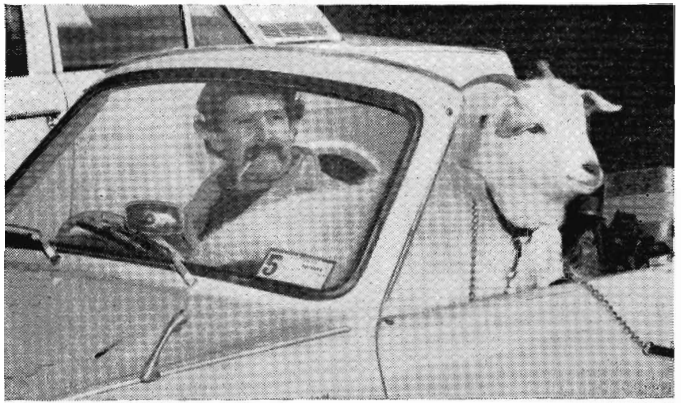
both manpower and mobile equipment. The service is expected to cost less than either the fast overnight road services now operating, or the overnight air freight services which are unsuitable for bulky, heavy loads.

At the present time, the T.N.T.-Alltrans group is operating well-established container rail/road services (though not with its own trains) between Sydney and Brisbane, and through Melbourne to Adelaide and Perth.

Madam from Adam

A press correspondent recently asked why periodical tickets were indicated for use by males or females. The reply, of course, pointed out that the tickets are not transferable, and the marking restricts the opportunity of defrauding rail revenue. This gives rise to the thought that in these days of unisex clothing, and long hair common to both sexes, it could occasionally be difficult for booking clerks to distinguish madam from Adam, when issuing periodicals.

VIEWS OF NEWS

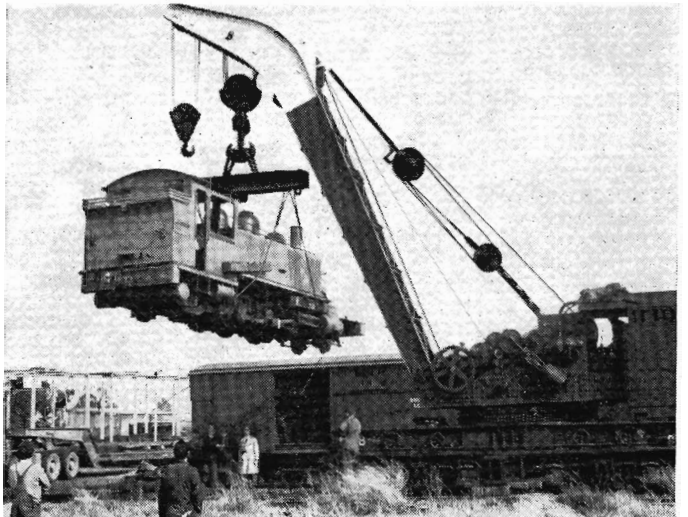


GOAT BY TRAIN: An unusual rail passenger, last month, was Petal, a Saanen goat shown arriving at the Outwards Parcels Office from where she was dispatched to Mildura. A family pet at Lower Plenty, Petal was sent to friends of the family at Mildura. There, she will supply milk for a recently arrived baby.



GHOST TRAIN: Looming out of the fog near Swan Hill, the 8.30 a.m. makes a picture that could serve as an appropriate backdrop for *The Ghost Train*.

BACK TO THE SHOPS: At Newport Workshops, locomotive 8A is being unloaded from a low loader on which it has been carried from Pasadena Park, Beaumaris. The *Puffing Billy* service from Belgrave is so popular that more motive power is needed. Therefore 8A which, for 15 years, has delighted children at Beaumaris, has gone back to the Shops. Locomotive 12A, also at Newport, has been a source of spare parts. From the two engines a fully operational loco. will be built for service on the narrow gauge line from Belgrave.



MELBOURNE YARD RE-ARRANGEMENT

by

L. A. REYNOLDS, B.C.E., F.I.C.E., F.I.E. AUST., M. INST. T., F.A.I.M.

The automated part of the Melbourne Yard Re-arrangement will soon be brought into use. As the re-arrangement had to be carried out while the old Yard was kept in full operation, unusual organizational and engineering difficulties had to be overcome. As a result, it is undoubtedly the most complex engineering job ever done on the Victorian Railways. This article by Mr. Commissioner Reynolds, who designed and supervised the scheme, describes for the general reader the operation of the new Yard.

ACTIVITIES IN MELBOURNE YARD

Melbourne is the hub of the freight system of the Victorian Railways, these freight activities centreing around our Melbourne Yard.

There are two quite distinct processes taking place in the yard—

- sorting of incoming trains or classification;
- make-up of outgoing trains or marshalling.

The activities in a yard of this nature are spread over three groups of tracks—the arrival yard, sorting sidings, and departure tracks.

The arrival yard comprises a group of tracks into which trains are directed on arrival, and held awaiting sorting into different classifications.

The arrival sidings all converge into a neck from which diverges the sorting sidings, each of which is allotted a definite and different destination. In the case of the new yard, the neck is located on a hump from which the wagons gravitate down to the sorting sidings. (In older yards, the trains are either pushed through the neck and wagons given a kick to send them into their appropriate track—flat shunting, or, if the tracks are graded down, the wagons roll when the brakes are released or when given a kick into the track allotted to the specific destination—gravity shunting).

The sorting sidings converge to another neck from which diverge the departure tracks. There, wagons are pulled out from the appropriate sorting sidings to make up out-bound trains from the yard; the out-bound trains leave from these departure tracks which are connected to the running lines for the various destinations around the system.



Mr. Reynolds

OLD MELBOURNE YARD

Our old Melbourne Yard was constructed in 1903, and retained basically that form till 1964.

Since construction, minor work only (other than maintenance) was carried out to the original set up; although extensions were carried out in the early 1920's westward in the Cowper Street area, and in 1943 additional tracks were laid near Dynon Road at North Melbourne.

From 1943 to 1964 no major work whatsoever was done in the yard. The result was a yard of the first decade of this century being asked to cope with the traffic and operating requirements of the 1960's.

For many years there had been proposals for transferring the yard elsewhere or for making modifications to enable it to satisfy the demand on it, but no actual work was done.

A very detailed investigation in 1964 examined all the activities of the yard and adjacent freight term-

inal, pinpointed the deficiencies, and costed the delays and losses occurring in the yard.

Because of the financial benefits to be achieved by modernisation of the yard together with the operating improvements and better service which would be possible, a firm decision was made to proceed with the re-arrangement of the yard, the work commencing late in 1964 and being planned to complete at the end of this year. The length of time required for the job has been controlled not only by the annual financial allotment possible for the project, but mainly by the necessity to stage the work to suit an essential operating requirement that the yard remain workable at all times during the re-arrangement.

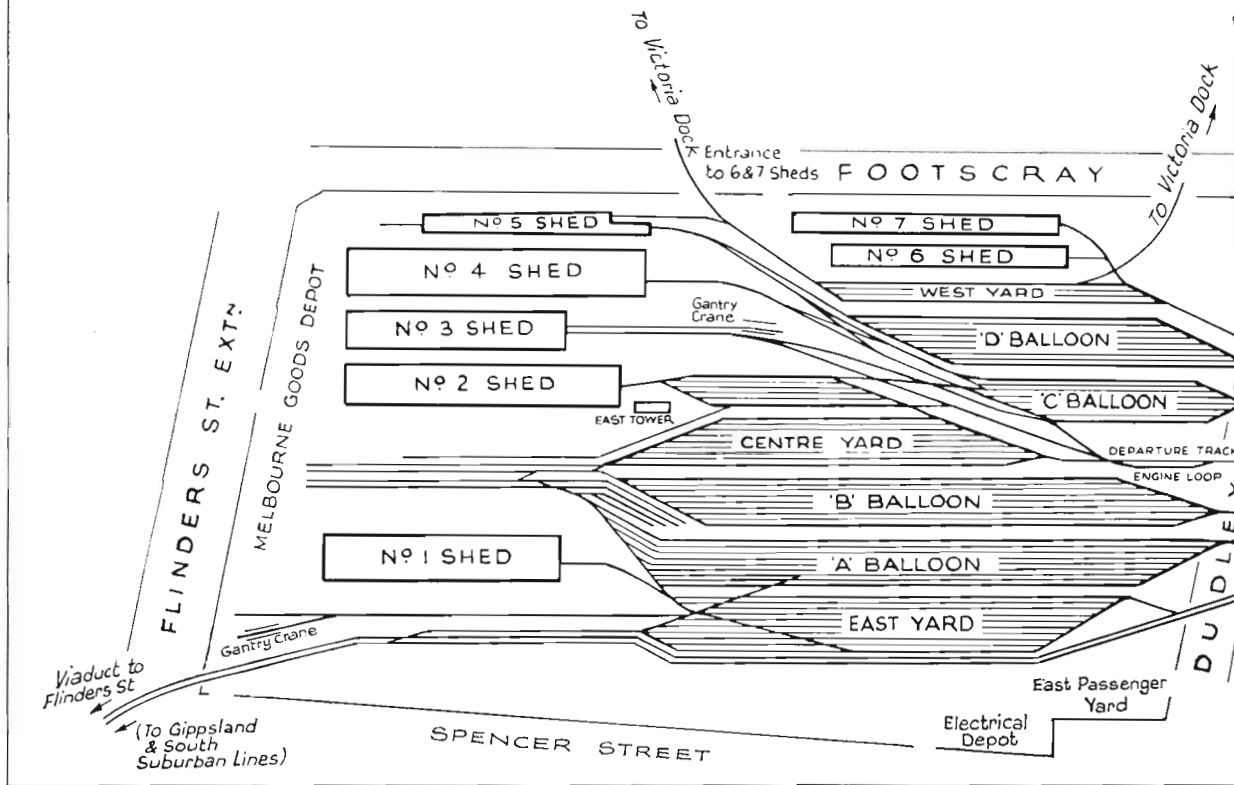
SITING OF THE NEW YARD

Considerable thought was given to the location of the new yard—should it be rebuilt on the present site or transferred to a new location?

There is no area of land adjacent to Melbourne to which the Melbourne Yard operation could be readily transferred. The nearest available area to the city would be about nine miles out, which would require the make-up and despatch of loading as transfer trains between Melbourne Goods depot and the yard, thus causing delays, increasing costs, and overtaxing the capacity of existing tracks between the Goods depot and the proposed yard site.

Quite unlike overseas yards, the operation at Melbourne Yard is essentially a terminal operation:

- incoming trains bringing in loading to Melbourne (by far the greater proportion of the inwards loading), loading for transfer to other lines, and empty wagons;
- outgoing trains conveying loaded wagons ex Melbourne Goods Depot (by far the greater proportion of the outwards loading), loaded wagons from other lines, and empty wagons.



It is this terminal operation that had to be solved in the re-design of the yard.

If yard operations could be satisfactorily carried out at or near the Melbourne Goods Depot, it would undoubtedly be the most efficient and economic from the operating angle. Overwhelmingly, all the evidence pointed to rebuilding on the present site, enlarged to the extent possible by proper amalgamation and co-ordination of subsidiary areas adjacent to it.

Engineering Aspects

The redesign of Melbourne Yard involves the full range of railway engineering skills—track, structural, signal, communications, mechanical, architectural, and electrical engineering.

GENERAL PLANNING

It was decided that the yard should be designed as a hump yard with retarders, the hump enabling grade separation of tracks to be achieved, and thus allowing the essential cross moves near Dudley Street to be made at two separate levels. The use of a hump together

with computer controlled retarders and the operation of switches by automatic route progression would enable considerable economies to be achieved.

Location of the departure yards was fixed by the position of goods sheds, the re-allocation of which was done to eliminate cross moves.

The location of Centre Yard with departures to the North out of the yard imposed major problems in planning and it might be noted that there is no other yard in the world in which a problem of this nature had to be met.

The problem was solved by constructing an underpass under the lead down from the hump to A and B balloons. The departure track from Centre Yard passes out through this "lead underpass" to connect with the goods lines. It also connects via the "hump underpass" with another pair of goods lines on the south side of the arrival yard and with the Dynon Diesel Depot.

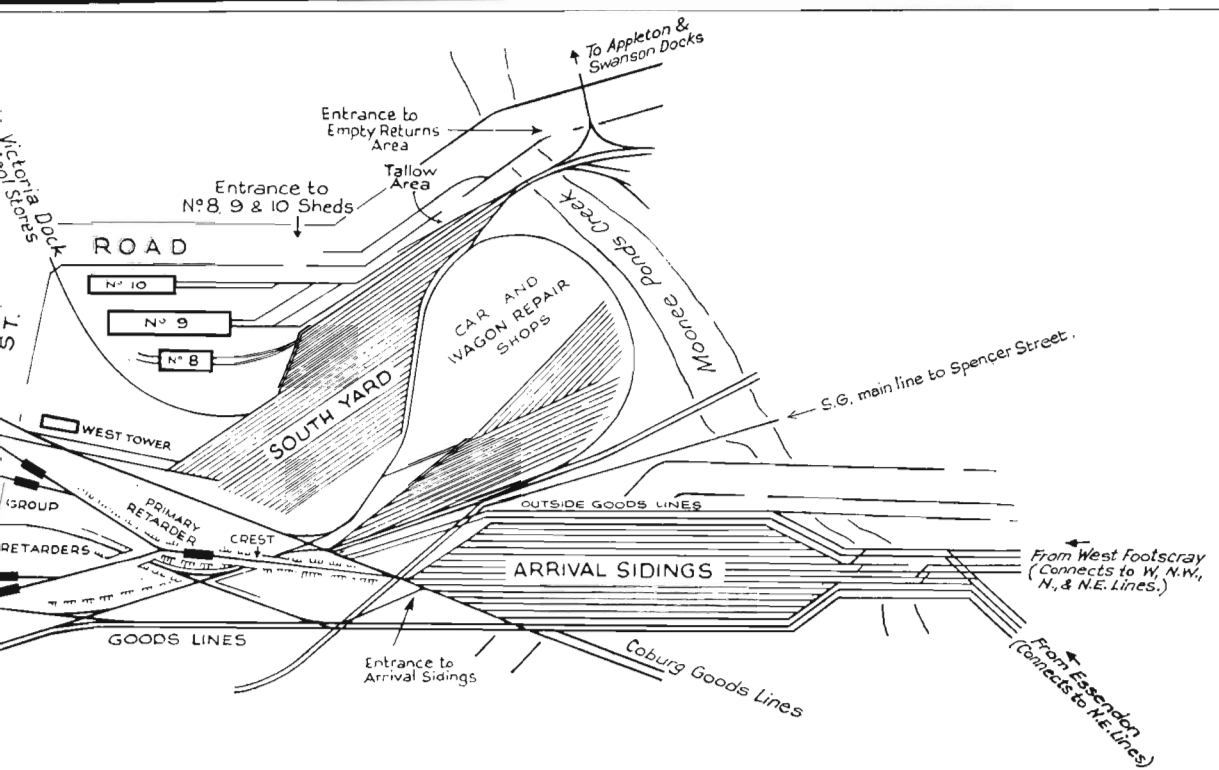
The "hump" underpass permits engine movements between Dynon Diesel Depot and Centre Yard, East Yard and Flinders Street to take place without any interference with the sorting operation.

THE PRINCIPLES OF HUMP SORTING

The hump is a man-made hill up which the freight train is pushed; near the crest of the hump, wagons are uncoupled singly (or more if the consecutive wagons are all for the same destination) and each cut is allowed to roll under gravity to separate it from the next cut of wagons. Each cut of wagons is automatically led to its correct sorting siding by the automatic operation of switches.

Prior to humping, a checker takes the consist of the train in the arrival yard showing wagons in order with the respective destinations. From this a cut list is prepared to show the siding into which each wagon is to be sorted. The cutting is done by a pin puller walking alongside the rake being humped and lifting the pin of the auto-coupler just before the wagon or cut reaches the crest of the hump.

The wagon then starts to roll freely. As it picks up speed down the hump, its speed is monitored by computer to determine the wagon resistance, and its weight is then classified over a weigh rail—extra light, light, medium or heavy.



MELBOURNE YARD AND GOODS DEPOT

The wagon next reaches the primary retarder where it will be braked adequately to maintain adequate separation from the wagon ahead of it.

Immediately after the primary retarder, there are the king points where the first splitting of routes takes place.

The wagon is then running on curved tracks, and by monitoring the speed the wagon resistance on curves is determined.

Then follow :

queen points for the second splitting of routes,

a treadle to count the number of axles passing, from which (in association with relay equipment) is determined the number of wagons running into each siding and thus the siding fullness,

the group retarder where the final braking is done associated with which is speed measurement,

the turnout area where the track balloons out to a number of sidings.

THE ARRIVAL YARD

The new arrival yard constructed in the North Melbourne area between North Melbourne Flyover and the Moonee Ponds Creek bridge has seventeen tracks of various lengths, the maximum 2062 ft. long. With three entrances off the running lines, any arriving goods train can be admitted directly into the yard without setting back, except for suburban goods trains from Coburg and Upfield.

The arrival yard is encircled on each side by Up and Down through goods lines enabling trains to by-pass the yard if not required to stop, and to allow of moves without interfering with work in the arrival yard.

PROFILE OF THE HUMP

Many profiles were prepared before a final determination of the hump profile was made. In the investigation, particular attention had to be paid to certain limiting levels and also to the required structural clearance for the lead underpass.

The actual height of the hump was finalised at 15.21 ft. above the level of the clearance point in the

balloons, although 25 ft. above the original surface at the crest.

In our case, any increase in the height of the crest increased the approach grade up the hump as we had a fixed rail level under the North Melbourne flyover.

THE RETARDERS

The retarders are an external brake which can be applied to the wagon wheels. The type adopted here is a clasp type where the rubbing shoes of the retarder clasp the sides of the wheels and by the force exerted on the wheels extract energy of motion.

The clamping force is applied from a number of cylinders into which compressor air is directed at up to 100 lb. per square inch pressure.

The retarders are in two separate locations :

- primary retarder through which every wagon passes;
- group retarders—four in number, one for each of the four balloons; every wagon will pass through one of these;

the former gives separation braking, the latter gives "distance to run" braking.

Each retarder is of nominal length of 100 ft. and in two sections, each of which can be operated independently to give better control of wagons.

The normal position of the retarders is in the "trim" position in which they are ready to be activated to the closed position. The retarders can be thrown down to a position in which they are completely clear of all rolling stock to permit locomotives to go over the hump.

The normal operating condition of the retarders will be automatic under which the pressure will be controlled by a small analog computer. At the primary retarder this will depend on the approach speed only.

At several places down the hump the speed of each cut is measured by radar. These speeds are fed with information about the weight of the wagon (extra-light, light, medium or heavy), the characteristics of each sorting siding and the fullness of the siding into a computer which will determine the proper leaving speed of the wagon from the retarder. The compressed air supply to the retarder will be cut off under instruction from the computer when the speed of the wagon has been reduced to that computed.

An alternative method of operating is for the retarder operator to pre-select the leaving speed out of the retarder and set it by pressing a button; the retarder will then release when the speed of the wagon is reduced to this pre-selected speed.

A further alternative method of operation is manual control in which the operator maintains the pressure in the retarder till the wagon speed has been reduced in the operator's judgment to the desired speed.

THE SWITCHING AREA

There are a series of turnouts or switches which will direct wagons to the desired sorting siding.

From the consist list prepared by the consist taker, a clerk will prepare the cut list on punched tape to show the destination of each cut.

The destination of each wagon will be fed into the automatic switching system by a punched tape which will be stepped on automatically through a tape reader as the wagons pass over the crest of the hump. A bank of relays will store the information for each wagon and will operate each set of points immediately the preceding wagon clears them.

Should a set of points not complete its stroke due to an obstruction between the blade and stock rail, or if the operation is not completed within the normal operating time of

0.6 sec. then the points will be restored to their original position.

This will cause a wrong routing but prevent a derailment.

SORTING SIDINGS

The 32 sorting sidings will permit of 32 classifications of wagons, the allotment being arranged so that wagons are sent in a direction appropriate to their final destination.

The grade in the sorting sidings is 1 in 1000 which is the non accelerating grade for the best runner; a steeper grade would permit this wagon to accelerate above permissible buffing speed.

Curve resistance in the switching area to clearance point is being reduced by rail lubricators as used generally on curves.

DEPARTURE YARDS

There will be three separate departure yards—the East, West, and Centre yards.

The East Yard is located on the east side in a very suitable position for direct access to the Flinders Street viaduct for departures to Gippsland lines and southern and eastern suburbs.

The East Yard is also located near No. 1 Shed where the Gippsland line loading is done following a rationalisation of our activities.

The West Yard is a minor departure yard located on the west side from which rakes will be hauled to adjacent dock areas (Victoria Dock, South Wharf and Piggott Street) and to the Cowper Street sheds.

The Centre Yard is in the centre between B and C sorting balloons. B balloon is used to receive wagons for transfer to the North, and loading for this direction will be done in No. 2 and 3 sheds; trains with these will be made up in Centre Yard, which is thus properly located between B and C balloons. As mentioned earlier, to have a departure yard in the middle is a radical departure from what has been done at all other yards in the world and with the necessity to depart trains to the north from it has meant two underpasses, one under the lead down to A and B balloons and one under the hump, both at acute angles and requiring long spans.

New South Yard

In the area along Footscray Road between Dudley Street and Moonee Ponds Creek Bridge, a new yard called South Yard is being built. (This is mainly on the area previously occupied by the old North Melbourne Locomotive Depot which

for many years serviced steam locomotives.)

This area has been designed to give better service to shippers in servicing the Dock area—Victoria, Appleton and Swanson Docks.

Adjacent to it are the Cement Shed already in use and the New North Eastern and Goulburn Valley Goods Depot now under construction.

BRIDGES

A major part of the project has been the construction of numerous bridges, no two of which have been alike. In general, progress of construction has been controlled by the rate at which these special structures have been built.

The complete scheme necessitated the building of seven new bridges over Dudley Street, a new six track bridge over Moonee Ponds Creek, and two underpasses in the hump area.

SUBWAYS

Two subways have been built under the yard in the Dudley Street area to allow of employees crossing under instead of over the leads from the hump, and also to accommodate the numerous cables, ducts, and pipes which must pass under tracks from the control centre to various parts of the yard.

CONTROL BUILDINGS

There have been two major control buildings erected in the yard for the control of operations—West Tower near the sorting area, East Tower near the marshalling area.

WEST TOWER

The West Tower is the main control centre for both the automation and administration of the yard.

The important operating floor of this tower is the third floor housing:

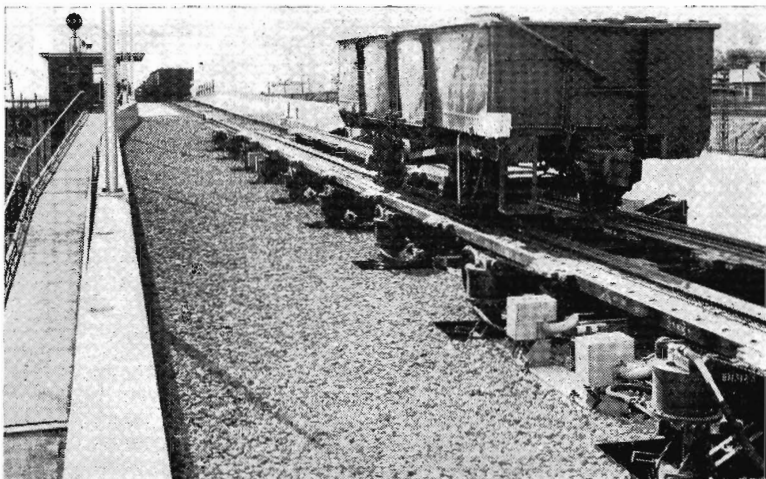
- the Yardmaster who is responsible for the minute to minute operation of the yard and who controls the other occupants of the room,
- the Signaller who faces the illuminated diagram of the yard at the back of the room and who operates the push-buttons on a panel in front of the diagram. The signaller has a block recorder to note down in the train register book all movements controlled from the panel,

- the Retarder Operator who sits at the panel of the automatic yard and monitors its operation; his position has been selected to give him the best possible view of the sorting operations over the hump.

EAST TOWER

The East Tower is the control centre for marshalling of departing trains. It houses the Assistant Yardmaster who is responsible under the Yardmaster at West Tower for the make-up of departing trains and is therefore located as close as possible to the centre of the make up area.

It is a four storey building, mainly to give height to permit the Assistant Yardmaster to view the area which he controls. Train examiners and other staff are also housed in this building.



A wagon moves through the primary retarder.

SERVICE BUILDINGS

There are several other buildings which have been erected in the yard. They include the Amenities and Staff Office building (Staff Centre), the Compressor House, the Consist Office and the Hump Cabin. The Staff Centre—banana shaped to get best clearance from tracks—provides staff amenities and accommodation for staff clerk.

For the first time in the Victorian Railways, pneumatic point machines are being used. In the compressor house are the compressors which supply air for the point machines and also for the pneumatic retarder.

From the consist office, the consist of incoming trains taken by the consist checker is sent by pneumatic tube to West Tower together with the bills for all loading consigned into Melbourne.

The Hump Cabin is a small building located at the crest of the hump from which a Yard Foreman will supervise the humping operations.

GOODS SHED FACILITIES

A major improvement in the goods shed facilities and loading tracks is in progress, for easier and quicker loading and unloading of goods and to give better weather protection to these operations.

A study of the activities and wagon movements showed that it was desirable to re-arrange the usage of shed facilities to co-ordinate the work of the Goods depot and the

yard. In consequence the unloading activities are now performed on the west side, whilst loading of outwards freight is done on the east side.

New sheds Nos. 3 and 5, and a Cement Shed have been built; No. 4 Shed has been extended and rehabilitated, and No. 9 Shed is under construction. A cantilever verandah formerly in the Cowper Street area has been erected in the South Yard area.

SIGNALLING

An extensive signalling system has been provided operated from a modern route setting control panel located on the 3rd floor of West Tower.

The area under signal control extends from Dudley Street to the far end of the arrival sidings a distance of 1 mile.

In this area there are 105 sets of points and 93 signals which are used to control all arrivals and departures and all shunting movements in the arrival yard.

Control Panel

A total of 370 routes are signalled; the route setting control panel does not require each set of points to be operated individually but one push button will set as many as 13 points and clear all the signals for a route. The 370 route setting push buttons are arranged in signal groups and some signals have as many as 19 routes.

Track Indication Diagram

Associated with the control panel is an illuminated track diagram which depicts the track layout by a coloured recessed trough $\frac{1}{4}$ " wide into which

the indicating lights are set. Signals are also indicated on the diagram.

Signals

Speeds permitted in a yard such as this are relatively low and are governed by the signal indications. The majority of the signals are "low speed" (10 m.p.h.) but on the running tracks medium speed (25 m.p.h.) is permitted.

Cab Signalling

Radio is being used for cab signalling between West Tower and the humping locomotives in the arrival yard and on the hump.

The radio equipment is similar to that used for telecommunication radio and an audible alarm is given with each change of aspect.

COMMUNICATIONS

The communication system in the Melbourne Yard is mainly self contained for the exclusive operation of the yard, however communication into the general telephone network of the Department is available to all key personnel.

Communication to outdoor yard personnel is by loudspeakers.

The V.R. teleprinter network is also extended to the two control towers.

Facsimile equipment operates between each control tower and from each control tower to Train Control and Freight Operations in the Administrative buildings.

Another communication system in the yard is the pneumatic tube system connecting the consist office in arrival yard, West Tower, and Hump Cabin.

LIGHTING

As the greater part of the sorting of incoming trains and the marshalling of outgoing trains is done during the hours of darkness, it has been necessary to design lighting for each part of the yard to give a desirable standard of illumination for the specific work being undertaken in that part.

STAGING

The decision to rebuild the yard on the present site meant that the yard had to be kept in operation as an effective yard for sorting of incoming trains and marshalling of outgoing trains during the re-arrangement.

This required careful planning and co-operation between the Traffic Branch and the Civil Engineering Branch and continuous oversight and checking on all changes both before and after they took place. One senior officer of the Traffic Branch was seconded to the Way and Works Branch to assist on planning throughout.

The principles adopted in planning the staging were:

- Yard must be kept operable at all times.
- Tracks should be provided early on the site of the old North Melbourne Locomotive Depot (an area being handed over to the Traffic Branch) to give quick relief to the operating branch and to be used as replacement tracks whilst portions of the yard were taken out of use.
- Work should be done in the peripheral areas of the main yard during early stages whilst design details were finalised for the hump area.
- Economies in operation should be achieved as early as possible—actually many were achieved much earlier than originally anticipated.
- Review at frequent intervals the effect of the alterations.

ACHIEVEMENT

The bugbear of every railway system is the stand down time of wagons in yards, unproductive time to both the system and the client whose products are awaiting discharge or onward movement. It was because of these delays to clients' merchandise, railway wagons and locomotives, that a decision was made in 1964 to proceed with the modernisation of the major yard

in the Victorian Railways and the centre of its freight system.

The yard re-arrangement will change the old method of dealing with freight trains into a production line process similar to that in a factory.

Freight trains can now enter the arrival yard without delay. With 17 tracks of up to 2000 ft. length and three entrances, there is no difficulty in allotting a track to any train, without it having to be held back at an out-station or on a running track.

After the train is examined and the consist checked, the time to hump and sort out the wagons of the longest train will be 16 minutes.

In the past, special efforts were made upon representation to locate wagons and place them where required for unloading or attach them to outwards trains. Considerable expense was involved in doing so, whilst at the same time stopping the sorting and marshalling operations, and further delaying other loading. The new method will completely eliminate these troubles because in the sorting zone there will be at all times a uni-directional flow.

This is a complete reversal of the previous method; in the past, wagons were sorted into dead end tracks and the rake had to be pulled back through the sorting neck before being placed in the unloading tracks—it was the case of first in, last out; with the elimination of dead end tracks for sorting, it will become first in, first out; the delays previously experienced in placing inwards loading will be eliminated and wagons for onward movement will be readily drawn out for attachment to the next train.

Most freight trains arrive in Melbourne in the late afternoon or at night. With the modernisation, inwards loading for Melbourne will be awaiting the consignees early in the morning, some as early as shortly after midnight.

The new yard will improve service to clients, both country and city, consignors and consignees, by speeding up the terminal operation. What the diesel locomotive has done to the line haul operation, the modernised Melbourne Yard will do in its own sphere.

This combined with the associated improvements to the Goods Depot will certainly show Victorian Railways as Transport Specialists catering for the fast, speedy and safe transport of its clients' goods.

* * *

(See *News Letter*, January 1969)

AMONG OURSELVES

The Railway Ball

There was nothing wrong with railway staff morale on the night of July 10, when 820 guests took part in the annual ball, held at Camberwell Civic Centre. They included Messrs. G. F. Brown (Chairman of Commissioners), E. P. Rogan (Deputy Chairman), L. A. Reynolds (Commissioner), and their wives.

The evening proved a triumph of thorough organization by the committee responsible.

A real highlight of the ball was a bow tie worn by former railwayman, Mr. Howard Hendy. This bow tie concealed two miniature electric globes which glowed red on the left and green on the right.

Prizes were handed out to those present who were able to produce a variety of articles. A monthly ticket (six men rushed the bandstand); a lady wearing pink shoes (dead-heat); a lady wearing stockings instead of panty-hose (two girls ran for the prize after a coy pause, and both proved their claim to the great delight of the men). Mr. David Rashleigh (Commercial Branch) was the only man present in possession of a duty pass; this brought him a prize. Miss Lois Wilson (Claims Division) and friends were given a travelling rug each for being seated at the "lucky table".

In that good humoured vein, a night to remember came to a close with the majority of the guests already looking forward to next year.

Dual retirement

When Mr. R. C. Hardeman (Foreman Car Builder) and Mr. J. A. Dicker (Sub-foreman Car Builder) recently retired at North Melbourne Workshops, both were given a farewell presentation at the same time. As well as this, both had long service in the Railways (49 years and just over 50 years, respectively), both had been active in football administration, and, says Mr. Dicker, when, in 1930, they married, both couples went on their honeymoon together.



At the reception at St. Kilda Marina, Station Assistant Roger Townsend (left) meets Hans Tholstrup.

Eighteen-year-old Station Assistant Roger Townsend was among those invited to meet the round Australia mariner, Hans Tholstrup, when he called at St. Kilda, last month, on the final leg of his voyage around the continent.

Mr. Tholstrup is the first man to circumnavigate Australia, or any continent, in an open runabout. The voyage of 9,000 miles was also the longest made in such a boat. While off the W.A. coast, about 100 miles east of Esperance, heavy seas had got into his main motor, his main radio was out of action, and he was working on an auxiliary

set. Tholstrup sent out a call asking anyone who heard, to contact International Marine.

Due to freak conditions, the message was not heard by anyone on the nearby coast. But, 1,200 miles away, Roger Townsend, who was at home at the time, had switched on his walkie-talkie and heard the call. After talking with Tholstrup and obtaining his position, Roger then rang International Marine, and help for the mariner was soon under way.

Roger, who has been interested in radio since the age of six, works at Upper Ferntree Gully station, and lives in Bayswater.

Mr. J. L. Anderson who has been appointed Superintendent of Refreshment Services, following the retirement of Mr. F. P. Kennedy, began his career in 1926 by joining what was then the Auditor of Receipts Branch. Shortly after, as a junior clerk, he transferred to the branch that he now heads.



A qualified accountant, Mr. Anderson has worked in practically every important administrative job in his branch. In 1954, he was appointed an inspector, which brought him into close contact with all the state-wide activities of the Refreshment Services. Two years after, Mr. Anderson took on managing the Dining Car Depot, where he remained for six years, until his appointment as Manager, Metropolitan Stalls. In 1964, he became Provodore, and the following year, assistant head of the branch.

Mr. Anderson

Sound operator

Missing from the Commissioners' Inquiry Office after the end of this month, will be Mr. C. (Charlie) Kohn who retires after 13 years as a clerk in that section of the Secretary's Branch, and 35 years in the Traffic Branch.



Mr. Kohn

Mr. Kohn started at Footscray station in 1922. Qualifying in telegraphy, he became a "sound operator" (reading the Morse by sound instead of from the tape) and reached the expert speed of 30 words a minute. Appointed an assistant stationmaster in 1938, Mr. Kohn worked at various Goulburn Valley and suburban stations, the last being Clifton Hill, and, in the words of a senior officer, "always gave excellent service". While in the Goulburn Valley, Charlie was fond of a day out with the gun, but now looks forward to spending much of his leisure time at country race meetings.

Mr. F. P. Kennedy retires

Mr. F. P. Kennedy, the recently retired Superintendent of Refreshment Services, had been in the branch almost since its inception. He joined it as a junior clerk in 1921—only a year after the formation of the branch.

One of the first supervisory positions that Mr. Kennedy held during his long career, was that of Refreshment Room Inspector. That was in 1941 during the hectic years of the Second World War, when the Refreshment Rooms were often called on at short notice to feed large numbers 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. Other positions Mr. Kennedy occupied, included Manager of the Bookstalls, and, later, the Metropolitan Stalls, and Chief Clerk.

Success is getting what you want; happiness is wanting what you get.

* * *

A moderate is one who makes enemies left and right.

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH

- Anlyian, O. M., Nth. Melb., 5/7
- Gair, C., Newport, 3/7
- Gray, J. A., Newport, 3/7
- Husin, L., Geelong, 26/6
- Lean, L. A., Newport, 6/7
- Lyon, A. H., Newport, 18/6
- Meadows, C. D., Newport, 27/6
- O'Shea, M. J., Newport, 11/7
- Radford, H. G., Newport, 26/6
- Smith, A. E., Sth. Dynon, 12/7
- Waterston, D. A., Ararat, 20/6
- Woods, A. J., Ballarat Loco., 13/6

WAY AND WORKS BRANCH

- Christensen, P. J. P., C/o Engr. Spl. Works, 10/6
- Cook, J. G., Kaniva, 17/6

TRAFFIC BRANCH

- Bruhn, A. M., Werribee, 30/6
- Williams, L. R., Kyneton, 2/7
- Shea, T. W., Melbourne Yard, 2/7
- Keiller, A. W., Geelong, 5/7
- Byczyniuk, P., Spencer St., 14/7

COMMERCIAL BRANCH

- Cotter, M. H., Newport Work-shops, 6/7
- Butcher, L. L. W., Head Office, 19/7
- Noone, M., Head Office, 19/7

No wonder Mr. Jim Leversha is looking pleased; this picture was taken at his retirement farewell at Hamilton, and, no doubt, Jim was thinking of all the days he would be able to spend on the bowling green. Mr. Leversha, who had been O-in-C at Hamilton station since 1964, was one of the district's leading bowlers. He has also been stationmaster at Dimboola, Berriwillock, Cudgewa, Nyora, Yea, Sale, and Murtoa. In retirement, he will be living at Bacchus Marsh.



While relieving at Jordaville recently, Mr. Hector Matthews, a clerical assistant, found that the station was then being supervised by his son, Leo, who was relieving S.M. at Mt. Waverley. Quite a few of the family have been in the Railways; Mr. Hector Matthews has another son, Robert, in the service, and a brother, the late Mr. George Matthews, was Auditor of Revenue.

V.R. history obtained

Mr. G. Waterhouse who wanted to buy a copy of the Railway official history (*V.R. to '62*), writes to say that he has obtained a copy in perfect condition, and wishes to thank all those who contacted him.

Rotary award for railwayman

This year, Rotary International suggested that each club should select for recognition by the club, one person in its area who, through his vocation, is giving outstanding service to the community in the normal course of his daily duties.

The Rotary Club of Horsham considered that Mr. J. L. Wilson, who has been in charge of the goods office at Horsham for many years, had consistently, throughout this period, gone beyond the normal call of duty to give service to railway customers.

The club's Vocational Service Award was accordingly presented to Mr. Wilson at a recent meeting of the club.

The award says: "Mr. Wilson was selected because of his excellent service to railway customers over many years. He represents a great body of men and women who spend a lifetime giving service to others without any thought of special reward. His cheerful attitude to railway business and customers has made him a worthy person for Rotary's Vocational Service Award."



Mr. J. Wilson (right) is being congratulated by Horsham's Rotary Club president Mr. E. Brownstein, after presentation of the award.

ROLLING STOCK BRANCH

Banfield, R. W., Bendigo Nth., 26/6
Calway, F. S., Newport, 23/9
Chambers, L. R., T.L. Depot, 26/6
Doorty, J. P., South Dynon, 9/9
Fleming, J. J., Jolimont, 14/9
Harding, J. T., Nth. Melbourne, 5/9
Jenkin, T. R., South Dynon, 21/9
Johnson, W. A., Newport, 8/6
Manning, W. W., Newport, 30/6
McGann, R. J., Bendigo North, 7/9
McIver, D. A., Jolimont, 3/7
Odgers, C. G., Newport, 30/6
Palmer, H. E., Ballarat Loco., 17/6
Patford, A. G., North Melbourne, 12/9
Pearce, J. M., Ballarat North, 3/6
Smith, G., Newport, 17/6
Sonnemann, E. F., Bendigo North, 30/6
Stratton, L., Newport, 7/8
Taylor, G. S., Bendigo North, 1/7
Whitehurst, C. A., Newport, 23/6

WAY AND WORKS BRANCH

Armstrong, J., Ballarat, 1/6
Ashley, H. J. W., Spotswood Work-shops, 31/5
Borella, M. J., C/o Line Supervisor, Spencer Street, 17/6
Breden, W. C., Caulfield, 25/9
Combe, A. F., C/o Metro. District Engineer, Flinders Street, 7/9
Dart, H. W. J., Traralgon, 14/9
Eden, W. E., Kernot, 7/9
Eustace, C., C/o Engr. Spl. Works, 2/9
Ford, L., Kyabram, 19/6
Fortune, O. R., Spencer Street, 18/9
Galvin, W. J., Benalla, 21/4
Hall, S., Head Office, 30/6
Halliday, G. H., Head Office, 15/7
Halliday, W. G., C/o Metro. Dist. Engr., Flinders Street, 14/9
Hendry, R. M., Telephone Mtce., Depot Spencer Street, 10/7
Jordan, J. F., Bendigo, 30/6
Lethlean, T. H., Head Office, 15/7
Looney, J., Geelong, 12/6
Mathieson, K. N., Caulfield, 30/6
Milford, L. W., Harcourt, 10/7
McWilliam, H. B., Spotswood Work-shops, 23/9
Stickland, (Mrs.) D. P., Caulfield, 21/5
Symons, G. F., Seymour, 5/6
Taylor, E. C., Dimboola, 5/9
Werner, J. B., Dimboola, 15/9
Williams, G. L., Line Depot, Spencer Street, 25/6

TRAFFIC BRANCH

Taylor, G. B., Hughesdale, 31/8
Mithen, J. J., Melbourne Yard, 5/8
Markland (Mrs.), M. V., C/o Metro. Superintendent, 17/9
Mullen, V. J., Ballarat, 22/9
Walker, C. A. W., Port Melbourne, 22/9
Ryan, D., Spencer Street, 23/9
Hamilton, A. R., Spencer Street, 24/9
Coad, J. W., Spencer Street, 26/9
Fletcher, T. E., Caulfield, 26/9
Milne, H., Melbourne Yard, 26/6
Shea, R. H., Melbourne Goods, 26/6
Manly, P. S. I., Carrum, 27/6
Stark, A., Garfield, 27/6
Warren, R., Riddell, 29/6
Middleton, E. G. V., Melb. Yard, 30/6
Arthur, R. H., Head Office, 30/6
Gilbert, C. V., Reservoir, 30/6
Atcheson, W. B., Spotswood, 30/6
Timmins, C. G., Flinders St., 30/6
Slattery, T. G., Reservoir, 2/7
Morganti, J. F., Eltham, 3/7
Minty, L. H., C/o D.S. Eastern Dist., 3/7
Slattery, T.E., Geelong, 3/7
Baker, J. C., Head Office, 3/7
McIntosh, R. R., Wodonga, 4/7
Crameri, J. A., Bendigo, 17/7
Patrick, F. J., Mont Albert, 21/7
Clark, H. J., Head Office, 31/7
Cheesman, (Mrs.) W. M., Beaconsfield, 31/7
Wallin, A. E., Flinders Street, 17/6
Miller, C. R., Flinders Street, 12/6

ACCOUNTANCY BRANCH

Daly, E. A., Head Office, 4/8
 Thompson, G. A., Head Office, 5/8
 Priestley, A., Head Office, 9/8
 Parker, L., Newport Workshops, 24/7
 Daw, D. W., Head Office, 29/7

COMMERCIAL BRANCH

Gardner, B. J., Head Office, 30/6
 Brennan, H. P., Head Office, 24/7

Van Der Kruk, W., Poultry Farm, 15/6

ELECTRICAL ENGINEERING BRANCH

Boseley, E. E., Overhead Division, 3/7

STORES BRANCH

Trimboli, V., Reclamation Depot, 12/6
 Brent, H., Shepparton, 25/6
 Kounelis, J., Reclamation Depot, 26/6
 Dimopoulos, V., Newport Workshops, 3/9
 Ogorelec, V., Head Office, 8/9
 Jacotine, W. J., Newport W'shops, 10/9

Football

At the conclusion of the report on the 1969 match between the Australian Postal Institute and ourselves, I said that as the score was then three games won by each Institute, the 1970 game should be a beauty. From our viewpoint, I was really prophetic. It was a beauty, with the Railways running out comfortable winners, in what must have been to the Postal boys, a heart breaking game.

The venue was the St. Kilda Cricket Ground, and, of course, the brains behind our great win were Jack Sharp (coach) and George Peters (selector). The first quarter was very similar to that of last year, with the posties quickly into their stride, and our boys struggling. Rugged play by the back line, however, forced the Postal forwards into hurried kicks, and although they peppered the goals, only one major resulted from their efforts. On the other hand, our neater forward work brought much better results, and with Picc and Allen making full use of their limited opportunities, the quarter ended with the score V.R.I. 3—2—20 leading A.P.I. 1—6—12.

In the second quarter, we started to get on top, and although our opponents battled hard, we had increased our lead to 21 points at the long interval.

The third quarter was disastrous for the mailmen. With our forward line working like a well oiled Diesel (X class for preference), we made use of every opportunity and slammed home 6 goals 2 behinds while our opponents could manage only 6 behinds.

With a lead of 71 points at the last change, the game was virtually over, and only a miracle could get the A.P.I. boys back in the game. However our defence continued to dominate and all they could manage was 3 points to our 5 goals 4 behinds. Final scores were V.R.I. 18—12—120; A.P.I. 3—18—36.

In spite of the large disparity in the scores, the game was quite entertaining to watch, and in fairness to the Postal Institute it should be recorded that they fought it right out to the bitter end. It is extremely hard to list our best players as every member of the team did his bit, and at some stage or other came under notice for some excellent play. However, I thought the best of a very even bunch were T. Holmes, on the half back flank whose tear through style completely upset the opposing forwards, L. Murphy (captain) who battled hard in the ruck, G. Allen, N. Capp, G. Grose, S. Picc (Geelong must be loaded with talent if they can't give this lad a try-out), D. Pinczuk and

Institute News

GET THE PICTURE

For seven years, the Railways Institutes of Australia have been conducting an Intersystem Photographic Exhibition. The exhibition has been held in each State in turn, and the V.R.I., through the V.R.I. Camera Club, have enjoyed a great amount of success in the competitions.

The exhibition is very interesting because it is conducted through the railway mail service, and apart from one or two persons who may be visiting the host state at the time, there is no actual personal representation necessary. The home state arranges for the judging of the various entries, and the prizes are allotted. On the final day there is a display of all entries, with the prize winning entries indicated and the exhibition concludes with a presentation ceremony.

The competition is basically in two divisions, monochrome prints and colour transparencies. Each division is sub-divided into two sections—Best State entry (20 monochrome prints, 40 colour transparencies) and Best Individual entry.

Seventh exhibition

The seventh exhibition was held in Perth on May 29. Victoria won the Best State entry in the monochrome print division, and gained second and third places in the Individual entry in the same division, the first place going to a South Australian. One of Victoria's entries in this division also received a highly commended award.

In the colour transparency division, Victoria came second to N.S.W. in the State entry, and received two out of three Highly Commended awards in the Individual entry.

This year the participants were Commonwealth, N.S.W., S.A., Tasmania, Victoria, and W.A., but in the 1968 exhibition, held in Tasmania, seven railway systems, including New Zealand, competed.

Allan Smart of the V.R. Medical Section, has enjoyed some degree of success in these intersystem exhibitions, his colour transparency taking the honours in three of the first six exhibitions staged. Allen is a member and past president of the V.R.I. Camera Club, and the club and the Institute are very proud of his, and the club's success in the interstate photographic field.

Speaking about the Camera Clubs, our club is very active, with a membership of about 65. They meet on the first and third Friday evenings of each month, in Class Room 5, second floor, at the Flinders Street Institute, starting at 8 p.m.

Classes for beginners

The club runs classes for beginners, at which there are "problem nights" when any member can bring in his camera problem, and in most cases, have it solved. The yearly programme includes night photography sorties during the warmer months, and again the experts are on hand to give advice.

Several times a year the club has picnic tours to specially selected areas, and once a year there are weekend trips. Later this year the club has in mind a week-end at Wilsons Promontory. The day trips are usually very inexpensive outings, the fare on most occasions being about \$1.50.

Among the club's other activities are six competitions a year on twelve selected subjects, with members being allowed a maximum of three slides each subject. These competitions are judged by experts from other camera clubs, and the judges' criticisms are made known to members at the meetings. In addition, the club arranges for guest speakers to give talks on photographic technique, and there are also selected audio-visual lectures from the various film companies on the same subject.

Interested? Well, why not come along?

K. Hardy, For Postal, the best were K. Sullivan, J. Sullivan, J. Render, G. Davis, I. Kulbas and A. Barker. Goal kickers were: V.R.I.: G. Allen 7, D. Butterworth 4, S. Piec and I. Montgomery 2 each, K. Hardy, I. Grieve and B. Collins, 1 each.

After the game it was our pleasure to entertain our visitors, and Mr. M. L. G. McKenzie extended to our guests a very cordial welcome. Mr. J. Carroll responded on behalf of the Australian Postal Institute, and I. Kulbas, captain of A.P.I. handed over the perpetual trophy to our captain, Lindsay Murphy. Len Bennett and Des O'Donnell, chairman and vice-chairman respectively of the V.R.I. Sports Committee, were present, and also Ron Baggott, our Assistant General Secretary. I think it is only fair to mention the work put into this game by the two V.R.I. football stalwarts, Jack Sharp and George Peters. Jack, as has been mentioned, coached the side and had obviously given a lot of thought to tactics to be used during the game. George Peters backed Jack to the limit, and our success was due mainly to the pre-match efforts of these two.

It was nice to meet again Tom O'Neill, who came out of retirement to act as timekeeper. His many friends will be pleased to know Tom looks a ball of muscle these days. Another retired railwayman to help, was Footsray trainer Ern Tomlinson, who with Alan Ballingall and Reg (Puffer) Sawyer, made sure that the after effects of any knocks received were kept to a minimum. Sincere thanks to our goal umpire, boundary umpire, and scoreboard attendant, each playing an important part in the game—and to the players generally who made themselves available.

More football

Have received a report on that football match, played recently at Ararat, between the Traffic and Rolling Stock Branches. It appears the Traffic boys won the game by 33 points, but then it was pointed out that the goal umpires were Messrs. Jack Doyle, District Superintendent, and Jack Irons, Depot Foreman. Seems to me an eyesight test might be on the way for said Rolling Stock umpire. Best players for Traffic were David and Ian Watson, Ray Scheiger, Denis Neil, and Rex Schirmer, and for Ioco, Brian Moulday, Graeme Davidson, Jack Jones, and Ian Keith.

An informal get together was held after the match, and in view of the enthusiasm evident at this game, the possibility of a challenge being issued to the local branch of the Australian Postal Institute is very real. One word of warning to you blokes up

there in Ararat, if you require the services of Coach Sharp for this important engagement, then I can assure you the price is prohibitive. Why, I even thought I might persuade him to take over the Bombers next season if Clarkie gives it away, but they can't afford him. He's strictly our property.

Table Tennis

Wal Lawrie and Angelo Tabone, winners of the 1969 and 1970 State Railways Singles titles were recently selected for the Victorian Public Service Association's team which represented this State in the Public Service Table Tennis Association's Australian Championships played in Brisbane. Playing in the Victorian No. 2 team, they finished third to Victoria No. 1 and New South Wales No. 1. In the individual events, they really shone. Wal defeated Angelo to win the A grade singles, Angelo then won the B grade singles, and combining together they won the special doubles title. A top class effort in anybody's language.

Golf

It would appear that a member of the Hamilton V.R.I. Golf Club has achieved a "first". Playing the seventh hole at the Byaduk Golf course (near Hamilton), which is a par 3, 167 yards, using a five iron, he holed in one. Mick Steff, a guard at Hamilton, is the lucky bloke, and congratulations are in order. To make the effort all the more meritorious, it should be mentioned that this is the first recorded hole in one by a man at this particular hole.

Benalla V.R.I. Golf Club have just announced that the 14th. North-Eastern Golf Championship will be played at the Golden Vale Golf Course on Sunday, October 3, 1970. Entries close on Friday, September 25, and should be forwarded to Peter Hale, Hon. Secretary, V. R. Institute, Benalla, in time to reach him by that date.

Cricket

I know it is still winter and hardly cricket weather, but your Institute Council is interested in the possibility of reviving the V.R.I. Cricket Association. So with this thought in mind, I would appreciate a note, or a 'phone call (Auto. 2445) from clubs or individuals who feel that they could enter a team in the competition or desire a game with a side. If the response is sufficiently encouraging, a meeting will be called in time to organize a draw for the 1970-71 season.

Railway cricketers throughout the State are reminded that the 1971

At Commonwealth Games



Ernest Simon and Christine MacDougall of the V.R.I. Fencing Club left last month for the Commonwealth Games in Edinburgh. The V.R.I. club had the honour of supplying three out of the 11 fencers who represented Australia at the games. The third member—Gabor Arato—was already in England.

Intersystem Cricket Carnival will be held in Canberra from February 21 to March 5, inclusive. The capitation fees have been set at \$16 for men and \$12 for women. It is anticipated that the Victorian party will leave Melbourne, on February 20, and arrive back on March 6. Any railwayman wishing selection should submit an application, stating name, grade, branch, location and cricket experience, in time to reach me, C/- V.R. Institute, Flinders Street, Melbourne, no later than November 16 next.

PIPES FOR DARWIN

A trial 20-ton container load of agricultural drainage pipes and vitrified clay sewerage pipes were sent from Ballarat to Darwin last month. Rail, road and sea were involved in the movement. The consignment was the largest single quantity of this type of freight handled by the Railways.

The pipes, consigned by Martin Stoneware Pipe Co. (a division of Hume's Ltd.), were transferred from the Melbourne Goods Terminal to the wharf by road vehicle. The *Darwin Trader*, designed to carry cargo in 20-ton containers, took them to Darwin.

This was an excellent example of how co-ordinated transport can handle freight of this nature from a country industry.

VICTORIAN RAILWAYS

NEWS LETTER

SEPTEMBER



1970



STATION LIGHTING

As railway stations are used for most of the 24 hours of each day, the Railways provide lighting on all platforms and concourses as a matter of course.

In addition, we light all pathways which are used to approach the station, even though they are nearly always used as well by those going from one side of the line to the other or taking a more convenient route between two streets.

This lighting of paths, by the way, is an example of the kind of services that the Railways provide, but which are not required from other transport organizations.

Where the paths are used by the general public, as distinct from rail travellers, we ask the local municipality to share the cost of lighting the paths. In many cases, councils have agreed to this arrangement, but, unfortunately, there are some who will not agree.

Having almost completed the modernization of platform lighting, we are now upgrading that on the adjacent pathways.

When doing this, the standard of the lighting adopted is better than that currently installed in a normal residential side street. And, in many cases, this is considerably better than that already existing in the streets adjacent to our railway stations, particularly where the local councils have not brought the street lighting up to the modern level.

In all new installations, the lighting of approach pathways is arranged to be switched on with the street lighting.

At some locations, where there are old installations, the lights are controlled from the station itself. It is important that this lighting is always on at night, so that people can come and go from stations without feeling unsafe.

G. F. BROWN

soon get the message. The daily total of embarrassed travellers being interviewed fell from 200 to 100 each working day.

It is interesting to reflect that the total number of passengers detected travelling without tickets during the financial year 1921-22 (almost 50 years ago) was 8,288. The current campaign against fare evasion should by now have passed that figure.

MORE RAILWAY CAR PARKS

A programme is under way for sealing the railway car park at Brighton Beach, and part of the car parking space available to train travellers at Syndal, Broadmeadows, Surrey Hills, and Noble Park.

Sealing and marking out a car park increases the capacity of the area by more than 30 per cent. However, to seal all present railway car parks in the metropolitan area would require an additional \$300,000.

The Railways have spent almost \$350,000 since 1954, providing station car parking space. This has increased the number of spaces from 590 at 44 locations to 9,500 at 119 stations.

For this year, the Railways will add at least 400 car parking spaces distributed at various locations around the metropolitan system, to keep pace with demand for this facility.

The demand for railway car parking space is increasing in the southern and eastern suburbs at the rate of seven per cent a year. An estimated 24,825 car parking spaces will be needed for rail travellers by 1985.

MOTORAIL SUCCESS

Victorian Railways MotoRail service, that takes passengers and unaccompanied cars by passenger train to and from Mildura, celebrated its second anniversary on August 16, with patronage doubled compared with first year operations. More than 1,500 cars have been carried since the services started.

NERVE GAS BY RAIL

It was noticeable that when a load of nerve gas—undoubtedly one of the most dangerous consignments ever handled—had to be freighted across part of the U.S.A. last month, it went by rail and not on the freeways in which that country abounds.

Proof that the rail-way is the safe-way?

CREDIT CARDS

Credit cards were introduced from September 1, for use on Australia's mainland railways.

In Victoria, the Chief Commercial Manager controls their issue—they are available to nominees of approved business organizations, clubs, unions and societies. The new system enables bookings to be made on credit, with accounts payable monthly.

Once credit has been established bookings can be made for rail travel anywhere on the Australian mainland; seat and sleeping berth accommodation can also be obtained.

Credit cards are accepted at any mainland railway booking office, and, in Victoria, at all offices of Victour.

Up till September 1, N.S.W. Railways was the only system that used credit cards for rail passenger travel.

The cards are issued in the name of Railways of Australia, as a further step to introducing uniformity and standardization in railways throughout Australia.

NEW LOOP

A new crossing loop at Salisbury, almost half way (by rail mileage) between Melbourne and Adelaide, came into operation on August 6.

The longest in Victoria (4,000 ft.), it can handle freight trains equal to about 100 vehicles.

There has been a dramatic increase in traffic on the Melbourne-Adelaide line—from 24 trains a week in 1962 to 50 trains each week at present.

The main concentration of express freight trains between the capital cities occurs between Dimboola and Serviceton at night; this is where Salisbury plays a vital role.

THE FREERIDERS

Confronted with the accepted fact that an estimated one million train journeys are made each year by people who have evaded paying a fare, the Railways on July 1, launched a "get tough" campaign against the freeriders.

With more than 4,700 passengers swept up in the campaign drag-net during the first month, rail patrons

FRONT COVER

Big shower at Jolimont's mechanized washing plant creates a rainbow on the wet concrete as a Harris train is being cleaned. In addition to daily cleaning, carriages pass through this washing plant about every three weeks.

The proposed underground railway was the key to revitalization of the suburban rail network, the president of the Melbourne Chamber of Commerce, Mr. K. A. Allen, said recently.

Mr. Allen was replying to criticism of the underground plan by transport experts at Melbourne University.

He said the underground would not only solve the problem of train movement in and out of Flinders Street station. It would also provide the most efficient form of transport for the expanding number of city travellers.

"Melbourne must continue to grow northward to provide additional office space needed", Mr. Allen said. "Over the past four to five years, Melbourne has absorbed, on an average, about one million sq. ft. annually."

BURIED TREASURE

Does a fabulous hoard of pirate treasure exist buried deeply in the sandy bayside soil near Queenscliff railway station.

Nobody really knows the answer, but about once every generation, a syndicate of hopeful excavators sends a representative to Head Office to negotiate a licence to dig—because the favoured location of the supposedly hidden riches is on the railway line reservation along the bay, above high tide level.

All this activity benefits railway revenue. A licence fee of \$20 per month is charged and the searchers must lodge a deposit of \$500 with the Railways as a guarantee that all excavations will be backfilled; no shafts may be sunk or holes made within 20 ft. of the railway line.

Approval for the search must also be obtained from Queenscliff Borough Council and the Port Phillip Authority.

The syndicate currently searching is the second this year. It brought in a diviner, who crossed from the railway reserve to a spot alongside a local street, where his rod oscillated violently. The treasure seekers soon had a large excavation, but Queenscliff's Borough Engineer (Mr. I. Warland) promptly closed the adjacent roadway to traffic, for fear it would collapse, and ordered the hole filled in.

The South Geelong-Queenscliff line has a regular goods train service (*News Letter*, May 1960) and Sunday excursion trains use the line during summer months.

Since the Transport Information Centre was opened in the heart of Melbourne just over a year ago, the daily telephone calls have grown from an average of 400 to about 2000.

The centre provides the public with information on all transport services—urban, country, or interstate—operating on established routes in Victoria. It is a telephone service operated by a team of specially trained clerks, mainly retired transport inspectors and station masters, who not only have an intimate knowledge of the various services, but still take pride in helping people get from place to place.

The project involves not only Government instrumentalities—trains, trams, and buses—but private bus services and air lines.

—(See *News Letter*, May 1969, p. 70)

SOMETHING DIFFERENT

The Social Committee of Mercer House Teachers' Training College wanted a different kind of night out, and the Railways were asked for a special train, last month, to Bayswater and back.

Most of the 156 young people who made the trip—in a four carriage walkthrough *Harris* train—were student teachers.

They joined the train at Spencer Street and Camberwell, to reach Bayswater at 8.05 p.m. where arrangements had been made for a night's entertainment at a local hotel. The return journey began at 12.30 a.m.

"The whole evening went off like a charm to the enjoyment of all who participated", the Secretary of the Social Club, Mr. L. Pitt, said.

LIVESTOCK GAIN

Livestock traffic moved by the Railways increased by 12½ per cent in the six months to June 30, compared with the same period last year. The increase represented 203,000 sheep and 15,000 cattle.

There were several reasons for the increase, including competitive freight rates, together with goodwill generated between property owners and the Railways during the 1967-68 drought, when large consignments of livestock had been moved and freight rebate cheques had been sent promptly to farmers.

The design of railway livestock vans enables the Railways to deliver sheep and cattle in clean condition, with a minimum of casualties in transit; clean stock is essential to abattoirs.

Meet one of Victoria's most enthusiastic football mothers. Perhaps the most fervent. She is Mrs. Ken Bussell, of Whitfield, mother of Hawthorn half-back Norm Bussell.

Mrs. Bussell travels 353 miles every Saturday by car and train—mostly by train—to watch her son play.

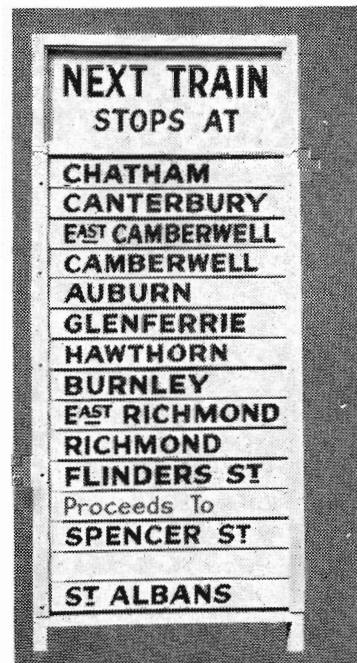
She leaves her home in Whitfield at 6 a.m. or 7.10 a.m. every Saturday—it depends on the train she catches—and travels 31 miles to Wangaratta railway station. From there she travels 145½ rail miles to Melbourne. The trip is scheduled to take three hours. She watches Hawthorn play and then bustles back to Spencer Street to board the 6.45 p.m. train home.

Mrs. Bussell has been making this long trip every Saturday for the last three years. She does not think it is unusual. She was surprised when I 'phoned her about it.

"No, I don't mind the long train ride at all. No, I don't think it is boring," she said.

"I have been home as late as 12.45 a.m. on the Sunday, but I don't mind. It is well worth it to see Norm play."—*Alf. Brown*, "*The Herald*", 11.8.70

NEW INDICATOR



This new type of indicator board, which has been on trial at Surrey Hills, will now be installed at Mont Albert, Rosanna, and Greensborough.

TRANSPORT REGULATION

This is the second of a series of articles by Mr. J. N. Lade, Commissioners' Representative, Transport Regulation. In this article Mr. Lade explains the design of the present Transport Regulation system and gives an insight into how it operates.

In my previous article, I mentioned how the chaotic situation which developed during the 1920's led to the enactment in 1931 of Transport Regulation laws.

Commercial road transport in Victoria is controlled by two principal Acts which have remained basically unaltered for almost 40 years, although some amendments have been enacted in recent years. These Acts are now known as the "Transport Regulation Act 1958" and the "Commercial Goods Vehicles Act 1958". They lay down principles for the regulation and co-ordination of transport with a view to preventing wasteful duplication of services.

The Acts are administered by the Transport Regulation Board which comprises three members appointed by the Government, and a staff of several hundred. The Board has a modern head office in Carlton and regional offices at 12 country centres.

The Board also plays a part in administering other Acts such as the "Motor Car Act 1958" and "Road Traffic Act 1958". These spell out various conditions such as maximum dimensions, weights, speeds, hours of driving, etc. which must be observed by operators of commercial vehicles. The Country Roads Board and Police are also involved with the enforcement of these Acts and regulations.

The Transport Regulation and Commercial Goods Vehicles Acts prescribe that all commercial road vehicles must be licensed.

Goods vehicles when used for certain specific purposes are automatically granted licenses "as of right", but all other goods vehicles and all passenger carrying vehicles are granted rights only at the discretion of the Transport Regulation Board.

"As of right" licenses

"As of right" licenses for goods vehicles are granted in the following circumstances—the symbols as shown are prominently displayed on labels affixed to windscreens.

Symbols

EA 1 For the carriage of general goods—

- (a) within a radius of 25 miles from the G.P.O. Melbourne.

EB (b) within a radius of 25 miles from the Chief Post Office at Ballarat, Bendigo and Geelong.

EC (c) within a radius of 25 miles from the place of business of the owner of the vehicle (at places other than those covered by EA and EB licences) subject to the condition that no goods shall be carried between places more than 30 miles apart.

ED 2 By a primary producer solely for the carriage of his own goods or produce in a vehicle exceeding 2 tons capacity. (Vehicles of smaller capacity are not required to be licensed).

EF 3 By the owner of a butter, milk, or cheese factory, for the carriage of milk or cream to the factory and empty cans and general goods to primary producers from whom milk and cream are collected; also for the goods between the factory and local depots, creameries, and nearest railway station.

EG 4 By any person engaged in business for the carriage of his *own* goods within a radius of 50 miles from his principal place of business in Victoria, provided the capacity of the vehicle does not exceed 4 tons.

EH 5 Throughout Victoria solely for the carriage of specified goods such as fresh fruit and vegetables (potatoes and onions excepted), ice cream milk, cream, eggs, meat, fish, flowers, petroleum products, household furniture and livestock.

EI 6 By any person carrying on an approved decentralized secondary industry for the carriage of goods and materials to and manufactured articles or products from the place where the industry is situated.

"Discretionary" licences

In addition to granting these "as of right" licences, the Transport Regulation Board has the power to grant "discretionary" licences for both goods and passenger services.

(The symbols shown on windscreens for such goods vehicles are D or TD; passenger vehicles show CO, MC, MO, TP, TS, or UO depending upon the type of service provided).

Before granting discretionary licences, the Transport Regulation Board must consider certain criteria laid down in the relevant Acts. These include:

- (a) the advantages of the service to be provided and the convenience which would be afforded to the public by the provision of such service.
- (b) the effect upon the existing service of the proposed service.
- (c) the adequacy of the existing service and the probability of its improvement to meet all reasonable public demands.
- (d) the benefits to any particular district or residents of that district which would be afforded by the proposed service.
- (e) the condition of roads covered by the proposed service.
- (f) the character qualifications and financial stability of the applicant.
- (g) other relevant matters.

Any interested party can object to the granting of such licences; in the case of the Railway Commissioners this is done through their representative before the Board.

Goods vehicle licences are generally issued for a period of four years with a \$4 licence fee payable annually to the Board. Passenger licences are up to seven years with a \$4 annual fee plus an amount determined by the seating capacity of the vehicle.

Permits

The board also has the authority to issue permits to operate beyond provisions of licences. Permits may be issued for:

- a single trip
- particular purpose or,
- temporary period up to 12 months.

Where permits, as distinct from licences, are issued, they are held by drivers of the vehicles and are not displayed on windscreens by symbols.

Permits are not normally issued automatically and are charged for at a higher rate than licences. Permit fees range up to \$30, depending on the nature of the journey and the number of vehicles used.

On the goods side, the Transport Regulation Board will normally issue road permits for the following commodities:

Uncrated plaster sheets, cement sheets, and gypsum board, bricks (within 100 miles radius of a brickworks, cement prefabricated products (such as grease traps; fencing posts and stock troughs); glazed doors and windows; steel window frames; cement pipes of certain types; sanitary earthenware; livestock; fresh fruit and vegetables; meat, fish, and rabbits; eggs; furniture; firewood; hides and skins; tallow (up to 10 drums on any one load); empty returns; scrap metals and marine goods; uncrated motor cars; petroleum products (up to 160 road miles

from Melbourne); superphosphate (up to 100 road miles from a fertiliser works); baled fodder (up to 70 road miles); and unpacked or uncrated refrigerators and washing machines.

Permits for other goods are not usually issued under normal circumstances.

Enforcement

The Transport Regulation Board also employs a staff of inspectors whose function is to enforce the Transport Regulation Act, the Commercial Goods Vehicles Act and consequent regulations. In addition the Board is involved in enforcing certain provisions of the Motor Car and Road Traffic Acts that relate to commercial road transport.

Much of the Board's enforcement is carried out by highway checks at strategic locations, and interception of vehicles by radio-controlled cars.

The Board also liaises with the Police, Country Roads Board and transport authorities in New South Wales and South Australia, to co-ordinate checks on long distance road traffic.

The Board's responsibilities also extend to the inspection of licensed

passenger vehicles (buses and taxis), to ensure that general safety and vehicle standards are maintained; this work is carried out at specially set-up inspection centres.

In this article I have not dealt with the many implications and anomalies created by interpretations of Section 92 of the Commonwealth Constitution. Their effect has been such that most of what I have said so far can only be taken as applicable to traffic moving within the State's boundaries. However, I shall have more to say about this problem in a future article.

Few railwaymen probably realize the extent to which the policies and decisions of the Transport Regulation Board affect intrastate rail traffic and operations.

I have already mentioned the criteria upon which the Board bases its decisions and of these, "adequacy of the existing service"—usually the railways—is obviously of prime importance. This is only one of the reasons why we must continually strive to improve rail services and develop harmonious relations with all our customers.

AUTOMATION ON THE HUMPH



Automatic shunting, with computer controlled retarders, automatic switching, and radio signalling, started in Melbourne's freight terminal on Tuesday, August 25, when 10 of the 32 tracks in the rebuilt yard were brought to use. The following week, another six tracks came in, and the yard is expected to be officially opened towards the end of next month. Introduction of automation was watched by Commissioners, senior railway officials, the Chief Secretary and Deputy Premier (Sir Arthur Rylah), and representatives from the Press and TV. Here, Sir Arthur Rylah (centre) listens to details of retarder operation explained by Mr. Commissioner L. A. Reynolds (right). At left is Mr. E. P. Rogan, Deputy Chairman.

News Letter last month gave full details of the Melbourne Yard rearrangement (pp. 119-124.)

RAIL-CARS

Late delivery of components from overseas has delayed the introduction of the new rail-cars on the Portland-Ararat run. The principal contractor for their manufacture has advised that the parts are now being delivered. The rail-cars will be placed in service as soon as they have been completed and undergone trials; the first is expected to arrive towards the end of this month.

GAIN BY TRAIN

The recent rise in air fares—with more forecast following the Federal Budget's increased tax on fuel and higher navigation charges—makes inter-capital train travel even more attractive to budget conscious companies and individuals.

Even a comparison between the costliest rail travel with first-class sleepers all the way and the lowest economy class air fares—on a return city-to-city basis, which includes airport bus fares—shows a good gain by train. A Brisbane trip by economy air is \$104.00 against \$62.40 by rail sleeper; to Sydney \$51.80 against \$34.70; to Adelaide \$48.20 against \$32.80; and to Perth \$160.50 against \$145.20.

Substantially greater savings are made using economy class rail, being \$67.60 saved to Brisbane, \$31.70 to Sydney, \$29.90 to Adelaide, and \$58.40 to Perth. That's a lot extra spending money for holiday-makers.

EAST GIPPSLAND PEOPLE

When the Chairman of Commissioners (Mr. G. F. Brown) met council and community representatives at Bairnsdale during a recent tour of inspection, he heard some commendatory remarks about the local railway staff.

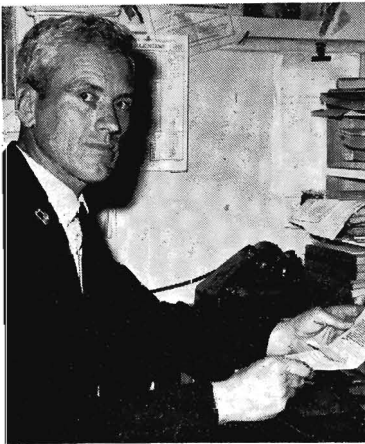
Mrs. E. C. Blennerhassett (Country Womens' Association), referred especially to a conductor on *The Gippslander*, whom she described as a "very efficient officer".

Cr. A. Sheridan said stock and station agents at Bairnsdale were appreciative of the efforts made on their behalf by the stationmaster, Mr. J. H. Fraser.

Cr. A. J. Watts referred to the cooperation received from goods staff at the Bairnsdale station.

The Mayor of Bairnsdale (Cr. J. G. Gibbons) said there were no complaints on the local scene. The railway station was always neat and tidy, and the stationmaster and his staff were held in high esteem.

Railwaymen shown on this page were among those met by *News Letter* staff during a visit to the Gippsland district.

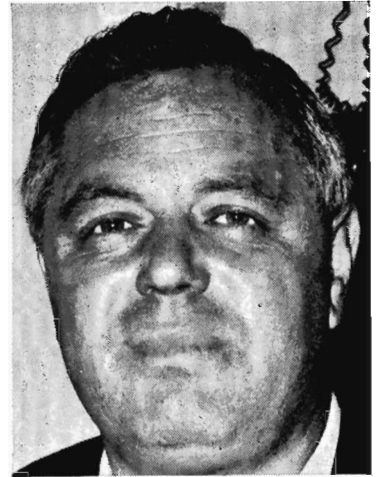


Mr. G. B. Pryor, stationmaster at Orbost since 1967, also supervises Waygara. "More timber is railed from Orbost area than anywhere else in the State", says Mr. Pryor.

Right: Mr. J. Gablonski, a contract sleeper cutter, loads yellow stringybark sleepers at Orbost, watched by Timber Inspector R. W. Eastwood who inspects the sleepers and pays the cutter on the spot.



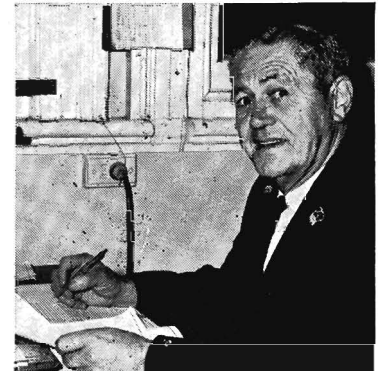
Mr. J. Tait, goods guard, Bairnsdale, fills in his wagon sheet prior to the departure of the Orbost train.



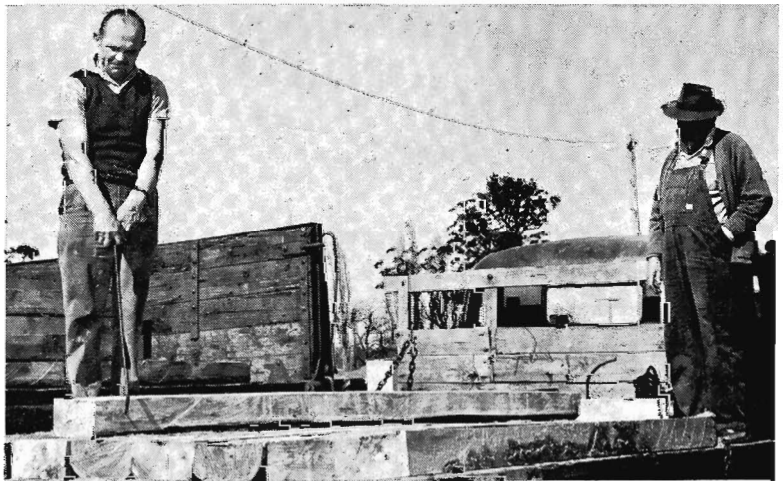
Mr. J. Bruni, in charge at Nowa Nowa station for the past 3½ years, says his station sends out varied freight, comprising long poles (up to 70 ft.), sleepers, limestone, bluestone and iron ore.



Mr. H. G. Cullen, goods clerk at Bairnsdale, was 15 years at Melbourne Goods before going to Bairnsdale 15 years ago.



Mr. J. H. Fraser, Bairnsdale stationmaster, checks loading from the Orbost line.



ORANGES FOR BOMBERS

Every Thursday during the football season, for the past 10 years, a case of oranges has been sent 160 miles by train from Cobram to Essendon for the Essendon Football Club's three-quarter time refreshment.

And, for the latter part of this season a case of oranges has also been railed weekly to the South Melbourne and Richmond Clubs.

Grower and sender of the fruit is Joe McCluskey, who has a 95-acre property fronting the River Murray.

Oranges are picked early on Thursday, packed, and then taken to Cobram station and sent by the afternoon train. They are collected from the various metropolitan stations next day.

But Joe's big moment was last month when he made one of his rare trips to Melbourne specially to see the Essendon-Richmond game at the M.C.G.; his oranges were eaten by both clubs at the three-quarter time interval.

As soon as the Secretary of Essendon Club (Mr. W. Cookson) heard that Joe was coming to Melbourne, he sent a complimentary ticket to Cobram and invited the orange donor to be the guest of the club at the game; Joe was introduced to all the players.

Right : At Essendon, Station Assistant C. Munafa hands over the oranges to the Bombers Assistant Secretary Roy McConnell.



WHO KNOWS NEWS?

An *Age* writer, Mr. Darmody, describing the V.R. as "long one of my favourite enemies", devoted no less than 30 inches of space to take the Railways to task over a news item he described as "rubbish being sneaked to the public by the Commissioners", adding, for good measure, that the railways were "wasteful, trains filthy, service poor, inspectors rude, platforms windswept".

Reaction among railwaymen (who in truth, cannot control either the direction or intensity of the wind, but can manage to overcome many as formidable problems in railways operations) ranged from laughter to anger; it was seriously suggested that we follow the charge of waste by cutting out our *Age* advertising. But railways advertising has never been related to editorial use.

The Department considered the news item (see story above) was of

human interest, with particular appeal to football followers.

As a good case history of how a grower relied on rail to meet a regular deadline, it was used as a Wednesday advertisement, "Footy oranges go by train", appearing in the same issue but several pages ahead of, the Darmody attack—which rather belied his accusation of "sneaking".

Although Mr. Darmody thought the news item worthless, another Melbourne paper, with over 300 per cent more readers than *The Age*, used the item, and our picture, the day after Mr. Darmody. The item was also used in one weekly as well as suburban, and country papers; two TV stations took our 16 mm film, too.

SAVED HIS \$2

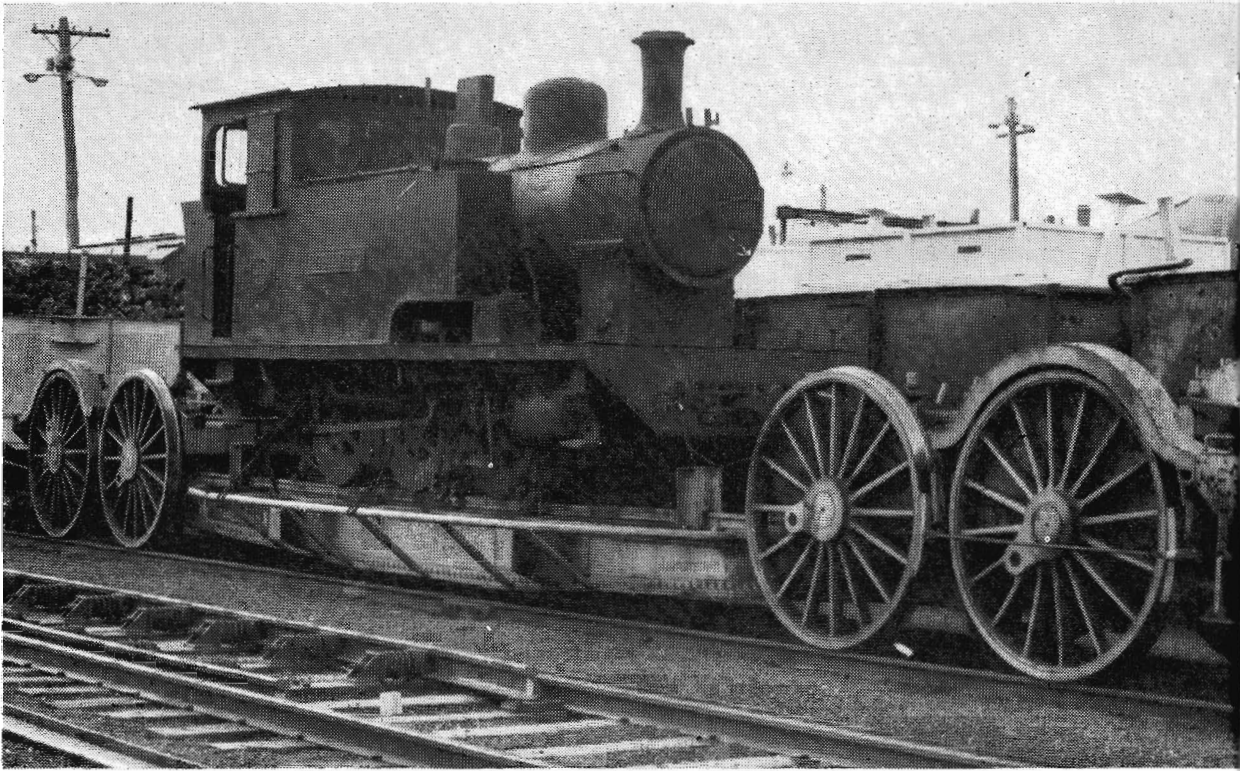
I purchased a weekly at Brighton Beach (cost \$2.50) and tendered a \$5.00 note. I made the usually fatal mistake of not checking my change, and rushed off with only 50c. It was not until several hours later that I realized my error.

I rang the station in what I thought was a rather futile effort to redeem my \$2.00. The assistant station-master told me to come and see him

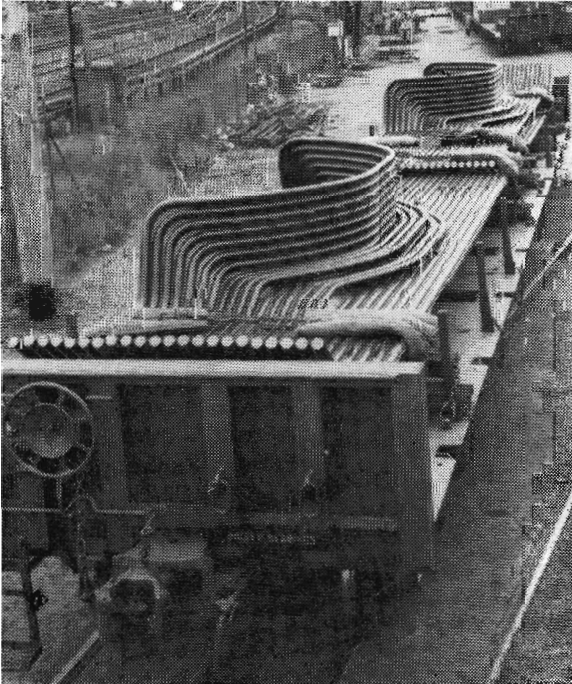
when I came in that evening. When I arrived, he informed me that he knew of my mistake and had kept the money aside. After obtaining my signature, he cheerfully refunded the \$2.00.

... Honesty of this type is very rare these days.

—Geoffrey Thomas Combe, Nelson Street, Sandringham, writing to the Commissioners



VIEWS OF NEWS



- ▲ **UNUSUAL LOADS:** Carried on an interesting S.A.R. flat top, narrow gauge locomotive was among the unusual freight handled last month at the Railway Yard where it was unloaded and taken to the Puffing Billy Preservation Museum at Menzies Creek. The engine, which came from Port Blair, Scotland in 1918, and named Pozieres after a World War I battle, has a flat top, unofficially known as the *Crocodile*, is specially designed to run on narrow gauge locomotives over broad gauge tracks. It is fitted with 36-inch diameter locomotive wheels, and the centre can be raised to facilitate loading and unloading.

- ◀ **Two banks of boiler tubes** are at Melbourne Goods awaiting rail transport for the State Electricity Commission.

This 6,000 gal. petrol tanker is at Dynon en route to Kewdale (Western Australia). Later, another similar tanker was railed to the same destination.

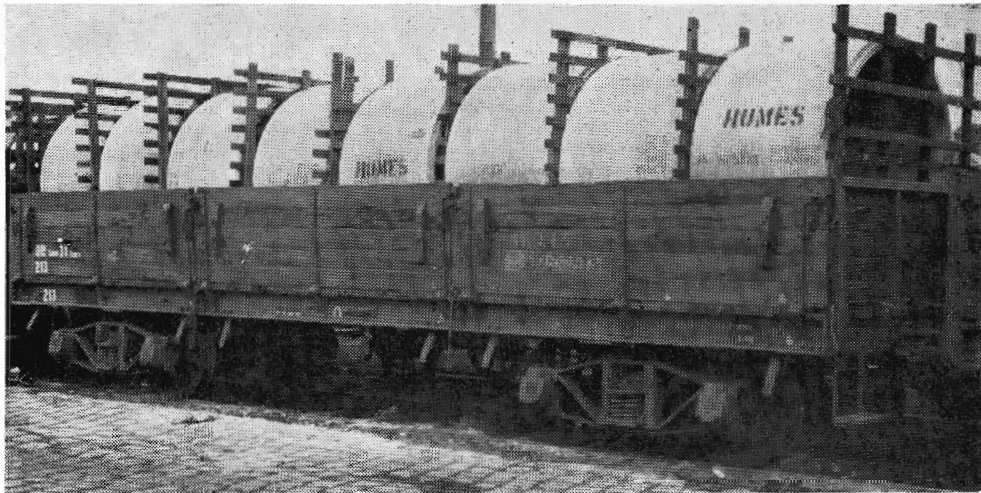
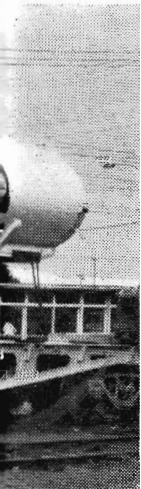




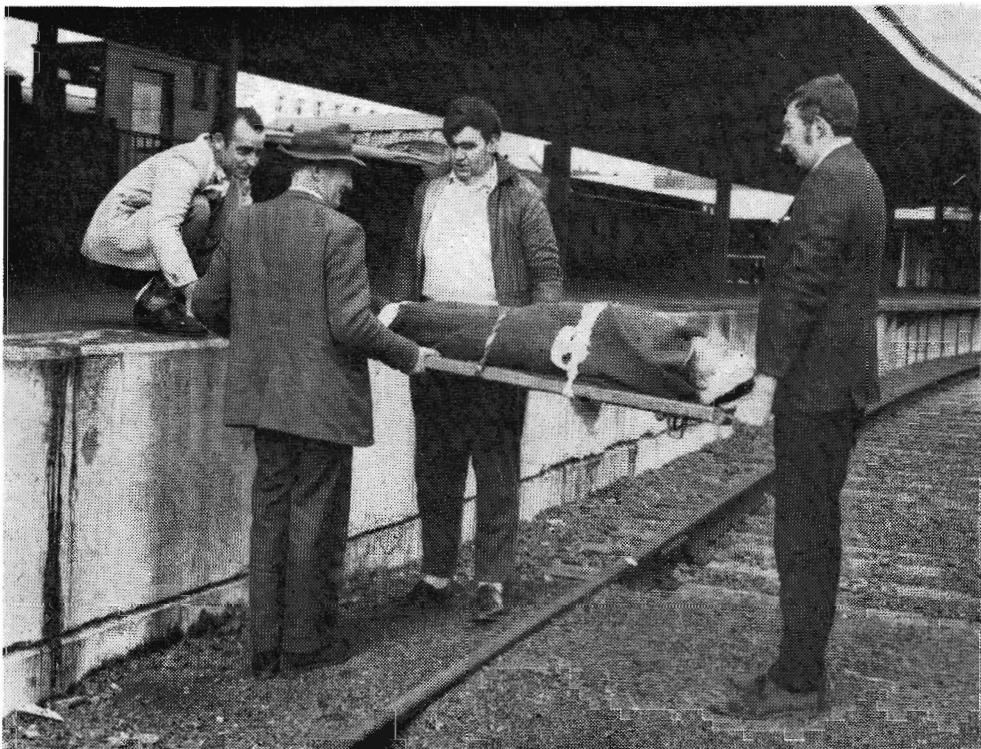
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PROTECTION: Trellis boards divide these sections of concrete piping, and effectively protect them from damage during transit.



FIRST AID: This year, the preliminary competitions in first aid were held, for the first time, at Spencer Street station, instead of East Melbourne Hostel. Here the Geelong team is competing in the transport event.

Rail car trip

On behalf of the Committee and members of the Myer Geelong Staff Club, we would like to thank the Victorian Railways for the most enjoyable outing we had by special rail car to Avoca on Sunday last.

Right from our first enquiry to Mr. Gugger at the Geelong booking office, the department was more than co-operative in every respect. The Assistant Stationmaster at Geelong (Mr. R. McHenry), went to some trouble to deliver the special tickets, and we also believe that Mr. Bray in your Traffic Branch did an excellent job in preparing the timetable and meal arrangements. The rail car supplied had obviously undergone a most thorough and extensive cleaning for the occasion, which was commented on most favourably by many passengers. On the day of the trip, the rail-car driver (Mr. Dick Schulze) was most courteous towards the younger passengers, many of whom had never been in a train before. The Stationmaster at Avoca, Mr. Rowe, was most enthusiastic about our visit. So much so that he had a large barbeque burning ready for our arrival. At Ballarat, Mr. Le Page provided an excellent meal, tastefully prepared and speedily served, in the Refreshment Rooms.

On-time running or better was the order of the day, and the enthusiasm of the crew contributed in no small way to the success of our first rail venture. In closing, we would say that in reference to efficiency, courtesy, and organization, no stone was left unturned by the Department.

—D. W. Hardy, Myer Geelong Staff Club, writing to the Secretary

Beulah

I would like to express my thanks and appreciation of the service rendered to me by the Railways. A vital link in any successful business, particularly in remote areas is the prompt and efficient receipt of goods. In my 20 years as a loyal customer of the Railways I cannot speak too highly of the service I have received.

—L. Howard, Beulah, writing to the Chief Commercial Manager

Rail fans' convention

Please accept this letter of appreciation and thanks to you and your staff for the co-operation and help we received in every Department during our recently held International Convention of Railway Modellers and Rail fans.

Much of the success must be attributed to the help offered and so willingly given by the many Victorian Railways employees who were directly involved in guiding our delegates through the various railway installations, arranging time-tables for our special rail car journeys, and so on.

—Ted Frost, Hon. Secretary, Melbourne Model Railway Society, writing to the Chairman

Frankston

I have dealt with the Railways for a long time and have paid a lot of freight and met a lot of nice people. I have never seen anyone so helpful as Mr. A. Bourke of the Frankston parcels office. I am 75 years old, and when I go there he won't let me lift a parcel but always puts it in my car for me. . . . It is a pleasure to call and do business with him and all the staff in the parcels office.

—Ernest E. Allan, Garloch Drive, Frankston, writing to Secretary

North Williamstown

On 6.6.1970, I left in the train my briefcase containing money and very important personal documents. An hour later that afternoon I had repossessed it undisturbed. This was possible only owing to the efficiency, resourcefulness, attentiveness, alertness, smartness and quick acting of North Williamstown stationmaster. Please express to him my greatest appreciation and gratitude.

—V. L. Lesh, Alma Terrace, Newport East

Ballarat

With recollection of the many remarks of a derogatory nature about the Railways' services, I would just like to pen a line or two in reverse.

On two occasions, we have had parcels of fruit sent by rail to us without notification by the sender. We received a telephone message from the parcels office to let us know that the parcels were there. This we appreciated very much because of the perishable nature of the goods.

—R. Rust, Sherrard Street, Ballarat, writing to the Officer-in-Charge, Ballarat Parcels Office

Ormond

A letter has been received from Mrs. L. Corbett, Stewart Street, Ormond, expressing her appreciation of the cleanliness of the ladies' waiting room at Ormond station.

Albert Park

May I, as a recently arrived visitor from N.S.W., commend to you the courteous and efficient staff on duty at the Albert Park station. In particular, I would like to mention Junior Station Assistant G. Peden.

—A. Douglas, St. Vincents Place, Albert Park, writing to the Commissioners

School rail tour

It was my pleasure to take part in a rail tour of Victoria in the *Eastern Special*. I would like to express our thanks to the members of your various train staffs and crews for their help, and the courteous consideration they showed at all times. The various railway officials along the line made us feel that at all times we were the most important people to them.

The train crew in particular made the children's stay on board most enjoyable. We were most fortunate in having Mr. Ron Williams and Mr. Bob Napier on both trips and these men went to considerable trouble to ensure the tour went smoothly at all times.

We look forward to similar tours in 1971.

—Donald R. Harrington, Joint Organizer, *Eastern Special*, writing to the Secretary

(A similar letter of appreciation has also been received from Mr. B. Sykes, Visual Education Centre, Grey St., Traralgon—Ed.).

Blackburn

At Blackburn last Saturday, I left my briefcase in the train.

I wish to record my sincere appreciation for the help received from the Blackburn staff, especially the stationmaster, Mr. Cann. Not only did he ring various stations along the line but took the trouble to ring me at home as he had located it at Nunawading station. As the case contained important papers I was most relieved.

—David Moss, Halley Street, Blackburn, writing to the Secretary

* * *

If WE had no faults we should not take so much pleasure in noting those of others. (La Rochefoucauld)

Construction Board chief retires

Mr. R. S. Miller, Chief Engineer of the Construction Board retired last month after 47 years service, 38 of which were in the Way and Works Branch. In 1961, when Mr. Miller was appointed to head what was then known as the Railway Construction Branch of the Board of Land and Works, he was Acting Chief Civil Engineer. While in the Way and Works Branch, he supervised the duplication of the main Gippsland line, the construction of the railway section of the Degraes Street subway, the duplication of the Camberwell to Ashburton line, the building of many country bridges, and other major works.

Mr. Miller's first project with the Construction Board was the completion of the Upper Ferntree Gully to Belgrave conversion to broad gauge, and its electrification. Since then, his organization has been engaged on preliminary investigations for the Melbourne Underground Railway.

Thanks

Mr. C. A. White who recently retired, has written to express his appreciation of help he received, after an accident, from Mr. W. Bowe (Welfare Officer), staff of Room 231 (Head Office), the Metropolitan District Engineer's Office, and members of Flinders Street No. 1 track gang.

Link with steam

Mr. A. L. Clearson who retired recently, began as a lad at Stawell in 1926 when steam was supreme, and ended his career as Superintendent of Locomotive Running after the diesel had triumphed. He had occupied the position for the past 16 years.



Mr. Clearson the passing of steam," he told *News Letter*.

On his way to the top, Mr. Clearson had, of course, passed through the grades of fireman and driver, and had also occupied the positions of Westinghouse Brake Inspector, and Depot Foreman at Bendigo.

Outer Circle Line

Mr. Bruce H. Herbert is writing a history of the Outer Circle line and the little known Victorian Railways Volunteer Regiment, founded in 1906. He would like to hear from anyone who has any relevant documents, photographs, etc. His address is 116 Rowan's Road, Moorabbin (phone 95 6838).

Big Newport farewell



At Newport Workshops, Mr. W. H. Chapman (Acting Assistant Chief Mechanical Engineer) addresses the crowd at the farewell to Mr. Dance (left).

A large crowd assembled at Newport Workshops to farewell Mr. P. J. Dance, the Acting Manager, who retired on July 24. Following a successful apprenticeship, he was awarded a Railways scholarship, and, in 1928, completed diploma courses in both mechanical and electrical engineering at the then Working Men's College (now R.M.I.T.).

After a wide experience at Newport Workshops, Mr. Dance was appointed Manager of the Bendigo Workshops in 1946, and, later, Bendigo District Rolling Stock Superintendent. He became Workshops Superintendent at Newport in 1968, and was Acting Manager for the 18 months preceding his retirement.

Other official activities included branch representative on the Foremen's Classification Committee, and membership of the Apprentices Selection Board, and various other boards of inquiry. For many years, Mr. Dance was state branch treasurer of the Association of Railway Professional Officers of Australia, and its federal treasurer for nearly 30 years.

Booking clerks' dinner

The annual dinner of the Flinders Street booking clerks (and former booking clerks) will be held on Tuesday, October 27, at Concordia Hall, Ferrars Street, South Melbourne. Tickets (\$4.50 each) are available from Messrs. J. Symons (auto. 1701), D. Shaw (1809), J. McKain (1454), and M. Yalassis (2495).

Some former booking clerks who could be at the dinner are Fred Jenkins, Bill Lugg (of Portland) and Jack Kinsella (Tasmania).

At Mont Albert



Posing for a picture, this group at Mont Albert is at a retirement farewell to the stationmaster, Mr. F. J. Patrick (centre with hands folded) who has been in charge at Mont Albert since 1967. Mr. Patrick who has had 46 years service, is looking forward to spending many happy hours in his attractive garden at Macleod.



Mr. Clayton.

Mr. Charles Cyril Clayton, Assistant Signal and Telegraph Engineer, has seen the orange over green signal. This to a train driver means reduce to medium speed, which will be Mr. Clayton's pace when he retires early next month, after 49 years service.

Then Mr. Clayton will board ship for Canada and the province of Alberta, where a married daughter lives, with a husband and children Mr. Clayton has never seen. The Canadian family live in Calgary, famous for its annual rodeo.

H.O. electrician

When Mr. Ross Lloyd, the electrician in charge at Head Office during the past 19 years, signed off for the last time, a crowd of friends he had made during his stay in the big building gathered to wish him well during his years of retirement.

The 64-year-old electrical foreman had spent his last lunch time in the Railways, with his "boys," as he calls them. These were young men apprenticed to the electrical trade, working at Head Office. Mr. Lloyd is proud of the 20 young men who learnt their trade under his guidance.

All speakers at his farewell mentioned the professional competence, ability to improvise, and the patient,

"It only seems like yesterday!" he reminisced as he recalled his first days in the railways—one of the 1921 apprentices, at 16. Then came years of hard study after winning a railway scholarship to the then 'Working Men's College' (now the R.M.I.T.).

Winning his diploma of Electrical and Mechanical Engineering meant a staff job until the great depression of the '30s. Reduction to the daily paid ranks, and hard times, lasted about six years. Then in 1936, Mr. Clayton was transferred back to Head Office and resumed his professional career.

Mr. Clayton conducted classes for apprentice signal fitters for seven years.

Vacancies for apprentices

In 1971, the Railways will have vacancies for new apprentices in various trades. Most vacancies will be in the metropolitan area, but some will be at Bendigo and Ballarat. Applications close on October 12, 1970.

Country lads receive a minimum wage of \$27.70 per week, (if required to live away from home) and special travel concessions for home visits.

A 14-page full-colour illustrated booklet, detailing the wide range of training, has been produced for interested school-leavers and parents; copies, with application forms, are available from the Employment Officer, Room 215, Railways Administrative Offices, 67 Spencer Street, Melbourne, 3000, (auto 1910) and from all staffed railway stations.

good humour of the retiring electrical man. "A bit of a stirrer, with a happy smile and a gentle nature, who, nevertheless, could say a few words on occasions," seemed to sum up the sentiments of all, as they watched Mr. W. R. Wilkins, Lighting and Power Engineer, present Ross with an electric sander and grinder.

Ross told the gathering that he had bought a home in Woodend, and the first job to be done there, on his wife's orders, would be the installation of central heating.

Originally an estimating engineer in his native England, Ross disliked desk work, and came to Australia via South Africa, just after the last war.

William Hall Appeal

Recently, the final distribution was made in the William Hall Appeal. This appeal was made in 1962, to provide artificial limbs for Mr. Hall (then an Accountancy Branch Officer) who had lost both legs in a train accident. As usual, railway men and women generously responded and \$1464.27 was received. This not only bought artificial limbs, but paid hospital and medical expenses and left an amount still in the fund. This amount has now been finally expended on a new pair of artificial limbs for Mr. Hall.

Last of the family

Mr. Jack Overall who retired after 45 years in the Railways, 11 of which were at Spencer Street as a passenger guard, was the last of his family in the service. His father, two uncles, and Mr. Overall's two brothers were all railwaymen. He has also notched up another last—he is the last of the passenger guards at Spencer Street who were there before the opening of the standard gauge line. Retirement will see Jack devoting a lot of time to his favourite sport of fishing; and he intends to see as much of Australia as possible.



Mr. Overall

Nearly 50 years

When Mr. A. Priestley, Assistant Comptroller of Accounts, retired early this month he had completed nearly 51 years in the Railways. He began in the then Transportation Branch in December 1919 and transferred to the Accountancy Branch six months later.

Mr. Priestley, much of whose working life was in the Head Office, can look back on many changes. In those days, the Head Office lifts were marvellous hydraulic contraptions controlled by a rope passing through the floor. The offices were warmed by blazing fires of Wonthaggi coal, and outside, horse-drawn lorries clattered along Spencer Street at a sedate 6 m.p.h. Some of the elderly officers still sported beards and bowler hats.

Mr. Priestley has seen his own branch move from the days when documents were damp—copied in a copying press, to the era of the computer. The positions Mr. Priestley has held include Accounting Officer in various districts, Inspector of Accounts, and Auditor of Expenditure.



Mr. Lloyd (right) receives a farewell handshake from Mr. Wilkins.

Stopped watching



Newport Workshops' Senior Watchman W. Dingey (left) shown presenting a retirement gift to Watchman J. Jakob, has now also retired. Mr. Jakob was at Newport Workshops for 20 years, mostly as a watchman. Mr. Dingey had 45 years service, 21 of them as Senior Watchman.

Crowes

After reading the article *Over the Otways* in the July *News Letter*, Mr. T. Crowe, Yard Master at Flinders Street, recalled some interesting details about the picturesque narrow gauge line from Colac. Crowes, the terminal station, was built on land owned by his father and uncle, and named after them, he said. The buffer stop at the station was the stump of a huge tree with a cross beam on it. When bushfires burnt down the station building at Lavers Hill, some local wags nailed the station name to a nearby stump, after rearranging the letters to read Liars Hell. One of the guards on the line, Norman Blackie, used to delight children by telling them how he got a billy of hot water for tea making.

He explained that he passed a billy to the fireman on one curve and got it back on another!

New B. and S. Inspector



Mr. V. E. Bonighton (right), the new Senior Block and Signal Inspector, is shown taking over from Mr. J. A. Bower who has retired from that position. Starting as a messenger at Montague Shipping Shed, in 1926, Mr. Bonighton progressed through the grades of porter, porter-in-charge, and signalman, before becoming a Block and Signal Inspector at Geelong in 1954.

Members wanted for benefit society

The Newport Workshops' Benefit Society is interested in getting more members from Rolling Stock branch staff in the metropolitan area. The Society, which has been in existence for 56 years, is registered with the Government Actuary. For a contribution of 20 cents a pay, it provides

a sick benefit of \$4 a week, a death benefit of \$80 (member) and \$40 (wife). Full details may be obtained from the society's secretary, Mr. P. C. Walker, Erecting Shop, Newport Workshops (auto 5-3370).

Entertainer

John James of the V.R. Printing Works has a hobby that keeps him looking for new jokes. He appears as a comedian at children's parties and at smoke nights. He has also been on T.V.'s *In Melbourne Tonight*. John particularly enjoys appearing as a clown at children's parties, as his audience is always most appreciative. But making up for the part, he says is a tedious business and there's the never ending quest for new jokes. Another hobby of his is photography.



Made up as a clown, John is about to leave his home to appear at a children's party.

Cartoon



A cartoon of himself (specially done for the presentation by Jeff of *The Sun*) was among the retirement gifts to Mr. W. J. Rose who is shown (right) receiving it from Mr. I. G. Hodges, Chief Electrical Engineer. Mr. Rose, a clerk, had been in the Electrical Engineering Branch for nearly 50½ years. His first job was in the timekeeper's office of a gang laying cable near the Jolimont Workshops before the present sports ground was there.



These four Victorian railwaymen have been awarded the British Empire Medal by the Queen for their part in rescue work after the *Southern Aurora* accident last year. They are (from left): Messrs. Q. G. Aldridge (repairer), J. R. McQuillan (stationmaster), J. J. Aldridge (repairer), R. J. A. Hyatt (conductor).

- Barbuto, L. V., Newport, 4/9
- Brayshaw, H. J., Ballarat North, 17/10
- Brockwell, P., Shelter Shed, 29/10
- Chamney, J. C., Newport, 7/8
- Davidson, M. R., Newport, 3/8
- Eddington, R. K., Newport, 31/7
- Forsyth, E., Newport, 25/7
- Hallinan, F. A., R. M. Depot, 7/10
- Hansford, C. R., Jolimont, 21/8
- Harvey, F. C., Bendigo North, 31/7
- Heeps, H. H., Bendigo North, 7/8
- Michael, E., South Dynon, 14/10
- McGilton, L. J., Newport, 20/7
- Nash, E. P., E. R. Depot, 27/6
- Russell, W. A. R., Jolimont, 23/10
- Sicavitsas, C., Newport, 3/10
- Sleeman, C. M., Newport, 19/8
- Smith, F. N., Benalla, 10/10
- Thomas, W. G., Bendigo Loco, 24/10
- Williams, S. G., Ballarat North, 2/10

WAY AND WORKS BRANCH

- Addamo, G., Newport, 27/10
- Ciavarella, M., Spotswood, 4/10
- Clayton, C. C., Head Office, 7/10
- English, C. D., Head Office, 24/10
- Hand, E., Geelong, 14/7
- Hayward, S. J. W., Camperdown, 11/10
- Henry, R. W., Geelong, 3/10
- Johanson, F. P., Girdgarr, 3/10
- Ogden, F. N., Echuca, 20/10
- Smith, (Mrs.), E. M., Tatura, 11/8
- Stokoe, G. W., Geelong West Yard, 13/10
- West, R. H., Spion Kop, 30/10
- Yates, H. G., Ironworks Division, 7/8

TRAFFIC BRANCH

- Clarke, E. F. K., Flinders Street, 16/7
- Dalton, P. J., Macedon, 4/10
- Drew, E. W. L., Maryborough, 8/7
- Isaac, M. W., Essendon, 30/10
- Keast, E. A., Head Office, 30/10
- Kinsman, N. C., Melbourne Goods, 8/7
- Nicholson, A. J., Lilydale, 15/8
- Thomas, H. A., Melbourne Goods, 5/8
- Tripp, L. L., Wangaratta, 18/10

STORES BRANCH

- Box, E. (Miss), Duplicating Bureau, 28/7
 - Kalliwoda, F., Newport Workshops, 31/7
 - Dirckze, G. E., Dynon Area Stores, 3/10
 - Pezos, P., Permanent Way Depot, 10/10
- ELECTRICAL ENGINEERING BRANCH**
- Newson, B. J., Overhead Division, 7/8
 - Deylen, J. S., Lighting & Power Division, 17/10

Dinner to country delegates



Group at the annual dinner (held at the Flinders Street station building, on July 31) to country delegates of the Victorian Railways Returned Servicemen's Section. Guest of honour at the function was Mr. Judy Patching.

Admiral retires

From a lad porter at Moreland to "Admiral" of the V.R.I. Angling Club's 28 ft. cabin cruiser, sums up the railway career of Mr. R. (Bob) Sinclair. At the time of his retirement as O-in-C. of the Traffic Branch Dispatch Office, Bob was president of the club, and steersman of the cruiser, hence the rank of "Admiral".

Starting at Moreland in 1921, Bob worked at various metropolitan locations before becoming a signman in 1929, when he married.

The great depression of the 'thirties sent the Sinclairs to Boorcan near Camperdown, where the signal porter's job meant the occupancy of a D.R.

Bob Sinclair's genial personality was of great assistance when he became an indicator porter in charge of the clocks at Flinders Street station, and later when he served at Head Office as the Hall Officer.

Mr. Sinclair, a grandfather with four grandchildren, will retain his interest in bay fishing from the V.R.I. boat, interspersed with some heavy casting of the surf rod from beaches as far afield as Queensland.

Golfer



Stationmaster Mr. D. Smith, Nyahwest, is in the centre of the containerized dried fruit traffic railed to Melbourne for export. Mr. Smith, an enthusiastic golfer, spends much of his spare time on the local fairways.

**NEWS LETTER REGRETS
TO RECORD THE FOLLOWING
DEATHS**

ROLLING STOCK BRANCH

- Hargraves, A. R., Jolimont, 28/7
- Kupiec, W., Newport, 31/7
- Odgers, A. D., Ballarat Nth, 1/8
- Zeps, L., Jolimont, 14/7

WAY AND WORKS BRANCH

- Greschke, W. R., Wangaratta, 22/7
- Lonsdale, R. J., Newport, 6/8
- North, S. D. W. Head Office, 8/8
- Pitcher, A. W., Castlemaine, 8/8
- Sedman, L. H., Hamilton, 22/7
- Smith, N. V., Head Office, 19/7

TRAFFIC BRANCH

- Finn, J. G., Ballarat, 21/7
- Goodman, F. W., Melbourne Goods, 19/7

STORES BRANCH

- Mayas, S., Oil Store, Newport 24/7
- Maiksimovic, M., Spotswood Workshops, 29/7

ELECTRICAL ENGINEERING BRANCH

- Palmer, S. J., Overhead Division, 11/8

THE DISCOUNT SCHEME

Want to save money? Of course you do. Then why not make full use of the Institute's discount scheme?

The majority of members are no doubt aware of the discounts available in the very popular electrical appliance field, but do you think of the scheme when you have to replace the lounge suite, the kitchen setting, the carpet, or even the sheets on the bed? Perhaps the tedious job of painting the house would not be quite so unpleasant if done with the knowledge that you at least saved a few dollars on the cost of the paint.

Weddings and twenty-first birthdays are happy social events, but these invariably entail the purchase of rather expensive presents as well as such items as a new suit, shoes etc., all of which can be obtained through the discount scheme. While on the subject of "happy events"—yes we can save you money on prams, pushers, bassinets, and the never ending supply of toys that will be required as the time passes by.

How do you spend your leisure hours—on the golf course, out in the country or beach with your camera, or do you prefer to relax at home listening to L.P. records? Sporting equipment, photographic supplies, and records, are all available at a discount. Incidentally, how did the car perform on that trip to the country—any tyre, battery, or engine troubles? Replacements are less costly through the V.R.I.

Theatre booking

Another service in the discount field is the "Theatre Booking Service" which provides concession prices for live shows Mondays to Fridays and Saturday matinees at such theatres as Her Majesty's, Princess, Comedy, and New Athenaeum. Concession prices are also available Mondays to Fridays only, at several city picture theatres, namely Embassy, Palladium, Australia, Capitol, Albany, Roma and Century. Should you prefer a cabaret evening, then we suggest Sergio's, Esplanade, St. Kilda for an excellent meal coupled with dancing and floor

Country members

Can members who are located in the country, and unable to get to Melbourne, make use of the discount scheme? They certainly can by simply writing to the General Secretary of the Institute giving a full description of the article required. The Institute staff will then obtain a discounted price for the item, and, provided this price is satisfactory to the member, will arrange for the goods to be forwarded by rail to the member's home station. Goods to the value of many thousands of dollars have been purchased on behalf of country members in recent years.

Two suggestions

Based on this experience, we offer a couple of suggestions to prospective users of the scheme. Do not write on Monday or Tuesday for something you must have by the following week-end—it takes a little longer than that. The other suggestion is to supply as much detail as possible when seeking the price of an article. Too often we receive requests simply asking for the price of a television set or the price of a transistor radio. Obviously there are hundreds of different makes and models, consequently it is impossible to comply with the request. Had the member asked for a price of an H.M.V. 23" Casino model television set or an H.M.V. Capri 7 transistor radio, then no problem would have existed.

Perhaps we could close this article with a "special" for country members. When in Melbourne, stay at the Hotel Federal, Collins Street. A special concession on accommodation is available to members. To obtain this concession, bookings must be made through the General Secretary, V.R. Institute, Flinders Street.

A reminder

Finally, a reminder to all members whether country or metropolitan—should you not be in possession of a current membership card, submit a request in writing to the General Secretary, and a card, together with a list of the firms participating in the discount scheme, will be forwarded. Your membership card is the only identification acceptable to the respective business houses when making a purchase.

The Council of the Victorian Railways Institute, in conjunction with Qantas Airways will present an all colour travel film programme entitled "New Zealand — Fiji — Europe" in the Institute Ballroom Flinders Street, at 8 p.m. Wednesday, October 28.

The films to be screened are: *Fiji-Fiji* (24 minutes), an award winning film about Fiji in general; *Amazing New Zealand* (18 minutes), the spectacular scenic contrasts to be found in New Zealand; *Marlin Waters* (10 minutes), the story of big game fishing in New Zealand waters; *Rush Hour Space Age* (20 minutes), solving the problems of rush hour public transport in London, Chicago and San Francisco; and *European Cocktail* (30 minutes), glimpses of different countries of Europe.

Negotiations are at present taking place with Qantas Airways for a concession all inclusive rate covering planned tours in New Zealand by Institute members, and it is expected that final details will be announced at the date of this screening.

The programme is open to all Railway people, but preferential bookings will be available to Institute members and their families.

For free admission tickets, either call personally or write to the General Secretary, V.R.I., 3rd Floor, Flinders Street Station Building.

SPORT

by OSS. KEATING

Cricket

Metropolitan cricketers are advised that the annual meeting of the V.R.I. Cricket Association will be held in Room 4, 3rd Floor, V.R. Institute, on Monday October 5, 1970, at 8 p.m.

As it is intended to reform the metropolitan cricket competition, it is essential that clubs interested in competing during 1970-71 be represented at this meeting.

Golf

Railway golfers are reminded that two major country tournaments are scheduled for decision over the next few weeks. The first is the North-Eastern V.R.I. Championship to be played at Golden Vale Golf Course, Benalla, on Sunday, October 4. Hit-off time is 11.45 a.m.

The second is the Western District V.R.I. Championship which will be played on the Colac Golf Course, Colac, on Sunday, November 22. Hit-off time 10.30 a.m. to 12.30 p.m.



Members of the V.R.I. table tennis team and carnival officials (left to right) Standing, R. Turner, A. Wilson, A. Tabone, J. Rees, B. Smart, S. White, L. Curson, G. Roiter, M. Davey; Seated, T. Averte, E. Martin, W. Lawrie (Manager-Captain), J. Crouch (Carnival Chairman), G. Smith (Carnival Secretary), K. Smith, and J. Eldridge.

Intersystem Table Tennis Carnival

I feel that anybody who participated in this fixture will remember it as a most pleasant and satisfying experience.

Proceedings opened on Sunday August 9, when all visitors were welcomed by Mr. Commissioner L. A. Reynolds, supported by Messrs. M. L. G. McKenzie (V.R.I. General President), and G. Smith, (Carnival Secretary), who on this night substituted for our Carnival Chairman, Mr. Jack Crouch, who was ill, but, later, made a recovery. The managers of the visiting States, Messrs. H. Evans (W.A.), R. Stoye S.A.), R. Watt (N.S.W.) and R. Archinal (Q'land) suitably responded.

Play got under way on Monday night at the Albert Park Table Tennis Centre, with Victoria beating W.A. and N.S.W. defeating S.A. The second round resulted in a win for Victoria over S.A., and N.S.W. over Queensland.

Wednesday saw the third round with Victoria meeting Queensland, the holders of the Commissioners' Shield; the even standard of our players was decisive in giving us a comfortable victory. South Australia beat West Australia.

On Thursday, S.A. proved too good for Queensland, and N.S.W. continued on their winning way with a victory over W.A.

On Friday, Victoria met N.S.W. with the victor holding the Commissioners' Shield for the next two years. Again, in this match, the even standard of our nine players was most



Angelo Tabone, winner of the 1970 V.R.I. table tennis singles championship, takes a high one on the forehand.

evident, and although N.S.W. battled out each game, our over-all strength was too much, and so, for the first time ever, the Commissioners' Shield for Table Tennis was won by Victoria. In the other game, Queensland were too strong for the West Aussies.

The teams event results were: Victoria (Commissioners' Shield), New South Wales (Glick Shield), South Australia, Queensland and West Australia.

In the individual championships,

the singles title went to Winston Selmes (N.S.W.) who beat Geoff Smout (S.A.) 18-21, 21-19, 21-16, 19-21, 21-18 in a terrific final. It was the fourth time he has won this title.

Two Victorians—Lee Curson and Gino Roiter—reached the semi-final of this event, but found the finalists too strong.

The doubles championship resulted in a great win for Wal Lawrie and Lee Curson of Victoria over Geoff Smout and Alex Rapita of South Australia, 21-18, 18-21, 21-18, 21-17.

South Australia, after being runners-up in the singles and doubles titles, broke through for a win in the Veteran's event when, in the battle of the "Old-uns", Alex Rapita beat Col Chaston (N.S.W.), 21-13, 21-14.

The carnival concluded with the presentation dinner at which our Carnival Chairman, Jack Crouch, now fully recovered from his illness, was in command. Trophies were presented by our Deputy Chairman, Mr. E. P. Rogan.

To the visiting State managers, officials, players, and visitors from all States (including Victoria) go the sincere thanks of the carnival committee for their excellent behaviour and co-operation throughout the carnival.

It's more important to go straight than move in the best circles.

* * *

The man who goes through life hunting for a soft thing can generally find it under his hat.

VICTORIAN RAILWAYS

NEWS LETTER

OCTOBER



1970



GIVING AWAY THE RAILWAYS

The Commissioners are concerned by the announcement that the Premier has offered to hand the Department over to the Commonwealth, because this may be interpreted by the staff as an indication that he considers that the railways are no longer necessary to the welfare of the State.

This is not so! The premier, in his budget speech, made it clear that the reason for this step was the crisis in Commonwealth-State financial relationships, which has made it impossible for the Victorian Treasury to obtain, from the limited financial resources available to it, the funds necessary to meet the unavoidable losses on railway operations. The Premier further went on to say that had his Government the ability to raise the necessary funds by its own taxing powers, it would be its policy to do so.

Continued operation of the Victorian Railways, irrespective of ownership, is absolutely vital to the prosperity of the State. While changes in the nature and extent of the Department's functions have taken place in response to modern developments in transport technology and economics—and further such changes are inevitable—the inherent advantage of railways in the field of high-volume transport, of both goods and passengers over routes of heavy traffic concentration, ensures a future that will continue to demand from railwaymen everything they have to offer in the way of initiative, adaptability, and application.

It goes without saying that this sort of discussion has done little to improve the Department's public image. It is more than disheart-

ening to both the Commissioners and the staff that the method of presenting the Department's financial results, which classifies as a deficit the net cost of the essential services provided each year, not as a business proposition but as a community need, presents an entirely false picture to a public brought up to regard financial profit as the only criterion of efficiency.

What the public does not realize is that in the one field where the railways do operate purely as a business, namely, the interstate transport of goods and passengers, they earn a satisfactory profit by any standards—and this in open, unrestricted competition with road, sea and air services.

All other aspects of the Department's operations are either purely social service obligations, such as the provision of country and suburban passenger services, or are clouded with hidden concessions to various sections of the community.

The implications of a transfer from State to Commonwealth are considerable. Any such offer could not eventuate without deep consideration by all involved and many Members of Parliament may have views to express. The Minister of Transport, for example, has devoted much time and effort to promoting a project which all railwaymen wish to see achieved—the Melbourne Underground Rail Loop. In the meantime, the Commissioners' advice to the staff is, in the modern jargon, "Don't panic". In the opinion of people who know transport, you are doing a good job.

G. F. BROWN

TEAM WORK

Fast action by senior railwaymen backed up by railway tradesmen and station staff on Friday, September 18, earned commendatory applause from the Minister of Transport (Mr. Vernon Wilcox).

The action started when an industrial ban on the running of the traditional rail shuttle service between Flinders Street and the Showgrounds appeared likely to be lifted.

With the prospect of running a normal Showgrounds service the next day, it became necessary not only to provide trains and roster crews, but swift means had to be organized to inform the public of the changed circumstances.

Newspapers, radio and TV stations were informed by telephone, advertisements were placed for the next morning's papers and a "Wednesday Headline" poster was written and telephoned to the Printing Works. Later a traffic inspector collected and returned with them to Flinders Street, where two traffic officials sorted them into bundles according to destination. Control alerted station staffs with instructions to display the posters on arrival.

The result of this activity was that 32,022 patrons were salvaged for the first day that trains ran to the Showgrounds, a drop of only 9,276 below the same Saturday of the previous year. The Sunday figure however was up by 4,470 to 10,124.

Japanese and American technicians are rivals in the development of a new kind of train based on electro-magnetic repulsion and powered by linear motors. The train's top speed is calculated to be about 310 m.p.h. and the cost, \$3.5 billion. A scale model was recently on display in the Japanese Government Pavilion at Expo 70.

The idea of electro-magnetic repulsion applied to trains was suggested by a Frenchman, Emile Bachelet, early this century. Modern technology made the idea feasible when the electro-magnets were clothed in a jacket of liquid helium which chills the magnets to a temperature of absolute zero (minus 458.7 degrees F.), when internal resistance to electrical currents virtually disappears.

The train has wheels on which it reaches take-off speed (about 50 m.p.h.) then the repelling magnets lift the train off the surface and it flies along about a foot above its track, but completely under the influence of the magnets which keep the train on course rounding curves.

The Japanese expect to place the new floating train in service by 1980. Meanwhile the Stanford Research Institute at Menlo Park, California, are working on a similar train design named Maglev (for magnetic levitation).

Levitation is defined in the dictionary as raising a body in the air by spiritualism, but there is nothing very spiritual about the cost of the new super train.

FRONT COVER

Millionth passenger. Homing to Melbourne after a Surfers Paradise holiday with her two daughters, Helen and Elizabeth, Mrs. Joan Adey, of Eaglemont, never dreamed as she boarded "Southern Aurora" in Sydney on September 14 that she would be the train's millionth passenger. Mrs. Adey was in the club car with Helen and Elizabeth when her name was announced—at 8.45 p.m. Her reaction? She asked for a "strong cup of tea."

When "Southern Aurora" pulled into Spencer Street the next morning Mrs. Adey found a battery of TV and Press cameras and senior railway officials waiting to see Mr. L. A. Reynolds, Commissioner, present her with a handsome inscribed tray on behalf of the Commissioners.

It has been possible to make a deposit booking from Melbourne to Perth or Alice Springs, but from October 1, the Victorian Railways have extended the facility to permit advanced deposit booking of all interstate travel up to 12 months ahead.

The intending passenger pays \$5 deposit per person when booking, instead of the full fare as in the past.

The person concerned has until one month prior to travel date to pay the remainder of the fare. If the full fare has not been paid by then, the booking is automatically cancelled and released. This procedure is expected to have the beneficial effect of making seats available to rail customers who cannot book until a short period before travel date.

STAY SOBER AND PAY FINE

Two young men, from Bendigo district, aged 20 and 21, were placed on probation for two years and were ordered to pay \$1335.06 in instalments, to the Railways when they appeared before Judge Rapke in the Court of General Sessions convened at Shepparton on September 16. The younger had been a signalman.

In his address to the court before passing sentence, Judge Rapke said the purpose of the fine was to curb the spending power of the men on alcohol.

The two had pleaded guilty to having maliciously and unlawfully damaged track machinery, and having placed 10 railway sleepers across the track between Buckrabanyule and Wychitella on May 8.

Evidence was given by a Buckrabanyule farmer that he had helped the driver and second-man of the 705 a m Sea Lake to Bendigo railmotor to clear the track of sleepers and damaged machinery, after he had alerted Charlton railway station staff.

WOMAN DRIVER HITS TRAIN

A married woman living in Campdown described her narrow escape from death before Mr. D. Gude, S.M. recently. She told the court her car stalled foul of Weerite level crossing when a train appeared travelling at 70 m.p.h.

Driver of the train Mr. M. Gundry described his efforts to brake to a stop when he saw the car and the resultant damage to the side of the locomotive.

The magistrate fined the woman driver \$20 with \$33.09 costs for failing to stop at a level crossing.

At a special gathering after a conference of senior railway officials held interstate, one of our men was approached by a lady who wanted to know, why were we "sacking the Stationmaster at Bellbird?"

Our official looked somewhat puzzled as his memory searched the list of Victorian railway stations.

"We have no station on the Victorian system named Bellbird," he replied.

Of course the lady proved to be an avid viewer of the TV serial of that name, and took the script seriously.

However there is a pretty little place in East Gippsland named Bell Bird Creek, 26 miles east of the rail terminal at Orbost. Bell Bird Creek has a publican but no railway station or stationmaster.

RAIL WORTH

"The Age" property section, describing a Hurstbridge property that had just come on the market stressed the value of rail travel when it said the owner left home at 8.10 a.m., drove to Macleod, caught the train, and was in his Elizabeth Street office at about 9.03 a.m., adding it was possible to take the train from Hurstbridge or Wattle Glen.

A motorist who crashed into a pillar of railway gates open to road traffic at Macarthur Street level crossing, Ballarat just before midnight earlier this year, claimed in court he had fallen asleep at the wheel.

The motorist, aged 19, told police he had fractured his skull twice in previous accidents and frequently became sleepy when he was driving at night.

After fining him \$20 with \$16.67 costs and cancelling his probationary license, Mr. O'Sullivan, S.M. expressed concern that the motorist was allowed to drive at all.

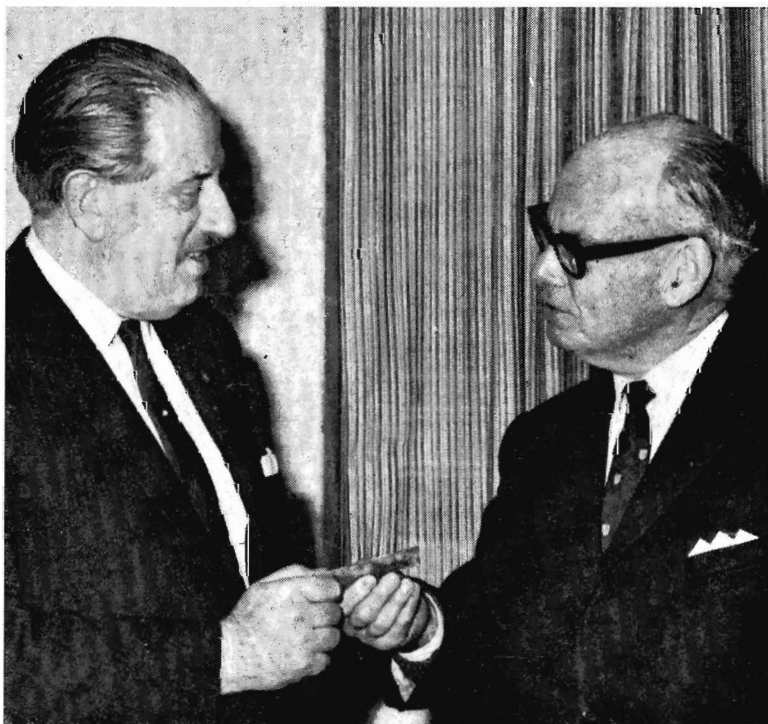
SMASHED FREIGHT

Over two million bottles were recently moved by rail from Geelong to Spotswood. And, to stop illegal use, each bottle was deliberately broken as it was loaded into the railway wagons.

The bottles—26 oz. size—were consigned by Tarax Drinks (Geelong) Pty. Ltd. to the private rail siding of Australian Glass Manufacturers Co.

The unbroken bottles were delivered to Geelong railway goods yard in cases containing one dozen. There were 180,000 cases (1,500 tons) involved in the complete operation.

NO. 1 CREDIT CARD



Mr. L. F. Pyke being presented with the Victorian Railways No. 1 credit card by Mr. L. A. Reynolds (Railways Commissioner)
Mr. Pyke, a leading businessman, left Melbourne for Sydney by "Southern Aurora" the same night.

WHERE DO WE STAND TODAY?

This is the third article of a series by Mr. J. N. Lade, Commissioner Representative, Transport Regulation. Previous articles have dealt with the history and working of the Transport Regulation system in Victoria. Now Mr. Lade takes a critical look at the system.

There is little doubt that the Transport Regulation Acts were necessary and reasonably comprehensive pieces of legislation when originally enacted in 1931. However, I believe that these Acts, in their present form, no longer fully accord with the present-day realities of the transport situation nor do they take account of technological changes within the railways and other forms of transport.

Last month I mentioned a number of criteria which the Transport Regulation Board considers when deciding whether or not licences will be granted for the carriage of goods by road. These criteria are most soundly based but unfortunately the Board is only in a position to regard them as the basis for a decision when considering applications for Discretionary Licences.

In other words, the Commercial Goods Vehicles Act in itself breaks down the effectiveness of these considerations by providing for the carriage "as of right" of many items which the Board would otherwise probably regard as rail traffic.

\$4 licence

For example, by obtaining an "EH" licence (See *News Letter*, p 132) at the cost of \$4, an operator automatically gains state-wide rights for the carriage of livestock, practically all types of perishable commodities, household furniture and petroleum products. The Board is bound to grant any application for an "EH" licence; whether or not the railways or another operator will suffer as a result is not considered.

Similarly, in 1963, the Act was amended so that approved Decentralised Secondary Industries could automatically obtain "EH" licences for their own vehicles to carry all goods and materials required for the manufacture of their products to their works and all finished products from their works to places throughout the state. Once again, the adequacy or ability of the existing transport media to handle these goods has no bearing on whether such a licence will be granted.

Effect on revenue

The Annual Report of the Trans-

port Regulation Board for 1968-69 shows that there are at present 13,062 "EH" and 899 "EI" licenced vehicles on the roads. Many of these are large semi-trailers and carrying traffic that could and should be on rail. Naturally, the resultant affect on rail revenue is considerable.

Last month, I listed a number of commodities for which the Board will generally issue road permits. The Board's permit policy has been developed over many years, partly as a result of claims that certain goods could not be adequately or safely handled on rail but also as a result of political pressures.

Rail could carry

We do not argue with all of the Board's policies toward the issue of road permits but maintain that conclusive evidence must be shown that the commodity concerned is definitely not suitable for rail transit before permits are issued.

But permits are freely granted for the carriage of petroleum products (up to 160 road miles from Melbourne) and for superphosphate (up to 100 road miles from a fertiliser works).

Both of these commodities are readily and satisfactorily handled by rail—why should they be permitted to move by road? Other similar examples are hides and skins and gas cylinders.

Thus, it can be seen again that the physical ability of the railways to handle certain goods does not receive any consideration.

So far I have cited some of the reasons why the effectiveness of Victoria's transport regulation system has been gradually eroded.

Section 92

But these considerations are minor by comparison with the effect on the railways and overall economy of the state brought about by interpretations of Section 92 of the Commonwealth Constitution.

Until 1954, it was generally accepted that interstate movements of passengers and goods were subject to the same controls and regulations as applied to movements within state boundaries.

Early in 1954, a N.S.W. trucking firm, Hughes & Vale Pty. Ltd. started legal proceedings to have State legislation declared invalid to the extent that it involved interstate operations. The Privy Council in England finally upheld the company's submissions and licence and permit fees (which previously could amount to up to \$200 per single trip) were no longer payable for interstate journeys.

The immediate result was that many additional operators entered the market for interstate transport. Consequently, a great deal of the higher-rated rail traffic was lost and little was regained until through standard gauge working to and from Sydney was introduced in 1962.

"Border hopping"

The loss of a great deal of genuine interstate traffic posed a serious enough problem for the railways but this was soon compounded by the rapid growth of "border hopping" whereby ordinary intrastate traffic was deliberately carried across State borders to gain the protection of Section 92 of the Constitution.

Over the years that followed, many legal battles have been fought over the question of "border hopping," but none have served to provide any encouragement that the practice can be stopped. Indeed, if anything, the reverse has been the case.

Business lost

The effect of this pseudo—interstate road movement upon Victorian railway finances has been two-fold.

In the first place, a great deal of traffic has been lost, not only to and from areas close to the New South Wales and South Australian borders, but also between Melbourne and points 80 and more miles inside the border.

Secondly, in order to retain even portion of available traffic in the affected areas, freight rates have had to be drastically reduced. These reductions have not generally succeeded in creating additional traffic, and in some instances we have not even retained existing business.

For example, at Mildura, despite greatly reduced rates and improved

services, inwards goods tonnage in 1953-54 amounted to 82,272 tons, but by 1968-69 it had fallen to 39,857 tons. Outwards tonnage in 1953-54 was 19,243; 15 years later this had dropped to 13,689 tons.

With less traffic and cheaper rates, revenue has declined while, of course, working expenses have continued to rise at a rapid rate as a result of wage awards and agreements.

We thus have a situation which in other industries might be termed a serious cost price-squeeze. These freight rate reductions have also created unfortunate anomalies in relation to rates charged in lesser affected areas.

It is difficult to estimate exactly how much, in money terms, that 1954 decision has cost the Victorian Railways and the economy of this State but it certainly amounts to millions of dollars annually.

Even more serious perhaps, is that the continued growth of "border hopping" activities by some transport operators has led to a steady breakdown in the effectiveness of existing transport regulation legislation.

The Transport Regulation Board maintains a constant check on interstate operators in order to ensure that the vehicles concerned do cross the State borders and correct returns for road maintenance tax (which can be levied despite Section 92) are submitted. But with such a lengthy border and its many crossing points, the task of trying to check the activities, whether genuine or otherwise, is certainly difficult for the limited staff of the Board.

Under the Commercial Goods Vehicles Act, the Board is only empowered to give some consideration to the financial stability and character qualifications of an applicant for a discretionary licence. "As of right" licences are automatically granted. Similarly, in the case of interstate carriers, no such prerequisites are necessary. The only requirements are a vehicle (which can be easily acquired on low deposit under hire purchase) and a set of "IS" (Interstate) number plates, which cost about \$1. Many of these people become the "fly by nighters" described in my first article (*News Letter*, pp 116-117).

Revision required

Summarised, it can be seen that the relevant Acts which govern movements of goods by road in Victoria require revision, particularly with regard to the provisions for "as of right" licences. At the same time, I believe that certain of the present permit policies need some re-thinking.

Finally, there is no doubt that the whole concept of State Transport Regulation has been considerably

undermined by an interpretation of the Commonwealth Constitution which could hardly have been foreseen by its designers 70 years ago.

EVEN MORE GAIN BY TRAIN

As predicted in last month's *News Letter* air line fares have risen again. The second recent increase was announced on September 8, and added three per cent across the air fare scale between Australian capital cities.

A Brisbane return trip by economy air is now \$107 against \$62.40 by rail sleeper; to Sydney \$53.20 against \$34.70; to Adelaide \$49.60 against \$32.80; and to Perth \$165.30 against \$145.20. These air fares include the cost of the airport-city buses.

As pointed out last month substantially greater savings are made using economy class rail, this being \$70.60 saved to Brisbane, \$33.10 to Sydney, \$31.30 to Adelaide, and \$63.20 to Perth.

BOOM IN BOOMERANGS

For years, boomerangs have meant freight for the Railways from Cobram; consignments leave almost weekly, mainly to Melbourne and Adelaide for sale in city stores. And recently, a consignment of thousands of these Australian missiles was destined for Canada.

The boomerangs are made by Jack Byham, mostly from special marine plywood from northern New South Wales. About 30 per cent are cut from local timbers such as red gum and black wattle. Nearly all are the "come-back" type.

Jack Byham made his first boomerang at the age of eight, but started in a big way in 1956 when visitors to the Olympic Games clamoured for Australian souvenirs.

Although shaped without the aid of modern machinery, early samples of the tribal weapon have proved to be aerodynamically perfect, few people realize that the boomerang is shaped differently for a left-handed throw; these curve right in flight as distinct from the traditional boomerang which turns left once it leaves the right hand.

According to Jack Byham, there is a legend handed down by aborigines concerning the first boomerang. "At a time of drought, a warrior took a piece of bent wood from his camp fire and threw it hard into a group of trees in the hope that the rain spirit would send grass and food. Down dropped a dead galah killed by the curved stick. From this incident

the boomerang is supposed to have developed.

The Cobram boomerangs are individually decorated with genuine aboriginal freehand designs by Mr. Byham's wife, Bronia.

"Beau" Rail



Mr. J. Taylor, a Victorian Railways' commercial agent who has been Railways of Australia representative in the United Kingdom for almost three years, recently attended, with his wife, a Royal garden party in the grounds of Buckingham Palace, London.

BOOK REVIEW

"The Era of the R Class Locomotives" is the title of a 20 page low cost booklet compiled by Messrs. S. Watson and A. Cameron. It contains the full history of possibly the most controversial 70 locomotives ever to steam over the Victorian system.

This work is a must for the collections of rail historians and steam enthusiasts, because the R Class was not only the last of the steamers designed in Victoria, but the engine was viewed with great suspicion and roundly criticised by engine crews who were so attached to the A2, (the workhorse of the V.R.) which the R was designed to replace.

Copies of the booklet may be obtained from A.R.E. Sales, 41 Gilbert Grove, Bentleigh 3204; Puffing Billy Preservation Society, Narrow Gauge Station, Belgrave 3160; or the author, S. Watson, 11 Munro Avenue, Edithvale 3196. Price is \$1.60, posted.

FITTING THE STARTER TO HIS JOB

Recognizing the need for a training programme to effectively fit an employee to his job the Victorian Railways in January this year, appointed Mr. W. Hunter to a newly created position of Education Officer. He was instructed to review internal and external training activities; to develop organize and co-ordinate supervisor training; to evaluate effectiveness of training and to provide counselling service to staff on educational matters.

A review of internal training activities concentrated on two areas. Firstly, the actual job to be performed was studied and any areas of difficulty noted, any need for special skills or attitudes examined. Where possible jobs were broken into stages so that

a better understanding of the work might be obtained. A kind of subtraction was made: new skills and attitudes needed for the job were taken into consideration when assessing the previous experience and ability of the applicant, so that the training needed might be discerned. Secondly the trainees were observed, to discover what kind of things could make them want to study. How do they increase their knowledge? How can they be stimulated to improve and apply their skills?

New programme

Recently *News Letter* interviewed the Education Officer. He was preparing a new programme for training station-assistants, and material

waiting transport to the classes held at the Victorian Railways Institute, Flinders Street, covered desks and a filing cabinet. An overhead projector and other new devices for learning were among this up-to-date equipment.

Traditionally the station assistants' classes had been study sessions where Rules and Regulations and the Ticket Checkers' Manual had been the texts. A review of station-assistants' work showed the need for combining the best of the old ideas with new methods, to produce a different kind of programme.

Public relations

The new programme emphasized good public relations as one of the first essentials of a station-assistant's work. The whole subject had to be broken down into creating a good impression through a good appearance together with a good tone of voice and helpful attitudes towards people who use the stations. Previous formal study did not permit much time to be given to this aspect of a man's job.

Understanding the trainees themselves becomes a responsibility for the teacher. The new training programme calls for an accent on safety right through the 44 sessions of the course. Formerly safety on the job was confined to a 30 minute lecture and that was all; but now its study time in class has been increased to two hours, using the new aids to training. Interest has been added to proceedings by acting out the active segments of the job, with a following discussion by all in the class and the instructor. The message highlighted for class members is giving service with safety.

Most of the class sessions are aimed at getting trainee participation, often through an actual contribution such as public announcing with the results on a tape-recorder, or the discussion of accident histories or complaints.

Opinions and ideas

Discussion properly directed is a self teaching device of great value and the new programme makes use of it wherever possible. Great importance is placed on the opinions and ideas of the new station-assistants. An increased mutual respect is the goal.

Visiting speakers are invited to give variety and greater depth to subjects. The Railways as a career, fire fighting, lamps, and special aspects of work, are some of the subjects covered.



Mr. W. Hunter, Education Officer, in the classroom with trainee station assistants, Phillip Gale and Brent Pleyzier. Both lads are aged 15.

In order to help trainees remember certain vital aspects of the course, a small printed book has been planned to fit a uniform pocket and so always be available.

Developing people does not stop at induction courses; a follow up plan has been devised. Stationmasters are asked to help by welcoming new employees and in seeing that the specialized aspects of station work are adequately explained.

Job satisfaction

A continuing interest in a trainee's welfare and career has been proved to be of vital importance in producing job satisfaction, together with respect for the employee by a superior officer. It is generally true that an employee who feels he is making an important contribution to the achievement of the aims of an organization, will continue to work towards that goal. Induction is a part of the process of making a new worker feel he belongs and has a valuable role to play.

There is a colourful diagram on the wall of the Education Officer's office which illustrates a plan of development of new courses. A comparison of a recruit's abilities and attitudes with those required by the new job are outlined. Alongside the training diagram is a small picture on a ledge depicting a booking clerk at Flinders Street, complete with neat uniform and a quiet smile.

"That man thinks his work is rewarding!" said Mr. Hunter. "Our programmes aim to produce men who smile like that," he added.

"The Rocket" built by George Stephenson in 1829 is at times reputed to be the world's first steam locomotive; but the first locomotive to run on a railway was built by Richard Trevithick in 1803. Blenkinsop built a locomotive in 1812, and Hedley built "Puffing Billy" in 1813. Stephenson built his first locomotive in 1814. "The Rocket" was about 9th or 10th locomotive that Stephenson built.

* * *

James Watt has been proclaimed as the inventor of the steam engine in 1769. However, the first commercially successful steam engine was built by Thomas Savery in 1698, 71 years earlier.

THE SERVICETON DUNGEONS FACT OR FICTION?



Serviceton station buildings.

"There is no evidence to support the idea that one of the rooms under Serviceton railway station was once used as a mortuary; and the claim that other rooms under the station were once used as convict holding cells and a guardhouse, are suspect," says a report compiled by the National Trust of Australia.

Trust officials have examined the original plan for the station and have examined early correspondence of the Railways relating to the original construction and can find no reference to convicts or cells. These researchers think the spaces so labelled were nothing more than bearers for the water closets on the ground floor. The guardhouses in the original plan are shown as Purveyor's E.C.s (earth closets?).

The Trust report goes on to say: "According to the Railways*, the only specific evidence for the claim that convicts were secured to rings once embedded in the wall of crypts under the station, comes from an 84 year old local resident, who retails the stories told by his father."

Trust concedes

Then the Trust concedes: "It is possible that at one time the station basement was used for this purpose."

Serviceton residents will not give up their local legend of the station dungeons. This is the stuff that brings the tourist to Port Arthur in Tasmania. Anyone familiar with the searing heat of a Serviceton summer would agree that the rooms under the

station building would be the best place in the town to store anything, even bodies, dead or alive.

Yes and No!

Kaniva Shire Council and an interested committee of local residents wrote to the Railways asking for permission to display the National Trust report in a suitable case at the entrance to Serviceton railway station.

The Railways signified willingness to allow the Shire to display a brief historical account of the station, but this would not be the Trust's report, about half of which was taken up with replying to or refuting portions of the *News Letter* article.

Serviceton was named after James Service, an early Victorian Premier.

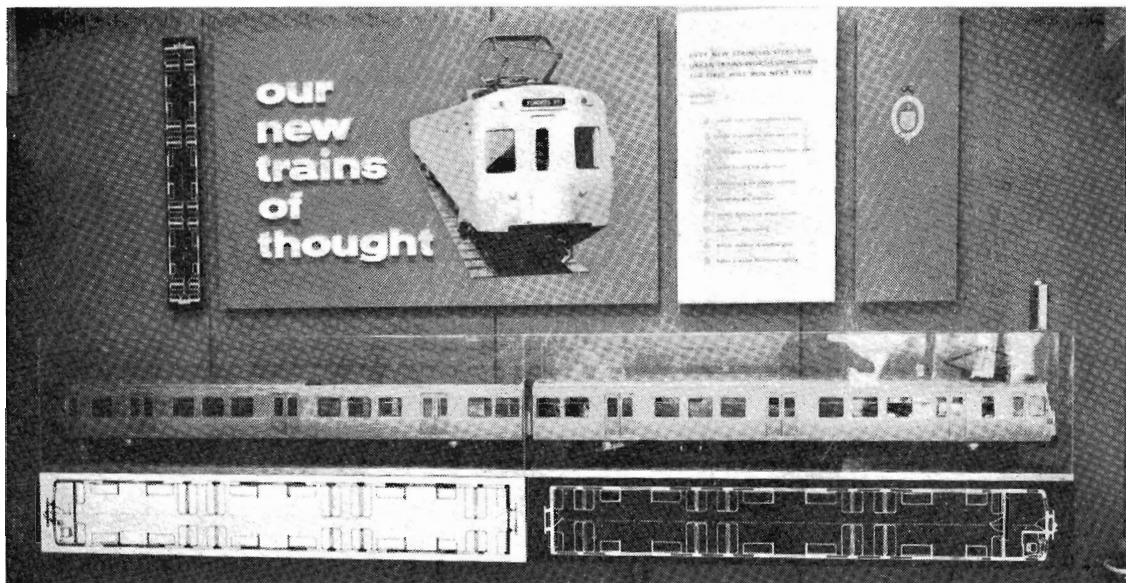
Labour and Maternity

A service telegram was recently received from Serviceton, reporting the derailment of four trucks at points leading into the Labour and Maternity roads.

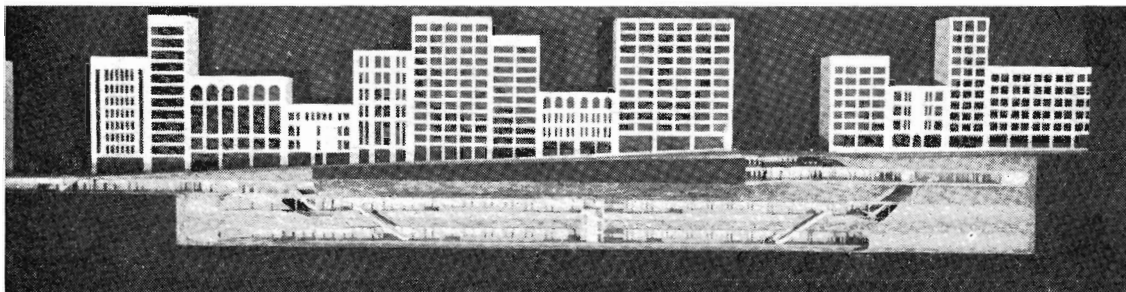
The two tracks with such unusual names are in Serviceton yard. It appears that these two roads built on the site of the old loco shed, are alongside the hospital road, so named because during the last war a hospital train was stabled there. The engine shed was burnt down on the evening of February 28, 1963.

An unknown railwayman with a sense of humour is believed to have been responsible for the names.

(* See *News Letter*, August 1969, for original article)



Panel about new metropolitan trains included diagrams and 1/12th scale models.



Making its public debut was a sectional model of a typical underground railway station for Melbourne.



The new hat for the hostess winter uniform was worn by Miss Dianna Middleton, who was helping mothers and the young visitors to the Exhibit.



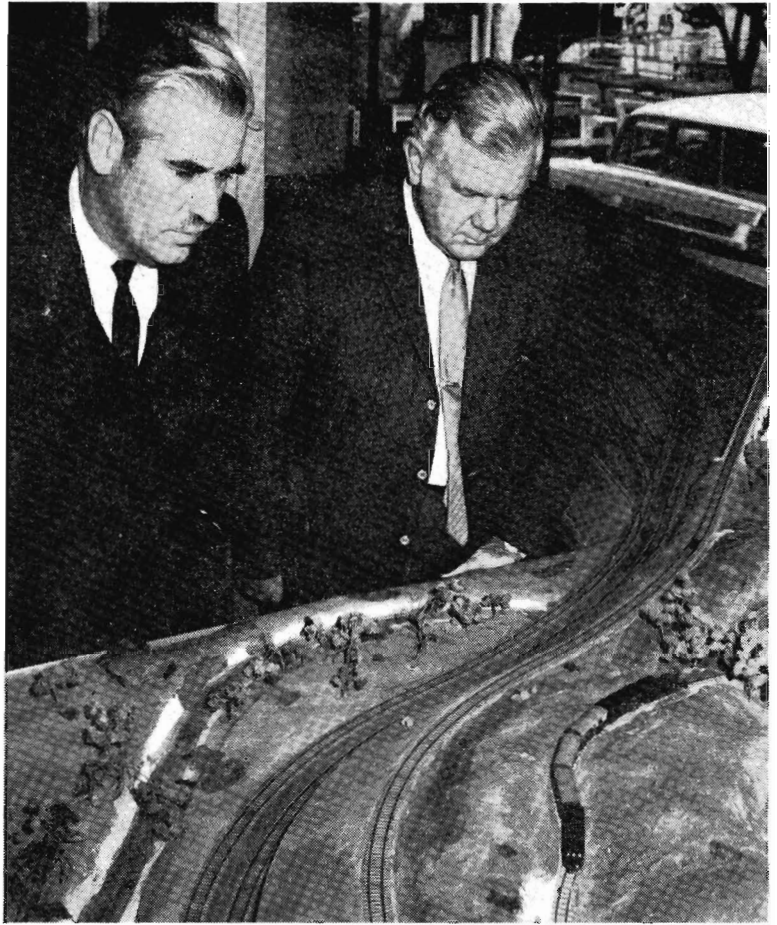
Among the wide range of literature provided free from the pamphlet bar was *V.R. News*, a tabloid newspaper printed especially for the Show, with a great variety of railway stories.

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Railway Exhibit at this year's Royal Show had
 some of "new trains of thought", to tie in
 the new metropolitan trains to be built, the
 club car for *The Overland*, the new Ararat
 and Melbourne's future underground. A
 feature in the Exhibit which proved most
 popular was a press-button light-up panel that
 showed the fare by rail and air to various inter-
 destinations; it stimulated considerable pass-
 enger enquiry for the Commercial Agents manning
 the Advisory Bureau. So popular were the identity
 cards for youngsters that supplies had to be rationed
 at the Show to stop the 65,000 provided
 from running out too soon.



I was particularly interested in the 1/120th scale model
 of the *Puffing Billy* which ran for the first time on
 a table-top railway-one of the largest of its
 kind in the world - were Messrs. A.P. Wymond
 President of the *Puffing Billy Preservation Society*
 and N.E. Wadson, Vice-president. Other
 features on the layout were the fire attack train,
 the stainless steel metropolitan trains, and the
 club car. The locomotive depot was also
 activated.



This scale cut-away model of *The Overland's* club car, made at Newport Workshops, gave travellers a preview of the latest
 improvements planned for this interstate train.

A MOTORIST AND THE UNDERGROUND

Mr. Darren Room, editor of TRaction (a journal for owners of Triumph sports cars) made some interesting comments on the proposed Melbourne Underground Railway, and railways in general, in a recent issue of his magazine. The article is reproduced below.

"The long awaited Melbourne Underground Railway is likely to be built during the next seven years at a cost of \$81 million, the cost of two Tullamarine Freeways and one Queensway.

"What is there for the TR in the huge railway project? I am known as a railway enthusiast—self confessed. However, in 1966, I drove about 18,000 miles in the service of the Crown, and about 4,000 for the pleasure. My rail travel would amount to 2,000 miles, mainly in fast, air-conditioned country and interstate carriages. My travel on suburban services is next to nil, and would be no more than 100 miles a year, and then for pleasure, and always off peak.

"Nevertheless, as a motorist, I feel confident of benefiting from the underground.

"Railways have one most substantial advantage over every other means of mass transport. They are the most economical means of transporting large numbers of people (or freight too in the distance range of 50 miles to 2,000 miles). A single track of railway operating at two minute headways—the same distance between two trains—(90 second headways are used on parts of the Sydney Underground Railway which is now being extended at the cost of \$105 million)—and each train holding 2,000 passengers, means a total transportation of 60,000 people per hour. No other invention is capable of such numbers over a width of only 15 feet, which is the width of the railway road-bed."

Rail wins

By contrast, the South Eastern Freeway can move only 4,000 cars per hour, perhaps 6,000 people—one tenth the number of the single track of rail—and the Freeway is using over 60 feet width of land. And where do you park all those cars?

"However, the above is offset at present by two major disadvantages. First, trains do not go from door to door, and they run to time-tables. Railway men have a near worship of time keeping and punctuality. *Southern Aurora* has an on time record of over 97 per cent and the Melbourne suburban railway time-keeping is of the same order. But

this does not mean a train when I want one—I do not choose to live by time-tables. I also like the door to door service that I can usually achieve with the Triumph outside the Central Business Area.

"Melbourne's railways carried 381,679 people per day in 1964. The figure is nearly 400,000 today and will rise to 663,000 per day in 1985. The railway therefore plays a most significant part in the life of Melbourne as 300,000 cars would be needed as an alternative and Melbourne would be a mass of concrete roads and parking stations.

Underground needed

"In common with almost every city in Europe and the major cities in the U.S.A., underground railways answer in part, the faults inherent in railway transportation. One has only to visit Sydney to see how effectively traffic is handled by the railway, as contrasted by the chaos on the city roads. I wait hopefully to 1973 for the opening of Sydney's new underground to get to Kings Cross in two minutes, not the half hour—or more—that it now takes by road. Bondi Beach will no longer be at the end of the earth in terms of time.

"Melbourne's grandparents gave us a superb system of railways which cover all areas except Doncaster, and this deficiency is to be overcome with a railway down the centre of the Eastern Freeway. The great V.R. system, one of the world's first electric railways and still one of the largest suburban railways, has a severe bottle neck, Flinders St. Station. The problem is that the majority of services come from the south and east, and trains have to be reversed at the station, lengthening the headways from two minutes to six minutes. The system's capacity with the underground loop (since some services are already through services) will not be tripled, but nevertheless doubled with the underground loop. By analogy, the present set up is like running a six lane road into a city lane and asking drivers to reverse off into garages. This is what happens at Flinders Street Station today. The proposed loop will work like driving cars up Elizabeth Street, around the roundabout at the Dental Hospital and

down to Elizabeth Street, for which no reversing is necessary.

Loop solves

"With the loop line, the frequency of trains in Melbourne proper will thus be doubled, and 300 heated modern stainless steel carriages have been ordered recently. This means part of the time-table problem—the need for more trains, and less overcrowding. The free car parks at suburban railway stations, allow for the mobility of the motor car in transport at the suburban end. These car parks, even now, are being greatly extended, and also bus to train transfer points are being built.

"At the city end, the loop line trains will have two means of operation. Trains which stop at each station, say from Belgrave, on their way to the city will enter at Flinders Street, proceed to King Street Station and Spencer Street, then underground via Flagstaff Gardens Station, Museum Station and Parliament Station (with its tunnel to the Government offices) and then back to ground level to Richmond and on to Belgrave. *It is important to realize the underground is not a railway separate from the present system.*

"Express trains from the suburbs will operate in reverse. Many more express trains in the peak hours will be possible. A Belgrave-Richmond express would proceed from Richmond to Parliament station around the loop to Flinders Street before being parked for the day at the Jolimont yards. At night, the express train would enter the system from the yards at Flinders Street and leave the loop at the Parliament station. Having six, rather than two city stations improves the door to door problem faced by the railway, which becomes a far more attractive proposition. The more people use the railway the less cars on the road, or, at least it will help stem the road usage increase and hence the increasing road delays (see *Royalauto* May and June, 1970.)

Freeways

"I also suggest that freeways continue to be built, as they are essential for mobility outside Melbourne itself. But for people who use the Central Business Area, the most adequate public transport is a

necessity unless one can pay high parking fees and can tolerate driving at 10 m.p.h.

"Public transport, to be of value must be frequent and convenient, and hopefully, cheap. Sydney underground fares are five cents in the business area with very frequent services. Without that, the huge building programme of Sydney would already have suffocated. In Sydney the airlines too want an underground to the airport. It is likely to be built.

"In conclusion, in 1960, I drove from East Hawthorn to Carlton daily. Then I could not find parking after 8 a.m. On Fridays it took me an hour to get home. But then public transport meant, bus, crowded train, and tram; and oddly enough off-peak took one and a half hours! With the new loop, one could drive to the new suburban station car park—just finished—catch a more frequent service and travel in a heated train, and alight at the Museum station, a three minute walk away, not as far from the office as I once parked! This is a total time of less than 25 minutes!

"If more people could travel by rail, I have no doubt that car travel would be less of a nightmare in Melbourne in the foreseeable future."

AMONG OURSELVES

Carapooee Kid

You could call Mr. Michael Gerard O'Hehir the kid from Carapooee (near Donald), because that is where he started his railway career which ended 49 years after Mr. O'Hehir first boiled the billy for the local track gang in 1921, at the age of 16 years, for 30 cents a day.

After seven years as A.S.M. Footscray, Mr. O'Hehir retired on August 30. He worked previously at Newport, but remembers vividly becoming a lad porter at Darebin in the 'twenties when that suburban station first opened for traffic.

Staff at Footscray presented Mr. O'Hehir with a wallet of notes.

In company with Mr. Bob Sinclair of Yarraville, who is also a retired railwayman (Commercial Branch), Mr. O'Hehir intends to take a slow boat to the Orient calling at Manilla, Hong Kong, Singapore etc.

Going our Way

Mr. Barry Casey general announcer 3.K.Z. met Barry Casey, station assistant, in a V.R.I. classroom on August 31.

Barry starred in a Railways' film designed to show young men career opportunities in the Department. He was a free lance actor at the time and had not previously seen his performance in railway uniform, carrying out the duties of a station assistant.

The film, made in 1967 by Crawford Productions, is entitled "Going our Way". It was introduced to the station assistants' class by Railways Education Officer, Mr. W. Hunter (See story on Education Officers' work in this issue).



Barry Casey watches intently as Railways Safety Officer, Mr. S. Stevenson, a qualified operator, rolls the film.

Bon bows out

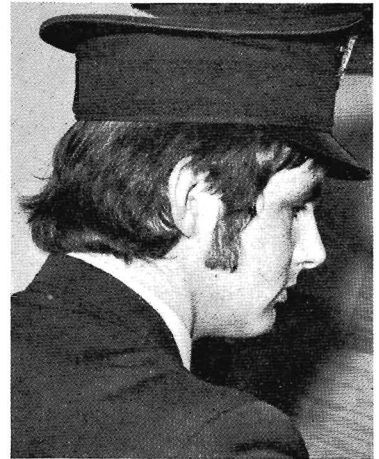
Melbourne Passenger Yard train examiner John Thomas Tolley, "Bon" to the boys Harding who retired recently after 50 years service, started his railway career at Maryborough in 1920 as a casual caretaker; he was appointed a train examiner in 1926.

He said he received his name while at North Melbourne Car and Wagon Shops because he was said to bear a striking resemblance to a notorious character named Bon Figlio.

Using many other names such as Guisseppi Cincotta and the Violet Town Kid, "Bon" Harding wrestled and boxed in travelling tent shows; he also took part in exhibition spars with well known boxers such as the American negro—Alabama Kid. He learned his wrestling under the instruction of the late Billy Meeske and was always active in the Institute cause during his railway career.

Working conditions on the job have improved out of sight since his young days, according to "Bon". At one time you had to call the leading hand, "Mister", he recalled.

Saved Railway cash



Alan Reints.

When Station Assistant Alan Reints alone in charge at Flemington Bridge station at 7.25 p.m. August 28, heard a knock he partly opened the door.

Two youths aged 18 and 19 years attacked Alan. One was armed with a hardwood cudgel, both wore stocking masks. In the office drawer was \$30.

Although dazed and bleeding the 18 year old station assistant captured one assailant and drove the other off.

North Melbourne police arrested both youths; they appeared before the Melbourne Magistrate's Court on September 16, to answer charges of attempted armed robbery in company and assault with a weapon. Both pleaded guilty and were remanded to appear in a higher court.

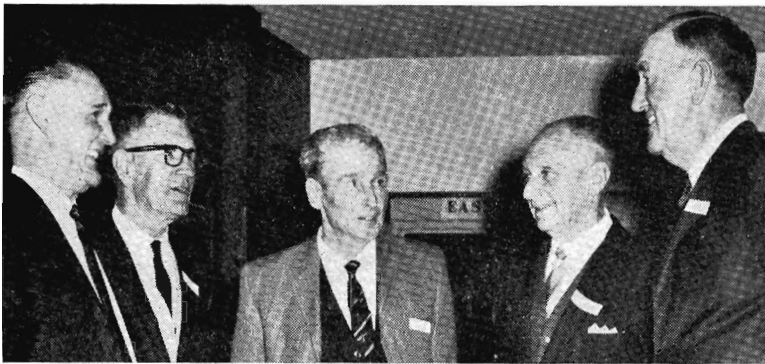
Detective Brendan Cole of North Melbourne C.I.B., commended Alan for his courage and presence of mind.

For his part, Alan said; "Just as well it was a young man on duty and not an older employee!"

"Bon" Harding



With a farewell gift.



Five veteran railwaymen with over two centuries of railway service (209 years) between them. All have retired or are due to retire this year.

They are (left to right) Messrs. Ernie Newton, Metropolitan District Engineer's clerk who retires December 30 with 50 years service, Bert Ralph, Works Sub-Foreman, Spencer Street, retiring November 12 with 21 years service, Sam Hall, Roadmaster attached to Engineer of Special Duties, retired June 30 with 44 years service, Harry Hill, Works Foreman, Spencer Street, retiring December 2 with 50 years service, Arthur Combe, Roadmaster, Metropolitan District Engineers, Flinders Street, retired September 7 after 44 years service. The boys of the old brigade were photographed together at a recent combined farewell function organized by work-mates.

Goodbye Toby!

Impeccably dressed in a dark business suit, carrying yellow pigskin gloves, often with a flower in his buttonhole and wearing a black Homburg hat, Mr. Ernest "Toby" Forsyth was an impressive figure as he travelled from Moonee Ponds to his job on the clerical staff at Newport Workshops, where he worked for most of the last 47 years.

Toby retired recently and was farewelled by his friends in the office of the Carriage Superintendent at Newport.

Most railwaymen will remember the successful weekly dance promoted by Mr. Forsyth at the V.R.I. This dance was a social rendezvous for almost two generations of railwaymen, from about 1932 until it closed about four years ago.

There is a memorial to Mr. Forsyth at the Institute in the form of a great revolving ball of glass mirrors suspended over the ballroom floor.

"Toby" brought the idea back from his trip overseas in 1953 had the decoration made and donated it to the V.R.I.

Asked what he intended to do in his retirement, "Toby" told his mates, "Think I will go up to the hills and have a bit of spa water".

In retirement

Bowling, fishing, gardening, and so on are usually among the first thoughts of those who have reached the haven of retirement. However, Mr. E. E. Curtis, president of the Retired State Employees' Association, has written to *News Letter* pointing out that retired people should—for their own sake—consider joining that Association. It represents retired State employees who are receiving superannuation pensions, and is constantly working for improvements in superannuation payments and Social Service benefits for those employees. With inflation constantly nibbling away at pensions, this is obviously a vital matter for superannuated people.

The annual subscription to the Association is only \$1. The next annual meeting will be at the Assembly Hall, Collins Street, at 1.30 p.m. on Tuesday, November 17. Further information may be obtained from Mr. Curtis (telephone 96 4714), who is himself a retired railwayman—he worked for many years in the Secretary's Branch.

Record service

Recently retired, Mr. Jack Mithen spent all his 47 years of railway service as a clerk in Melbourne Yard, except for a few months soon after he joined the railways in 1923 at the age of 18. Colleagues who presented Mr. Mithen with an armchair at a farewell function think this is a railway record for service in the one location.

Jack Mithen was Assistant to the Superintendent of the Yard, Mr. F. Garvey, and his accumulated knowledge of the workings of the whole freight complex was invaluable. He will be sadly missed.

Mr. Mithen plans a trip to West Australia, his extensive home garden will keep him busy in retirement.

Yardmaster

One of the original Yardmasters appointed to help control freight marshalling in the re-designed Melbourne Yard, Mr. David Healy recently retired.

He joined the Department as a lad porter 44 years ago and transferred to Melbourne Yard as a shunter in 1935. Mr. Healy recalled the hectic difficulties and colossal freight tonnage handled in the Yard under half-light at night during the years of the last war.



Mr. Les. Rolls, Newport Workshops Manager, presents Mr. E. (Toby) Forsyth with a shoe tidy, a farewell gift from Newport Apprentices.



Commissioner's driver Les Haining has a few words with his daughter Lynda, a 15 year old pupil at Williamstown High School, prior to the departure from Spencer Street of the recent *Train of Knowledge* organized by Essendon Rotary Club. Lynda enjoyed her experience and would like to go again next year. Les and his fireman, Harry Greaves, were the engine crew for the five day tour of Victoria's western district.

Mr. Allan Nicholson, of Lilydale, who retired recently after 42 years service, was the guard on a train from Lilydale to Melbourne, September 1947, when Electric-train driver, Dennis Kennedy, made his first solo trip, after training as a driver. When Mr. Nicholson made his last trip as a guard from Flinders Street to Lilydale prior to retirement, Dennis was again the driver although 23 years had elapsed in the meantime.

Mr. Nicholson, thinks the general improvement to outer suburban train time-tables has been most marked of later years. He spent a large part of his railway career guarding the trains which ran on the now defunct Warburton line.

Allan has travelled on some of the worlds most famous and fastest trains. He remembers often being the centre of attention among overseas railwaymen, when he explained how he could obtain "long service leave" and could afford to travel overseas.

Oils and watercolour

An enthusiastic member of the Ivanhoe and Heidelberg Art Society is Mr. Mustapha ("Mick") Osman, a diesel maintainer at Dynon. Interested in painting ever since his technical school days, Mr. Osman paints landscape and still life, using oils and watercolour. He finds the help and criticism given by the professional artists in the society very helpful. Some of his work was in a recent exhibition held by the Society. Mr. Osman came from Cyprus to Australia 10 years ago; he joined the Railways as an apprentice in 1963.

TRAFFIC BRANCH

Callaghan, J., Melbourne Goods, 7/9
Foley, J., Dynon, 5/11
Gale, R. D., Melbourne Goods, 7/8
Healey, D., Melbourne Yard, 31/8
Malcolm, R. J., Head Office, 5/9
Smith, P. J., North Geelong, 25/8
Spalding, A. L., Ferntree Gully, 30/9
Tainsh, W. J., Geelong Yard, 21/8
Vosper, C. R., Flinders Street, 12/8
Ward, A. V., Head Office, 2/10

REFRESHMENT SERVICES BRANCH

Burns, A., Bookstalls, 28/7
Maguire, (Mrs.) M., Spencer Street 7/9

ROLLING STOCK BRANCH

Beach, H. R., Newport, 23/11
Brown, W. T., Jolimont, 20/11
Cameron, A. J., E. R. Depot, 10/8
Coverdale, E. C., E. R. Depot, 7/11
Faieta, F., North Melbourne, 11/11
Herbel, J. F., Newport, 11/11
Jones, E. B., Newport, 12/8
Kercheval, N., Jolimont, 24/8
Morosoli, D. A., South Dynon, 12/11
Rovito, E., North Melbourne, 18/8
Saccuzzo, S., Shelter Shed, 22/7
Salyklis, J., North Melbourne, 10/11
Skinner, C. F., Wodongs, 27/8
Thomas, W. G., Bendigo Loco, 29/7
Whalley, R., Newport, 22/11
White-Ellard, J., Shelter Shed, 31/7
Zammit, A., Jolimont, 29/11

WAY AND WORKS BRANCH

Dempster, A., Seymour, 24/11
Di Benedetto, S., Newport, 17/8
Ford, J. E., Ballarat, 12/8
Green, A., Macedon, 21/11
Harding, A. J., Ironworks Division
North Melbourne, 5/11
Harris, L., Carisbrook, 12/8
Mills, D. J., North Melbourne, 20/8
Mulvenna, A., Ballarat, 18/9
Patchett, J. V. R., Korumburra, 14/9
Pettit, R., Nandaly, 31/7
Ralph, A. J., Spencer Street, 12/11
Rimmer, J., Ironworks Division
North Melbourne, 28/11
Sanzaro, V., Spotswood, 21/8
Taylor, E. C., Dimboola, 31/8
Ward, W. R., Quantong, 17/11

STORES BRANCH

Coleman, C. R., Newport Workshops
Store, 28/11
Cook, E. R., Ambulance Depot, 27/11



Mr. Osman and one of his recent flower pieces.

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

TRAFFIC BRANCH

Cameron, C. V., C/- V.R.I., 29/8
Gray, T. E., Dandenong, 23/8
McDowell, G. J., Melbourne Goods,
12/9
Merrey, L. O., Melbourne Goods,
16/8

ROLLING STOCK BRANCH

Fenwick, W. J., Newport, 25/8
Fosdick, G. E., Sth. Dynon, 8/9
Hunter, K. E., E. R. Depot, 1/9
Miles, K. W., Newport, 27/8
Warren, G. W., Newport, 5/9

WAY AND WORKS BRANCH

Alliston, E. O., Benalla, 23/8
Conder, A., Ballarat, 6/9
Johnson, L. A., Murtoa, 20/8
Mitchell, K. G., Foreman Plumber,
22/8

STORES BRANCH

Cary, R. H., Newport Workshops
Store, 6/8

Standard

When Mr. E. E. Bowd, of 76 Grandview Grove, Rosanna, found himself stranded at Heidelberg on September 15, when his train was terminated because the line ahead had been blocked by a level crossing accident at Grimshaw Street, Greensborough, he penned this note to the Railways.

“At Heidelberg 11.45 p.m. Train held account level crossing accident at Greensborough.

“Station staff did a very good job, they told the people in each carriage what was going on. They were quick to arrange a bus etc. ; a good job!

“Two passengers made fools of themselves in complaining about being told they would have to wait five minutes for a bus. Actually the bus took 10 minutes to arrive”.

Nice thought

The donation of 130 beds, 164 chairs, and 10 bedside lockers, together with 75 mattresses and 25 pillows from your Spotswood Reclamation Depot, has been most gratefully received. The Committee and staff express their sincere thanks to all concerned.

Prior to receiving these items our stocks of same were at a very low level. We do receive many offers of similar goods, but unfortunately most items are in a more or less advanced state of wear and often beyond repair.

A survey of the items from Spotswood indicates that up to 98 per cent can be made very presentable with a minimum of labour and material.

Thank you again for your valuable help.

—K. N. Flack, secretary of the State Relief Committee, writing to the Secretary.

Impressed

As the holder of a yearly ticket from Box Hill to Melbourne, I would like you to know that I have been very impressed by the efficient manner in which a porter at Box Hill station, Robert J. Barclay, carries out his duties. He is often on duty when I return to Box Hill in the evenings and obviously gives careful attention to his responsibilities.

Incidentally the Box Hill station appears to be managed very efficiently.

—A. E. Horsburgh, Monash Street, Box Hill, writing to the Secretary.

Wodonga

I would like to express my thanks to the staff of Wodonga railway station. Recently I had a partly invalidated relative travelling to Melbourne on the afternoon train. Prior to her departure, she was assisted in every possible way with luggage etc. That service followed up by help from a gentlemanly conductor on the train during the journey, made it a very pleasant trip.

—“A satisfied patron” writing in the “Border Morning Mail”.

Thanks

On Thursday (3.9.70) I became ill while travelling to the city by train at 1.30 p.m. and had to alight at Tooronga.

I would appreciate it if you would convey my grateful thanks to the young porter who called a taxi and attended to my needs in spite of the ample other duties he had to perform as part of his work, without attending to me, an added burden.

—(Mrs Mary Davies, 1553 High Street, Glen Iris, writing to the Stationmaster at Tooronga).

Courtesy

I would like to thank Conductor Tom Leavy for his courtesy and good company during my recent trip to Canberra. Mr. Leavy went out of his way to do all he could to make my trip enjoyable. He is a credit to the Victorian Railways and I hope the next time I travel interstate I will have the pleasure of being looked after by Conductor Leavy.

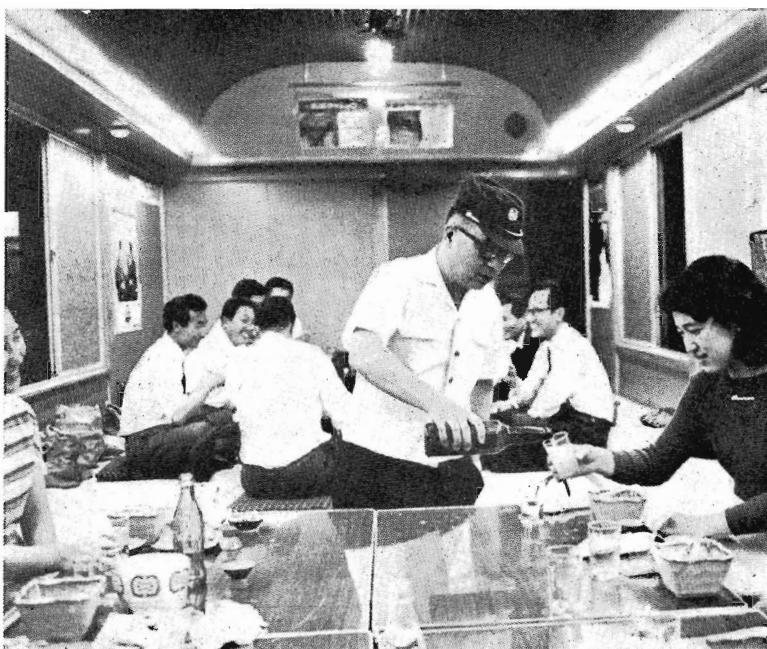
—Bro. Paul A. Dillon, Sacred Heart Theological College, Mount Dandenong Road, Croydon, writing to the Secretary.

I would like to express my appreciation to your Stationmaster and his staff at Coburg for their courteous service and prompt handling of personal property recently left on the Coburg line train.

—J. A. Rose, Blackburn Road, Syndal, writing to the Commissioners.

Waste water from Melbourne's Carlton and United Brewery is piped underground and flows into the River Yarra about opposite the west end of the St. Kilda suburban platform at Flinders Street station.

All aboard for Sukiyaki



This unique Toyko restaurant is owned by Mr. Kenzuo Ono, who has fitted the two-storied building with real train fixtures; the entrance is a Pullman car door, on the walls hang many train and station signs. The upstairs room is furnished as a Japanese sleeper-car with straw sleeping mats on the floor. Mr. Ono and his three waiters usually wear conductor's caps and punch train tickets on which the dishes ordered are printed. However not many Australians would enjoy a meal squatting on the floor like the male Japanese customers. (Qantas "Airways").

"To promote . . . the physical well being of members and their dependents" is an aim written into the constitution of the V.R.I.

Acting on this direction, Council, some years ago, set up a gymnasium on the third floor of the Flinders Street Railway Buildings. The success of this venture is emphasized by the number of great Australian athletes who have trained there.

From Monday to Friday, classes are held in boxing, judo physical culture, weight lifting and wrestling under the guidance of dedicated instructors. For those members who merely wish to keep fit, the gymnasium is open 9 00 a.m. to 5.30 p.m. for personal exercise.

Mr. Terry Gunn (Terry Reilly), the stadium referee and former railwayman, has used the V.R.I. gymnasium facilities since he was 15. As a boxer, Terry held the Australian welterweight title

Most of the boxers taught at the V.R.I. prefer to remain amateurs. Four members of the V.R.I. gymnasium represented their country at the Rome Olympics. They were Des Deugid, Taffy Davies, Ron Taylor and Gerald Freeman.

Wrestling

Wrestling is a great body builder and the V.R.I. has produced many champions in this sport, including Dick Garrard, probably the greatest amateur matman ever produced in this country. Dick represented Australia in numerous Commonwealth and Olympic Games, and before retirement, had won six gold medals and one silver medal. In fact, a V.R.I. trained wrestler has been included in every Australian Olympic Games team since the Paris Games of 1922.

Judo

About 20 members or dependents of members attend the judo class, ranging in age from 14 years upward, and in ability from beginners (white belt) to experts (black belt). Pupils are also given some lessons in jujitsu (unarmed combat). Members of this class give numerous exhibitions in both city and country areas and are in great demand at charity shows.

Weight Lifting

Melbourne sportsmen from nearly every athletic pursuit attend the V.R.I. gymnasium to take part in physical culture and weight lifting classes. Two well known names who have attended in recent years are Dick Ploog (World champion cyclist) and Gerald Eastmuir (North Melbourne and Victorian rover).

Viking Sauna

The consistent use of a sauna bath is an excellent method of shedding excess poundage and tuning up the whole body. The Viking sauna bath, installed in Room 53, Second floor, is a very useful amenity. This sauna works on the dry heat principle and there is no enervating steamy atmosphere. The ideal recipe for physical fitness could be a combination of gymnasium and sauna bath. The Institute's bath is open on Monday, Tuesday and Thursday, from 10.00 a.m. to 4.30 p.m., and on Wednesday and Friday from 10.00 a.m. to 9.00 p.m. The charge to members is only 50 cents for an hour's use. Members should ring auto 1642 or 2445 to make an appointment for a time most suitable to themselves.

Ring or write

If you would like a little more information about the gymnasium, please ring auto 2445 or write to the General Secretary, Victorian Railways Institute, Flinders Street Station Buildings, Melbourne. A pamphlet will be forwarded to you setting out the times, conditions, etc. of the various class. There are vacancies in all classes and instructors not only teach but they take a personal interest in the pupil.

SPORT

by OSS. KEATING

Country Golf Week

True to form, Country Golf Week was marred by intermittent showers and a rather heavy course. The players were welcomed by our General President, Mr. M. L. G. McKenzie, and the week was officially opened by Mr. Commissioner L. A. Reynolds at a luncheon on Monday, September 14.

Probably the largest number of players for at least seven years hit off in the first event, an 18 hole stroke handicap. The winner was A. Clohesy (Geelong) who returned a nett 66, after having 73 off the stick. Alan was declared the winner after a three way-count back with Barry

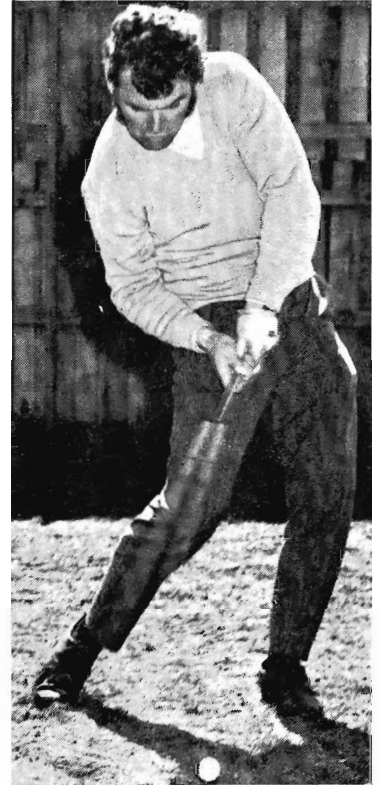
Miles (Bendigo) and Dinny Cromer (Geelong).

Tuesday morning's 18 hole stableford event went to Barry Miles (Bendigo) with 37 points. The afternoon's 9-hole trophy was won by Barry McDougal (Moe) with 19 points. The 18 hole bogie event was taken out by Bob Morris (Seymour) on Wednesday, with the good score of five up.

The big event of the week took place on Thursday, when in the 27 hole championship, two players tied after handing in cards of 119. They were Alby Jack and Len Prior, both of Bendigo. A five-hole play-off took place. At the last hole, Len incurred a penalty shot and Alby won the title. The minor championship went to Joe Hutchinson (Geelong), with a score of 133.

The teams championship went to Bendigo for the second successive year, when they defeated Traralgon, who had made the final for the first time, four matches to one. The winners were represented by J. De Araugo (captain), A. Jack, L. Prior, B. Miles, and J. Marsh.

Fast swing



Look, no club. Mr. L. Prior, clerk at Bendigo North Workshops, beats the camera shutter speed when he drives at Rossdale during the V.R.I. championship event.

Traralgon's team consisted of B. Williams (captain), B. McDougall, H. Humphrey, W. Smith and W. Carr.

At the well attended presentation dinner, trophies were presented by Mr. Reynolds. Metropolitan players to win trophies during the week were, G. Williams, J. Barker, G. Winnell, T. Hoffiman, J. Kennedy, and H. Adams.

1971 Country Weeks.

Country Bowls Week:

February 15-19 inclusive.

Country Tennis Week:

March 15-19 inclusive.

Country Cricket Week:

March 22-26 inclusive.

Country Golf Week:

September 13-16 inclusive.

Railway sportsmen should make a note of these dates.

Rivals

Two clerks in the Secretary's Branch were very subdued when they arrived at work after an A grade grand-final football match which climaxed the recent season for the East Suburban Churches Football Association.

The crestfallen duo were Messrs. Brian Jacobs and Russell Hopper, whose football activities on behalf of Camberwell Baptist club were

featured in *News Letter*, July 10.

On the other hand great was the jubilation among staff in the Architect's section at Head Office. Mr. Des. Baker, one of our Architects, was smiling after his team, Emmanuel Church of England, South Oakleigh, had beaten Camberwell Baptists in the premiership game by six goals.

Michael Evans, son of Assistant Senior Architect, Erskine Evans, plays in Emmanuel's second eighteen, which team also figured in the finals, while Camberwell Baptists second eighteen finished second last on the ladder.

Another head office identity, Mr. Alan Fell, senior clerk, Stores Branch, is president of Box Hill Methodist Football Club, which team plays in the same competition.

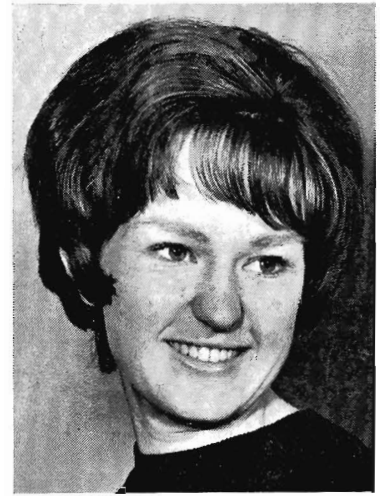
Went by train—and won

During the recent League football season, three teams travelled from Melbourne to Geelong by train; Collingwood, South Melbourne and Melbourne. The first two teams won their matches, while Melbourne just failed to gain victory, but came home strongly in the last term.

Long trip by train to train

"The Herald" sports' writer, describing the routine of South Melbourne full forward, John Sudholz, who lives at Rupanyup, said that John makes the 400 mile return journey by train from the Wimmera to train and play with South Melbourne, twice each week during the season.

Netball



Miss Helen Ryan, a 20-year-old typist at Spotswood General Storehouse, recently returned from a most exciting two weeks spent in Perth, West Australia, as a member of the Victorian Catholic Women's Basketball Association's team which emerged undefeated in an interstate carnival series of games.

Helen, whose father is a foreman at Newport Workshops, was selected in the All Australian team at the conclusion of the carnival.

Girl basketballers throughout Australia have renamed their sport "netball" to bring the name in line with overseas countries.

Concentration



Mr. J. Manning really did sink this long put at Rossdale. He is an engine driver from Benalla.

WHO OWNS THE "INDIAN-PACIFIC"

"The Indian-Pacific is owned by the four participating systems—the New South Wales, South Australian, Commonwealth and West Australian Railways. Funds to build the train were initially provided by the Commonwealth Government but the annual charges for interest and depreciation as well as the maintenance and operating charges are met by the four States jointly.

Each system provides locomotive crews and guards in its own territory. The conductors are shared between New South Wales and South Australia on the Sydney-Port Pirie section, while the Commonwealth and Western Australian systems provide conductors on their own territory.

Similarly, New South Wales employees man the dining car between Sydney and Port Pirie and the Commonwealth Railways between Port Pirie and Kalgoorlie. The dining car is unattended between Kalgoorlie and Perth.

VICTORIAN RAILWAYS

NEWS LETTER

NOVEMBER



1970



THE TRANSPORT INQUIRY

The appointment of Sir Henry Bland as a Board of Inquiry into transport in Victoria is not a matter for apprehension by the Railways.

On the contrary, it will give us a welcome opportunity to put our case for recognition of the contribution the Department is making to the social and economic welfare of the State.

It would not, of course, be either appropriate or proper to anticipate here the submissions we will be placing before the

Board of Inquiry, but one thing can be made very clear; this is not an investigation into the Railways, it is an investigation into the whole transport set-up in Victoria, and this is a subject on which we have a great deal to say.

Railwaymen may rest assured that the case for a better deal for the Department is very strong. It will be put with all the emphasis at our command.

G. F. BROWN

CANADIAN CROSSING FINDINGS

Careless action by drivers of private cars is the largest single cause of railway level crossing accidents, according to a recent study by a special committee composed of representatives of the Canada Safety Council, the railway industry, and the Canadian Transport Commission.

The study revealed that while **less than one half of one per cent of all highway accidents occurred at railway level crossings**, death or serious injury was more likely to result from a train-car collision than from any other type of highway accident. Some other findings of the special committee were :

- four out of every 10 crossing accidents within the last five years involved cars being driven into the side of trains;
- almost one-third of level crossing accidents took place at crossings protected by automatic warning devices such as bells, flashing red lights, and gates;
- eighty-five per cent of the crossing accidents happened in good weather;
- seventy-five per cent of all crossing accidents involved private cars;
- sixty per cent occurred during daylight hours; and ninety-one per cent of all drivers involved were male.

COSTS UP

Due to increased printing and postal costs the annual subscription rate for *News Letter* posted will rise to \$1.50 from January 1, 1971. The price over the counter from Railway bookstalls will be 10 cents per copy from the same date.

UNDERGROUND OVERDUE

A British consulting engineer, Mr. J. S. Bartlett, believes Melbourne's proposed underground railway is long overdue.

Mr. Bartlett made this observation when in Melbourne last month as a member of a trade delegation from the London Chamber of Commerce. He said he had been studying the proposals for the past five years, and believed the Melbourne underground would bring great benefits by moving large numbers of people to and from the city area without the present congestion.

PIPES, WIRES AND WATER

Steady progress is being made in building Sydney's underground Eastern Suburbs Railway.

Under the most highly developed city areas, constructional engineers and workmen are being confronted with a complex of water, sewerage, stormwater, gas, telephone and electric power services. Tunnelling is mainly through sandstone, with some treacherous plastic clay sections and a sizable water flow down Campbell Street to Darling Harbour.

When construction starts on Melbourne's underground loop, similar obstacles will be encountered. Under the city's heart is a maze of tunnels sheltering a complex of pipes and wires carrying essential services. Old timers will often speak of the creek which once meandered down Elizabeth Street.

It has long been a complaint of municipal engineers in Melbourne that maps of pipes and wires are unreliable; will the loop builders have such problems?

TRANSPORTATION PLAN

The Town and Country Planning Association has recently put before the Minister of Transport, Mr. Vernon Wilcox M.P., and the Minister for Local Government, Mr. Dick Hamer M.L.C., a new plan to improve Melbourne's transport problems. It provides for :

- the establishment of a system of free car-parks at suburban railway stations about four miles from the central business district.
- a review of freeway building within this radius in order to free funds for diversion to the construction of the suggested railway station car-parks.
- no further off-street car-parks for all day commuters to be established within the central business district, and parking charges for all day parkers in this area to be heavily increased.
- the Federal Government to be asked to provide adequate funds to upgrade rail services between these suburban stations and the central business district, and to improve public transport and circulation within the central business district and the inner suburbs.

Mr. R. A. Gardner, the Town and Country Planning Association's secretary, said the Ministers had been impressed with the plan.

News from Cincinnati

Meanwhile the American city of Cincinnati, Ohio, has halted a highway construction project after receiving information that the project may be obsolete 15 years after completion. Mass transit may be tried instead.

The project involved widening an existing thoroughfare to accommodate additional traffic. A computer study showed that 150,000 vehicle trips daily would occur on the highway by 1990 or perhaps sooner.

An alternative proposal was suggested that would use the rail corridor parallel to the existing thoroughfare for a rapid transit line. In this plan the rider would park his car in large parking lots and would use the rapid transit system to travel to town.

FRONT COVER

Wearing her summer uniform, Hostess Dianna Middleton is minding a young *Spirit of Progress* passenger, Narelle Findlay.

In 1969, the Netherlands Railways lost \$20 million, the same figure as the 1968 deficit. Yet in 1969 revenue climbed by more than \$9.5 million to \$203.7 million. Of this rise in revenue more than \$2.5 million came from passenger traffic and over \$6.25 million from goods traffic.

The Netherlands Railway management says, the future financial situation of the system depends on a projected law which aims at rationalizing the railways, and at implementing the European Economic Community regulation covering compensation for economic drawbacks resulting from the obligations of public service.

For the first time since 1969, passenger traffic increased revenue, climbing from \$91 million in 1968 to \$93.5 million in 1969.

Goods traffic receipts rose by almost 9 per cent to \$75 million compared to \$68.4 million in the previous year; but the volume of coal traffic dropped. About 66,000 containers were moved to and from Dutch seaports, compared to about 20,000 in the previous year.

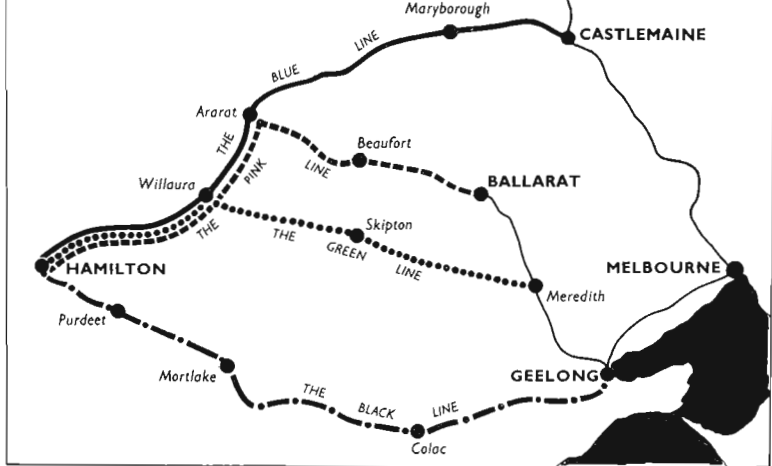
The length of the Dutch railway network is 3,148 kilometres (1885 miles); 1,646 kilometres of this is electrified (985 miles). The rolling stock of the Netherlands Railways in 1969 included 1,899 passenger coaches, 18,981 goods wagons and 673 electric and diesel locomotives. At the end of the year 26,036 persons were employed.

—(Netherlands railway statistics appear to have many similarities to the V.R. system. Ed.)

The Western Australian Railways last September published the first edition of their new staff magazine and it has been called *News Letter*.

MAP SHOWING PROJECTED ROUTES

“BATTLE OF THE COLOURED LINES”



The outsider came home

A century ago last month, proposals were advanced to send the “iron horse” to open up the resources of Victoria’s rich western district.

Four different routes were announced on October 18, 1870, by Thomas Higinbotham, the then Railways Engineer-in-chief; each was designated a different colour (see map).

In that year *Nimblefoot* was the name of the horse which won the 1870 Melbourne Cup, carrying the postage stamp of six stone on his back; but weighty were the arguments advanced by the protagonists taking part in the “battle of the coloured lines”.

Higinbotham recommended the pink line, believing traffic would be greater, while there could be competition from seaports along the black line route.

Victorian Parliament recommended that trial surveys be made of alternative routes from :

- Ballarat, via Creswick, Clunes, Talbot, Maryborough and Ararat to Hamilton.
- Ballarat, Scarsdale, Carngham, Hamilton.

However argument was stifled by approval for extensions from Castlemaine to Maryborough, Clunes, Creswick and Ballarat (74 miles) and from Ballarat to Beaufort and Ararat (58 miles). These were completed in 1875, which ended the verbal tussle (*Woolloomai* won the Cup that year).

Further extensions from Ararat to Dunkeld, Hamilton and Portland (119 miles) followed by 1877. (This was the year *Chester* won the famous race and every racing man knows the association of that name with the western district).

In rescue



Nine men, six of whom are railwaymen, attend Government House, October 15, to receive their decorations from the Governor, Sir Rohan Delacombe, in the name of the Queen, for their part in the rescue operations which followed the *Southern Aurora* disaster. They are (from left) : Messrs. Q. G. Aldridge (repairer), R. J. A. Hyatt (conductor), J. J. Aldridge (repairer), W. Matterson (conductor N.S.W. Railways), A. Aldridge, Violet Town, John Swadling (conductor N.S.W. Railways), A. McMillan (Captain, Rural Fire Brigade), Doctor R. Dunn (who received the O.B.E.), and J. McQuillan (Violet Town Stationmaster). With the exception of Doctor Dunn, the men received the British Empire Medal.

Mr. J. N. Lade, Commissioners' Representative, Transport Regulation, concludes his series of four articles by examining the future of Transport Regulation in Victoria and looking at possible alternative means of maintaining transport efficiency and service.

So far in these series of articles I have endeavoured to describe the present system of transport regulation in Victoria and to make an assessment of its present-day success in achieving a well-ordered, economical, and efficient transport system for the state.

It will be clear from my earlier remarks that the regulatory system can, at best, be described as having only partly achieved these desirable objectives. In fact, one can safely say that the undermining of the present Acts is today creating a similar situation which the same Acts were largely designed to overcome 40 years ago.

Need for change

That the need for change is now sensed by many sections of the community is apparent from the Government's recent decision to hold an inquiry into all aspects of Victoria's transport system. But it is equally obvious, I think, that agreement on the need for an inquiry is about as far as any unanimity of opinion on the cures or palliatives needed for our ailing transport system will go.

When transport problems are debated many viewpoints invariably come to the surface. Manufacturers and shippers want dependable service at a minimum cost. Passengers want fast and comfortable transport at low fares. State governments would like to think that good transport services can be provided without the burden on their limited budgets becoming intolerable, although it has never been clear whether they regard government and semi-government transport instrumentalities as community services or business enterprises.

Transport operators all want a slice of the transport cake, but whether it should be divided up by some responsible authority, or set upon and devoured by the biggest and most powerful without regard for the "little bloke", is a question that even the road transport industry can reach little internal agreement upon. In other words, we have, in the broad sense, a whole spectrum of vested interests, all trying to safe-

guard their investments and assert their own ideas without necessarily having regard for the common good.

Anarchy or order

Transport in Victoria is rapidly approaching the crossroads—which way should we go, towards anarchy or order? If I infer that an unregulated transport system constitutes anarchy, I will no doubt incur the wrath of those who believe open competition is good, and that in such a situation only better products and services at lower cost to the consumer can result.

These ideas certainly contain elements of truth, but they only scratch the surface of the problem. I have previously said that we do not mind fair competition, but how fair would be an open attack on rail traffic by other transport modes at the present time? Some of the changes that would need to come about before we would regard open competition between rail and road transport as being fair and equitable would include :

1. Road users (and particularly commercial vehicle operators) would have to pay for the reconstruction, strengthening and maintenance of roads and bridges with reasonable relativity to the demands exerted on those facilities by the class of vehicles operated.
2. Road operators would have to rigidly adhere to safety regulations governing speeds, height and weight limitations, hours of driving, etc.
3. Railway administrators would need to be free to operate only these services which, in a situation of open road competition, could generate sufficient revenues to cover operating expenses. Non-paying services would either be abandoned or alternatively individually subsidised by the community if this was considered desirable in the public interest. (Passenger services would be an obvious example of the latter.)
4. The railways would have to be permitted to set fares and freight rates at levels dictated by the market without fear of political or sectional interference.
5. The railways would need to be assured of continuing and adequate capital allotments, to enable them to draw up and implement long-range improvement programmes, based on forecasts of market requirements.
6. The obligation upon the railways to act as a "Common Carrier" (that is, the general necessity to accept for carriage all goods consigned to places where we provide a service) would have to be removed unless similar obligations were placed upon all road operators.
7. The railways would need freedom to operate their own road vehicles in conjunction with rail should the need arise.

Having looked at one set of possibilities, what other alternatives are available? If we cannot arrive at a situation where open competition is on an equitable basis (this is obviously going to require considerable re-thinking in many circles), we must turn again and seek improvements to the framework of the existing Transport Regulation system.

Last month I listed some of the more important deficiencies of the present system; perhaps I could now suggest how some of these might be rectified.

In the first place, the Act should be amended so that no goods vehicle licences are granted "as of right". Licences for taxis and buses are only granted where the Transport Regulation Board considers a need has to be met; why should goods services be so different?

Such an amendment would mean that all goods licences become "discretionary" and the Board would have to give due consideration to all relevant matters, including the advan-

ages to be derived from the additional service, and the adequacy of and effect upon existing services. In other words, the existing transport mode (usually the railways) would need to receive some consideration whereas, at the moment, when "as of right" licences are applied for, it receives none. Furthermore, the road transport industry would benefit by the elimination of many "fly by night" operators who could not satisfy the Board as to their financial position and other qualifications.

In this situation, we would be able to strongly argue that licences should not be freely issued for commodities that were obviously suitable for rail transit, such as petroleum products and livestock.

In the case of primary producers we would press that the size of vehicles should be limited to 4 tons capacity and that goods carried should be only those produced on the farmer's own property. This would then restrict their operations to accord more with their actual needs; after all, how many farmers need a 15-ton semi-trailer to carry their produce?

Having purchased a large vehicle, the natural tendency for the farmer is to find some work for this costly plant. He then becomes a carrier. The absurdly liberal provisions for "approved" decentralised industries would also need considerable revision.

Amend fourth schedule

Secondly, we would contend that the Fourth Schedule of the Commercial Goods Vehicles Act, which exempts vehicles conveying most perishable goods and livestock from the payment of road maintenance taxes, should be abolished. The fact that many of these large vehicles can operate over all roads, without any contribution to the cost of maintaining them constitutes an anomaly which is grossly unfair to other road users, and the railways, who have to compete with road charges which are completely unrealistic.

Thirdly, we would press for a revision of the Transport Regulation Board permit issuing policies so that these become based on the physical capabilities of the railways to satisfactorily handle various types of traffic. I have previously mentioned that at present road permits are freely granted for a number of commodities (e.g. superphosphate and petroleum products) that are obviously quite suitable for rail movement.

Finally, the charges for licences should be altered to make them more realistic than the \$4 per annum presently charged. A higher scale of charges (possibly related to vehicle

size) would more satisfactorily reflect present-day administrative costs and obtain additional badly needed State revenue.

Section 92 again

The remedies I have suggested so far would, of course, do little to overcome the vexed question of Section 92 of the Commonwealth Constitution, and quite frankly, I do not feel there is any easy solution to this problem. To a layman it seems incomprehensible that goods consigned from, say, Melbourne to Wangaratta can gain protection of Section 92 by being transported across the border. But the fact remains that this method of "border hopping" has been tested in the Courts on several occasions and has been found legal, without the payment of licence or permit fees.

It is possible that a proposal to amend Section 92 by referendum might eventually come before the Australian people, but the history of constitutional amendments in this country favours negative results.

We have sought to overcome the problems of severe competition in affected areas by improving services and reducing freight rates, but it seems likely that these trends will intensify. **However, it appears inevitable that some branch line services in these areas will have to be abandoned or at least curtailed in order to reduce heavy operating losses.**

Unfortunately for the districts concerned, when this does occur, the previously low road rates for some commodities will certainly escalate considerably. In addition, land values in the area will depreciate and the district will be deprived of many of the less tangible benefits of a government-operated service. For example, in the absence of a railway, can the customer expect to send or receive any type of goods, irrespective of whether or not the movement happens to be convenient to the road operator? I doubt it.

In the final analysis, transport is provided to meet the needs of the public—not necessarily only private individuals—and the overall transport pattern must be designed to safeguard the overall interests of the community. In our view, this is best done by means of a properly co-ordinated and regulated transport network. But if the community, through their parliamentary representatives, decides that an unregulated system is preferable, then the same community must be prepared to meet the full costs of the consequences.

The 1969-70 wheat harvest ended in gloom, with overflowing storages and a gigantic mice plague; yet now the Railways are handling the second best export wheat clearance on record.

About two months ago the Grain Elevators Board received export orders for 21 million bushells of wheat to be sailed to the sea terminal at Geelong.

With all available rolling stock mobilized, the wheat trains are moving the accumulated storages at Dunolly and Marmalake (Murtoa), and at the same time emptying up-country silos in readiness for the coming harvest, and coinciding with this activity a smaller amount of wheat has moved from the Wimmera to Portland.

Normal seasonal movement of other grain has taken place across the State, including substantial tonnages of oats, barley, and rice. Over 1,500 tons of lucerne pellets went from Kerang to Portland by rail, and a sizeable movement of sorghum to Portland has now recommenced. In addition the regular delivery of 400 wagons of wheat continues each week to flour mills.

RICE

The increasing importance of rice grown in the Riverina showed up in railway freight figures last month when, within a short period, 1,600 tons were moved from Echuca and Deniliquin mills to Melbourne. The greater percentage of rice grown is exported, but local consumption is steadily rising.

OFF THE ROAD

In the course of his annual report to shareholders Mr. K. W. Thomas, chairman of Thomas Nationwide Transport, said that the T.N.T. trains (see August *News Letter*, p.117-Ed.) had displaced over 130 semi-trailers from the Hume Highway.

"When we double the train volume, there will be over 260 semi-trailers displaced. This may seem discouraging for road transport, **but it is good for safety as well as national transport economics, Mr. Thomas said.**

"Apart from shipping, there is still a great deal of scope inside Australia for us to develop land transport, especially by a more intensive utilization of our road forwarding facilities and our T.N.T. trains," he added.

STATE FIRST-AID FINALS

The sun rose on the morning of October 15 in a cloudless sky, much to the relief of Mr. Les Wignall, Victorian Railways Ambulance Officer, and his staff, who were responsible for organizing the 60th First-aid finals at Mt. Evelyn.

The Challenge Shield was won by Ballarat Traffic No. 1 (Messrs. D. J. Kinnane, R. C. Lunnon, G. Story, A. Phillips and G. Holdsworth). The senior individual championship was won by last year's novice winner, Mr. H. van Ginkel, an engineer from Head Office.

In the novice competition, the Blackburn Shield went to Ballarat North Workshops No. 3 (Messrs. M. E. Sternberg, G. C. O'Donnell, F. R. Harris, B. G. Richardson, and M. G. Willis). The novice individual section was won by Mr. H. Quick, of Ararat.

Adjudicators

A distinguished panel of adjudicators judged the work of competitors; they were Messrs. Douglas Donald, Hugh Johnston, David Brownbill, Doctors J. H. Gowland, A. C. Reith, J. Peter Bush, J. H. Sunshine No. 1

Senior winner



Mr. H. van Ginkel, last year's novice individual winner completed a unique double. Senior winner this year, he receives congratulations and his trophy from Mr. G. F. Brown (right) Ambulance Officer, Mr. H. L. Wignall, is in the (centre).

Cater, and Mr. V. Dwyer (First Aid Superintendent, State Electricity Commission).

The sets

The people who painted the backdrops and provided the props needed

to give an air of realism to the accidents outlined in the scenario received high praise and favourable comment from spectators.

Visitors

One aspect of the First-aid finals was mentioned to *News Letter* by Mr. Harold Byron, retired rolling-stock branch clerk. Mr Byron does not miss the occasion because he feels sure of meeting many old railway friends who make the Mt. Evelyn centre an annual social rendezvous.

Another interested spectator was retired Chairman of Commissioners, Mr. E. H. Brownbill. The Supervisor of the School of Army Health at Healesville, Major J. K. Brett, accompanied by members of his staff were in attendance to study the organization and standard of the work performed; Major Brett said he was very impressed and would like the Army to set up a similar competition between units. Also noticed taking a keen interest in proceedings were Messrs. A. L. Fuller, (General Secretary, N.S.W. First Aid Corps) and J. C. O'Rourke, (Commonwealth Railways Ambulance and Welfare Officer).



"Here goes, but I cannot stand the sight of blood!" could be the thought of Mr. Alan Ward, (second from left), as the team prepares to diagnose and attend to the injuries of an explosion victim. Also in the picture are Messrs. N. Carroll (left), L. Hocking, K. Brophy (actor), W. Hutchison (kneeling), and M. Cooke, the patient.



Ballarat Traffic No. 1, holders of the Challenge Shield for 1970-71, (left to right) Messrs. G. Holdsworth, A. Phillips, G. Story, R. Lunnon, and D. Kinnane. (leader)

Dinner

At the dinner to competitors, awards were announced and presentations made by Mr. G. F. Brown, Chairman of Commissioners.

Actors

Mr. Kevin Joseph Brophy, a diesel maintainer from South Dynon, played his dumb hobo part to perfection and gave competitors no more than essential help, at the same time making the most of his lines. Mrs. Josie. Winnett, (nee Burns) recently married to electric train driver Mr. Les Winnett of Jolimont Depot, had a day long stint acting the part of a woman caretaker of a country station without any knowledge of first-aid. (Josie, a ticket collector, Flinders Street, has her gold medalion for first-aid). Mr. Albino Parisotto, Italian born, but resident in Victoria for the past 15 years, played the part of a car driver who had just run over a man and who could not speak English. Albino was conscious after the accident, but because he only spoke to the first-aid competitors in Italian, had to be treated as being unconscious, because they could not understand him. Albino is a welder at Spotswood Butt-welding Depot.

Interstate contest

The Australian First-aid championships started in 1920. Queensland has been the most successful team of recent years, winning five of the last six competitions.

A good story

Competitors arrive in Melbourne, November 21-22, so that they may accustom themselves to the local scene and practice for a few days prior to competition day, November 26.

Students

Mr. Ken Pearce, of Bendigo North Workshops No. 5 team, who was present at the competitions but did not gain a place in the team, outlined the learning routine of himself and his mates at Bendigo.

"About March each year we start our preparation for the annual first-aid examination which every competitor must pass," said Ken. "We spend our lunch hour discussing the finer points and practising under the critical eye of our coach. Monday night we assemble for lectures and practice from 7.30 p.m. to 9.30 p.m. each week. As the examination time and the competition gets nearer this Monday night becomes just about every week night," explained Ken.

In this manner *News Letter* learnt that the first-aid year lasts from about March to October for ordinary first-aid competitors, and longer for the top men competing in the Australian championships.—Ed.

Our representatives

Ballarat Traffic No. 1 will represent the Victorian Railways at the Australian Railways' competitions being held at Mt. Evelyn this month.

Mr. H. van Ginkel, will represent Victoria in the individual event.

SENIOR TEAMS

1. Ballarat Traffic No. 1
2. Electrical Engineers No. 1
3. Bendigo Loco
4. South Dynon Loco No. 3
5. Sunshine No. 1

NOVICE TEAMS

1. Ballarat North Workshops No. 3
2. Head Office Works
3. P.W.M.D. Spotswood No. 2
4. Ararat
5. Bendigo North Workshops No. 3
6. Jolimont Workshops No. 1
7. Geelong Loco No. 1

SENIOR INDIVIDUAL

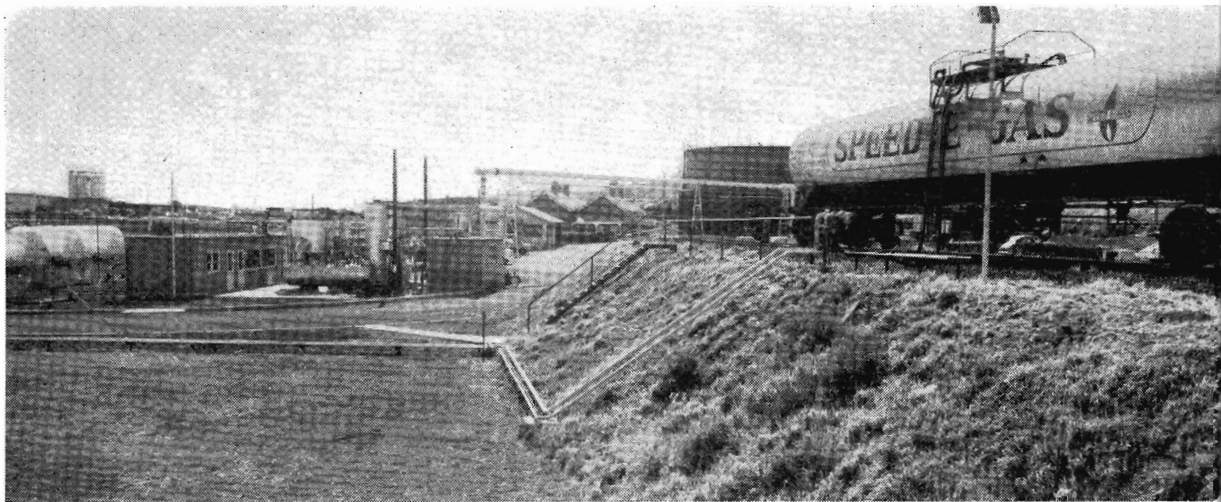
1. H. van Ginkel, engineer, Head Office
2. E. M. Sternberg, first-aid attendant, Ballarat North Workshops
3. J. Coughlin, boilermaker, Bendigo Loco
4. A. Phillips, fitter, Ballarat North Workshops
5. H. Quick, train controller, Ararat
6. T. H. Chaffer, boilermaker, Bendigo North Workshops
7. R. C. Lunnon, maintenance fitter, Ballarat North Workshops

NOVICE INDIVIDUAL

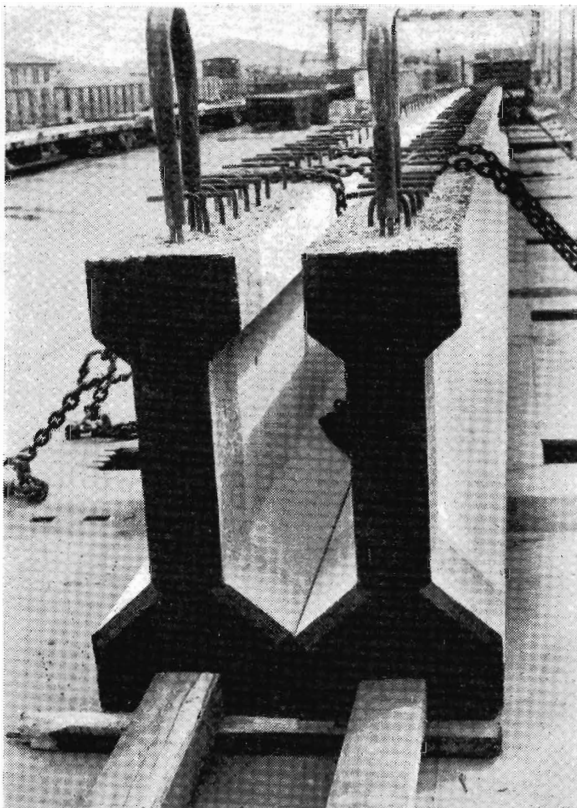
1. H. Quick, train controller, Ararat
2. A. C. Clough, blacksmith, Bendigo North Workshops
3. A. Farrugia, boilermaker, P.W.M.D. Spotswood
4. H. Latimer, car and wagon inspector, Head Office
5. R. O. Smith, sub-foreman, South Dynon Loco
6. V. Hayes, safety officer, Flinders Street
7. S. G. Aston, driver, Geelong Loco



Mr. A. Farrugia, leader of the Spotswood P.W.M.D. team introduces members to Mr. Brown.

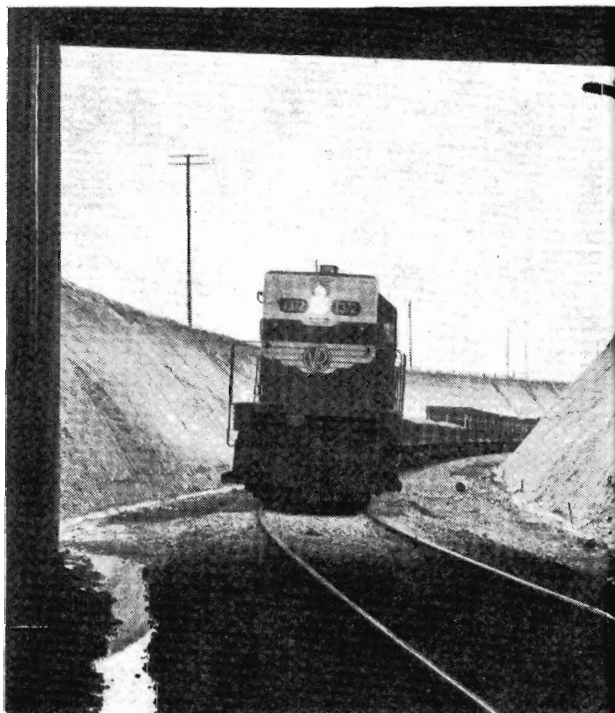


One wagon of liquid petroleum gas railed from Westernport to Warnambool each week is enough gas, when vapourized, to supply 2,500 homes for one month. Here the L.P.G. is being transferred from the rail tank.

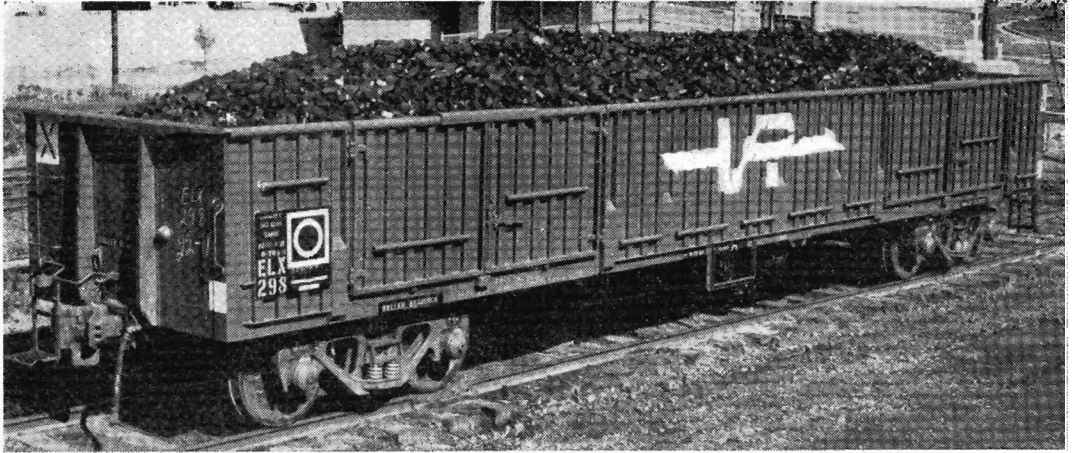


This tricky consignment of concrete beams, each nearly 70 ft. long, was loaded at Dynon for Bairnsdale by two overhead gantry cranes working together.

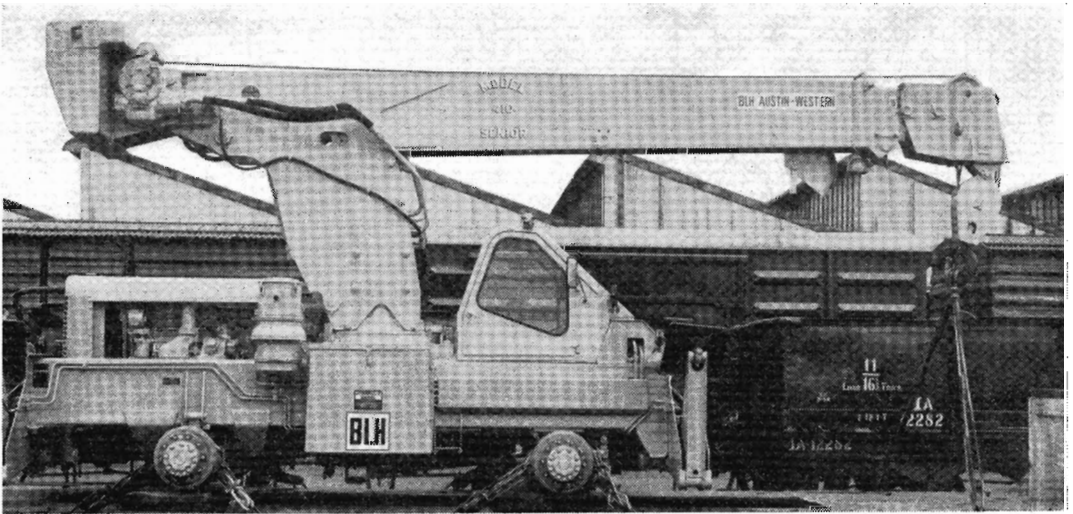
VIEWS OF NEW



The recently completed Prince's Highway overpass at Traralgon took two years to build. A goods train is approaching along a 35 ft. cutting which is half a mile long.



Bayswater received this test load of briquettes. The problem of meeting suburban peak fuel demand could be solved by using these ELX wagons which can carry 50 tons.



The hydraulic crane bound for Kewdale, W.A. and the tractor consigned to Parkes, N.S.W. had one thing in common. They were both out of gauge until the wheels were removed from the crane and the exhaust pipe from the tractor.

THE GEELONG AND BALLARAT LINES

Geelong people have their first mayor, Dr. Alexander Thomson (elected 120 years ago) to thank for his foresight in promoting the Geelong railway. Dr. Thomson was elected the first mayor when Geelong was declared a town—then having 8,000 people—on October 12, 1849. Later as a member of the Victorian Legislative Council, he introduced a Bill incorporating the Geelong and Melbourne Railway Co.

A director of the company Dr. Thomson presided over the first meeting of share holders.

Horse idea

Actually, Victoria's first country railway proposal came from Geelong where in 1846, a 200-mile wooden railway was planned, worked by horses, from Geelong to the Western part of the State. But the idea lapsed.

Four years later, a company was formed to build a steam railway from Geelong to Melbourne at a cost of \$84,000. There was little financial support and the scheme never eventuated.

With seven members of the Legislative Council on its executive committee, the Geelong and Melbourne

Railway Co. was more successful, possibly because the Government paid preliminary expenses and guaranteed to pay interest on the Company's paid-up capital.

On September 20, 1853, the Lieutenant-Governor (C. J. LaTrobe) travelled from Melbourne by steamer to cut the first turf of the railway and lay the foundation stone at Geelong station. Records show that a bottle, containing a message as well as gold, silver, and copper coins, was placed under the stone, and a sumptuous "dejeuner" followed.

Gold fever

To ease the gold fever labour shortage, the Government, in June 1854, hired 100 prisoners to the company at 50c each daily. The prisoners were housed in a penal hulk moored in Corio Bay.

The line was completed in June 1857, when the Geelong and Melbourne Railway Co. had a service running to Greenwich, a private village area of 90 acres, between Melbourne Road and the River Yarra, now part of Newport.

Unfavourable weather on June 25 did not diminish enthusiasm for celebrating the inauguration of

Australia's first country railway. At Geelong, there was a procession headed by the Governor (Sir Henry Barkly).

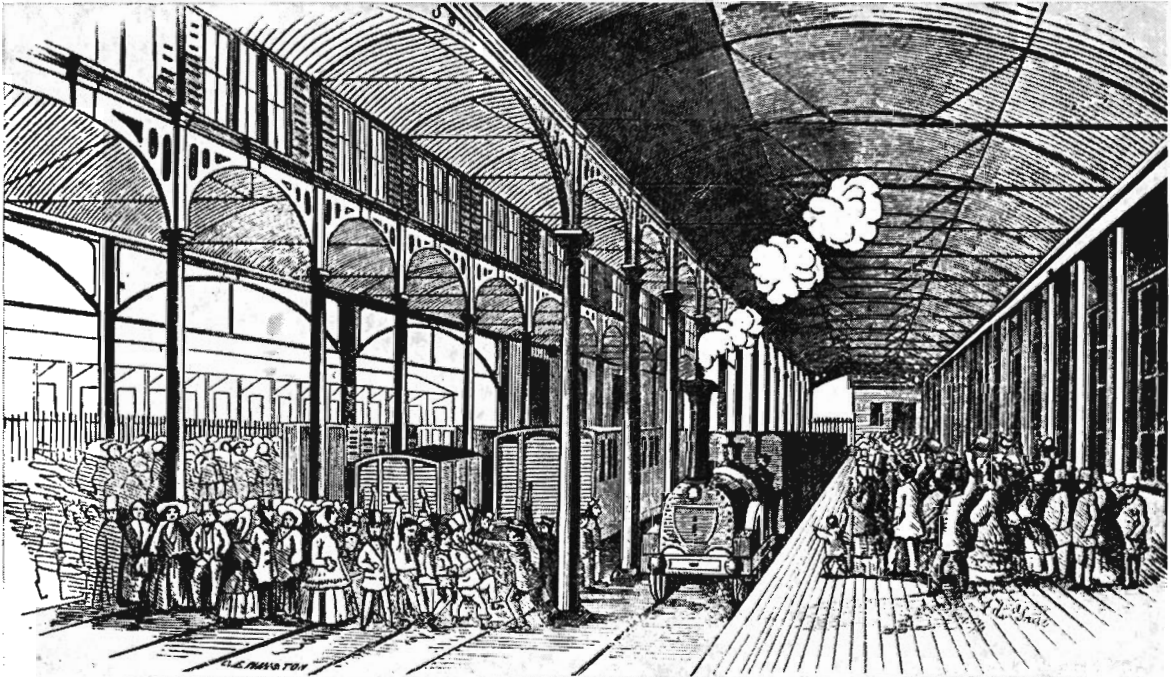
A special train carrying the Governor and several hundred guests left Geelong at 10 a.m. Near the Ocean Child Hotel, about two miles out from Geelong, tragedy marred the day when Henry Walter, Locomotive Superintendent, was knocked off the engine and killed.

At 12.10 p.m. the train reached Greenwich where 500 more guests who had come from Melbourne on the steamer *Citizen* waited to join the train, but there was no room.

Heave ho!

The engine would not start for the return journey as the rails were wet and slippery, so the waiting passengers sent the train on its way with a push.

Two hours later, another train came to Greenwich to take the Melbourne party to Geelong. When they arrived there at 4 p.m., cold, wet and hungry, they found, to their dismay, that the official luncheon was over, and hardly any food left.



The opening of the Geelong and Melbourne Railway for public traffic, June 25, 1857.



Debt brought bailiffs

Australia's first country railway soon ran into financial difficulties, and the Geelong Co. asked the Government if it was interested in buying the line. The reply was favourable, but an Act of Parliament was needed.

One of the problems on the line, which had **no signal system**, was that the locomotives were too heavy and unsuitable for traffic.

In June 1858, when the company owed \$2,000 in wages to staff, a distress warrant was issued at Williamstown Court, and constables met the morning train on arrival at Williamstown Pier, and took possession of three carriages. Another three were taken from the afternoon train. The carriages were sold by auction for \$1,780—presumably to an agent for the company, because they later returned to the Williamstown train service, which was not interrupted by the financial troubles.

Transfer to Government

Finally, the transfer of the line from the Geelong and Melbourne Railway Co., to the Government was assented to by the Victorian Par-

liament on June 8, 1860—110 years ago. On that date, Act No. 96 vested the railway in the Board of Land and Works, but the official transfer dated from September 3, 1860. The cost was \$1,600,000 to which had to be added \$500,000 for the estimated expenditure for repairing the line.

Most of the company's staff, nine locomotives, 20 passenger carriages, and about 50 wagons were absorbed into the Victorian Railways.

The direct route

Eighty years ago, the direct Melbourne-Ballarat rail route, via Bacchus Marsh, was completed.

Prior to that, Ballarat train travellers had to go by way of Geelong.

Building the 62 miles between Warrenheip and Braybrook Junction (now Sunshine) took 10 years; it was opened in unconnected sections.

Gordon to Warrenheip was the first section opened, in 1879; then followed Sunshine to Melton, in 1884; Melton to Parwan and Gordon to Ballan, in 1886; and Parwan to Bacchus Marsh, in 1887.

The final 17 miles from Bacchus Marsh to Ballan completed the line,

and it was duly opened for through traffic on December 4, 1889.

Major work on the line was the building of a 1,230-ft. long, 125-ft. high viaduct over the Werribee River, near Melton. In addition, heavy grades between Bacchus Marsh and Ballan incorporated what was commonly referred to as "the famous horse-shoe bend".

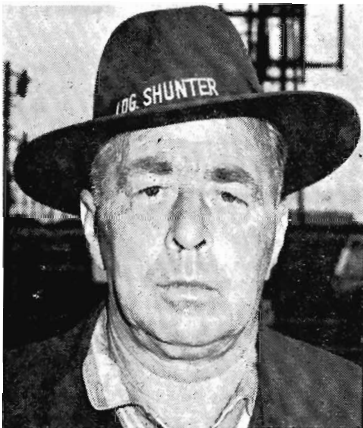
Via Geelong

The original Ballarat rail link, via Geelong, was formally opened on April 10, 1862, by the Governor, Sir Henry Barkly, who had travelled from Geelong in a special train with many guests.

Public traffic started the next day. However, a goods service did not commence until the double tracks from Geelong to Ballarat were completed on August 20, 1862.

Passenger rail fares at the time were 3½d. a mile, first-class, and 2½d. a mile, second-class; goods rates were 5d. a ton mile. In contrast, passengers by road paid up to 7d. a mile, while goods cost 1/2d. a ton mile.

More Overalls



Allan Overall

Recently retired Mr. Jack Overall, who was a passenger guard at Spencer Street, told *News Letter* he was the last member of his family to work for the Railways (Sept. page 140).

Subsequently, Mr. Allan Overall, a special class leading shunter at Spencer Street passenger yard has advised that he is the last of the Overalls to work for the Department.

Mr. Jack Overall is Allan's uncle. His father was Mr. Frank Overall who finished his railway career as officer-in-charge at Ballarat Goods, and was well known for his interest in first-aid.

Allan Overall has been in the railways for 33 years. He started as a porter and had been a signalman before becoming a leading shunter.

As this edition went to press *News Letter* heard of Mr. Alec. Overall, a special class signalman at No. 1 signal-box, Spencer Street; but he proved to be no relation to Allan Overall.

Pineapples to Queensland

"It was like sending coal to New-castle", reported Glenhuntly station-master, Mr. J. Morris, when he told *News Letter* about a carton of pineapples consigned to Kingaroy, Queensland, recently.

The pineapples were sent by a local health store to a customer on holidays in the Sunshine State. They were originally grown by an "organic farmer" at Woombye, Queensland.

"Organic farmers" do not believe in using artificial chemical manures or insecticides when growing a crop. Many health conscious people seek out their produce, hence the boomerang nature of the freight.

"Mr. Houses" retires

Mr. Clem English, the man in charge of about 3,000 departmental residences, retired recently from his Estates Office desk, which he had occupied for the past 22 years.

Mr. English became a legend in his own lifetime among railwaymen because of his encyclopaedic knowledge of the ramifications of his job. He was the Railways' rent collector and the voice on the telephone to railwaymen living in country districts, who attended to all kinds of personal problems worrying tenants—from the neighbour's troublesome dog to the death of the wage earner.

It often happened that a railway official from the country arrived at head office to see Mr. English only to be startled to hear himself addressed by name, without introduction to the Housing Officer, who had identified the voice of the visitor from previous telephone conversations.

The area of responsibility supervised by Mr. English increased considerably in the early '50s, with the introduction of large estates housing railwaymen at Sunshine, Albion, Newport, and in several country centres.

From Mr. English we learned that a departmental residence always retains the same number even if moved from one locality to another. No. 1 residence, built in 1910, is still located at Thomastown.



Mr. English

Discipline officer retires



Mr. Ward

Mr. Arthur Vernon Ward had completed 46 years service when he retired early last month from his position as officer-in-charge of Traffic Branch discipline. With the retirement of Mr. Ward, the end of an era almost concludes. He represented that group of railway administrators who with tenacity and ability climbed from lowly paid positions to top jobs through the economic setbacks of the years prior to the last great war.

When Arthur Ward came from his home at Kingower near Inglewood to join the railways as a lad porter at Chelsea, he travelled by train for the first time, was 14 years old, 5 ft. 3 in. tall, and weighed 7 st. 2 lb. He was paid 39 cents a day plus 27 cents living away from home allowance.

Mr. Ward passed an examination for the clerical staff when he was 16, but remembers clearly failing an examination in ticket checking at the age of 15. The question which stumped him concerned the conditions attached to break of a rail journey from Cairns to Perth. Mr. Ward recalled, that the particular examination took place in the old north-eastern country booking office at Spencer Street station; it started at 9 a.m. and finished at 5 p.m. with over 400 questions.

Old Warrnambool

Goods clerk, Charles ("Chick") Johnson, who started as a casual labourer at Warrnambool just 35 years ago; would be an inspiration to any historian writing about the early days in the western district.

"Chick" (only his mother calls him Charlie) recalled for *News Letter* there was once a wharf at Warrnambool with rail facilities.

Shipping era

"The shipping era ended during the second World War because constant dredging meant the port was too costly to keep open," Mr. Johnson said.

Prior to this, boats up to 1,400 tons plied the coastal trade and brought general cargo to Warrnambool, much of which was handled by the Railways. The main traffic was coal to Hamilton, Terang and Dennington, and goods for local stores.

"The Lady Bay Hotel had to have its beer brought by sea, otherwise the many waterside workers would not frequent the premises. "Railway workers should do likewise today, and drink only in pubs that get their liquor by train," Mr. Johnson said.

Two days by ship

It took two days for ships to make the journey from Melbourne after calling at Geelong and Port Campbell; they then continued to Port Fairy.

The goods guard mentioned some of the ships he had seen regularly in port—"Wannon", "Casino", "Waratah", and "Crambera". Both the "Wannon" and "Crambera" were wrecked near Port Campbell.

"I remember how a cabin boy on one of the ships was rescued when found on a raft but was later to go down on the other ship", Mr. Johnson said.

Twenty years ago, the Railways ran up to four special trains a week, in season, to clear potatoes and onions from Crossley (now closed), and Koroit to Cowper Street.

"I even remember when potatoes sold for sixpence a 150 lb. bag locally. In fact this was one of the reasons why locals changed over to dairying when Nestles came to the area," he said.

As a goods guard, Mr. Johnson travels between Warrnambool-Port Fairy-Hamilton-Geelong.



Mr. Johnson

Strange Geelong names

A long siding officially named the "Through" road between North Geelong B signal box and North Geelong C signal box is known locally as the "Folly"; the Barley Board's siding at North Geelong, across Melbourne Road from the main yard, is known as "The Somme".

The "Folly" was once the up line of a double line between the two signal boxes, but was converted to a single line due to light traffic, some years ago. Some members of the North Geelong area staff thought this conversion was not warranted and considered it a folly.

At one time in the history of North Geelong yard all wheat went into what is now the Barley Board's siding. The shunters thought it an outlandish place, because of its isolation from the main yard, and compared its appearance to the area in France where the battle of "The Somme" was fought in the 1914-18 war.

Competition



Hamilton's stationmaster, Mr. W. J. Richards, came from Swan Hill, which being a border town loses traffic to border-hopping road transport. Hamilton also loses some rail traffic to this kind of competition, being about 55 miles from the S. A. border. "However, the Railways obtain good support in Hamilton," says Mr. Richards.

The Man from I.C.E.T.T.

Recently the V.R. was visited by Mr. H. T. Priestly, in Australia under the auspices of the Industrial Council for Education, Training and Technology, (a British government backed organisation associated with the export trade).

His main purpose was to investigate the use of technological training aids at Departmental training centres.

At Newport Manual Training Centre he saw many items made by apprentices as part of their training.

The last turn

Staff at South Dynon Diesel Shops were sorry to say farewell to their mate Roger Jenkins, who retired recently after nearly 51 years service.

A leading-hand turner Roger started his career as a lad labourer in 1920. He worked at Newport Powerhouse and Newport Workshops, before moving to South Dynon. A very good tennis player, Roger was a member of the Victorian Railways Institute team which won the interstate series for the first time in 1926.



Roger Jenkins receiving a wristwatch presented by Mr. F. X. Martin, Superintendent of Locomotive Maintenance.

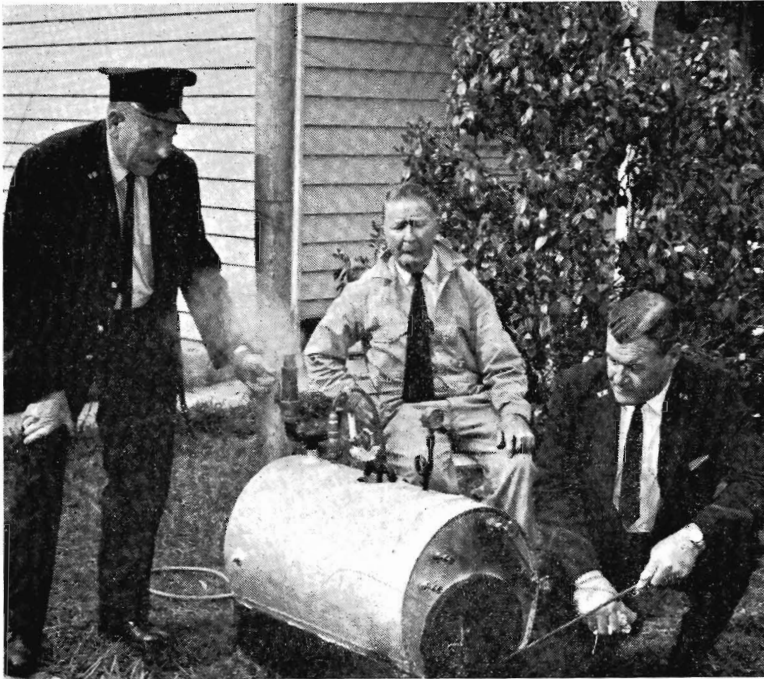
A race well run

When North Melbourne Workshops' Manager, Mr. Arthur Patford retired after over 50 years service the blackboard at the shops was decorated with a scene depicting a horse race and a scroll with the legend "a race well run".

This sentiment summed up the railway career of Mr. Patford, who over the years had earned the respect of his men. He was presented with a projector stand, a golf bag and a nest of coffee tables, as he is a keen photographer, enjoys golf, and likes company.

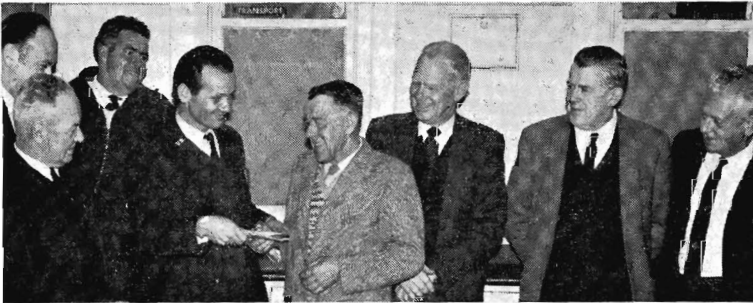


Mr. A. Patford



Electric train driver George Jackson of Mordialloc, peers anxiously at a small Baltic Simplex boiler, while his mate, Mick Bounds, also an electric train driver stationed at Mordialloc, attends to the fire. In the background is retired guard Ray Nicholas. The two drivers, who live in the same street in Parkdale, decided to play Good Samaritans to Ray when he told them he had decided to keep bees and had bought an old boiler to steam-clean the honey frames.

A life of ease



Watched by present and past Caulfield staff, Yard Assistant Ted Fletcher, fourth from right, receives a wallet of notes from his successor Mr. Ray Mann, to mark his retirement after 49 years of railway service; the last 22 years at Caulfield. "I am going to live a life of ease and luxury and this gift will help a lot," quipped Ted.

A valued volume

Mr. Ian Wagstaff, an officer of the Transport Regulation Board, has contacted *News Letter*. He wants to buy a copy of the Railway history "V.R. to '62". Mr. Wagstaff's private address is 16a Maple Street, Syndal, 3149.

Appreciation

On behalf of our grade I am thanking you for having us at Spencer Street station, on September 14, and letting us go through *Spirit of Progress*, which we found very interesting.

—Andrew Bruce, Grade Five, Glenroy West Primary School, writing to Stationmaster, Spencer Street.

RETIREMENTS

TRAFFIC BRANCH

Addicoat, J. L., Port Melbourne, 19/9
Barnes, G. J., Flinders Street, 7/12
Burlock, F. A., Windsor, 11/9
Caddy, A. G., Kangaroo Flat, 18/9
Doyle, L. J., Melbourne Goods, 7/12
Henshilwood, K. J., Mildura, 1/10
Hickey, M. T., Casterton, 18/12
James, T. A., Head Office, 29/12
Kelly, J. F., Head Office, 16/10
Lord, F. C., Benalla, 7/11
McGregor, L. G., Head Office, 2/10
Salter, G. H., Flinders Street, 28/12
Sanders, V. J., Frankston, 7/12

ACCOUNTANCY BRANCH

Defris, E., Head Office, 29/12
Callaghan, J. C., Head Office, 6/11

ELECTRICAL ENGINEERING BRANCH

Deyley, J. S., Lighting and Power, 17/10
McSpeerin, A. W., Head Office, 10/12

COMMERCIAL BRANCH

Hayes, W. E., Watchman, 1/9
Reid, A. E., Watchman, 24/11

WAY AND WORKS BRANCH

Andjelkovic, B., Warragul, 25/9
Dickson, L., Berrivillock, 29/12
Eldridge, F., Colac, 24/12
Falcone, E., Spotswood, 18/9
Gleeson, J., North Geelong, 2/12
Hill, H. T., Spencer Street, 2/12
Hilton, L. I. (Miss), Bendigo, 30/9
Lawley, L. A., Spencer Street, 9/10
Leerson, G. S., Heyfield, 14/12
Montesano, G., Spotswood, 7/9
McLennan, K. D., Geelong, 9/12
McQueen, J., Macedon, 11/9
Newton, E., Flinders Street, 30/12
Olivera, G., Spotswood, 7/12
Richards, N. H., Wangaratta, 9/12
Sark, H., Caulfield, 17/12
Sarsfield, V. I., Shepparton, 9/12
Trethowen, A. J., Castlemaine, 28/12
Ursida, A., East Melbourne, 13/12
Whitfield, D., Head Office, 7/12

ROLLING STOCK BRANCH

Brydon, L., North Melbourne, 18/9
Dawe, H. J., Wodonga, 10/8
Fenech, F., Newport, 18/8
Herbertson, A. S., Ballarat North, 16/10
Inglis, R. P., Newport, 16/9
Pinnell, E. J., Bendigo North, 28/8
Shillington, W. G., South Dynon, 2/9

STORES BRANCH

Ogorelec, V., Head Office, 7/9
Jacotine W. J., Newport Workshops, 9/9
Lane J. E., Head Office, 18/12

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH

Niewiarkowicz, W., Newport 18/9

TRAFFIC BRANCH

Garvey, F. J., Melb. Yard, 19/9
Birt, R., Korong Vale 2/10

WAY AND WORKS BRANCH

Battistin, A., East Melb. 19/9
Jeffrey, S. R., Benalla, 25/9
Radenkovic, M., Laurens St., 19/9

From U.S.A.

On February 23, 1970, I took *Southern Aurora* from Sydney to Melbourne and misplaced my return trip ticket. The following day I discovered the loss and talked to the Stationmaster, Spencer Street. He was extremely courteous and sent a messenger to search my compartment. The messenger could not find the missing ticket and I was referred to the lost ticket office. Officials were again very courteous and I completed a form containing the necessary details.

The following day my ticket was returned. It had been found by a car cleaner named N. Saccuzza. I wish to express sincere thanks for the courtesy shown me by the employees of your railway.

—*Dr. Charles K. Braurbach, Valley Stream, New York, U.S.A., writing to the Chief Traffic Manager*

Service

This letter is to record our appreciation for the efficient manner in which arrangements have been made with us for sending rooted cuttings from Portsea to our clients in New South Wales.

We have been surprised and pleased at the wish to do business. So far we have been delighted with the service and freight rate and the manner in which our consignments have been handled.

We must mention Mr. J. Byrne, who has actually sighted our consignments and followed their progress to Sydney. Service of this nature tends to make us want to continue to do business with the Railways.

—*A. M. G. Begg, Portsea Nursery and Flower Farm, writing to the Chairman.*

Britons grateful

Dr. Ransome-Wallis, leader of the Ian Allen Travel Group which visited Melbourne in early September, has asked me to convey to you the party's deep gratitude for the assistance your Department rendered in enabling them to see much of the Victorian system during their brief stay.

I accompanied the party on Sunday, September 6, and everyone expressed appreciation of the arrangements made on their behalf and the efficiency of the various railway officials concerned with the visit. I feel sure the group left Melbourne with very favourable impressions of the Victorian Railways.

—*G. E. Dye, Secretary of the Railway Museum Committee, writing to the Chairman*

School children Show special

On behalf of the staff and children who travelled to the Show, September 18, I wish to express our very sincere thanks to all responsible for such efficient organization.

The courtesy of all with whom we came in contact, their readiness to make adjustments to suit us, and the smoothness of the journey were spoken of very favourably by all who travelled. The Traffic Officer at the Showgrounds farewelled us with "Hope to see you next year!"

—*M. L. O'Rourke, Principal, Syndal North Primary School, writing to the Chief Traffic Manager*

Honest finder

I reported the loss of my wallet containing personal papers and money to the stationmaster at Seaford on my return from a visit to the Royal Show.

Next morning the stationmaster rang to inform me that a man had found my wallet and had handed it in at Mount Waverley station. It was later forwarded to Seaford intact.

I wish to commend the magnificent co-operation and courtesy of the railway officials concerned, particularly the stationmaster at Seaford.

I have always found your officials most helpful and I feel sure most of the general public are of the same opinion.

—*O. G. Rae, Fortescue Avenue, Seaford, writing to the Secretary*

Warrnambool to the Show

On behalf of the schools which participated in the Grassmere district schools' excursion to the Royal Melbourne Show, September 18, I would like to thank all concerned in the Railways for the excellent co-operation received both before the excursion and on the great day. The train was on time all the time and this pleased the 1006 children and almost 200 adults who took part. All the meals ordered were ready both at Geelong on the forward journey and at Spencer Street on the return journey.

I would like to make special mention of the co-operation received from Mr. Bob Bray, Special Trains Section, Mr. J. Meertens, clerk, Warrnambool, and Mr. M. Hearn, traffic inspector, Geelong, all of whom went out of their way to help make this excursion an outstanding success.

—*T. Dowling, secretary, for the Grassmere district schools teachers' group, Primary School, Mailer's Flat*

WHAT IS THE V.R.I. COUNCIL?

Reference is made in V.R.I. publicity to the "Council of the Institute".

"What is the Institute Council?" "What is its purpose?"

The Victorian Railways Institute has four Patrons, namely the Minister of Transport and the Board of Commissioners.

The Constitution provides that the Institute shall be managed by a Council consisting of a General President and three Vice-Presidents who shall be appointed by the Commissioners. The Council shall have a further 24 members, seven of whom shall be appointed by the Commissioners and 17 elected triennially by the active membership. Each Councillor acts in an honorary capacity and gives his time and ability without remuneration.

Almost every branch of the Railways is represented on Council, and every suggestion in respect of service to Institute members is discussed fully. Whenever a specialized opinion is needed, an appropriate departmental officer is approached and expert opinion obtained.

Council operates through working committees—each having their field of Institute functions, e.g., gymnasium, library, lectures and classes, sports, finance, house (dealing with accommodation and staff) and an Executive. The committees and the Executive make recommendations for consideration by Council, which meets on the second Monday in each month. This meeting is held following the series of meetings of committees and the Executive.

Council operates with one objective—the provision of services desired by members.

However, one of its problems is to know what services members desire.

From time to time IN has published articles on existing services, and has appealed to members to convey other desires to the General Secretary. If you are in a country area and know of a Council party visiting your area make yourself known to them. If in Melbourne, find out the name of a Councillor and have a yarn with him, and during 1971 when the next triennial ballot for elected Councillors is arranged, spend time and make an effort to vote.

It is your Institute and your Council.

by OSS. KEATING

Tennis

The Australian Postal Institute has challenged the V.R.I. to a six a side tennis match to be played at the Albert Ground grass courts in St. Kilda Road on Tuesday, December 8 starting at 12.30 p.m., with a short social function at the conclusion of the game. The match will be decided by six singles and three doubles.

Any railway tennis player available for selection should apply to either the Hon. Secretary, V.R.I. Tennis Association, or the Sports Secretary, V.R.I., third floor Railway Buildings, Flinders Street, before November 27.

Table Tennis

Mr. Les Shatwell, has been elected president of the Warragul V.R.I. Table Tennis club for the 1970-71 season, with Mr. John Parsons as secretary-treasurer.

This club has won seven A grade premierships in the last nine years. In the season just concluded the clubs' A and C grade sides were runners up in their sections. The club intends to buy a new table and next year hopes to have some Warragul players trying for a place in the Victorian intersystem carnival team

Cricket

The V.R.I. Cricket Association has reformed the metropolitan competition and five teams Codon, Jolimont Workshops, Loco, Melbourne

Yard and Warragul Workshops—are competing for the Commissioners' Cup.

The 1971 Intersystem Cricket Carnival will be held in Canberra from February 21 to March 5. Players available for selection should submit their application to the Sports Secretary, V.R.I. third floor Railway Buildings, Flinders Street, not later than December 11; applicants should state the grade of cricket played, whether batsman, bowler, etc. and their best performance over the past two seasons.

Warragul Anglers

The annual presentation night was held recently and trophies were awarded to Goods Guard B. Wilson, who grassed the largest trout, H. T. Linesman, T. Kraszewski who caught the largest bream, Driver Z. Szewczuk who landed the largest flathead and Goods Guard J. Emslie who caught the largest other variety.

The trophies were presented by Councillor Max McCarthy, a driver at Warragul, and Councillor Nev. Cotterell, a former goods guard. Senior officials for the next 12 months are Driver Alex. Parus, president and Herb. Wilton (retired) secretary.

Rifle shooting

In this year's carnival for railway riflemen held at the Belmont Rifle Range, Queensland, the home team, with the fine score of 701, won the Triggs Shield from Victoria 693, with New South Wales only one point behind. Teams of five from each State shot over 500, 600, and 700 yard ranges.

FOOTBALL

Korong Vale and Wycheproof railwaymen played a challenge football match at Korong Vale at the end of the season. Wycheproof won a torrid struggle 8.11 to 6.13, after holding off a late challenge by the local team.

Ian Kemp's umpiring, a terrific dash down the ground without the ball by Wycheproof's "Stretch" Ryemens, inspiring oratory at half-time by the Wycheproof coach, together with Korong Vale's story that their rivals had 20 men on the field for most of the game were the highlights of the afternoon.

After the match, members of both Institutes and their families attended a barbeque and plans were made for more inter-Institute sporting contests of a similar nature.

At Donnybrook

The Accountancy Branch annual football challenge match between Spencer Street and Flinders Street took place at Donnybrook on September 27.

A terrific game resulted in a win for Spencer Street by 14 points. Scores were Spencer Street: 14.7, Flinders Street: 11.11.

Best players for Spencer Street were Brian Webb, Ian Barclay, Ian Winstone, Graham Chatfield, and John Courtney; for Flinders Street, Alan Ryan, Ron McNeice, Vic Ristovichis, and Ron Johnson.

Spencer Street were coached in Barassi fashion by Brian Tudor and Flinders Street by Harry Woodrow. The game was organized by Des O'Donoghue, assisted by Wal Collins, Angelo Tabone and Ross Duncan.

Little League Premiers

Under 12



Under 14



Warragul V.R.I. fielded two junior football teams in the local "Little League" under 14 and 12. Both sides won premierships. D. Holleran, son of Warragul's stationmaster, won the League's under 14 best and fairest. Organizers and officials of the successful teams are to be admired for the interest they take in the youngsters. Mr. Owen Holleran is president and Mr. Des Clements is secretary of Warragul's junior football section.

VICTORIAN RAILWAYS

NEWS LETTER

DECEMBER



1970



OUR NEED TO FURTHER IMPROVE EFFICIENCY AND SERVICE

In recent issues of News Letter Mr. J. N. Lade, Commissioners' Representative Transport Regulation has stressed just how competitive the field of transport is today and outlined the part we must play to hold the traffic we already have, and to gain new traffic.

The recently released Railways Annual Report for 1969-70 points out the paradox of our achievement of record earnings at a peak level of operating efficiency, while

at the same time, because of uncontrollable cost increases, the deficit was the greatest ever recorded.

The fact that these record earnings were achieved in a highly competitive market is a tribute in itself to the standard of service being offered by the Department. It is only by the continued efforts of all members of the staff to maintain and improve this standard that further gains in both traffic and efficiency can be made to offset the continuing cost spiral.

G. F. BROWN

"PUFFING BILLY" IN GERMAN

A short article on the history of "Puffing Billy" appeared recently in several German newspapers. The Australian News and Information Bureau sent the cuttings to the V.R.

The article is headed, "Billy" pufft durch Eukalyptuswalder. Translated it read "Billy" puffs through the eucalyptus woods.

Then followed a history of the line and the efforts of the *Puffing Billy Preservation Society* which has made the little train such a wonderful tourist attraction.

The article said: "Thanks must go to the approximately 1,000 energetic and enthusiastic, often hard working Australians, who formed the 'Save the Puffing Billy Club'."

News Letter takes this opportunity to wish all our readers: "Frohe Weihnachten und ein gluckliches neues Jahr!" Which is as near as we can get to: "A joyful Christmas and a happy New Year!"

Top suburban station

Box Hill is still the busiest metropolitan station for passenger traffic, with St. Albans in second place.

FRONT COVER

The gleaming new Club Car for *The Overland* mirrors the new stewardesses and their new uniforms. They are: Misses Lynette Molloy, Mary Ritchie, Wendy McCarthy, and Anne Cooling. More pictures are on page 185.

J.N.R. IN RED

Newsweek (5.10.70) reported on the parlous financial plight of the Japanese National Railways.

"Thanks largely to the ultra-modern 'bullet' trains that streak between Tokyo and Osaka at 120 m.p.h., the government owned Japanese National Railways have a worldwide reputation for efficient management and profitable operations. The facts, just disclosed by an official public audit, are far less glowing.

"J.N.R. is, in fact, burdened with debits that now total \$1.5 billion (one billion equals one thousand million in the U.S.A.) and are climbing daily; and no relief is in sight.

"Japan's unique 'permanent employment system' makes it all but impossible to reduce personnel. Said the government audit, summing it up; 'If the Japanese National Railways were a private company, it would have declared itself bankrupt long ago.'"

CAR BAN COMING ?

President of the R.A.C.V., Mr. L. M. Perrott, recently issued a warning, that cars might have to be banned from Australian cities, due to coming catastrophic road conditions.

Mr. Perrott said: "We want and expect the Federal Government to make massive grants for public transport in the cities as it does for road works, interstate railways, and coastal shipping.

"New cars registered in Victoria every year make up a bumper to bumper line 350 miles long. This by far outstrips the speed with which new roads are being built".

LORD GARNOCK LOVES TRAINS

Lord Garnock, eldest son and heir to the Earl of Lindsay, is a British businessman who combines a top executive position in one of the largest carpet manufacturing companies in the world with a love of trains.

He took time off from a tight business schedule to pay a quick visit to Melbourne Yard early last month accompanied by Commissioner L. A. Reynolds.

Lord Garnock took pictures of the scene with his own camera, just like any other enthusiast.

Before becoming involved in marketing carpets Lord Garnock worked on the Canadian Pacific and Canadian National Railways and the old London and North-Eastern Railway in England. He owns a 102-ton steam locomotive which he bought in 1963 from the British Railways. With this engine he occasionally takes parties of people on rail excursions, and has used the engine to haul freight on the Middleton Railway in Yorkshire, reputed to be the world's oldest rail system, having been opened in 1758.

Our British visitor said he had not been in Melbourne long enough to form an opinion on the need for an underground loop line. But before he was whisked away reluctantly from the railway scene, to keep a business appointment, he explained that he became interested in steam locomotives because of the feeling of supreme power that he received from them. He said this feeling was similar to that experienced by the driver of such a steam locomotive when he inched open the regulator at the start of a trip.

A NEW HOLLANDER

Mr. D. C. Ebbs, of Nunawading, recently contacted *News Letter* to purchase a duplicate copy of the magazine to send to his son, Michael, who is a signal engineer working for the Netherlands Railways in the railway administrative centre of Utrecht.

Mr. Ebbs says *News Letter* is a real link with home for Michael, who is a *dinkum Aussie* who married a Dutch girl and accompanied his bride and her parents back to Holland, when they became homesick for the land of the tulips.

Revenue: \$105,119,100
 Of each \$1 earned
 58c came from goods and livestock
 34c came from passengers, parcels and mails
 5c came from refreshments and advertising
 3c came from miscellaneous

Working Expenses \$118,711,559
 Of each \$1 spent:
 74c went on wages and payroll tax
 1c went on coal, oil, etc., for locomotives
 3c went on electrical energy for traction
 13c went for other materials and services
 7c went on pensions and long service leave
 2c went on other expenditure

Route mileage open for traffic 4,170
 Average number of staff employed 26,429
 Total capital invested \$492,000,000
 Tonnage of goods & livestock carried . . 11,835,141
Passenger journeys:
 country . . . 3,999,874
 metropolitan . . 140,308,673
Principal commodities carried:
 tons
 Wheat . . . 1,588,341
 Briquettes . . . 1,203,393
 Fertilizers . . . 883,159
 Cement . . . 852,108
 L.C.L. containers 791,938
 Iron and steel bar, rod, etc. . . 712,856
 Firewood timber, wood-pulp . . . 336,253
 Petrol . . . 313,426
 Livestock . . . 293,978
 Motor cars and bodies . . . 288,284
 Oats . . . 253,272
 Barley . . . 233,509
 Flour, bran, pol-lard, etc. . . 228,622
 Coal . . . 192,224
 Wool . . . 168,257
 Beer . . . 143,655
 Sand, stone and gravel . . . 143,113

Locomotives:
 diesel-electric 240
 diesel-hydraulic 30
 electric . . . 35
 steam . . . 45
 Passengers carriages 1,756
 Wagons, vans, etc. 23,564
Fuel consumed:
 distillate, tons 66,034
 coal " 4,384

OUR BEST YEAR

The Commissioners' annual report for 1969-70, presented to Parliament last month, reveals that despite a record revenue and a peak level of operating efficiency, the greatest deficit ever was recorded. This, in a nutshell, is the paradoxical story of the Victorian Railways in 1969-70 under the present Treasury basis of presenting railway financial results. A condensation of the report is given below.

Although earnings increased by over \$4.5 million, for an additional outlay (measured in 1968/69 cost terms) of only \$722,000, this net gain was swallowed up by a staggering \$6.6 million increase in labor costs due to wage awards, long service leave and superannuation payments. In our last report we gave prom-

inence to the need to abandon the current budgetary basis of presenting the financial results of railway operations and strongly urged presentation of the financial record to accord with the reality of functional achievements of the service. On this basis the results for 1969-70 would be approximately as set out below:

	\$	\$
REVENUE RECEIVED	105,204,000	
Treasury reimbursements for services rendered in pursuance of Government policy		
<i>Operating loss on suburban passengers</i>	6,300,000	
<i>Operating loss on country passengers</i>	10,200,000	
<i>Concessions to country industries</i>	4,400,000	
	<hr/>	
TOTAL REVENUE		126,104,000
WORKING EXPENSES		118,712,000
		<hr/>
OPERATING SURPLUS		7,392,000
INTEREST, ETC. (<i>including charges applicable to passenger services and \$4.4 million on interest bearing funds spent on renewals and replacements since July 1, 1960.</i>)		7,491,000
		<hr/>
DEFICIT		99,000
		<hr/>

But in the accounts of the Treasury a loss on current operations of \$13,507,083 is recorded and the public, brought up to accept profit as the test of business efficiency, can fall into the error of unwarranted and uninformed criticism of railway performance.

It is disheartening and frustrating to the staff responsible for increased physical efficiency—which has not been achieved by chance—to find their efforts and achievements nulli-

fied by uncontrollable cost increases and masked by the form of presentation of accounts.

PRESENT ACCOUNTS FAIRLY

If railway accounts are to be presented in a fair and realistic manner—fair to the railway staff and realistic to the public—it is essential that railway activities be divided into "business" and "social" and that

the results of each class of activity be presented separately, with the net outlay on the social activities being recouped—not classed as a deficit. It is indefensible to make this the only aspect of State social services to be financed in such a manner. The net cost of Education and Public Health just to mention two examples are not so regarded.

It is doubly indefensible to single out the railways from all others included in the State Budget and blame them alone for the overall deficit in that Budget.

We say with all the emphasis at our command that placing railway finances on a proper basis ought no longer to be ignored.

Not only should the accounts be restructured as recommended but the continued serious overcapitalization constantly referred to in previous reports must be arrested. Of the amount of \$7.5 million incurred in servicing loan funds during 1969-70 \$4.4 million was in respect of interest bearing funds spent on renewals and replacements since July 1, 1960.

The \$16,029,493 of loan funds allotted to us during the year were spent as follows:

RENEWALS AND REPLACEMENTS	\$
Way and Works ..	2,714,953
Rolling Stock ..	6,021,976
	8,736,929
CAPITAL	
Way and Works ..	7,190,230
Rolling Stock ..	11,944
New Lines ..	90,390
	7,292,564

In its Annual Report for 1969 the British Railway Board in referring to grants by the Minister in respect of unprofitable passenger services said, "The Minister is buying more than a railway passenger service for those who wish to use it. He is also buying benefits for a far greater number who are not using it, in the shape of less delay and congestion on the road and in parking spaces and less deterioration in the local environment. It is not in fact the railways who are being subsidised through the grants but the railway passenger and the road user, especially the motorist". We endorse and commend the Board's observation. Its significance to our present situation, with road congestion and air pollution, is obvious: and its appropriateness to the imminent underground loop is beyond question.

FINANCIAL RESULTS

	1969-70
	\$
Gross Income	105,204,476
Working Expenses Charged Against Income	118,711,559
	13,507,083
LOSS ON CURRENT OPERATIONS	
Interest charges and expenses	7,062,334
Exchange on interest payments	98,631
Contribution to National Debt Sinking Fund	330,179
	7,491,144
TOTAL INTEREST, EXCHANGE, ETC.	
DEFICIT	20,998,227

The total of interest-bearing funds spent on renewals and replacements since July 1, 1960, is now \$93,669,000.

Intolerable burden

An annual increase of approximately \$500,000 in the cost of servicing funds spent on projects that do not increase revenue or reduce expenditure is not only contrary to the canons of good financing and accounting but imposes an intolerable and unsustainable burden on the service.

It is the more surprising and frustrating to have railway loan funds spent on joint works, such as grade separations, where the remaining shares are met from non-interest bearing funds. During the year \$461,993 was spent on grade separation by us.

Similarly truly capital works such as the St. Kilda road junction and freeways are met from non-interest bearing funds.

Surely it is the use to which funds are put rather than their source which should be the first determinant in their distribution between capital and non-capital projects, particularly when they are applied in the same sphere of activity, that is, transport.

The main increases in earnings were:

	\$
Goods	3,238,000
Passengers & parcels ..	1,218,000
Refreshment and advertising services ..	41,000
Rentals and miscellaneous ..	28,000

Higher working expenses was principally due to the following increases:

	\$
Cost of wages awards	5,744,000
Superannuation charges	273,000
Long service leave	289,000
Service grants	272,000
Increased rates in railway properties ..	78,000
Higher prices of materials and services and costs associated with the earning of additional income	1,014,000

However, there was a decrease of \$303,000 in the amount paid into the Railway Accident and Fire Insurance Fund.

FINANCIAL CONSIDERATIONS

The increased earnings of over \$4.5 million were more than offset by an increase of \$6.6 million in labor costs which was beyond our control.

Hard won gains in efficiency are nullified by the intensifying wages cost spiral.

Price of Services

The general tariff rates for goods were not changed during the year.

Passenger fares for Victorian travel were also unchanged, but from January 1, 1970, interstate fares were increased by 10 per cent for single journeys and up to 15 per cent for return journeys. Interstate fares had not been increased since March, 1967, but in the meantime the average annual railway wage in Victoria had risen by almost 14 per cent.

Another 59 industries were approved by the Minister of State Development as eligible for the

	1969-70	1968-69	1967-68
Total goods and livestock tonnage	11,835,141	11,315,916	11,115,953
Average haul per ton of goods (miles)	172	168	160
Total net ton miles (goods and livestock) in millions	2,037	1,903	1,776
*Average miles per wagon per day	35.36	33.22	34.04
*Average daily wagon output (net ton miles)	378 (H)	347	323
Average net wagon load (tons)	16.03 (H)	15.58	14.08
Average ton miles (net) per goods train hour	3,883 (H)	3,754	3,607
Average net train load (tons)	300	298	286
Standing time (hours) per 1,000 train miles	11.8 (L)	13.0	13.1

* Based on the number of goods vehicles actually available for service.

(H) Record high figure.

(L) Record low figure.

It is regrettable that the gain in efficiency—in several instances to record levels—revealed by these statistics is not, for reasons beyond our control, reflected in the financial results.

special rates applicable to "Approved Decentralized Secondary Industries", lifting the total number to 697. These concessions cost us an estimated \$579,000 annually.

Stores

The value of stock held at June 30, 1970, was \$8,619,641. This was \$182,682 higher than at the same time last year.

Issues and sales from stock totalled \$35,255,051, the turnover rate being 4.10.

Materials reclaimed for sale or re-use returned \$1,015,341, an increase of about \$140,000 over the previous year.

RETROSPECT

In December, 1969, the Metropolitan Transportation Committee, following a detailed study, based on a survey carried out in 1964 of various aspects of Melbourne's future transport demands, made public its Transportation Plan embodying expected requirements up to 1985. The plan recognizes the vital part that must be played by the railways and other public transport media in providing an adequate, balanced transport system. The estimated expenditure of \$242 million on the rail segment, which includes the necessary up-grading of the rolling stock, over the 15-year period is extremely modest when compared with the amount of almost nine times as much recommended for expenditure on roads and parking facilities. Even for this modest amount a more realistic approach will be necessary towards the allocation between public and private transport facilities of all funds, including those derived from

non-interest bearing sources, available for transport improvements.

We welcome the news that a start will be made on the Melbourne Underground Railway during the 1970-71 financial year. This will be the greatest improvement to our metropolitan railways since they were electrified 50 years ago.

One of the year's major achievements was completion of arrangements for construction, by contract and in railway workshops, of 50 suburban trains of the latest design to replace outmoded, outworn wooden-bodied rolling stock.

Acquisition of these trains exemplifies the emphasis that we are placing on quality of service, the only means by which the role envisaged for the suburban railway system in the Metropolitan Transport Plan can be adequately fulfilled.

There were far too many instances during the year of road vehicles, some carrying over-height loads, striking and damaging rail bridges and we have strongly stressed the need for more careful policing of loads and more care generally on the part of the drivers of road vehicles.

A special public version of the annual report is being produced, and a limited number of copies will be for sale. Well illustrated, with many colour plates, the report will be available from the Senior Clerk, Public Relations and Betterment Board, Room 98, Railway Administrative Offices, 67 Spencer Street, Melbourne, 3000. The price is \$1 a copy, postage included.

If the structure of a rail bridge were to be badly weakened, there could be a serious accident.

A large volume of suburban rail travel is made by people who do not have tickets. We are convinced that many have no intention of paying the correct fare for the journey or any fare at all, but the onus was on us to prove "intent to evade payment of the fare". The Railways (Offences) Act, 1969, effective from July 1, 1970, tightened the loopholes by making it an offence to travel without a ticket.

MEETING COMPETITION

The strenuous battle to retain our place in the transport industry continued, and we have again demonstrated, in the cut-throat interstate transport field, our ability to hold our own against competition that is open but seldom fair, having regard to the advantage enjoyed by our competitors and the refusal of many of them to observe the laws relating to loads, speeds and hours on duty.

Thoughtful road operators themselves have serious misgivings concerning the lack of control of entry to the heavy road haulage industry—a lack of control which attracts to the business ill-equipped, ill-financed operators, who can stay afloat only by flouting laws designed to protect themselves and other road-users.

Drive for business

As in previous years, our commercial activity is based on meeting customer requirements for speed and reliability of service, specialized rolling stock and packaging equipment, and adequate terminal facilities

with modern goods handling equipment.

The keystone of the commercial campaign is direct contact by Commercial Agents with customers and potential customers, backed by advertising and publicity with the general theme "know your Railways" to demonstrate our many and diverse services.

The establishment of co-ordinated road-rail door to door delivery systems has resulted in significant gains in wool traffic.

Improved packaging and handling techniques are helping in the fight against loss and damage.

Brief mention was made last year about co-ordinated rail-bus weekly periodical tickets. The scheme has extended and more bus operators are interested. However, sales have not been as great as expected, because passengers have seemingly been slow to recognize the benefits.

Co-ordinated rail-bus daily tickets were introduced with the opening in April of the Victorian Football League's oval at Waverley, V.F.L. Park. The tickets are on sale at all suburban stations for travel by train to Glen Waverley, Clayton or Noble Park stations, and thence by bus. The two forms of transport have combined effectively and patronage has been reasonably good.

PROGRESS

Freight Vehicles

The following new wagons were built in our workshops during the year.

Type	Number
Motor car transport wagons	16
52-ton flat wagons (for coiled steel traffic)	1
50-ton open wagons (for general merchandise)	32
55-ton flat wagons (for container traffic)	90
44-ton bulk wagons (aerated discharge)	2
44-ton flat wagons (for plaster board traffic)	8
50-ton flat wagons (for container and general traffic)	74

We now have in service 122 flat wagons for container traffic and plan to construct another 50 this year.

The 16 wagons built to carry motor cars are longer, easier to load and incorporate improved wheel locking devices.

The other wagons constructed also reflect the demand for wagons for specific types of traffic.

Motive power

Four 2,200 h.p. diesel-electric locomotives were added to the fleet during the year and four more are on order. They are for goods and passenger work on main and branch lines.

An additional 900 h.p. diesel-electric locomotive was also purchased for similar work.

Six rail tractors were constructed—we now have 51 of them to carry out light shunting at suburban and country centres.

Passenger vehicles

As previously mentioned, orders have been placed for 50 new look suburban trains of fluted stainless steel.

Two more *Harris* type suburban motor coaches were built in our workshops completing the construction program of 10 and enabling us to increase the size of the more heavily patronised peak hour trains.

Additional track facilities

There was further progress towards providing a double line between Melbourne and Geelong. It is expected that the section between Werribee and Little River will be completed towards the end of 1970 leaving only the Little River-Corio section yet to be duplicated.

Work to permit increased traffic density on the busy Burnley group of lines was also continued. When it is completed there will be four tracks between Melbourne and Burnley and three between Burnley and Box Hill. The year saw the widening of the road over rail bridge at Swan Street between Burnley and Hawthorn and a commencement on station alterations, earthworks and retaining walls between East Camberwell and Box Hill.

Permanent Way

The cyclic track maintenance system has been extended to all country districts and is operating most satisfactorily. Extension of this system to the metropolitan area is now being planned.

The reorganization of the work, combined with the ever increasing variety of mechanical equipment available, has supplemented the skill and knowledge of the track staff to produce a higher standard of maintenance at reduced cost.

One hundred and sixty six miles of track were relaid during the year. This is 45 miles less than the desirable minimum.

Level crossing abolition

The road overpass at Somerville Road, Yarraville, was opened and grade separation proceeded at Princes Highway East, Traralgon. We are the constructing authority for new projects at Elgar Road, Mont Albert,

and North Road, Huntingdale.

At Canterbury Road, Canterbury, where grade separation had been achieved, work began to provide two main bridge spans to carry a third rail track.

We again assisted the Country Roads Board with other grade separation schemes where the Board was constructing authority.

Level crossing protection

Flashing light signals were installed at a further 25 locations and an additional six sets of boom barriers were provided.

The boom barrier installation at Blackburn Road, Blackburn, featured for the first time the co-ordination of road traffic signals with the booms.

Station improvements

A new island platform type station was erected at Greensborough to provide an interim improvement in train services and fit in with the eventual duplication of the line.

New station buildings were also erected at Thomastown and the reconstruction of Regent station was nearing completion.

Extensive alterations were begun at Broadmeadows.

An additional station is being established at Hoppers Crossing, between Laverton and Werribee, with approximately half of the cost being met by the Shire of Werribee. Considerable housing development is taking place in this area.

More room was made available for commuter car parking at suburban stations and at the close of the year there were about 9,300 parking spaces available on railway land.

FREIGHT

The lack of overseas markets for wheat was repeated and much carry-over wheat was held in country storages. At June 30, 1970, these storages were holding more than 83 million bushels. Farmers are now looking increasingly to other forms of grain.

A four million bushel bulk storage is being built at Portland to receive wheat for export. Bagged wheat is already shipped from this port.

The volume of export oats railed to Portland rose steeply from 75,022 tons in 1968-69 to 142,609 tons this year. The railing of sorghum to Portland represented new revenue, the quantity handled being over 11,000 tons.

Butter export meat and cement traffic continued to expand.

Livestock traffic increased by 10 per cent. Perhaps we are reaping the reward for the assistance we gave during the severe drought two years ago.

Container traffic is a success story. The number of containers railed in

association with import and export traffic with the United Kingdom was 13,040 and with Japan, a service begun only nine months ago, 5073. Facilities are being provided to handle increased container traffic.

Following the opening of the Broken Hill standard gauge link in January, 1970, the first significant downward trend in the demand for bogie exchanging at South Dynon occurred, with the loss of some South Australian and Western Australian traffic which previously passed through Victoria. However, more vehicles were bogie-exchanged at Wodonga and the combined total for both locations was 1,505 more than the previous year.

Some motor vehicle traffic was also lost to the direct route.

PASSENGER OPERATIONS

Suburban

Peak period traffic, particularly to the central business district, continued to grow, but off-peak and week-end traffic showed a further drop in the face of increased car ownership.

In recent years all off-peak services have been reviewed and where possible rationalized, with express running over sections where services are duplicated to reduce power consumption and make services more attractive to long-distance passengers. Basic off-peak frequencies have also been suitably adjusted.

Although total attendance at the 1969 Royal Agricultural Show declined by almost 5,000, the number of people travelling to the event by rail was over 11,000 more than the previous year and represented in excess of 26 per cent of all who attended.

Country

The schedules of some country services have been accelerated and others have been adjusted to suit changed demand. More alterations are planned. Before changes are made, however, we confer with interested municipal authorities, responsible local bodies, and of course, train travellers themselves. This ensures the most acceptable time-tables within our capacity.

PERSONNEL AND ADMINISTRATION

New methods closely affect the staff. We mention the major adjustments arising from the extension of cyclic track maintenance and the progressive changes which the operation of the Hump Yard will bring. We have taken care to maintain the confidence of the staff, established over a long period, when introducing changes, all of which continue to be carefully planned and time-tabled.

All interested personnel are kept well informed of contemplated actions and the circumstances and wishes of individuals are ascertained early so that adjustments may be the most acceptable.

We record our appreciation of the continuing efforts of the staff. Again it has been a team effort.

Productivity

As mentioned earlier, indices of operating efficiency reveal continued gains, but there will be no relaxation of the drive for increased productivity and with a view to placing cost improvement on a more formal basis and to provide general direction, we have constituted the Heads of Branches as a Productivity Council with a Commissioner as Chairman.

The industrial safety program was maintained with the bonus a continuing downward trend in the injury rate.

The Management Services Division has continued to undertake assignments throughout all sections of the service making full use of modern techniques, including electronic data processing, with beneficial results. However, we have not achieved all we would have liked because, like industry generally, we have lost many trained staff. Nevertheless we have been able to establish a Research and Development Section with qualified staff who are being specially trained to undertake sophisticated research into managerial problems.

While formal assignments are undertaken by the Management Services Division, we realize that increased productivity must be a continuing process based on the work centres, and our Education Officer is revising, extending and co-ordinating the staff training programme.

Selected personnel were nominated to attend study courses and seminars to keep them in touch with current methods and thought.

The importance of the training offered railway staff by the Victorian Railways Institute has long been recognized. We expect it to become increasingly valuable with the continued introduction of new methods and the provision of more modern facilities.

Industrial Matters

During the year the Commonwealth Conciliation and Arbitration Commission granted further substantial salary and wage increases to officers and employees. These are estimated to cost us an additional \$4 million in a full year.

In May, 1970, additional payments were authorised under the State Incremental Payments Scheme and these are estimated to cost us a further \$3,250,000 in a full year.

The average annual payment, including overtime and penalty payments, to all officers and employees including juniors, was \$3,371 com-

pared with \$3,073 the previous year.

Overseas visit

Mr. L. T. Lynch, Controller Management Services Division, left on November 11, 1969, to attend the E.C.A.F.E. Railway Sub-Committee Conference in New Delhi as one of Australia's two representatives.

He went on to Japan to study railway operations with special reference to computer applications, and returned on December 20.

THE YEAR AHEAD

While we confidently look forward to another year of maximum physical effort, combined with further gains in operating efficiency—particularly those engendered by the ambitious Melbourne Yard scheme—once again the financial benefits from increased efficiency will be outpaced by uncontrollable wages cost increases. The effect of such awards made during 1969-70 together with long service leave and superannuation charges, will be to increase expenditure this year by nearly \$5.5 million, and it is only realistic to assume that further wage rises will occur during the year.

So long as we continue to be required to pursue social objectives without recompense, we see no solution to this problem.

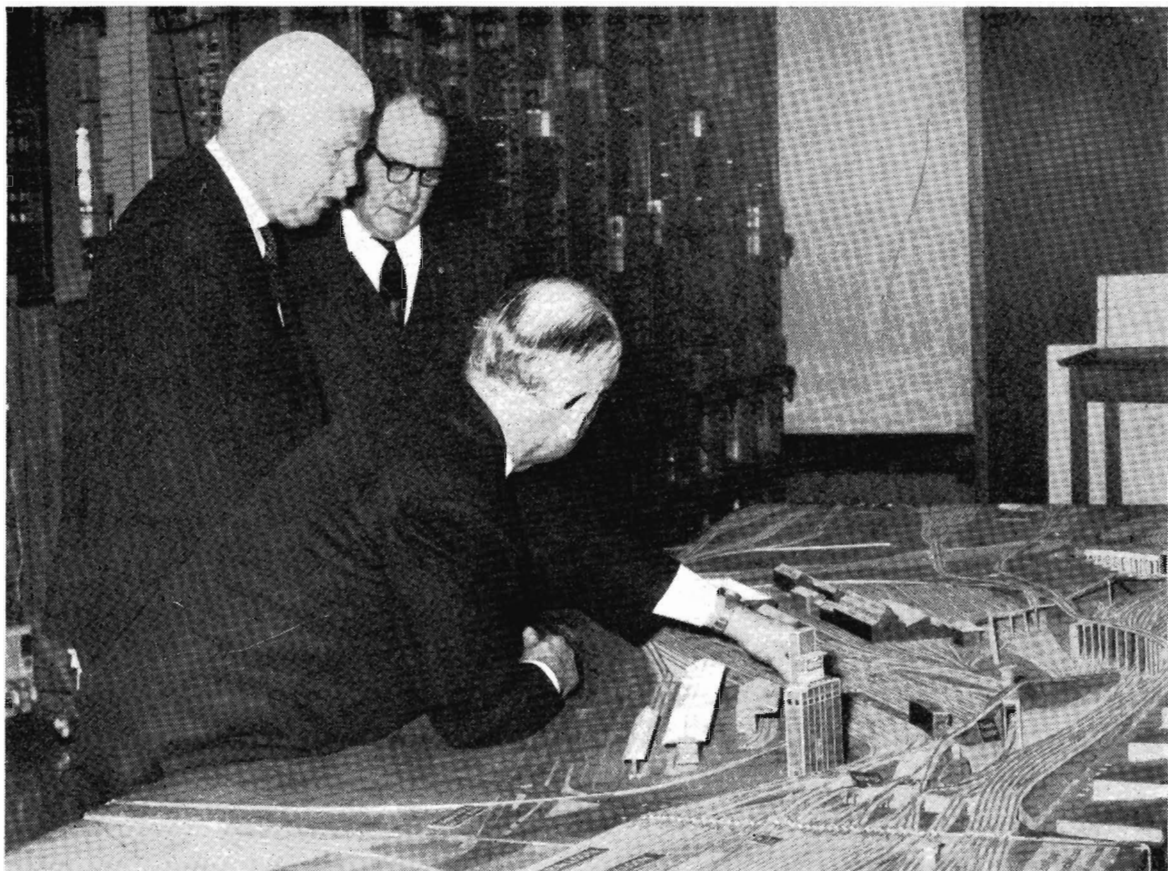
The prospects for intersystem passenger traffic are bright. The combination of moderate cost and speed with high levels of safety, comfort and convenience offered by intercapital express trains obviously meets a need.

We are similarly optimistic about the future of intersystem goods traffic despite the emergence of added competition from roll-on, roll-off coastal shipping, and the completion of the Sydney-Peterborough-Port Pirie standard gauge link.

In both these fields our objectives are clear and the power to achieve these objectives lies in our own hands—but this cannot be said of many of the rail services now operating in Victoria, which are being provided on social rather than economic grounds.

Social objectives can be defined only at the political level. In the case of the metropolitan passenger services, the Government, by approving the Metropolitan Transport Plan and announcing the imminent commencement of the city underground railway, has clarified the political objectives in this area, but for effective forward planning, assurances regarding availability of finance are necessary. The need is now urgent for similar clarification in relation to the many uneconomical passenger and goods services being operated in country areas.

Until such clear policy guidelines are evolved, much of our own planning must necessarily remain tentative and fragmented.



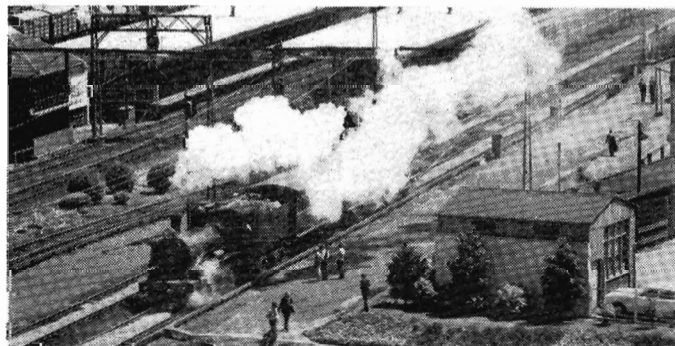
Revitalized Melbourne Yard, officially opened on December 9 by the Premier of Victoria (Sir Henry Bolte) and the Minister of Transport (Mr. Vernon Wilcox, M.P.) – see January *News Letter* for a full report – is creating great interest. Two recent visitors were the Governor of Victoria (Sir Rohan Delacombe) and Lord Garnock, of Scotland. Above, Sir Rohan (left) has the operation of the Yard explained on a model in the West Tower by the Chairman of Commissioners (Mr. G.F.Brown) and Mr. Commissioner L.A.Reynolds (pointing). Left, Mr. Reynolds explains the hump shunting to Lord Garnock from the balcony of the West Tower, See story, page 178.



VIEWS
OF
NEWS



A club Car was added to the consist of *The Overland* on November 2, providing first-class sleeper and sitting passengers with an evening refreshment service (above) and a continental breakfast for the sitting passengers only (below); the sleeper passengers continue to have their tray breakfast in bed. Next year, a cafeteria car will be added for economy-class passengers.



As an added attraction to the final day of the Spring Carnival at Flemington, D 639, coupled to the three oldest carriages still in existence, chuffed up and down the racecourse platform, giving free rides to the young and young-at-heart. The *special* made an attractive picture as it steamed past Head Office on its way up from Newport.

First-aid lady retires

One of the best known railway-women in the service, Mrs. Billy Ward retired recently from her position as a ticket collector at Flinders Street station—a job she has held since transferring from the St.Kilda-Brighton Railway trams just prior to 1959, the year the trams were replaced by private buses.



Mrs. B. Ward has her gold first-aid medallion and 14 years service as a qualified first-aid attendant. Her services were in demand to render assistance to rail patrons taken ill or administer to railwaymen who had suffered minor injuries or disabilities while on duty. In her first-aid role, Mrs. Ward presided over the room at the top of the ramp leading to Nos. 10 and 11 platforms.

Good bye, Mr. Coombe

Mr. John Coombe, of Bacchus Marsh, has been travelling to Melbourne on the 7.14 up and returning by the 5.25 p.m. for the past 25 years; which represents about 350,000 miles of rail travel.

Mr. Coombe is assistant secretary of staff with the C.S.I.R.O. and will be transferred to Canberra at the end of this year.

Fellow commuters on the Bacchus Marsh train have written to the Railways, both to draw attention to Mr. Coombe's record for travelling and to express regret at the loss of the company of a rail patron, who enlivened the journey with a seemingly inexhaustible supply of lively anecdotes.

Although 350,000 miles is a lot of rail travel it is quite possibly far from being a record. However there are no statistics easily accessible to *News Letter* on this score. One well known person in N.S.W. who has travelled an enormous rail mileage in his lifetime is the redoubtable Mr. Jack Lang, former Premier of that State, who is over 90 years of age and travels daily from his home in the Blue Mountains to Sydney and return, a distance of over 120 miles.

Ballarat farewell

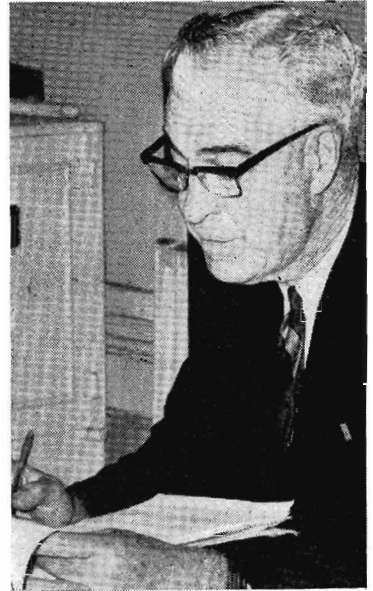
A dinner to mark the retirement of Plant foreman, Mr. Bill Herbertson, of Ballarat North Workshops, after 43 years service, was attended by a large and representative gathering of his many railway friends, including the Workshops' Chaplain, Rev. Arnold James.



Starting his railway career at Newport, as an apprentice fitter and turner in 1927, Mr. Herbertson passed his foreman's examination in 1938. He relieved at almost every running-shed, and supervised in most sub-depots, throughout the State; thus gaining a wealth of experience.

Mr. Herbertson transferred to Ballarat in 1947. He received a presentation picture of R 703, from Workshops Manager, Mr. D. J. Sullivan, as a memento of his long railway career.

C.T.M. retires



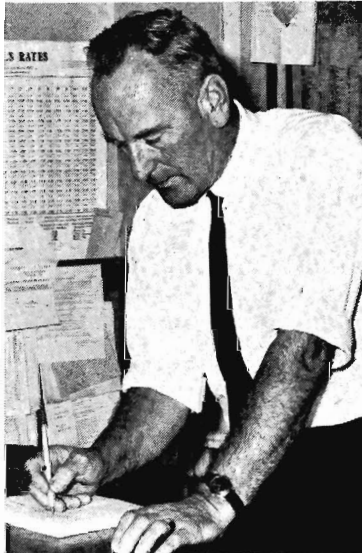
Mr. T. A. James

Chief Traffic Manager, Mr. T. A. James, has enjoyed his railway career, which started when he joined the Department as a lad porter nearly 51 years ago.

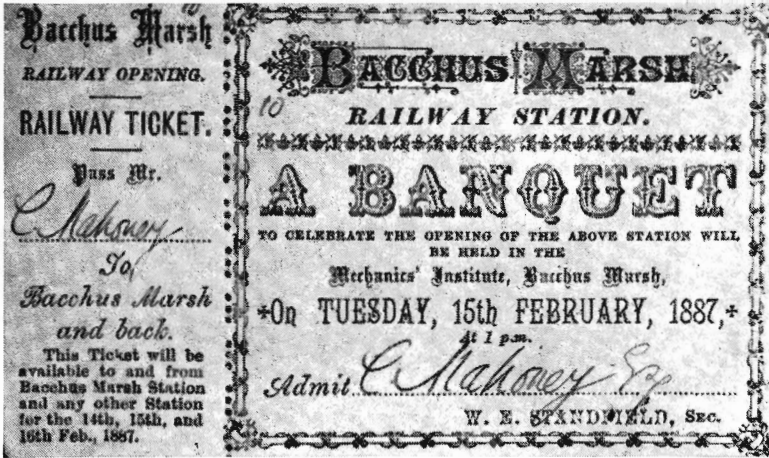
On Christmas Eve, Mr. James vacates the big desk in the office on the ground floor at Spencer Street Administrative Building for the last time. He has no regrets that an outstanding railway career is close to the end. On the contrary, Mr. James is looking forward to a full and busy life in retirement, free from stress or strain. He intends to play bowls, garden at his Mt. Waverley home, watch football and cricket, and enliven the evenings by a game of cards with some of the many friends made along the road.

Looking back at his steady climb up the promotion ladder, Tom James thinks the greatest encouragement came when he was appointed District Superintendent at Seymour.

Nothing would give the retiring Traffic Branch chief greater satisfaction than to know that there are young men about to join the Railways prepared to follow in his footsteps. "Opportunities abound in the Railways today for boys prepared to feed the fires of personal ambition with the self discipline required by study," says Mr. James. And he should know!



Bright stationmaster, Mr. C. Exelby, making out a timber waybill. Timber-getting being the district's main industry.



Mr. A. E. (Ocker) Creelman, a V.R. engine driver stationed at Bacchus Marsh, has sent *News Letter* a souvenir of the opening of Bacchus Marsh station on February 15, 1887—a combined rail ticket and entree card to the inaugural banquet. It was issued to local landowner Cornelius Mahoney, some of whose descendants still live in the district.

Mr. Creelman is the immediate past president of the local Historical Society and has found research into the life and times of Cornelius Mahoney very interesting.

A Man of decision

A gift for careful concentration and a love of the game has taken Mr. Bob Figgis, a purchasing clerk working in the Stores branch at Newport, to the responsible position of Victorian interstate cricket umpire within the short space of six years.



Bob Figgis

When the touring English team played Victoria, Bob Figgis was out there in the middle of the Melbourne Cricket Ground, ready to make a split second decision in response to a raucous "howzat?"

Bob would like to be chosen to umpire a test series; thus following in the footsteps of Mr. Andrew (Andy) Barlow, a famous Australian cricket international umpire, who spent his working life as an iron machinist at Newport Workshops.

Starting his career as an umpire with the sub-districts and umpiring district games three years afterwards, Bob Figgis says he gets the butterflies of tension before a match, but the feeling passes when the action starts. He also admitted, that there is an imperceptible tick-tacking system between umpires, and counters to check the number of balls bowled.

For aspiring top cricket umpires there is a stiff examination in the game's rules and special situations, an umpire's advisor, and an active association which meets monthly.

Pictures of power

Large prints of locomotives which made history on the various State railway systems of Australia, before diesels seized the limelight, are the motif on each page of an interesting calendar available from the Association of Railway Enthusiasts.

Calendars at \$1.20 are available from A. R. E. Calendars, Box 4810, Mail Exchange, Melbourne 3001.

Abo. motel



During the 18 years Mr. F. A. Rees has been stationmaster at Myrtleford, a giant gum tree outside the station, on railway land leased to the local Shire, has grown more than a foot in circumference. Mr. Rees measures the tree's girth 3 ft. from the ground, from time to time, and at the last check it had a 33 ft. 6 in. circumference. It is believed by many local people that the tree was growing before the white man came to Myrtleford and that the Aborigines slept under it.

Light on Disaster

Railwaymen and their equipment played an important part in the West Gate Bridge disaster rescue operations.

When the extent of the catastrophe was realised it became obvious that rescue work would need to continue through the night. Mr. Bill Wilkins, the Railways' Lighting and Power Engineer was called to the scene about 3.50 p.m. He immediately organized a team of his men equipped with a 25 ft. high portable lighting unit that generated illumination for four 1,000 watt fluorescent lamps. This unit was transported to the scene by Messrs. Albert Bertram, Richard Wilson, and Ray King. It proved of enormous assistance during the night.



Ray King

At the same time Messrs. Bill Bazaluk and Wally Dragicovic, from Spencer Street section of Lighting and Power, arrived with their liquid petroleum gas lights which proved invaluable because they could be operated from below the wreckage.

Ray King, the youngest member of the party without thought of any possible risk to himself, crawled through man made holes in the massive debris and helped remove several victims.

RETIREMENTS

TRAFFIC BRANCH

Beagley, A. C., Head Office, 9/1
 Carter, G., Geelong, 13/1
 Hally, G.P., Bacchus Marsh, 26/1
 Henderson, C. B., Avenel, 24/1
 McMahon, T., Sunshine, 12/1
 Millson, E. J., Dookie, 21/9
 Mountjoy, G. A., Warrnambool, 9/1
 Robertson, A. R., Warragul, 15/11
 Smith, A., Collingwood, 3/10
 Took, V., Geelong Goods, 13/11
 Ward, (Mrs.) F. W., Flinders St., 4/11

WAY AND WORKS BRANCH

Burke, M., East Melbourne, 6/11
 Cameron, C. A., Laverton, 17/1
 Cicero, M., Spotswood, 8/1
 Donald, J., North Melbourne, 6/1
 Guascoine, R. J., East Melbourne, 16/10
 Handley, J. W., Seymour, 7/10
 Karpala, J., Spencer Street, 5/1
 Kavadias, J., Spotswood, 31/12
 Letts, J. D., Laurens Street, 7/10
 Marsan, A., Spotswood, 15/10
 Maskell, C. R., Numurkah, 12/1
 McCook, H., Caulfield, 1/1
 Perri, G., East Melbourne, 31/12
 Piper, R. T., Merino, 27/1
 Pipicelli, F., East Melbourne, 29/1
 Russell, A. A., Flinders Street, 23/10
 Schleiger, C., Bendigo, 9/1

ROLLING STOCK BRANCH

Basilone, G., Newport, 24/12
 Bradley, A., Jolimont, 8/12
 Brown, R. J., North Melbourne, 9/10
 Bulford, W. I., Bendigo North, 22/12
 Burrows, H. S., R.M. Depot, 5/12
 Cullinan, L. B., Newport, 20/12
 Davey, C. T., E.R. Depot, 31/12
 Diffey, R. W., Wodonga, 16/12
 Gauci, G., Newport, 16/12
 Gillespie, J., Newport, 1/12
 Jenkin, W. H., E.R. Depot, 14/10
 Martin, S. G., South Dynon, 11/11
 Matthews, W. J., Ballarat Loco., 12/12
 McDonald, D. M., Newport, 21/10
 Read, V. C., Bendigo North, 2/12
 Rowland, J. T., R.M. Depot, 14/9
 Stewart, J. W., Newport, 12/10
 Tennant, A. V., Seymour, 15/10
 Vakakis, T., Newport, 28/12
 Vigilante, L., Newport, 26/10
 Wall, T. F., North Melbourne, 9/12
 Warren, H. M., Newport, 4/12
 White, A. C., Motor Garage, 28/10

REFRESHMENT SERVICES BRANCH

Fellows, H. R., Spencer Street, 11/11
 Glech, (Mrs.) A., Spencer Street, 5/12

ACCOUNTANCY BRANCH

Vaughan, T. J., Laurens Street, 30/10

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

WAY AND WORKS BRANCH
 Presta, A., Caulfield, 2/11

TRAFFIC BRANCH

Bochnicek, K., Melbourne Goods
 22/10
 Donohue, A. W., Melbourne
 Goods, 10/11
 McIntosh, M. H., Spencer Street,
 16/10
 Moran, T. F., Flinders Street,
 9/11

ROLLING STOCK BRANCH

Boardman, W., E.R. Depot, 14/11
 Darby, R. J., Geelong, 14/11
 Monahan, C. J., Motor Garage,
 10/11
 Raitt, D. J., E.R. Depot, 26/10

Institute INews

don't mind whether you are stationed in the country or the metropolitan area, and after all, it's an easy way of making a bit of spending money. You're still interested? Write to the same address and receive full details of how to become an Institute Agent.

What's for sale ?

Who is prepared to say that he isn't interested in money? Here's another proposition from the Institute Council. Perhaps you may have an article or two cluttering up your spare room or garage . . . you've been toying with the idea of selling the stuff but somehow you've never got around to it . . . maybe it's a motor car which you think you should be trading in, or selling. Again, you've that house to sell but you reckon the estate agent would charge too much commission, or the family has grown up and married and you now have a spare room or rooms which you've been thinking of letting, but you're too busy with the garden. Well maybe here is the solution to your problems.

BE OUR GUEST

Would you like to have a week's holiday at a famous holiday resort as the guest of the V.R. Institute? Better still, would you like to take your wife along with you, also as a guest of the Institute?

The Institute Council is endeavouring to increase membership of our organisation, by creating interest in our activities, and has come up with what we think will be a very attractive offer not only to existing members, but prospective members of the V.R.I.

Here is the proposition :

Provided you are a member of the V.R.I. and your name is on our Membership Roll as at the June 1, 1971, you and your wife will stand a chance of being selected to receive, absolutely free, one week's accommodation at the Mount Buffalo Chalet, at a time nominated by you. TWO members, and their wives, will be selected at random from the Institute membership, irrespective of location, and they will be able to choose their preferred time of the year at the Chalet.

Perhaps it may not be practical to get away for the week's holiday—for family reasons, child minding problems, or something similar. That's no problem! The Institute Council is prepared to give a cost equivalent to the week's accommodation at Mt. Buffalo, at perhaps an interstate spot intended for your next holiday.

Interested? We thought you might be—so if you are not too sure as to how to join the V.R.I. write to the General Secretary, V.R. Institute, 3rd Floor, Flinders Street Station Buildings, Melbourne, and he will be only too happy to forward details.

Make money

Do you know that the Council is prepared to pay a commission of 50 cents for every member recruited, provided the member remains for six months? We already have many agents scattered throughout the State, and pay them on a yearly basis. We

The Council has decided to commence a Listing Service at the Flinders Street Institute. Included in a master Index will be recorded the type of article, what you want for it, a contact address or telephone number. If you want to sell your house tell us all about it, what amount you will sell for, or what rent you want for that furnished spare room or rooms, what make of "bomb" you have, and whether you are prepared to trade it in for a later model or what price you want for a straight out sale.

If you haven't anything to sell, or rent, or trade, but want to buy something, or are looking for a house to buy, or somewhere to board, give us the information you want to make known, and we will "list" it for you.

Perhaps you'll make or save enough money to buy the kids Christmas presents, so that's one worry off your mind.

LIFE MEMBERSHIP

Mr. M. J. Fitzpatrick was presented with a life membership badge at the annual meeting of the Hamilton sub-centre of the Victorian Railways Institute recently.

The presentation was made by Mr. M. McKenzie, general president of the Central Council of the V.R.I., to Mr. Fitzpatrick for his services as honorary secretary of the sub-centre for 19 years, and 31 years as librarian.

SPORT

by OSS. KEATING

Bowls

Three country railwaymen, who are also prominent members of the V.R.I. social bowling club, were selected to play in the recent R.V.B.A. State trials. They are Ray Laycock and Ray Judd from Ballarat North Workshops and Laurie Hindson from Bendigo North Workshops—the Rolling Stock branch men can certainly roll 'em !

Sunday, February 7, is the date, and Maryborough's Highland Society's greens, the venue, for the 1971 Wimmera bowls tournament. Play will start at 10 a.m. sharp. Five games of eight ends will be played and trophies will be provided for the champion rink and runners-up. Lunch will be available in the club rooms. A social gathering and presentation of trophies will take place at the conclusion of the tournament. Team and individual entries should be lodged with Mr. E. Maskiell, C/- Railway Station, Maryborough, not later than Monday, February 1, 1971.

Snooker champion

Mr. Jack Maher, 63, of Spotswood Workshops, is the new V.R.I. snooker champion. He defeated Mr. Bert Moulday of the train lighting division in a tense final played at V.R.I., Flinders Street on November 18. Scores were : 27-57, 68-40, 65-41, 74-35.

Snooker and billiards have been Jack's recreation since his boyhood in Geelong. He was delighted to find such excellent facilities for his favourite sport when he joined the V.R.I. about 33 years ago.

Jack thinks he might find it hard to hold off challenges for his title in the years ahead. He has noticed that many young railwaymen, who are members of the Institute, are taking advantage of the relaxing quietness of the billiard room to improve their skill with the cue.

Beside being a top snooker man, Jack Maher is also a past V.R.I. billiard champion and a member of interstate teams.

Cycling

Top cyclist, Frank McCaig, a carpenter at Bendigo North Workshops, has been a professional now for 10 years, and during that time has won many honours.

This year's successes must put him among the top riders in the country. He won the Casterton 70 mile race, recorded fastest time and was placed second in the Geelong 75 mile event, was first and fastest

in the Hamilton 75 mile handicap, and won a 100 mile handicap conducted at Southland shopping centre, Melbourne. Frank then collected his second Victorian country road championship over a stiff Bellarine peninsula 125 mile course. He punctured at a vital stage of the "Sun Tour" after sharing the lead for most of the race.

Golf

The Australian Postal Institute team won the annual golf match against the Victorian Railways Institute, played at Medway course, by nine matches to six with two matches square and regained possession of the R.L. Edwards Shield. The V.R.I. team retained possession of the Peewater Cup by the narrow margin of three matches to two.

Individual trophies were won by V.R.I. member, Fred Davies of Ararat-38 points, and A.P.I. player, Jack Shippick-33 points. A count back was necessary in both cases.

At Drouin

Thirty eight members of the V.R.I. golf club went to Drouin

where an 18 hole handicap stroke event was played. Club captain, Jack Kennedy, won the first division of the event with a net 66. Jack Anderson was successful in the second division with a net 61. Mrs. Barry Williams won the ladies trophy.

Hamilton club

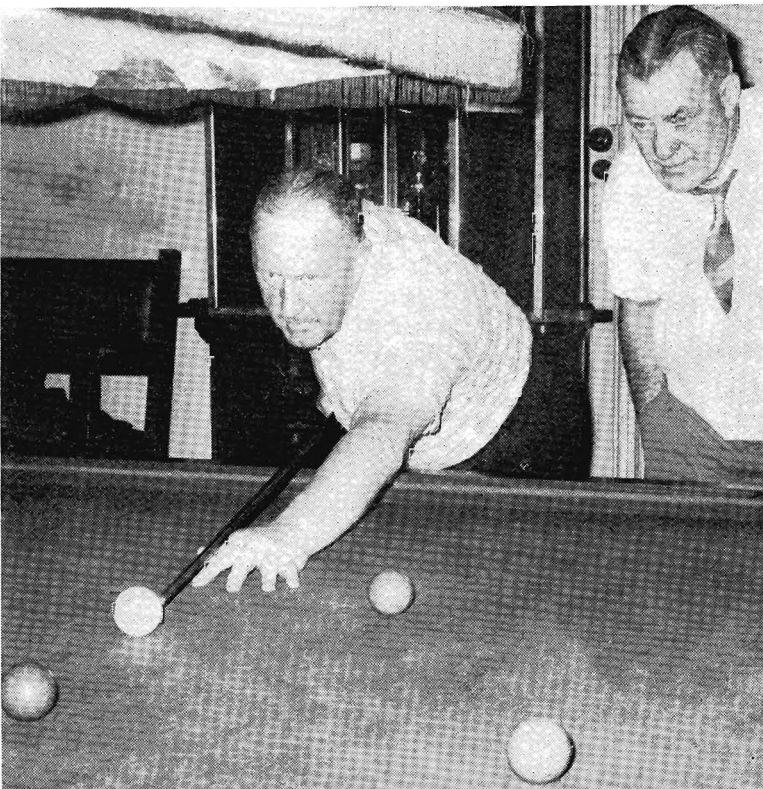
The sum of \$25 was contributed to the West Gate Disaster Appeal as a result of a golf tournament conducted by Hamilton members at the Byaduk course. A great effort by a small number of railwaymen who like to play golf !

Basketball

Calling all railwaymen and women who play basketball ! Let the V.R.I. know of your interest in this great game by contacting Auto. 2445, or write to V.R.I. 3rd floor, Railway Buildings, Flinders Street. An Interstate Basketball Carnival will be staged by the Institute, in Melbourne, October 1971.

We want to field the best possible team in each section of these championships.

A firm bridge

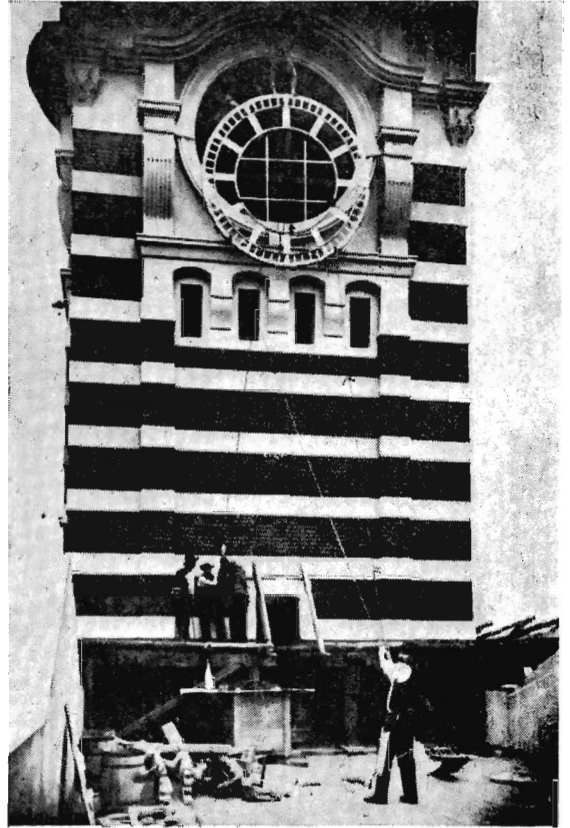
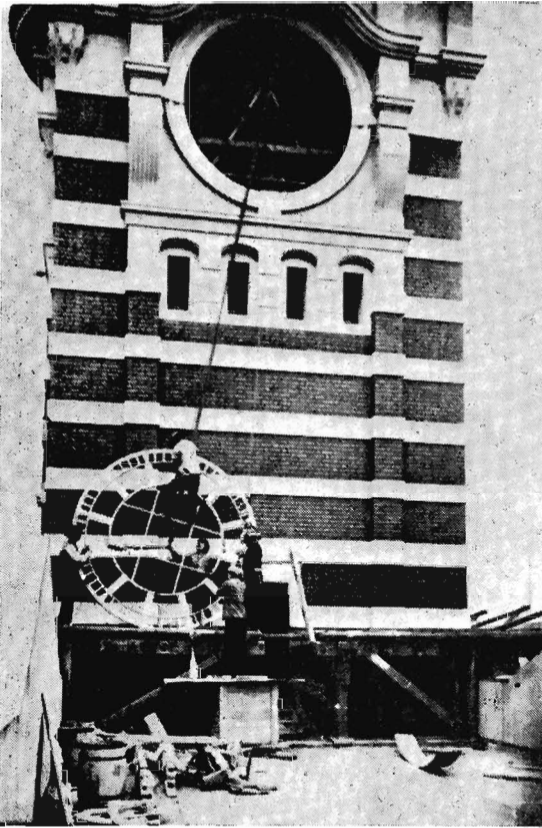


The champion, Jack Maher, lines one up keenly watched by runner-up, Bert Moulday.

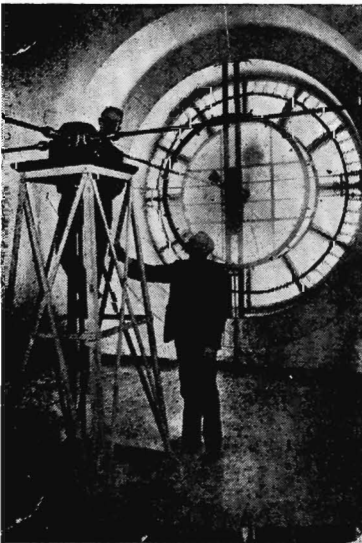
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THE MASTER CLOCK



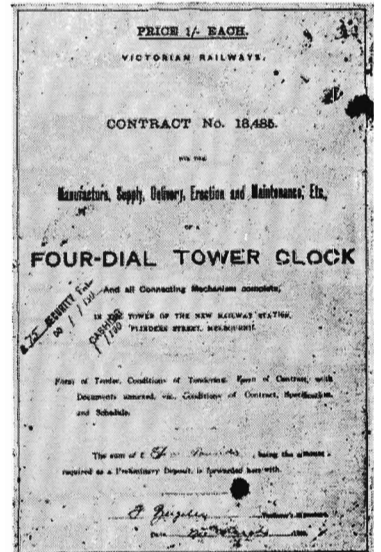
Stages in the installation of the clock in the Elizabeth Street tower.



After installation, the clock's maker F. Ziegler (left) is shown making an adjustment to the mechanism in the tower.

One of Melbourne's most frequently consulted timepieces is undoubtedly the clock in the Elizabeth Street tower of Flinders Street Station. Satisfactorily closing the long Elizabeth Street vista, the clock has given the time to the city for about 56 years (the station building was completed in 1910) and is still accurate. It is also the master clock of the railway system, as it is connected electrically with most station and signal box clocks in the metropolitan area, and, every hour, transmits correcting electrical impulses to them.

The clock was made in Melbourne and installed in the tower by Mr. F. Ziegler. Mr. Ronald Ziegler, grandson of the clockmaker, lent a copy of the contract for the clock to the Department together with the interesting photographs reproduced on this page.



Reproduction of the front page of the copy of the contract for the clock.

1971

Terminating dates of Pay Fortnights shown in Blue
 Public Holidays shown thus — ○
 (Good Friday 1972 — March 31)

1971

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