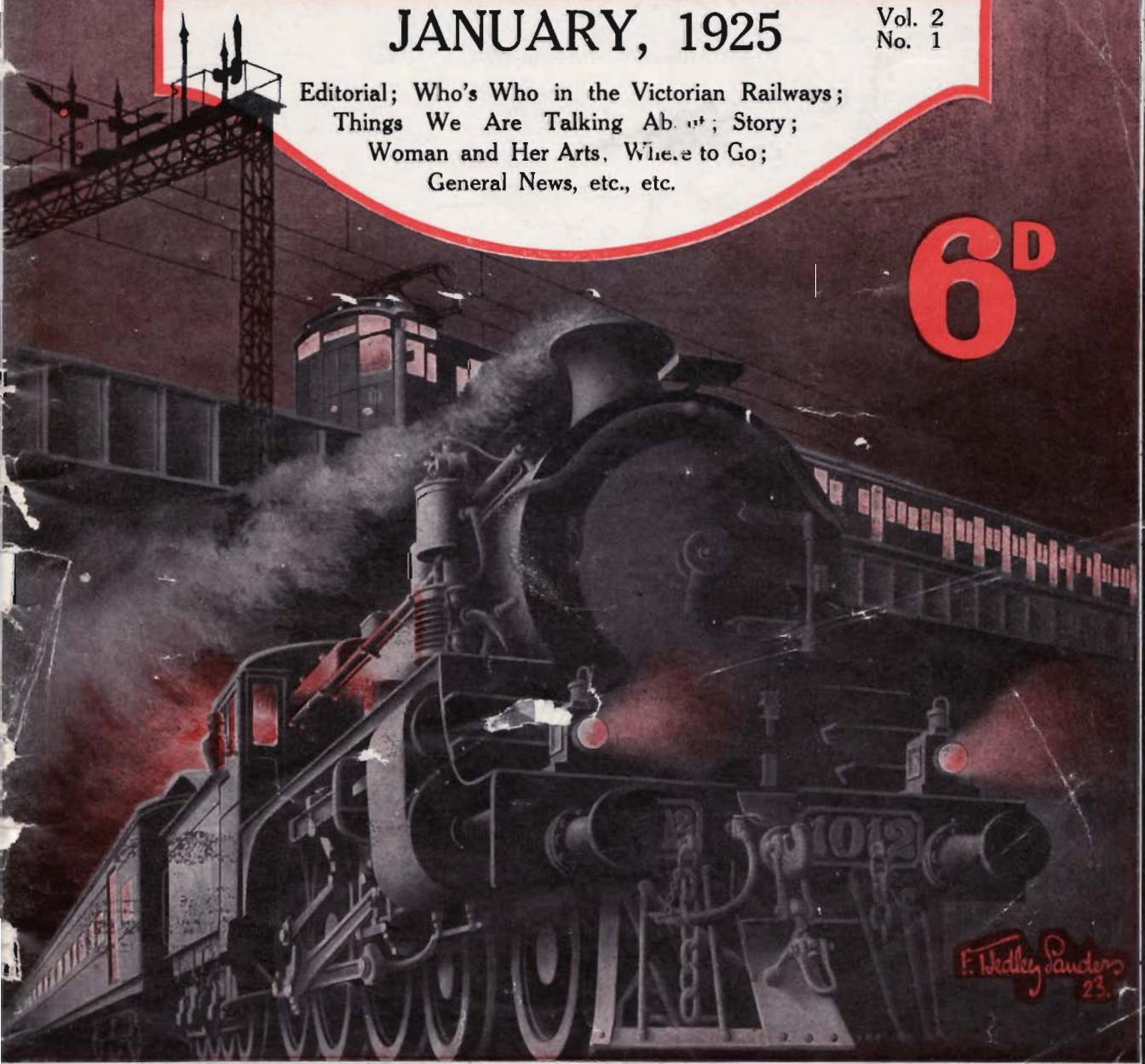
THE VICTORIAN RAILWAYS MAGAZINE

JANUARY, 1925

Vol. 2
No. 1

Editorial; Who's Who in the Victorian Railways;
Things We Are Talking About; Story;
Woman and Her Arts, Where to Go;
General News, etc., etc.

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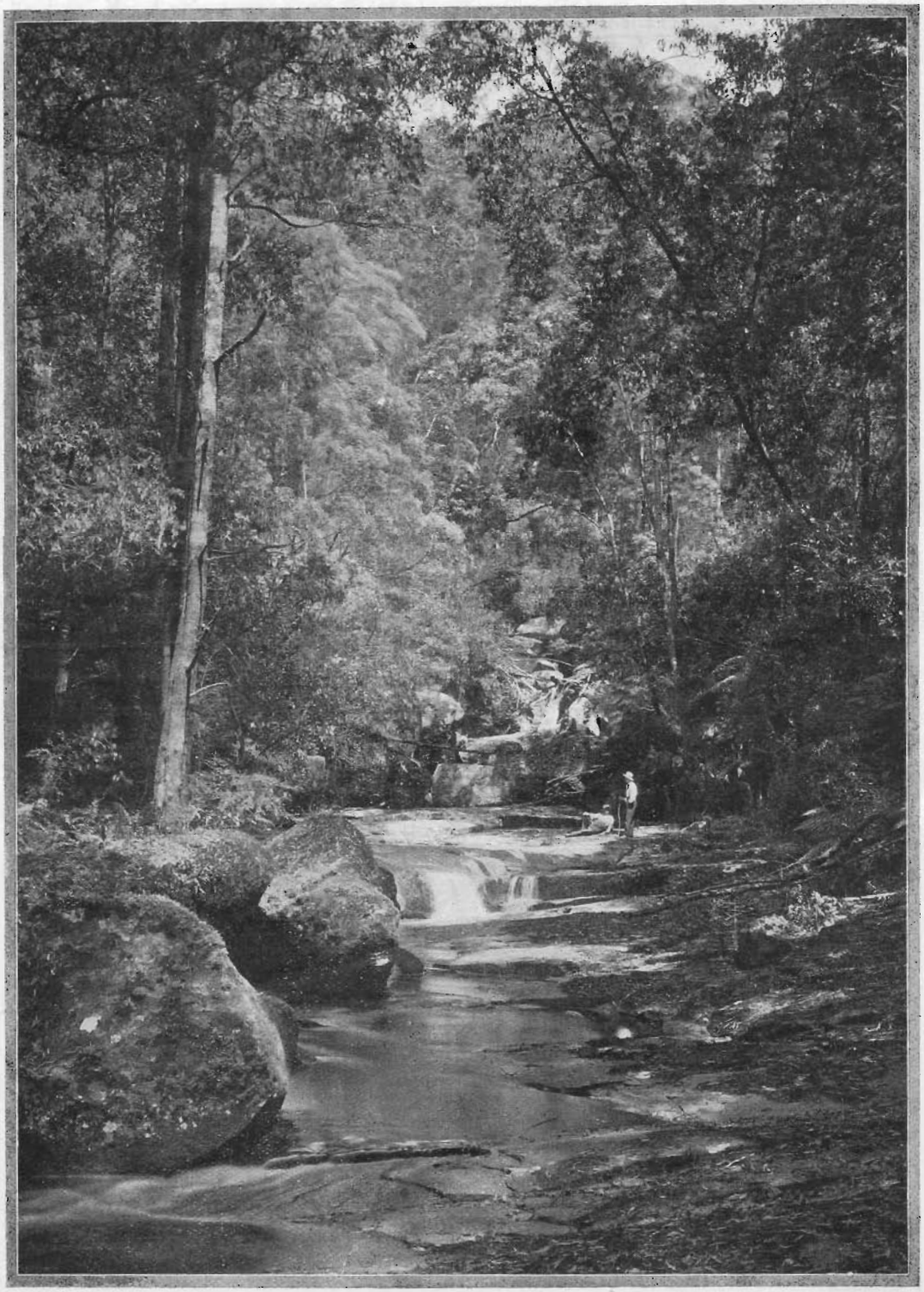


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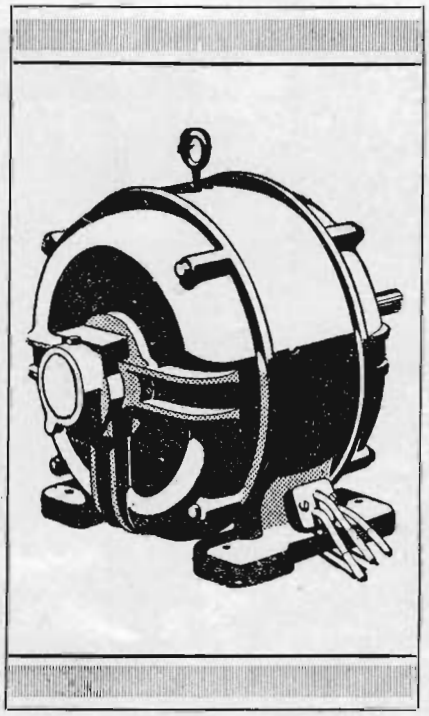
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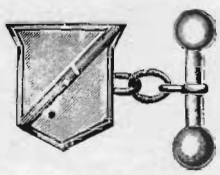
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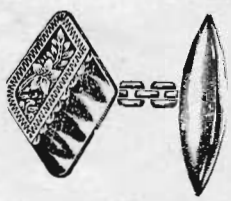
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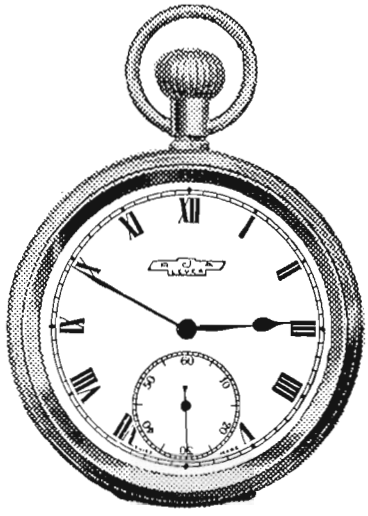
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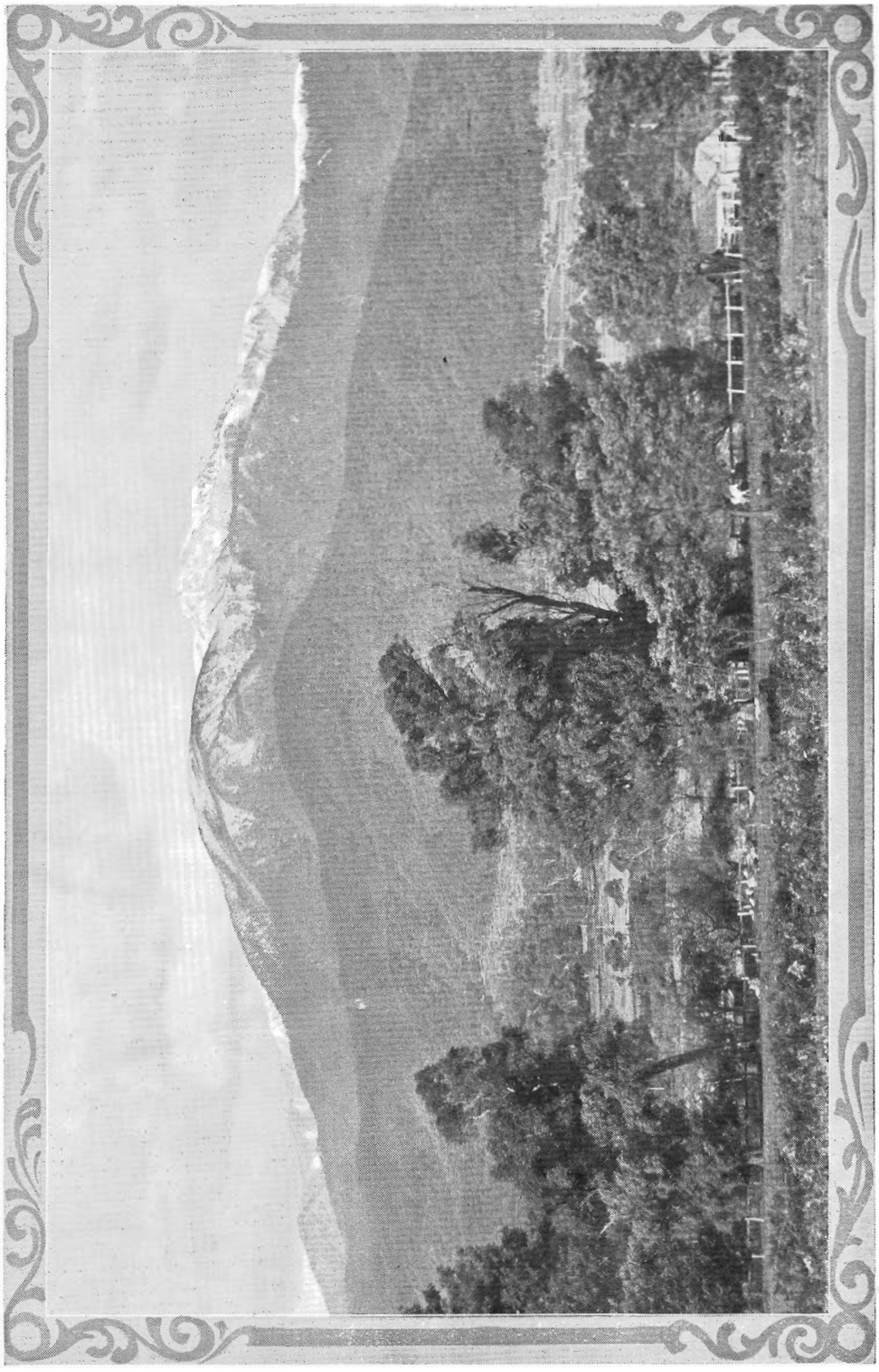
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The Victorian Railways Magazine

Vol. II.—No. 1. Melbourne, January 1925 Published Monthly Price: SIXPENCE

Business Announcements

TERMS to Subscribers (In advance only.) For 7s. per annum the "Magazine" will be forwarded to any address.

It is delivered free to all members of the Victorian Railways Institute.

* * *

Articles and reports on matters of interest to employes, short stories, verse, etc., photographs and pen-and-ink sketches, suitable for reproduction, are invited from employes and others willing to help. They should be sent to reach the Editor Victorian Railways Magazine," Room 6, Railway Institute, Station Buildings, Flinders-street, Melbourne, not later than the 15th of each month. Correspondence relating thereto is carried free over the Victorian Railways.

* * *

Matter for publication should bear the signature of contributor, and should state whether it is to appear over his name or a nom-de-plume.

* * *

Articles published in the "Magazine" express the views of the contributors, and are not to be accepted as coming from the Administration unless this is specifically stated.

* * *

All enquiries, except on advertising matters, should be addressed to the Editor.

Telephone enquiries to Central 5480; or Railways 174.

* * *

For advertising rates, etc., application should be made to the Railways Advertising Division, 4th Floor, Railway Offices, Spencer-street, Melbourne.

Telephone enquiries to Central 6414, or Railways 139.

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FLINDERS STREET STATION, MELBOURNE

"A Happy New Year"

1925! Already the twentieth century sees its silver jubilee! There is no commonplace so true as "How time flies."

To some of us the days and things of the nineteenth century seem but yesterday: wonderful it is that to a newer generation those days and things appear part of a dim far-off past!

Youth triumphantly shouts, "Ring out the old, ring in the new"—and conquers, for it is aided and abetted not alone by the poets but by Nature ceaselessly requesting and journeying, concerned never with what has been done, but only with what there is to do. Glorious, glorious Youth, that here it may sit unchallenged on the throne! Ever the future belongs to it.

There is this mighty thing about a date—it never comes again. Whatever makes it memorable or unsung may indeed repeat itself as history, for instance, often does—but it itself is never repeated. "The flower that once has blown forever dies." New years come and go, and anniversaries and events aplenty, but a point of Time never is a repetition, only an originality. Time tramps and tramps, but can it retrace its steps?

You get in the celebrated play of "The Silver King" an epic experience of a sentiment all have felt, when the chief character despairingly calls for the clock to be set back and all the rest blotted out. Alas, or perhaps good-oh—what you will—you cannot have your time over again. There is no human analogy of Time so great as that Wandering Jew doomed until the end to travel onward, ageing ever, and watchful only of the morrow; even then the human analogy is merely imaginative, powerful conception though it is. For us the moral is that there will never again be a nineteen-hundred-and-twenty-four. For it is nineteen-twenty-five.

Now, the New Year reviving old desires,
The thoughtful soul to solitude retires.

Or did once, if the Rubaiyat of Omar Khayyam is to be believed. Other times, other ways. Still, it is not unlikely but that the liveliest of us a bit takes heed to his feet with the dawn of a New Year.

However, let us grow lugubrious. Willy-nilly, each New Year emphatically decrees that the dead past bury its dead. It as jubilantly shouts: "While there's life there's hope." It is a heritage of splendour that associated with the season the classic wish is that of happiness. "A Happy New Year." It is the wish of this magazine to its readers every one.

We are fain to say that human nature periodically rehabilitates itself by means of such time-honoured anniversaries as Christmas and New Year. Cut these out of existence and how drab and soulless it might be. Life is a struggle, a survival of the fittest to survive under the special circumstances obtaining, an anxiety, a responsibility and a duty—not a thing of beauty and joy for ever all the time, but at least some of the time, thanks be to our exuberant festivals unwithered by age and unstaled by custom. Long life to them!

Let us, then, make the most of the holiday spirit and season, as chance to breathe awhile ere we to the daily round again. These rests, these respites, do us good, physically, mentally and morally. We, indeed, like to think that as the world progresses it will make its deathless festivals increasingly a matter of trains and travelling, with every son and daughter of the State able to seek that change which incontestably means so much of recuperative benefit.

With 1925 before us we believe we express the heartfelt hope of all our fine constituency that the year will make for the peace, plenty and prosperity of our ain folk, and all folks wherever desire is for the good and true.

WHO'S WHO in The Victorian Railways.



Mr. H. P. Colwell

At 35 years of age, Mr. H. P. Colwell, the present Chief Electrical Engineer, possesses the enviable distinction of being the youngest head of a branch in the Victorian Railways. His history in the Department has been one of phenomenally rapid advancement, attributable partly to brilliant natural qualifications, and partly to hard, untiring application to study in the earlier stages of his career. Mr. Colwell is a fine advertisement to the Commissioners' policy of encouraging the clever and studious railwayman, by affording him facilities for technical education at suitable classes of instruction. He entered the service as an apprentice fitter and turner on the 7th February, 1905, and, in common with other apprentices, attended the course of instruction provided by the Department at the Working Men's College, where, following on success after success in the various examinations, he subsequently applied himself to the full day course in Electrical Engineering. After appointment to the position of engineering assistant, he became assistant chief electrical engineer, and, upon the retirement of Mr. W. Stone, in 1920, took over the onerous responsibilities of his present position—fifteen years after his entry into the Department.

Mr. Colwell's duties, as the head of the branch, entail the supervision of the extension of our great electrification scheme, as well as the conduct of administrative matters generally, so that, necessarily, they demand the highest skill and ability, and the most profound technical knowledge, and the Department can congratulate itself on its good fortune in possessing such a youthful expert as Mr. Colwell to attend to its electrical activities.



Mr. T. F. Brennan

In 1906, the Victorian Railways Commissioners (Mr., now Sir, Thos. Tait, Mr. Fitzpatrick, and Mr. Hudson) decided to re-organise the Accountancy Branch, and, to fill the position of Assistant Accountant, they chose Mr. T. F. Brennan, who was then located in the office of the Auditor-General. Their choice was a singularly fortunate one, the present efficient state of the Accountancy Branch being due in no small measure to the capable administration of Mr. Brennan.

Mr. Brennan was first associated with the Water Supply Department, being transferred to the Auditor-General's office after twelve years' experience, and in 1906 he entered the Railways Department as assistant to Colonel J. W. Hacker, the then Chief Accountant, and whose retirement in 1914 saw Mr. Brennan's appointment in his present position.

Mr. Brennan, who was 53 years of age on the 30th ultimo, combines the shrewdest financial acumen with the most agreeable personality. He is President of the Commonwealth Institute of Accountants, and is as popular with his staff to-day as he was when he first came amongst them, 19 years ago. On the appointment of Mr. T. B. Molomby to a Commissionership, Mr. Brennan became Hon. President of the Victorian Railways Institute, and in that capacity he has consistently manifested the skilful ability and characteristic penchant for efficient administration hitherto inseparable from his Departmental career.

Things We Are Talking About

"Our First Birthday"

With this number of the Victorian Railways Magazine we enter upon the second year of our life. It has been an interesting year, full of surprises, adventures and new beginnings that serve to make life, even at its worst, a much greater and finer thing than mere existence. In politics, in industry, and in the intellectual world, we are beginning to realise that peace is the one thing needful, and that hope and progress lie not in dwelling on the past, but in working co-operatively in the present and planning for the future. By practising an attitude of mutual regard and understanding with one another, the speedier will be the solution of those problems of men and affairs, including those of science, of letters, and of life, on which the future of humanity so largely depends.

We sincerely thank the Railways Commissioners for the keen and practical interest they have taken in the Magazine; nor do we forget to make public acknowledgment of the debt of gratitude which we owe to our many contributors, as well as to everyone who has assisted us.

That we are appreciative of your splendid help and friendship we ask you to believe. We send you our greetings and our thanks

Extension of Electric Service to Croydon

On Monday, 1st December, another stage in the electrification of Victoria's railways was reached, with the extension of the electric service from Box Hill to Croydon. The residents of Croydon assembled at the station, and the president of the Croydon Progress League, Mr. F. E. Brown, presented Mr. H. W. Clapp, Chairman of Railway Commissioners (who was accompanied by Messrs. W. M. Shannon and T. B. Molomby), with an address of welcome and of gratitude for the new electric service. Mrs. Brown performed the ceremony of opening the new line by cutting a blue ribbon stretched across the rails from platform to platform.

At a subsequent luncheon in the local Mechanics' Hall, Mr. A. W. Ford proposed the health of the Commissioners, and incidentally pointed out that since 1920 the annual railway revenue from Croydon had increased from £4000 to £8000.

Mr. Clapp, in reply, said that it was very gratifying to the Commissioners to see the new service opened on 1st December, because that was the date fixed on some months ago, and the Commissioners always endeavoured to keep a promise when they made one. The extension of the electric system to Croydon reduced the travelling time by about 20 minutes. It was hoped to extend the system as far as Lilydale and Fern Tree Gully before Christmas, 1925, but it was doubtful if by that time they would be able to complete the two sub-stations which were to be built at Mooroolbark and Lower Fern Tree Gully, because the equipment had to be obtained from Europe. By using mercury arc rectifiers instead of heavy rotary converters, and wood poles instead of steel, a great reduction would be made in the construction costs.

Referring to transportation matters generally, Mr. Clapp said the Commissioners appreciated the loyalty and co-operation of citizens who patronised the railways in preference to road motor services, which had grown up in competition with the department. The people had been taxed to build a railway system which was the backbone of the transportation system of the State. A small number of individuals afterwards took the opportunity to make money by road transportation, and from that time the people began to find that they had not the roads they thought they had. It was duplication of effort, and waste of money and energy. There were not enough citizens in Victoria to warrant the taxation necessary for building the type of roads to withstand a commercial road motor service. Everyone had to pay for the things he used, and the commercial road motor transporter would have to pay for the roads he used.

Mr. R. Cook, M.P., Mr. Chandler, M.L.C., and Mr. Everard, M.L.A., also spoke.

Victorian Railways 1925 Loan Bill

In moving the second reading of the Railway Loan Application Bill, in the Legislative Assembly, the Treasurer (Sir Alexander Peacock) said that the Bill was to provide for the capital expenditure estimated to be incurred for railway purposes during the 12 months ended September 30th, 1925. The amount of the Bill is £1,875,000, and the chief items of expenditure are:—Electrification of the Ringwood-Lilydale and Ringwood-Fern Tree Gully lines, £119,105; installation of power signalling on Melbourne suburban lines, £80,000; additions to power-houses, sub-stations, etc., in electrical operation of suburban lines, £100,000; re-arrangement of the Melbourne Yard, £200,000; Newport workshops, £70,000; line from Moama to Balranald, £320,000.

Spencer Street Bridge

The Government of Victoria will invite competitive designs for the erection of a fixed bridge over the Yarra at Spencer Street. Mr. Goudie, Minister for Public Works, has the work under consideration, and is going into details.

The estimated cost of construction will involve an outlay of £570,000, as follows: — Bridge, £160,000; roads, £160,000; compensation to the Harbour Trust, £250,000. It has been recommended that 25 metropolitan municipalities should contribute £410,000, the Tramway Board, £80,000, the Railway Department £50,000, and the Government £30,000.

Railway Calendar for 1925

The Victorian Railways Calendar for 1925 was being prepared when we went to press, and will doubtless be distributed ere this issue of the "Magazine" reaches its readers. Probably few are aware of the large number of these calendars which are printed annually, or of the many places to which they are sent. The total number of calendars printed this year was 3000, and of this total the Transportation Branch receives 1074, and the Way and Works Branch 100. Various metropolitan firms are supplied with 224; country hotels, 218; country press, 216; town, borough and shire councils, 168; provincial press, 94; agricultural societies, 91; city and suburban press, 50; the State Coal Mine, 50; and the rest are distributed amongst the remaining railway branches, other States, leading stock agents, Traders' Associations, Government departments, etc., etc.

The only material alteration in the appearance of the 1925 calendar is the printing of the terminating dates of fortnightly pays in distinctive red type—an improvement that should be greatly appreciated by station staff.

Sunday School Picnic Traffic

Despite the unfavourable weather on Cup Day this year, there was a remarkable increase in the suburban Sunday school picnic traffic on that day, compared with 1923.

On Cup Day this year a total of 6158 adults and 15,101 children travelled in the suburban area in connection with Sunday school picnics, yielding £1102 in revenue. The figures for Cup Day, 1923, were 4582 adults, 9805 children, and £761.

Claims Notes

During November, 1924, the number of claims preferred against the department was 2014. Of this number, 743 were paid, to the extent of £1690, while credits totalled £734.

In November, 1923, 1958 claims were preferred, 958 were paid, the amount involved was £1462, and credits totalled £596.

It is satisfactory to learn that the public are co-operating more with the department in the matter of better packing of consignments.

Live Stock Notes

The total number of trucks of live stock loaded in the State during November, 1924, was 12,791, as compared with 12,995, for the same month in 1923. This slight decrease is attributed by the Live Stock Agent (Mr. Fitzpatrick) to fewer markets and less cross-country traffic.

Tourist Bureau Notes

The Government Tourist Officer (Mr. J. C. Boyce) reports that the revenue received during November, 1924, totalled £33,498, against £32,662 taken during corresponding month, 1923, being an increase of £836, principally Inter-State traffic. Slight decreases were shown in races and special traffic, and Sunday excursions, due to bad weather.

Sleeper and seat booking to Sydney, Adelaide, and Perth were very heavy during November, and from November 18th to end of month, the bookings (inter-State) for Christmas were consistently heavy.

The combined rail and sleeper tickets to Sydney and Adelaide have been on issue since 4th November, and have proved a great success. To Sydney 3000, and Adelaide 1000 of these tickets were issued during November.

The bookings for the Murray River (Mildura-Morgan trips) were very small, three passengers only being booked during November. The Swan Hill trips downstream ceased on November 11th.

Melbourne-Sydney combination rail and motor tickets via Orbost and Eden were placed on issue during November. One ticket only was issued owing to delay in finalisation of the time-table, but numerous enquiries were received from people proposing to make the trip later on. During November, 20 combined rail and motor tickets to Marysville and Narbethong were sold.

During the month, 2 escorted trips were made to the Gippsland Lakes (76 members), one to Mt. Buffalo (19 members), and one to Healesville (9 members). Three tours were run during November, 1923, for 60 members, being a difference of 44 in favour of 1924.

The inquiry counter was kept very busy during November, attending to persons seeking accommodation for Cup week. In addition to the establishments recorded in the Melbourne and Suburban Guide, 88 others forwarded particulars of accommodation available, and no trouble was experienced in finding suitable places for all applicants.

A commencement was made with the new leaflet, whereon will be shown particulars of all trout streams throughout Victoria, the best spots for fishing, and the nearest accommodation. Details are being obtained from the various Tourist and Progress Associations, Shire Secretaries, etc., and the information should prove useful to those in search of good trout streams.

Thanks to the receipt of regular supplies of choice flowers from the leading metropolitan gardens and the Ballarat Municipal Gardens, the office windows and counters have been kept brightened continuously, and the names of the different species of flora and the names of the different species of flora and the origin of the supplies have been indicated on notices displayed with each bowl of flowers.

Four lectures were delivered during the month. In addition, Mr. Boyce, at the request of the Broadcasting Company of Australia, started on Monday evening, 24th November, a series of broadcast Travel Talks, which he has since continued on each Monday evening, and which, judging by the communications received from metropolitan and country districts, appear to be appreciated.

Alterations to Head Office

Railwaymen generally will be interested to know that the Department has leased for office purposes four floors (from the first upwards) of the fine new building just erected by the Savings Bank Commissioners, at the corner of Collins and Spencer streets. The total floor space taken by the Department will be 11,768 square feet.

This space will provide for the entire Head Office requirements of the Electrical Engineering, Refreshment Services, and Advertising Branches. It will enable the Electrical Superintendent and other officers of the former branch to be concentrated with the balance of the Head Office staff, thus effecting a very desirable improvement in organisation, and similarly will enable the Bookstalls Manager to be housed under the same roof as the other sections controlled by the Superintendent of Refreshment Services.

The space on the third floor of the Head Office building, vacated by the Chief Electrical Engineer and staff, will, with some local adjustments, be occupied by the new central Powers Machine Bureau. The Powers Machines now controlled by the Transportation and Rolling Stock Branches, as well as those required in connection with the new system of goods and live stock accounting, will be located in the one suite of rooms, in charge of Mr. M. J. Brennan, now of the Transportation Branch, and under the control of the Chief Accountant.

The rooms on the 4th floor, now occupied by the Refreshment Services and Advertising Divisions, will mainly be occupied by the Telegraph and Train Running Offices, which at present are not very suitably provided for in the basement. The space thus released will be utilised partly to make better provision for the Special Inquiry Office, partly to accommodate the Statistical Division of the General Passenger and Freight Agent's Branch in charge of Mr. F. Eggins, and partly for a rest room for the female staff of the Head Office. Advantage will also be taken of the opportunity to transfer the Railway Oculist to a more suitable room in the basement. In addition, a board room will be provided for the use of the Commissioners' and other conferences, by the transfer of the Board of Discipline to the room now occupied by Mr. M. J. Brennan.

The lack of space in the Head Office, due to the natural expansion of the service, has been a source of difficulty for some time past, and the Department is fortunate in being able to secure at suitable terms modern premises of the type provided in the new Savings Bank building. A wider separation of important branches of the service from the rest of the administrative staff would result in some loss of efficiency, and the accommodation which has been obtained practically overcomes any difficulty of this character. It is much better from this point of view, as well as for the convenience of all concerned, to have portion of the staff located close to the Head Office building than, say, in the Flinders-street buildings, where the space not occupied by the Department can, by reason of its location in the heart of the city, be leased at a higher rental than that paid for the Savings Bank premises.

"Know Your Own Country."

Before an "invitation house" in the Capitol Theatre last month, the Prime Minister, Mr. Bruce, gave an introductory speech prior to the screening of half-a-dozen films of a series of 52, entitled **"Know Your Own Country."**

The Prime Minister said that the series of films, showing Australian scenery and rural activity, would be screened weekly throughout Australia during 1925, and a similar series were also being exhibited in Britain and America. If through this modern medium there could be brought home to the people of Australia the wonderful possibilities of their own country, we should find the whole of our communities supporting a policy that would increase the population, and enable us to develop our potential resources.

The six films screened were of a highly interesting nature, depicting typical Australian scenery and views of cattle and sheep stations, and other Australian industries.

The Commonwealth Government is to be heartily congratulated on its enterprise in this matter.

Australia's Dried Fruits

Mr. A. Edmunds, representative of the Australian Dried Fruits Association, delivered an interesting half-hour talk on the future of the dried fruits industry, at a recent Legacy Club luncheon.

He pointed out that thirty-five years ago no dried fruits were produced commercially in the Commonwealth, but in 1918 14,000 tons of fruit were packed, and this year 38,200 tons. In 1918, however, the local demand absorbed almost the whole output, but now 80 per cent. of the output had to be exported.

Mr. Edmunds said his association had a membership of 6000 raisin growers, and represented 90 per cent. of the dried fruit growers of the Commonwealth. He advocated the abolition of the "outside" grower, and the licensing of packing sheds to secure uniformity of grading. He considered that the preference expected in the British market would do much to stabilise the industry, and render the huge irrigation commitments by the Government a good business proposition.

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Be inspired with the belief that life is a great and noble calling; not a mean and grovelling thing that we are to shuffle through as we can, but an elevated and lofty destiny.—Right Hon. W. E. Gladstone.

Transportation District Notes

Metropolitan District

Mr. T. W. J. Cox, Acting Metropolitan Superintendent, reports that a new station, "Tecoma," on the Gembrook line, between Upwey and Belgrave, was opened by Mr. Chandler, M.L.C., on Monday, 1st December. Mr. Lee, Relieving Metropolitan Superintendent, and members of the local Shire Council, addressed a large gathering, which had assembled to witness the opening ceremony.

The district around Tecoma is increasing in popularity as a health and pleasure resort, and it is anticipated that with the introduction of electric traction to Upper Fern Tree Gully, which will be in force before next summer, the traffic to and from the new station will be exceedingly heavy.

The station derived its name from the native plant, "Tecoma," which grows in profusion in the vicinity.

Electric Trains to Croydon. — Another important event also took place on Monday, 1st December; the opening of the newly-electrified extension from Ringwood to Croydon. Croydon has long since been considered a residential suburb of Melbourne, and now that a through service has been inaugurated, reducing the travelling time to and from Melbourne by 22 minutes, as compared with steam traction, there is no doubt that the population and importance of the town will increase with leaps and bounds.

Melbourne Goods

Mr. T. R. L. Sexton, Goods Superintendent, reports that for the month of November, as compared with the corresponding period last year, the traffic in agricultural produce received at Melbourne Goods Sheds was:—

Commodity.	November, 1923.	November, 1924.	Increase.	Decrease.
Wheat	3,538 tons	11,739 tons	8,201 tons	
Flour	14,505 ,,	39,109 ,,	24,604 ,,	
Bran	4,580 ,,	3,237 ,,		1,343 tons
Pollard	1,744 ,,	855 ,,		889 ,,
Oats	31,551 ,,	14,653 ,,		16,898 ,,
Peas	21 ,,	13 ,,		8 ,,
Beans	115 ,,	108 ,,		7 ,,
Barley	1,536 ,,	2,613 ,,	1,077 ,,	
Malt	7,247 ,,	4,905 ,,		2,342 ,,
Maize	1,982 ,,	13,768 ,,	11,786 ,,	
Chicory	485 ,,	2,519 ,,	2,034 ,,	
Potatoes	41,263 ,,	62,274 ,,	21,011 ,,	
Onions	19,653 ,,	392 ,,		19,261 ,,
Carrots	238 ,,	70 ,,		168 ,,
Grass Seeds	1,171 ,,	236 ,,	119 ,,	
Chaff	215,574 ,,	139,844 ,,		75,730 ,,
Hops	3 ,,	Nil ,,		3 ,,
Linseed	170 ,,	Nil ,,		170 ,,
Millett	18 ,,	1,338 ,,	1,320 ,,	

Wool.—For the month of November, 1924, there was an increase of 15,996 bales received as against November, 1923, while the increased number of bales received at Melbourne for the season to date is 127,752 bales.

The chaff traffic continues to show a big decline as disclosed above, and this can no doubt be attributed to the motor-driven vehicles coming more and more into favour.

The general traffic, both inwards and outwards, apart from the agricultural produce, continues to show a slight increase this year, and for the month of November, 1924, the Melbourne goods revenue showed an increase of £5350.

At the Montague Shipping Shed, the month of November was exceptionally busy. The "Orsova," "Euripides," "Nestor," "Ormuz," "Suevic," "Maloja," and "Orcades," berthed at Port Melbourne during the month, and loaded 15,608 tons, or 624,320 cubic feet of merchandise for the Shipping Shed, and from the 17th to the 26th of the month accommodation had to be found at the Shipping Shed for 11,647 tons; 100 trucks of coal were also handled at Montague during the month, and the general revenue on cargo, coal, etc., was £4,414.

The following are interesting comparisons, showing the growth of business at Melbourne Goods since the year 1914:—

Tonnage Despatched from General Outwards Shed and Outside Platforms in Different years since 1914:—

Year.	General Outwards Shed.	Outside Platform.
1913-14	328,519 tons	105,830 tons
1914-15	328,054 ,,	85,565 ,,
1920-21	360,186 ,,	136,250 ,,
1921-22	366,815 ,,	144,324 ,,
1922-23	388,698 ,,	162,744 ,,
1923-24	400,715 ,,	168,376 ,,

Total Tonnage and Revenue at Melbourne Goods during various years, 1914 to 1924:—

Outwards.

Year.	Tonnage.	Revenue.
1913-14	620,424 tons	£599,060
1914-15	583,727 „	£538,856
1920-21	735,863 „	£932,478
1921-22	749,254 „	£1,039,401
1922-23	778,278 „	£1,128,689
1923-24	807,449 „	£1,166,499

Inwards.

Year.	Tonnage.	Revenue.
1913-14	747,148 tons	£400,051
1914-15	657,092 „	£334,820
1920-21	776,200 „	£671,297
1921-22	783,034 „	£793,117
1922-23	833,708 „	£812,027
1923-24	844,748 „	£842,249

At Williamstown Pier

Mr. T. J. Murphy, Officer-in-charge, reports that business during the month of November has been brisk, all berths occupied with shipping loading wool, meat, butter, tallow, wheat, flour, etc., and discharging coal.

Traffic for eleven months ending November has been exceptionally good, comparative figures for 1923-1924 being:—

	1923.	1924.
Tons	406,262	628,462
Revenue	£122,996	£257,792
Trucks	58,876	86,280
Ships berthed	200	261

All old wheat has been disposed of, and we are now operating on the new (1924-25) harvest, for the removal of which a large number of vessels have already been chartered. Grain sidings at Spotswood have been closed. All grain for Williamstown will this year be stacked in, and shipped from, this yard. Thompson Pty. Ltd. have built a large engineering shop close to Nelson Pier, and connected with their old shop. The firm have a big contract for water pipes in connection with the O'Shannassy scheme. This will mean a heavy demand on our QR trucks for the next two years.

Ballarat District

Mr. T. H. Maddern, Acting District Superintendent, intimates that the season's prospects from an agricultural standpoint were turning out excellently. The heavy spring rainfalls had considerably retarded the ripening of the wheat, and the season was consequently behind previous seasons. Stripping was not commenced until late in December, and results were even beyond the previous expectations. The estimated wheat yield from the district was 17,361,160 bushels, equivalent to one-third of the whole of the production of wheat in the State. The transport of this huge wheat yield to the sea board is a serious problem for the summer and autumn months, but the District Superintendent is of opinion that provided no unforeseen difficulties arise the district railway staff will ably cope with the traffic.

The train services during the months of October and November were efficiently maintained, as evidenced by the running results as shown hereunder:—

Passenger Trains.

	Number Trains Run.	Number Late.	Percentage on Time.
October	228	28	87.72
November	215	27	87.44

Mixed Trains.

October	866	120	86.14
November	802	118	85.29

Bungaree District. — The potato season has been a remarkably prolific one, and consequent on the low rates offering many of the potato growers have been unable to market their output, and are allowing many hundreds of tons to remain in the ground. The new planting has been completed for the forthcoming season, and the prospects are again bright, the acreage being well up to the average. Growers are undaunted by the failure of prices experienced during the past few months.

Some remarkably good yields were obtained from the barley crops, but owing to the continued heavy rains in October and November not a few failures were reported. This also applies to the oat crops.

Ararat and Langi Logan.—Gold mining has diminished, and only one mine is operating. The miners are conveyed by a re-conditioned road motor between their homes in Ararat and the mine, at Langi Logan, and complain at times of the disadvantages of this method of travelling as compared with the splendid train services previously provided by the department, by arrangement with the mine management, when mining was more profitable.

The metal quarry at Langi Logan has a daily output of 18 trucks, and supplies the whole of the North-western District, from Ararat to Serviceton and branch lines.

Metal Traffic from Grampians Line.—Some recent investigations were made by the Shire Councils in the north-west with a view to determining if it would be economical to open up quarries at Mt. Bryden, a hill of almost solid metal, situated close to the Grampians line. It is understood that the idea has, however, been temporarily abandoned, probably owing to the estimated high cost of trucking the metal.

Mt. Bryden is about 7 miles south-west of Stawell.

Great Western. — The vineyards in this district are showing luxuriant growth, and it is anticipated that a record yield of wine grapes will be obtained. Great Western cellars are now in active operation, and visitors are made especially welcome for inspection of the workings.

An active industry is carried on in carting and despatching sand for road construction to stations as far north as Nhill and Serviceton. The Great Western sand has proved very suitable for the topping of the Wimmera roads, and there is the makings of a great industry at this point.



Banyena Station in Flood Time.

The picture here shown is that of Banyena station and surroundings, and is an indication of the heavy rain experienced during the month of November.

The caretaker's quarters are on the right, and are completely surrounded by water; whilst in the centre background the adjacent houses are also partly submerged.

Jung. — The land-holders are disappointed with the report on the proposed railway connecting Jung with the Wallup district.

The Railways Standing Committee, whilst realising the great hardship entailed on long cartage to stations, and while being anxious to help the settlers so situated, could not overlook the fact that the line would be a non-paying one for many years hence.

The committee placed on record its appreciation of the public spirit of the people concerned in offering to contribute a sum of £50,000 towards the construction.

The proposed line would have been some 24 miles long, and it was estimated that the cost of construction would be £108,000. The estimated annual charges would amount to £8567, and the revenue to £3282, leaving a loss on the first year of £5288.

The committee was of the opinion that it was not expedient to construct a 5ft. 3in. gauge line from Jung to Wallup.

Bendigo District

Mr. W. Tredinnick, District Superintendent, reports that the agricultural prospects still appear good. Harvesting of the wheat crop is in full swing, and about thirty stations have received consignments of wheat, totalling about 11,000 bags

Before the end of the month business will have increased in volume to such an extent as to demand the maximum use of all available stock.

The wool traffic has practically ended, and transfer work at Bendigo and Korong Vale has ceased. The total number of bales despatched to date is 79,665.

A cursory and partial view was taken of the estimated business from the new line under construction from Balranald Junction, on the Deniliquin line, to Balranald, a distance of 120 miles. Under the direction of construction engineers, a traverse was made of the route and adjacent country, as far as the 50 mile post. Some fine agricultural and grazing country, intersected by water courses, was seen. Several thousand acres were under crop, but the yield per acre will be less than the average expected south of the river. The construction of the line has already resulted in a reduction of areas, and land is changing hands at £9 and £9 15s. per acre. The conditions, of course, were exceptional, but an all-round steady business in wheat, wool and live stock can safely be anticipated.

On 2/12/1924, a party, consisting of Messrs. Rees, Conlan, Goudy, Tredinnick, McLeod, Thomas and Blacker, inspected the new line from Kerang to Gonn's Crossing, and arranged for the incorporation of the line with the general system, and the running of a mixed tri-weekly service.

With the issue of the summer time-table, a fast passenger service has been instituted between Swan Hill and Bendigo. This train service leaves Swan Hill at 9.30 a.m., and arrives Bendigo at 2.50 p.m., thus giving passengers from the north a connection with the 3.10 p.m. Up from Bendigo, and better facilities for reaching Melbourne during the hours of daylight. This service is proving very satisfactory; the train keeping good time, and is being well patronised by those journeying to the metropolis.

Dandenong District

Mr. J. G. Lee, Relieving District Superintendent, reports that the Gippsland Co-operative Bacon Curing Company Limited was formed in 1910, by the pig raisers of Gippsland, who, at the time, were quite convinced that the farmer was not reaping the full benefits of his labours in this branch of his business. Dandenong was selected as a suitable place for the erection of the works, and a fine site, comprising 22 acres of land, close to the railway station, and trucking yards, was purchased by the directors.

The factory commenced operations towards the end of 1912, and steady progress was made year after year until now, and the company has one of the finest and most up-to-date factories and plant in the Commonwealth.

The cost of the buildings to date is close on £20,000, and the machinery and plant have cost close on £18,000. The plant installed includes all the most up-to-date machinery for handling the pig and the by-products, the latest addition being a hog-scraping machine, which is giving every satisfaction, and reduces working costs considerably.

The progress made by the company can be estimated from the return furnished with the last balance-sheet issued. For the year ended 30th April, 1914, this shows the number of pigs killed was 8772, valued at £25,894 8s. 10d., and for the year ended 30th April, 1924, 27,685 pigs, and 2595 cows and calves, valued at £130,939 5s. 3d.

The company's hams and bacon are favourably known over the whole of the Commonwealth, the goods being distributed in West Australia, South Australia, New South Wales, and Tasmania. A large export business is also done with the company's products.

In addition to hams and bacons, all classes of small goods are manufactured at the Dandenong works, where all the by-products are also treated.

The total value of sales to date considerably exceeds one million pounds sterling.

The company is entirely co-operative, the total number of shareholders being well over 3000, mostly pig-fatteners, in Gippsland.

To make it as representative as possible, the directors are farmers, who hail from Alberton West, Orbost, Moe, North Mirboo, and Kongwak.

All the profits made by the company belong to the shareholders and suppliers. Since they were first issued, the preference shares have carried a dividend of 6 per cent., and a dividend has also been paid for the last year on ordinary shares. In addition, a deferred payment of 1s. per pig for the first six months, and 2s. per pig for the second six months, has been paid during the past year on all bacon pigs supplied by shareholders in the company.

The formation of this co-operative company has had the effect of stabilising the pig raising industry, and deserves the support of every farmer in Gippsland.

The benefit to the town of Dandenong can be gauged from the fact that about £300 per week is paid to workmen and staff in wages.

(I am indebted for this information to the energetic secretary, Mr. C. J. H. Clark)

Sale.—Sale was proclaimed a town by His Excellency the Governor, Lord Stradbroke, on the 21st November last. A Back to Sale movement was arranged in connection with this, when some 500 old Saleites re-visited their old town. They were given a great reception by the Sale people, and spent a most enjoyable week.

Great surprise was expressed at so many improvements in the various business establishments; many new buildings had been erected, and others had been improved by new fronts and windows.

Various trips were made to places of interest, and enjoyed by the visitors. The new woollen mills were officially opened during the festive week.

Sale is making rapid progress; many new residences are being erected, and there are no empty houses in the town.

The wool clip this season will, it is understood, be a record, last year's total being already passed; over 1700 bales have been despatched, with more to follow.

The butter factory output is well up to previous years. The crops are coming along well, and there is every promise of a good harvest.

Lindenow. — Years ago the area between Rosedale and Bairnsdale was one of the wet parts of Gisspland, but the last fifteen years has seen a great change, and the average rainfall has decreased considerably, due, it is considered, to the clearing of the green timber and also to the action of the tides around Wilson's Promontory.

Land-owners are now realising that with the decreased rainfall, the soil is suitable for tobacco and wheat-growing. An experimental plot of 100 acres of wheat, which is being watched with a deal of local interest, is expected to return 3300 bushels.

The wool clip is good, and is now coming forward freely.

Owing to the zeal displayed by the local Stationmaster, Mr. Collins, and his staff, and the expeditious handling of goods by rail, the motor competition by road between Bairnsdale and Lindenow has been eliminated.

Bairnsdale.—The Inspector of State Schools, Mr. F. J. Roder, has arranged for the children of the local State School to be instructed in the detection of noxious weeks. This is a step in the right direction, and will make for better farming. The example might well be followed by other schools.

This is no doubt a tangible result of the recent visit of the Better Farming Train.

Hillside.—Two new wood cutting mills have started operations here.

North Mirboo. — The Mirboo and Morwell Valley Co. Ltd., inaugurated in 1893, has had a successful year.

For many years this company worked under adverse conditions, but since 1902, when the first dividend was declared, £18,280 has been distributed amongst the shareholders

The present butter factory buildings are inadequate for the increasing business, and it is proposed to erect a new and modern factory on the site granted by the Railway Commissioners adjacent to the station. It is expected the new building will be completed in time for next season. The butter manufactured has gained a favourable reputation in Victorian Inter-State and London markets. The company's operations include also ice-making and rabbit-chilling.

The average rainfall is 44 inches for the district.

A Higher Elementary School is in course of erection, at a cost of £10,000, and will be opened early next year.

Tenders have been accepted by the Country Roads Board for metalling the Boolarra-South Mirboo road, at a cost of £3132.

Noojee. — A new two-storied hotel is in course of erection, at a cost of £7000. There are great possibilities in this locality as a tourist resort, and the hotel will meet a long-felt want. A Public Hall has just been built, and a bank is also shortly to be opened.

Agricultural Prospects.—The oat and lucerne crops are in excellent condition. The cultivation of potatoes and maize crops is now being rapidly proceeded with.

The pastures are abundant, and stock in fine condition.

Geelong District.

Mr. J. T. Kenny, Acting District Superintendent, reports that for November 1924, 13,001 tons coal came to hand, as compared with 19,398 tons for corresponding month last year, the reduction this year being due to a smaller number of boats having been handled. The total coal tonnage to hand ex N.S.W. by boat for 1923 was 133,133 tons, whereas for a similar period this year 191,777 tons have been received.

The wool season is in full swing, and up to 6/12/24 the number of bales to hand at Geelong has considerably exceeded the total received during the whole of 1923 season. The figures are as follow:—

	Bales.
Wool received season ending 6/12/23	82,573
Wool received season ending 6/12/24	113,185

During the month, two boats have been berthed at Corio Quay, and loaded with full cargoes of frozen meat, which has been exported overseas.

On 10th December, the first consignment of new season's wheat reached Geelong. A full truck load arrived ex Walpeup account Victorian Producers' Co-operative Co., and this will be the foundation of the 1925 stacks at North Geelong for subsequent shipping overseas.

A new industry is being commenced at Timboon (with headquarters at Melbourne), in the Great Western Hydrated Lime Co., and it is understood that this is the first of its kind in the State. It is claimed on behalf of this commodity that the use of it will render all concrete work in which it is used water-proof, and also that the quantity of Portland cement necessary to be mixed with it will be reduced by approximately 50 per cent. Another advantage claimed for this product is that it does not fire when allowed to become wet, and will not deteriorate to any great extent after leaving the kiln. The company has secured extensive areas at Timboon of a very suitable raw material, and the manufactured article is said to be suitable for use in 180 ways other than for building purposes.

Maryborough District.

Mr. A. J. Morris, District Superintendent, says that the wheat, fruit, and pastoral outlook is very bright, and results will be well up to expectations.

Wool traffic is now over, and the season has been a most successful one. The assembling has been carried out at Cope Cope, instead of Donald, as in 1923.

Mr. Fitzpatrick, Outdoor Superintendent, visited the district recently, examining into arrangements for the coming busy season. As it is expected the traffic will be exceptionally heavy, everyone will need to put forth their best efforts to meet the position. We are now loading 4000 trucks each day, and it will be readily understood that to meet the increased traffic and obtain satisfactory results, the best possible use will require to be made of all rolling stock.

We are looking forward to another successful Sports Gathering at Maryborough on New Year's Day. These sports have been held here for over 60 years, and are one of the biggest gatherings outside the metropolis.

Five thousand two hundred and sixty-eight cans of cream were received by rail at Newstead during November, as compared with 4869 cans same month 1923; 144 tons butter were despatched same month this year, as against 94 tons last year.

Maryborough butter factory for November, 1924, received 4201 cans of cream by rail, as compared with 1917 cans for same month last year.

Seymour District.

Agricultural Outlook. — Mr. H. E. Russell, Acting District Superintendent, reports that with the settled, warm weather now prevailing throughout the district, the wheat harvest will soon be in full swing. On the Yarrawonga line and north of Numurkah, the first truckings have already been made. Notwithstanding a certain amount of damage caused by the heavy late rains the yield will be high, and a record is expected. The crops have advanced to such a stage now that rust can do very little damage to the grain, and it is a reassuring sign that no reports have reached me as to the prevalence of rust in any great degree in the district. The first samples of the new season's wheat are of good quality, and show no sign of pinching, as was the case in some sectors last season. The grain is mostly hard and plump, and the samples clean. From the information now available, based on the actual acreage under crop, the yield for this season is estimated at approximately 8,000,000 bushels, as against 6,001,300 last season.

Dairymen have experienced a very successful season owing to the ideal weather conditions prolonging the green feed. Although the milk and cream output has eased off slightly, this traffic is being well maintained, and is considerably above normal for this season of year.

The stock traffic continues heavy, and large numbers of sheep and lambs are still being railed.

Fresh Fruit Season.—Once again the fresh fruit season is with us, and already the first crop of early apricots is being railed. With

the fine warm weather the fruit is ripening rapidly, and a fine assortment of luscious peaches and apricots will soon be on the market to gladden the heart and tickle the palate of the great fruit-loving public. This season bids fair to establish a record both as regards productivity and fine quality. Reports to hand from some centres disclose that while no very great damage has been caused by the late rains and hail, considerable trouble has been given by the appearance of green aphis, but which will not materially affect the yield.

Great preparations have been made by the Shepparton Cannery Co. to deal with this year's pack, which will far exceed last year's record. Previously the fruit has been dealt with in seven cookers, each 16 feet long, and having an output of 43 two-pound tins per minute, but an additional new cooker, 16 feet long, has recently been installed, capable of turning out 61 tins per minute. The output will thus be increased to 362 tins per minute, which works out at 21,720 an hour, or a total of 173,760 tins for a shift of eight hours. New shafting and various other improvements have been introduced throughout to permit of the successful handling of the enormous quantity of fruit to be processed. The jam-making plant installed last season has also been considerably augmented. Hitherto one of the hardest tasks that had to be dealt with was the stoning and halving of peaches and apricots by hand, but as the result of long effort a wonderful machine has now been invented by two members of the canning staff. This machine, which has been called the "Hulandy," will treat peaches at the rate of 120 per minute, thus doing the work of four fairly expert girls. The company has been so impressed with the advantages to be gained that four have been installed for the coming season. However, there will be no diminution in the number of girls required. In order to eliminate the possibility of any disruption of activities during the peak periods, a powerful electric generating plant has been put in, and as the whole of the tin containers, etc., are now manufactured on the premises, the cannery is now practically self-contained, and bears comparison with any plant of the kind in the world.

Grow More Grass Campaign.—The annual Field Day at the Dookie Agricultural College took place on 21st November, when considerable interest was evinced by the large gathering of farmers, pastoralists, and others in the manured plots showing the striking and progressive improvement caused by the use of increasing quantities of superphosphate for top-dressing.

In the Seymour district, which is noted for the fine quality of the wool produced in the hilly country, there are extensive grazing areas, and already several of the district pastoralists are going in for top-dressing on a big scale on the lighter soils. Great interest was evinced at the local show in the top-dressing exhibit, and the turf sections taken from various district pastures evoked much comment. The exhibit was in charge of Mr. Murphy, District Dairy Inspector, who is an ardent and enthusiastic advocate of top-dressing.

Fuel Conservation

The Conservation of Energy.

This is not a discourse on the great "principle," or scientific law to which this title is usually applied. It is simply an appeal to railwaymen to conserve some of the energy now wasted in the course of railway working.

The locomotive, even when operated efficiently, wastes the greater portion of the energy stored in the coal; but inefficient operation greatly increases the percentage of waste.

The fireman should learn the theory of combustion and the conditions which decide whether carbon monoxide or carbon dioxide will be formed, so that without waiting for years of practice he may be able to extract from the coal every heat unit that it is possible to get. A knowledge of the circulation of water, due to convection currents, will enable him to store a large quantity of heat in the boiler. Having attained proficiency in these respects, he is not likely to permit any waste of energy in the form of steam blowing-off at the safety valves.

The driver is able to conserve the energy of his train by not approaching too rapidly when a signal is at "stop" or "caution."

He can also save energy by effecting a suitable compromise between the requirements of the engine for maintaining the momentum in order to work in a short "cut off" and the requirement of the boiler not to develop more heat than can be absorbed by the heating surface into the boiler.

Again, it must be remembered that the locomotive is only a part of the railway, and that it is sometimes necessary to sacrifice a certain amount of energy on one train in order to avoid a "block" and consequent waste of energy on another train.

The signalman also can do something for the conservation of energy, by lowering the signals (rules and safety permitting) in time to avoid the application of the brakes on an approaching train, remembering that the higher the speed of the train the earlier must the brakes be applied if the signal is at danger.

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Your Neighbour's Need of Praise.

It is better to be too free than too chary with our praise. Some persons withhold or guard jealously any word of appreciation for another's well-doing, lest that one be hindered through false pride from further accomplishment. But most men are not naturally so given to praise as to need to deal it out sparingly, nor do our neighbours generally get so much commendation as to be in danger of overweening conceit. The world would be brighter, crushing burdens would be more often lightened, hearts would be cheerier, and the day's work would be better done, if hearty recognition of well-doing were oftener bestowed in warm, loving words. It has been well said that "for every man who will get the big head from too much praise, ten will die of a broken heart from lack of praise."



Lorne

The Queen of Watering Places

Many pleasure resorts can boast of splendid coastal scenery, many of their grand mountain scenery, and others of the beautiful waterfalls and fern gullies they possess; but the combination of these attractions at Lorne is unsurpassed at any other seaside resort in Australia.

Any one of three routes is available to travellers from Melbourne; the first of these, by motor car from Geelong, by way of the Great Ocean Road, is one of the interesting features of the holiday. The scenery en route is a delightful combination of ferny gorges, big timber, and rocky cliffs, while the seascapes on the section around and over Big Hill are unrivalled; glimpses of Lorne and Loutit Bay presenting themselves at each successive turn; the second, which may only be availed of during the summer months, is by car from Birregurra, the twenty-six miles' journey occupying about an hour and a half over a road gradually ascending until reaching Benwevrin refreshment house, 1300ft. above sea level; and then descends during the last few miles of the trip; the third route, by horse coach from Dean Marsh, available all the year round, is the nearest approach by rail, and is over part of the same road traversed from Birregurra.

Because of its easterly aspect, and the shelter of the Otway Ranges at the north, Lorne is protected from both cold and hot winds, having a temperature of ten degrees warmer than Melbourne in winter (fogs and frosts being unknown), and ten degrees cooler in summer, and this makes it an ideal holiday resort all the year round.

Accommodation consists of two hotels and several boarding houses, and in this connection it may safely be said that Lorne can hold its own with any town in the State, every class being suitably catered for in accordance with its means. The social pastimes are many and varied—tennis, golf, croquet, surfing, fishing, picnic parties, dancing, pictures, and concerts.

Situated at the foot of the Otway Ranges where they slope down to Loutit Bay, this picturesque township, consisting of post and telegraph office, mechanics' institute, public library, and several well stocked stores, makes an irresistible appeal to the holiday maker. Beautiful views over a magnificent stretch of land and ocean may be had from the nearby hills, Mt. St. George (650ft.), Mt. Defiance (600ft.), Teddy's Lookout (450ft.), and the mountain cliffs at the Cumberland, all of which are within easy walking distance along delightful bush tracks.

There are many charming walks to be had, and several beautiful falls in the vicinity may be visited; the Erskine Falls, undoubtedly the show place of Lorne, are situated six miles distant, on the Erskine River, and are probably the most frequently photographed falls in Victoria. Again, an interesting walk is that to the Splitter's Falls, 5 miles, passing on the way the Artist's Glen, one of the prettiest spots in Lorne. The Upper and Lower Kalimna Falls—the Lower with its overshot cataract dropping straight into the pool beneath—is a favourite objective. A shorter trip is that to the Phantom Falls, on the St. George's River, a stop being made on the way at "Allenvale" refreshment house, where, in season, raspberries and strawberries may be obtained in abundance. Other falls to be visited are the Sheoak, Kyle's, Straw's, Henderson's, and the Cascades at Cora Lynn.

For the botanist there is a wealth of flora in the vicinity, there being more than 50 species of orchids and 40 ferns not found elsewhere in Australia, while the ornithologist will feel that more that 200 species are far too many to share his attention. The entomologist will discover plenty of material to increase his collection, and the conchologist is provided with a variety of 200 different shells. The amateur photographer will have here plenty of scope for the exercise of his art, a dark room being provided at at least one of the boarding houses, where he will be able to change and develop plates with very little trouble.



You will enjoy looking at other pictures of this kind on pages iii., v., vii., xi. and xiii.

Good Service Brings Appreciation



Rushworth Excursion.—I have to congratulate your staff on the great success of the Railway arrangements for yesterday's excursion.

It was a wonderful piece of engine work, the loco. men in particular showing very keen judgment in landing us to time at every point. It was the talk of the excursionists how well and consistently it was done. I am extremely thankful to all departments for the great help given, including local train crews and staff, Seymour Refreshment Rooms and Flinders Street, and would be pleased if you would arrange for a copy of this letter to be sent to all concerned.

Before closing, I also desire to thank the officers concerned in Room 74, Railway Offices, Spencer Street, for the splendid train provided, and your good self for the overseeing eye that I could recognise throughout the run. **—From Mr. E. A. Coyle, Hon. Sec., Children's Seaside Excursion, 20/11/24, to Mr. Harold W. Clapp, Chairman, Victorian Railways Commissioners.**

I am writing to convey to your Department and its officers an expression of my Union's very profound gratitude for, and appreciation of, the courteous and comfortable arrangements which were made for conveyance of Queensland's delegation to and from the Australasaian Convention held in Adelaide last month.

The accommodation which you provided added much to the pleasure of the journey, and has been appreciatively commented upon by members of our large delegation.—**From Mr. Geo. H. Nelson, General Secretary, Queensland Christian Eendeavour Union, Brisbane, 13/11/24, to the Secretary for Victorian Railways.**

We have to thank the officers of your Department for the great effort which they made in shifting material into the Newmarket Siding for some work which we were doing for the V.R.C. lately.

Altogether, we placed approximately 12,000 tons in about five weeks. Considering the size of the siding, and the amount of general traffic that is handled, this appears to us to be a splendid feat of management.

Many trucks leaving our quarries and pits at midday of one day were unloaded and the empties taken out by midday on the following day.

We appreciate the efforts of your officers, both in the Head Office and at the Newmarket Siding, where we got every assistance.—**From Mr. A. Wales, Secretary Albion Quarrying Co. Pty. Ltd., 328 Flinders Street, Melbourne, 27/11/24, to the Superintendent of Goods Train Service.**

We wish to place on record our thanks and appreciation for the expeditious manner in which a consignment of our machinery was conveyed from Whittlesea to Dandenong this week for exhibition at the latter show.

From advices received, it seems that the consignment was in transit only a few hours, and the machinery's early arrival greatly facilitated matters for us.—**From Mr. Geo. Clark, Secretary to Messrs. Ronaldson Bros. & Tippett Pty. Ltd., Mechanical Engineers, Creswick Road, Ballarat, to the Officer in Charge, Room 10, Railway Head Offices, Spencer Street.**

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The Business Man's Ten Commandments

The following "Ten Commandments for Business Men" are from the "Manchester Guardian Commercial," which ascribes them to a San Francisco newspaper man:

1. Be an Optimist. Confidence is infectious.
2. Make but few promises. Keep every promise made.
3. Every question has two sides. Always hear both in detail.
4. Study your people well. Put each where he can do his best work.
5. Never show discouragement. A stout heart will never say die.
6. Don't hold spite. Correct when it is necessary, but give afterwards.
7. Notice good work as well as bad. Give both credit and blame justly.
8. Be fair. You often have to act as judge, and therefore must be just.
9. Control yourself. Anger is too valuable to use except on special occasions.
10. Take your full share of the blame.

Sharing both blame and praise with your people is a big part of the secret in managing folk.

Neglect to look both ways before crossing from one platform to the other has often caused men to be struck by trains and badly injured.

A little thought or a glance both ways will prevent many an accident; the carelessness of a second might result in serious injury with effects lasting a lifetime.

You cannot be too careful: PRACTISE SAFETY FIRST AND SAFETY ALWAYS.

Why Not a Station Garden?

Let us carry to the station the desire which each of us possesses for what is beautiful, and which leads us to surround our homes with green lawns, flowers and shrubs. We all know that railway operation is a serious business, demanding considerable concentration, often upon time-consuming problems, but it rarely happens that the demands upon our time are so great as to prevent our giving just a little attention every day to the making and maintenance of a station garden.

Here and there about the State the prosaic outlines of the station buildings are softened by the appearance of ferns and shrubs and flowers. Why should not such a sight be more frequently seen?

A man's surroundings reflect his personality, and raise or lower him in the estimation of himself and others just according to whether they are attractive and pleasing, or otherwise. This applies in the case of our homes. A tangled wilderness with untidy paths and overgrown flower beds does not give pleasure, but neat pathways, tidy lawns, and well-kept flower beds adorning a place, afford a sensation of satisfaction that is very difficult to express.



Railway Garden near North Melbourne Station.

We would like every railwayman in the State to think seriously about this matter, and to suggest to him that if he can possibly manage it, he should carry into effect the idea of making a garden. We know that at many places difficulty in obtaining water, and other circumstances, make it impossible to maintain a garden, but we also know that there are sufficient places in the State without these difficulties to make it possible, if the railwaymen wish, for the stations of the Victorian Railways to give all who pass through them the notion that Victoria is in very truth a garden State.

We have no doubt at all that Mr. E. Allen, the Railways Gardener, Railways Offices, Spencer Street, would be only too glad to give all who apply to him any necessary advice, and also to supply from his ample resources plants and shrubs wherewith to lay the foundation of the station beautiful.



Signalman Mr. John Broughton's Garden, North Bendigo Junction.



Bevan's Black Horse

By Frank Hudson.

Being brother to a jockey, Charles was very much respected.

The fact of his being the doctor's groom was a detail merely requiring explanation as to why, nowadays, a doctor should need one.

Sawmills slashing their way deeper into Red Pine and Rata were followed by settlers with the beginnings of small dairy-farms and large families. These bumped along the old wooden tram-tracks, or made new ones by driving along lines of least resistance. Homely expedients; but the result is hardly a motor road. Hence the gig, and Charles.

Charles, besides his almost uncanny knowledge of Horse, was useful in other ways. Races were either matters of speed or arrangement, and it was nice to know. Horses might be saved for bigger meetings. Some owners might be too parsimonious, and other people too liberal. There was the weight-for-age problem. And when all contingencies had been guarded against, were the straight owners and honest jockeys to upset everyone's calculations?

* * *

The horse that now graced the shafts of the gig was one of the doctor's mistakes. The brute was well enough, but for a habit of frequently stopping and remaining so immovable that Charles held the only way to shift him would be to put him on roller-skates.

After a morning thus spent beside an old charred stump by the roadside, Charles approached the doctor with: "That there horse of Bevan's, now?"

"The black?" shouted the doctor. "Is it that black devil of Bevan's ye'll be recommending to be kicking the gig to toothpicks and tearing me limb from limb?"

"He can travel," Charles persisted, "and I can manage him."

The doctor committed Charles, Bevan, and his black horse to perdition. But the seed had been sown; and when Bevan came along and laid a detaining hand of a shaft, the doctor listened. Bevan was a Maori, who, having mislaid his Maori name, had annexed another easier to remember. "Mr. Bevan" had a fine, ripe, reputable sound, and was a great help in deals with strangers. He looked commiseratingly at the doctor's horse, and it slowly dawned upon the doctor that Bevan had not seen it before.

"What are you asking for him, doctor?" said Bevan at last.

The doctor shook his head, in token of nothing doing.

"I'll tell you what I'll do," announced Bevan, charitably. "I'll swap my beautiful black for this lame thing and a fiver."

But the doctor looked grieved.

Bevan talked and talked, till Charles stopped nudging, and the horse was traded for the black, a hypothetical three pounds at three months, and a sack of potatoes.

But the doctor had flicked the reins and the horse had not gone. And Bevan had not gone, either. With melancholy perverseness the animal had selected this most inopportune time to take root, perhaps for hours. Yet seemingly nothing mattered but the alarming indisposition of the groom, who, without a word, had suddenly wilted and lay crumpled at the doctor's feet. "Howld the horse, Mr. Bevan, so he won't run away," cried the doctor, down, and hauling at the heap that was Charles. "You're not afraid of infection." And Mr. Bevan agreed that he wasn't, but merely in a great hurry.

It is one of the pretty pastoral customs of the village for the perpetrators of a deal, after its consummation, to be honest with each other.

The jibber and the black had changed stables.

"Now," said Bevan, twinkling, "what the matter with him?"

"Since you ask me," replied the doctor, "when particularly wanted to proceed he plants the legs av him like a grand piano, and there he sticks, though you paste him and prod him, and light the devil's own fire betwixt his hoofs. You might as well try to shift the railway bridge. After a careful diagnosis, I have no hesitation in pronouncing him the worst horse in the district. Oblige me by recounting the demerits of the black."

"He bites," said Mr. Bevan. 'Py Crikey! he does bite! He stand on his hind legs and fight with his fore. Then he stand on his forelegs and kick everything to bits. And then he gallops. Py Gorri! he does gallop! You sell me the worst horse in the district? Well, you got the worst horse in New Zealand!"

* * *

Next day, under the guidance of Charles, the black made his first appearance in the gig, and gave the doctor a wicked look from a red-rimmed, frenzied eye, and as they went

whirling through the village awful were the prophecies as to their inevitable fate. The black was a great, glossy, showy, headlong brute, and, most certainly, could travel. But as time went on it became more obvious that with Charles only was he even moderately safe.

One night, after a long drive, the doctor had left horse, gig, and Charles on the road. His case was nearly over when came to his ears the madness of galloping, a distant crash, thuds, and then silence. Going to the window, he saw nothing, not even the gig. Having finished with the patient, the doctor set out to look, but as he didn't know where to look, sat down on the doorstep instead. Soon his head waggled and his chin fell, and he dreamed the black, having devoured Charles, had come back and was biting his head off. Then he gave a lurch, and saw the black horse, in a lather, with stray bits of harness here and there, and Charles.

"You were a long time," explained the groom, "an' we were out all last night. Somehow I must have dropped off, for the first I knew was the 'orse had gone crazy, rearing up and clawing at the air. Then he gave a jump and bolted; swerved into a paddock and took the gate with him. The off-wheel came off against the gate-post, and the other with the third stump we hit. He took round that paddock three times, looking for another gate to break, and left me and the last shaft stuck in the fence. I brought back the cushion. It's all that's left. I shan't be able to manage him after this. No one can't."

Through the dark and the dawning walked for eighteen miles two men, leading a big black horse that occasionally tried to savage them.

* * *

After a late breakfast, doctor and groom faced each other in the surgery, listening to the noise a stable makes in the process of being kicked to pieces.

"Charlie," said the doctor, solemnly, "take the baste to the sale-yards at Otaki, where he'll not be known, and give some fool a five-pound note to take him away."

In the evening Charles returned alone. "So," said the doctor, "ye got shut of him? Tell me now what ye did."

"Sold him," said Charles.

"Sold him!" exclaimed the doctor, open-mouthed.

"Yes," replied Charles, stolidly; "for thirty pound."

The doctor subsided into a chair. When he could speak he asked, "Who to?"

Said Charles: "To an undertaker from Wellington. Lucky the horse was black."

The Tale of the 10.27

The whiskered old man in the corner blew the froth from his tankard of beer.

" 'Ave you 'eard, sir," he mumbled, "the story of the 10.27 from 'ere? I was just a young guard when it 'appened, as brisk and as keen as you'd see. In me new gold-lace cap labelled 'Southern,' there was nobody prouder than me. I shall always remember that morning when the 10.27 steamed out; the clock was a-striking eleven, and the 'ole station staff gave a shout.

"Well, we'd 'ardly got clear of the station when the driver turned white as a ghost; for 'e'd found in 'is pocket a letter which 'e'd promised 'is wife as 'e'd post. Now there wasn't a soul on that train, sir, who'd a stamp in 'is wallet, and so we shunted the train in a siding—there's plenty o' them, as you know.

"It was near on to twelve when we started again; but a mile up the rail we stopped, for a'ead on the metals the fireman 'e spotted a snail. We tooted a bit on the whistle; I ran on in front and said 'Shoo!' But the snail only 'urried on faster—there was only one thing I could do.

"I dashed up the line to the junction, and tugged at a lever, aghast; the snail was side-tracked to a goods yard, and the 10.27 roared past. I clung with me teeth to a tail-lamp till a closed level-crossing we neared; but the gate-man 'ad gone off to Wembley—and with 'im the keys, it appeared. I wrenched up them rails like a madman; I twisted them round in the gate, and laid 'em to curve round the crossing—and we set off again about eight. With never a stop all the journey, except at each signal we passed, we rattled along till at midnight the terminus loomed up at last. As we drew up alongside the platform, I went a bit queer in me 'eart; seemed I'd mixed up them rails at the crossing—we were back where we were at the start!

"Well, the things as the passengers called me were beginning to give me the 'ump; then a voice in me ear bellowed, 'Porter!' And I woke up again with a jump." A.F.M.—Ex.

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The Whiners

I didn't begin with asking,
I took the job and I stuck;
And I took the chance they wouldn't,
And now they are calling it luck.

—Kipling.

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The Hen

The hen is a patient bird. To hatch an egg, she sits on it for twenty-one days. She sticks to her job with 100 per cent efficiency. If more men were like the hen, there would be more successful men. Your job is like an egg. It will hatch a better job if you sit on it long enough, but don't let it get cold.

Safety First

Wait 24 Seconds and Save a Life

"Travelling at a speed of 50 miles an hour, a train seen a quarter of a mile away will be at the crossing in 18 seconds, and in 6 seconds more will have cleared the crossing," states Mr. R. J. Clancy. assistant to general manager, Southern Pacific Railways (U.S.A.), in a recent appeal to motorists and truck drivers to **STOP, LOOK** and **LISTEN** before crossing railroad tracks.

"Twenty-four seconds could not be devoted to better advantage than to stop and wait for the train to pass. Enginemen blow the whistle and that is all they can do to warn users of the highway. They would do more if they could, for they are sympathetic and thoughtful, and not only regret having an accident, but try their best to avoid it.

"Don't blame the engine crew for a crossing accident. The engine-driver is on a train of from 500 to 900 tons rolling through space at 50 miles an hour—a tremendous force which cannot be stopped in less than about 1200 feet.

"Drivers of motor cars, buses and trucks should be on the lookout for signs denoting a railroad crossing and for signals at such crossings denoting the approach of a train, and should look in both directions before crossing the track. Under no circumstances should gear be shifted on or close to track, but always not less than 75 feet from the track to guard against the machine stalling on the crossing."

Do Your Duty

Eliminating unsafe practices imposes a duty upon every Railwayman that cannot be delegated to some one else.

A Cause of Accidents

The order of importance of our senses, as considered from a safety standpoint, accords hearing a place only second to sight. Obviously, blind men in a workshop where danger exists would be injured should they be called upon to perform the same duties as men of normal vision. Likewise a workman whose hearing is defective, or who, on account of extremely loud noises, is unable to distinguish any but the unusual or exceptional sounds, is equally exposed to danger. His inability to hear warning signals shouted by fellow-workmen or the sounding of a crane bell, due to either of the two reasons stated above, places him in constant danger.

Partial deafness is more common than is usually imagined, and quite often those so afflicted are not aware of their shortcomings. Aside from the fact that noises drown out sounds of warning and impending danger, they have a most deleterious effect on the nervous system in producing fatigue. Fatigue is a notable and common factor in the causation of accidents, as it brings about a dulling of the faculties, depression of mental activity, making one incapable of exercising the necessary vigilance and care. A loud noise, even though sustained for only a short time, produces an irritating effect upon the average person, and the grating on the nerves is sometimes quite manifest. Noises of longer duration, or noises that are constant day in and



DON'T GET ON OR OFF WHILE THE TRAIN IS IN MOTION—YOU COULD QUITE EASILY TEAR YOUR CLOTHES.

out are, therefore, just as much responsible for a workman tiring as any bodily exertion he is called upon to put forth.

We do not know precisely when noise causes fatigue. Neither do we know, to any degree of certainty, the number of accidents caused by fatigue. We can, however, get a better idea of the relation of noise to accidents by studying the conditions that prevail in our plant wherein the safety of the men depends upon the preservance of warning sounds. There are many operations performed in the different shops every day that demand the sounding of a warning to "stand clear." The whirr of wheels and gears, the hiss of air or steam at furnaces and elsewhere, the pounding of steam hammers, are all familiar tunes that are ever with us.

Of late years, however, the manufacturers of machinery have done much toward noise suppression in the way of silent chain drives, noiseless gears, and pinions. We can also assist by suppressing unnecessary noises caused by the improper operation of machinery, needless running of machines, etc. It is conceivable to everyone that where there is little noise, there is little likelihood of accidents through warnings being unheard.

Britain's First Railway

The Coming Centenary of the Iron Road.

By J. F. Gairns, M.I.Loco.E., M.Inst.T., Editor of the "Railway Magazine," etc.



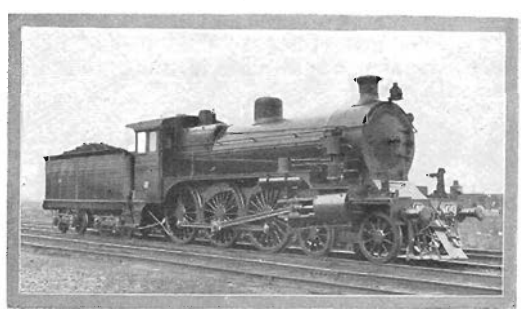
George Stephenson

On September 27th, 1825, the Stockton and Darlington Railway, the "First Public Railway" in the British Isles, and therefore in the world, was opened for traffic, and next year its centenary is to be celebrated by a special Congress in London of the International Railway Association, and by appropriate proceedings in Stockton, Darlington, and other places.

Doubtful Dates.

This centenary is not, however, altogether above question. For one thing there were railways long before 1825, at least fifty years, and some people claim that they can be traced back to the days of Queen Elizabeth, if not to the Assyrians. There were even "public" railways, as distinct from private colliery lines, for the Surrey Iron Railway, from Wandsworth to Merstham, was opened in 1804, the first railway to be constructed under Parliamentary powers, for the conveyance of "public" traffic on payment of charges. As for the locomotive engine, its centenary should have been celebrated in 1904, one hundred years after Trevithick's first railway engine made its inaugural trips at Merthyr Tydfil.

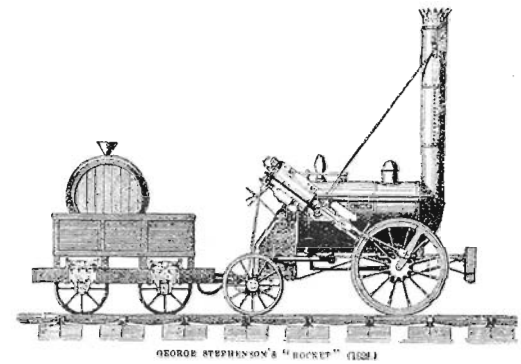
Moreover, George Stephenson's engine, "Locomotion No. 1," which opened the Stockton and Darlington Railway (it is now at the British Empire Exhibition, after standing for many years on a pedestal at Darlington main line station), was not even his first locomotive. That was built in 1812, and bore the name "Blucher." Nor, indeed, was he the "inventor" of the steam locomotive, as is so often stated, frequently by people who should know better. It is contended in some quarters, in fact, that much of the credit given to George Stephenson for the "perfection" and "development" of the locomotive engine rightly belongs to Timothy Hackworth, while its "invention" has to be attributed firstly to Trevithick (not to mention Cugnot in France, Watt, and others, who constructed steam road locomotives); and secondly to Blackett, Hedley, Blenkinsop, and others who worked between 1804 and 1825.



Class A2 Express Locomotive, Victorian Railways.

A Great Day.

Putting all these argumentative aspects on one side, however, the fact remains that the Stockton and Darlington was the first railway of any substantial account built under Parliamentary powers, conveying passengers as well as coal and goods, to develop into a railway such as we understand to-day. It was, moreover, the first line of the kind upon which steam locomotives were used regularly, and George Stephenson's "Locomotion No. 1" was the first steam-engine definitely introduced to work "public" traffic.



GEORGE STEPHENSON'S "ROCKET" (1829.)

It was a great day when, on September 27th, 1825, this historic engine, preceded by a rider on horseback carrying a flag, hauled at a speed of six or eight miles an hour a train consisting of six waggons of coal, one passenger carriage (the world's first, though it was a mere box on wheels), twenty-one coal trucks fitted with seats, and six more loaded coal waggons. It is said that it then conveyed 450 passengers, including a band, beside the coal—a very good beginning, though how so many people managed to crowd into and on to the small vehicles of that day is not particularly clear. At any rate, "Locomotion No. 1" did good work, though it would now be regarded as a lumbering, clanking, erratic conglomeration of old iron, and apparently it did not break down, a rather frequent occurrence with the engines of the period.

Although passengers were conveyed by steam on the opening day, it was not until some years later that this became the rule. The locomotives were reserved for the more valuable coal traffic—passengers travelled in

a single coach on wheels drawn by horses, showing that they could not have been regarded as of much account or many in number.

Four years later, in 1829, the historic Rainhill tests were carried out, the object being to decide whether the Liverpool and Manchester Railway should be operated by steam locomotives, horses, or cable traction. On that occasion, George Stephenson's "Rocket" proved conclusively the possibilities of steam locomotive traction, and may be said to have originated all essentials in locomotive design. The "Rocket" included several then new features, though it was not quite so "novel" a machine as some people make out. It did, however, travel at the "amazing speed of thirty miles an hour," and thus inaugurated the high-speed and passenger traffic era.

Battle of the Gauges.

Subsequent years saw the production of many queer machines. In the 'forties was the famous "Battle of the Gauges," between advocates of the Great Western broad gauge of 7ft., and those of the narrow gauge, the standard 4ft. 8½in. One side endeavoured to prove that Brunel was right in adopting a gauge of 7ft., and the other that anything practicable on the broad gauge could be equalled on the narrow. Among the famous broad gauge engines were many extraordinary machines, including some with 9ft. and 10ft. wheels, and one with 6ft. wheels geared to be equal to 18ft., engine and boiler being on separate frames.

Engines and Stations.

By the 'fifties, however, locomotive engine design had come to include practically all present-day characteristics, though naturally there have been many detail developments, great increases in size and power, and the adoption of various special adjuncts, fittings and appliances. Even in those days, however, engines could and did travel as fast as they do now, though necessarily with very much lighter loads.

From the railway point of view, there have been developments equally remarkable. In early days it was thought that one railway in each direction would suffice. Thus, for some years, Euston was the departure station, not only for trains via what is now known as the West Coast route to Scotland, but also for York and the East Coast and places for which St. Pancras is now the terminus in London. Similarly, Dover trains travelled over the Brighton line to Redhill. This restricted system was soon found to be impracticable, with the result that London now has more great railway termini than any other city in the world.

British Pioneering.

So far as London railways are concerned, it is perhaps not generally known that Fenchurch Street was the first railway station in the city. It then accommodated the London and Blackwall Railway, opened in 1840 and operated by a peculiar system of cable traction. London's first railway was, however, the London and Greenwich, opened from Tooley Street to Greenwich in 1837. London can also claim the "First Underground Railway in the World," the Metropolitan, opened in 1863, considered at the time to be a wonderful concern. Passengers made tours merely for the sake of doing so, although there were many restrictions, such as the prohibition of smoking anywhere on the company's premises or in the trains, a regulation which appears strange in these days.

The City and South London Railway, originally intended to be worked by cable traction, was not only the "First Tube Railway in the World," but also the "First Underground Electric Railway." Great Britain, if not London, also claims the "First Overhead Electric Railway in the World," in the Liverpool Overhead.

So far as the locomotive engine is concerned, some forty or fifty books might be mentioned, while biographies of railway engineers, treatises on engineering and permanent way, financial aspects, legal matters, nationalisation, rolling stock, signalling, etc., would account for several hundred further books, without counting the extensive literature produced in the United States and other countries.—John O'London's Weekly.

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Britain's Biggest Locomotive

A huge main-line locomotive, which will be the heaviest and most powerful on any British railway system, has been ordered by the London and North-Eastern Railway Company.

This locomotive will be of the Garratt patent, incorporating two locomotives with one boiler. There will be four cylinders.

The engine will have a total length of 80ft., and a weight in working order of 165 tons. It will be the first of the type to be built for main-line service on any railway in Great Britain, and it is to be used for hauling exceptionally heavy train-loads at high speed.

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Passing It Down

A frown, then words and sharp retorts,
Before he left for town,
Had put the chairman out of sorts,
And so he "passed it down."
He carpeted the manager,
Who, not to be outdone,
Said things that made the chief clerk stir,
Then he got on the run,
And slanged the staff with might and main,
And many a hearty curse,
Till they were filled with thoughts profane,
Which only made things worse.
The typist, glum instead of coy,
Was soon dissolved in tears;
She turned round on the office boy
And boxed that worthy's ears.
The boy jumped up from where he sat,
Quite taken unawares;
He grabbed an unoffending cat,
And kicked it down the stairs.
Which shows you what havoc a word or a frown
May cause in the process of "passing it down."

The Yallourn Electric Power Scheme

A Non-Technical Sketch of the Electricity Commission's Activities

By W. T. McGrath.

Undoubtedly the most important factor in the recent "awakening of Gippsland" is the development of its enormous brown coal deposits between Moe and Morwell. Three miles from Herne's Oak, the main line junction, there is a huge bed of brown coal, the existence of which has been known for 30 years. From 1892 until 1919, spasmodic attempts were made to develop this coal deposit, several schemes being projected, but nothing really tangible resulted.

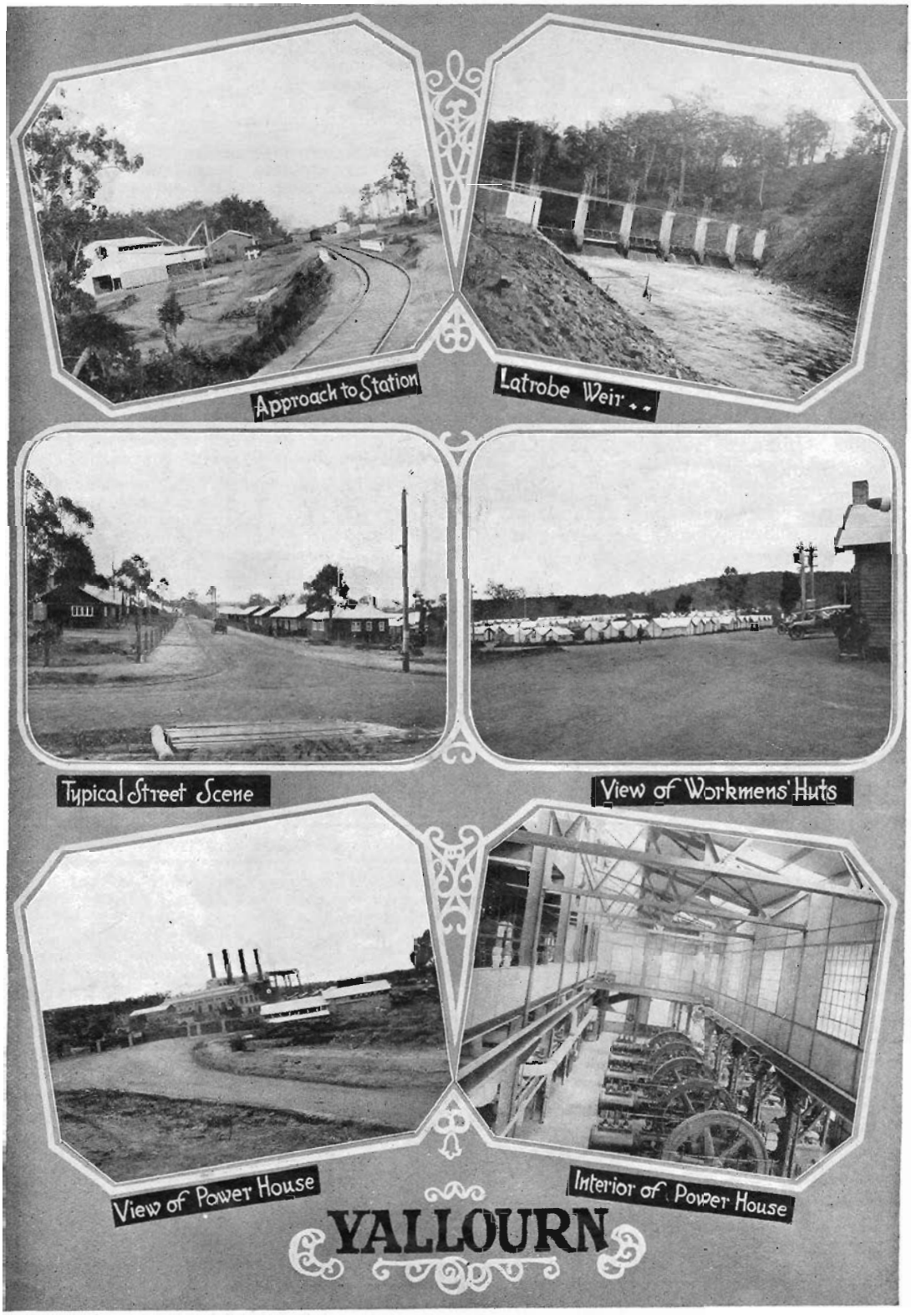
Owing to a shortage of coal in 1919, however, the Victorian Government seriously considered the question of re-opening the Great Morwell Coal Mine, and, after a lapse of 25 years, train loads of coal began to be hauled regularly to Herne's Oak for despatch to Melbourne. The daily press was favourably impressed with the future of the field, and the Yallourn Electric Power Scheme was launched. A similar scheme had been proposed by a German syndicate in 1912, but, as may possibly be remembered, a somewhat unfortunate occurrence took place on August 4th, 1914, which precluded any immediate German activity in Australian affairs.

The erection of the Eastern Power House marked one of the initial stages of the immense undertaking. Power was generated here and supplied the whole of the works with light and power, while several towns also received their supplies from this source. Step by step, the works progressed; a new open cut was excavated, and the "Yallourn Alps" came into existence. The "Alps" are a miniature range of mountains caused by the removal from the new open cut of the overburden, which lies on the coal for a depth of 30 to 40 feet. Two mammoth steam shovels are engaged in biting pieces out of Gippsland, and depositing the debris on an endless rubber belt, which conveys it to form portion of the "Alps." So well have these shovels done their work that an area of coal, 30 acres in extent, has been exposed. This coal, in places, reaches a depth of 200 feet, so that an enormous supply is already assured. The coal is carried in hopper trucks, and an inclined cable tramway takes it to the screen house. After passing through the screen house, some of the coal is taken by another tramway to the power house, 200 yards distant, where it generates electric power, which in turn is transmitted to Melbourne.

The transmission line itself consists of steel towers, varying in height from 75 to 92 feet, and placed 600 feet apart. Huge cables, 7-8in. diameter, composed of an alloy of aluminium and copper, form the path for the current, which will be transmitted with a pressure of 132,000 volts. A sag of 15 feet is allowed between the towers under normal conditions, and, as a plentiful supply of water is necessary to generate the power, the power house was built close to the La Trobe River, which has been dammed by a substantial weir.

Briquette-making is an important phase of the Yallourn scheme, and a well-equipped factory is now in operation near Yallourn station, its huge chimney being a prominent feature of the landscape. This chimney is the highest structure in Australia, rising to a height of 340 feet—150 feet higher than the Domain wireless mast. Yallourn township itself is situated a little more than a mile from the Prince's Highway, and represents the last word in town planning, the houses being imposing and substantial structures, and the streets laid out on modern lines.

In the construction work connected with the scheme, the railway staff have played an important part. This applies particularly to Moe and Yallourn, at which stations the staff have been actuated by a sense of national duty, and the knowledge that they have been assisting greatly in Gippsland's march of pro-


Approach to Station
Latrobe Weir
Typical Street Scene
View of Workmens' Huts
View of Power House
Interior of Power House
YALLOURN

gress. (The writer would like it to be understood that his countenance is suffused with a rich, warm crimson whilst penning these words.)

It is doubtful whether any other place in Australia has changed so much in such a short time as Yallourn has since the Government began to rob it of its long-hidden treasure. A few years ago, kangaroos roamed at will over the spot where Yallourn now stands; the eastern slope of the Haunted Hills, where, flanked by substantial houses and spacious gardens, the pretty Maryvale Road now winds, was a tangled scrub of tall gums and dark ferns; and lazy cows contentedly grazed in the then more civilised parts, which are now a profusion of railway tracks, with the briquetting factory's immense chimney towering into the heavens, while further on can be seen the new open cut, the huge steam shovels, and the power house. On all hands are unmistakable signs of man's progress and labours. Truly, "Gippsland is awake!"

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Coal One Goal

Under the title "COAL ONE GOAL, BUT SAFETY FIRST," the following pithy circular was recently issued to his staff by Mr. Tredinnick, District Superintendent, Bendigo:—

God gave us our lives, our arms, our legs to use, and not to abuse. We should take no risks with these gifts. They are not a burden to carry—the burden comes when either is no longer carried; in respect to an arm or leg, the burden would be ours, but with life the burden would be on the fatherless bairns and their widowed mother.

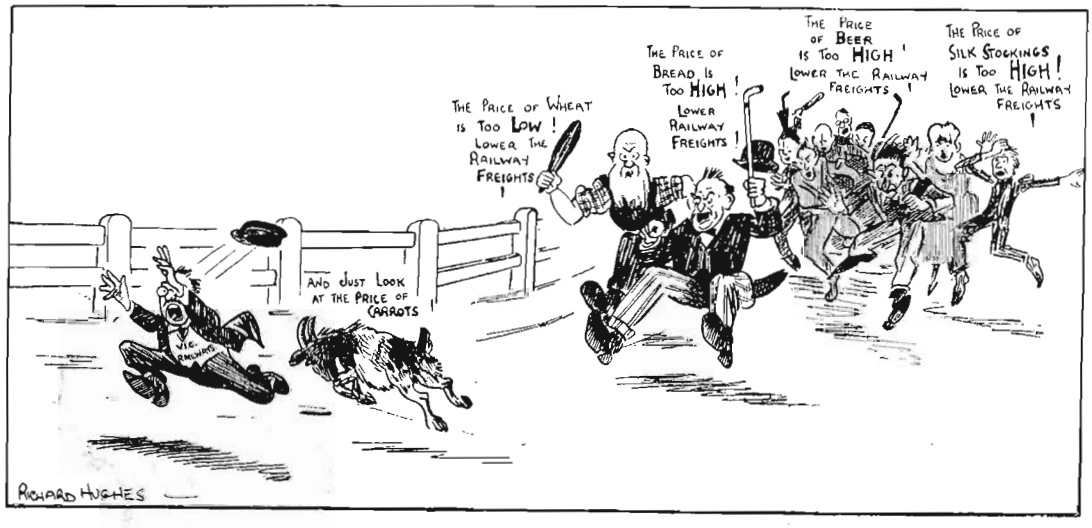
Treat your arms and legs and life as you would your children—keep them out of danger. There is no need to court danger, for danger is ever courting you. Keep your mind on your job, not on things of the past or future. Many men have struck the "beyond" because their mind was for ever dwelling on the past. Mind the present, the past has gone and will not return; if you keep your mind on the present, the future will be assured.

The man who is always watching the clock makes his day a long and uninteresting one; many men, to their sorrow, have found that by watching the clock they have neglected to watch themselves. Don't take a risk; you are paid by the day, and can earn your day's pay without risking your life.

Be careful for yourself, and you will naturally be careful for others. Example is a greater force than many slogans. Men watch you and your ways, and, as most of us are copyists, it is up to you to set a good standard for others to follow..

Accidents are not all due to carelessness; the number happening, however, would be considerably reduced if we could hear in each engine whistle and in each roll of a wheel, Safety First!! Safety First!!

Saving coal is adding wealth,
Safety first is saving health,
Dodging the cem. or surgeon's lance,
Giving the wife and kids a chance.



The Chorus of the Economists.

With acknowledgments to "Hanny," per St. Paul Press.

WIT & HUMOUR.

"The nice thing about dictating letters is that you can use a lot of words you don't know how to spell."—Ex.

It was Too Much for Pat.—An Irishman, coming out of ether in the ward after an operation, exclaimed, "Thank goodness that's over!"

"Don't be too sure," said the man in the next bed, "they left a sponge in me and had to perform the operation again!"

A patient on the other side said: "Why, they had to do the same to me, too, to find one of their instruments."

Just then the surgeon who had operated on the Irishman stuck his head in the door and yelled: "Has anyone seen my hat?"

Pat fainted.

An embarrassed young man, who had just been married by a clergyman, not knowing how to express his gratitude, in handing over a small fee, said: "I hope to give you more next time."

"Gentlemen of the jury," said a blundering counsel, in a suit about a lot of hogs, "there were just thirty-six hogs in that drove; please to remember that fact—thirty-six hogs—just exactly three times as many as there are in the jury-box, gentlemen."

That counsel did not gain his case.

A poet once went to Niagara Falls, intending to write verses about them which should be worthy of such a majestic theme. No poem has yet been written which does justice to the "thunder of the waters." This genius determined that he would supply the want. After being there a week the following was as far as he had got:

"Oh, Niagara, Niagara,
You're a staggerer, a staggerer."

"You must understand, Mr. Dumley, in seeking the hand of my daughter," said the old man, "that she will bring you no dowry until after my death."

"I understand," said Dumley, hopefully, "but you must bear in mind, my dear sir, that you are getting well on in years."

The English language sounds funny to a foreigner.

"I will come by-and-bye and buy a bicycle," said a traveller, and the shopkeeper had an attack of brain fever trying to make out what he meant.

At a concert which recently took place at a provincial town, a gentleman in the audience rose up just as the third piece on the programme had been performed, and said:—

"Mr. Conductor, will you oblige me by requesting your vocalists either to sing louder or in whispers, as there is a conversation going on close by where I sit, that is conducted in such a loud tone as to hinder my enjoyment of the music. I prefer, certainly, to hear the concert; but if I cannot be so privileged, I desire to hear the conversation."

There was an extremely quiet and attentive audience in the hall during the rest of the evening.



The Nut: Ha, portah! Ought I to change heah?

The S.M. (earnestly): You certainly ought to, sir, but I'm afraid you haven't got time. Perhaps if you just took your hat and coat off you wouldn't look too bad.



Horticultural Notes

Flower Garden.—It has been long thought that one has to put up with periods of dullness that takes place between the last fading flower of the Dahlia and the first of the bulbs of the early Spring. Such is not the case, and this can be overcome by making a sowing of nice stocks, Primula Malacoides, Pansies and Iceland Poppies, so as to have a good supply of seedlings to be ready to plant as weather permits.

Seed Raising.—The results obtained by amateurs in this process are sometimes very disappointing. To obtain the best results, it is essential to use seed pans and boxes. By this method you hold more control over them than if sown in the open. As drainage plays an important part, place about one inch of charcoal in the bottom of these, and then fill up with a light or sandy soil, then thoroughly soak, and allow to drain. It is important that seeds be not sown too deep. They should be thinly spread over the surface, and covered with a very thin layer of soil, and firmly pressed down. After the seed is sown, the boxes should be placed in a cool situation, and never allowed to become dry. Great care should be taken when watering not to apply water with too great a force; all watering should be done with a garden syringe. When seedlings are large enough to handle, they should be picked out and planted in shallow pans, giving each plant sufficient room to make a strong root system.

Dahlias.—Thin out weak laterals, and attend to staking; take off small and deformed buds, when fine flowers are desired. Continue to water in dry weather.

Carnations should be layered this month, and those who desire to increase the varieties already in their garden should carry out this work either this or at latest next month. The best method to adopt is to prepare a compost of leaf mould, loam and sand, and spread this around the plant to be layered to the depth of about 3in. Denude the shoots selected of some of the leaves at their base, round a joint that can easily be placed under the ground. Through this joint make with a sharp knife a slit in an upward direction, and extending to the next joint, so that a tongue is formed. Press the slit portion into the compost, and pin it down below the tongue. The young shoot should then be made to stand straight up so that the slit portion is kept well open. Then add another layer of compost, press the whole well in, and water should dry weather ensue. It is necessary that layers be watered daily.

Sweet Peas (Winter Variety).—Those desiring a display of these choice plants should not delay in planting. The best method to adopt is to lime the ground where they are to be sown, and after watering well for a short period. The ground should be trenched thoroughly, and some good, well-rotted cow or stable manure worked into the soil. A good plan is to trench from 2½ to 3 feet, putting in a layer of manure, then a layer of soil every 6 inches, and allowing at least 18 inches of good loamy soil between the topmost layer of the manure and the surface. Before sowing the seed give the ground a good soaking, and where well-rotted cow or stable manure is not available, use a mixture of bone dust and superphosphate.

The best results and maximum of bloom are obtained by allowing from 18 to 24 inches between plants, but, in order to be certain that you will have no misses, it is advisable to sow the seed much closer and transplant seedlings not required in bed.

Roses.—The budding of roses should shortly be finished, wherever the bark will run; support should be given those previously budded. Prepare beds for early-flowering bulbs, corms and tubers. Put in cuttings of Verbena, shrubby Calceolaria, Agertum, Iresine, and other budding plants towards the end of the month.

Kitchen Garden.—There is little respite to the grower in this department. Timing is so important when the thermometer ranges 90 odd in the shade; then the early Cauliflower, Cabbage and Potatoes must be planted; given good cultivation, they will mature in three months. In the home garden weather conditions may be chosen.

French Beans, Runner, Butter and Lima Beans should still be sown for last crops. Water and mulch is indispensable to these.

Sow Spinach, Kale, Kohl-rabi, Mustard and Cress. Keep the hoe going among the crops wherever the soil is dry. All beds where crops have been taken off should be manured and well dug.

Fruit-Growing Industry on the Mornington Peninsula

Victoria is the garden State of Australia. It is a wonderful fruit-growing State.

Last year the total area in Australia under orchards and fruit gardens was 275,687 acres, of which Victoria's proportion was 86,014 acres, or an increase of 22,805 acres for Victoria during the last 10 years.

Victoria's Output. — The total production for all Australia last season was 18½ million bushels, and Victoria, the smallest State, was responsible for no less than 4½ million bushels, which represented a total value of £1,497,871.

In the growing of apples, peaches, nectarines, apricots, pears, plums, and oranges, Victoria occupies a most important position, and out of a total production of 29,134 tons of raisins and currants for all Australia last season, this State contributed 19,180 tons.

The Mornington Peninsula contributes in no small measure to the position Victoria holds in the above respect.

Varieties of Fruit Grown. — Although the Peninsula grows a fair proportion of pears, plums and apricots, it is for its apples that



it is renowned, the apple crop constituting about 80 per cent. of the fruit grown.

The famous Jonathan apple is now the most largely grown on the Peninsula, its prolific bearing tendencies and suitability to the district being well established. This apple hereabouts, instead of having alternate "on" and "off" seasons, bears prolific crops every year. It is also a good keeper in cool storage—an essential qualification.

Other leading varieties in order of choice are Rome Beauty, Democrat, Yates, Delicious, Williams' Favourite, Gravenstein, and Sunnyside. The three last named belong to the early market class, and are usually marketed direct from the trees.

A new dessert apple called the Red Rome Beauty or Glengyle Red is now being heavily planted, and appears to be doing very well. This fine apple is a "sport" from the Rome Beauty, and, in addition to possessing the good qualities of the parent apple, it is brighter in colour, and should prove to be a good seller.

Tyabb possesses a cool store, with a capacity of 33,000 cases, while at Hastings the existing store, which holds 22,000 cases, has been found to be inadequate, and it is proposed to enlarge it to take 32,000 cases.

Cooking Apples. — Of the cooking apples, the most favoured are Sturmer, Five Crown (the prime old favourite), Reinette de Canada, Statesman, Alfriston, and Munro's Favourite.

Heavy plantings are now being made of Granny Smith, and before long this well-known culinary variety, which is also a very fine eating apple, will be well established in the district.

Pears.—Although the Peninsula is most renowned for its apples, the orchardists there grow pears to perfection, the best known varieties being Broom Park, Keiffer, Beurre de Capiaumont, and Williams' Bon Chretien (which everybody — "Children, yes, and Grown-ups, too"—loves).

The three last-named dessert pears are not regarded for cool storage purposes as highly as the other varieties, and are generally marketed direct from the trees.

Plums.—Thousands of cases of plums are sent away every year from Somerville, Tyabb, and Hastings, the greater proportion going to the various jam factories in and around Melbourne.

Almost every variety of plum is grown in this district, the most popular being President, Grand Duke, Jefferson, Coles Golden Gage, Angelina Burdett, and Yellow Magnum Bonum.

The first-named (President), which is a blue plum of immense size, is a splendid eater, and the best for drying, and is considered to be the finest plum on the market. It is quite distinct, however, from what are classed as "prunes."

Several varieties of Japanese plums are grown; but the Satsuma, Burbank and Santa Rosa do best in this locality. These particular varieties are wonderfully prolific, but the trees do not last long, as the constant heavy bearing has the tendency to sap their vitality.

Early History.—Peculiarly enough, the early fruit-growers of Tyabb and Somerville owe their start to peach growing. For many years, the peach crop was prolific, and as the quality was good, high prices were realised. Unfortunately, however, a disease from America, known as the "American Yellow," made its appearance, and ruined the industry.

Were these industrious orchardists downhearted? Not at all. Undaunted, they turned to the cultivation of apples, pears, and plums, but it takes an orchard from 8 to 10 years to come into full bearing, so one can imagine what a set back meant. However, their misfortune was possibly a blessing in



Trees in full bearing.

disguise, because they have now made the Peninsula famous the world over for their apples. One feels it an honour to meet these big-hearted pioneers. They richly deserve their success.

"Eat More Fruit."—Fruit-growing is one of the great primary industries of this State, and its prosperity or otherwise must intimately affect the well-being of the railways.

The "Eat More Fruit" campaign has had a wonderful effect in increasing the sale of fruit.

This means a great deal to the railways, because the greater the consumption of fruit the more need there is for increased production, the greater prosperity of the fruit areas, and the greater the demand for rail transport —ergo, there is more railway revenue. Last year no less than 270,070 cases of fruit grown on the Peninsula were carried by rail, and as the prospects of a bountiful crop this year are particularly bright, there is every reason to believe that there will be a considerable increase in the quantity carried by rail.

RED HILL DISTRICT.

For many years the absence of railway facilities in the Red Hill district was a distinct drawback to its progress, but since the locality has been served with railways the district has advanced with remarkable rapidity, and is now entering into competition with its older-established neighbours. Last year, no less than 35,000 cases of fruit grown in this district were despatched by rail.

The growers are enthusiastic about the possibilities of their district, and have shown their faith in it in a practical way by erecting a fine cool store, at a cost of £17,000, with a capacity of 25,000 cases, and an extension of 50,000 cases is contemplated in the near future, to provide for the rapidly-increasing output.

Strawberries are also grown in profusion at Red Hill, and have proved to be most profitable.

The strawberry crops act as a "pot boiler" while orchardists are waiting for their fruit trees to mature.

SOMERVILLE DISTRICT.

Somerville is especially noted for its bright coloured apples, such as Jonathan, Delicious, and King David, and the district claims advantages over other fruit-growing areas, being almost entirely free from frosts and droughts.

The district has an average rainfall of about 30 inches, and the favourable climate and rich soil make it particularly suitable for summer vegetables, which are grown in great profusion.

Until quite recently, the land in this district was not considered of much value for grazing purposes, but by the scientific use of artificial manure and sowing with suitable grasses, excellent results have been achieved, and it is expected that in a very short time the district will develop into a most successful dairying centre.

The local fruit-growers are fortunate in being connected with a live Association, known as the Fruitgrowers' Cool Stores Association of Victoria, with Mr. J. G. Aird, of Ringwood, as secretary.

The climate and soil conditions of Somerville have proved to be eminently suitable for the



A well-kept orchard.

raising of young trees. Hence some of the largest fruit tree nurseries in the Southern Hemisphere are situated in this district, supplying trees and stocks to all parts of Australia, and to many other parts of the world.



Wells Sets the World Free

By DELTA

During the holidays I have been reading books bearing on humanity's future. What better type of thought could one choose as on the threshold of a new year he is naturally wondering what it will bring forth? I turned to H. G. Wells in this connection, because he is undoubtedly our specialist in the novels of social vision. But I was led to turning to him by the last of his articles in the Melbourne "Herald" towards the end of 1924, when (you will remember) he tried to re-state his message, and, indeed, the object of all his writing, as being planful of a New World of peace, plenty, and happiness, or words to that effect.

* * *

So I took up "The World Set Free," somehow in preference to his later works of the same sort. It is as apt for and applicable to these days and the days to be as when published in 1921. Was there ever a story like it? It is indictment, analysis, vision, plan and saviour rolled into one—all crammed into the slenderest of stories, but in the totality making a colossal piece of purposeful literature. How does Wells do it? There is no end to the suggestive thought of him, no limit to the range of his constructive ideas. Book after book presents itself as message-bearer, and yet neither the freshness nor the greatness of the message suffers in the slightest. We have had novels, fantastic and imaginative romances, social and political treatises from Mr. Wells, and still we cannot plumb the depth of his talent.

* * *

The plot of "The World Set Free" is of the flimsiest, if plot there be at all. The book actually contains no love-making. Really, it isn't a story; it is a pronouncement, but resplendent in majesty and power. It is a marvel in its condensation. There are but five chapters and a prelude, and the last chapter doesn't seem to have any connection with the events of its predecessors, and might better have been termed an epilogue. Four chapters are the Alpha and Omega of the terrifying history chronicled in this masterly word-painting of our future. Futurism, indeed, is luminously at work in these magical pages.

* * *

"The World Set Free" projects us far into the future, and from that pinnacle writes of us and beyond us in the past tense. Tremendous and terrific things have happened to humanity ere then, and in the retrospect we are given a view of the pathway the author appears to assume we shall tread. This style of novelising is difficult craftsmanship, I should say, though Bellamy excelled in it. There is, however, no likeness between Wells' book and "Looking Backward." The last-named took us along quiet and comparatively calm lines to heaven; but Wells marches us through hell ere freedom is about to dawn, because men, at long last, have learnt the truth that shall make them free.

* * *

It was in the year 1933—says Wells in chapter the first—that the problem of inducing radio-activity in the heavier elements was solved by a wonderful combination of induction, intuition and luck by Holsten, spoken of afterwards as "the greatest of European chemists." In the book there is much about the atomic mechanisms and the deadly continuing explosive that verily proved "the mighty atom" in the immensity of its destructiveness. You will have perceived that Wells is in his favourite field, and quite obviously our book bows at the shrine of Science. The discoveries of Holsten were so momentous that he was oppressed and scared by his sense of the immense consequences of them. We read: "He had a vague idea that night that he ought not to publish his results, that they were premature, that some secret associations of wise men should take care of his work and hand it on from generation to generation until the world was riper for its practical application. He felt that nobody in all the thousands of people he passed had really awakened to the fact of change, they trusted the world for what it was, not to alter too rapidly, to respect their trusts, their assurances, their habits, their little accustomed traffics and hard-won positions."

* * *

At all events, the new source of energy gets itself utilised in a day when "the last dread of flying vanished." As the journalists of the time phrased it, this was the epoch of the Leap into the Air. The new atomic aeroplane became indeed a mania. . . . *In France alone in the year 1943 thirty thousand* of these new aeroplanes were manufactured and licensed." In due time comes the war—

"the last war." It fills the histories of the middle decades of the twentieth century (these decades lie not far ahead of us). There had never been war like unto it. Practically the whole world is laid waste.

* * *

The third chapter describes the ending of the war with the convocation of a sort of Hague conference, chiefly owing to the labours of the sparklingly-silhouetted Leblanc, "inspired by that intellectual idealism which has been one of the peculiar gifts of France to humanity." King Egbert, the young king of the most venerable kingdom in Europe, is thus portrayed as conversing with his private secretary:—

"I am going to chuck all that nonsense," said the King as Firmin prepared to speak. "I am going to fling my royalty and empire on the table—and declare at once I don't mean to haggle. It's haggling about rights—has been the devil in human affairs for—always. I am going to stop this nonsense."

Firmin halted abruptly. "But, sir!" he cried.

The king stopped six yards ahead of him, and looked back at his adviser's visage.

"There's got to be one simple government for all the world," said the king over his shoulder.

* * *

Our young king talks a good deal in the book, and under the guise of him Wells satirises Royalty. The king's job is described as "like giving a doll to a woman who ought to have a child." It is King Egbert, however, who remarks, "We shall govern all right. Government only becomes difficult when the lawyers get hold of it, and since these troubles began, the lawyers are shy." Sure enough, the conference does govern all right, but the last of the kings goes in consequence to a bad end. The King of the Balkans, visualising himself as monarch of the world, would play treacherous with the Congress of Brissage, and is unearthed trying to hide some of the devilish bombs all other rulers had surrendered. His end is dramatically told, and from the yarn standpoint one wishes for more of the same kind of stuff.

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News Notes

Mr. H. J. Deane, M.I.S.E., M.Inst.C.E., M.I.M.E., son of the late engineer-in-chief of the Commonwealth Railways, has been selected by the Western Australian Government from amongst 200 applicants to fill the position of engineer-in-chief. Mr. Deane is 48 years of age, and from 1913 until early this year (when he resigned to engage in private practice as a consulting engineer) occupied the position of assistant chief engineer to the Port of London Authority, and was responsible, under the chief engineer, for the whole of the engineering work of the port, including administration.

If negotiations are brought to a successful conclusion, Mr. Deane will probably arrive in Australia during March next. The salary of his new position is £2500, with a yearly increase of £100, the appointment to be under a five-years' engagement.

The New South Wales Parliamentary Works Committee approved last month of the construction of a railway line from Rand to Bull Plain, near the Victorian border The line will be about 28 miles in length, and is estimated to cost £176,000.

Mr. V. C. Thompson, M.P., hon. general secretary of the Northern New State Movement (N.S.W.), in giving evidence before the New States Royal Commission recently, stated that the most serious problem confronting the proposed New State was the heavy annual loss—£368,000—on its total railway mileage. The only two lines that paid in the area were the sections from Sydney to Tamworth, and from Sydney to Moree.

Australia's First Train Ferry

Having proved most successful in a recent trial trip, the first train ferry in Australia is now in operation on the Clarence River, N.S.W. The ferry is being used to transport trucks between wharves at the Grafton and South Grafton railway stations.

The vessel, named The Swallow, is 208 feet long, with a 30ft. beam and a goss tonnage of 869 tons. Eight ordinary "S" trucks can be placed on board at present, but when the 100 feet span, now in course of construction at Newcastle, is erected, there will be accommodation for twice that number.

Sydney's Railways

Mr. W. S. Barton, Chief Assistant Signal Engineer, of the New South Wales Railways, who lately returned from a trip to America, has submitted an interesting report to the Chief Commissioner, directing attention to the manner in which the American rail traffic is handled, and stressing the benefits Sydney would derive from the electrification of the suburban lines.

"In marked contrast to the Sydney terminal station," the report runs, "are the electrified terminal stations in New York. There electrification has proved to be the solution of the rapid transport problem. At New York the number of trains dealt with daily on the Central lines is 750, and at the same station at different levels, the number of rapid transit lines through trains is 1540, making a total of 2290.

"The general practice in the United States is to electrify the terminals long before the traffic reaches the density of the steam traffic in Sydney, and in the majority of cases to provide multiple unit trains. By such means the capacity of the terminal station has in many cases increased by as much as 65 per cent. The advantages that will be derived from the electrification of the Sydney yard terminal cannot be over-estimated. At the present time the most expeditious handling we can give a steam train arriving at Sydney station is three minutes from the time of arrival to departure. In New York it is found possible to operate multiple unit trains on a headway of 1½ minutes, as against the operation under steam, working at a headway of 4 minutes. At no terminal did I come across a case where steam trains are handled as expeditiously as at Sydney."

New Rolling Stock for South Australian Railways

The Chief Mechanical Engineer of the South Australian Railways, Mr. F. J. Shea, returned recently from a visit to America and England, having arranged with the British firm of Armstrong, Whitworth and Co. to build 30 powerful locomotives for the South Australian railways—10 Mikado type, 10 Pacific type, and 10 Mountain type. These types are in universal use in America, but certain small alterations in design will be necessary to meet South Australian requirements, chiefly the use of copper in constructing fire-boxes, tubes, and flues in the boilers, owing to the nature of the water which they will contain.

The American Car and Foundry Co., of New York, has also received an order to supply 1200 gondola cars, box cars, and louvred vans, for use on the South Australian lines.

The Longest Railway in the World

The Brisbane-Cairns railway line being now open for traffic, Australia can boast possession of the longest railway in the world—5433 miles, which is the distance between Meekatharra, in Western Australia, and Dajarra, in Queensland. This distance is considerably longer than the Canadian Vancouver to Halifax line, which is 3622 miles in length, or the American San Francisco-New York connection, 3169 miles long. The longest railway journey in Europe is from London to Constantinople—2277 miles (including the English Channel crossing, 21 miles).

When the Queensland system is connected with the long-delayed North-South line, there will be only the last link needed between Meekatharra and the Northern Territory to complete an all-round-Australia railway.

Australia's Population

At 30th September, 1924, Australia's population was 5,835,187 (2,976,000 males, 2,860,000 females). The corresponding figures for the 30th September, 1923, were 2,911,722 males and 2,803,297 females — a total of 5,715,019. There was thus a total increase during the year ended 30th September, 1924, of 120,168, made up of 64,695 males and 55,473 females. Of this total increase, the excess of births over deaths accounted for 79,024, while the excess of arrivals over departures accounted for 41,144.

These figures indicate that since the census of 4th April, 1921, the population of Australia has increased by 399,453, representing an average rate of increase of slightly more than 2 per cent. per annum.

Australia's Only Armed Conflict

On only one occasion has any armed conflict disturbed Australia's record of 136 years of peace, and the seventieth anniversary of that historic event, the Eureka Stockade skirmish, occurred on December 3rd.

Driven to desperation by the intolerable swashbuckling methods of the Government officials, the Ballarat miners, under the leadership of Peter Lalor and his lieutenants, Raffaello, Hayes, Black, and Colonel Vern, entrenched themselves in a stockade at Eureka, and defied the soldiers who were sent to quell the rebellion.

On a fine Sunday morning, the soldiers charged the stockade, and scattered the two hundred ill-armed and poorly drilled miners. Captain Wise and four of his soldiers were shot, and at least 24 of the miners lost their lives.

Easily quelled though the rebellion was, public opinion was so strongly opposed to the galling licence law that the evils which the miners rebelled against were all subsequently swept away.

The site of the stockade is now marked by a monument, and is one of the most frequently visited spots of interest in Ballarat.

International Railway Congress at London

The next meeting of the International Railway Congress Association will be held in London from June 22 to July 6, 1925. Besides the regular business, the Congress will make a number of excursions to places of railway interest in Great Britain—among them the Swindon Works of the Great Western Railway, Darlington (where the centennial of British railways will be celebrated), Windsor, Canterbury, Edinburgh, Glasgow, and the great Clyde industrial district.

The chairman of the arrangements committee is Sir Evelyn Cecil, C.B.E., director of the Southern Railway.

A comprehensive programme of railway construction works is to be undertaken in New Zealand. This involves an expenditure of more than £1,000,000 annually for six years.

Chinese Railways Advertising

The advertising Department of the Peking-Hankow Railway announces that advertisements will be received for posting in stations and passenger and dining cars. Excellent artists, says the announcement, are available for drawing and painting.

The Westinghouse Electric and Manufacturing Co. (U.S.A.) announces the receipt of orders, totalling approximately one million dollars, for apparatus to be used in connection with the ten-million-dollar improvements which the Baltimore and Ohio Railroad is carrying out on Staten Island in electrifying the Tottenville and South Beach branches of its subsidiary, the Staten Island Rapid Transit Co.

The contracts cover five automatic sub-stations with supervisory control for the Staten Island Rapid Transit Co., and high-voltage equipment for the Staten Island Edison Corporation, which will supply the power for operating the railway.

Derailments

Causes, Results and Avoidance

(By J.F.)

When I became a railwayman, I used to hear the "old hands" discussing derailments, and was filled with awe. In the course of time, I had extensive experience in yard work, and found that derailments were no longer a mystery, and I have many painful memories of happenings in the past.

It is usual to detail to the raw recruit in the yard the signalling and safe-working arrangements and the lie of the various points, at the same time ensuring that he possesses a thorough knowledge of hand signals in accordance with the Regulations. He is also required to take an intelligent interest in and obtain practical knowledge of the ordinary working of the Westinghouse brake.

All "Safety First" hints in regard to the movements between trucks and in coupling and uncoupling of trucks and hose pipes are firmly impressed upon his mind. Emphasis is laid on the paramount importance of the principle—"SAFETY FIRST."

Bearing in mind the rush nature and the magnitude of the shunting movements carried out in many of our large yards, the absence of mishaps of a very serious nature is proof of keen supervision by Yard Foremen and of intelligent interest by the Yard Staff, combined with keen vigilance on the part of Enginemen, Guards, and Signalmen.

It is only the man on the job who is able to fully appreciate the pitfalls that bring trouble on the unwary. Practical experience has convinced me that many derailments are brought about by anxiety to get trains away to time, or by relaxing ordinary vigilance and care in a desire to promptly place trucks so that our customers will not be inconvenienced.

When a keen, capable man is concerned in a derailment, he generally feels inclined to kick himself, especially when the mishap has been due more than anything else to the element of "hard luck," which is always present during shunting operations at high pressure in a congested yard; and his cup of bitterness is full to the brim when he happens to be reminded of his misfortune sometimes in the shape of a fire.

At the same time, I must confess that it cannot be denied that many derailments are due to carelessness, and gross neglect is at all times rightly punished with a severity that the circumstances warrant, and when a man fails to exercise ordinary care he must put up with the consequences.

Of course, the Rules and Regulations have been drawn up as a result of practical experience, and framed to afford every possible protection, guide and assistance; also the most up-to-date and scientific mechanical devices have been introduced to ensure safe working; but human fallibility will ever be the dominating factor in the whole business BE CAREFUL! BE VIGILANT! BE SURE! Above all, play for "SAFETY FIRST." Appreciate that the greatest safety device is a careful man.

Causes of derailments may be summarised as follows:—

(1) Carelessness;
(2) Obstructions;
(3) Track Defects;
(4) Vehicle Defects;
(5) Rough Shunting;
(6) Excessive Speed on Curves;
(7) Weight not evenly distributed over the wheels of an engine or vehicle;
(8) Unfastened Truck doors;
(9) Combination of Track and Vehicle defects.

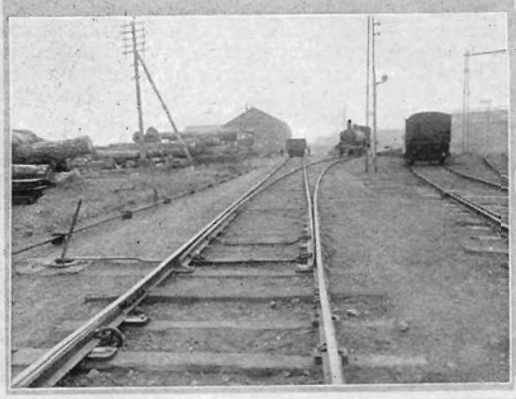
The most common forms of carelessness which lead to mishaps and which the man on the job generally attributes to "bad luck" are:—

(1) Neglect to observe whether the points have fallen back into position after a trailing movement through them.
(2) Facing points not held right home against stock rail, or released before the trailing wheels of last vehicle have cleared the blade.
(3) Neglect to place locking bar in position or to hold the points for a facing movement.
(4) Passing vehicles through points on a trailing movement, and failing to see that the last wheel is clear of points before giving the signal to set back.
(5) Neglecting to observe whether trucks are standing foul before commencing a set back movement or kicking trucks into a road.
(6) The wheel of truck receiving a jerk whilst standing on the knuckle of a "K" crossing.
(7) The flange of a wheel being worn and getting in between the blade and stock rail when nose of point blade is chipped or blunted.
(8) Dirty points causing blade to stick and thus bringing about derailment.

My advice to all young Railwaymen is to exercise ordinary common sense, care and intelligence—without these mishaps cannot be kept at an absolute minimum.

As a last and very important factor, too much stress cannot be laid on the necessity for a shunter to know exactly what movements he is going to make before commencing shunting operations, and to satisfy himself that there is a proper understanding with the signalman, enginemen and others concerned; also, when kicking trucks, to see that an employe is on hand to hold points or drop brakes.

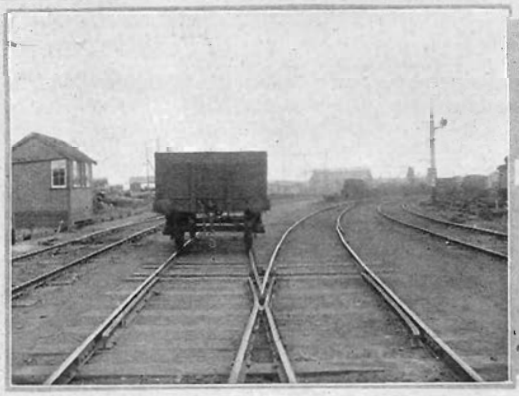
Above all, we must never forget that trucks cost over £400 each, that they frequently contain valuable goods, and that when trucks or contents are damaged by rough usage, the result is waste—nothing else. It should always be our aim to eliminate carelessness, with its attendant loss, irritation, and discord between management, men and patrons. Carelessness cannot be too heavily censured, while care, with a diligent despatch of duty, cannot be too heartily praised, because thus is paved the way to that high reputation which we as railwaymen prize so much



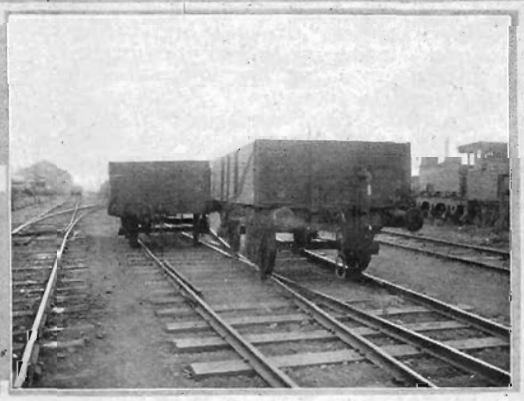
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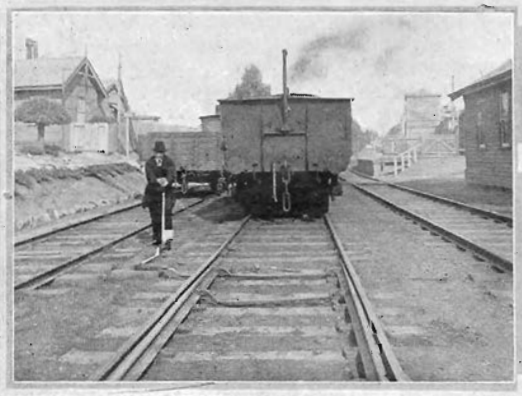
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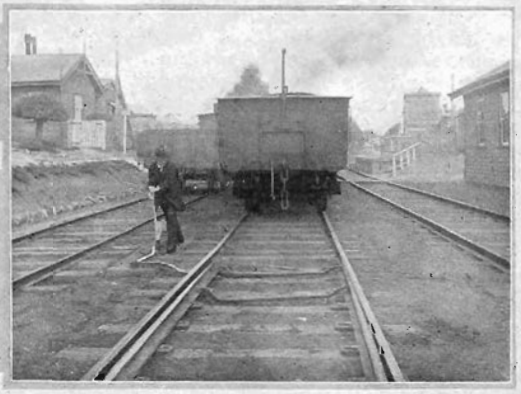
TRUCKS·STANDING·FOUL·OF ADJOINING·TRACK



THE·RESULT



POINTS·NOT·HELD·HARD·OVER· DERAILMENT·WITH·FACING·MOVEMENT IS·CERTAIN



THE·RIGHT·WAY;·POINTS·HELD·HARD AGAINST·STOCKRAIL

The Railway Secret Service

What the Special Inquiry Branch is Doing.

Situated in a remote part of the basement at the Spencer Street Head Office are two small rooms which comprise the head-quarters of one of the most important branches in the Service, although possibly the least heard of—the Special Inquiry Branch.

When ex-Chief Inspector Borsum took control of this branch nearly 30 years ago, his staff consisted of five special inquiry officers. There are at the present time 40 special inquiry officers, under Chief Inspector N. Olholm and his Chief Assistant, L. O'Sullivan, while the volume of correspondence handled daily keeps four capable clerks fully occupied.

An up-to-date system of organisation has been adopted. Experienced officers are located at Bendigo, Ballarat, Geelong, Maryborough, Seymour and Dandenong to deal promptly with any local matters of pressing importance that may arise, and the metropolitan staff is composed of experts in various lines of inquiry—some specialise in the suppression of the hooligan type of passenger, others are entrusted with secret investigations and claims, and so on.

An interviewer in any way addicted to popular fiction gets a pleasant surprise when he calls on Messrs. Olholm and O'Sullivan. Instead of the burly, bull-necked, raucous-voiced type of detective so dear to the heart of the modern author, he meets two keen-looking and courteous gentlemen, who make him feel thoroughly at home.

"Yes," Mr. O'Sullivan tells you; "we are a separate division down here, and are available for use by all branches. We have even been called in by the State Coal Mine. I have one particular case in mind that occurred about 18 months ago. A home-made bomb—a bottle stuffed with explosive and stones—was thrown at a miner's house in Wonthaggi, cracking a wall and doing a fair amount of damage. We investigated and questioned three miners, who admitted the offence, and said that they did it for a joke! The magistrate, however, didn't think it very humorous."

Mr. O'Sullivan then goes on to speak of some of the duties of a special inquiry officer. The present staff, with the exception of Mr. Olholm, who came from the C.I.D. in 1921, have all been drafted from the railway service, and can justly claim to be one of the most efficient railway detective organisations in the Commonwealth.

"We have men here," remarks Mr. Olholm, "quite equal in their special lines to any officers at Russell Street. They are keen, anxious to learn, and exceptionally willing."

"And, by the bye," joins in Mr. O'Sullivan, "a railway detective's job isn't a bed of roses. His work is arduous and trying. He doesn't know when he will be detailed to undertake a special and dangerous job—scarcely a week passes without a raid on some suspect's house. He has to get accustomed to working at all hours and under all sorts of conditions, and his job, of course, calls for tact and initative. But perhaps the worst feature of his job is the hostility with which he is regarded in certain sections of the Service. A misguided and thoughtless type of railwayman looks upon the special inquiry officer as his enemy, whereas, he is really his best friend, as his job is largely to prevent the acts of a few dishonest employees from damaging the reputation of railwaymen as a whole. There is no doubt, though, that only an infinitesimal amount of pilfering is done by railwaymen—the thief is nearly always someone outside the Service.

"This," flicking open an innocent-looking index book and disclosing a varied assortment of photographs with a terse description under each one, "is our 'Rogues' Gallery'—thieves we have had dealings with."

Then follows an interesting account of some of the activities of the branch. It was an observant special inquiry officer watching the unloading of goods from an overseas vessel, who saved the Department from being involved in a heavy claim. At his direction, boxes were opened and it was discovered that, prior to their leaving England, some of their contents had been abstracted, and the boxes forwarded on in apparently good order. If the Department had given a "clean receipt" for those boxes, there would have been a fairly stiff claim to meet. Pickpockets and card-sharpers receive the attention of capable and specially trained officers, who have been most successful in eradicating these two classes of offence.

And all this delicate and essential work is of necessity carried on in a secret and unobtrusive fashion. Probably, the only occasion on which the average railwayman learns of any activity of the Special Inquiry Branch is when he now and again sees a brief comment in the Police News of the daily papers: "Chief Inspector Olholm, of the Victorian Railways, gave evidence for the prosecution." An interviewer comes away from the Special Inquiry Branch firmly convinvced that the Department can boast in this branch a detective agency which will bear favourable comparison with any other similar organisation in the world.

Distraction

Those who propagate evil reports frequently invent them; and it is no breach of charity to suppose this to be always the case; because no man who spreads detraction would have scrupled to produce it; as he who should diffuse poison in a brook would scarce be acquitted of a malicious design, though he should allege that he received it of another who is doing the same elsewhere.—Dilke.

The LADIES.



Woman and Her Arts

(By Housewife)

A Woman's Hat

Thomas Carlyle insisted that we pay too much attention to clothes, the externals of our everyday existence, and too little to the inner self. It may be so, but human nature does not change. According to the Prison Welfare Department of the Salvation Army in New York, the provision of a new hat to a girl coming out of prison "is of paramount importance." It is declared that in a new hat she will gain enough self-respect to seek employment; in the hat she had before she went to prison, even if it be only three months old, she feels herself still an outcast. The moment she ceases to be a criminal she becomes again the creature of fashion. In the cells she is a prisoner of the law; out of them she is the prisoner of "the mode."

But there is more in it than that. The fact is that, while clothes may not make the man, it is almost impossible to divorce a woman's personality from her apparel. It is strange, this psychological value of clothes, but most of us have had experience of it. We know the importance of good clothes to our self-respect. The woman who is well dressed is confident, happy; the badly dressed woman feels ill at ease. Times may be hard for her, life may be dull or difficult, things may be going awry, but give her a new hat and she can hold her head as high as any. Clothes are the protective armour of our sensitive civilisation against the cruel shafts of gossip and derision. There is much virtue in a hat.

The Inner Man and Woman

Boiled Salmon Trout and Shrimp Sauce.

Well wash one and a half or two pounds of salmon trout, place in hot water with a little vinegar and salt. Bring to boiling point and simmer for twenty minutes. Drain and dish garnished with cut lemon and parsley and serve with shrimp sauce made as follows:—Melt one ounce of butter, stir in one ounce of flour, add gradually a quarter of a pint of milk and a quarter of a pint of the fish stock. Boil until thickened, add salt and pepper to taste, and gradually stir in half a pint of pickle shrimps.

Braised Breast of Mutton.

About two pounds of breast of mutton. Bone it and make stock with the bones. Lay the joint flat, cover with a layer of seasoned stuffing, roll up and tie with tape. Melt one ounce of dripping in a casserole; when smoking, put in the meat, and brown it all round. Remove the joint and pour off the fat. Cut up one onion, one carrot, and one turnip into dice. Place in the bottom of the casserole. Cover with stock from the bones. Lay the joint on this, put on the lid, and cook in a moderate oven for about two hours; baste occasionally and turn the meat once. When cooked, place the meat on a hot dish, strain the vegetables and garnish the dish with them. Thicken the gravy (if liked), and serve with the meat.

Potatoes Lyonnaise.

Cut some cold boiled potatoes into slices and chop an onion finely. Melt a very little dripping in a pan, fry the onion till half cooked, then add the potatoes, and cook all together. Season with pepper and salt, tossing about in the pan to well mix the seasoning. When slightly browned, turn into a hot vegetable dish and sprinkle with a little chopped parsley.

Mince Pie.

2 ozs. sultanas, 2 ozs. currants, 3 ozs. sugar, 1½ apples, 1 oz. lemon peel, 1 oz. suet, pinch of spice, ¼ cup of rum.

Chop suet finely, mince apples and lemon peel, and mix all ingredients with rum and let stand for at least a day. Line mould with puff paste, add mince, and cover with paste. Bake in a moderate oven for 25 minutes. Then sprinkle icing sugar on top and glaze.

Raisin Cornflour Pudding.

2½ cups milk, 4 tablespoons cornflour, ¼ cup brown sugar, ½ cup granulated sugar, ¼ teaspoon salt, ¼ cup cold water, ¾ cup seedless raisins, ¼ cup walnuts, broken in pieces, ½ teaspoon vanilla.

Heat milk in double boiler. Mix cornflour, sugar and salt with cold water until smooth. Add to hot milk, stirring until it thickens. Add raisins and cook 30 minutes. Add nuts and vanilla, and pour into serving dish. Chill. Serve with milk or cream.



The writer of this lyric is a niece of Mr. W. Arundel, clerk, in the office of the Superintendent of Melbourne Goods. She commenced writing verses at an early age (she is only 17 years), and gives great promise as a rising poet. Miss Williams is a student at Barnard University, U.S.A.:—

After Reading "Westward-Ho"

I dreamed a dream of long ago,
Of knights and ladies fair and brave,
And mariners whose voices strong
Call "Westward-Ho!" across the wave.

I woke, and voice and dream were fled,
But in my heart the echo stays,
And "Westward-Ho!" I love as well
As did these men of ancient days.

And oft I watch the setting sun,
And sail in fancy to the west,
And dream of Brandan's Fairy Isle,
Where sailors find eternal rest.

And all transfigured in the blaze,
Methinks I see those ships of old
Still sailing toward that bless'd isle,
Through fairy seas of molten gold.

—Isabel Williams.

The Sunset Fairy

When the evening shadows lengthen on the grass,
If you look you'll see the Sunset Fairies pass;
And if you take a careful little peep,
You'll see them putting all the flowers to sleep;
And, as the bee on homeward flight wings by,
He'll whisper them a drowsy lullaby.

The Sunset Fairy was very lonely and very sad, for she was in disgrace with the Fairy Queen. She had not done her work properly, as Sunset Fairies should.

For fairies have work just the same as human beings. To us, their tasks may seem very pleasant and light ones, but to them, sometimes, their tasks seem as heavy as ours seem to us.

The chief work of the Sunset Fairies is that of putting all the flowers to sleep. Each wood and each garden has an army of little fairies to look after the flowers. You can't see them, because they are such tiny little creatures, but every evening they come out of the flower beds in which they have been sleeping all day, and begin to put the flowers to sleep, one by one.

And this is just where Butterfly-Wing, the particular Sunset Fairy whose story I am telling you, failed in her task.

She forgot to put the golden marigold to sleep, and next morning the golden marigold was dead!

Now, it is a very great fairy crime to allow a flower of any kind to die, so the Fairy Queen banished Butterfly-Wing to a wood, where, all by herself, she had to put every single flower to sleep. Of course, this was a very heavy task indeed, and by the time she had but half the flowers to sleep poor Butterfly-Wing felt exhausted, and, throwing herself on the grass, wept great tears of pure crystal. Most fairies always shed crystal tears, you know.

She was in the middle of her good cry, when she heard a sort of droning noise in her ear.

"Why, what's the matter, Butterfly-Wing? Can I help you?" a tiny voice said.

She looked up to see that it was a beautiful Fairy Queen Bee speaking. The Fairy Queen Bee had ever such a kind expression in her eyes, so Butterfly-Wing sobbed out her story to her.

The Fairy Queen Bee thought for a moment.

"I tell you what," she exclaimed. "You shall put them to sleep yourself, I will take you on your journey from flower to flower. I can fly quicker then you can, you know."

So Butterfly-Wing dried her eyes, and, jumping lightly on the Fairy Queen Bee's back, like lightning she was carried all over the wood, and she put the flowers to sleep in no time.

Before the sun had gone down behind the hills every flower was sound asleep.

"Oh, thank you, Fairy Queen Bee," Butterfly-Wing exclaimed. "I wish I had had you to help me yesterday; then the golden marigold would not have died for want of sleep."

"That reminds me. Our journey isn't finished," said the Fairy Queen Bee. And, flying off with Butterfly-Wing, she took her to the spot where the neglected marigold had once been in full flower.

To Butterfly-Wing's surprise, the marigold was still there, alive, and in the full glory of its bloom.

"I managed that for you, Butterfly-Wing," said the Fairy Queen Bee. "Perhaps, now if I plead for you with the Fairy Queen she will forgive you."

"Indeed, I will," said a silvery voice near, as the Queen of the Fairies stood by them. "I am afraid my Sunset Fairies have been overworked, and now that the marigold is alive again there is no fault to find with Fairy Butterfly-Wing."

"I tell you what," said the Fairy Queen Bee. "I will help your Sunset Fairies. Every night I will send an army of my best workers to go around with them and help to put the flowers to sleep."

So, on summer evenings, when you hear the bees humming round the flowers just as the sun is disappearing behind the clouds in a mist of rosy glory, you will know that they are helping the Sunset Fairies to put the flowers to sleep.—Selected.

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The Old and the New

From "In Memoriam."

Ring out, wild bells, to the wild sky
The flying cloud, the frosty light;
The year is dying in the night:
Ring out, wild bells, and let it die.

Ring out the old, ring in the new,
Ring, happy bells, across the snow;
The year is going, let him go;
Ring out the false, ring in the true.

Ring out the grief that saps the mind,
For those that here we see no more;
Ring out the feud of rich and poor,
Ring in redress to all mankind.

Ring out a slowly dying cause,
And ancient forms of party strife;
Ring in the nobler modes of life,
With sweeter manners, purer laws.

Ring out the want, the care, the sin,
The faithless coldness of the times;
Ring out, ring out, my mournful rhymes,
But ring the fuller minstrel in.

Ring out false pride in place and blood,
The civic slander and the spite;
Ring in the love of truth and right,
Ring in the common love of good.

Ring out old shapes of foul disease;
Ring out the narrowing lust of gold;
Ring out the thousand wars of old,
Ring in the thousand years of peace.

Ring in the valiant man and free,
The larger heart, the kindlier hand;
Ring out the darkness of the land,
Ring in the Christ that is to be.

—Tennyson.

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What is a Friend?

What is a friend? I will tell you. It is a person with whom you dare to be yourself. Your soul can go naked with him. He seems to ask of you to put on nothing, only to be what you are. He does not want you to be better or worse. When you are with him you feel as a prisoner feels who has been declared innocent. You do not have to be on your guard. You can say what you think, so long as it is genuinely you.

He understands those contradictions in your nature that lead others to misjudge you. With him you breathe free. You can take off your coat and loosen your collar. You can avow your little vanities and envies, and hates and vicious sparks, your meanness and absurdities, and in opening them up to him they are lost, dissolved on the white ocean of his loyalty. He understands.

You do not have to be careful. You can abuse him, neglect him, tolerate him. Best of all, you can keep still with him. It makes no matter. He likes you. He is like fire that purifies all you do. He is like water, that cleanses all you say. He is like wine, that warms you to the bone. He understands, he understands. You can weep with him, laugh with him, sin with him, pray with him. Through and underneath it all he sees, knows and loves you.

A friend, I repeat, is one with whom you dare to be yourself.—Selected.

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The Whispering Waves

Here Shelley has caught the Earth in her serenest mood— a gracious moment, tender as it is fleeting.

The whispering waves were half asleep,
The clouds were gone to play,
And on the woods, and on the deep,
The smile of Heaven lay.

It seemed as if the day were one
Sent from beyond the skies,
Which shed to earth above the sun
A light of Paradise.

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Mystic Messages

For "Railways Magazine."

At the mid-hour of many mystic nights,
While stars watch twinkling over listless forms,
In dreams, departed ones hold forth their lights
And take us to their arms;

Letters more white than snows of paradise.
With tender words, we read from eager eyes—
Then, love blooms pure as dew, down caves of ice,
Meanwhile the spirit sighs.

For touch of human souls that did depart
From us, in cold of Death or heat of Life,
To leave a burning wound within the heart
Like thrusts from some excruciating knife.

Edward James Irvine.

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Customer: "Some children's shoes, please."

Dealer: "Yes, sir. Now there is an excellent make of shoe. How old is the child?"

Customer (with a sigh): "Child! I have nine of 'em. Show me the wholesale department."

Personal.

Mr. M. H. Grigg, Staff Officer, Transportation Branch, New Zealand Railways, Auckland, was recently a welcome visitor to the Victorian Railways Institute. He was greatly pleased with all he saw, and expressed his adminration at what the Victorian Railways Commissioners were providing for their staff in the matter of educational facilities, social and other benefits by means of the various classes that are conducted under the management of the Institute Council.

Mr. S. Smith, ex-District Superintendent of North-Eastern District, who retired from the Department some years ago, recently paid a visit to Geelong, and renewed acquaintances with his many friends there. Mr. Smith, it is understood, now resides in London, and is on a visit to Victoria.

Mr. A. Johnston, S.M., has now taken charge at Warrnambool, having been transferred there from Murtoa on 20/11/24. Mr. A. G. Brown, S.M., was recently transferred to Bungaree from Winchelsea, and the latter station is now in charge of Mr. V. V. Asmus, S.M., who was recently stationed at Marong.

Mr. J. M. Barklamb, of the District Superintendent's Office, Seymour, was one of the nine successful candidates at the Law Courts' Shorthand Examination, held on 6th inst., and so joins the select little band of L.S.W.'s.

Mr. H. T. Robertson, formerly District Superintendent, Dandenong, whose retirement from the service was announced in our last issue, was the recipient at an officers' meeting last month of a handsome dinner set and dinner waggon.

Mr. Canny, Acting General Superintendent, made the presentation, and referred in eulogistic terms to Mr. Robertson's 45 years of loyal service in the Department. Messrs. Thomas, Conlan, Lee, and Ollson also spoke.

Mr. Robertson, in a brief and appropriate reply, thanked those present for their very handsome gift and kind expressions of esteem.

A pleasant ceremony took place in the Train Running Office recently, when the Train and Telegraph Officer, Mr. McCarter, on behalf of the staff, presented Mr. W. F. King, junior clerk, with a handsome watch, as a congratulatory token of his fellow-workers' pleasure at his success in winning the classic cycling event —the Warrnambool Road Race. Messrs. Ingram and Wishart supported Mr. McCarter's appropriate remarks, and Mr. King responded suitably.

Retirements

Mr. J. G. Hansen, Foreman Fitter, Newport Workshops, has retired from the railways after 46 years' service. He joined the Department as an apprentice Boilermaker, Fitter and Turner at the Williamstown old workshops, under the management of Mr. R. Jackson. Mr. Hansen pioneered the way for many young men of the Department, and at his own expense travelled for two years in the United Kingdom and America in search of wider knowledge.

He was made the recipient of a handsome entree dish, suitably inscribed, together with a set of stainless cutlery for Mrs. Hansen. In the absence of the manager, Mr. J. J. Turner handed over the gifts, and referred to the recipient's fine record of service. Messrs. Madden, Singleton, Dott, and others spoke of the sterling character of their shopmate. Mr. Hansen suitably responded.



Mr. J. J. Cotter.



Mr. J. G. Hansen.

On Wednesday, 19th November, the staff of Room 1 gathered to say "au revoir" to Mr. John J. Cotter, who had obtained twelve months' leave of absence, and was, on that day, leaving for a sea trip prior to entering into private business.

In presenting Mr. Cotter, on behalf of the staff, with a gold mounted fountain pen, suitably inscribed, Mr. P. J. Carolan, who had been in charge of Room 1 for many years, spoke in eulogistic terms of the recipient's qualities as an officer and a man. Mr. Cotter had reached an honourable position in the service by sheer force of ability, and unswerving loyalty to duty. The course he had pursued was one that younger men would do well to follow, and he (Mr. Carolan) was sure that he was expressing the feelings of the whole staff when he wished Mr. Cotter "bon voyage" and every success in his business venture.

Messrs. P. J. Minehan, T. J. Dwyer, and W. R. Hohmuth heartily endorsed the sentiments expressed by Mr. Carolan.

Mr. Cotter feelingly responded. He had been 24 years in the service, and it was easy to appreciate that the breaking of an active association was not unattended by a sense of melancholy. He had endeavoured during the period he was in charge of Room 1 to maintain the high standard set by his predecessors, Mr. Carolan and the late Mr. Godwin, and in that respect he had always received the loyal support of the staff. He thanked the speakers for their encouraging remarks, and assured those present that the gift they had made him that day would constantly serve to remind him of the many pleasant days he had spent in association with them.

Mr. Charles Ross, Goods Checker at Bendigo, recently retired from the Railways; thus there passes another of the Department's veterans of '86. Mr. Ross's railway career commenced on 1/9/86, when he entered the service as a Car Cleaner. He became a Shunter in 1889, and was subsequently appointed Goods Guard. He has been Yardsman and Yard Foreman, and, as Goods Checker, was as popular with the public as he was with his fellow employes, which is saying a great deal. We trust that Mr. Ross will enjoy the best of health and happiness for many years to come.



Mr. C. Ross.



Mr. J. A. Weekes.

Mr. J. A. Weeks, who had been connected with the printing department of the railways for nineteen years past, having reached the retiring age, took his leave of the Department on 31st October. His comrades showed their appreciation of his many good qualities by presenting him with a wallet of notes as a mark of esteem. Mr. M. F. Gray, printing officer, in handing over the gift on behalf of staff, wished the recipient every good fortune in the days to come. Mr. Weekes suitably responded.

Mr. J. R. Fox, Signalman at Brunswick, severed his connection with the Department on 13th December, after more than 35 years' service, his experience dating back to 6/5/89, when he entered the railways as a porter. He was located at Brighton Beach from April, 1907, until October, 1911, when he was appointed Signalman at Coburg. After 8 years' experience at that station, he was transferred to Brunswick, where he remained until his retirement.

He takes with him best wishes for his health and prosperity in his retirement, from every railwayman, who came in contact with him during his long service in the Department.

Mr. William Hambly, A.S.M., Hawksburn, who entered the Department on 8/5/88, retired on 17th December, after long, practical experience in the service. Mr. Hambly was first associated with the Way and Works Branch as a repairer, being transferred to the Transportation Branch as a Porter on 12/11/88. He became Operating Porter in 1897, and was placed on the relieving staff, under the Metropolitan Superintendent, in 1907. He was appointed A.S.M. in 1911, and after a short period of experience on the relieving staff, was transferred to Hawksburn in 1912, at which station he was located until his retirement.

His many friends in the service will unite with us in expressing best wishes for his future prosperity.

Mr. F. C. Hall, who has been stationed at Goldsborough for some considerable time as Operating Porter, has been granted twelve months' leave of absence, and has taken up farming at Joyce's Creek. Mr. Hall was a very popular official, and he was heartily farewelled by the townspeople. We join in wishing him every success in his venture.

The many friends of **Mr. Phillips,** the popular Relieving Stationmaster, will be sorry to learn that he is still in hospital. Mr. Phillips has had a long and painful illness. We join with his many friends in wishing him a speedy recovery.

Mr. W. F. Calcutt, Clerk, attached to the Head Office, Spencer-street, resigned from the Department on the 27th October, and has taken up a position with the Melbourne and Metropolitan Board of Works. We join with Mr. Calcutt's friends in tendering our congratulations, and in wishing him every success.

Send Offs

Towards the end of November, the staff of the District Superintendent's Office, Ballarat, gathered to bid farewell to **Mr. Cox,** District Superintendent, who for the past three and a half years had been in charge of the Wimmera District.

Messrs. M. Enright, T. H. Maddern, and W. T. McConnell, on behalf of the senior members and the Inspecting Officers of the staff, expressed regret at the parting. They would be sorry to see Mr Cox leaving the district, but were glad to know that he was leaving with promotion to himself, and were satisfied that he would amply fulfil the requirements of the position of Metropolitan Superintendent. Mr. E. L. Cook, on behalf of the junior mem-

bers, also spoke, and said that his colleagues were proud of their District Superintendent, and were always pleased to do anything for him. He wished him every success in his new duties.

Mr. Cox, on responding, stated that in his 41 years of railway service, he had never had such a fine staff to work under him as he had had whilst in charge of the district. Nothing had been too big or too small for them to do. He said that the staff had had the usual trying times, but he was glad to say that they had come through well on top. He was sorry to leave Ballarat, and hoped that the staff would support their new District Superintendent (Mr. T. H. Maddern) as loyally as they had supported him.

Mr. Cox was also accorded a civic farewell at the City Hall, which was attended by a large number of representatives of the various business houses in Ballarat.

Expressions of regret at the departure of Mr. Cox were voiced, and the various speakers emphasised the wish that Mr. Cox would some day return to Ballarat in a higher capacity. It was stated by one of the speakers that since Mr. Cox had been in charge of the Ballarat District, certain improvements had been effected in the goods business, which resulted in a saving of hundreds of pounds to his firm.

Mr. Cox suitably responded, and thanked the Mayor and representatives for their kind words.

When it became known that **Mr. A. Johnson**, the popular and obliging railway station-master at Murtoa, had been promoted to immediately take charge of the station at Warrnambool, his local friends were pleased at his well-merited advancement in the service, but there was a tinge of regret that they were about to lose a valuable public officer. With little time to organise, it was at once arranged by leading representative townspeople to mark the occasion by a suitable send-off to Mr. and Mrs. Johnson, who had both become esteemed townsfolk during their three years' sojourn at Murtoa. Accordingly, there assembled some 20 gentlemen, representing the flour mill, freezing works, S.R. and W.S.C., football club, storekeepers, retired gentry, and the townspeople generally.

Mr. H. H. Evans, J.P., said that they had just heard that they were about to lose their esteemed friend, Mr. Johnson, who had been with them for three years. He was glad to see a good gathering present, and apologised for the unavoidable absence of Mr. D. F. Macdonald, J.P., Mr. A. H. Barton, and Dr. Rabl. All felt extremely sorry that Mr Johnson was about to leave the district, but they were heartily glad to know that worthy promotion was coming his way, to which he was justly entitled, and they could not allow him and Mrs. Johnson to leave Murtoa without some tangible expressions of good-will.

Messrs. L. N. Welch, president of the football club, O. J. Davidson secretary to the freezing works, C. Gulbin, G. Kruger, together with Mr. T. W. J. Cox, District Superintendent, spoke of the great esteem in which Mr. Johnson was held, as a valued public officer, and that he had proved himself a capable and obliging stationmaster.

Mr. Evans then presented Mr. Johnson and Mrs. Johnson with a handsome silver cake stand and two entree dishes, with the very best wishes of the citizens of Murtoa for their future happiness and welfare.

Mr. Johnson was warmly received on rising to reply, remarking that he had only tried to honestly do his duty, and their compliments were really too good altogether. It had been a pleasure to work with Mr. Evans, who gave every assistance to him, and the same could be said of Mr. Davidson and the freezing works. The business folk and the residents of the town and district were a fine class of people to deal with, and he could wish for no better. He thanked them sincerely for their lovely present, but neither he nor Mrs Johnson required anything to remind them of the kindness they had met with at Murtoa, where they had made many sincere friends. (Applause.)

The railwaymen rolled up in force at the station to farewell Mr. Johnson. Around the tables, where refreshments were liberally spread, representatives of the loco. and every other branch made laudatory speeches, indicating the popularity of the departing S.M., and their high esteem for him and for Mrs. Johnson. On behalf of the staff, Mr. N. Davey presented Mr. Johnson with a gold-mounted fountain pen, a valuable set of carvers, and a hot-water kettle, assuring him that he and his good wife carried with them the best wishes of all the railway employes for their future welfare and happiness. Mr. Johnson feelingly acknowledged the presents.

Wedding Bells

A pleasant function took place in the Rolling Stock Drawing Office on the 14th of November, when a presentation was made to Mr. W. Featonby, Acting Engineering Assistant, on the occasion of his setting sail on the sea of matrimony—that "sea full of rocks for which no chart had yet been found."

Mr. McMiken, in making the presentation—a set of cutlery, etc.—suggested that as a function of that kind had become so frequent an occurrence among them of late, the cause might be attributed to a germ of a catching nature, or possibly to the fact that the mating season was at hand. However, since the "epidemic" had claimed victims from the Drawing Office throughout the year, and as it was whispered that there were more to follow in the near future, it would seem that the cause was due to Leap Year.

In the course of his remarks Mr. McMiken gave the bridegroom-elect some seasonable advice. He was ably supported by Mr. Doyle, and Mr. Featonby aptly responded.

We wish the newly-married couple the best of fortune in their new state. May their voyage be full of peace and prosperity.

Members of the Ballarat Railways Carnival Committee assembled in full numbers at the Western station recently to do honour to their popular secretary, Mr. R. E. Caddell, who is to be married on 10th January. It may be explained that the presentation was made thus early as the committee will not meet again this year.

The chair was occupied by Mr. H. Doodt, president of the committee, who said that though the presentation had been arranged at very short notice it was very satisfactory to find every member present.

In proposing the health and future happiness of Mr. "Rob" Caddell, the stationmaster, Mr. T. Moss, said that the presence of the whole of the committee was an excellent testimony of the regard in which he was held. Messrs. E. W. Pike, E. Cook, J. Dunn, E. Barker, J. Henry, —. James-Hollioke, together with the President of the Orphanage, Mr. A. W. Hager, and the secretary, Mr. Kenny, also spoke. The chairman then handed to Mr. Caddell a handsome and massive marble clock, bearing a suitable inscription on a gold shield, and in doing so said that it came as a spontaneous offering from the whole of the committee.

Mr. Caddell, in the course of his response, said that he had performed before thousands of people, but for once he was at a loss for words. He and his future wife would cherish the presentation as a token of the respect and esteem of his comrades.

Engagement Announced

The engagement of Mr. E. M. Gronn, of the District Superintendent's Office, Ballarat, to Miss H. Crossthwaite, also of Ballarat, was recently announced.

Mr. Gronn has been stationed in the office of the District Superintendent, Ballarat, for some years, and is the son of Mr. H. Gronn, of the Rolling Stock Branch.

Mr. Gronn was the recipient of numerous congratulations from the staff at the station.

The Last Mile Post

The many friends of Mr. J. C. Kneale, Clerk, Bookkeeper's Office, Melbourne Goods, will regret to learn the sad news of his sudden death, on the 5th ult., at his residence, Bentleigh.

The late Mr. Kneale was 35 years of age, and had the misfortune to lose a leg in an accident in the service some years ago.

Deepest sympathy is extended to his widow and family in their bereavement.

Mr. W. Power, Supernumerary Clerk, Perishable Shed, Melbourne Goods, died at Melbourne Hospital, on the 30th November. He had been an inmate of the hospital since June last.

Mr. Power had been employed on the night shift for many years, and was well liked by all with whom he came in contact. He was 62 years of age at the time of his demise. We deeply sympathise with his sorrowing relatives.

The many friends of Mr. J. J. Mitchell, Signalman, will be sorry to learn of his demise, which occurred on the 30th October. Mr. Mitchell was a very popular official, and his sudden call to the great beyond brings with it a severe shock. His memory will linger long in fragrant remembrance amongst all who had the honour of knowing him.

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Anatole France

(Died October 13, 1924, aged 80 years. It is said that his last words were—" So this is Death!")

"So this is Death that waits for me,"
The master said, and smiled to see
The shadow'd form that softly came
With healing for a year-worn frame;
"So this is Death—so let it be!"

Oh, turner of the golden key,
Oh, sage of tender irony—
Whose fading voice made last acclaim:
"So this is Death!"

Thou art exempt; Death's harsh decree
Binds lesser men, but thou art free;
Thou passest—true; but still thy name
Shall light the ages like a flame,
And none shall dare to say of thee:
"So this is Death!"

—S. Elliott Napier, in "Sydney Morning Herald," 18/10/24.

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To Sleep

O soft embalmer of the still midnight,
Shutting with careful fingers and benign
Our gloom-pleased eyes, embowered from the light,
Enshaded in forgetfulness divine;
O soothest Sleep! if so it please thee, close,
In midst of this thine hymn, my willing eyes,
Or wait the amen, ere thy poppy throws
Around my bed its lulling charities.

Then, save me, or the passed day will shine
Upon my pillow, breeding many woes;
Save me from curious conscience, that still lords
Its strength, for darkness burrowing-like a mole;
Turn the key deftly in the oiled wards,
And seal the hushed casket of my soul.
—Keats

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There is no lack of good maxims in the world: all we need is to apply them.—Pascal.

Metropolitan Timekeeper's Office

Pay Day! Most of us look forward to every second Thursday, but few realise the amount of preparatory work that is necessary to enable us to be paid on the due date.

It is a unique fact that in the history of the Metropolitan Timekeeper's Office, pay rolls have never been late for payment, although, on many occasions, it has required strenuous endeavours on the part of the staff to achieve that object.

Time due to employes is recorded and pay-rolls are prepared for the Transportation Staff employed at Melbourne Goods, Flinders Street, Spencer Street, Melbourne Yard, Port Melbourne, Williamstown Pier, and Arden Street.

Though nominally a timekeeping depot, it is not totally so, the arrangement of the Labour Staff at Melbourne Goods is also undertaken. In addition, emergency relief of every description is provided for Out Stations; this necessitates the training of suitable employes for the various positions, and at present there are about 300 trained employes on the Melbourne Goods Staff for this class of work. An avenue for promotion is thereby opened for every employe stationed at Melbourne Goods desirous of bettering his position.

Reflecting, as in other branches of the Victorian Railways, an interesting comparison is made between the Staff engaged in 1908 and the present time. In 1908 the staff was comprised of four officers.

At 1st August, 1924, the volume of work had increased to such an extent that, besides the Metropolitan Timekeeper (Mr. S. Cuddigan, who also assists the Goods Superintendent in the control and supervision of the outside Staff), the staff consists of nineteen officers, there being one 3rd class clerk, one 4th, eight 5th, two 6th, and seven 7th class clerks engaged.

The Staff enumerated are experienced railway officers and thoroughly versed in their particular spheres, thus reducing the risk of errors to a minimum; this risk is entirely obviated by a check on the compilation of pay-rolls after payment and adjustments are made on the following period.

Appended are particulars showing the number of employes returned on rolls and the amount involved.

Figures shown are for the period 9th to 22nd March of last year, and multiplied by 26 to denote the approximate total amount of salaries and wages per annum for which pay-rolls are prepared by that office.

The number of employes are for that period only.



METROPOLITAN TIMEKEEPER'S STAFF

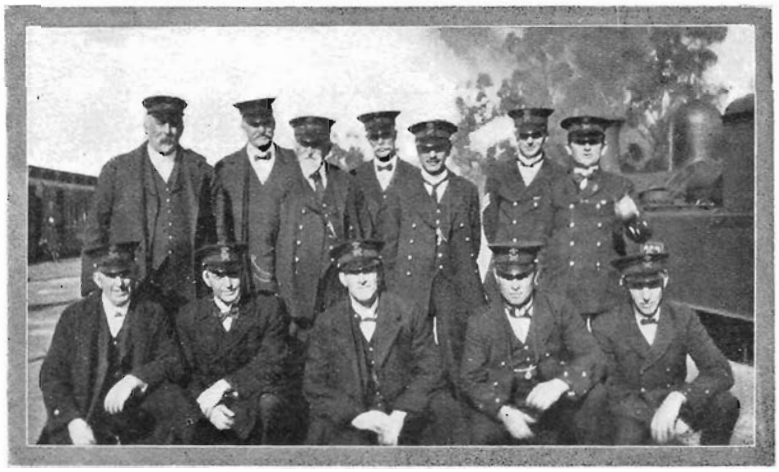
STANDING (Left to Right)—Messrs. A. Williams, L. Tuckey, G. Thompson, L. Schou, M. Sims, V. Osborne, R. Jones, R. Rennie, V. Carroll, W. English, M. Mahoney, A. Cook, J. Andrews and R. Blanchfield.
SITTING—Messrs. C. H. Campbell, T. Carmody, S. Cuddigan (Timekeeper), S. L. Greer and E. J. Burns.

Station.	No. of Employes.	Amount.
Melbourne Goods ..	1,436	£294,316 12 10
Spencer Street	270	70,871 0 4
Flinders Street	517	129,780 14 8
Melbourne Yard	775	215,779 17 0
Port Melbourne, Williamstown Pier, Arden Street*	90	19,400 19 8
Total	3,088	£730,149 4 6

*Figures for period 10th to 23rd August, 1924.

The above figures speak for themselves, and disclose the voluminous nature of the work involved.

Timekeeping entries during these periods are of a most intricate nature, and a re-organisation of existing arrangements is also necessary for the purpose of meeting the emergency relief requirements.—E.J.B.



PIONEERS OF THE VICTORIAN RAILWAYS MILITARY BAND

Front Row (Left to Right) A. Nankervis, R. Bowden, J. E. Pope, E. Gainer, R. Pickering.

Back Row (Left to Right) R. Lockwood, L. Tyquin, A. Wallace Conductor), J. Jeffreys, E. Watson, Band Serjeant E. Burnell, H. Whelan.

By City and Sea

A great city is amusing, teaching, astonishing in the complication of its life. It draws by the concentration and babel of resource. It depresses all but those whose comfort depends on little things, and those whose good is evil. It is only feebly and wastefully reproductive. When a mother, it is a Moloch, destroying more than it creates. It condenses vices as well as powers. It smothers prophets, and chokes devotion. But the thinker by the seaside rests while he ponders. Its salt quickens digestion, and invigorates appetite. He sleeps long in the hush or music of the waves. The sun parlour of the beach browns his pallor. The moods of the sea prevent overdoing, while commanding him to exercise in its gymnasium. The sea is affluent in suggestion to mind and heart. One watches the noiseless incoming of the tide, and feels no tumult, as one sees its outgo without despair. He who misses either to-day is sure of both to-morrow.

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Art of Swimming

"Learn to Swim Week" has just been held in and around Melbourne, doubtless with the result that many have been taught this useful as well as highly necessary accomplishment. It is certainly a "Safety First" protection, as it furnishes an armour against one of Nature's devouring elements.

Men are drowned by raising their arms above water, the unbuoyed weight of which depresses the head. Other animals have neither notion nor ability to act in a similar manner, and therefore swim naturally. When a man falls into deep water, he will rise to the surface, and will continue there if he does not elevate his hands. If he move his hands under water in any manner he pleases, his head will rise so high as to allow him free liberty to breathe; and if he moves his legs as in the act of walking (or rather of walking up stairs), his shoulders will rise above the water, so that he may use less exertion with his hands, or apply them to other purposes. These plain directions are recommended to the recollection of those who have not learned to swim in their youth, as they may be found highly advantageous in preserving life.

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New Railway Station at Adelaide

The South Australian Railway Commissioners announced recently that the design for the new central railway station at Adelaide had been decided on.

The new station will be an imposing addition to the architecture of Adelaide. It will cost more than £250,000, and will be thoroughly up to date. The building will front the North Terrace, and a new roadway, which will be constructed between the Legislative Council Chamber, and the station to lead to the main entrance.

The main waiting-hall on the Terrace level will be cross-shaped, measuring 110 feet from end to end both ways, with a 60ft. dome above. The passenger concourse will be 350ft. long and 40ft. wide, and all railway lines will run up abreast this concourse. Provision has also been made for a separate luggage concourse.

The railway offices will be incorporated in the building, with the pay office, ambulance depot and porters' quarters on the assembly platform.

The Tasmanian Minister for Railways recently announced his intention of securing a number of rail motors for the use of gangs employed on the lines. It is proposed to standardise the vehicle adopted, which will be first thoroughly tested. The Victorian Government has under construction at the Newport Shops what is believed to be the latest thing in rail motors. These cars will not be completed until the end of the year, and the Tasmanian Government has decided to await their completion before taking any definite steps in the way of construction or purchase of rail motors for their State.

Retired Railwaymen's Club

The usual monthly meeting of the Retired Railwaymen's Club was held in Unity Hall on December 5th, with President Philips in the chair. As it was the last meeting for 1924, the members had decided to celebrate it with harmony, and Mr. Alec. Wotherspoon had been asked to arrange a good musical programme. Mr. Wotherspoon was assisted by Mr. Davis, tenor, a very fine accompanist, and a capable Scotch comedian. All the items were encored.

The annual outing to Queenscliff in February was discussed, and finally it was agreed to charter the "Hygeia" for the trip. It now only needs fine weather to make this the most pleasant trip of the year.

Questions were asked regarding the introduction of fortnightly payments of pensions, promised the Club by Mr. Prendergast when Premier, but the President replied that the matter was still sub judice.

Since the previous meeting, two of the Club's members, Messrs. Quinn, Secretary, and Thomas Cotter, Vice-President, had been appointed Justices of the Peace, and these two gentlemen were heartily congratulated by the Club on their appointments. Both Mr. Quinn and Mr. Cotter responded in suitable and humorous terms.

An agreeable surprise was "sprung" on the members by the arrival at this stage of Messrs. Ward, Dunne and Paul, three retired guards whom the Club had bade farewell twelve months ago, when they left to visit the Old Country. The trip had clearly benefited all of them greatly, and they were cordially welcomed home.

Mr. Ward, in response, thanked the members for the honour done him, and said he had had a very enjoyable trip, but was glad to be home again. To his mind, no country could compare with Australia. Mr. Dunne, in his reply, gave many reminiscences of Scotland, where he had spent a very pleasant time, and made many friends. Mr. Paul also thanked the members for their welcome, but his pleasure during the trip had been marred by a cable from Melbourne, conveying the sad news of the sudden death of his wife, on receipt of which he hurried home. He asked members to forgive him for not replying to the numerous letters of condolence that had been sent to his home, as, owing to the length of time which had elapsed, he was afraid the writers would have thought him remiss in not replying.

The toast of the artists, who had so materially contributed to the success of the gathering, was honoured, and appropriately replied to by Mr. Wotherspoon. Mr. Wain then proposed the health of President Philips, seconded by Mr. Cadwallader, and the toast was duly honoured. Mr. Phillips, in reply, thanked all present for their very flattering remarks, and wished all the members a happy Christmas and a bright and prosperous New Year. The singing of "Auld Lang Syne" brought a very happy meeting to a close.

Asphodel

Musing in my mountain den,
  In an azure reverie,
Elfin notes up from the glen
  Stirred me as with ecstacy;
And anon, Dame Melba sang
  Brief prelude of roseate hue;
Soon her magic accents rang
  Clear with words whose theme was You!

"Darling," sang she "thy dear form
  Is as Dian's to the earth,
Thy bright presence sheds a charm
  That soothes sorrow, heartens mirth;
As thou art now, favored one,
  Be thou to thy latest day—
Woman's gentle paragon,
  Spreading light and balm alway.

"Striving much for others' gain,
  Ever agog for wrong's surcease,
Wisdom giving, salving pain,
  Pleading for the boon of peace,
Tiring oft thy hands and brain
  For poor human's present good,
Toiling for the coming reign
  Of benignant brotherhood.

"Sure as grace of tale and song
  Cheers and charms from pole to pole,
So sure sprites from heaven's throng,
  Routing ill, shall bless thy soul;
Calm shall be thy life's pure stream,
  Lit with love, unharmed of vice
And when ends thy earthly dream,
  Thou shalt wake in Paradise."

Then young voices faint and rare,
  Aided much by muted strings,
Cheered you, styled you, "Passing fair,"—
  "Doer blithe of splendid things." . . .
Sweet, Earth ne'er from me will know
  Whom our Diva praised so well,
So this dream-song veiled will go
  Hence, inscribed to "Asphodel."

Fled is a glory, Asphodel.
  Vanished, my short reverie,
Lost, the strange and wondrous spell,
  Of such elfin minstrelsy;
And that lyre-bird haunt, that glen,
  Whose wild beauty long I've prized—
When such witchery dazed it, then,
  Sooth it seemed immortalised.

P. J. MULLANEY.

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On the Cliff

Theocritus lies in my pack unread;
And let him lie: we'll read the sky instead.
There is the self-same sun, and lo, the sheep,
As once in Sicily, graze upon the steep.
Far, far below them lies no unlike sea,
And the wind, O brother, is pipes enough for me.

—J. D. C. Pellow, in "Parentalia and Other Poems."



Inter-State Railway Tennis

"Blanch" Cup Competition.

TENNIS PLAYERS are reminded of the approach of the annual match against New South Wales, which will be played in Sydney about the end of February next, and those desirous of being included in the team are invited to submit their names to Mr. A. V. Stenning, Room 98, Betterment Board, not later than 15th January, so that the try-outs can take place at the earliest possible date, to enable the team to be selected some three or four weeks before the contest.

Tennis enthusiasts are also reminded that the Annual General Meeting will be held at the Institute on Monday, 19th January, at 8 p.m. All are welcome.

Golf

An Invitation.

A request has been made by the Junee Branch of the New South Wales Railway and Tramway Institute for a team of Victorian Railways Golfers to visit that centre.

Those V.R. Golfers who may desire to accept this invitation are requested to communicate with Mr. A. Galbraith, General Secretary, V.R. Institute.

Cricket

The recently-formed Railway Cricket Team at Ballarat added another win to their credit in the Wednesday Afternoon Cricket Association.

On Wednesday, the 19th and 26th November, the team played the Hairdressers, and the match resulted in a win for the Railways by an innings and 27 runs.

The scores were:—

Hairdressers.—First Innings: 63 (Howard 22, Bade 12; Pike 3 for 8, Powell 3 for 19, Brazell 2 for 5). Second Innings: 19 (Brehaut 7; Powell 4 for 8, Oakes 3 for 8).

Railways.—First Innings: 7 for 109 (dec.) (Powell 55 not out, Wormald 19, Oakes 17, Foley 10 not out; Wright 4 for 33, Shaw 1 for 21, Cole 1 for 29).

Ouyen Railway Cricket Club.

Perhaps a record for a country station, and showing the keen sportsmanship of Railwaymen, those stationed at Ouyen have entered the local cricket competitions, and are doing well against town teams and teams in surrounding district. Position of Clubs are as follows:—Ouyen "B," Railways, Ouyen "A," Ouyen "N.W.," Woornack, Nunga, Galah, Kiamal. Railways have won all matches to date, and are only one point behind the leading team.

The interest taken will be depicted by the financial position of Club, and the satisfactory business arrangements and capable office-bearers:—W. Manley, President; J. J. Kelly and R. Lewis, Vice-Presidents; M. Gardiner, Secretary; F. Sly, Treasurer; committeemen, S. Pengelly, W. McGregor, A. Judkins, T. Twist, A. Ross.

The Club was formed without outside assistance, and within a fortnight success was assured. Contributions were received from all Railwaymen, and a few business men later took an interest. Cash received by contributions and membership fees, £30. After paying cash for all material, etc., we have a balance in hand, £6.

The Secretary spared no energy in encouraging interest and formulating plans and obtaining material, etc., and much credit is due to him. The Club has provided an interest which is doing much to alleviate the dreary life in the Mallee, and has good prospects. The last match, played on 22nd ult.. between Railways and Kiamal, was an easy win for us, Railways declaring with 4 wickets down for 95, the outstanding batsmen being W. Evans (44) and W. Manley (33). Kiamal were all out for 61 runs. Railways' best bowling average for the day were T. Twist (5 for 9) and D. Brodie (2 for 8).

C. C. BENTHIN, Correspondent.

Test Cricket.

Just as we were going to press, the three Australian Eleven Selectors, Messrs. E. E. Bean, H. L. Collins, and C. Hill, had announced that the team to represent Australia in the first Test at Sydney on December 19th would be:—

H. L. Collins (capt.), (N.S.W.)
C. Kelleway (N.S.W.)
W. Bardsley (N.S.W.)
H. L. Oldfield (N.S.W.)
J. M. Gregory (N.S.W.)
A. Mailey (N.S.W.)
J. M. Taylor (N.S.W.)
W. H. Ponsford (Vic.)
H. L. Hendry (Vic.)
V. Richardson (S.A.)
A. Richardson (S.A.)
T. J Andrews (N.S.W.), 12th man.

Reserves:
J. Ryder (Vic.)
A. E. Hartkopf (Vic.)

The team is a good all-round combination, and the Englishmen will know they have been playing if they beat it. Nine of the players have scored a century more than once in first-class cricket (it has become a habit with the three new men, Ponsford and the two Richardsons), the fielding should leave little to be desired, but the attack is weak. One would have to trace back many years to discover an Australian Eleven with such a paucity of bowlers. In this team, there is one fast bowler (Gregory) and one slow bowler (Mailey). Kelleway is a medium fast, and A. Richardson and Hendry medium paced trundlers. It is regrettable, therefore, that Harkopf was not included instead of Taylor. Such an alteration would have strengthened the bowling, without any loss of batting strength or sacrifice of fielding powers.

However, by the time this issue is distributed, all these speculations will have been proved or disproved, the match will have been lost and won, and discussion will be centred on prospects for the second Test.

Victorian Railways Rifle Club Notes

By Red and Green.

On November 15th, the Union fired the 2nd stage of the Mckay team's Handicap Match, from 600 yds. This is fired by Club teams of six men, 10 shots to count. Successions of misunderstandings, due to too much law and too little order, coupled with the fact of Councillor delegates of the Union Council failing to report instructions to their Clubs, led to this fixture being registered as a failure. At a council meeting, held late in September or early in October, a motion to the effect that this match was to finish in future at 4 p.m. was carried, after much discussion, by Council delegates. The motion was badly and hastily worded, and really did not convey the full intention of the originators, their idea being to arrange a time limit so that all the teams would be shooting at one and the same time, one team per target and under the same conditions of weather.

This, however, is not disclosed by the motion, which does not state a time for opening the match, but only the closing time. The match, therefore, could now commence from the engaging of the markers at one o'clock. This would enable four teams from any Club to complete their shooting within the limit time of closing the match, using only two targets, thereby saving the cost of two targets. Entries for match are made at the Secretary's office on the range, and on the window through which entries are made was displayed a notice to the effect that this match closed at 4 p.m., at which time targets would be lowered, and score cards collected. Nineteen teams entered, and 16 teams completed the match. The shooting was of a very poor class. The average per man off the rifle was 41.20 points, and with the handicaps this was increased to 47.45. The first three teams were Footscray, Melbourne "B," and Railways "B." The latter team gained third place by a protest on the non-allowance of their last shot fired, i.e., a bullseye, which was disallowed on the day of the match, because it was fired and valued signalled after the time limit had closed the match. The Union handled the protest in a dilatory manner, a month elapsing before they decided to allow it. Protests should be lodged and decided by the Executive immediately after the event. Sunshine entered a protest on the ground that their entrance fees were accepted at such a late hour, i.e., 3.15 p.m., when the officials of the Union knew full well they had not the time available to complete their team by 4 p.m., and seeing they were accepted as competitors they claimed the right to receive sufficient time to allow them to complete the firing of their team, of which two members did not fire. This was dismissed, but their entrance fee refunded

The Annual Meeting of this Club will be held on the 16th of January, at 8 p.m., at the Railway Institute. It is hoped the members will muster in force, and endeavour to wipe out the mistakes of the past by proposals of new matter. and by calling on the present officers to shake up matters generally, as they are capable of doing. All intending members will be welcomed.

Victorian Railways Institute

Musical Society

This Society held its final concert of the 1924 series on 15th November, in the Institute Concert Hall, when an excellent programme of vocal and instrumental items was rendered to a large and enthusiastic audience.

The various artists were selected from the ranks of the Society. Mr. and Madame Gregor-Wood gave some of their charming songs and duets. No two artists in Melbourne are more deservedly popular than they, and being in their best form, we can readily understand the double encores and floral tributes which they received.

The other artists were Mrs. Johnson, soprano, who very kindly did double duty, owing to the vocal indisposition of Mrs. Lloyd Roberts. This, the first, appearance of Mrs. Johnson with the Society was very pleasing, her singing being much apreciated. Miss Muriel Burston, contralto, also appeared to great advantage, singing with much vim. Mr. George Nutting and Mr. Ronald Fuller each sang finely, and all were received with enthusiasm. Mr. Reg. W. Brown, in addition to supplying accompaniments in his usually acceptable manner, came forward as solo pianist, and was most heartily received. Lastly, but not by any means least, the Musical Society gave seven of the best items on their list. "Weary Wind of the West," by Elgar, was the best of a good selection; but "By Babylon's Wave" showed the choir in its broadest effects. "The Snow," by Elgar, for ladies' voices, was beautifully sung, and the well-known "Comrades in Arms," for male voices, was a welcome revival. The singing of the choir throughout

was highly creditable, and as the organisation is in a healthy state, we draw the attention of railway people to its existence. There are many railwaymen with voices, and an ability to read music, who could, with pleasure to themselves, be members of this body. Members regard the Tuesday evening rehearsals as one of the pleasant evenings of the week. There appear many evidences of genuine friendly attachment of the members of the Society to their gifted and genial conductor, Mr. Gregor-Wood, that any intending member can feel safe in coming into the ranks. We congratulate Mr. Gregor-Wood upon the advancement of the choir during the year, and look forward to an even better year to come.

V.R.I. Orchestra Plays Well

Clarity of expression is at all times commendable, and the Railways Orchestra, conducted by Mr. Jas. Jamieson, apparently makes this its chief aim.

Clear renderings were the feature of its performance on the night of the 1st November, when the final concert of the season was given. Splendid tone was obtained throughout the evening; there were no discordant moments, such as one occasionally has to endure at orchestral performances.

The Conductor never allows his band to get into a tangle, or become muddy; all sections were definite and well balanced. The brass was well subdued, and the wood wind was capital. In the "William Tell" overture, the orchestra was at its best; fine work was done by Miss Lorenz, cello, Mr. Cober, Cor. Anglais, and Mr. Classen, flute. Excellent results were also obtained in "Corrio," "Serenade," "Veriskarique," with Mr T. King's xylophone obligato. The "Mikado" selection and "Lohengrin" were also enjoyed to the full, and encored. Miss Schwaobsch, contralto, possesses a fine, resonant voice, which she uses with skill, establishing herself a warm favourite. Master Cyril Bendall is a very promising violinist. He obtains a fine breadth of tone, and his playing was greatly enjoyed. Miss Daley, who had been heard previously at these concerts, maintained her reputation as one of our leading sopranos, and her items, which were all encored, were heard with great pleasure. Miss Lorenz and Mr. Jamieson pleased greatly in their piano duo, "Fanfare Militaire." The artists displayed strong intellectual force and a sensitiveness that was reflected in the warm deliciousness of their playing. Ex-Corporal Phillips supplied the humour of the programme with excellent animal imitations. Mr. Reg. Brown displayed skill with the accompaniments.—A.E.W.

Dramatic Society

"Her Husband's Wife" was the play chosen by the V.R.I. Dramatic Society for the final production of the season. This light comedy is full of sparkling wit and humorous situations, all of which were well brought out, and certainly deserved a larger audience on each of the three nights it was performed. The following comprised the cast of characters:—

Stuart Randolph .. .. .. J. Alexander Browne
Richard Belden (his Brother-in-law) .. .. .. Glencoe Liston
John Belden (Uncle of Irene and Richard) .. H. N. Gregory
Irene Randolph (the Wife of Stuart) .. .. .. Winifred Moverley
Emily Ladew (her Friend) .. .. .. Ruby May
Nora (a Maid Servant) .. .. Hilda Paroissien

The acting throughout reached a high level, and Miss Winifred Moverley, under whose direction the play was produced, must feel very satisfied with the success of her efforts.

The incidental music was arranged by Miss Agnes Moverley, herself presiding at the piano, assisted by Mr. Hunter, 1st violin, Miss Hannan, 2nd violin, the following numbers being delightfully rendered:—

Overture—"A Signal from Mars" .. .. (Raymond Taylor)
Interlude—"Danses Miniatures de Ballet, No. IV." .. .. (John Ansell)
Between Acts I. and II.—"Nightbirds" .. .. .. (Strauss)
Between Acts II. and III.—"Top o' the Morning" .. .. (R. E. Hildreth)

Railway Dramatic Company

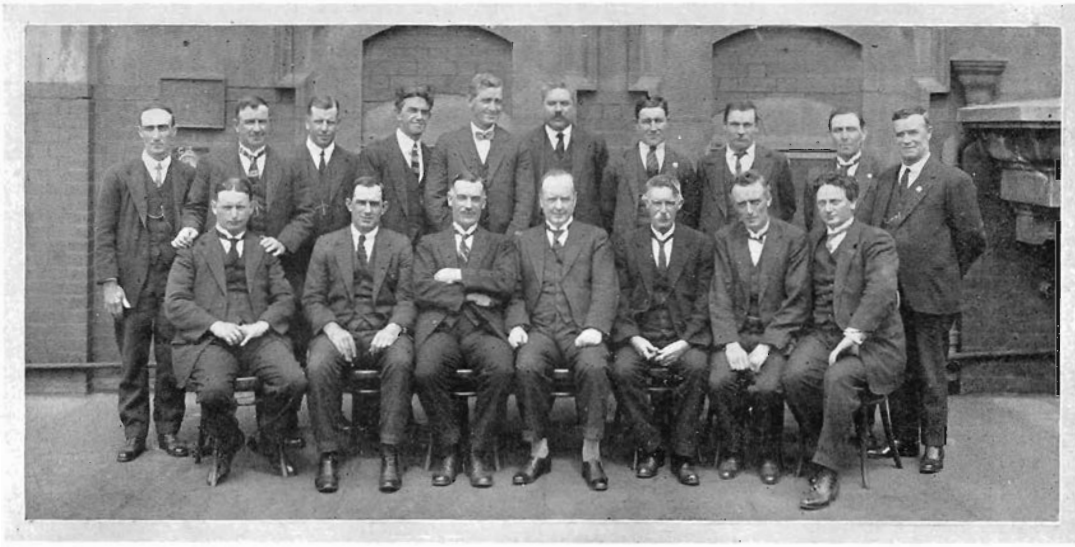
The members of the Stawell, country centre area of the Institute, together with their friends, some months ago, organised a Dramatic Society, with successful results. Mr. J. Martin Hayes being the directing hand.

This combination, known as the Railway Dramatic Co., recently made its first appearance in the new Town Hall, Stawell, when the play, entitled "A Husband's Dilemma," was staged, reports in the local newspapers as to the quality of the performance being to the effect that it was the best attempted locally in the dramatic line for many years, there being roars of laughter from beginning to end, and not a dull moment throughout.

The cast comprised Mr. J. M. Hayes, Miss Lottie Ross, Miss Winnie Vivian, Miss Lucilla Fitzgerald, Mr. George Cliff, Mr. J. W. Newton, Miss Vera Clark, Miss Agnes Cashman, Mr. Andrew S. Harris. The scenic effects by Mr. W. J. Rees were much admired.

Mr. Hayes received unstinted praise for the able manner in which he staged the play; each member of the company also receiving most favourable notice.

During an interlude, Mr. W. Groves, loco. foreman, expressed his delight at seeing such a large audience to greet the Railway Dramatic Co. on its first appearance. The performance was given to improve the Central Park, which was famous not only throughout Australia but overseas on account of the world-renowned sports run by the Stawell Athletic Club. The next performance would be given in aid of that very deserving institution, the Stawell Hospital. He thanked the orchestra for the very fine items they had rendered, and all who had assisted in the success of the entertainment.



TOWN AND COUNTRY CONFERENCE GROUP OF V.R. INSTITUTE CLASS INSTRUCTORS IN ENGINE WORKING AND W.H. BRAKE, RECENTLY HELD AT V.R.I., MELBOURNE.

Back Row (Left to Right) Messrs. A. J. Jones, C. E. Bray, L. Ashworth, J. Geaney, F. G. Miller, G. H. S. Barnes W. G. Bruhn, G. H. Lynch, S. F. Brogan, W. House.
Sitting (Left to Right) Messrs. F. N. Palmer, C. Wake, F. Boadle, A. Galbraith (General Secretary), W. Llewellyn, W. J. Stibbs, A. M. Lowerson.

Educational and Other Classes

The Educational Classes for 1925 will reassemble on Monday, 26th inst. They comprise Oral Classes at Melbourne, Ararat, Bendigo, Ballarat, Benalla, Colac, Geelong, Korumburra, Maryborough, Seymour, Stawell, Wonthaggi and Wodonga, as well as correspondence courses, which apply to the whole of the State.

The Oral Classes include Accountancy, Applied Mechanics, Algebra, Bookkeeping, Building Construction, Electricity and Magnetism, Engine Working and Westinghouse Brake, English Course (Arithmetic, Grammar and Geography), Mechanical Drawing, Safe Working, Shorthand, Station Accounts and Management, Typewriting, Modern Languages (French, German, Italian, etc.). Economics, History, Psychology and Literature.

Correspondence Courses include Arithmetic, Algebra, English, Engine Working and Westinghouse Brake, Shorthand, Safeworking, Station Accounts and Management, Permanent Way Maintenance and Construction. With such a variety of Educational Subjects to choose from, Railwaymen have exceptional advantages to gain knowledge, and the Victorian Railways Institute invites those who thus wish to be benefitted to participate in the golden opportunities here offered.

Melbourne Division.—Classes which commence on Monday, 26th January, are open to all employees who are financial members of the Institute, and have paid one year's subscription in advance, or who have signed the official form authorising the collection of subscriptions through the agency of the Departmental pay rolls.

Students will be charged a registration fee of 2/- for enrolment in not more than three classes, and an extra fee of 2/- for additional classes. Upon joining a class, an enrolment form must be presented to the Instructor. Students may obtain a free card pass (first or second class, according to Departmental status) available from the station nearest to his home, to Flinders Street and return, on application to the Head of his Branch.

Terms.

The class work is divided into four terms of ten weeks as follows:—

1st Term.—26th January to 4th April.
2nd Term.—13th April to 20th June.
3rd Term.—29th June to 5th September.
4th Term.—14th Sept. to 21st November.

SOCIAL DIVISION.

1925.

Classes commence 26th January, and are open to Financial Members of the Institute and their families.

SYLLABUS

DRAMATIC ART. ELOCUTION, PUBLIC SPEAKING.

Miss Winifred Moverley (Instructress in charge), assisted by Miss Agnes Casey—Tuition in Class, 12/- per term; Private Tuition, 24/- per term.

PIANOFORTE.

Mr. Reg. W. Brown, Royal College of Music, London—Tuition in Class, 12/- per term; Private Tuition, 24/- per term.

ORCHESTRAL STRING INSTRUMENTS.

(Violin, Bass 'Cello, Viola).

Mrs. A. Smythe—Tuition in Class, 12/- per term (Violin); Private Tuition, 24/- per term (Violin); Other Instruments, 24/- per term.

SINGING, VOICE CULTURE.

Mr. Gregor Wood and Madame Gregor Wood—Tuition in Class—12/- per term; Private Tuition—24/- per term.

WOODWIND INSTRUMENTS, BRASS INSTRUMENTS.

Mr. Alex. Wallace—Tuition, 21/- per term.

Instructional work is divided into four terms of ten weeks each:—1st term: 26th January to 4th April; 2nd term: 13th April to 20th June; 3rd term: 29th June to 5th September; 4th term: 14th September to November 21.

For registration purposes, students on entering classes at commencement of each term must present their official receipts to the Instructor.

Tuition fees must be paid in advance at the General Secretary's Office.

Any Railwayman receiving instruction or attending Society Rehearsals may obtain a Free Card Pass, available from his home to Flinders Street and return.

During the last week in January the Social Class teachers will be at the Institute on their respective days to make arrangements with intending students.

GYMNASIUM.

BOXING, WRESTLING, PHYSICAL CULTURE AND GYMNASTICS.

The instructors who are appointed for the Gymnasium for the ensuing season are:—

Physical Culture and Gymnastics.—Mr. W. Meeske.

Wrestling.—Mr. W. Meeske.

Boxing.—Mr. L. Copeland.

Honorary Assistant Instructors:—

Physical Culture and Gymnastics.—Mr. G. S. Corkill.

Wrestling.—Mr. A. Potts.

Boxing.—Mr. E. Newton.

Boxing.—8 to 10 p.m., Tuesday and Friday evenings. Fees—Seniors: 12/- per term of 12 weeks; 40/- per season of 48 weeks. Juniors (18 years and under 21 years): 10/- per term of 12 weeks; 30/- per season of 48 weeks. Juniors (under 18 years): 7/6 per term of 12 weeks; 20/- per season of 48 weeks.

Wrestling.—8 to 10 p.m., Monday and Thursday evenings. Fees—The same as those for Boxing.

Physical Culture and Gymnastics.—8 to 10 p.m., Wednesday. Free Tuition, but student must register for these exercises, and pay 2/- registration fee.

The above classes are open to all Financial Members of the Institute.

The following classes, additional to the above, will be conducted for the benefit of the sons and brothers of Railwaymen who are financial members of the Institute.

Boxing, Wrestling.—Seniors: 60/- per season of 48 weeks; 17/6 per term of 12 weeks. Juniors: 40/- per season of 48 weeks; 12/6 per term of 12 weeks.

Private Tuition will be imparted to **Financial Members of the Institute** in **Boxing, Wrestling, Ju Jitsu, Scientific Weight Lifting, Tumbling and Acrobatics.**—Adults: £2/2/- per term of 12 weeks. Juniors (18 years and under 21): £1/10/- per term of 12 weeks. Juniors (under 18 years): £1/1/- per term.

Personal Training and Exercise may be availed of within the Gymnasium at all hours when classes are not at work, at the fee of 10/- per season.

Rent of Lockers.—2/- per season.

Bath Accommodation and Gymnasium Equipment unequalled in Australia.

Free Travelling facilities granted to students on application to Head of Branch.

Students on entering classes at the commencement of each term must present Official Receipts to the Instructors for the purpose of registration in the respective classes in which they have enrolled.

Tuition Fees must be paid in advance to the Office, Victorian Railways Institute.

The duration of the class term is the same as that shown for the Educational Classes.

Bay Excursions.—The Council has arranged to hold Moonlight Bay Excursions in the New Year on the following dates:—Monday, 5th January; Tuesday, 12th January; Tuesday, 20th January; Thursday, 29th January; Monday. 9th February; Thursday, 26th February; Monday, 10th March. The Victorian Railways Military Band and the Newport Workshops Concert Band will alternately accompany the Trips. The Orchestra, together with members of the Musical Society, will attend for the purpose of rendering musical items each evening. Two excursions were held during November and December, and they proved to be most enjoyable. The p.s. "Hygeia" will leave the Port Melbourne Pier on each occasion at 8 p.m., returning at 10.15 p.m. Fare, 2/-.

Library.—The Institute Library is being kept well supplied with up-to-date fiction and literature. New books are being added at the rate of about 900 per month. Country members, and those returning books by rail for exchange, are requested to place signed requisition forms, showing borrower's occupation and official address, in returned books, as absence of these forms not only delays exchange books, but gives a great deal of unnecessary work to the Library Staff.

Bendigo Country Centre Area. — The Committee of this centre met on the 2nd December; Mr. H. T. Bishop was in the chair. In reviewing the work for the last 12 months, pleasure is expressed in acquainting the members with the activities carried out during the year. An event of outstanding importance—in fact, the

most important in the history of the Bendigo centre—was performed on 12th April last, when Mr. J. S. Rees, President of the Victorian Railways Institute, officially opened the fine rooms which we now occupy. Mr. Miscamble, late Railways Commissioner, representatives of the Institute Council, local Parliamentary and Municipal representatives, were among those present at the opening.

A concert in aid of the Bendigo Hospital was given in the Princess Theatre on 13th April by Melbourne Institute artists, who attended the opening, and the sum of £27/11/4 was collected.

The Social Sub-committee took advantage of the facilities available, and conducted a series of dances, which, in addition to augmenting the Institute funds, to the extent of £35, provided a number of pleasant evenings for members and friends.

Educational Classes. — The number of students attending the classes was not quite up to the standard. It may not be generally known to members the expense this centre incurs in providing educational facilities. During 1924 class session, £82/10/-, was paid to Class Instructors; 92 members paid the class entry fee of 2/-, which entitled any member to join any three of the classes held at this centre; and the Committee would be much more pleased if members made greater use of the classes.

The Safe Working Class was not started until 25th May, and the results achieved have been most satisfactory. Seven Guards, 5 Electric Staff, 1 each Double-Line and Single-Line Block certificates have been obtained by pupils from this class.

Social Activities. — The two billiard tables provide the main social recreation for members, and such is their popularity that it is hoped the Institute Council will see their way to provide a third table at an early date.

Library.—During the last 12 months there have been 6935 library exchanges, and the daily average of books exchanged has increased from 16 in the old rooms to 28 in the present rooms.

Carpet Bowls.—Carpet Bowls were provided, and the interest taken in this pastime was remarkable, an Institute team playing in the Bendigo Carpet Bowls Competition, and an Inter-Branch singled-handed competition being conducted.

Tennis. — At the present time an asphalt tennis court is being prepared for members, and it is expected that it will be available for use shortly.

Wireless.—The Committee are making inquiry in regard to the installation of a wireless receiving set, and there is every prospect of a set being installed within the next few months.

Piano Class.—The number of students attending this class is not satisfactory; there has been an average attendance of only 10 pupils. The tuition fee is 12/- per term of ten weeks; private tuition and advanced pupils, 24/- per term.

Enrolments.—Since 1st January, 1924, 145 members have been enrolled at this centre.

The Committee thank the members for the interest they have taken in the Institute during the last twelve months, and express the wish that this interest will not only continue, but greatly increase.

Committee for 1925.

Council's Nominees.—J. Bishop, J. Bruce, W. C. Ellis, S. Ellis, J. Finch, L. James, W. McShane, and G. Thom.

Members' Representatives.—E. Bright, E. Cobbin, G. Gross, F. Furlong, G. Godfrey, D. R. Hay, A. Horbury, D. Hutchison, C. Leach, T. Liddle, J. McKee, C. Poliness, E. A. Roach, and D. Sheahan.

At the conclusion of the meeting, two pictures, entitled "The Victorian Railways System at Work" and "The Shirt and Collar Industry," were screened. These pictures were very instructive, and the members who were present were greatly impressed with the magnitude of the workings of the railways.

A. R. ELLIOTT, Hon. Sec.

Institute Classes

All classes are now closed until the first week in February.

The classes at the Institute are open to all financial members, and the tuition the best obtainable.

All branches of railway working are catered for. There must be something you want to learn.

Education will broaden a narrow man, and equip him for life's duties.

Students may enrol at any time, and instructors give special attention and assistance to new students.

There is only one time—the present. **Do it now!** Our business is not so much to see what lies in the dim distance, but to do what lies clearly at hand.

Free travelling is granted to students attending the classes.

Don't be afraid of overtaxing your strength; work kills very few people.

Suggestions for the improvement of classes, and the formation of new classes, will be welcomed, and carefully considered, by the Council when it is drawing up the syllabus for the coming year.

None are too wise nor too old to learn something new.

Information other than that here outlined will be supplied by the secretary of the Institute.

You have a friend who does not know about these classes. Be good enough to tell him all about them.

VICTORIAN RAILWAYS INSTITUTE.

DEPARTMENTAL EDUCATIONAL CLASSES, 1925.

MELBOURNE DIVISION.

Classes commence 26th January, and are open to all Permanent, Supernumerary, and Casual Employes who are Financial Members of the Institute and have paid one year's subscription in advance or have signed form of authority to collect subscriptions through Pay Rolls.

REGISTRATION FEE. 2 – will be charged to students for enrolment in not more than three classes. Extra fee of 2/- for additional classes. Enrolment Form must be produced to Instructor upon joining a Class.

Each Member attending Classes may obtain a Free Card Pass (First or Second Class, according to Departmental status), available from the station nearest to his home, to Flinders Street and return Application to be made by the Member to the head of his Branch.

TERMS:

The CLASS WORK is divided into FOUR TERMS of 10 Weeks each, as follows:—

1st TERM 26th January to 4th April. | 3rd TERM 29th June to 5th September.
2nd TERM –13th April to 20th June. | 4th TERM –14th September to 21st November.

SYLLABUS OF ORAL CLASSES:

CLASS.	DAY.	TIME.	TUITION FEES.
AMBULANCE	Arranged by V.R. Dept. (see Weekly Notice)	—	Free
APPLIED MECHANICS	Wednesday	7.30 p.m.	,,
BUILDING CONSTRUCTION	Tuesday	7.30 p.m.	,,
ELECTRICITY AND MAGNETISM—			
Elementary Course	Monday	7.30 p.m.	,,
Advanced Course	Tuesday		
ENGINE WORKING AND WESTINGHOUSE BRAKE	Wednesday	7.0 p.m.	,,
	Thursday	10.0 a.m.	
ENGLISH COURSE (i.e. Arithmetic, Geography, Grammar			
1st Grade	Friday	7.30 p.m.	,,
2nd Grade	Monday	7.30 p.m.	
ALGEBRA—			
1st Grade	Thursday	7.30 p.m.	,,
2nd Grade	Tuesday	7.30 p.m.	
MECHANICAL DRAWING—			
1st Grade	Monday	7.30 p.m.	,,
2nd Grade	Wednesday		
SAFE WORKING—Train Running, Guard's and Enginemen's Duties, etc., Signalling	Monday	10.0 a.m. and 7.30 p.m.	,,
	Tuesday		,,
	Thursday	10 a.m. & 3 p.m.	,,
SHORTHAND—			
Theory Elementary	Tuesday	7.30 p.m.	,,
Theory Advanced	Thursday	5.0 p.m.	
Speed Course	Tuesday	5.0 p.m.	
,, ,,	Thursday	7.30 p.m.	
STATION ACCOUNTS AND MANAGEMENT	Monday	10.0 a.m. and 2.45 p.m.	,,
	Tuesday		
	Thursday	7.30 p.m.	
TELEGRAPHY—Practice and Theory	Monday and Thursday	9.30 a.m. till 1.30 p.m. and 7.30 p.m.	,,
	Tuesday, Wednesday, Friday	9.30 a.m. till 5.0 p.m.	
TYPEWRITING	Wednesday	5.0 p.m. and 7.0 p.m.	,,
ACCOUNTANCY			
Intermediate Course	Monday and Wednesday	7.0 p.m.	Per Annum £2/12,6
Final Course	Monday	5.0 p.m.	
BOOKKEEPING—			
Commercial Course	Wednesday	5.0 p.m.	Per Course 10/6
HIGHER EDUCATION—	Monday	7.30 p.m.	Per Term 15/- Lecturer appointed by University Extension Board
Modern Languages, viz., French, German, etc.	Tuesday		
Economics, History, Psychology Literature, etc. (Subjects selected by Students)	Classes commence in April	—	

Students are advised that at the close of the Educational Classes each year examinations are held in all subjects for those who have enrolled and attended not less than 45 per cent. of the possible attendances.

The prizes available to Institute Students are –The "Harold Clapp" Prize under three divisions, viz:
Division (a) Prize, £7. Division (b) Prize, £7. Division (c) Prize, £7.
The "J C. M. Rolland" Prize, £5 5s.

The above-mentioned are special prizes. The following are awarded as First Prizes in all subjects:
"T. H. Woodroffe" Prize, presented by the late Chief Mechanical Engineer, T. H Woodroffe. "Peter Alexander Memorial" and "W. R. Brown Memorial" Prizes, and Council First Prizes; in addition to which the Council awards a Second Prize for each Subject (in each grade) of the examinations.

Formula of Telegraph Instruction

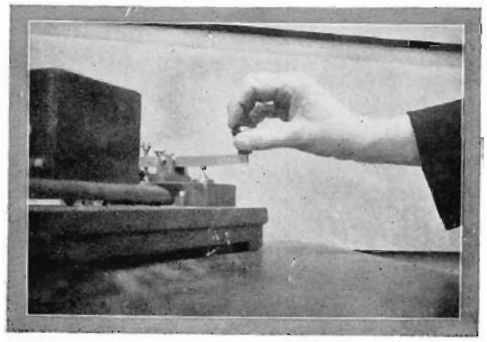
By W. J. McCARTER

Elementary.

The student should first thoroughly commit to memory the groups of signs representing the letters of the alphabet, the numerals, and the principal punctuations. The elements that make the Morse Code are:—

The Dot,
The Dash,
The Letter Space,
The Word Space, and
The Sentence Space.

It is important that the student appreciates the value of spaces in the code as great as that of the dots and dashes. A common misconception exists that the telegraphic code consists exclusively of dots and dashes. The foundation of perfect telegraphic manipulation lies in the ability to accurately divide time into intervals.



Right way to hold the Key

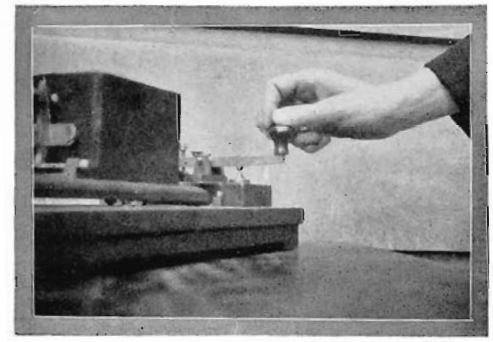


Photo.—J. L. Power
Wrong way to hold the Key

The most approved manner of holding the key by experienced telegraphists is to curve slightly the first and second fingers, resting both on the top of the knob of the key, the thumb pressed slightly in an upward direction against the knob. Keep the wrist well above the table. No better general direction can be given than that the key should be grasped, held and controlled with the same flexible but perfectly controlled muscular action of the fingers, wrist and forearm, with which a good penman holds his pen. Carefully avoid tapping upon the knob of the key.

Practice in Sending Signals.

By constant drill, as shown herein, the habit of making dots with regularity, uniformity and precision must first be acquired, then dashes, and, lastly in order, groups of dots and dashes, letters and words. If it is possible for the student to obtain a telegraph register, he should by all means employ it in his practice, for he will then be more easily able to observe and correct his faults in his own sending. The student should learn to form the characters accurately and perfectly. Speed will come in good time, but only as the result of constant and persistent practice.

Elementary Principles of the Code.

As a basis for practice, the code may be regarded as comprising six elementary principles:—

First Principle.
Isolated Dots.

E

Make dots with the key at uniform and regular intervals until they can be produced with the precision of a machine and of definite uniform dimensions. The student will find this more easy if at first he times himself to the beat of a small clock.

Second Principle.
Associated Dots.

I	S	H	5
..	...	....	.....

Provided the student has thoroughly mastered the first principle, he will en-

counter no difficulties in the second principle.

Third Principle.
Isolated Dashes.

T —

Next make dashes first at the rate of about one per second, increasing, as skill is acquired by practice, to three per second.

Fourth Principle.
Associated Dashes.

M — — O — — — Cipher. — — — —

Make the spaces between successive dashes as short as possible.

Fifth Principle.
Dash followed by a Dot.

N — ·

This is usually found to be somewhat difficult. Time the movement by pronouncing the word "ninety," sounding the first syllable fully. Guard especially against the usual tendency to separate the elements by too great a space.

Exercises Upon Code Characters.

Having become thoroughly familiar with the principles, the following exercises may with advantage be taken in order:—

1.—E I S H 5
· · · ·

Questions and Answers

Is it possible that a tight lid on the tender tank will stop an injector from working?

Answer.—A not uncommon cause of injector failure is a tight tank lid, especially in old tenders. The vibration of the lid while the tender is in motion wears a smooth face on the opening to the tank, and this being wet will make a tight joint, so excluding the atmospheric pressure, and resulting in failure of the injector to work.

Q.—A stud or bolt is broken out of the faceplate in the water space of a locomotive boiler, in such a manner that no one can get near the furnace door to drop fire; the hot water is also rushing down the frame, and the wind blowing the steam and water forward, so that no one can get near the ashpan; the loss of water is so great that the injector will not keep the boiler safe. How can I douse the fire; we have been pulling a train, so as to save the boiler?

Ans.—Place a wet bag over the top of funnel with a piece of iron plate over it. The tank lid would do, or anything else that has a flat surface.

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Ararat Country Centre Area

The Committee which is organising for Ararat a Country Centre Area of the Institute advises that it has, through the efforts of the local railwaymen and the co-operation of the citizens of the town, collected £445 to date for the equipment and furnishing of an Institute building for that centre, and it is hopeful of bringing the amount up to £500 by the end of this year. The Ararat Committee is to be congratulated on the splendid success it has achieved, and the fact has been brought under the notice of Mr. Commissioner Shannon, who has expressed the pleasure of the Commissioners that this centre is doing so well.

❖ ❖ ❖

Human Nature

Human nature is lovable, and the way I have learnt something of its deep pathos, its sublime mysteries, has been by living a great deal among people more or less commonplace and vulgar, of whom you would perhaps hear nothing very surprising if you were to inquire about them in the neighbourhood where they dwelt. Ten to one most of the small shopkeepers in the vicinity saw nothing at all in them. For I have observed this remarkable coincidence, that the select natures who pant after the ideal, and find nothing in pantaloons or petticoats great enough to command their reverence and love, are curiously in unison with the narrowest and pettiest.—George Eliot.

❖ ❖ ❖

Antiquity

Antiquity! thou wondrous charm, what art thou? that being nothing, are everything! When thou wert, thou wert not antiquity—then thou wert nothing, but hadst a remoter antiquity, as thou calledst it, to look back to with blind veneration; thou thyself being to thyself flat, jejune, modern! What mystery lurks in this retroversion? or what half Januses are we, that cannot look forward with the same idolatry with which we for ever revert? The mighty future is as nothing, being everything! The past is everything, being nothing!

What were thy dark ages? Surely the sun rose as brightly then as now, and man got him to his work in the morning. Why is it we can never hear mention of them without an accompanying feeling, as though a palpable obscure had dimmed the face of things, and that our ancestors wandered to and fro groping?

. . . . .

What a place to be in is an old library! It seems as though all the souls of all the writers that have bequeathed their labours to these Bodleians were reposing here, as in some dormitory or middle state. I do not want to handle, to profane the leaves, their winding-sheets. I could as soon dislodge a shade. I seem to inhale learning walking amid their foliage; and the ardour of their old, moth-scented coverings is fragrant as the first bloom of those sciential apples which grew amid the happy orchard.—Charles Lamb ("Essays of Elia").

❖ ❖ ❖

We Who Make Our World

The winds that blow across the sea,
The clouds that tremble in the sky,
The birds that rest beneath the tree,
The snow-drop shy,
They make the world, these pleasant things,
And you and I.

No wind but is a willing one,
No cloud but takes obediently
The place assigned. No little bird
But gaily sings beneath his tree.
No bird, or cloud, or wind blots out,
Earth's beauty by despair, or doubt,
Or tears, or hate, or stubbornness:
No bird or cloud or wind asks "Why?"
But you and I,
But you and I.

—Mary Carolyn Davies.

❖ ❖ ❖

Character

Human character is moulded by a thousand subtle influences; by example and precept; by life and literature; by friends and neighbours; by the world we live in, as well as by the spirits of our forefathers, whose legacy of good words and deeds we inherit. But great, unquestionably, though these influences are acknowledged to be, it is nevertheless equally clear that men must necessarily be the active agents of their own well-being and well-doing, and that, however much the wise and good owe to others, they themselves must in the very nature of things be their own best helpers.—Samuel Smiles.

First Principles and Formalae

A formula is an admirable tool if one only understands the use of it. This means that a man should know something of the tool itself, and also something of what it is for. Now this desirable—really necessary knowledge—is just the knowing of first principles, and it expresses itself by one's intimate grip of the fundamentals.

Handy as a formula unquestionably is, it may be a very dangerous implement in the hands of a man unaware of its purpose. The writer has known instances where men have wrested formulae from legitimate channels to utterly unwarranted and entirely unnatural uses. They fool about with an instrument they do not at all understand, very much as a child with a stick or other combustible will potter round an unguarded fire. Even an elementary grounding, if it be really in fundamentals, will in many cases ward one off from the crass presumptions of unrelieved ignorance. That "little knowledge which is more dangerous than none at all" is of the fugitive, nomad, jack-of-all-trades order; it is assuredly not that which is concerned with exploring the essential groundwork of things.

They who employ mathematics, in however humble a way, as a vehicle for arriving at definite conclusions in the matter of specific physical relations ought at least to know what it is they do, and why they do it. They can thus only have any true zest in the work they undertake, or any real confidence in the value of the results they obtain. This is applicable to all; particularly to technical engineers, such as designers, draughtsmen, and others of the same kidney. The **formula-bound** man is entirely dependent upon his handbook, his notebook, or his neighbour. He not only misinterprets very frequently what is written or what he is told, but if he be unable to lay hands upon book or consult friend, then his impotence becomes one of paralysis.

Many formulae have reference to specific, well defined, almost standard cases. A certain expression is relevant to this condition, a kindred expression to that. Often the examples one is called upon to investigate under actual working conditions are neither one thing nor the other, but **something intermediate or outside.** A general form, with one variable factor, may cover a whole series of conditions. How are these related cases, and others broadly kin, to be treated? Often enough, the well-informed man, sound in his grasp of essentials, finds it stiffish work. He has this vital advantage over his less well-equipped fellow, however, in that even his uncertainty, where it exists, for the most part only ranges over comparatively narrow limits. A very simple example may illustrate the point at issue fairly well. The bending moment for a uniformly loading beam spanning two supports is equal to K.W.L. lb. inches, where K equals .125 for **free** supports, and .0833 for **fixed** supports. In practice, it is very difficult to obtain absolutely end-fixed conditions. Assume, however, that the system is a compromise, say, three parts out of four towards the fixed support condition. What, then, is the range for K. values, and what is the approximate maximum? The man who works solely from uninterpreted formulae will, doubtless, put K. as varying between .125 to .0833, with .094 as the approximation required. He will most likely be quite ignorant of the fact that .125 for the freely supported beam is a mid-span figure, while .0833 of the **encastre** system has reference to the value at supports. The man who **knows,** however, will put K. as ranging between 0 and .0833 at supports, and between .125 and .0417 at mid-span, in which case .0625 is the approximate value desired, both at support and midspan respectively. The two men use the law of proportionality in a similar way, but the one knows the true datum line, and the other doesn't. This is only one example; and many might be instanced.

—W. R. Needham.

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Safety of British Railways

Some remarkable facts regarding the safety of British railways are contained in a statement made by the Railways Companies' Association, in reply to an inquiry undertaken by "The Times," following the recent Swiss railway collision. In 1923, it was stated, there was only one train accident in Great Britain in which passengers lost their lives, the number being two, while in the previous year only five passengers were killed. Since the opening of the present century, there have been two years (1901 and 1908) without a single fatality to passengers, and in 1909 and 1917 respectively only one fatal accident occurred. In 1914, 1918 and 1920, there were two; and in 1902, 1904, 1911, 1916, 1919 and 1922, there were three; while only thrice since 1900 have there been more than five fatalities in train accidents. When it is considered that in 1922 and 1923 over seventeen hundred million passenger journeys were made by train, it will be seen that a passenger's chances of death on the railway are so infinitesimal as to be negligible, A one-in-eight-hundred-millionth chance, as was the case last year, need cause no passenger an anxious thought.

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Able Students

Commissioners' Class of Instruction.

We have had the privilege of examining two exercise books containing the work of Mr. R. Hughes, Junior Clerk, Passenger Train Service Office, and Mr. K. K. Mitchell, Junior Clerk, Melbourne Goods, who recently completed a course in the Junior Clerks' Class of Instruction at the Railways Institute, Flinders Street.

It is difficult to find words to express our appreciation of the quality of the work, which is notable, not only for the extent of knowledge of railway operations which it reveals, but also for the remarkable neatness and orderliness with which the work is set out, and the most

gratifying reflection which comes to us is that these books are only slightly better than many others, which is an indication of a very high order of general excellence on the part of the boys who went through the classes.

It is pleasant to see that our Chairman of Commissioners has indicated, in writing, in each of these exercise books, his appreciation of their quality.

An essay by Mr. Hughes on "Efficiency" appears hereunder:—

EFFICIENCY.

The man who has no occupation is in an unenviable plight. If he is poor, want is ever assailing him; if he is rich, ennui is a more relentless tormentor than want. In this wide and expanding country no one need be without some useful occupation. All callings, trades, and professions are open, from the hod carrier up to the highest place in the agricultural, commercial, and mechanical departments. And of all these occupations, that of the railwayman is surely one of the most important.

No country, however rich its natural resources, can progress satisfactorily without an efficient railway system. The farmer, the pioneer, the developer of the country must all have this means of communication with the city. It necessarily follows that every member of the railway staff must give his best attention to his duty, and strive always to attain the highest standard of efficiency if the country is to gain the fullest benefits from its railways.

Victoria possesses a fine and comprehensive system of railways, which gives employment to 26,000 men, but the best service cannot be given the public unless every member of that army of railwaymen co-operates with his fellow employes to promote efficiency.

Our success in life generally bears a direct proportion to the exertions we make, and if we aim at nothing we shall certainly achieve nothing. A railwayman must thoroughly grasp this fact and realise that constant application to his own particular duties is essential if the highest degree of efficiency is to be attained.

An efficient railwayman values his reputation in the eyes of his fellows and of the public, and dissociates himself from any conduct likely to damage that reputation. He is conversant with the regulations, and railway operation generally, and is able to impart information on railway matters whenever required. The safety of the public is his first care; the interest of the department his next. He possesses initiative and lacks officiousness. He appreciates the fact that courtesy recalls the customer, and invites a new one, while discourtesy repels those who have already offered their patronage and keeps others away. He is economical in all things, tactful, and not easily ruffled by any criticism to which he may be subjected by an inconsiderate passenger.

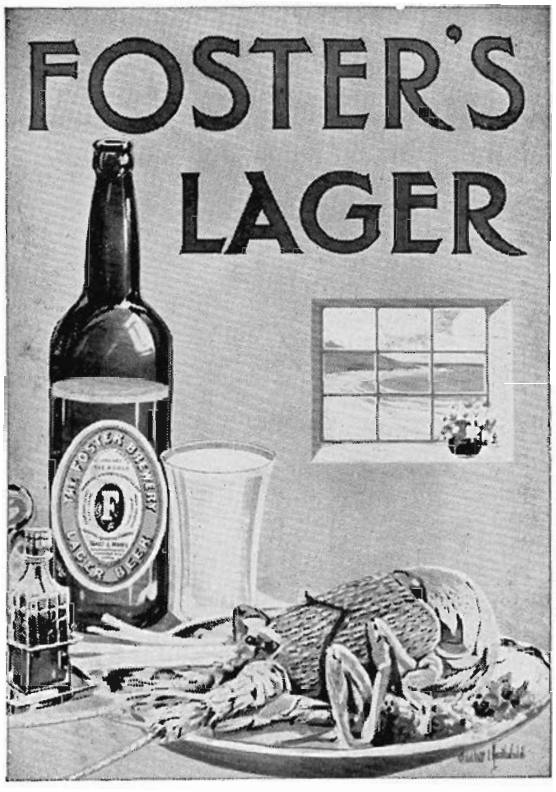
In a word, he is efficient. The employe whose duties bring him into close contact with the public rarely escapes annoyance or insults from thoughtless and boorish passengers. No efficient railwayman would ever enter into an altercation with a traveller who has insulted him. Quite apart from the very definite regulation prevailing in this regard, it is to one's advantage to refrain from retorting to an insult. The true answer to an insult is to make no answer at all. An insult is meant to hurt, and the worst thing one can do is to show that it has hurt. To all who are sensitive of insult, the following story of Lord Chesterfield is commended.

In the days before footpaths, the only dry walking in the street was the part close to the houses, and to give this path to another pedestrian was an act of civility. An enemy of Chesterfield met him one day, and, marching straight ahead, said:—

"I never give the path to a scoundrelly blackguard."

"I always do," replied Chesterfield, stepping into the mud with a courteous bow.

Note.- The complete success of Lord Chesterfield's retort—and rebuke—suggests perhaps a course of action contrary to that counselled by Mr. Hughes in his admirable essay. It would, however, be a pity if that were so. Only rarely do circumstances and a cultured wit enable such a situation to be met so successfully; and, in any case, the trenchant quality which such a retort possesses in relation to a personal enemy has a tendency to give the impression of vulgar Billingsgate when resorted to in the purely formal business relations of an officer or employe of the Department and one of its patrons. Silence, after all, is the best reply to ill-judged and ill-mannered comment—Editor.



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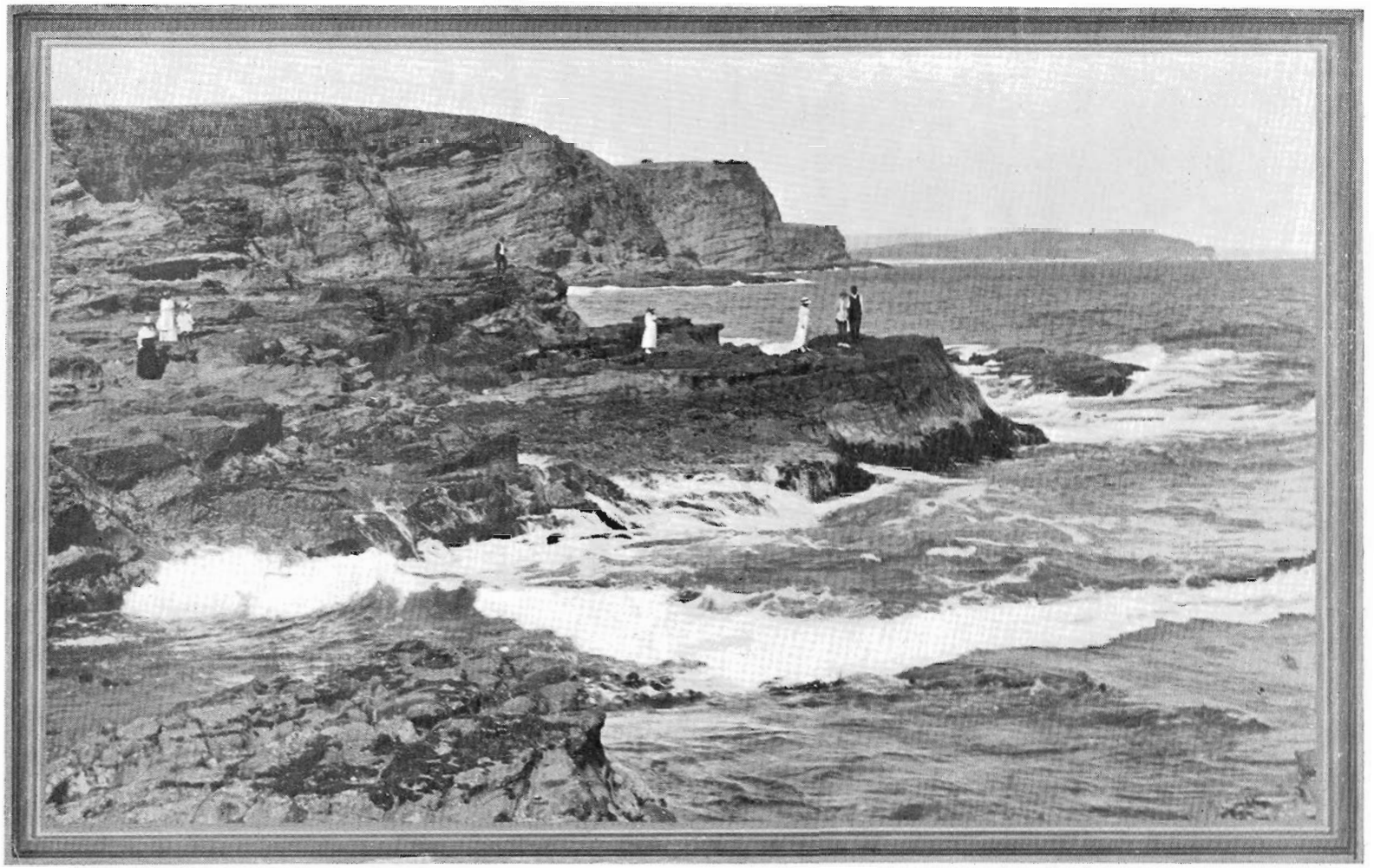
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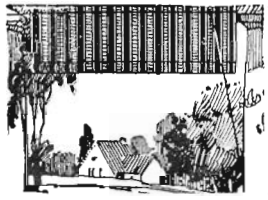
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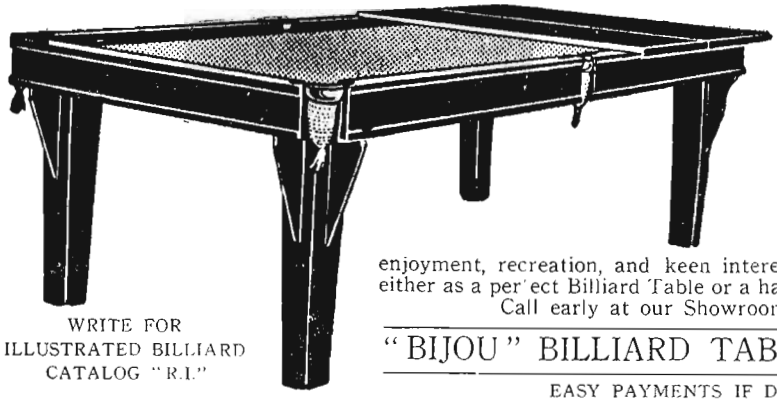
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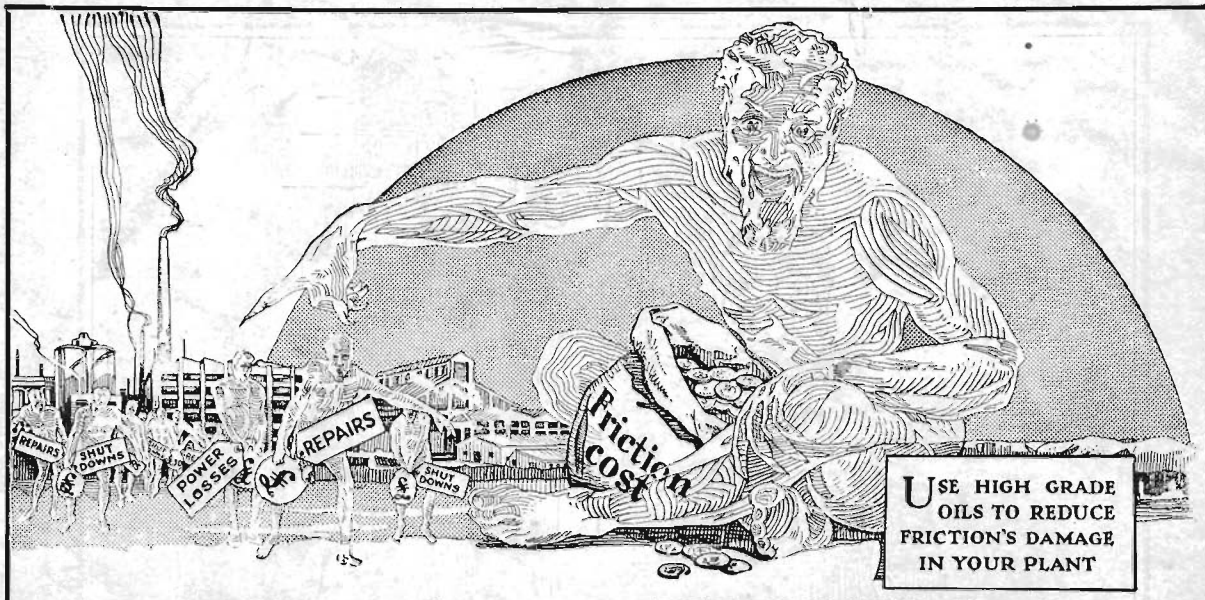
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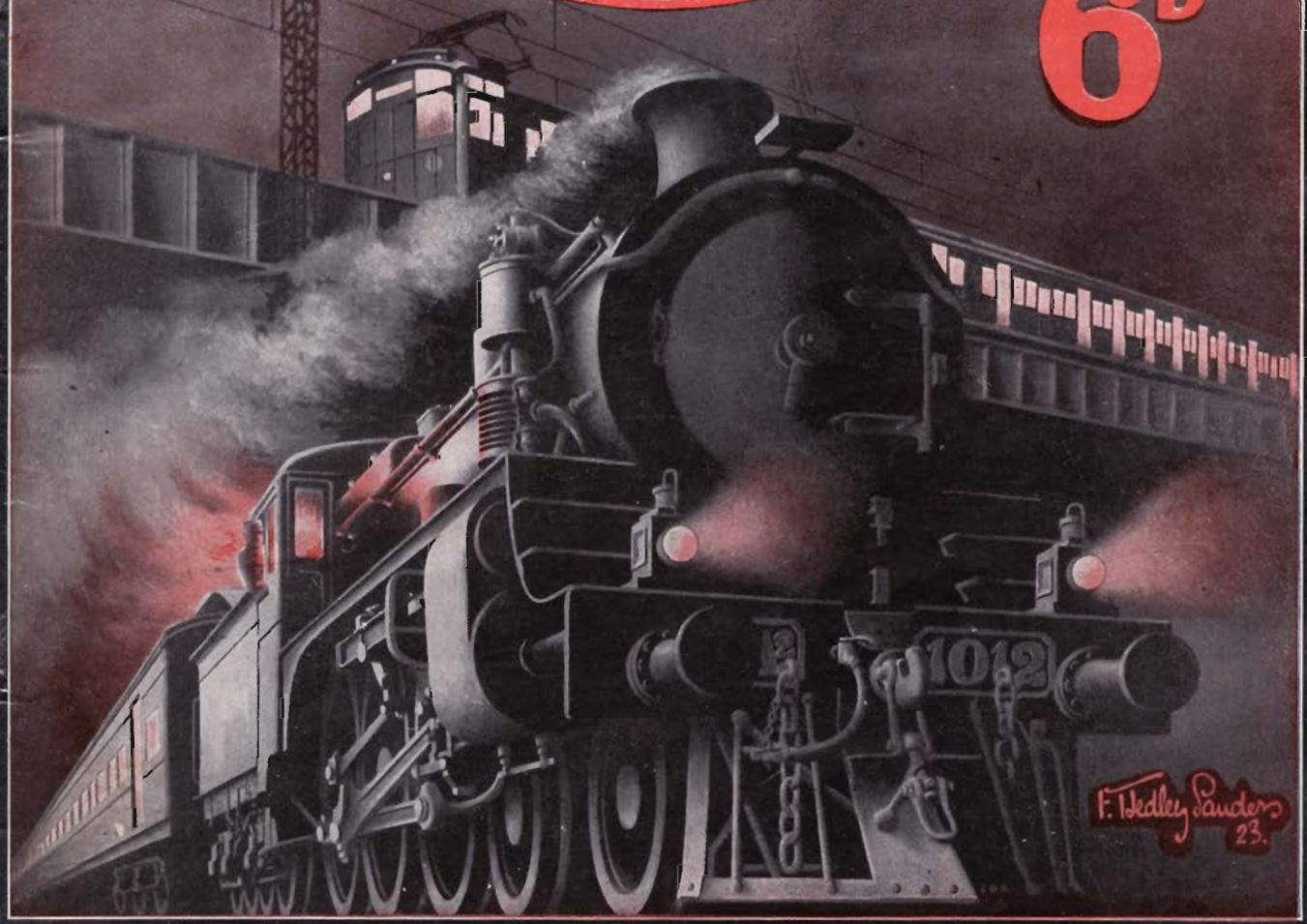
THE VICTORIAN RAILWAYS MAGAZINE

FEBRUARY, 1925

Vol. 2
No. 2

Editorial; Who's Who in the Victorian Railways; Things We Are Talking About; Story; Woman and Her Arts; Where to Go; General News, etc., etc.

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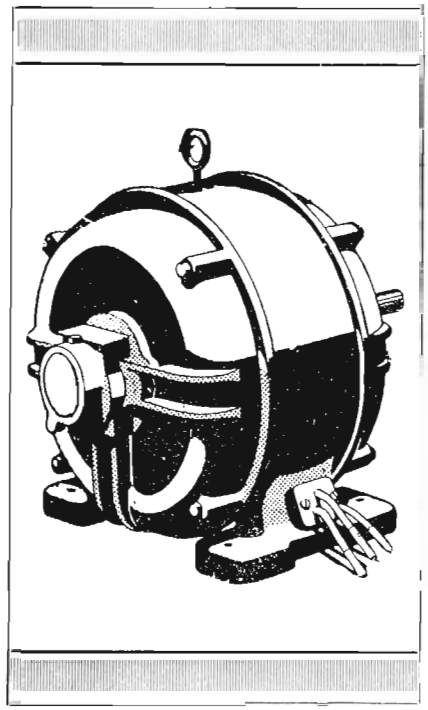


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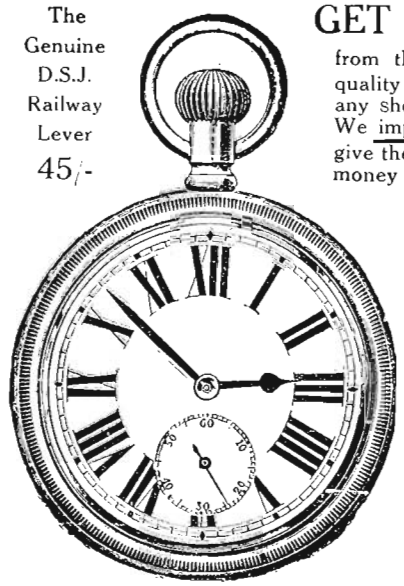
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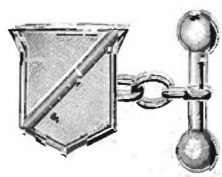
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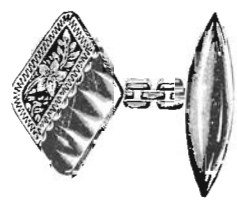
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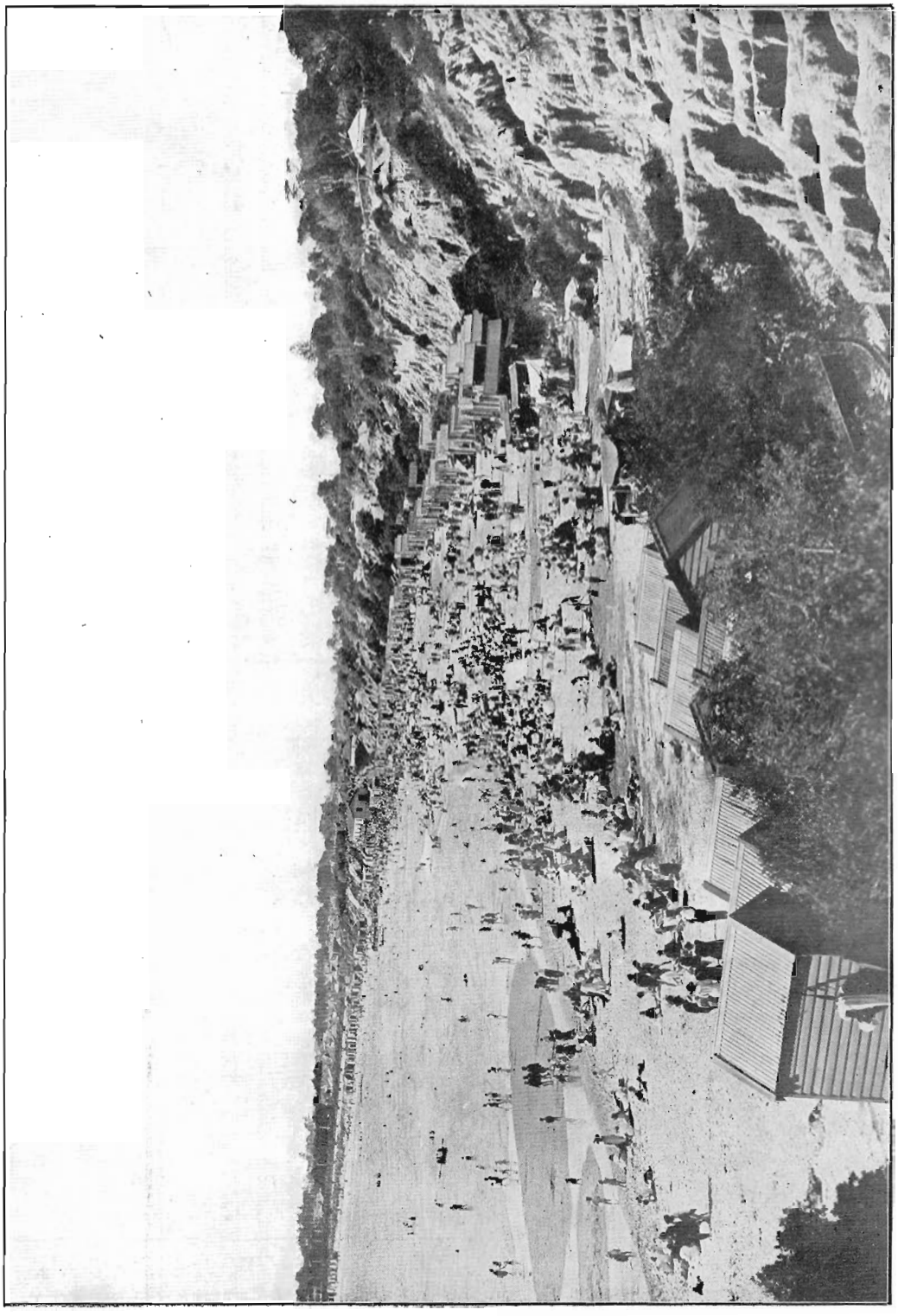
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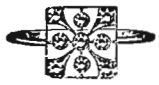
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Vol. II.—No. 2. Melbourne, February 1925 Published Monthly Price: SIXPENCE

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TERMS to Subscribers (In advance only.) For 7s. per annum the "Magazine" will be forwarded to any address.

It is delivered free to all members of the Victorian Railways Institute.

* * *

Articles and reports on matters of interest to employes, short stories, verse, etc., photographs and pen-and-ink sketches, suitable for reproduction, are invited from employes and others willing to help. They should be sent to reach the Editor Victorian Railways Magazine," Room 6, Railway Institute, Station Buildings, Flinders-street, Melbourne, not later than the 15th of each month. Correspondence relating thereto is carried free over the Victorian Railways.

* * *

Matter for publication should bear the signature of contributor, and should state whether it is to appear over his name or a nom-de-plume.

* * *

Articles published in the "Magazine" express the views of the contributors, and are not to be accepted as coming from the Administration unless this is specifically stated.

* * *

All enquiries, except on advertising matters should be addressed to the Editor.

Telephone enquiries to Central 5480; or Railways 174.

* * *

For advertising rates, etc., application should be made to the Railways Advertising Division, 4th Floor, Railway Offices, Spencer-street, Melbourne.

Telephone enquiries to Central 6414, or Railways 139.

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The Victorian Railways Magazine

FLINDERS STREET STATION, MELBOURNE.

Back to Work

"WHEN I die, may I be taken in the midst of work," is a saying of Ovid that is also a philosophy. It is somewhat notable that most of the great thinkers sound the praises of work; often they bring all things back to it as greatest satisfaction of all, pessimists and optimists alike. Where all was vanity and vexation of spirit to his analysis even Voltaire saw a way out for his heroes in gardening. Carlyle trumpeted the consolations of work in deathless words: "Work is the grand cure of all the maladies and miseries that ever beset mankind," cried he. And we all know how the sentiment has woven itself into hymnology and popular songs. "Work, for the night is coming," sing the Churches; "Work, boys, work and be contented," chimes the jovial wayfarer. In the beginning, too, was the law of work laid down, and later Paul of Tarsus sublimated Creation's law in the direct command, "If any shall not work neither shall he eat."

Although everybody agrees upon the necessity of work, it takes a thinker to perceive its greatness. Reflections upon the subject are timely now that the holidays have sent most of us back to the daily grind regretfully. But, after all, life itself can only be said to work—and thus meet the pragmatic test—while there is work to be done. If life were one long holiday it would soon become death. Even where it is a perpetual holiday for some it is extremely doubtful if such a holiday returns the rewards inherent in work. The joys of work eclipse the pleasures of idleness. Living is a serious business, and we may well believe that the great minds who pondered the problem reached eternal truth in ascribing the greatest happiness as the product of work.

Not that holidays are to be under-estimated or unsought. The man or woman who does not want a holiday is asking for trouble. It is just a question of proportion—of everything in its due place. Equally with "the right to work" there is also ordained, in the words of a French sociologist, "the right to be lazy." As the old couplet puts it, "All work and no play makes Jack a dull boy." In this matter, the best workers are those who, after hours, vary it, or resort to hobbies. Work that becomes drudgery is as disastrous as the pleasure that turns into pain. This is where Samuel Smiles erred. By the way, Dowden, in his "Southey," tells how it was part of Southey's regimen to carry on several tasks at once. He found it economical of time and preservative of health. If but one object occupied his attention it haunted him, oppressed him, troubled his dreams. So he did one thing in the morning, and another in the evening. He went from history to poetry, and so on —"no ill policy (sapiently says Dowden) for one who is forced to take all he can out of himself."

Settling to our stride with the annual holidays behind us, and yet ahead of us, let us see with Emerson that "Work is victory; wherever work is done victory is obtained." It is no slight honour to be, as it were, a cog in the wheel of the giant railway service—each one and all necessary to its efficiency and welfare, and greatly in its employ contributing to social needs and national advancement. Civilisation mounts higher and higher through the collectivity of work and (again calling upon Carlyle) "Blessed is he who has found his work; let him ask no other blessedness."

WHO'S WHO in The Victorian Railways.



Mr. W. E. N. Keast

Mr. W. E. N. Keast, General Passenger and Freight Agent, matriculated at the Grenville College, Ballarat, and joined the Railway service as a junior clerk at Bendigo in 1885. After service at Spencer Street station, he was transferred to the then General Traffic Manager's Office, where promotion soon followed, Mr. Keast being subsequently placed in charge of the Passenger Division of the Office. He succeeded the late Mr. Commissioner E. B. Jones as Deputy General Passenger and Freight Agent in 1911, and on the promotion of the former to Secretary in 1915 became General Passenger and Freight Agent.

Mr. Keast administers the commercial side of Railway working, and is the recognised authority in the Department on the highly important subject of freights and fares. He possesses an analytical, constructive, and logical mind, combined with sound judgment, and in consideration of these qualities he was appointed Chairman of the first Railway Classification Board in March, 1917. For the meritorious work which he performed in this capacity, Mr. Keast was personally complimented by the Commissioners, while the representatives of the staff expressed appreciation of the fairness that consistently characterised his conduct of the proceedings. He is a member of the Government Tourists' Resorts Committee, the Buffalo Park Committee, and the Buchan Caves Management Committee, and has carried out the onerous duties of representative of the Commissioners on the present Classification Board since its inauguration in 1919, in addition to administering the Branch of which he is the permanent head.

The Department possesses in Mr. Keast a highly valued officer of wide experience, and his ability is recognised, not only in the service itself, but in commercial circles of the State generally.



Mr. C. W. J. Coleman

Mr. C. W. J. Coleman has been Chief Storekeeper in the Victorian Railways for ten years, and it would be impossible to find an officer more suitable for this responsible position, the duties of which are growing year by year. Mr. Coleman, who is aged 57 years, joined the Department in 1883, and had 12 years' experience in the Transportation Branch as District Superintendent's clerk to the ex-Chairman of Commissioners, Mr. W. Fitzpatrick, when the latter was D.T.S. at Flinders Street and Princes Bridge, and also to Messrs. H. W. Cauty and H. W. Hamilton at Dandenong. In 1895 he was transferred to the Stores Branch, and subsequently occupied every position of importance in that Branch. He was appointed Stores Inspector in 1903, Chief Clerk in 1908, Assistant Storekeeper in 1911, and Chief Storekeeper in 1915.

In 1921, Mr. Coleman was selected as a member of the first delegation which travelled abroad, and in America he made an exhaustive study of American railway practices in relation to Stores Branch working, resulting in the introduction of many reforms in the Victorian Railways Stores Branch, notably the rearrangement on proper business lines of all the Storehouses of the Department, and the inauguration of more up-to-date housekeeping methods; while in January, 1922, the scope of the Stores Branch was widened considerably by the placing of the Printing and Stationery Branch under its control.

To have retained both the respect and esteem of a large staff during ten years of effective administration is an achievement to be proud of, and if Mr. Coleman has not succeeded in doing this, no one ever has or ever will.

Things We Are Talking About

"The Herald" of January 5th struck the right note in a couple of comments of interest to Victorian Railwaymen that appeared in the "Rouseabout's" column:—

Mr. Clapp, those know well who would sip the holiday nectar to the last drop, is considerate of week-enders and year-enders.

For instance, there was a train that left Belgrave at 6.30 this morning, rousing natives and stray holiday makers from their slumbers in the sleep-outs near the line. It picked up crowds on the way down, who mostly strolled off to shop, office and factory, or even had time to slip home first. Running express from Box Hill, this early bird of the mountains reached Flinders-street a few minutes past 8—and thus gave an excellent example of punctuality to its passengers for the new year.

It was on this very train, as it drew into the terminus, that an incident occurred that might well serve as a timely warning. One of the passengers, anxious to start the working year early, pushed open the swing door before the train had stopped.

A porter slammed it back into his face, and when he alighted addressed him thus: "Do you want to kill somebody? Haven't you got any lurid sense? I've a good mind to take you into the office." And he probably would have done so had it been the old year instead of the new.

So many accidents have occurred with these swinging doors that the porter's fervid remonstrance was justified.

Victoria's Record Wheat Harvest.—Figures, it has been said, can be made to prove anything. This may be so in some cases. but the few figures given hereunder regarding Victoria's record wheat harvest this season seem to allow of only one possible interpretation:—

The total number of bags of wheat loaded up to 14/1/25 (when we went to press) was 2,567,388 bags.

The total number for the corresponding period last year was 1,793,165 bags.

The total number of bags at stations waiting to be loaded was 2,218,546 bags.

The total number for the corresponding period last year was 2,304,583 bags.

The inference, therefore, is that Victoria grows a little wheat.

Quick Transit.—Some idea of the prompt way in which the movement of trucks takes place in the Ballarat Section may be had from a case which recently came under notice at Sheep Hills Station. Truck 3875 "I" left there at 6 p.m. on the 27/12/24 loaded with wheat for Geelong. The same truck arrived back again at Sheep Hills at 9 a.m. on the 2nd January. There was a Sunday and New Year's Day in between.

Notwithstanding these holidays and the time taken to unload at Geelong, this vehicle averaged 65.83 miles per day, which is a very creditable performance, considering it was moved forward in the ordinary routine.

Transport of Furniture.—There was a time when furniture people regarded us coldly—not entirely our fault, mind you; costly furniture without any protective covering used to be handed to us for a two-hundred mile trip.

One of our large furnishing firms recently made the following statement in an advertisement:—

"Our mighty Mail Order Department and the Goods Department of the Victorian Railways, each supremely efficient in its own sphere, have one creed in common—service and satisfaction to the Victorian public. But, perfect as both organisations are, periods of peak loading must always place an unfair strain on their efficiency. . . Arriving at their destination, the articles are untrucked, re-checked, and delivered to their owner, on time, unharmed, and wholly satisfactory.

That owner has experienced the benefits of efficient organisation!

Suppose, however, this particular order is received during Christmas week. Other last-minute requests are literally pouring in—the peak period is on! From the time the order is received until it reaches its destination it is adding a little more to the nerve-racking strain—adding a little more to the aggravating problem of truck space.

Yet all along the line the service maintained will be 99 per cent. perfect, for these men who serve you can rise to an emergency.

But why should you risk experiencing even the slightest inconvenience that 1 per cent. deficiency may occasion?"

Now, you Victorian Railwaymen, there's something to live up to!

Live Stock Notes.—Owing principally to increased markets and cross-country traffic, there was a satisfactory improvement in railway live stock traffic during the month of December, 1924, as compared with 1923, the respective figures being:—December, 1923, 10.591 trucks loaded; December, 1924, 11,265 trucks loaded. The total number of trucks loaded during the whole of 1924 was 113,093, compared with 114,824 during 1923, a decrease of 1721 trucks. There was a decrease of 2588 trucks in the

volume of sheep traffic (1923, 60,340 trucks; 1924, 57,752); but the number of trucks of cattle handled showed an increase of 1094 over 1923, the figures being: 1923, 46,981 trucks; 1924, 48,075 trucks.

Claims Notes.—During the month of December, 1924, the total number of claims preferred against the Department was 2030. Of this total, 700 were paid, the amount involved being £1303, while credits totalled £555. The corresponding figures for December, 1923, were: 1954 claims preferred; 699 paid; amount, £1291; credits, £797.

Holiday Traffic.—Passenger bookings from Melbourne during the Christmas and New Year holidays were abnormally heavy. The following are the figures for each day, compared with 1923:—

Day, 1923.	Pass.	Re-venue.	Day, 1924.	Pass.	Re-venue.
December			December		
7-15	31,680	£35,805	8-17	40,010	£41,462
17	5,859	7,119	18	5,945	5,912
18	7,452	6,331	19	8,595	8,183
19	6,968	8,361	20	10,971	7,040
20	9,262	10,159	22	13,005	12,928
21	16,787	7,630	23	14,711	13,400
22	23,962	19,126	24	23,374	18,435
24	13,469	11,970	25	13,694	7,538
25	5,036	3,612			
26	7,864	4,551	26	5,938	4,181
27	5,360	5,586	27	8,358	5,390
28	4,835	4,761	29	6,939	6,060
29	7,631	5,820	30	5,322	4,492
31	4,974	4,635	31	7,539	6,091
January			January		
1	7,521	3,566	1	11.113	4,277
2	4,948	3,709	2	4,753	3,458
Grand Total	163,608	142,748		180,267	148,855

The Eucalyptus Industry.—Reports from Avoca indicate that the eucalyptus industry, which, after a boom some years ago, had fallen away in consequence of the low price of oil, is again becoming remunerative. Numbers of men are employed cutting leaves, but there is a scarcity of labour.

Tourist Bureau Notes

Mr. J. C. Boyce, Government Tourist Officer, reports that the revenue for the month of December, 1924, was £68,034 16s. 7d., an increase of £4061 10s. over December, 1923, and the highest amount taken during any one month at the Bureau since its inception.

A feature of the bookings was the increase for the cheap excursions, showing that the public are realising the advantages of early travel at Christmas time.

Although the December, 1924, figures beat any previous monthly aggregate, the highest daily total has been surpassed on several occasions in previous years, showing that the Commissioners' appeal to the public to "book early and avoid the crush" is bearing fruit. The December bookings were considerably heavy without the last day spasmodic rush, which has always been experienced in other years. The new country and suburban time-table operated from 1.12.24, and the revenue derived from the sale of maps, time-tables, and photos was £67 17s. 10d., against £32 0s. 9d. for December, 1923. Country accommodation houses, numbering 118, advised us during December of Christmas vacancies, which enabled the Bureau to place at least 500 people who, before applying, had been unable to get accommodation. Numerous leaflets were distributed to the public informing them of the particulars of issue, availablity, etc., of cheap excur ion, holiday excursion, and interstate excursion tickets. Leaflets showing the extra train services were also distributed, and no doubt the wide publicity given these trains helped to lessen the rush for the regular trains.

The Yarram and Pt. Albert Progress Association has issued a leaflet drawing attention to the beauties of this part of Victoria, and setting out an itinerary for a week, for the guidance of visitors. Many copies of this folder have already been distributed. During December, 1924, twenty-nine extra clerks were employed to deal with the holiday traffic, representing 335 days. For December, 1923, twenty-nine men were also employed, but represented 294 days only, the extra staff being required earlier this time, owing to the spread of traffic. The "C" sheets, and other returns, were finalised earlier during December, 1924, resulting in £12 less over-time being paid to the regular staff for December, 1924, as against December, 1923. The revenue for the twelve months ending December, 1924, amounted to £447,512 1s. 2d., against £423,172 4s. 1d. for corresponding period ending December, 1923, being an increase of £24,339 17s. 1d.—1924 over 1923—equal to 5.8 per cent.

Railway Revenue

FOR NOVEMBER, 1924.

	1923. £	s.	d.	1924. £	s.	d.	Increase. 1924. £	s.	d.
Passengers	412,952	3	8½	430,899	8	2	17,947	4	5½
Parcels, etc.	40,069	11	0½	40,061	2	0			
H., C. and Dogs ..	2,239	2	4½	2,798	11	2	559	8	9½
Mails ..	4,928	10	9	5,031	17	4	103	6	7
Goods ..	408,460	13	10	407,070	1	3			
Live Stock	70,853	0	6	62,245	6	5			
Telegraph	327	10	3	327	18	0			
Power ..	15,176	9	5	16,385	8	2	1,208	18	9
Rentals ..	8,832	6	2	10,372	1	10	1,539	15	8
Miscellaneous	670	4	11	1,106	1	2½	435	16	3½
Advertising ..	2,395	15	6	2,973	4	5	577	8	11
Dining Car Service	2,200	6	9	1,871	6	6			
Refreshment Room Services	24,676	9	7	29,458	4	5	4,781	14	10
Bookstalls				6,257	5	11	6,257	5	11
	993,792	4	9½	1,016,857	16	9½	32,411	0	2½

Increase for the month of November, 1924. £23,065/12/-.

Increase from 1st July, 1924, to 30th November, 1924. £278,327/1/3½.

Mount Buffalo Chalet Improvements

Extensive alterations and improvements to the Government Chalet at Mount Buffalo are to be carried out by the Victorian Railways in the near future. and there can be no doubt that the additional tourist traffic which will be attracted to the Chalet in consequence of these improvements will more than justify the considerable expense which the Department is prepared to undertake. Mount Buffalo will be the finest tourist playground in Australia.

A new dining-room, 50ft. x 40ft., to seat 150 persons, is being built, the present one being converted into a ballroom with a stage for amateur theatricals. By a happy arrangement, the living room of the Chalet staff will be situated at the rear of the stage, so that, although separated from the guests' ballroom, the staff can also take advantage of the music for dancing. A large modern kitchen, fitted with cold storage facilities, is being provided, as well as an up-to-date laundry and a drying-room, where guests can leave their wet or damp attire and obtain it again in the morning thoroughly dried.

The existing bathrooms are being modernised and others built. The whole place, of course, is electrically lighted and sewered. Provision has been made for visitors who may desire to make local purchases or obtain mementoes of their visit. A well-appointed motor garage, which will accommodate 20 cars, is to be constructed; while that important department, the sports depot, has been entirely remodelled, and should be more popular than ever, if such a thing be possible. A fine wireless set, capable of receiving messages from America, has been installed.

In order to accommodate any overflow of visitors, 20 small bungalows, each capable of housing two visitors, are being built with every convenience and the same comforts as the Chalet itself.



The Mount Buffalo Chalet, where the Victorian Railways Department proposes making exrensive alterations and improvements

Outside, similar elaborate improvements have been decided on. At the rear of the Chalet, a skating pond will be provided with electric light, so that skating can be indulged in at night time. About ten minutes' walk from the Chalet, a ski-ing slide, 400 yards long, is being prepared on a grade of about 1 in 4, and the tobogganing facilities are being improved.

Also, when the lease of the road to the Mount, held by the motor and coach proprietor, expires on 31st March, the road will be open to all tourist traffic and not restricted to privately-owned cars and tourists travelling by the lessee's cars. This will enable holiday touring companies to include a call at the Chalet in their itineraries.

Efficient Ticket Checking and Collection Means Safeguarding the Revenue

It is well-known that for some considerable time past the Commissioners have taken special action towards getting a better collection of tickets, and as a result a vast improvement has been effected.

The proper collection and cancellation of tickets is a vital safeguard of the important passenger revenue, and realising the necessity for keen team work in this direction the staff are enthusiastically co-operating with the Commissioners to reduce the percentage of non-collected tickets to a minimum.

In a recent issue of the Weekly Notice, the Commissioners expressed their appreciation of the efforts of the staff concerned in establishing a record collection, when, in October last, the percentage of non-collected country tickets for all districts was reduced to 2.1, the previous best figure being 2.3

The following detailed statement, which was inserted in a recent issue of the Weekly Notice, gives the percentages of non-collected country tickets for each district:—

District.	Issued. Oct., 1923.	Oct., 1924.	Not Collected. Number. Oct., 1923.	Oct., 1924.	Percentage. Oct., 1923	Oct., 1924
Northern	37,197	35,411	875	682	2.3	1.9
Midland	45,575	40,415	801	680	1.7	1.6
South-Western	47,161	47,022	787	637	1.6	1.3
Western	58,990	55,054	1,118	879	1.8	1.5
North-Eastern	36,778	35,726	467	415	1.2	1.1
Eastern	46,049	47,076	1,169	734	2.5	1.5
Metropolitan	162,924	162,665	6,798	5,002	4.1	3.0
All Districts	434,674	423,369	12,015	9,029	2.7	2.1

Shipping Dispute

During the past few weeks railway interstate passenger revenue has gone up in leaps and bounds. The shipping dispute has caused many travellers to book by rail instead of taking the coastal sea trip. All divisions of the Sydney express have been filled to the limit, and the numerous extra trains placed in running have just succeeded in accommodating the crowds of passengers seeking transit to New South Wales. In the words of the "Age" of recent date:—"Spencer-street has been a scene of activity unparalleled in its history. But although abnormal conditions have prevailed, there has been no departure from the customary efficiency."

New South Wales, however, is not the only State taking a big quota of passengers. Two divisions of the Adelaide express have been run daily, with an extra train for Ballarat to pick up wayside passengers and give the express a clear run.

The shipping strike's influence on the Railways, therefore, bears out the old saying, "It's an ill wind that blows nobody any good."

Telegraph and Train-Running Office, Dandenong

A new telegraph and train-running office was opened at Dandenong on October 4th for the better operation of trains in the South-Eastern District

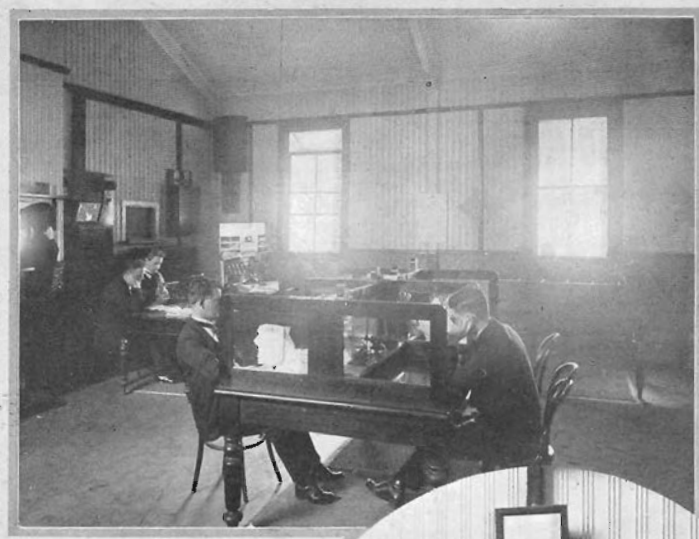
The office, which was previously occupied by the Refreshment Services, has ample space and ventilation, and is equipped with the latest devices for the quick and accurate despatch of telegraph and telephone traffic. Special facilities have been provided for train control over portion of the district. A general view of the office is shown on following page, top view, with the telegraph sets in the foreground, and the train control apparatus in the left-hand background. The officer in charge of train running has an operator attending the train control switchboard throughout the train service period, and this operator can call instantly any or all stations between Dandenong and Nyora on a telephone circuit entirely under his control.

Each station has a switch on the control board, and the station is called by turning the switch to the calling position. When the bell operates at the called station, a ring-back signal is given to the operator and communication is thus established. At the wayside end, the control operator is called by turning the generator handle, and this operates a light shown above switches in illustration. Intercommunication between wayside stations cannot be obtained without permission and knowledge of the control operator. Second picture shows the apparatus under the control of the traffic operator. A standard Western Electric Company's alternating current selector set is installed in a cabinet specially designed to suit the requirements of train control. On the left-hand side of the cabinet is a telephone switchboard of the cam type, through which communication is obtained on all direct and party lines.

On the right-hand side is a plug type telegraph switch panel, fitted with non-break circuit switches, which gives easy access to all the Morse telegraph lines entering the office, and a Morse sending and receiving set is placed nearby for the use of the operator. A head telephone set and lazy tong extension brackets for automatic and selective telephone circuits are provided.

Third picture shows the ordinary telephone arrangements which provides connection to the Railway automatic telephone exchange and communication between local offices and all stations between Dandenong and Warragul. This arrangement will later be replaced by a 25-line switchboard. The installation of the telegraph and telephone apparatus was carried out by the staff of the Chief Engineer of Signals and Telegraphs, Mr. F. M. Calcutt, under the supervision of the Telephone and Telegraph Engineer, Mr. E. G. Godfree.

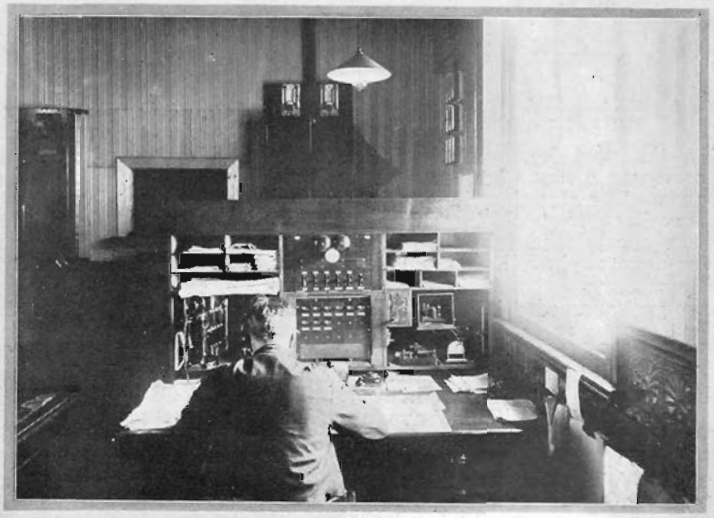
New Telegraph & Train Running Office DANDENONG



General View of Train Running Room Dandenong.



Telephone Instruments.



View of Traffic operators Switchboard

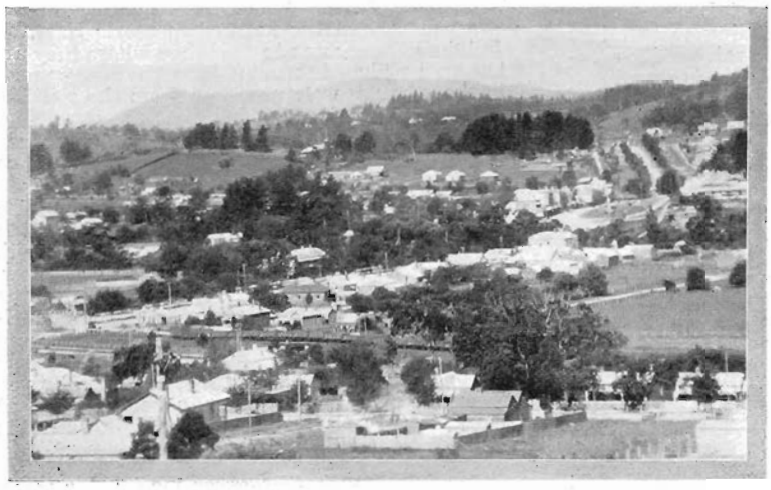
Transportation District Notes

Metropolitan District

Report of Mr. T. W. J. Cox, Metropolitan Superintendent:—

MITCHAM.—Tile Traffic—The tile exports of the Australian Tesselated Tile Company, situated at Mitcham, is a source of considerable revenue to the Railway Department. The main product of the company is glazed and roofing tiles, and, although they have a large clay hole at their works, clay of a different texture to that obtainable at Mitcham is required for their manufacture. For this purpose, hundreds of trucks annually are received from Rowsley and Lal Lal, and, in addition, the Department transports thousands of tons of coal and thousands of empty kerosene cases, for the use of this company. The tiles used in the waiting rooms and subways, etc., at Princes Bridge, Flinders-street, and Spencer-street, and also the flooring tiles used in the various substations are supplied by this company.

RINGWOOD.—Passenger Traffic—There has been a marked increase in the building trade around this district, and, consequently, an increase in passenger traffic.



Lilydale.

Fruit.—The fruit traffic this year is expected to be exceptionally heavy. It is feared that the local cool stores will not be large enough for the amount of fruit offering.

LILYDALE.—General Traffic—The traffic at this busy station, the junction of the Healesville and Warburton Lines, is still increasing. Although, of course, the goods traffic on the Warburton Line has not yet got back to normal after the Christmas Holidays, it is anticipated that it will be just as heavy, if not more so, than last year. The Healesville Line is still maintaining its heavy traffic, both passengers and goods.



Lilydale Station.

HEALESVILLE.—Goods Traffic—December has been an exceptionally heavy month for goods at this station, 478 trucks being received inwards, 2194 tons of sand, and 779 tons of cement were received in connection with the construction of the new Maroondah Dam. Last year 294 tons of general merchandise was received as against 154 tons for 1923. This increase is due to the elimination of motor competitive traffic.

Passenger Traffic.—During the Christmas and New Year Holidays this year 3,993 passengers travelled to Healesville, as against 2,670 last year. Healesville is more than maintaining its popularity as a holiday resort.

WANDIN.—Fruit Traffic—A record berry fruit season is being experienced at Wandin. Strawberries, raspberries and loganberries are now being despatched in large quantities. During December, 147 tons of berries were forwarded from this station, showing an increase of 60 tons over the same period in 1923. During the same month 5000 buckets of these fruits were forwarded per passenger train. Monday, 29th December, was a record day; 350 parcels were received, waybilled and despatched, in addition to three trucks of small goods. All crops are looking well, and the growers are greatly impresed with the season's prospects.

MORNINGTON.—Tourist Traffic—Tourist traffic during the Christmas and New Year Holidays was well maintained, and, with the exception of Boxing Day, up to the standard of previous years. Hotels, guest-houses, cafes, etc., are well booked up, and in many cases they are fully booked until the middle of February, when the public schools re-open.

Fish Traffic.—The fish traffic has suffered a temporary setback, the new regulations prohibiting the use of "long line" fishing has had a marked effect in the size of hauls. The "long line" system in the Schnapper season means all the difference to the local fishermen.

Rail Motor.—The rail motor service between Frankston and Mornington has just completed its initial year, and a survey of the results discloses that the rail motor was well patronised throughout, justifying its installation and proving a great boon to the district. During the recent holidays its capacity was taxed to the utmost, and the Red Hill rail motor had to be superimposed into the Mornington service to convey the overflow.

Melbourne Goods

Mr. T. R. L. Sexton, Goods Superintendent, reports that for the month of December, as compared with the corresponding month last year, the traffic in agricultural produce received at the Melbourne Goods sheds was:—

Commodity.	Dec., 1923. Bags.	Dec., 1924. Bags.	Increase. Bags.	Decrease. Bags.
Wheat	18,408	9,260		9,148
Flour	43,716	15,209		28,507
Bran	3,346	940		2,406
Pollard	1,598	1,486		112
Oats	121,985	48,077		73,908
Peas	784	107		677
Beans	239	82		157
Barley	14,381	26,101	11,720	
Malt	6,102	4,329		1,773
Maize	1,384	8,476	7,092	
Chicory	260	1,788	1,528	
Potatoes	39,680	25,589		14,091
Onions	10,866	7,617		3,249
Carrots	277	46		231
Grass Seeds	130	108		22
Chaff	173,863	175,033	1,170	
Sharps	2			2
Meal	111			111

Wool.—For the month of December there was an increase of 17,572 bales received as against December, 1923, and the increased number of bales received at Melbourne for the season to date is 57,800 bales.

At the Montague Shipping Shed for the month of December, business was quiet, owing to the effect of the shipping strikes being felt. Cargo was received from the following ships:

s.s. "Orvieto," 41,880 cub. feet.
s.s. "Orama," 87,040 cub. feet.
s.s. "Mongolia," 50,242 cub. feet.
s.s. "Medic," 76,000 cub. feet.

Or a total of 255,160 cub. feet for the month.

The Outward traffic from the Shipping Shed to Port Melbourne for the same period was 24,560 cub. feet.

Ballarat District

Mr. T. H. Maddern, District Superintendent, reports a good season for the district, particularly as regards the production of wheat, barley and fruit. The transport of wheat to the sea board continues at a speedy rate, and the train services are being worked on an economical and efficient basis. Four "C" class engines were utilised on the new run, viz., Stawell to Geelong and return, and these have been a marked success, both from a transport standpoint, as well as for safe-working.

The performances of all trains in the district are reviewed regularly, and in order to give the staff a clear idea of the lines on which this is conducted, a monthly circular is being issued covering certain phases of the operations.

The average weight of goods trains for a comparative purpose was:—

Month.	1923.	1924.	Increase.
September	390	395	5
October	393	408	15
November	399	400	1

Scarsdale, Smythesdale and Brown's.—We are indebted to the Ballarat "Courier" for a descriptive article regarding this old mining district. Many fields which saw the rush in the early days, and the marked meteoric rise and fall, have now come to the stage where they are known as "has beens." They have one merit in that they are pictureesque from the tourists point of view, but beyond that they are just as interesting as an ordinary worked out rush.

The group of townships mentioned above come under a different category, in that they are the centre of a spirit of optimism. The trio of "old time" mining areas have had a rough passage, but they have kept up well, and it is a pleasurable task to record that now, nearly 70 years after the first discovery, the old areas are still yielding gold in good quantities. There is a Government battery working near the old "Jubilee" mine, and recently one crushing produced 90 ounces from 170 tons. There is also, near Browns, a boring plant at work testing the creek and hillside with the object of installing dredging machinery.

Bacchus Marsh.—Progress marks this town. The area of Bacchus Marsh, which is surrounded by high and dry hills, is always covered with green, and the fruit production will be

quite up to the standard. Road motor competition was acute during the early part of 1924, but now only one motor is in use beyond the confines of the town. As a result, the Departmental goods traffic is again returning to normal. It is anticipated that little, if any, reduction in revenue will be noticed for the coming year.

Bendigo District

Mr. W. Tredinnick, District Superintendent, Bendigo, reports that the northern district is in its annual period of maximum and far-reaching activity. Small stations are now under notice quite as prominently with regard to truck requirements as the more important stations in the concerted effort to give prompt transport to the great wheat yield.

Power requirements have been augmented at Bendigo, and at present there are 41 engines at the Bendigo Depot, and 30 at the out-stations. Advantage has been taken of the re-graded lines between Korong Vale and Quambatook, over which "K" engines are operated as far as Manangatang to haul up loading of a tonnage equal to that hauled by "C" class engines between Korong Vale and Bendigo. This accounts largely for the increased wheat tonnage handled this year, amounting to 84,668 bags. The salient point in rapid wheat transport has, as a result of regrading of the northern lines, shifted south, as wheat can be brought into Bendigo faster than it can be cleared on the main line.

Relief is expected as a result of investigations being made by the Track Regrading and Duplication Engineer, with a view to regrading portions of the line. The old question of building a loop around Castlemaine from Harcourt to Malmsbury has been revived. This, however, would result in only a partial solution of a problem to be wholly solved by electrification. At present 14 goods trains are despatched daily on the "up" journey, and only 9500 tons are cleared, whereas it is possible to bring in 15,000 tons daily from the north.

The wool traffic has been replaced by the soft fruits and tomato traffic. This class of business shall increase on the opening of the Balranald line, when serious competition shall be entered into with the road motor transport of citrus fruits.

A Coal Conservation Meeting was held at Bendigo on the 19th December, 1924. Messrs. N. C. Harris, Assistant C.M.E., and W. Thomas, Assistant General Superintendent, attended.

The Christmas and New Year traffic was successfully handled. At Bendigo the business was particularly heavy, and the station staff did excellent work in accelerating despatch of trains.

Dandenong District

Mr. J. G. Lee, District Superintendent, reports that the Eastern District is looking very well at the present time. Although the recent hot days caused the grass to dry somewhat the pastures are still abundant, and this is reflected in the abundant output of milk, cream and butter. The potato crops are coming on well, and will soon be ready for digging.

Dandenong.—Owing to a divergence of opinion in the local Council no tenders for further work on the proposed market buildings on the new site in Show Grounds will be called for at present. The sale ring and cattle yards are nearing completion. Unless an agreement be reached it is possible that Dandenong will soon be without a market. This will have a serious effect on the Railway revenue at Dandenong.

Narnargoon.—This station has now been connected up with the local Postal Exchange.

Noojee.—The new road in course of construction between Noojee and Duggan township has been opened as far as Renny's Vesper Post Office. It has been suggested that the three finest bends on the road, which are close together, be called the Giant's Causeway. The popularity of Noojee as a tourist resort was shown by the increased number of tourists during the Christmas holidays.

Maffra.—The soil and climatic conditions at Maffra are ideal for the production of sugar beet. The beet roots are treated at the local sugar factory, whose output is of such a class as to become more and more in demand each year. It has been found necessary, to enable the roots to be expeditiously handled, to instal a more up-to-date plant at the factory. Mr. Hebert, from the United States of America, is at present at Maffra to go into the matter, and it is stated that his work will not be completed for at least two years. A larger area for the growing of beet cannot be allotted until such time as the facilities for dealing with it at the factory are increased. Owing to the colder weather being experienced in the Maffra District, the beet is not making the headway hoped for, but being early in the season, there is still time for the crops to pick up. The dairying activities are all that can be expected. The three large factories are working at full pressure, and a greater output than ever before experienced is anticipatd.

Tostaree.—The sleeper cutters showed their practical sympathy with the needs of the Bairnsdale Hospital by contributing £30 to its funds. This was forwarded through Mr. J. S. Vaughan, the Railway Sleeper Inspector. The Sawmilling operations of Messrs. Palmer and Co. have considerably increased the number of residents in the district.

Orbost.—The road now being constructed by the Orbost Shire from the Prince's Highway to the beautiful cabbage tree palms in the vicinity of Club Terrace will be much appreciated by tourists, the number of which is increasing every year.

Boolarra.—The district in the vicinity of Boolarra is looking exceptionally well, grass being plentiful and the stock in good condition. The season has been a remarkably good one for dairying, and the local butter factory is turning out from 200 to 250 boxes of butter weekly. Several mining leases have recently been taken out on account of bauxite having been discovered, and found to extend over a large area, and being very rich in aluminium. If present anticipations are realised there is a bright future in store for Boolarra, and the district generally.

Wonthaggi.—Though only started in 1910, the town of Wonthaggi is now sixth in point of population in the State, containing over 8000

people. The State Coal mine, which, by Act of Parliament is placed under the control of the Victorian Railways Commissioners, is producing about 500,000 tons of coal per year. Over 6,000,000 tons have been raised to date. The equipment is complete and up-to-date. The town is lit and power for industries supplied by current generated at the Mine power house. About 1600 men are directly employed, apart from timber getters, etc. Over £2,500,000 have been distributed in wages in addition to payments for immense quantities of mining timber and general stores. The importance to the State of this great industrial centre is evident. To cope with the heavy traffic, the Railway Department has a large staff, with loco. sheds, etc. The town has many fine buildings, viz.:—The town hall, elementary and technical schools, shire hall, two theatres, five churches, and numerous fine business premises. Attractive seaside resorts near are Inverloch, Kilcunda, and San Remo. The district is becoming increasingly attractive to holiday tourists, most of whom are greatly astonished at the importance of the town and district.

Flinders Street District

Mr. J. G. Lee, District Superintendent, sends out a most interesting Bulletin each month; here is his betterment, Bulletin No. 2.

Timekeeping of Trains.—For the month of November the percentage of trains on time was as under:—

Passenger.

	Per cent.
Dandenong	91.91
Maryborough	91.44
Bendigo	89.75
Ballarat	89.46
Geelong	87.10
Seymour	75.89

Mixed.

Maryborough	87.69
Dandenong	87.55
Ballarat	85.29
Geelong	82.97
Bendigo	78.88
Seymour	78.35

We improved slightly in the passenger trains, but slipped a bit in mixed train running, and allowed Maryborough to get in front. We must try to do better.

Late Returns.—The following table shows how we compared with other districts for late returns for November:—

	Nov. 24	Oct. 24
Geelong	19	11
Dandenong	20	29
Ballarat	22	42
Bendigo	30	25
Maryborough	37	47
Seymour	45	32
Metropolitan	45	38

Full credit is given the officers concerned for having made a distinct improvement over October figures. You were urged in the last bulletin to overtake the Geelong District, and nearly succeeded. Keep your work written up to date, so that when the end of month is approaching your monthly work is well in hand, and the compilation of the returns will be a simple matter. Get at them early, and make sure they are sent forward in good time.

Accidents to Employees.—The number of instances of employees injured for November was 112, against 142 for October. This is better, but it is still deplorably high. Fortunately, no lives were lost. Take care of yourselves. SAFETY FIRST.

Ticket Collection.—The returns for October show a further gratifying improvement, and we are now third on the list, instead of sixth, viz.:—

	Per cent.
Seymour	1.1
Geelong	1.3
Dandenong	1.5
Ballarat	1.5
Maryborough	1.5
Bendigo	1.9
Metropolitan	3.0

The staffs are commended for this fine performance, and their efforts are fully appreciated, but we can do still better. Out of an issue of 47,076 tickets we missed 734.

Reporting Derailments.—When reporting, give a clear and concise report of movement that was taking place when mishap occurred, also the movement immediately preceding. Attach rough sketch of position of roads when points are involved. This will help in arriving at a decision.

Lost Property Enquiry Fee.—When a telegram is sent making enquiry for lost luggage, endorse wire to the effect, "Enquiry fee, 1/-, collected," and so help the Censor.

Truck Supply.—We are now approaching our "peak" period of loading, and every available truck is required for the grain traffic. Scan your Yark Check closely every day, and if any truck is on hand over one day ascertain why, and get it moving—we want an average of over 30 miles per day out of every truck.

Geelong District.

For the season to 8th inst. inclusive, the following wool traffic has been dealt with at Geelong in comparison with the previous season:—

	1924-25.	1923-24.
Bales received	132,138	101,168
Despatched ex Geelong Sales	25,008	No record

The season has practically terminated now, only an odd truck or two coming to hand.

Wheat Traffic.—For the current season ending 8/1/25, the following figures are available:

	This year to 8/1/25. Bags.	Last year to 8/1/24. Bags.
In stacks	314,771	32,197
Shipped	93,334	nil
	408,105	

The s.s. "Alaska" completed her loading of 83,513 bags on 7/1/25, and at present another steamer is taking a cargo at the railway pier.

Coal Traffic.—The following particulars in regard to coal traffic are specified:—

	12 months ending 31/12/24.	12 months ending 21/12/23.
	Tons.	Tons.
Coal received ..	210,160	150,397
Boats	52	42
	Dec. 1924. Tons.	Dec., 1923. Tons.
Coal received ..	18,383	17,264
Boats	4	5

Personal.—Messrs. A. Mitchell and W. Leverett, S.M's., Cressy and Queenscliff, have been transferred to Wallan and Ballarat East respectively.

Mr. J. Penrose, S.M., has been appointed to Queenscliff. Mr. Penrose was for some years in charge at North Geelong.

Mr. C. J. Pegler, S.M., ex Newstead, is now in charge at Heywood, vice Mr. W. J. Brough, S.M., transferred to Woomelang.

Mr. J. J. Ginnane, S.M., Yea, is transferred to Birregurra, vice Mr. O'Keefe, whose retirement from the service was mentioned in December issue of the "Magazine."

Mr. J. F. Kerley, who for some number of years has been in charge of the Geelong Goods Shed, was transferred to Secretary's Office to act as Deputy for Mr. H. Clark, on Departmental Board of Discipline. At the recent meeting of the Geelong Chamber of Commerce a motion expressing appreciation of the services rendered to members by Mr. Kerley was submitted, and agreed to, and in addition it was decided that the Chamber officially notify Mr. Kerley of its appreciation.

Maryborough District.

A. J. Morris, District Superintendent, reports that the manufacture of cement blocks and bricks has been undertaken by a Mr. A. S. Endall, at Campbell. Operations were commenced in a small way during November, 1924, and the daily output has now increased to 300 bricks per day. Approximately, 6000 bricks have been forwarded to date. A large tea room on the Sports Reserve has just been completed, and Mr. Endall now has a contract for a building at Wedderburn. The bricks are 18 x 8 x 6, and takes 120 to build a wall 12ft. long by 10ft. high. The price is, for bricks 7 to 1, usually used for building purposes, £3/5/- per 100 at works, 10/- extra for carting and loading into trucks. A 5 to 1 brick is also made at £3/15/- at works. Sample bricks are forwarded where required. The proprietor is also prepared to make a special quote to the Victorian Railways for building workmen's homes.

Linga.—The business at this station shows a large increase, mainly through the operations of the Sailor Salt Co. A No. 2 Road and deadend is to be provided, and the question of placing a man in charge will have to be shortly considered.

Maryborough.—The Maryborough Flour Mill has installed new machinery, and the output has been increased from 12 to 16 bags per hour. Three shifts now being worked instead of two. Total staff, 14. This represents an increase of 20 tons per week, and the mill reports record business, including large number of over-seas orders. The Maryborough Butter Factory reports a record year for 1924. Subscribers show an increase from 820 to 1000, and still increasing. The Small Tools Company has now a staff of 30, and this is being added to each week. The product is considered particlarly good, the largest customer being the Railways Department. The new up-to-date plant is specially constructed so that additions can be made to cope with the growth of business. The manufacture of plaster board for buildings has been undertaken in a small way locally, and the proprietor has found a ready market for nearly all the production. Small lots have been forwarded to northern stations, and an increase has just been made in the staff to cope with the increased business. The Knitting Mill (Cuttle Ltd.) are working at high pressure, and records disclose increased freight from the local station.

Mildura.—The fruit crop at Mildura is looking well, there being every prospect of a good yield. The practice has been to use hot caustic soda for dipping, but this season a number of growers intend using cool dip. It is anticipated that a better and more even colour will result and an increase per ton obtained. The Smyrna and California raisins are in greater demand consequent upon the even colour obtained on cool dip. It is sincerely hoped that the efforts will meet with success, as the prices obtained last year were low. On the 12/1/25, records disclose the following bags of wheat stacked at stations—

Mildura Line	153,877
Murrayville Line	28,105
Inglewood Line	10,508
Total	192,490

Bags of wheat loaded at stations in the Midland Section to 12/1/25 incls., 509,182. The rush of traffic after the holdays was very satisfactorily handled by the staff.

Seymour District.

Mr. H. E. Russell, District Superintendent, reports that the wheat harvest has fairly commenced, and the yield is well up to anticipations. The wool traffic has finished, and as forecasted, the clip was a record one.

Heavy railing of stock continues, both from the Riverina and the more adjacent lucerne areas in the Goulburn Valley. The railing of wheat to the seaboard has been held up owing to no ships being available, but during the few days when trucks were available, a splendid effort was made by all concerned. On the four

days, January 3rd to 7th, the total tonnage handled at Seymour exceeded 55,000. On one day 12,000 tons of Up loading was handled at that depot, and 35 Up trains despatched during the 24 hours.

The Fruit Season—Owing to the cool weather in late December, the fruit is coming in much slower than last year. The apricot crop is slightly better than last year. On account of the low price ruling at Melbourne and Sydney, large quantities of this fruit are being processed at Kyabram and Shepparton, the former cannery dealing with 16 tons per day, and the latter with 77 tons per day. The peach crop is slightly less than last year, but the deficiency in the number of cases available for railing will be more than made up by the fact that the Rutherglen Bug Fest, which makes its appearance every fourth year, did considerable damage to the 1923-24 crop.

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Fuel Conservation Committee

By An Outsider

Tredinnick's our chairman, and Fletcher—
They know all our games, you can bet yer,
And never you try
To put a bluff by;
For I bet you a quid they won't let yer.

With a voice that is not overloud,
But with other essentials endowed,
He knows every turn,
All the coal that we burn,
And his name is Wee Jamie McLeod.

Then comes our old friend, Mic McCraith,
In his staff he has wonderful faith,
He'd pet them and spoil them,
With soft words he'd oil them,
For he comes from near old Bannocklaith.

He stands on the floor without falter,
And swears how the trains he will alter,
At the Shunters he'll howl,
And at Drivers he'll growl,
It's the gruff voice of old Joey Salter.

There's a driver who's known as old Joe,
But though old, he is not very slow,
Like the best, you may guess,
He can drive the express,
He's not bad though from the Loco.

The Roadmaster, a veteran named Doyle,
The boys' capers up North he would spoil,
When they knock off his job,
For a few extra bob,
It puts the old chap on the boil.

A Fireman, whose name is Bellamy,
Whose trouble's the brake, I can see,
He'd twist them and turn them,
On tenders he'd spurn them,
Of a "V" or a "K" or a "C."

Shunter Hibbert, who sometimes runs Guard,
At shunting works terribly hard.
He says there's more fun in,
Out on the track runnin',
But his place is the Bendigo Yard.

Guard Watkins, who's well known as Bob,
With suggestions is well on the job,
With washers on shackles,
It's the drawbar he tackles,
And you bet we don't call him a blob.

And Hosking and Trengrove are there;
To learn how to put on the air;
And make coal conservation
Their whole conversation,
With waste most amazingly rare.

And last, but not least, Alfie Paul,
A big man, but not over tall,
He'd fight like a rooster,
And though never a Booster,
He's one of the best of them all.

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Improvised Office Systems

'A Chaser Book."

Costs a Little but Saves a Lot.

Among the many innovations introduced in offices by efficiency experts is a little record known as a "Chaser Book." It may be improvised from an ordinary faint ruled book divided into three colmns, which are headed "Date," "Nature of Transactions," and "Remarks."

Such a book is used with special advantage by those people whose duties being of a very varying nature are liable in some instances to be easily overlooked. Whenever a job requires attention, it is noted immediately and briefly in the book, and when the task is completed the person concerned writes his signature, the date, and any necessary notes in the remarks column. The office boy looks through the book each day, ascertains what work is to be done, and reminds the staff accordingly. After all the jobs on one page have been completed or carried forward, a heavy blue line is run diagonally across the page.

It may so happen that work is not carried out in the order in which it is entered in the book, consequently all items on a page will not be cancelled in the order in which they appear, but those outstanding are brought forward from time to time so that jobs requiring attention are continuously and easily noted.

A number of modifications will suggest themselves to such circumstances. For instance, important jobs may be emphasised by entering them in red; work requiring more than a day to do may be entered in green, and so on.

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The railroads of the United States have more than 400,000 miles of track; more thas 2,400,000 freight cars; more than 69,000 locomotives, and more than 57,000 passenger cars. They normally employ about 1,800,000 people. They are owned directly by about 1,000,000 bondholders and 800,000 stockholders. The lowest possible value of the railroads is about 22 billion 350 million dollars, and their fair value might run as high as 25 billion dollars.

A fine Aerial View of Spencer Street Station and the Melbourne Goods and Yards—Victoria Dock on the left.



THE CHILDREN'S PAGE.



Two Kinds of Boys

I want to ask a question:
Now, 'splain me this who can—
Why 'tis whenever I get hurt,
I'm mother's great big man.
"Too large, of course, and brave to cry!"
But when I ask for cheese,
Or maybe pickles with my lunch,
Why, then—now listen, please—
Oh, no, I'm "too little, dear,
Must eat nice milk and bread."
I think and worry over this
Until it hurts my head;
And I'd be very much obliged
If someone would tell me
Just 'xactly what's the proper size
A fellow ought to be.

A Bargain Day

For a long time Herbert had been praying for a baby sister; and at last, when he was six years old, she came. Though somewhat disappointed at her limp and unresponsive state, the little fellow was delighted at her arrival; and, as time passed on and she became more appreciative of his attentions, his admiration knew no bounds.

But when she had attained the advanced age of two years and was "into everything," as the nurse expressed it, he was often glad to withdraw from her society and to betake himself and his belongings to another part of the house. But, as baby's devotion to him (and his playthings) increased daily, the withdrawing process became more and more difficult; and Herbert, though still loyal, did sometimes complain of the unreasonable preference of his small sister for his playthings over her own.

One day mamma found both children on the floor, in a corner of the dining-room, each pulling vigorously at a scrap-book of which Herbert was very fond.

"It's mine!" he cried emphatically.

"Mine!" screamed the baby, both hands grasping the book.

With a great deal of tact and soothing persuasion, mamma at length rescued the book and peace was restored.

That evening, after the usual good-night play between the two children, mamma said:
"She's a darling, precious little sister, isn't she, Herbert?"

"Yes," answered Herbert. Then, as he remembered the day's tribulation, he added thoughtfully—
"But sometimes I have a bargain day."
"A bargain day!" repeated mamma, perplexed.
"Yes. You know, mamma, like what they have at the shop—when I'd sell her for a shilling."

When Tiny Nasturtium Disobeyed

Little Tiny Nasturtium did not want to go to sleep. She wanted to stay awake and look at the moon.

"Come," said the mother. "stop gazing up into the sky. Shut your eyes, and come to Dreamland with me."

Just then the lady who tended the window garden where the Nasturtium family lived drew down the curtain, so that Tiny could not see the moon even if she kept her eyes open.

Pretty soon the whole family were in Dreamland, except naughty little Tiny. One of her sisters had thrown her arm around Tiny's neck, but Tiny left so cross that she drew away from her. As she did so she discovered that she was near the edge of the shade that it would require only a little effort to be able to put her head outside the curtain, and then should could gaze at the moon as long as she pleased. To be sure, the mother had forbidden this very thing, telling all the children that the curtain was drawn to keep out the cold, and, if they should go outside of it, they might freeze and die. But Tiny was not in a mood to care whether she obeyed or not, so she peeped around the edge, and found it so bright and pleasant that she went a little farther, and soon was having a full view of the brilliant sky.

After a time, however, she began to tire of the moon and stars, and, besides, she was growing chilly, and she attempted to draw back inside the curtain. Then, to her dismay, the shade slipped a little, and she found that she was held fast where she was. It seemed to grow cold very fast, and, oh! how she longed to be back with her mother and sisters in the warmth of the room. But her pulling was of no avail; the curtain would not let her go. She went to sleep at last, and was only awakened by the sunshine. What could be the matter? She felt weak and faint, and could not hold up her head. When the curtain was lifted,

the warmth of the room made her feel worse than before. He mother and sisters basked in the bright sunshine, as happy as ever, but poor little Tiny was miserable.

The lady who tended the window garden, seeing Tiny's condition, said:

"That nasturtium was frozen last night. It must be showered with cold water, and put away in the dark."

So for two long days the whole Nasturtium family had to stay in a cool room, shut away from the sunbeams they loved so well—all because one little leaf had disobeyed and gone outside the curtain. You may be sure that Tiny never stayed awake again to look at the moon.

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A Dialogue of the Dead

While the famous Fenelon instructed the Duke of Burgundy, who it was thought would become King of France, he kept in his mind the idea of the future monarch. Meanwhile, the actual tyranny of Louis XIV. made him specially solicitous to spare France the evils of a second despotism. Accordingly, several of the conversations in his book, entitled "Dialogues of the Dead," speak eloquently in favour of paternal government, and against tyranny. The following is a specimen:—

Plato and Dionysius the Tyrant.

Dionysius: Good-day, Plato. Thou art just the same as thou wast when I saw thee in Sicily.

Plato: As for thee, thou hast lost the splendour which surrounded thee when on thy throne.

Dion: Thou wast but a chimerical philosopher; thy republic was only a beautiful dream.

Plato: Thy tyranny was not more substantial than my republic. It has fallen.

Dion: Thy friend Dion betrayed me.

Plato: Thou betrayedst thyself. He who makes himself hated has everything to fear.

Dion: But then, how much it costs to make one's self beloved! We must please others. Is it not better to please ourselves at the risk of being hated?

Plato: Those who make themselves hated, in order to gratify their passions, have as many enemies as they have subjects; they are never in safety. Tell me, didst thou ever sleep in tranquillity?

Dion: No; I confess it. But it was because I had not taken the lives of a sufficient number.

Plato: Ah! dost thou not perceive that the death of some drew upon thee the hatred of the rest?—that those who beheld the massacre of their neighbours expected to die in their turn, and could save themselves only by forestalling thee? It was necessary for thee either to kill every one of the citizens, or to abandon thy severe punishments, and endeavour to make thyself beloved. Those who are beloved by the people need no guards; they live among their subjects as fathers, who fear nothing in the midst of their own children.

Dion: I remember that thou didst urge all these arguments upon me when I was on the point of renouncing tyranny, in order to become thy disciple, but a flatterer prevented me from executing my design. It must be confessed that it is very difficult to resign sovereign power.

Plato: Would it not have been better to resign it voluntarily, in order to become a philosopher, than to be disgracefully deprived of it, and compelled to gain thy bread by the trade of a schoolmaster at Corinth?

Dion: But I did not foresee that I should be driven into exile.

Plato: Ah! how couldst thou hope to remain master in a place where thou hadst driven everybody to the necessity of ruining thee, in order to avoid thy cruelty?

Dion: I hoped that they would never dare to attack me.

Plato: When men risk more in letting you live than in attacking you, there will always be found some ready to be first with the blow. Your own guards can secure their lives only by taking yours. But tell me frankly, didst thou not lead a more pleasant life in thy poverty at Corinth than in thy splendour at Syracuse?

Dion: That is true; the schoolmaster of Corinth ate and slept tolerably well; the tyrant of Syracuse always had fears and suspicions. It was necessary to murder some one, to seize treasures, to make conquests. Pleasures were no longer pleasures; I had exhausted them, and they always agitated me too violently. Tell me also, oh philosopher, wast thou very unhappy when I caused thee to be sold?

Plato: I enjoyed in slavery the same tranquillity which thou possessedst at Corinth; but with this difference—I had the happiness of suffering for virtue, by the injustice of a tyrant, and thou wast a tyrant deposed in disgrace from thy tyranny.

Dion: Go; I gain nothing by arguing with thee. If ever I return to the world I will choose a private station of life, or I will make myself beloved by the people whom I govern.

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Little children are still the symbol of the eternal marriage between love and duty, and men still yearn for the reign of peace and rightousness, still own that life to be the highest, which is a conscious voluntary sacrifice.—George Eliot.

It is only right service which is perfect freedom.—Ruskin.

Courage is, on all hands, considered as an essential of high character.—Froude.

Our conclusions are determined largely by our predispositions, and our prejudices or prejudgment in great measure monopolise our faculties. We are not so much ignorant as perverted.—Geikie.

Father Time, though he tarries for none, often lays his hands lightly on those who have used him well.—Charles Dickens.



Phillip Island

The Australian "Isle of Wight"

Phillip Island, in Westernport Bay, is a pleasure ground of about seventy square miles in extent, and Cowes is its chief settlement. Any morning when the heat is great or the city has lost its charm, catch the 8.45 morning train for Stony Point and board the steamer "Genista," which is waiting at the jetty, and you will be landed in time for lunch in a pleasant place of temperate heat, spacious beaches and sea breezes. Cowes is a swimmers' paradise; it possesses an unrivalled beach, which, lined with protecting tea-tree, stretches for miles along the northern part of the island, and having a very gentle incline many yards out into the water, provides unlimited possibilities for this pleasurable pastime. Because of the easy decline and slope the waves have no boisterous roughness, and even the smallest children may bathe in perfect security.

Ocean beaches there are for those who desire them; Smith's Beach and Kitty Miller Bay, with its semi-circular stretch of wide sand, are on the south side of the island and face the ocean.

There are plentiful opportunities for the sportsman and fisherman. A few foxes, some hares, and thousands of rabbits are to be found. Within a few minutes' walk or sail from the pier are fishing grounds, where schnapper, whiting, pike, flathead and rock cod are taken.

There is a golf course—somewhat "rough" and not very highly praised—and many tennis courts.

For its size—it is about 14 miles long by 6 at its widest point—the island contains an unusual number of spots of beauty and interest, all of which are easily accessible, either by motor car or motor boat. Among these are Churchill Island, where the first wheat in Victoria was grown; Rhyll, where a tablet on the memorial proclaims the fact that Westernport was discovered by Bass on January 4, 1798, and Cape Woolamai, where the granite for the Equitable Building was obtained.

To Cape Woolamai by motor boat is one of the few trips that take more than half a day. Here, in a setting of great natural beauty, is the most extensive mutton-bird rookery on the island.

The Nobbies is a precipitous pile of rock, about 200ft. high, at the western extremity of the island. A splendid view may be obtained from its summit, and an excursion to it gives time for a search for shells on Cowry Beach.

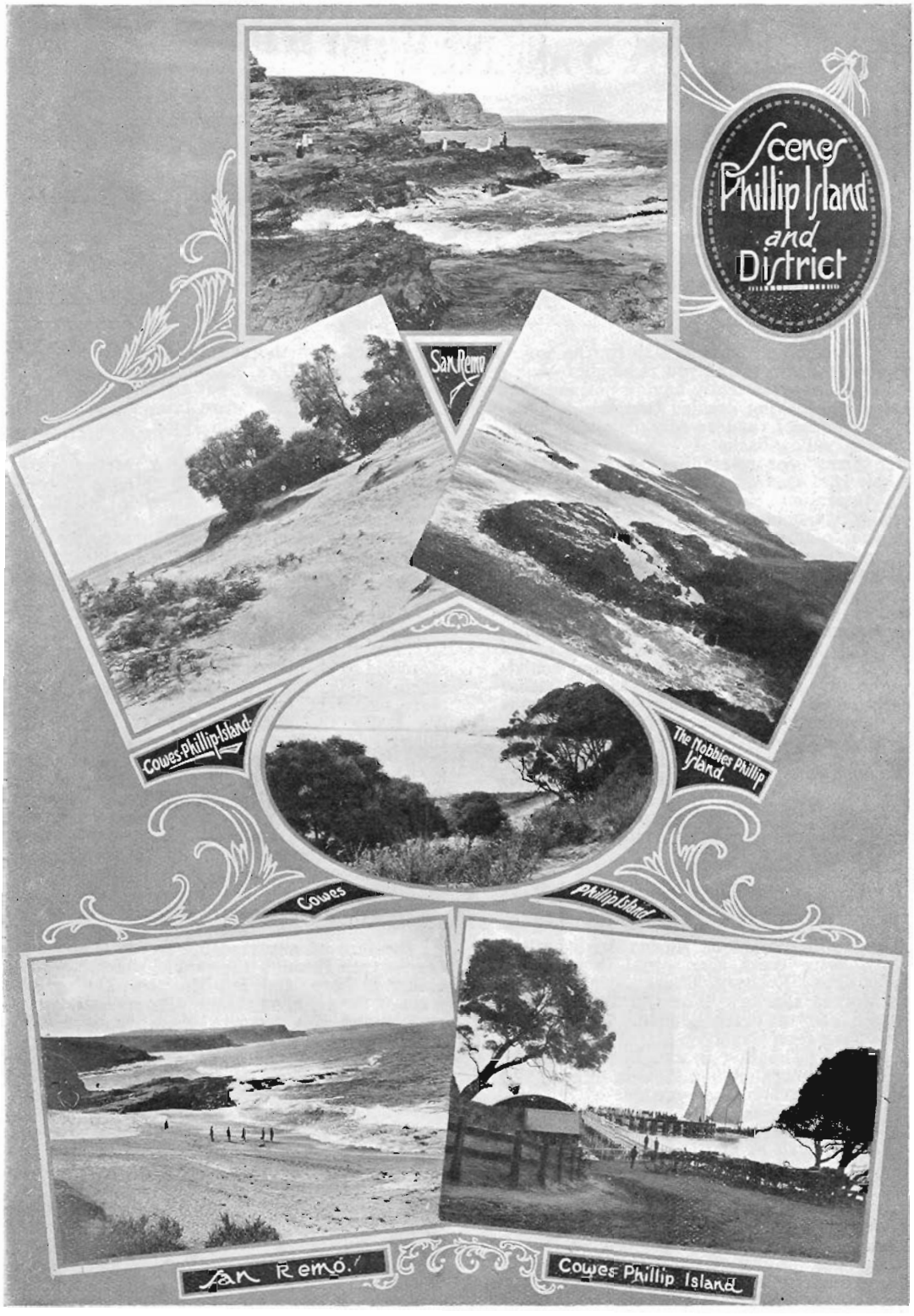
The trip across the island to the Back Beach, and the appropriately named Pyramid Rock, is worth making. The southern coast line from the Nobbies to Cape Woolamai is composed of ruddy cliffs of ironstone rising to a height of one hundred feet, and scooped into fantastic shapes by the action of the waves.

The boating facilities are unlimited, and trips can be made to many different points in calm waters. The Seal Rocks are, undoubtedly, the centre of attraction. Here a vast colony of seals has its head-quarters, and there is ample opportunity to observe them at close range. These sleek and glossy creatures exhibit no fear, but, coughing and grunting, slide from the rocks and come playing round the boat.

Other resorts on the island are Rhyll, five miles east of Cowes, notable for fishing, and Newhaven, picturesquely situated in the south-eastern corner, and divided by a narrow channel from San Remo on the mainland. Here are both fishing and good shooting, and an oyster-bed is not far distant.

Apart from all the attractions that can be catalogued, the island has a compelling charm. Maybe it is the comforting sense of isolation brought by that six miles of blue water which stretches across to Stony Point.

In sight-seeing, swimming, sun-bathing, fishing and shooting, the days slip by marvellously quickly, and when the time for departure arrives, and the steamer leaves the jetty taking numbers of holiday people back to Stony Point on their homeward journey, there is the pleasing spectacle of scores of coloured streamers stretched across to the folk they leave behind them.



You will enjoy looking at other pictures of this kind on pages iv. and ix.



Odd Books Among Old Favourites

By DELTA

Kept at home on Boxing Day by the wet—it was very, very wet, if you remember—I enjoyed the luxury of really having nothing that I **had** to do (having decided that the day was to be an outing) and so idly fingering some sixpenny yellow-backs I selected "Robbery Under Arms" for re-reading. I was anxious to know if a first impression of its eminence as an Australian novel held good, because since perusing it some twenty years ago I have been one to insist on its likelihood of living long and perhaps into the farthest future. I am bound to say that its appeal was almost as strong at the year-end, 1924, as when in earlier days it held me enthralled. "Robbery Under Arms," I believe, is almost certainly fated for immortality. As a picture of its times it is realistic with sureness and soundness of touch. Those times to the rising generation of Australians are merely a tradition. Twenty years ago Australia was much nearer to them, not only in date but in an atmosphere to-day almost obliterated by telephone, humanitarian legislation and motor cars. (Parenthetically, it is a curious reflection how modern inventions and ideas have entirely altered back-country conditions, people and outlook)

Nevertheless, Rolf Boldrewood's thrilling yarn remains among the achievements of Australian story-telling. Every now and then we hear some discussion of Australian literature when a better yarn than usual is produced, but to date "Robbery Under Arms" stands with Marcus Clarke's "For the Term of His Natural Life" as unchallenged. Of late, the critics have been devoting attention to "Kangaroo" and "The Boy in the Bush," both by D. H. Lawrence; but although remarkable novels on Australia, they are not by an Australian. Discriminating readers would do wisely to test them and see if, with "Delta," they consider them really great. Yet neither is a "Robbery Under Arms," which has all the ingredients of never-to-be-forgotten pioneering days and experiences. It is the classic of bushranging. It is the cinematograph of the discovery of gold and the phenomena it presented. The setting of its incidents, exploits and characters is an Australia of early mining, shearing, cattle-droving, squatterdom and coaches. Such surroundings are inescapably history for all histories. In two chief respects Boldrewood's book towers—in re-creating bushranging, and the first gold rushes. It is marvellous how thoroughly all that went to each is typed. Dick Marston's autobiography—as the story may be considered—makes Captain Starlight a figure later on to be put in the category of Robin Hood.

I fancy anyone who wants a riveting yarn as a yarn—simply this, and nothing more—will find "Robbery Under Arms" a delight to his senses. It opens strongly, and next you think, weakly, because of your impression that you are getting the end at the beginning instead of working from a start to a finish—but when you get to the end you find your mistake, and then loudly praise the artistry of it all. Booklover as I am, I could not resist copying a piece of moralising by the aforesaid Dick Marston—there's just about as much of Marston's moralising as you want; more would be overdoing it (and, of course, it's really the author's way of looking at things). Simple as it is there's wisdom in this: "All the same it would have paid us better if we'd read a little more and put the 'bullocking' on one side, at odd times. A man can learn as much out of a book or a paper sometimes in an hour as will save his work for a week, or put him up to working to better purpose."

Mystery abounds—in hiding places as in personal disguises. The Terrible Hollow has all the lure of any treasure-trove. Dogs and horses race through the magic pages. Stock-riding is here and jail-life, too. Colloquialisms of the time, as among diggers and cattlemen, make you surprised how, though some are still in fashion, others have gone into forgetfulness. Sayings like "as treacherous as a dingo" have here their genesis. The term dinkum—commonly supposed to be of war origin—is in Boldrewood's truly interpretative romance.

Now started on re-reading, I kind of made a welter of it during the holiday season. Even with days at work there is at this time a welcome lessening of evening engagements. "Jekyll and Hyde," by Stevenson, had all its old magnetic quality, and more than with a first reading I saw the wonderful beauty of the allegory. There is a God of Good and a demon of Evil in all of us—and woe betide us if the demon comes to the boiling-point; this is the lesson of "Jekyll and Hyde." The reading again of it led one to perceive how

Stevenson knew the "desperate wickedness" of the human heart that yielded in the everlasting struggle between the better and the worser of man. This new edition of the story had an interesting preface by Lloyd Osbourne (himself a novelist, a collaborator with R. L. S. and the son of his wife), who mentioned that upon the first writing of the story his mother took exception to its poorness (in the great sense), and there was a storm in a teapot—but still Stevenson re-wrote the story, and admitted his wife's judgment to be sound! He did its writing at the rate of 10 000 words a day. How he must have toiled, oblivious to all else. Anthony Trollope, regular in his habits, did industriously with a thousand words a day. Jack London set himself the same quantitative standard.

Hall Caine! Ever heard of him? He doesn't seem to be much nowadays, but once the whole world did him homage. His books used to sell edition after edition, and they formed—as did Marie Corelli's—themes for lengthy W. T. Steadian reviews and lessons. I used to think him tremendous excitement. Indeed, I am at a loss to understand the extraordinary dropping of him—for typical novelists of popularity who came after and reign now were, and are, poorer craftsmen. At any rate, I again tackled "The Bondman." with its Icelandic lore and customs, and soon was following absorbingly the fortunes of the half-brother heroes, with their quaint vows and suggestion of Saga mysteries. I hadn't before observed so closely the Sidney Carton-like climax. You get flung at you nowadays oceanic stuff, mainly from America, nothing like as good reading as Caine's Isle of Man stories.

Let me confess it to my shame that on the fortunate day or two I went a-rambling, and at night tumbled tiredly into bed, I sampled with a certain relish the "Captain Kettle" adventures by Cutliffe Hyne, and found the mixture of North African life and the sea soothing to a mind anxious to be resting—though I wouldn't advise that Cutliffe's picturisation be accepted as African other than in fancy bred.

Lastly, "Rienzi," by Bulwer Lytton. This great writer used to draw me imaginatively like the Ancient Mariner's "glittering eye." He doesn't appear to be widely read these days, but Jove! he's a penman of majesty and might! If you are fond of historical novels Lytton can supply you with half-a-dozen of brilliant studies that teach as much as they thrill. "Rienzi" is among them, prince of maximmakers and a vertiable Machiavelli of human-nature gospel. Rienzi was the last of the Roman Tribunes. He forced his way to the front only to get short shrift and meet sudden death. The book is well nigh a political primer, so studded is it with reflections that are aphoristic, and so full is it of the fortunes of warfare between groups. Amid the Colonna and the Orsini—when friends or foes—and the leaders like the Bishop and Montreal the story takes its way in the heroic strain, with diction as heroic from first to last pages. Of period emergent of Middle Ages, "Rienzi" is graphic pourtrayer of world events and methods, while incidentally revealing of the part played by the Church in governments.

Ah, 'twas a famous holiday.

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Gannet City

Whether you pass slowly round the Rock or stare down from it, whether you are above or below these eddying forms, orderly, unhurriedly, pauselessly goes on their bright procession. If the wind be from the east, the birds usually circle from left to right; if from the west, from right to left. There are such multitudes of them crowding the air from just above the surface of the sea where many others swim high in the water, the young with tails down, the old with tails up, to the tops of the cliffs where the crossed primaries of the birds sitting on their nests project into space, and above and between where yet others are everywhere packed against the sheer rock like the figure against the front of a Gothic cathedral, that it is amazing they do not collide. But perch yourself high up like a gargoyle on a buttress of rock; look down upon these stately ships of air crossing and recrossing in an endlessly woven pattern of shining wings; fall into their elemental measure as one does after a period of watching, and it will appear impossible that they ever could collide.—H. J. Massingham, in "The Adelphi."

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Noon in the Australian Forests

Over plains and over woods
What a mighty stillnes broods;
All the birds and insects keep
Where the coolest shadows sleep;
Even the busy ants are found
Resting in their pebbled mound;
Even the locust clingeth now
Silent to the barky bough:
Over hills and over plains
Quiet, vast and slumberous, reigns.

Only there's a drowsy humming
From yon warm lagoon slow coming:
'Tis the dragon-hornet—see!
All bedaubed resplendently,
Yellow on a tawny ground—
Each rich spot nor square nor round
Rudely heart-shaped, as it were
The blurred and hasty impress there
Of a vermeil-crusted seal,
Dusted o'er with golden meal.
Only there's a droning where
Yon bright beetle shines in air,
Tracks it in its gleaming flight
With a slanting beam of light,
Rising in the sunshine higher,
Till its shards flame out like fire.

Every other thing is still,
Save the ever-wakeful rill,
Whose cool murmur only throws
Cooler comfort round repose.

—Charles Harpur.

Stores Branch

Aims and Aspirations.

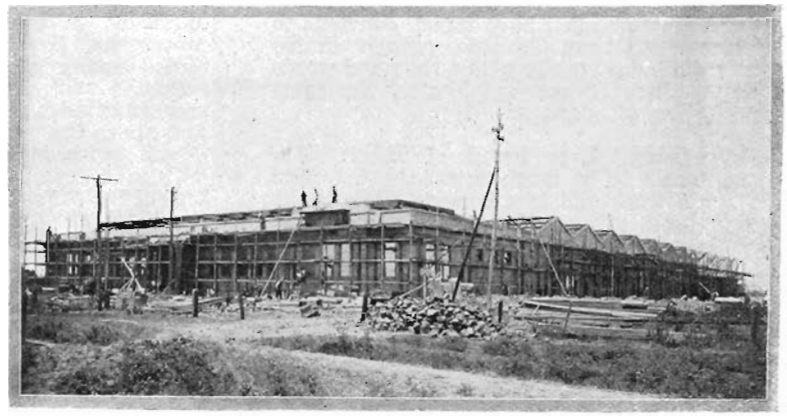
During the year considerable time and thought has been given to what might be termed a Stores Branch Ideal, which may be defined in the following words: "To be in a position to supply all requirements to consuming Branches just when and where required.

In working for our Ideal, we have acquired, or are on the way to acquiring, a brand new up-to-date Storehouse, a Reclamation Depot, and other activities previously unthought of.

We have installed Standard Racks throughout our main Storehouses, introduced new methods and systems, including Stores Delivery, Unit Piling, Inventory Books, and many other adjuncts to efficiency; but what is all this for, or, rather, what actual good does it do if we fail to realise that at the back of the whole work or ultimate goal is the intelligent regulation and control of the investment in material purchased or manufactured for use by the Victorian Railways Department?

Many factors have contributed to the proper realisation of the functions of the Stores Branch, and the important part it plays in the efficient working of the huge railway machine. We have learned much from abroad, especially after the visit of the Chief Storekeeper to America to study and view at first hand the methods and systems operated with undoubted success in that country. We have come to appreciate good housekeeping, and the importance of the proper control of material and its uses.

The first important steps in connection with the reorganisation of the Storehouse systems and methods were the reconstruction of the interior fittings, and the introduction of essential methods in the main stores of the Department. With this accomplished, we might easily have persuaded ourselves that good work had been completed, and nothing further was necessary for the time being. However, not so; the Branch has obtained its chance after many years of waiting, and so the relentless pursuit of success goes on. Indeed, without reorganising to bring all depot and sub-depot storehouses (metropolitan and country) into line with the main storehouses, the value of the investment would be considerably reduced; and thus it is natural that the Country Depot and sub-depot storehouses should present themselves as next in importance to the main storehouses.



Chief Storekeeper's New Storehouse being Erected at Spotswood.



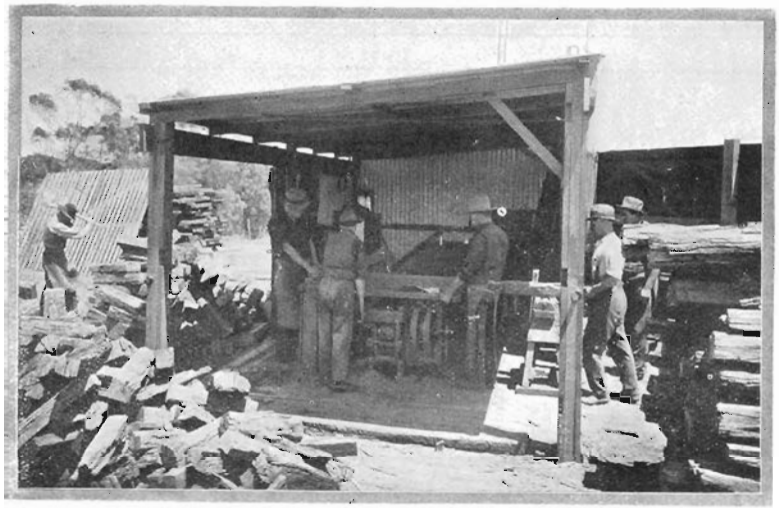
Non-Ferreous Scrap and Reclamation Storehouse—Interior view.

At the present time, the Chief Storekeeper and some of his principal officers are actively engaged in introducing modern methods and systems in the Storehouses at all country depots.

As a preliminary, the Commissioners arranged for the staff associated with the various depots to visit Melbourne and view the improvements effected at the main storehouses, at Spencer Street and Newport. This had immediate and good results, as storemen who had long desired to improve the working conditions and methods at the storehouses under their charge were provided with illustrations and information which sent them back to their depots determined to emulate the examples provided at the main storehouse.

Following quickly on the storemen's visit to Melbourne, the Stores Branch special officer

and assistants paid visits to each depot and sub-depot storehouse in turn, giving practical demonstrations of unit piling and numbering of material, the use of material trays which conserve space and afford a quick and easy method of stacking; and in addition explaining



Sleeper Reclamation Plant, Spotswood.

the new systems in relation to the bookkeeping side of the Stores Branch work.

When these storehouses have been refitted throughout with standard racks and modern facilities for handling oils, the new methods and systems will be complete.

A short resume of the various work to be carried out and working methods to be introduced follows:—

(1) The installation of standard material racks, with bins spaced to take the various classes of material.

(2) The introduction of the Section arrangement of material, i.e., the grouping of similar items of material in various Sections.

(3) The introduction of the unit piling system and material trays to conserve space, permit quick and neat stacking of material, and enable stock of any material to be ascertained at a glance.

(4) The introduction of description cards to be placed immediately over the correlation item in the bin.

(5) The introduction of an alphabetical list of stock items, showing the section in which material is to be located, and the main storehouse from which such material is obtainable.

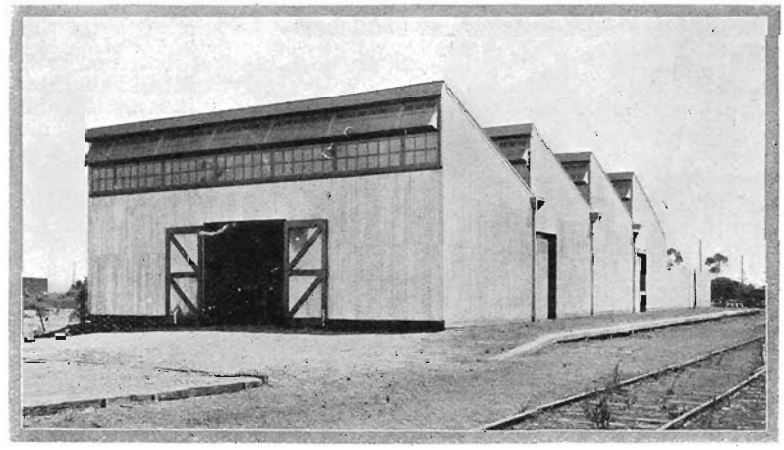
(6) The introduction of material item numbers by which each separate item of material in section can be traced.

(7) The introduction of the section stock books for recording all items of material in the same order in the racks.

(8) The monthly review and inventory of stock to ensure regular monthly ordering and the replenishment of stock in sufficient time and quantities to meet requirements.

The new methods and systems aim to bring about complete co-operation between the main storehouses and depot storehouses, which must result in (1) the right material being available at all points at the time it is actually required for use, and (2) the elimination of the obsolete and excess stocks. These, after all, are the main features we are striving to attain.

In conclusion, it may be explained that the main storehouses have these methods and systems installed, and hold sufficient stocks to meet all requirements for sixty days. It will thus be seen that individual storehouses reviewing stocks monthly (under the methods which enable inventory to be taken in a few hours), and ordering in regular monthly quantities sufficient to bring their stocks to sixty days' requirements, should bring about complete co-ordination and should result in the almost total elimination of oft-heard excuse "waiting for material."



Non-Ferreous Scrap and Reclamation Storehouse—Outside view.

C.W.J.C.

The LADIES.



Woman and Her Arts

(By Housewife)

Deep down in her heart every woman has locked up the picture of the man she would like to marry. In her youth she fashions him from the stuff that dreams are made of. He is tall and stalwart, like the heroes of school-day novels. He has wavy hair and dreamy eyes, yet he is manly enough to face an irate father, or to vanquish a superior younger brother on his tennis court. His lovemaking is perfect, despite the fact that he has never cared for any other than herself! Moonlight is his natural setting, and distant orchestra his invariable accompaniment. He reads poetry to her by the hour, and sometimes he reads her little sonnets.

When she reaches her early twenties she alters him somewhat. He becomes an out-of-doors man, a cheerful, reliable pal who tramps with her along the country lanes. He swims and dances untiringly; his clothes are always just right; and he is never so ostentatiously clever as to put her in the shade.

She looks for him for several years, yet somehow he eludes her. Many men possess one or two of his qualities, but no man seems to have them all, until, in desperation, she modifies him more. It does not matter now if he is handsome, so long as he understands her and owns a car. Neither does she care if he would rather see a musical comedy than read a volume of verse. Some women go on looking for a dream man all their lives. If they do not find him they become hardened and humiliated; and they begin to sneer at their married friends who bear their husband's imperfections without complaint. Although they know their dream image is unattainable, they pursue the vision right down the vale of empty years.

The wise woman, however, knows better than to repine. It is impossible to remain faithful to an image, she decides, and so she marries an ordinary everyday man, who is short, bald or insignificant. The dream image may be still locked up her heart, but she devotes herself to the real man. She remembers that life, after all, is a sternly practical affair, which will not stand still and wait for dreams to come true.

She tolerates her husband's shortcomings, because she knows she is not perfection herself. She ignores his flaws and magnifies his virtues; she forgets the sorrows, and only cherishes the joys that marriage brings. She endeavours to play the game, to give as well as to take, and to make herself a good comrade. And in time she realises that she has married the man she wanted.

INNER MAN AND WOMAN.

Somersetshire Pancakes.

Take four ounces of flour, two eggs, half a pint of milk, a pinch of salt, a few drops of essence of lemon, currants, if liked. Sift the flour into a basin, add beaten eggs with the pinch of salt to the flour, beat well together, add the milk by degrees. When half the milk has been added beat the batter well for seven minutes, then add the remainder of the milk. Let the mixture stand for two hours before using. Fry in boiling fat. Then dish up, and serve at once with lemon juice and castor sugar.

Raisin Date Sandwiches.

2 cups raisins, 1 cup dates, lemon juice, slices of buttered bread. Mix the finely chopped raisins and dates. Moisten with the lemon juice, and spread between the slices of bread.

Fruit Sandwiches.

Equal parts of finely chopped nuts, dates and seeded raisins. Moisten with grape juice or lemon juice to form a paste. Spread evenly on thin slices of buttered bread.

Economical Spice Cake.

2 cups brown sugar, 2 cups water, 1 teaspoon cinnamon, 1 teaspoon cloves, ½ teaspoon nutmeg, ½ teaspoon allspice, 2 tablespoons butter or shortening, 2 cups chopped seeded raisins, ½ teaspoon salt, 3 cups flour, 1 teaspoon baking soda. Boil sugar, water and spices 5 minutes. Remove from fire and add butter. Add raisins and allow to cool. Sift flour, salt and soda together, and add. Mix well. Pour into 2 greased loaf pans, and bake in moderate oven 45 to 60 minutes. This cake is similar to fruit cake, and will keep a long time.



Horticultural Notes

Flower Garden and Shrubbery.

During the months of February and March, at any time when the ground is in good condition, bulb planting may proceed and borders be filled with potential glories for the early spring. First of all, get the soil properly tilled; digging to a great depth is not absolutely essential, but unless the subsoil is an open, porous one, we should strongly recommend trenching wherever it can be done. Any soil in good heart makes a fine medium for the plants; if the ground is deficient in humus add a little well-rotted manure to it, but just a little, and certainly no fresh stuff; leaf-mould may be used freely as a substitute, and will be found of the very best for this particular purpose; add plenty—there can scarcely be too much.

Unless the soil is a good friable loam the dibber is rather a dangerous implement for the beginner to employ; uneven planting and consequent irregularity in the plants is one of the chief failings, and quite frequently one finds a bulb rotting, or at least leading a precarious existence, on that account.

Narcissi, Polyanthus, Narcissi, Snowdrops, Jonquils, Daffodils, Hyacinths, Tulips, Ranunculus, Anemone, Freesias, Lily of the Valley, and early flowering **Gladiolus,** such as The Bride or Pink Perfection. If a few of each of the above-mentioned bulbs are obtained, the cost will not be great, but the wealth of bloom certainly will.

Carnations layered in December will have formed sufficient roots by the end of this month to allow of their being transplanted to a well-drained position. Have the ground deeply dug, and place a spadeful of well rotted manure under each plant. Carnations like a loamy soil, which has been mixed with some gritty substance, such as old mortar, crushed shells, etc.

Roses will now require to be pruned or shortened back by cutting away two-thirds of the growths that have flowered. If this is done, and the soil loosened and mulched between them by giving a thorough soaking of water, good results will soon be obtained. Keep the soil at all times well loosened, though not deep, as it causes too much injury to the roots. Seed pods should not at any time be allowed to grow on the plants, as it deprives them of their energy.

Now is an excellent time to propagate **Petunias,** both single and double. They are gross feeders, and like plenty of well-decayed manure, well worked into the ground.

Chrysanthemums and **Dahlias** will require to be securely staked and tied, or many of them will come to grief if the weather is at all boisterous.

Now is the time to prepare for a spring display of annuals, and the following should be sown:—**Larkspur, Lupins, Wallflowers, Daisy, Clarkia Elegans, Eschscholtzia, Delphinium, Dianthus, Mysotis, Stocks, etc.**

Bushhouse and Greenhouse.

Attend well to watering, keeping the hose well going under the leaves of plants that are liable to be affected with such pests as Red Spider, Aphis or Thrips. **Staghorn Ferns** get very bad at times, hanging high up as they mostly do. **Aspidistras, Palms, Maranta** and heavy foliage plants all want well hosing during the hot weather. If the foliage is looking dry and withered—a whitey-brown colour—one can be certain the Thrips and Red Spider are at work Burn all withered leaves, rubbish, or anything that will harbour insect pests. A sharp lookout should also be kept for slugs and snails, and they should be destroyed at once.

Vegetable Garden.

For autumn use cabbages and cauliflowers may still be planted out. Should the weather become dry, draw drills to the depth of three or four inches, pour water along them, and plant. Not only is this practice an advantage in the first instance, but subsequent waterings are greatly facilitated. A novelty which should be well worth a trial is Crisp's Nine Star Perennial Brocoli, which is a strong grower, and needs very little attention Nine heads appear on the one plant, and some of the heads measure up to 10 and 11 inches across. Cut and come again is the term that can be applied to this, and readers are advised to try this in their gardens.



Noise and Nerves

A City of Supersensitives.

By W. H. Phipps.

The other day I dreamed that I was a dweller in a city in which there were no loud noises. It was peopled by writers, professional men, judges, musicians, teachers, hypochondriacs and other irritable persons given to much grumbling at anything which disturbed the even tenor of their thoughts. They all wore stoppers in their ears to keep out the twittering of birds and the humming of insects, and their shoes and everything they wore, or used, or ate, or slept upon, was guaranteed noiseless. At last it seemed that I had discovered a place where you might secure ideal conditions for thoughtful occupations.

In this city of silence everybody had eyes which seemed to be turned inwards, their foreheads bulged tremendously, and generally their attitude was that of persons lost in contemplation of the greatness of their minds, and the uttermost importance of their own particular occupation. I noticed, too, that all the geniuses had turned in toes and wobbly knees. Of course, they were all bespectacled.

No women or children were allowed within the rubber-tyred gates of the city, except on special occasions. They were regarded as obstacles to thought, and so early in the history of the city had been exiled to the recesses of a forest, where they lived with frivolous people of all kinds. In this forest were playhouses and picture shows, radio sets, broadcasting stations, tea-rooms, beauty parlours, cafes, hotels, phonographs, motor cycles and motor cars, hub-brakes, itinerant politicians, babies, schools, women's clubs, actors and actresses, poets and instrumentalists, string orchestras, brass and jazz bands. Strange to say, the women did not seem anxious to return to their lords and masters, and, indeed, seemed to make every day a festival of noise and laughter "Are we downhearted?" was a familiar query, and another strange phrase continally on the lips of the young people was, "Are We Any Plum?" I never gauged the depth of that esoteric question, but it was not difficult to guess what was meant by the catch cry of the poets and the musicians, and other gay young sparks, who, in the midst of beauty and revelry, inquired apropos of everything, "Are we any good?"

Whenever the women and children were invited to visit the city they were required to go gagged, for fear their tongues would wag noisily in the presence of the wise inhabitants. I was astonished to observe after one of these visits that when they arrived beyond the walls on the return trip on foot to the motor cars parked a mile or two out of the city, that the women and children, relieved of the gags, poked out their tongues, and exhaled, "Pooh, what do we care!" in chorus, unanimously and simultaneously. And then they ran hurriedly toward the motor cars, where the poets, the musicians, and the players were gathered together, making merry, laughing and joking, wining and dining, picnic fashion, and declaring loudly that they were all good sports, and that the silent city was filled by stupid people who did not know what it meant to be alive, but were merely living.

One spring day when, even in the silent city birds sang and flowers bloomed exultantly, the wise men said among themselves in dumb show, "We will arise, and for awhile enjoy the fine weather and exchange mighty world-shaking thoughts while strolling around the city." Some found great difficulty in removing the stoppers from their ears, for these had become sealed with wax and expanded by the sudden rise in temperature. Several of the most respected members of the community, including a famous philosopher, who was engaged upon an essay of "How to Make Life Worth Living," died suddenly of the effects of hearing joyful noises, such as the singing and twittering of birds, and the brazen chorus of the cicadas. But, after enduring torments for an hour or so, the majority of the wise men began to talk excitedly, and one was heard to pass the extraordinary remark that the weather was very pleasant for the time of year. It was the oldest professor, an ancient who dealt with abstractions, who first dared of all that excellent company to suggest that they should pay a surprise visit to the forest, for the purpose of taking gifts to their wives and children, and to make merry on the Spring day with all the frivolous people who dwelt as exiles from the silent city.

And sad to relate, it was not long before the writers, the professors, the judges, and other haters of other people's noises were skipping along the bushways as gaily as Spring lambs. Faces for so long shrouded in gloom were now transfigured with joy, though it must be admitted that two or three dry-as-dust gentlemen of the law remarked on the safety first principle, "We all seem to be a little mad to-day, and we must not take this excursion as a precedent, but merely as the result of an unaccountable impulse prompted by a touch of the sun on the first day of Spring." So craftily they saved their faces.

No one was astonished, however, when, after the march toward the forest retreat had been in progress for half an hour or thereabouts, the Oldest Professor shouted to the Youngest Pessimist that he (the professor) would race him (the pessimist) for his boots. "We are all mad," admitted the Youngest Pessimist, "and, by jove! I'll take your bet." And everybody raced toward the forest in gleeful anticipation.

But when they got there the forest was bare, for the women and children, weary of waiting for a call from the wise men in the silent city, had gone off with the poets, the musicians, and the players to some far country, and all that was left of the gay forest company was a white cockatoo, forgotten in the exodus, who, from his perch on a gum tree, asked repeatedly, "Are we any good?"

Is there a moral. I don't know. But then I am **not** wise like those nervy men who hate noises. Silence to me suggests death, and I would sooner possess the love of women and children and hear the noises, melodies and otherwise of a modern city than solve the riddle of the universe. Is there a slogan? Oh, well, let it be, "Don't Be a Grouch!"

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Solitude

I think a longing for solitude one of the purest of human desires. How few know the pleasure of being alone in the true sense of solitude; away on wide windswept plains; or far on some unvisited coast; or in the profundity of scarcely explored bushland, there to learn to know our own self the more. Proverbs are quoted these days perhaps more than they ever were, and are perhaps for that reason less understood, on the old principle of the proverb, "Familiarity breeds contempt," or in the broad application of the last word, indifference to the phrase, "Know thyself," quoted almost everywhere to-day, so that one would hardly be surprised at seeing it emblazoned on street hoardings, is as little truly understood as if it had again the limited mediaeval circulation. It is only possible to attempt to "Know thyself" by being alone, and the loneliness of solitude obtains its charm through only that. Bacon commences his essay "Of Friendship": "It had been hard for him that spake it to have put more truth and untruth together in few words than in that speech, 'Whosoever is delighted in solitude is either a wild beast or a god,' for it is most true that a natural and secret hatred and aversion towards society in any man hath somewhat of the nature of a savage beast; but it is most untrue that it should have any character at all of the divine nature, except it proceed not out of a pleasure in solitude, but out of a love and desire to sequester a man's self for a higher conversation."

Last Spring I felt the promptings to take myself deep into the timbered ridges of a certain plateau I have known from childhood, where half a dozen streams extend their crystal fingers to their sources on its uneven surface.

Beside a small gurgling creek, on a natural clearing, I pitched my tanned tent. Delightful weather ushered in my arrival, and I continued to be treated to the most vernal of days right to the day of my departure.

In its application to me the bush was positively sensuous. I slept and ate and smelt, and heard and saw as I had never slept, eaten, smelt, heard and seen before. First thing every morning the birds would begin a divine recessional. Black cockatoos, butcher-birds, wattle birds, magpies and innumerable other birds continued their mite of song to the mighty chorus. Blackfish inhabited a pool in the creek just outside my tent door, and hitherto hidden, if a worm was dropped in, their black heads would instantly appear from beneath rocks and tree roots, and any other haven from the vigilant eye of the black shag and other enemies, and a darting skirmish would begin for the morsel. Sarsaparilla hung from a sapling beside my tent, and with the sun's awakening, the little purple flower sent forth his perfume. Heath grew abundantly on the most barren slopes, and bluebells seen from some distance clouded the ground with a pale bluish tinge. Everywhere was life, and a sudden appearance over any rise would startle a family of kangaroos or wallabies. Birds, flowers and animals were decked out in their best, and those articulate seemed to be giving praise for Nature's bounty. The trees had cast off their tawdry bark, and the plateau's scale free slopes and steep declivities bore long vistas of straight white trunks.

From an igneous crag overreaching the valley to the north, I often gazed on the immensity of the surrounding country. The roar of the King River, distilled to a faint murmur by the distance, came quietly upwards, and the churning foam of the river's rapids and cataracts appeared nothing more than patches of white, dividing its bosom into uneven sections. White backed Buffalo to the north-east is robbed of his immensity by an intervening eighty miles, and his inferiors, close handy, rear their black ridges in an arrogant claim to superiority.

Here sequested, gazing outwards on to the almost infinite, one nearly forgets his physical existence, and feels instinctively he has found the place for a "higher conversation."

For one who knows the benefits and delights of such conversation, I am returning again soon, not necessarily to the plateau, but to solitude. It may be, I will seek it on a distant coast, perhaps away beyond Mallacoota Inlet, where no strange voice shall disturb my communion; it may be on the wide plains north of Bourke; or on the saltbush plains behind Oodnadatta; but somewhere it will be, to know again, after the bereavement of more than a year, my own company.

T.A.S.

WIT & HUMOUR.

Quite Safe.—A stout lady entered a crowded railway carriage and placed a heavy box on the rack.

A nervous passenger eyed the precariously balanced package for a moment, and then remarked: "I say, do you think that's safe?"

"Oh, yes, thanks," she answered cheerfully, "it's locked."

Wished He Could.—In the middle of a large and very dull card party one of the guests spoke to a young man who was trying not to yawn.

"Awfully boring, isn't it? If it weren't so embarrassing I'd go home."

"Yes. Wish I could too; but, hang it all I live here."

Giving Him Courage.—Edward: "What would you say if I were to throw a kiss at you?"

Elizabeth: "I should say you were the laziest fellow I'd ever met."

A Bad Blunder.—There was a determined look in the man's eye as he rushed into the optician's.

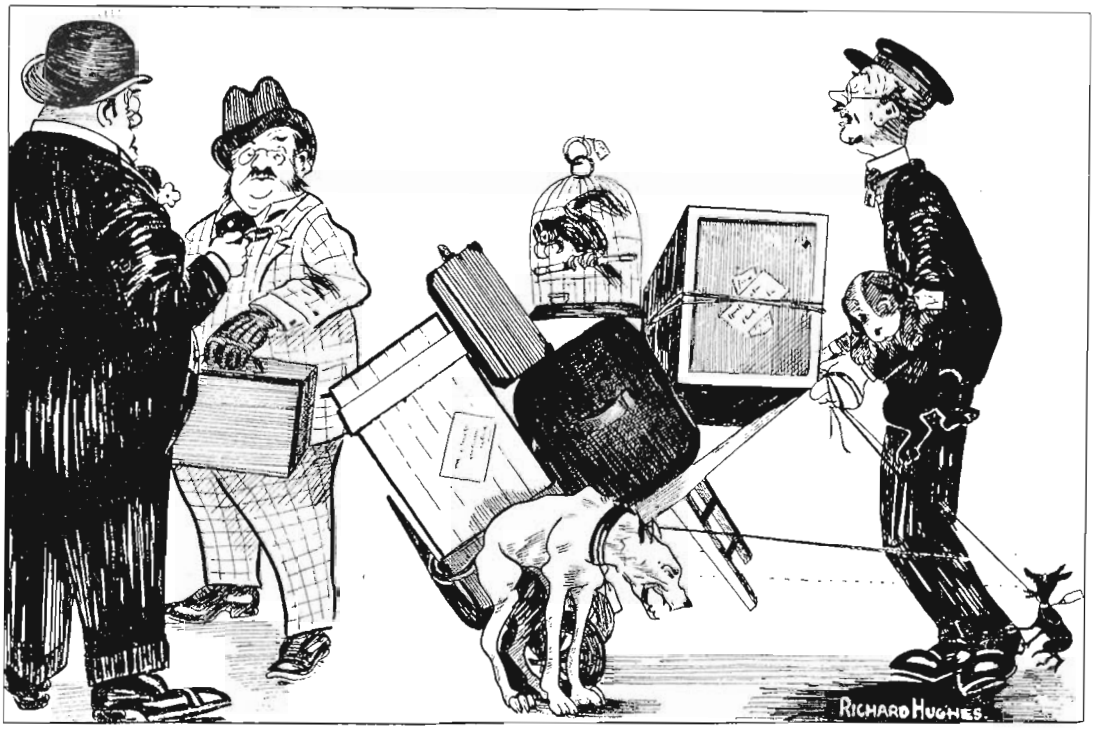
"I want a pair of glasses immediately," he said. "Good, strong ones."

"Good, strong ones?"

"Yes, please, I was out in the country yesterday and I made a very painful mistake which I have no wish to repeat."

"Indeed! Mistook an entire stranger for an old friend, perhaps?"

"No, much worse than that. I mistook a bumble-bee for a blackberry!"



OBVIOUS!

First Waiting Passenger: Of course! You've only got to use your eyes to see it—the Department's filled with idlers!

Second Ditto.: Oh, absolutely! There's not a railwayman who knows what work is!

The Porter (wearily): If you please, gentlemen.

Way and Works Branch Notes

Mr. C. H. Fethney (Metropolitan District Engineer) is carrying out many new and important works in the Metropolitan District. The gates at Epsom-road, Newmarket, are being replaced by a wide subway, carrying the whole of the road traffic under the electrified lines. At the new loco. depot site, South Kensington, extensive drainage works are in progress on the low-lying ground, and at Newport tracks are being built for a heavy Goliath crane, and this work required extensive excavations for foundation in hard rock, and was carried out by pneumatic drills operated by a tamping machine. New station buildings are being constructed at Newmarket, and platforms and tracks are in course of alteration at Port Melbourne.

Gippsland is keeping up its reputation for wet weather, and slips and floods have been frequent. The tracks throughout the district have, as a result required constant attention from Mr. M. A. Remfry (District Engineer, Oakleigh), and his track force. Special gangs have also been employed assisting in keeping tracks up to standard, and the prolific growth of weeds has added to the work.

At Kilcunda station, which is picturesquely situated on the Southern Ocean, the sea has encroached on the cliffs to such an extent as to endanger the safety of the railway line. A large gang of men are at present engaged on the foreshore on protective works.

The running of electric trains to Croydon necessitated strengthening the track and filling in bridges. The running of seven car trains on the Box Hill and Frankston lines has required the lengthening of many platforms, and in some cases this work was particularly complicated.

The increased population and business in the Kew, Oakleigh and Gembrook districts has called for increased accommodation. A new goods station at East Kew, and new passenger stations at Poath-road, Oakleigh; and Tecoma, between Upwey and Belgrave, on the Gembrook line, have been provided.

At Wonthaggi a steam shovel is employed removing a large mining dump for filling required on additional sidings between the State Mine and Dudley (a new coal area in course of development).

Mr. A. K. Bartel (District Engineer, Geelong), has also found the wet weather a source of trouble, and his district has suffered its share of floods, earth slips, and washouts. The most serious of the latter occurred on the Ben Nevis-Navarre line, at a bridge near Joel, where the sheet piling, filling and portion of the embankment and track were washed away. The unsafe condition of the track was discovered by the road foreman, and with the assistance of works foreman and the works staff, the permanent way gangs effected repairs with little delay. An important development, whereby heavier goods trains may be handled, is in course on the Gheringhap-Maroona line. The track has been strengthened between Stawell and Geelong, via Maroona, and "C" class engines will soon be carrying the coming harvest over these sections. The main Adelaide line, between Serviceton and the South Australian Border, has been relaid with 80 lb. rails, and extensive gravitation sidings are being laid at the Somme, near North Geelong.

Corrugated iron has always had numerous disadvantages as a roof for loco. depots owing to rapid deterioration from smoke fumes. Corrugated Fibrolite roofing has been tested at Stawell, and as this material has successfully resisted the effects of smoke, the Dimboola Depot is to be roofed with the same material at an early date.

Mr. A. J. Ward (District Engineer, Bendigo) has also experienced a wet season, but his difficulties were mainly due to heavy weed growths. Readers who visit Kyneton and Bendigo will be pleased to know that the remodelling of Kyneton Station is now complete, and that the congestion in the Bendigo Booking Hall has been relieved by increasing the available space and removing doors and arches which obstructed the free movement of passengers.

In conjunction with the State Rivers and Water Supply Commission, extensive gravel ballast supplies are being worked at Bet Bet, and regular deliveries are being made to the Commission and to various locations on our own lines. It is anticipated that 2000 cub. yds. of ballast per week will be delivered.

Six miles of 80 lb. double headed rail on the main Bendigo line are to be replaced by 80 lb. "T" class rails. A commencement has been made at Harcourt, and it is anticipated that about half a mile a week will be relaid.

Fire breaks are now being ploughed, and up to the end of November 321 miles had been completed, and additional siding accommodation has been provided at Marong, Bridgewater, Quambatook and Swan Hill to accommodate the coming harvest.

Mr. T. H. Coakley is acting as District Engineer in the North-East District. He is also contending against the wet season, with its strong growth of grass and weeds. The North East has had its quota of earth slips and washaways, but efficient patrol and repair work prevented any delay to traffic. The Refreshment Rooms at Benalla and Wangaratta are being remodelled, and travellers can now obtain meals under much more comfortable conditions than in the past. Temporary accommodation has been provided for the District Traffic Superintendent, Seymour, and when this is occupied his present quarters will be vacated and extensions made therein for the Refreshment Rooms. Seymour Telegraph Office is being enlarged, and the Way and Works Stores at the same depot are being standardised. At Stanhope new stock yards have been provided. A special gang of about 20 men is engaged in ballasting and reconditioning the track between Mangalore and Arcadia, and it is anticipated that about 13,300 cub. yds. of gravel from Lilliput and 7000 sleepers will be used on the work.—From the Office of the Chief Engineer of Way and Works.

Operating Traffic in the Melbourne Goods Yard

By Q. B.

With a yard capacity of about 4,500 vehicles, which is generally recognised as the number of vehicles that can be satisfactorily dealt with every twenty-four hours, some idea may be conceived of the problems to be faced by the local staff when this number is frequently exceeded by 30 per cent. several days in succession.

The greatest difficulty to be met in conducting the business of this yard is owing to the fact that some 90 per cent. of the tracks used for the classification and reception of the loading are dead-ended, this having become more pronounced since the construction of the new suburban passenger tracks between the Viaduct and Franklin Street Junctions. This rearrangement of tracks necessitated a curtailment of about 15 per cent. of the Goods Yard, and as a large number of the tracks in this section were balloon-ended, the loss of such facilities in yard operations will be readily understood by all familiar with yard working, as this lay-out permits of the principle of first in first out being applied to the vehicles, and very materially assist us in our objective of a complete turnover of all vehicles at least once in every twenty-four hours, and an uninterrupted flow of inward and outward business, but having so many roads unavoidably dead-ended obviously increases our difficulties in achieving the desired results.

Notwithstanding these operating disabilities and the progressive increase in the volume of traffic we are almost daily called upon to handle, it is gratifying to record that they are being overcome by the united effort and close co-operation of an experienced Yard staff, and as indications point to our being called upon during the next few months to handle a largely increased traffic before we can get increased facilities, we must ask all depots, sub-depots and guards to assist us in our task by seeing that all Up trains are properly marshalled prior to reaching Melbourne. The necessity for this will be more fully appreciated when it is realised that frequently during peak periods of traffic more than 6000 vehicles are handled daily in a yard originally designed to handle about half that number.

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Sparklets from Ford

The man does the work in the shop, but his wife does the work in the home. The shop must pay them both.

Perhaps there is no one item connected with our economic life that would surprise us more than a knowledge of just what burdens the day's work carries.

Economics has never yet devised a sinking fund for the replacement of the strength of a worker.

Take away the wage measure and we shall have universal injustice. Perfect the system and we may have universal justice.

Watchmen are paid for presence. Workmen are paid for work.

The small sizes of coke, not suitable for the blast furnaces, are sold to the employes—delivered free into their homes at much less than the ordinary market price. The large-sized coke goes to the blast furnace.

It is wiser to recognise that the future holds more than the past—that every day holds within it an improvement on the methods of the day before.

Waste is corrected by economy: mismanagement is corrected by brains.

There is something sacred about wages—they represent homes and families and domestic destinies. People ought to tread very carefully when approaching wages. On the cost sheet, wages are mere figures; out in the world, wages are bread boxes and coal bins babies' cradles and children's education—family comforts and contentment. on the other hand, there is something just as sacred about capital which is used to provide the means by which work can be made productive. Nobody is helped if our industries are sucked dry of their life-blood. There is something just as sacred about a shop that employs thousands of men as there is about a home The shop is the mainstay of all the finer things which the home represents. If we want the home to be happy, we must contrive to keep the shop busy.

You will note that the financiers proposed to cure by lending money and not by bettering methods. They did not suggest putting in an engineer; they wanted to put in a treasurer.

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Help Us To Help You

From the Commissioners to the Staff.

The Victorian railwaymen did fine work in the year 1924.

They handled a record business at a minimum cost with a maximum amount of satisfaction to the Department's patrons—a situation testified to by a continual stream of letters of appreciation and by a wonderful falling off in complaints and claims.

This is striking evidence of team work and pride in the job, and at the outset of the New Year the Commissioners refer with feelings of grateful appreciation to the good work of the past, and are full of confidence that the splendid team which they have the honour to lead will similarly distinguish itself in 1925.

W.N.



Flies

We have come again to the period when the crusade against our common and dangerous enemy, the house fly, must be waged. It breeds with such rapidity that every lost day means, in the end, millions more flies.

As experts in the transport business, the Traffic Department is not in it with the fly, whose noxious freights include the germs of typhoid, summer diarrhoea, scarlet fever, measles, pneumonia, dysentery, diphtheria, malaria, tuberculosis, ophthalmia, hydatds, and many others hard to spell and to cure.

Most people hate the fly and attack any that come within range, but they do not always take sufficient preventative measures to "kill him in the shell."

The "hen" fly is a great layer. In favourable (hot) weather one can produce up to 150 young ones in from 8 to 10 days, and she does her best in this direction when she finds conditions congenial. If Mrs. Fly has reason to anticipate that there will be ample food she is more likely to breed than if she thinks her offspring would have to be reared in poverty. So it is better to lead her thoughts in the direction of race suicide.

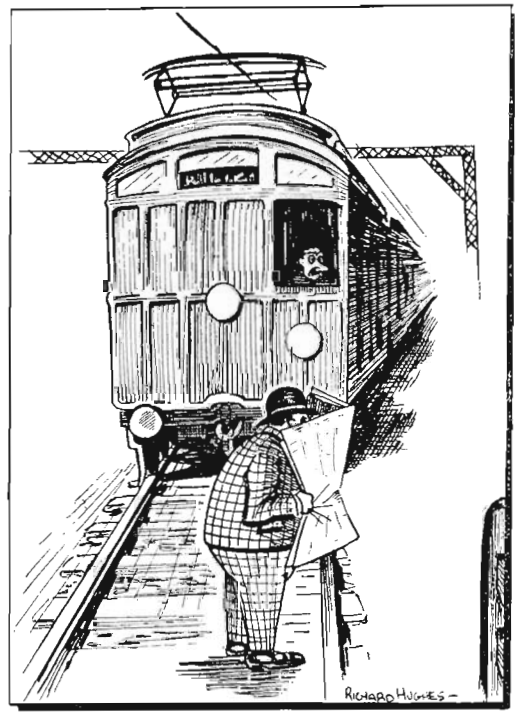
"Besides being a nuisance, the fly is the filthiest of all vermin," is what the Director of Health has said about the subject of our discourse.

It is hardly necessary to detail the ordinary things which attract it. Scraps of food, waste water, tea leaves, manure, rotting vegetation, and filth in its many forms, are its bill of fare. The fly is such an indiscriminate feeder that one may have breakfast off a heap of putrid refuse, lunch in the sugar basin, and take its afternoon nap on the baby's bottle, or some food intended for human consumption.

The obvious deduction, unless you don't mind taking these risks, is to get rid of as many flies as possible, and in this, as in other things, prevention is better than cure.

Therefore, go to the root of the business by attacking their breeding places and cutting off their supplies.

Keep all garbage in water-tight vessels, securely covered.



NEVER STOP IN THE MIDDLE OF A LEVEL CROSSING TO SEE WHAT WON —YOU MIGHTN'T HAVE TIME TO FIND OUT.

Burn or otherwise effectually dispose of waste paper, old rags, etc.

Keep stables, fowl houses, dog kennels, etc., clean and frquently whitewashed or treated with disinfectant.

If you must have a rubbish heap, keep it as far from the house as possible.

Places where flies congregate in large numbers should be sprinkled with sulphate of iron (either in powder or in solution of 2 lbs. to a gallon of water), chloride of lime, kerosene, or borax.

Take full advantage of gauze doors and window screens to keep flies out of the house. Fly traps, sticky papers, fumigators, disinfectants, and insecticides are all useful, and a solution made by putting one part of formalin in nine parts of water (slightly coloured with milk) is very effective. Pantries should be made fly-proof, or covers provided for food.

If there is sickness in the home, every possible effort should be made to keep flies out of the room, as every insect leaving it is a carrier of infection.

Cleanliness is one of the most effective means of getting rid of flies. Use it!—Adapted.

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A Dozen Yards of Cloth

Adapted from Midvale Safety Bulletin, September, 1924.

Suppose you make a visit to the store over the road and tell the storekeeper that you need a dozen yards of cloth. He measures off the quantity you require, but before wrapping it up he cuts off half a yard from one end and a yard from the other end, and puts these back on the shelf.

You boil with indignation. You are paying for twelve yards and you mean to have twelve yards.

"What do you think you're doing?" you demand, and he says, "Oh, I want the half yard for some repairs, and the yard for a duster."

"What!" you thunder at him. Words don't seem to come fast enough. "Buy your own material and give me the dozen yards I have paid for—every inch of it."

This would be much the same as the position of the Department, if we, like the storekeeper, were to take off, say, a quarter or half an hour of the time for which the Department is paying to do a private job, or attend to private affairs; or if we were to come late, knock off early, and overstep our lunch time.

From "sign on" to "sign off" is the Department's time. All outside of that is our own, and we have no right, without special authority, to use any other than our own time for our own work.

Training in Locomotive Practice

It is a matter of considerable importance that in the training of youths for the higher positions on the mechanical engineering side of railways, the widest possible view should be taken of the course of study and practice in order that those who ultimately attain positions in the highest grades shall possess knowledge beyond even the ability to design locomotives and assume the responsibility of operating them. The Chief Mechanical Engineer of an important railway system must possess, as part of his equipment, a general all-round knowledge, and therefore anyone aspiring to such a position should have first-hand acquaintance with the problems associated with the general functions of his special office.

The usual conception of the matter is that mathematics form the basis and forefront of the armour of the railway locomotive engineer, but whilst such knowledge is of the greatest importance, there are the subjects of metallurgy and chemistry and English to be considered. It is impossible for a railway engineer to keep really abreast of all the difficulties which confront him, unless he possesses qualifications in these associated branches, for although it is true that in a position of this magnitude a great deal must be delegated to others, an individual grip of these branches is essential. It thus becomes necessary to instil in the minds of those who are going through the qualifying stages in training for locomotive engineers that they should seek to make themselves as competent as possible in other branches of engineering science.

Two young railway mechanics, W. S. Wildman and Sidney Smith, have left their benches at the London Midland and Scottish Railway's works at Wolverton to become students at Liverpool University. They are young men of great intellectual promise, and have been awarded university scholarships in exceptional circumstances. They entered the railway shops at fourteen years of age, and for no fewer than seven years in succession have been bracketed as equal for first place in the annual examinations held by the Union of Educational Institutions. This "level-pegging" was continued by a tie in the recent examination for the Sir Richard Moon scholarship, a railway scholarship of £80 per annum, tenable for three years at Liverpool University. An extra examination was held by the University authorities to see which of the two candidates was the better. Again they tied as being of equal merit. The railway directors reviewed the position. To split the scholarship between the two candidates would not have enabled either to attend the University. The directors, therefore, decided, much to the satisfaction of the two candidates, who are firm friends, to award an extra scholarship to enable both of them to go to the University.—"Modern Transport."



The annual cricket match between the Head Office Staff and the Relieving Staff of the Transportation Branch was held in perfect weather on the South Melbourne Cricket Ground, on 5th January. The Relieving Staff won by 33 runs. The scores were:—

Relieving Staff.—198 (Raines, 34; Jacobs, 27).
Head Office.—165 (Stewart, 52 retd.; William 35 not out).

Keary secured 5 wickets for 59 for the Relieving Staff; while Williams, who took 4 wickets, did most damage with the ball for the Head Office.

Mr. J. M. Coles, our popular ex-Superintendent of Station Service, led his old side again, looking not a day older than when he retired.



The "Molomby" Shield

Commissioner Mr. Molomby and Mr. M. J. Canny, General Superintendent, umpired the game.

During the afternoon, presentations were made to the two honorary secretaries, Messrs. J. L. McArthur and D. Healy, on whose shoulders fell the brunt of all the organising work. Mr. McArthur received a fountain pen, together with a handsome silver coffee pot for his wife, and Mr. Healy a case of pipes and a tobacco pouch.

After the match, the annual dinner and smoke social was held in the Institute Concert Hall, Mr. J. Conlan presiding, when Mr. Commissioner Molomby presented the "Molomby" Shield to Mr. J. Keary, vice-president of the Relieving Staff team, the captain (Mr. Ward) being unavoidably absent.

In responding to the toast of "The Commissioners," proposed by Mr W. Thomas, Assistant General Superintendent, Mr. Molomby expressed his sincere pleasure at the manner in which the toast had been proposed, and received. As Mr. Thomas had said, the Victorian Railways was not a one-man or a three-man job—it was only through the united efforts of its whole staff of 27,000 men that the highest degree of efficiency could be attained. He appealed for the co-operation of every railwayman during the wheat season, as he was aware that outside some apprehension existed regarding the Department's ability to handle the huge traffic. Personally, and he could speak for the other Commissioners as well, he had not the slightest doubt that the wheat harvest would be dealt with in such a way as to reflect credit on the whole service.

Mr. M. J. Canny, General Superintendent, responded in a few well-chosen words, to the toast of "Heads of Branches," proposed by Mr. D. J. Kilmartin. He felt that a day and evening such as all present had enjoyed did everybody good. It was a happy thought to hold the cricket match and social at least once every twelve months, as it enabled men who only knew one another on paper to meet on friendly terms and foster those sentiments of cordiality and personal respect inseparable from really successful co-operative work. The other toasts honoured were:—

"The Head Office Staff," proposed by Mr. R. Williamson and responded to by Mr. R. McClelland.

"The Relieving Staff," proposed by Messrs. P. T. Meares and W. G. C. Spencer, and responded to by Messrs. H. Olle and J. Keary.

"The Chairman," proposed by Mr. T. W. J. Cox, and feelingly responded to by Mr. Conlan.

A most enjoyable musical evening was rendered by Messrs. Davey, Alex. Wotherspoon, Cahill, Ralph and D. Bell, and Hedley and Bartlett. Mr. Reg. Brown accompanied on the piano in his usual finished style.

The singing of "Auld Lang Syne" terminated a memorable day.



Some of the Head Office Staff, including Cricketers, who took part in the Annual Match, who are performing various Administrative Duties in connection with the Transport of this Season's Harvest.

Top (left to right).—W. J. Fancett, F. H. Biehl, A. S. Williams, T. Edwards, R. Uhd, F. G. Stewart, and M Stanistreet.
Second Row.—R. Hughes, A. C. Viccars, L. Barrett, W. G. C. Spencer, J. Davine, L. C. Bromilow, E. Henderson.
Front Row.—J. L. McArthur, R. McClelland, J. Conlan, B. Fitzpatrick, P. T. Meares and J. M. Coles.



Some of the Members of the Relieving Staff who are now actively engaged in the handling of this Season's Bumper Harvest, and a few of whom played in the Annual Cricket Match.

Top (left to right).—R. Delahenty, T. A. Longmuir, W. Eltringham, J. Fitzgerald, H. S. Harry, N. T. McDonald, H. M. Sanderson, H. J. Shanahan, J. F. Miles, W. J. Smythe, N. S. Gullick, E. J. James . . . . W. J. Prior . . . G. Ball and A. S. Harley.
Second Row.—F. Moss, R. C. Hicks, W. Langan, C. Nightingale, J. S. Ryan, E. Townsend, F. Shepherd, M. McKenna, W. Bassett, E. C. Anderson, P. Boyce, F. Quinlan, R. Southorn, E. F. Hally.
Third Row.—J. Mahoney, C. C. Edwards, W. Addicoat, D. Healy, I. Taylor, H. S. Olle, J. L. Keary, W. R. Price, F. F. Slavin, jr. Legg, P. Lawler, — Allen, T. J. Green, F. Jones, E. Jacobs, G. Ould.
Front Row.—E. A. Rains, J. C. Burnett, R. J. Page, D. J. Kilmartin, R. Williamson, B. E. Hosking, J. J. Booth, T. E. Petty, E. Ward.

Generous donations have been given recently by various councillors of the Institute towards the purchase of trophies for the gymnasium class. Mr. Rees gave £2/2/-, and Messrs. Cameron, Conlan, Phelan and Richard, £1/1/- each.

The Railway Institute Cricket Club at Ballarat is making a name for itself in the Wednesday Afternoon Association.

The last match before the holidays was against the Press, and resulted in an easy win for the Railways.

The scores were:—Press, 1st Innings, 29 (Oakes, 3 for 8; Powell, 4 for 15). 2nd Innings, 48 (Clarke, 21; Wormald, 2 for 2; Pike, 1 for 1; Foley, 1 for 3; Burton, 2 for 5). Railways, 1st Innings, 6 for 203 (dec.) (Outen, 100 retd.; Foley, 52; Powell, 18; Pike, 12; Kennedy, 4 for 64). Railways won by an innings and 126 runs.

The position of the teams to date is as follows:—

	Points.
Railways	11
Theatricals	4
Bakers	4
Hairdressers	3
Press	—

The members of the District Superintendent's staff, Ballarat, are gratified with the success of one of their number, Mr. Harry Tolsher, who was included in the Ballarat Cricket Team which played against the English Eleven on January 10th and 12th. Mr. Tolsher is a member of the Victoria Cricket Club, Ballarat, and justified his selection by hitting up 72 runs in "A" grade cricket in a recent match, this being the second highest score in "A" grade cricket this year. He is also a smart outfield, and can take his place behind the sticks when called upon.

Our photograph is that of Mr. Jack Harrington, of the Ballarat Station Staff, and a prominent athlete in the Ballarat Harriers Club. He has just completed a successful and brilliant season, the more so when it is known that he has been "placed" in every race but one in which he has started, and that this is his first year as a member of his club.

He started the year as a Novice, and only became a member three weeks before winning his Club's 2½ miles race. His next race was the Ballarat 5 Mile Cross Country Championship, when he obtained third place in the Championship in a field of 53, and first place in the sealed handicap, run in conjunction with the race. He competed in the Victorian 5 Mile Championship, held at Ballarat, and in a field of 184 was well up in the first fifty. Still another five mile race attracted him, this being the championship of his club, and after a very keen race, in which he led from the start, he won by the narrow margin of 18 inches, and thus won the championship of his club in his first year of running.

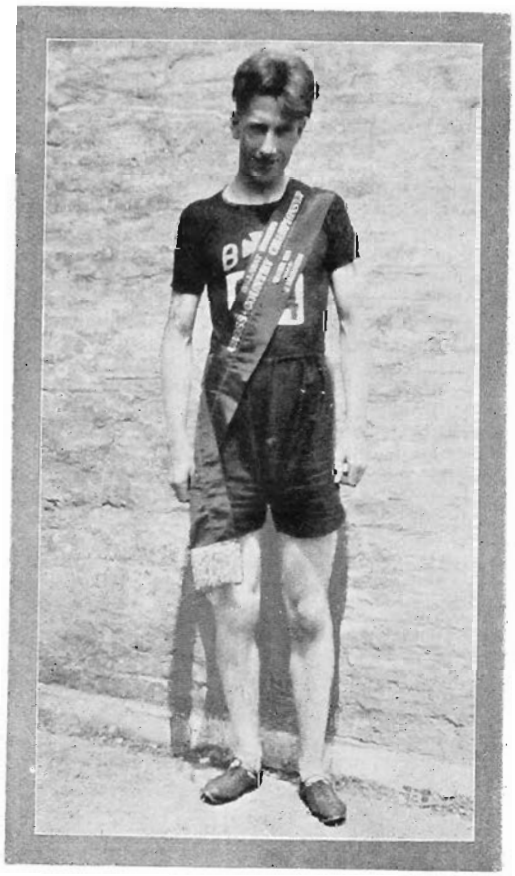
He is the possessor of an extraordinarily long stride, and makes full advantage of this when being pressed.

At the close of the running season he commenced rowing with the Ballarat City Club, and again excelled, a he was No. 2 in the winning crew of the Novice Fours.

The Christmas and Boxing Day Sports, held in Ballarat recently, saw him again in the front, as he won the mile off 150 yds., in the good time of 4 min. 25 secs. In this race he led the field early, and was never displaced, winning comfortably by three yards.

He is employed at the Ballarat Station as a Number Taker, and is popular with all members of the Staff. His ambition is to win the Victorian Junior 5 Mile Championship, and then the Blue Ribbon of Amateur runners, the Victorian 5 Mile Championship, and although not suffering from over-confidence, feels sure that with good training he will make a bold bid for these honours.

He is not yet 19 years of age, and should have a good future.



Mr. Jack Harrington

Tennis Challenge Match

A match between teams representing the Telegraph and Train Running Club and Audit Branch Club was played on Saturday, 20th December, and after a keen afternoon's tennis resulted in a win for the former club by a narrow margin. Teams:—Tel. and Train Running Club: W. O'Brien (capt.), V. Lewis, E. Black, and R. M. Kydd. Audit Club: W. H. Thomas (capt.), Urquhart, Pearce and Palmer. Scores:—

Doubles.

Urquhart-Thomas d. O'Brien-Black, 6-1, 6-4.
Pearce-Palmer d. Lewis-Kydd, 6-4, 4-6, 6-3.
Lewis-Kydd d. Urquhart-Thomas, 6-1, 0-6, 6-3.
O'Brien-Black d. Pearce-Palmer 6-1 6-2.

Singles.

Urquhart d. O'Brien, 6-1, 6-0.
Thomas d. Black, 6-3, 4-6, 6-3.
Lewis d. Palmer, 6-2, 6-3.
Kydd d. Pearce, 6-0, 6-0.

Tel. and Train Running—4 rubbers, 10 sets, 79 games.

Audit Branch—4 rubbers, 9 sets, 77 games.

Victorian Railways Rifle Club Notes

By Red and Green.

The second Victorian Rifle Association Quarterly Teams' Match was fired on the 29th of November last, and an entry of 46 teams was received. The conditions governing this match were as follows:—4 men per team, open only to members of the V.R.A., 2 sighters and 7 counting shots at 300, 500 and 600 yds. The 8in. bull was used at 300 yds., and a 21in. bull at the other ranges. The weather was fine, and the wind was not as troublesome as the low scores indicate. The following clubs entered more than one team:—Melbourne, 4; South Bendigo, Victorian Railways, Melbourne Cricket Club, Post and Telegraph and Geelong each entered three; Hawthorn, Brunswick, Bendigo, Richmond, Caulfield, and Fitzroy entered two each. Ballarat also entered two teams, but only one completed. A total of 180 men completed the shoot, and the range totals are as follows:—300 yds., 4981 points; 500 yds., 5035 points; 600 yds., 4992 points; totalling 15,278 points. This gives the respective range averages of 27.67 at 300 yds.; 29.47 at 500 yds.; and 27.73 at 600 yds., which gives 84.87 for the grand average. This is poor shooting, considering the class of men firing, and seeing that nearly 50 per cent. of those engaged had a full try out on the previous day. The difference in total points scored between the first team and the last team was 43 points. The shooting at 300 yds. was poor, as also was that at 600 yds. But the shooting at 300 yds is generally of a poor character, and the fault can be ascribed to the shooters themselves. They will not zero to find the lowest capacity of their shot group, with the result they chase an imaginary error by overcorrection. As this match is really confined in the main to skilled shots, one commences to query whether shooting is on the up grade, or even maintaining its standard. Until riflemen realise that training, i.e., aiming, drill and muscle exercises, is necessary in the art of rifle shooting as it is in other sports, and means far more than firing a few practice shots each Saturday at the targets, then they can only expect to attain a low standard of shooting.

Some members of this club will remember firing a twenty-five men aside match, when they averaged 91.8 points, and their opponents averaged 92.04. This was about twelve years ago, and forms a contrast to the match under discussion.

Taking the first 21 teams of this match, represented by 84 men, we attain a better result, and we find that 19 points separates the first from the twenty-first team. The range averages, commencing with 300 yds., work out as follows:—31-20, 32-80, 30-97, and they give a grand average of 94.97 points. This average of practically 95 points per man is of a fairly high standard; at least this will be the general consensus of opinion, but do not lose sight of the fact that this average is for presumably highly skilled shots. Melbourne were the ultimate winners, and they were closely followed by Melbourne Cricket Club, then came Collingwood, Geelong "B," and Ballarat "A." Country clubs were fairly well represented, teams having travelled from Bendigo, Donald, Ballarat, Castlemaine and Warragul, and it is hoped that the next quarterly match will see even more. This Club (Railways) had two teams placed in the first eleven, as also did Melbourne. Before this reaches the printer the Railways will have held their annual general meeting, and it is hoped they will have a record-breaking year.

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A Smile

Nothing on earth can smile but man. Gems may flash reflected light, but what is a diamond flash compared to an eye flash and a mirth flash?

Flowers cannot smile. This is a charm that even they cannot claim. It is the prerogative of man. It is the colour which love wears, and cheerfulness and joy—these three. It is a light in the windows of the face by which the heart signifies it is at home and waiting.

A face that cannot smile is like a bud that cannot blossom and dries up on the stalk.

Laughter is day, and sobriety is night, and a smile is the twilight that hovers gently between both—more bewitching than either.—Henry Ward Beecher.

The Better Farming Train

The following short article describing the "Better Farming Train" was written by Mr. Henry Pottage, Loco. Engine Driver, Coleraine, and published in the "Coleraine Albion" newspaper on the 18th December last.

Mr. Pottage suggests that railwaymen might often write up railway items of interest for their local papers. He says that when he finds anything in our magazine, or other railway publication, which he feels would be an interesting as well as informative item of news, he sends it in to the local journal:—

The "Better Farming Train," organised and run by the Department of Agriculture and the Victorian Railways combined, might be described as a magnificent pastoral, agricultural, and horticultural show on wheels, and even then all that the train embraces would not nearly be included. It covers much of the ordinary material things of life. The train was at Hamilton on Monday last week, and all day a steady stream of visitors thronged the long avenues of exhibits. For the train was so arranged that the sightseers could enter at one end and go to the other without getting off. The live stock comprised cattle and pigs, of which some splendid specimens were shown. Examples of the benefits of top-dressing of soil were displayed in actual plots of natural grasses dug from the farms of up-to-date owners in the Gippsland and Western districts, including many from the Hamilton and surrounding country. Noxious weeds, too, were to be seen growing luxuriantly. It is an education in itelf to observe the various kinds of thistle and weed, with the names attached. Should one wish to learn more about a particular plant, courteous officials from the Department of Agriculture were there to explain any points. Lectures were given at intervals by trained experts at their various professions Appropriately big, strong men talked learnedly on how to breed and keep pure dairy herd. "The longer a dairy herd is kept pure the better it will become," said one speaker. One could not help thinking that the same might be said of national life! The sheep men, too, were catered for. A young-looking man talked to the old grey-bearded sheep farmers about the importance of better breeding, better classing of wool, and better marketing, and the greybeards had to admit that the trained education of the young man was very valuable.

Passing through the train we see potatoes stored as they should be stored, and as they should not be stored, graded well and not well, and not at all. Placards, photos, mottoes, and slogans adorned the walls of the train. Examples of good farm stock from various parts of Victoria were pictured. Coleraine visitors were pleased to see a local farm, "Clover Flat," represented in the dairy cow photos. A model of a poultry yard as it should be attracted much attention amongst the poultry farmers, as also did the examples of eggs packed properly and the other way. Tall glass containers, with honey from various kinds of honey-yielding flowers, showed how remarkably the colour varies according to the origin. All these, and many more, exhibits were well worth inspecting. The train itself was worth seeing. The vehicles are painted a bright yellow, big black yard-long letters, "BETTER FARMING TRAIN" stretched along three of the big cars. The train is 672 feet long. The yard accommodation at Hamilton was severely taxed to hold it, while carrying on the present very busy goods traffic at the same time.

It is seriously proposed by a French doctor that tyres, particularly those which have been in use for some time, should be inflated with water instead of air. As a result of the experiments he has carried out, the doctor, while admitting that there is an increase in weight, claims that he has practically overcome the puncture difficulty.

Williamstown Pier

Mr. T. J. Murphy, Officer in Charge, Williamstown Pier, sends us the following observations in regard to handling of **Export Traffic**:—Successful working at a shipping port requires skill and organisation in a high degree throughout the whole staff. This can only be obtained by special training.

When a vessel is ready for, and commences to receive, cargo, continuity of work is essential from then on. If cargo for one or more ports be ordered, at a given time, for various hatches of a vessel, it must be placed precisely at that time. All delays to a vessel, from whatsoever cause, are booked up and recorded against the offenders. Should railway staff be at fault, complaints are promptly made to Head Office. This leads to friction and correspondence; the latter, when avoidable, is a bad feature of economic waste.

Vessels are often waiting for certain goods to arrive; trucks containing this cargo have then to be marked off for various vessels. Port marks and description of contents of truck must be shown thereon for information of shunters in yard, and horse shunters and tally clerks on piers. It should be obvious that goods for as few ports as possible be loaded in a truck. It frequently happens that trucks loaded with goods for two or more ports are received in the one truck. Invoices do not state how cargo is stowed, whether that for a certain port is at top, bottom, or either end of the truck. There may be cargo for, say, "London," in the truck, and vessel may be waiting for or

wanting that cargo; truck is placed at hatch, cover removed, stevedores go aboard, and look for London cargo. After turning over several packages and examining brands, it is found cargo is at bottom of truck, and not getatable; result is fifteen to twenty minutes' time lost by stevedores, and ship complaints by ship's representative. Truck has to be recovered and shunted away to make room for another, all of which leads to a break in the continuity of work, friction, and economic loss to all concerned, principally to the railways. Sending stations could considerably minimise the trouble by loading goods for as few ports as possible in each truck, and showing on invoice in what particular part of truck cargo for each port is stowed.

It should be remembered that on arrival of the goods train, trucks, before being placed on piers, have to be marshalled in port order for each vessel, i.e., trucks containing cargo for, say, Relagoa, East London, Capetown, Algoa, etc., have to be sorted out and shunted to separate roads in readiness for ship as required. Sending stations can help in this matter considerably by keeping the loading for each port grouped as far as possible. As yard and pier staffs at a shipping port are practically working to a time-table, all the time each movement that can be eliminated helps considerably, and enables a more prompt and better service to be given our customers.

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The Call

An interesting sidelight on railway working is the method of employing casual labour at Melbourne Goods.

There are two "Calls" daily to meet current requirements.

Each casual labourer is given a number, according to his first date of joining the service, and retains it as long as he does not absent himself for two weeks without excuse. Numbers commence at 1000, previous numbers to that being held by the permanent and supernumerary staff.

When requirements are obtained daily, and labour offering is not then exhausted, the next number is then the first called on the succeeding day, when exhausted further numbers are issued to those applying for registration.

Needless to say, there are some thousands who pass through the books annually, comprising men of all nations and walks of life.

The undesirable soon asserts himself, and with the "birds of passage" are automatically weeded out, thus there is a stiffening of good workers always on the books.

Opportunity for improvement is offered also, good men, after passing the medical test, are appointed supernumerary employes, and a large percentage of the permanent labour staff at Melbourne goods have graduated from the casual list.

An ex-Chairman of Railway Commissioners, a Metropolitan Superintendent, Goods Superintendent, many Station Masters, and other officers holding important positions, gained their initial railway experience whilst on the casual list.

In fact, there is a good sprinkling of ex-casual labourers in nearly every grade of the service.

The placing and arrangements are undertaken by the Metropolitan Timekeeper, who also records each employe's "history," this being necessary for disciplinary reasons, and for reference if former casuals apply for registration at a later date.

A specimen signature of each new employe is obtained, as a safeguard against impersonation, and this is compared with signature on pay roll.

The casual labour staff is the "Stand By" of the Metropolitan area for all classes of emergency relief.

The number on list ranges from 400 to 600 weekly.

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The Willow Tree

This is the lady of Shalott
  Who bends down to look
In a wind-cracked mirror,
  A running brook.

This is the lady of Shalott
  Who looked in a stream
Till a wind ran over it,—
  Blurring its gleam.

—Isabel Fiske Conant.

Fundamental Principles of Traction

Lecture in Jolimont Hall

By Mr. A. E. Smith, Chief Mechanical Engineer.

Whenever we are confronted with a problem or the desire to learn something about some particular subject we must begin by understanding first principles, and so with the steam traction, electric traction, or any other means of applying power for traction purposes, the first condition necessary to enable power to be utilised for traction is that which we must begin to study. There are those of us who are familiar with all of these principles, but we find that the greater the number of simple facts we commit to memory, the easier it becomes to solve more intricate problems.

Adhesion.—Before we can haul a load on a road or on rails, there must be resistance to the power applied. One of the first fundamentals of traction is, therefore, that between the motive power (whether it is a horse or a locomotive), and the surface on which it stands there must be sufficient resistance to slipping or the load cannot be moved.

But it is necessary to know how much adhesion is required so that sufficient power can be exerted without slipping, and the friction between the driving wheel and the rail or road has been determined by experiment, and a constant multiplier called the co-efficient of friction obtained.

If we try a simple experiment of pulling a block of wood (weighing 18 lbs.) along the table by means of a spring balance, it will be seen that the block does not move until the balance registers a pull of 8½ lbs. The co-efficient of friction for these two materials is $\frac{8\frac{1}{2}}{18} = 47$, and this figure should be the same no matter what was the weight of the block.

In the same way it could be shown that the co-efficient of friction between a locomotive driving wheel tyre and a rail is about .22 under the most unfavourable conditions. To apply this knowledge let us assume that we have to design a locomotive to have a tractive power of 36,000 lbs. The weight on driving wheels W must be such that $\frac{36,000}{W}$ does not exceed .22. If $\frac{36,000}{W} = .22$ then $W = \frac{36,000}{.22}$ lbs. = 163,636 lbs., or 73 tons. If the track will not stand a heavier load than 20 tons per axle then we must have four pairs of coupled wheels, each loaded to approximately 18 tons.

The pistons exert their force through the cranks and wheels, and if the tractive power is out of proportion to the adhesive weight an engine will be a bad starter when fully loaded. To increase adhesion on a given engine it is necessary either to add to the weight on drivers or else to couple more wheels.

Some of the old locomotives which were used in Great Britain on the express passenger trains in earlier times, several of which have been running up till quite lately, were of the old single driving wheel type on the Great Western, Great Northern, and other Railways which had very little adhesive weight compared with their tractive power, and were very slow in starting owing to their liability to slip. In the early years of our Railways we had a few of these single driving wheel engines in the 2 to 10, or "J" class, but they were converted to 4-wheels coupled engines, as they could not haul the load, due to their tendency to slip as soon as they reached a rising gradient. Then for years the 4-wheel coupled engine was used for passenger work, and later the 6-wheel coupled. Now the loads have so increased that it is difficult to provide enough adhesive weight with 6-wheel coupled engines, and in the United States there are 8-wheel coupled engines regularly running their fast passenger trains.

Most railway men, doubtless, have been asked this question by their friends outside the Railways: Why is it that a locomotive which you say has a tractive power of only 20,000 lbs. can pull a train of 300 or 400 tons? The answer is simple, of course, when the example of a man pushing a truck is quoted, that is, if a truck weighing 10 tons is standing on a level road a man can start it moving by putting his shoulder to it and exerting a force which is only a small fraction of the weight of the truck, for the reason that, the load being on wheels, the resistance to movement is reduced to a minimum, the friction being very low on account of the axle journals being smooth and lubricated.

Train Resistance.—In order to move a train under various conditions, a number of resistances must be overcome—

(1) Rolling Resistance.
(2) Resistance due to Grades.
(3) Resistance due to Curves, Wind and other factors

Rolling Resistance is partly due to journal friction and partly to deformation of tyres and rails, the effect of which is that even on a level track the wheels are constantly running up hill, or bending rails, which amounts to the same thing.

It has been found by careful experiments that when a truck is moving slowly on a level and well-aligned track a pull of about 6 lbs. for every ton of its weight will keep it moving; that is to say, if a truck weighs 10 tons, 60 lbs. pull will keep it moving. This may be more or less according to the state of the track, and varies somewhat according to the speed. When hauling the truck on a grade this resistance still applies, but to it must be added the resistance or extra pull due to the incline.

If a train has to be hauled up a grade of, say, 1 in 100, the drawbar pull must equal 1/100 of its weight, or 22.4 lbs. per ton in addition to the rolling resistance. If the grade is 1 in 50, the pull must equal 1/50 of its weight, or 44.8 lbs. per ton, plus the rolling resistance.

Curve Resistance is caused through flanges of the outer leading wheel of each vehicle or bogie bearing hard against the outer rail on curves, and being forced to slide along it. This resistance becomes very severe on sharp curves in the case of tight-coupled passenger trains, or engines with a long rigid wheel base. As a rule, where curves occur on grades, the latter are eased to compensate for the curve resistance, but where this is not done the resistance must be allowed for.

Tractive Power.—We have so far considered only the friction of the wheel on the rail and the resistance of the load to movement. The tractive power of the locomotive is the force to be applied to the load to set it in motion. Now in these days of motor vehicles there is hardly anyone who has had anything to do with them but who understands the function of the piston, cylinder, and crank. The tractive power is the force produced by the thrust of the piston on a lever formed by the radius of the crank, and driving wheel, the fulcrum being at the point of contact between wheel and rail, and has been reduced from a complicated series of calculations to a simple formula:—

$$\frac{D^2 \times P \times L}{W}$$

Where D is the diameter of the cylinder, P the average pressure in the cylinder throughout the stroke, L the length of stroke of the piston, and W the diameter of the driving wheels, all the dimensions being in inches. The average effective pressure is the only portion of the formula which requires explanation.

The steam that passes from the boiler to the cylinder is used expansively. Entering the cylinder at boiler pressure it causes the piston to move, and, after it has moved portion of the stroke, the steam is cut off by the valve closing the port, and the latter portion of the stroke is completed with the pressure diminishing until it is finally exhausted into the atmosphere. What we want to know is, what the average pressure is in the cylinder during the piston's movement from one end to the other. This may be ascertained by the use of the indicator.

In calculating tractive power, the average pressure is usually taken nowadays as 80 per cent. of the boiler pressure, so that in the case of an engine with 200 lbs. pressure in the boiler, the mean pressure "P" is 160 lbs. per square inch. Thus, to ascertain the tractive power of a "C" class engine we have:—

Cylinder diameter = 22in., stroke 28in., mean diameter of driving wheels 60in., and the tractive power is, therefore,

$$\frac{22 \times 22 \times 160 \times 28}{60} = 36{,}138 \text{ lbs.}$$

This is the force available for moving engine, tender and train.

Determination of Train Loads.—It may be of interest to know how train loads are calculated. Let us assume that we have an engine of 36,138 lbs. tractive power like the "C" class, and that the ruling grade is 1 in 50 compensated where necessary for curvature.

Resistance to be overcome,		
Rolling Resistance, say, 8 lbs. per ton,		
Grade Resistance	44.8	„
Total Resistance	52.8	„

	Tons.
Total load, including engine, 36,138	= 684
Deduct weight of engine	128
Nett weight of train	556

It will be noted that 8 lbs. per ton has been allowed for rolling resistance in order to cover resistance of engine and effects of wind.

If an engine were used for passenger service the train load would, of course, be less, and if for suburban service it would be still less to permit of a higher rate of acceleration. To bring a train up to 30 miles per hour in one minute from rest requires a tractive power equal to about 53 lbs. per ton of weight in the train, in addition to that needed to overcome ordinary resistances, and if a "C" class engine were required to do this on a 1 in 50 grade the load would be calculated as follows:—

Rolling resistance, say, 8 lbs. per ton		
Grade resistance	44.8	„
Acceleration	53	„
Total	106	

$$\text{Total load} = \frac{36{,}100}{106} = 341 \text{ tons}$$

Engine	128	„
Nett weight of train	213	„

Statistics are always more or less tedious to listen to, but attention should be given to the increase in size of our locomotives during the past few years, and how much greater the individual tractive power has grown. In 1883 the most powerful engines that we had were the "W" class (Baldwin's), two locomotives built at Williamstown Workshops, numbered 103 and 105, and the "O" class and old "R's." The most powerful of these was the old "R," which had a tractive power of 14,275 lbs., the others being about 13,000 lbs. To-day we have the "C" class, 36.138, "K" class, 26,960; "A," 25,867; and "Dd" class, 20,650. It will be seen that the power of the later locomotive has more than doubled since 1883.

With the building of more powerful engines, opportunity has been taken to modernise them by introducing new ideas with a view to improving efficiency of operation, making for better riding with a minimum of effect on the road, greater reliability, reduction in friction wherever possible, and more comfort for the enginemen and better facilities for examination in running.

Boiler.—The first and most important consideration was the improvement of the boiler. It would take far too much time to enumerate all the details of improvement in the boiler, but every engineman present knows, as well as anyone, the heartbreaking job of trying to get

along without steam, and for some years many of you have had plenty of experience in this direction. You will remember the days when the "Y" and "R-Y" classes, with the small boiler, used to do all the goods work and it will be remembered how it was frequently necessary to stop at the top of the Beveridge bank and other places with the water just showing in the glass, and the scheming to get along with expresses on heavy nights with the "A" and "D" and other classes, all because of insufficient boiler capacity, and, of course, forcing a fire meant very heavy work, and was very disheartening to the fireman. During recent years the increase in grate area, heating surface, and improved circulation, together with more steam room in the boiler have greatly improved the steam producing part of the locomotive and rendered the job a less anxious one for the enginemen. The greatest advance, however, has been the adoption of superheaters.

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The total area electrified in Sweden amounts to 1,500,000 hectares, or 40 per cent. of the entire cultivated area of the country.

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The adjoining illustration is an Italian warning notice, provided by the Automobile Touring Club of Italy, which is placed at the approach to railway level crossings. It is certainly an arresting notice, and the suggestion conveyed by the skull and crossbones is obvious to all. The wording on the notice is "Attenti al treno.' (Look out for trains).

Driver of First Railway Engine

John Cowley, of West Hartlepool, is the one man still alive who actually worked on the world's first railway passenger engine.

The L.N.E.R. attach a deal of sentimental value to this engine—Locomotive No. 1—which has never left the L.N.E.R. rails, for it came from Darlington to the Wembly Exhibition, and now stands on a portion of the first rails on the first railway in the world. It weighs 6½ tons, compared with 148 tons of the latest type of "Flying Scotsman."

Mr. Cowley who is 83 years of age, was invited by the directors of the L.N.E.R. to visit Wembley recently to have a look at his old engine.

"The early railways were intended for the private use of their owners, and the first public line was the Surrey Iron Railway, a plateway about 9½ miles long, from Wandsworth to Croydon, which was authorised by Parliament on 1801. Here animal traction was employed, and the first application of steam traction is credited to Richard Trevithick, on a plate-way in South Wales, in 1804. The Stockton and Darlington Railway, opened in 1825, and now merged in the N.E. system, is the oldest passenger railway; it was laid with edge-rails, and the original intention was to use animal power, but at the instance of George Stephenson, the steam locomotive was adopted instead. It was, however, the Liverpool and Manchester Railway, opened in 1830, which established the supremacy of the steam locomotive."

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Qualities

You have not told the whole story when you have said that a man is kind, or brave, or truthful, any more than you have given a complete account when you have said of the sunset or of the bird's wing that it is red, when you have said of the sky or of the violet that it is blue. As there are colours of colours, so there are qualities of qualities. "How is he truthful, or brave, or kind?" That question still remains for you to ask. And in large part this quality of a quality will be indicated by the motive which at any particular moment calls the quality forth into action. The qualities of qualities are largely denoted by the colours of their motive shining through.—Phillips Brooks.

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The Right Way

Mr. E. E. Pescott, Government Pomologist, made an interesting statement in a recent address on "Trees and Wild Flowers of Australia," to the Hartwell Progress Association. He said that the accepted spelling of the word "ti-tree" was wrong. The word should be tea-tree. The tree had received the name because of its similarity in leaf and flower to the real tea-tree.

Good Service Brings Appreciation



The writer takes this opportunity of thanking you for your splendid journal received this morning, entitled **"Victorian Railways Magazine,"** November issue.

The front cover was so attractive that we dropped our mail to glance through the book, and the glance developed into over an hour of our valuable time. The book has been placed aside to be perused carefully this evening. We congratulate you on the manner in which this book is printed; the paper you use, and, last, but not least, the interesting and valuable matter it contains.

We will have pleasure in looking out at your railway stalls for future issues.—**From Messrs. F. H. Brunning Pty. Ltd., per Mr. Norman Purves, Managing Director, 64 Elizabeth-street, Melbourne, 29/12/24, to the Railways Commissioners.**

I feel that I should like to write you a short report on the Trinity Grammar School Western District Trip, which took place some weeks back. We travelled via Geelong, Maroona, Hamton and Heywood to Mount Gambier; from Mount Gambier to Portland; from Portland to Warrnambool; breaking the journey at Hamilton to play a football match; from Warrnambool to Camperdown; from Camperdown to Colac; from Colac to Geelong; and from Geelong to Melbourne. A great deal of preliminary organising work was done, and in this we received considerable help from officers of your Department.

The fact that the trip took place during our vacation enabled us to make the journey on your ordinary scale of fares at very cheap rates. Further, we managed to fit in with ordinary trains, but your concession to us of a special carriage was of the greatest value. I want to report that we received from railway officers everywhere the greatest courtesy and consideration, and I desire specially to mention the Railway Refreshment services and the kindness of the stationmasters at Westmere, Hamilton and Branxholme. All were courteous and helpful, but at Westmere and Branxholme the stationmasters had gone to the trouble of getting information about their districts ready for us.

We are very grateful indeed to your Department for your help. I trust it will not be the last trip. Many of the parents of my boys have expressed their appreciation of what was done, and I consider myself that the trip was an outstanding success—not only as regards the smoothness with which all arrangements worked and because of its inexpensive nature, but most of all because of the extremely valuable character of the educational benefit received from it. May I add my very warm thanks for the personal interest which you yourselves took in the trip, and ask you to convey to your officers the thanks of the Council, the staff, the boys, and myself for the way in which we were treated.—**From Mr. Frank Shann, Trinity Grammar School, Kew, to the Railways Commissioners.**

Sir,—As Victorian representative on the Executive Committee of the Hume and Hovell Centenary Celebration Committee, allow me to express our appreciation through you of the efficient and capable manner in which the Stationmaster, Mr. W. Deacon, and his staff carried out their very heavy duties during that time.—**From Mr. W. Twomey, President, Shire of Wodonga, 24/11/24, to The General Superintendent.**

Permit me on behalf of the Council of the Boort Agricultural Society to express appreciation for the efficient handling of the Railway Traffic on the day of the Boort Annual Show, on October 9th. The show specials were well up to time, and the courtesy of the Railway officials was much appreciated by patrons of the show and by the Council of this Society.—**From Mr. W. D. Sutherland, Boort Agricultural and Pastoral Society, Boort, 17/12/24, to the Railways Commissioners.**

In acknowledging receipt of your cheque £133/11/3, being refund of guarantee, plus 10 per cent. rebate on earnings of specials, I desire to convey to your officials generally, and especially to the stationmaster and staff of the Sale Railway Station, my Committee's appreciation of their ready and willing assistance, and courtesy shown by them during the "Back to Sale" week.

The attention given to and the arrangements made for the convenience of our visitors by the local officials was the subject of many appreciative remarks from those who had occasion to travel during that week.—**From Mr. A. T. Wasley, Hon. Secretary, "Come Back to Sale" Movement, Sale, 19/12/24, to the Secretary for Railways.**

Might we take this opportunity of expressing our very keen appreciation and thanks for the courteous and able manner in which our requirements during the past year have been carried out by the Victorian Railway Department.

We would like to express our thanks individually to the various officers of the Department who are responsible for the excellent service which has been rendered; unfortunately, such is not possible, but we would indeed appreciate it if you could see your way clear to circulate this communication amongst those members of your staff directly caring for the

requirements of the Company, particularly the officers of the Outside Loading Platform and Outwards Goods Sheds.

It is indeed a pleasure to be able to offer this evidence of our appreciation, and we trust very pleasant relations which exist between the Victorian Government Railways and the Vacuum Oil Company Pty. Ltd. will long continue.—**From the Vacuum Oil Company Pty. Ltd., 90 William-street, Melbourne, J. C. Blair. Director, 19/12/24, to The Railways Commissioners.**

Dear Sir,—At the last meeting of the Council, appreciative reference was made to the interest you have displayed in the improvement of the station grounds at Sheep Hills by the planting of trees and to the care since bestowed upon them. It was said that the trees have responded in a manner that reflects the greatest credit on your care and attention, and I was instructed to convey to you the best thanks of the Council for your public spiritedness in the matter.—**From Mr. R. Long, Shire Secretary, Shire of Borung, Shire Hall, Warracknabeal, 17/12/24, to Mr. D. McDonald, S.M., Sheep Hills.**

In connection with an incident yesterday I should like to express through you my appreciation of the uniform courtesy and assistance rendered me by the officials of your Department.

A schoolgirl, Miss Nancy Bruce, arrived by the express from Adelaide in the morning, and her purse, containing through railway tickets to Brisbane, had been stolen at Bacchus Marsh. We naturally looked for a good deal of difficulty in her continuance of the journey, but by the kindly help of various members of your staff, matters were easily arranged, for which Miss Bruce and her friends are very grateful. —**From Mr. R. M. J. Spanow, New Zealand Insurance Company Ltd., Melbourne, 19/12/24, to the Secretary for Railways.**

We desire to place on record our appreciation of the services rendered us by all branches of the Railway Department, with which we have come into contact during the year, especially the help and courtesy we have received from the staffs at West Footscray, Melton and Parwan, and from the officers of the Goods' Train Service Branch.

We much appreciate the services we receive and will endeavour to forward the interests of the Department at all times. Wishing you the "Compliments of the Season."—**From Messrs. Schutt & Barrie Pty. Ltd., Chaff Cutting Mills, Geelong-rd., West Footscray, per Mr. J. K. Schutt, 22/12/24, to the Secretary for Railways.**

The following letters appeared in the "Sun Pictorial," January 5th and 15th respectively—

To the Editor.—I wish to express my appreciation of the honesty of some member of the staff at the Geelong railway station, also to the courteous and obliging clerk in the stationmaster's office. Yesterday morning my friend and self travelled to Geelong by the midday train, and after our arrival there, my friend discovered that she had left her purse in the train. On my inquiry, she had the purse returned to her intact.—Yours, etc.,

"GRATITUDE."

To the Stationmaster, Flinders-street,

Dear Mr. Wain,—I would like to bring under your notice for commendation the action of one of the staff at Flinders-street Station. His name is Paine, and on Saturday night last my little boy was separated from our party coming from North Brighton. Paine went to a great deal of trouble, telephoning to various stations, helping us to find the lad, whom we eventually found on the last train. Paine's action was the direct cause of relieving the lad's mother and myself from a great deal of anxiety, and I am anxious to place my appreciation before his superiors. It speaks well for the service and system that men and means can so readily be found to deal with circumstances which might so readily have led to great distress. Wishing you the compliments of the season, I am, yours truly, H. F. TISDALL, B.C.E., School of Mines and Industries, Pascoe Vale, 15/12/24.

Whilst returning home on the last train from Melbourne I accidentally left an article on the luggage rack. I did not miss it until I was home some time, but immediately I did so I rang up the railway station. I gave full particulars, and that article was returned to the local railway station next morning by the first train. Consequently through your columns I would like to thank the Railways Department in general, and the officers concerned in particular.—Yours, etc.,

"DOMINIE."

The members of the staff of the parcels office at the Western Station have acquitted themselves during the past year. Notwithstanding the greatly increased amount of work entailed—the year has been a record one for parcels handled in the room—and especially during the holidays, the staff has done its duty excellently well. Hundreds of parcels, large and small, have passed through the room daily, and the carriers state that the prompt manner in which these were dealt with and courtesy and efficiency of every officer in the room deserve the best thanks not only of the carriers but the public. The staff will no doubt appreciate this unsolicited testimony to the manner in which its by no means easy duties are carried out.—"Ballarat Courier," 13/1/25.

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Shallow Time

Time is but the stream I go a-fishing in. I drink at it; but while I drink I see the sandy bottom and detect how shallow it is. Its thin current slides away, but eternity remains. I would drink deeper; fish in the sky, whose bottom is pebbly with stars.—Thoreau.

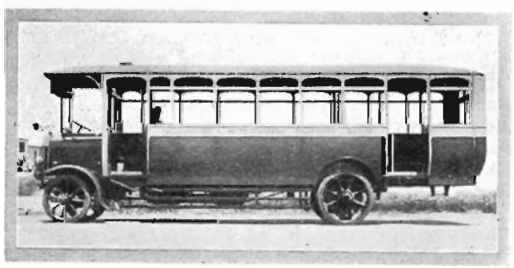
News Notes

Mr. C. Miscamble, Commissioner for Tasmanian Railways, and former Victorian Railways Commissioner, is reported to have inaugurated a campaign to advertise Tasmania. He is endeavouring to secure co-operation of the mayors, councillors and leading citizens of the cities and towns of Tasmania in a plan by which special facilities will be offered to about 100 influential Victorian business men to visit Tasmania to inspect its industries and to judge for themselves the State's possibilities. The tour is being arranged to take place in March, the charge to be about £25.

Tramway Board Motor Buses

On 3rd January, the Metropolitan Tramway Board launched its motor-bus offensive against the privately-owned motor-bus companies. Three types of vehicles are included in the Board's fleet of buses—the Tilling-Stevens, Thornycroft, and Garford.

The Tilling-Stevens buses are 35 h.p., have semi-pneumatic tyres, and will seat 33 passengers. They also have a system of springing that is said to provide very easy riding.



One of the New Buses Courtesy "Herald."

Of the Thornycrofts in the fleet, a number are "one-man" buses, the driver collecting the fares. The "one-man" buses will seat 20 passengers, and are of 25-28 h.p. The larger Thornycrofts are of 48-50 h.p., and provide seating for 33.

The Garford type of bus is claimed to be the last word in motor-bus construction. It is 26ft. long, has seating accommodation for 33 passengers, and is of 58-65 h.p. Fitted with Westinghouse air-brakes, it can be pulled up in a space of 15 to 20 feet, when the travelling speed is between 20 and 25 miles an hour. There are four forward gears, with an "over-drive" on each gear. This over-drive permits of a 28½ per cent. increase in speed without increasing the speed of the engine—a feature peculiar to the Garford bus.

The first route chosen by the Tramways board was—St. Kilda Road, Esplanade, Brighton Road, Elsternwick.

Foundation Day

On the evening of 26th January, 1788, Captain Phillip, at Sydney Cove, assembled the whole of the party then under his command in Australia. A flagstaff had been erected and a Union Jack displayed, under which all the settlers and convicts gathered while the marines fired several volleys, and the healths of His Majesty and the Royal Family, with success to the new colony, were most cordially drunk.

Thus did Phillip lay the foundation of Australia as a nation.

This historical event is now commemorated by the declaration of a public holiday throughout the Commonwealth each year, and on January 26th of this year we celebrated its 137th anniversary.

Some historical interest attaches to the information received from Norway, that the Storthing (Parliament) has decided that, as from January 1, 1925, the name of the capital of that country shall be altered from Christiana to Osio. This was the original name of the capital before it was rebuilt in 1624 by the Danish-Norwegian king, Christian IV., and the decision to revert to the old name is no doubt the outcome of the strong national movement at present prevailing in Norway.

Latest statistics issued by the Chinese Ministry of Agriculture and Commerce show that there are 1966 mining areas in China; there are 2142 engineers and 9308 technical and clerical employees engaged in the mining industry, while the number of workmen is 28,292,318.

Charles A. Lee, the State Superintendent of Public Schools in Missouri, deserves more than ordinary recognition for his plan looking to the introduction of training in newspaper reading in the high schools of the State. It is just as well, however, that he has specified that, in his opinion, pupils should be taught how to read and study the news in the better class of daily journals. It requires little imagination to foresee nothing short of calamity if the study in the schoolroom of some of the well-known newspapers of the world should be encouraged.

Tasmanian Railways

Since Mr. C. Miscamble took over the duties of Railway Commissioner in Tasmania, several improvements have been effected in that State's existing time-table. A special fast express service has been inaugurated between Launceston and Hobart on days when the interstate boat arrives and departs. The train leaves Hobart at 9.5 a.m., and reaches Launceston shortly before 2 p.m. Many of the stops have been eliminated, but refreshments will be served at Parattah.

A new time-table has been arranged for the North-Western district. Instead of passengers having to leave Wynard and Burnie at 5 and 6 a.m. respectively, it is proposed to start the train from Wynard at 7 a.m., Mr. Miscamble being opposed to the early running of trains.

Railway Extension in New Zealand

A provisional contract has been signed for the construction of the Tongariro railway, connecting Lake Taupo with the main trunk.

The Tongariro railway will be an extremely important feeder of the main trunk system when completed. It will be a substantially built line under specifications of standard required by the Public Works Department, allowing for the ultimate incorporation of the line in the State railways system. It is being built to the order of the Tongariro Timber Company, which has for some years been in negotiation with various large contracting firms and the New Zealand Government in regard to the work. The difficulty lately has been to arrange the finance of the proposition, but this has been overcome.

Lake Tyers House

In our advertising columns will be found full particulars as to the advantages of staying at "Lake Tyers House," when on a visit to the beautiful Lake Tyers, Gippsland Lakes.

The district here calls aloud to the lover of Nature to come and look at scenes unrivalled in picturesque grandeur. To tourists, as well as those on holiday bent, the Lake Tyers district offers scenic advantages surpassed by none. At a moderate expense, too. Read the "Lake Tyers House" advertisement; you will then learn all about it.

The Hungarian Government is taking all possible steps to revive the silk nursery, which was completely destroyed during the Communist sway. According to the "Silk Journal," the breeders receive worms, foliage, and written instructions free of charge, while in all schools and institutes notices are exhibited explaining silkworm breeding. As a result of the efforts of the Government, the yearly production has increased since 1919 from 35 000 kilogrammes to 402 000 kilograms, and the number of private breeders from 2500 to 15,000.

Government ownership and operation of the railways in Sweden has not proven satisfactory, and as a result of study made by a special committee, the Government will consider retention by ownership, but that operation must be placed in the hands of an assembly of 29 members co-operating with a board of seven directors.

The firm of Armstrong-Whitworth and Co. has put before the Tasmanian Government a proposal to construct an electrically-driven railway from Hobart to the western coast, at an estimated cost of £1,000,000. Half of the necessary capital was to be found by Trades Facilities of Great Britain, and the other half by the State Government. As the project would incur a heavy annual loss for many years, the Ministers would not entertain the proposal.

A crew from the Oneonta car shops of the Delaware and Hudson Railroad Company has established what is believed to be a world's record by building a thirty-six-ton box car complete in fifty-two man hours. Three hundred and fifty visitors from the Delaware and Hudson system, and twenty other railroads of the East, saw eight men crews from the Oneonta, Colonie, and Crabondale shops in the car building competition. The Oneonta crew built the car complete in six and one-half hours.

The Hulan-Nunkiang (China) Railway, which is to be jointly operated by the Heilungkiang Provincial Government and a Russian Company, is inviting tenders for construction of road foundation for the first section between Sungpeh and Hailun.

At a recent Japanese Imperial Government Railway conference held in Tokyo, a programme was approved for the electrification of the Tokaido railway line between Tokyo and Akashi. The money for electrification work was appropriated some time ago, and the recent conference had for consideration only the development of a definite programme. The work under consideration at the present time consists of the portion of the Tokaido line, extending from Numazu to Akashi, a distance of 300 miles. This work, not including the cost of locomotives, is estimated to require the expenditure of about 21,983,000 yen (approx. £2,140,000).

Iron and wood floors in railway cars may be replaced by cement, if experiments recently conducted in Germany continue to prove successful. A composition designated "Eisenbeton" (iron wood) has been used in the construction of the floors of railway freight cars, with a great measure of success. The first car made of this substance was tested in the railroad freight yards at Heidelberg. It weighs 20 tons, and in appearance is much the same as an ordinary iron car. The cost is much less, and although the concrete car is heavier, the fact that the danger of rust is eliminated offsets this disadvantage. The car with concrete floor requires so little repair work in comparison with wood and iron cars that the railway administration is favourably impressed, since the yearly expenditure for repairs on the old type of cars reaches a considerable amount.

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Pompeian Excavations

A workman with a spade in half a day,
Can push two thousand lagging years away;
See, how the tragic villas, one by one,
Like lazy lizards creep into the sun.

—Leonora Speyer.

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Courtesy is one of the cheapest exercises of virtue—it costs even less than rudeness.

VICTORIAN RAILWAYS INSTITUTE

SOCIAL DIVISION

MELBOURNE CENTRE—1925

CLASSES commence 26th JANUARY, and are open to FINANCIAL MEMBERS of the INSTITUTE and their FAMILIES.

TERMS:

Instructional Work is divided into Four Terms of TEN WEEKS each, as follows:—

1st TERM—26th January to 4th April. **3rd TERM—29th June to 5th September**
2nd TERM—13th April to 20th June **4th TERM—14th Sept. to 21st Nov.**

Students on entering Classes at commencement of each Term must present their official receipt to the Instructor for registration purposes.

Tuition Fees must be paid in advance at the General Secretary's Office.

Employes of the Department receiving instruction or attending Society rehearsals may obtain a Free Card Pass available from the station (home) to Flinders Street and return.

SYLLABUS OF CLASSES:

Dramatic Art, Elocution and Public Speaking

MONDAY, WEDNESDAY, FRIDAY .. Tuition in Class, Twelve Shillings per Term; Private Tuition, Twenty-four Shillings per Term.

Instructress: MISS WINIFRED MOVERLEY **Assistant: MISS AGNES CASEY**

Pianoforte

MONDAY, WEDNESDAY, SATURDAY .. Tuition in Class, Twelve Shillings per Term; Private Tuition, Twenty-four Shillings per Term.

Instructor: MR. REG. W. BROWN, Royal College of Music, London

Orchestral Stringed Instruments—Violin, Bass, 'Cello, Viola

TUESDAY .. Violin—Tuition in Class, Twelve Shillings per Term;
THURSDAY .. Private Tuition, Twenty-four Shillings per Term.
SATURDAY .. Other Instruments, Twenty-four Shillings per Term.

Instructress: MRS. A. SMYTHE

Singing, Voice Production

TUESDAY, THURSDAY, FRIDAY .. Tuition in Class, Twelve Shillings per Term; Private Tuition, Twenty-four Shillings per Term.

Instructors: MR. GREGOR WOOD and MADAME GREGOR WOOD

Woodwind Instruments, Brass Instruments

Tuition, Twenty-one Shillings per term.

Instructor: MR. ALEX. WALLACE

A. GALBRAITH, General Secretary

Tuition Fees

Boxing and Wrestling Members

Adults - 12s. per term (of 12 weeks)

„ 40s. per season (of 48 weekes)

Over 18 and under 21 years: 10s. per term; 30s. per season

Under 18 years: 7s. 6d. per term; 20s. per season

Victorian Railways Institute

Gymnasium

Railwaymen and Lads come along

GET FIT—AND KEEP FIT

Enrol at the GENERAL SECRETARY'S OFFICE

Tuition Fees

Railwaymen's Sons and Brothers

Boxing and Wrestling

Adults: 19s. 6d. per term; 60s. per season

Over 18 and under 21 years: 15s. per term; 50s. per season

Under 18 years: 12s. per term; 40s. per season

BOXING - WRESTLING PHYSICAL CULTURE AND GYMNASTICS

Class.	Day.	Instructor.	Terms.
Wrestling	Monday	W. Meeske	1st term: From 12th Jan. to 4th April, 1925
„	Thursday	B. Potts, Hon. Asst.	
Boxing	Tuesday	L. Copeland	2nd term: From 6th April to 27th June, 1925
„	Friday	E. Newton, Hon. Asst.	
Physical Culture and Gymnastics	Wednesday	W. Meeske G. Corkill, Hon. Asst.	3rd term: From June 29th to September 19th, 1925 4th term: From September 21st to Dec. 12th, 1925

PRIVATE TUITION—Boxing, Wrestling, Ju-Jitsu, Weight-Lifting, Acrobatics:

Adults, £2 2s.; Juniors (under 21 years), £1 10s.; Juniors (under 18 years), £1 1s. per term. Rent of Lockers, 2s.; Use of Gymnasium, 10s. per season (at all hours when classes are not at work). PHYSICAL CULTURE: Tuition Free on payment of 2s. registration fee.

Victorian Railways Institute

Departmental Educational Classes

The Victorian Railways Institute Departmental Educational Classes are now of such a comprehensive character that any ambitious employe desiring to increase his knowledge has an excellent opportunity. if he avails himself of the tuition imparted by well-qualified instructors.

In addition to the classes at Melbourne, the Institute maintains classes in many country centre areas, and class centres, without cost to the student. A small amount of training in a special line has frequently fitted men for the step ahead, with its broadened opportunities. The facilities for the knowledge desired are available, and await those who wish to take advantage of them.

At the Institute, Melbourne, the following classes are held each week during the educational terms:—

Applied Mechanics, Building Construction, Electricity and Magnetism, Engine Working and Westinghouse Brake, English Course (English, Arithmetic, Geography), Algebra, Mechanical Drawing, Safeworking, Shorthand, Station Accounts and Management, Typewriting, Accountancy, Bookkeeping, Modern Languages (French, German, Etc.), and Psychology.

Country Centre Areas are provided for as follows:—

Ballarat.—Engine Working and Westinghouse Brake; Shorthand and Typewriting.

Bendigo.—Engine Working and Westinghouse Brake; Mechanical Drawing; Shorthand and Typewriting; English; Arithmetic; Geography.

Geelong.—Engine Working and Westinghouse Brake; Shorthand and Typewriting.

Maryborough.—Engine Working and Wesinghouse Brake; Shorthand and Typewriting; Telegraphy.

Seymour.—Engine Working and Westinghouse Brake; Shorthand and Typewriting.

Benalla.—Engine Working and Westinghouse Brake.

Stawell.—Engine Working and Westinghouse Erake.

Country Class Centres are provided for as follows:—

Ararat.—Engine Working and Westinghouse Brake.

Colac.—Engine Working and Westinghouse Brake.

Korumburra.—Engine Working and Westinghouse Brake.

Wodonga.—Engine Working and Westinghouse Brake.

Wonthaggi.—Engine Working and Westinghouse Brake.

Correspondence Courses, conducted from Melbourne, are:—

Algebra, Arithmetic, English, Engine Working and Westinghouse Brake, Permanent Way Construction and Maintenance, Shorthand, Safeworking, Station Accounts and Management.

These Correspondence Courses are open to Permanent, Supernumerary, or Casual Employes, who are financial members of the Institute, and who reside outside the metropolitan area, on payment of 2/- registration fee, which entitles them to take a course in any three of the above named subjects.

Bookkeeping Class—Commercial Course, Melbourne Centre.

The next Bookkeeping Course will commence on Wednesday, 28th February. Members of the Institute who intend joining this class are advised to register early, as it is particularly desired that they should be present at the first meeting of the Class.

Shorthand (by Correspondence).

Members of the Institute are reminded that the Correspondence Course in Shorthand, under Mr. J. Fetherstonhaugh, L.S.W. Vic., F.I.P.S., and F.C.T.S., Eng., is open to all financial members of the Institute living outside the Metropolitan area on payment of 2/- registration fee.

Text Book for the course may be obtained from General Secretary of the V.R. Institute at a cost of 5/-.

Algebra.

This subject is taught orally in Grades 1 and 2, and by Correspondence. Grade 1 meets on Thursdays at 7.30 p.m., and proceeds by easy stages from the beginning up to and including quadratics. Grade 2 meets Tuesdays, at 7.30 p.m., and proceeds with a more difficult treatment of the subject—surds, indices, ratio, proportion and cariation, progressions, binominal theory, etc.

The Correspondence Course in Algebra covers Grades 1 and 2, and is open to financial members of the Institute outside the metropolitan area on payment of registration fee of 2/-.

Typewriting.

This class meets every Wednesday, at 5 p.m. and 7.30 p.m., during the Educational Class Terms, and is under Mr. T. W. Mather, F.C.T.S., F.I.P.S., L.S.W. Intending students should enrol without delay, and take advantage of this excellent opportunity of becoming proficient in one of the most important of commercial subjects.

All Classes are open to financial members of the Institute on payment of 2/- registration fee.

Applied Mechanics Class, which meets on Mondays, at 7.30 p.m., covers the following work:—Forces, centre of gravity, simple

machines, and frame structures, space and vector diagrams, work friction, efficiency, power, the Linear Law, the Elastic Law, Young's Modulus, strength and stiffness of materials, motion, inertia, momentum, energy, type of motion-piston, link, etc., principle of hydraulics, with applications; pumps, water wheels and turbines. The subject is so treated that much demand will not be made on the mathematical knowledge of the student. Every workshop student should take up this course; it will add to his efficiency and give him a more intelligent interest in his work.

Study of English

In commencing a study in English, the facts and productions of the language should be shown. The facts of the language will involve its laws, and the productions of the language will comprise its literature.

A consideration of the facts and productions will lead the careful student to a knowledge of the language; nor without a study of both of these can any such knowledge be acquired.

A knowledge of any language implies a familarity with its literature and with the facts or laws of its construction.

Apart from the literature of a language, we cannot know its grammar; apart from the grammar of a language we cannot know its literature. The literature of a language is the organic life, whose laws grammar has to learn and expound.

Grammar has no other functions than to deduce, and set forth the laws of a language which have been already observed by some great writer or great writers. Grammar is no arbitrary thing; its rules are not conventions; its forms are not optional.

They are both merely general statements of facts—facts ascertained by the careful perusal of what we term classical authors; that is, authors of high and universal reputes. The grammarian, like the sculptor, takes a model and having studied its parts and qualities, endeavours to reproduce the whole.

Authority, in consequence, is the great principle recognised in grammar. The authority of such men as Macaulay, Addison, Dryden and Shakespeare is in grammar paramount and supreme. What they do, we must follow, and we must follow it because it is their practice.

Their words, their forms of speech, their constructions, must be ours. They are masters, we their scholars; they give laws, we obey the laws they give.

Language is the expression of thought by means of articulate sounds, as painting is the expression of thought by means of form and colour.

The laws and conditions under which the expression of our thoughts takes place form the basis of grammar, and grammar rests on phenomena clearly ascertained, invariable in themselves, capable of being distinctly stated, and equally capable of being wrought into a system of general truths.

To assist our students to fully comprehend the English language is the aim and object of our Institute in establishing oral classes, and a correspondence course in this important subject.

Those who intend to benefit by this excellent opportunity afforded should enrol at once with the General Secretary, Victorian Railways Institute.

V.R.I. Dramatic Society

Under the auspices of the Victorian Railways Institute, the members of the Society journeyed to Traralgon on New Year's Day, and in the Mechanics' Institute in the evening played the "Strategist," a farcial comedy in four acts, to a crowded house. Unstinted applause and appreciation of their acting was showered upon the players. The characters were as follow:—Sergeant Grumbleton (the Major's Orderly), Mr. Bernard Lamble; Araminta (a model servant girl), Miss Lena Toomey; Major Abijah Howard, Mr. Marcus Hayman; Mrs. Howard, Miss Hazel Lloyd; Nellie Howard, Miss Madge Wyatt; Jack Ruthledge (the Strategist), Mr. Jack Murison; Mr. Capsicum Pepper, Mr. Reg. Guest; Mr. Arthur Ruthledge, Mr. Charlie Arliss; Rev. Mr. Mildman, Mr. W. A. Thomas; Terance O'Flam, Mr. Geo. Ebbsmith.

Miss Winifred Moverley, who produced the play, was heartily thanked by Cr. Breen, and complimented upon the fine training she had given her pupils, whose acting that night was quite equal, if not superior, to that of some of the companies of high repute who had visited Traralgon.

V.R.I. Orchestra

1. The 1925 season opens early in February.
2. Rehersals held Railway Concert Hall, Tuesdays, 8 p.m.
3. Preference given to entrants connected with the Railways.
4. Competent players alone wanted; this is an Orchestra, not an Orchestral Class.
5. Applicants must be ENTHUSIASTS, and steady attenders; no others need apply.
6. The best class of work is done; with regular attendance, rapid progress is assured.
7. The number on roll is limited to 70.
8. Studies for 1925:—Rosamunde, Masaniello, Haydn's Symphony in G, Suppe's Overtures, Mozart's Gloria (12th Mass), Schubert's Unfinished Symphony, Delibe's Coppelia and La Source, Mozart's Don Giovanni, Gungl's Waltzes, Faust Ballet, Bizet's Arlesienne, Gounod's Reine de Saba, and others.

JAS. JAMIESON.

Australian Bands

Newport Workshops Band Praised—An Adjudicator's Impressions

Grading System Condemned.

Good bands, but a bad system of contesting. This was the sum of Lieutenant J. Ord Hume's remarks recently published in a West Australian newspaper, when asked for his impressions of Australian bands. His opinion was that the domination of the band contests by

Band Associations, and the present system of grading were wrong, and a handicap to progress

Before condemning the associations, however, Lieut. Hume spoke some words of high praise for Australian bands, which, he said, he found much improved on the standard of his first visit, twenty-two years ago. An improvement in instrumentation, and the disappearance of such oddities as valve trombones and circular basses, were two of the outward signs of the change he mentioned. The music, with the usual exceptions, was good, and the best bands compared favourably with bands of a similar class in England. His office as adjudicator at the South Street Ballarat Competitions, and at the Hume and Hovell Centenary celebrations at Albury, and his cisits to other places had enabled him to hear a considerable number of bands. Apart from judging, he had given many lessons to bands. including Salvation Army Bands. "Splendid, and a credit to the name of music," was his tribute to these denominational bands at Adelaide and Melbourne. One of the best bands he had heard in Australia for its class, was the Newport (Victoria) Workshops Band—a workmen's band, pure and simple.

Country Centres:—At the Institute Rooms on the 11th December, the Annual Meeting of the Maryborough Centre Area was held. Mr. J. S. Rees (General President) and Mr. A. Galbraith (General Secretary), who were present, received a hearty welcome from the Chairman.

In reading the Annual Report as submitted by the Area Secretary, he felt it was indeed a pleasure to be able to present such a fine report. The fact that the orchestra was regarded as the leading combination of its kind in the town was gratifying, and reflected great credit on its members, who had unselfishly devoted their interest to it. The educational phase of the Institute's activities had been considerably advanced, and members now enjoyed wonderful facilities. The library had been well patronised. During the year a series of lectures had been organised, and the public were invited. Owing to the phenomenal success of these lectures it was proposed to double the number for next year. The fact that various outside bodies, such as the Odd Volumes Club, and the Heads of Schools, were co-operating was very encouraging.

Social activities had not lessened. Under the able control of Mr. B. Lowday, the social evenings and euchre parties not only proved a great source of amusement to patrons, but the financial outcome had been reflected in a good profit. He would take that opportunity to thank Mesdames Morris, Barnes, Lowday, and Pride, all of whom had untiringly worked for the success of each event. They had rendered ye man service.

Progress had been made in connection with the croquet lawn and tennis courts, and it was anticipated that they would be in full swing this year.

Coming to the regular revenue, he remarked, Maryborough had topped the list in the billiard receipts by over £60, showing clearly that local members were enjoying the game to the full.

The different sub-committees had done their work well. In thanking them for their loyal assistance, he enjoined all to still make bigger efforts, and to make the coming year a memorable one in the annals of Institute history. (Applause).

After ordinary business had been transacted, Mr. Rees addressed the meeting. Commencing in a light vein, he warmed to the serious side of the Institute's work. He was glad the retiring Committee had done so well. The Council in Melbourne was also working voluntarily and unselfishly, and for the best interests of the Institute.

The Commissioners had been good enough to grant them valuable help, and it was a pleasure to be associated with men who appreciated the many difficulties that existed. The Country Centres would be studied by the Council, and any proposition they make would receive careful consideration. He was glad to be there as one of the great brotherhood. (Prolonged applause)

Mr. Galbraith then rose to speak. His reception was but an echo of the esteem in which he is held here. A man not afraid of the "ruck." Generally outlining the whole of the work from the pioneer stage to the present organised position, he said that much pioneer work had yet to be accomplished. Well equipped centres like Maryborough should endeavour to assist the less fortunate places. As far as he could see it was still to be hard work, but he knew from the calibre of the men there that night that their efforts would not be futile, but that they would overcome with patience and zeal the problems that might arise. (Applause).

The meeting then closed.

WALTER COWAN.

Loco. Questions and Answers

How does the triple valve work in the Westinghouse Brake?

Ans.—It is operated by the variations of pressure in the train pipe in such a manner that it automatically admits compressed air to the brake cylinder whenever the pressure in the train pipe is reduced, and discharges the compressed air from the brake cylinder when the original train pipe pressure is restored.

How should the brake be handled to prevent brakes sticking on?

Ans.—Carry sufficient "reserve pressure," and, when releasing, keep brake valve in "release position" long enough (1 sec. for each three vehicles) to release rear brakes. Any overcharged front brakes may then be kicked off by returning brake valve from "running" to "release" position for about 5 seconds.

When a train stalls on a momentum grade, is it permissible to push back, and make another run at the grade?

Ans.—No. The driver must decide whether, in the circumstances prevailing at the time, the section can be cleared more quickly by "dividing," or by obtaining the assistance of another engine. Should a passenger train be used to assist in the rear, after assisting to the point agreed upon, it may follow cautiously through the section, but the driver must be prepared to avoid colliding with the front train in the event of it being stopped, and must be able to stop in the distance he can see ahead.

Engine Working and Westinghouse Brake Class

The following syllabus shows the subjects to be dealt with during the half-year ending 20th June, 1925:—

Jan. 28—The Air Brake; Locomotive Boiler.

Feb. 4—Ordinary Triple Valve; Boiler Mountings.

11—Q.A. Triple Valve; Injector.

18—Improved Triple Valve; Engine Parts

25—Triple Valve Defects; The Slide Valve.

Mar. 4—The Ordinary Air Pump; Piston Valves.

11—The Improved Air Pump; Heat and Steam.

18—Air Pump Defects; Combustion.

25—The Ordinary Brake Valve; Breakdowns.

Apr. 1—The Equalising Brake Valve; Preparing Engine.

8—The Isolating Cock; Lubrication.

15—Revision.

22—Governor and Slack Adjuster; S.F. Lubricators.

29—Momentum; Valve Gears.

May 6—Communication Gears; Breakdowns.

13—Locating Defects; Superheaters.

20—Testing Brakes; Speed Recorders.

27—Straight Air Brake; Breakdowns.

June 3—Hand Brakes; Breakdowns.

10—Train Handling; Engine-working.

17—Revision.

Educational Classes

Annual Examination Results, session ended November, 1924:—

ALGEBRA, GRADE 2.

Name.	Position.	Marks
Dance, P. J.	App. Iron Mach., Newport	94
Murray, R. J.	Fitter & Turner, ,,	88
Blackshaw, B. B.	App. Carpenter, N. Melb.	61
Brown, G.	App. F. & T., Newport	51

ALGEBRA, GRADE 1.

Name.	Position.	Marks
McGilton, L. J.	App. C. & W. Bldr., Newport	89
Smith, C. A.	App. F. & T., Newport	71
Fortune, C. W.	App. F. & T., ,,	58
McBain, H. J.	App. F. & T., ,,	55
Johnson, F. T. P.	App. F. & T., Sp. St.	54
Hiscock, F.	Actg. Clk., P. & S. Bch. Sp. St.	53

APPLIED MECHANICS.

Dance, P. J.	App. Iron Mach., Newport	99
Brown, G.	App. F. & T., ,,	83
Blackshaw, B.	App. Carpenter, N. Melb.	73
Hughes, J. H.	App. F. & T., Newport	69
Napper, K. M.	App. F. & T., ,,	68
Sergeant, H.	App. F. & T. ,,	66

BOOKKEEPING, ELEMENTARY.

Habgood, F. J.	Jnr. Clk., T. R.Room, Sp. St.	87
Gardiner, J. J.	Clerk, R.S. Bch	83
Heale, L. B.	Jnr. Clk., Aud. of R'pts. Bch.	77
Petty, V. C.	,, ,,	69
Cooke, F. R.	Clk., O'H. Depot, Batman Av.	64
Barry, J.	Jnr. Clk., Ref. Service	63

BOOKKEEPING, ADVANCED.

Potter, R. H.	Clerk, Audit Branch	89
Kennedy, F. P.	Clerk, Refreshment Services	74
Aldred, J. H.	Clerk, Metrop. Supts. Office	74
Maddern, J. H.	Clerk, Refreshment Service	72
Felsted, E. T.	Clerk, Education Department	70
Frawley, N. C.	Clerk, c/o Inspir. Ironwork	63

BUILDING CONSTRUCTION, GRADE 1.

Dance, S. H.	App. C. & W. Bldr., Newport	87
Bullen, H.	App. Carpenter, N. Melb.	63
Hill, H. T.	App. Carpenter, Newport	60
Watts, A.	App. Carpenter, N. Melb.	50

BUILDING CONSTRUCTION, GRADE 2.

Cards, M. R.	Fitter, Jolimont Workshops	83
Johnson, W. C.	Clerk, Melbourne Goods	50

BUILDING CONSTRUCTION, GRADE 3.

Jones, E. C.	Skld. Laborer, Spotswood	60

ELECTRICITY AND MAGNETISM, GRADE 1. (Elementary.)

Smyth, J. F.	Iron Mach., Newport	85
Elliston, N. R.	App. F. & T., ,,	82
Cole, G. E.	App. F. & T., ,,	82
Phair, A. A.	App. F. & T., ,,	72
Kimber, R. E.	App. F. & T.,	60
Kimber, K. C.	App. Elec. Mech, Newport	60
Tandy, R. P.	App. F. & T., Newport	54
Rowe, A. L.	Elec. Examiner, Dudley St.	54
Thompson, A.	Clerk, Melbourne Goods	52
Whitaker, J. W.	Fitter, Newport	51
Bradley, N.	App. F. & T., Newport	51
Hearn, S. J.	Lad. Labr., E.L. Depot, Sp. St.	50
Hodgson, M.	App. F. & T., Newport	50

ELECTRICITY AND MAGNETISM, GRADE 2.

McKimmie, J.	App. Elec. F., Sig. S., Npt.	77
Goodman, A. R.	App. Iron Mach., Newport	63
Foley, W. E.	Elec. Ex., T.L.D., Dudley St.	57
Delmenico, P.	App. Elec. F., Sig. Shops	53
Silverwood, S. G.	App. Elec. F., Jolimont	50
Crellin, S. W.	App. Elec. F., Newport	50
Napper, K. M.	App. F. & T., C. Shop, Jolimnt	50

ENGINE WORKING, SENIOR GRADE.

Smith, N. B.	Fireman, Riversdale	86
Collins, A. J.	Driver, North Melbourne	84
Bruce, J. R.	Fireman, Geelong	82
Lindsay, H. A.	Fitter, Bendigo	80
Stewart, E. H.	Fireman, Colac	78
Croft, J.	Fireman, Bendigo	77
Collins, F. M.	Fireman, Geelong	76
Milburn, J.	Fireman, Bendigo	75
Aspinall, C.	Fireman, Ringwood	56
Martin, H. M.	Driver, Geelong	56
Croucher, F. A.	Fireman, Benalla	52
Davies, C. R.	Fireman, Bendigo	52

ENGINE WORKING, JUNIOR GRADE.

James, R. E.	Fireman, Ararat	90
Richardson, P. H.	Fitter, Geelong	88
Jones, W. G.	Driver, Bendigo	83
Middleton, A. T.	App. F. & T., Newport	82
Collins, A. R.	App. Fitter, Bendigo	81
McQueen, T.	Fireman, Colac	80
Kemmis, C.	,, ,,	79
Hallawell, H.	Cleaner, Wodonga	78
Siggins, W. J.	,, ,,	77

Name.	Position.	Marks
Lambden, A. R.	Fireman, Seymour	76
Cooke, H. J.	Fireman, Benalla	75
Hyatt, E. J.	Fireman, Geelong	56
Hinchcliffe, A.	Fireman, Seymour	55
Spencer, T. R.	Cleaner, North Melb.	53
Solomon, A. E.	Crane Driver, Newport	52

ENGLISH, GRADE 1.

Fahey, H.	Messgr. Secy.'s Bch., Sp. St.	93
Sheehan, C.	Lad Labr., R.S. Bch., Newport	92
Linacre, G. E.	Jnr. Clk., A. Bch, Flds. St.	90
May, J.	Jnr. Clk., Constr. Bch., Sp. St.	86
Bersey, J.	Messgr., P. & S. Bch., Sp. St.	81
McKinnon, D.	Lad Labr., Newport	80
Madin, J. S.	,, ,,	78
Esse, F.	,, ,,	75
Hansford, C.	Messgr., Melb. Yards	75
Poliness, C. T.	Storeman, W'shops, Bendigo	71
Pitt, W. E.	Lad Labr.,	71
Sarsfield, V.	D.P. Clk., S. & T. Bch., N'port	69
Bassett, R.	Lad Laborer, Newport	67
McCusker, F. G.	Lad Labr., Elec. Depot, Sp. St.	66
Hogben, A. W.	Lad Labr., W'shops, Bendigo	64

ENGLISH, GRADE 2.

Stirling, L.	Jnr. Clerk, Audit Bch.	84
O'Donnell, J.	Ac. Clk., R. Stock, Sp. St.	80
Kent, E.	Lad Porter, M. Ponds	77
Garland, T.	Jnr. Clk., P. & S. Bch., Sp. St.	75
Olsson, C. W.	Jnr. Clk., Accts. Bch., Sp. St.	75
Regan, B.	Lad Labr., Newport	68
Pollick, L. W.	Jnr. Clk., Accts. Bch., Sp. St.	68
Brett, A.	Jnr. Clk., Audit Bch., Flds. St.	66
Holroyd, H.	Lad Labr., Newport	64
Julier, H.	Jnr. Clk., Audit Bch., Fds. St.	61
Bryant, E. J.	Jnr. Clk., Stores Bch., Sp. St.	60

MECHANICAL DRAWING.

Parr, W. J.	App. F. & T., Bendigo	87
Dance, P. J.	App. Iron Mech., Newport	85
Hodgson, H. M.	App. F. & T. ,,	83
Smith, C. A.	App. F. & T., ,,	81
Henderson, N.	App. F. & T., Bendigo	80
Johnson, F. T. P.	App. F. & T., Spencer St.	78
Lee, L. C.	App. Elec. F., Drawing Office	77
Schurer, J. M.	App. F. & T., Newport	76
Tozer, G. H.	,, ,, ,,	75
Crozier, B. W.	,, ,, ,,	60
David, W. R.	Teleph. Mech. N. Melb.	55
Haysom, W. J.	App. F. & T., Newport	55
Goodman, A. R.	App. Iron Mach., ,,	55
Twist, S. A.	Car Bldr., ,,	55
White, R.	App. F. & T., ,,	50
Cleary, J. F.	App. F. & T., ,,	50
Cotgreave, A.	App. F. & T., ,,	50

MECHANICAL DRAWING, JUNIOR.

McDonald, J. P.	App. Moulder, Sp. St.	90
Smith, J.	App. F. & T., Bendigo	87
Currie, L. A.	Clerk, Loco., N. Melb.	85
Brown, G.	App. F. & T., Newport	82
Beswick, W.	Lad Labr., W'ops, Bendigo	80
Dance, G. H.	App. C. & W., Bldr., Newport	78
McBain, H.	App. F. & T., Newport	77
Cross, Geo.	Moulder, W'shops, Bendigo	76
Hughes, J. H.	App. F. & T., Newport	75
McKean, A.	App. F. & T., ,,	60
Holland, V.	Lad. Labr., W'shops, Bendigo	55
Hiscock, F.	Ac. Clerk, P. & S. Bch., Sp. St.	55
Prevett, E. H. A.	Jnr. Clerk, Accts., Sp. St.	55
Nicholas, F.	App. F. & T., Newport	55

SAFE WORKING.

Tobias, N.	Sig. Porter, Malvern	86
Thomas, W.	Clk., Trans. Bch., Bendigo	80
Lucas, H.	Porter, Flinders St.	79
Francis, P. J.	Porter, Spencer St.	78
Marchesi, R. L.	Labr., Melb. Goods	76
Ruby, P. A.	Shunter, ,,	74
Conway, F. J.	Porter, Flinders St.	70
Jones, W.	Porter, ,,	70
Hodges, E.	Porter, Northcote	69
Tuah, N. V.	Clerk, Richmond	68
O'Brien, W. P.	Optr., Tel. Office, Sp. St.	68
Davenport, J. P.	Porter, Flinders St.	66
Smith, C.	Shunter, Melb. Yards	66
Petitt, J.	Sup. Labr., Flinders St.	62
Cronin, P. L.	Shunter, Melb. Yards	61
Tucker, H.	Sup. Labr., Melb. Goods	61
Blackburn, N. R.	Repairer, Royal Park	60
Haines, J. W.	Lad Porter, Middle Park	57
Earl, G. R.	Lad Porter, Mid. Footscray	57
Dusting, D. R.	Sup. Porter, Richmond	55
McRobb, A.	Porter, Flinders St.	54
Floody, E. D.	Van. Stower, Spencer St.	54
Dawson, S. H.	Lad Porter, Heidelberg	54
Nicholson, J. B.	Clerk, Trans., Newmarket	53
Skepper, I. L.	Porter, Windsor	52
Patterson, A.	Shunter, Spencer St.	50

SHORTHAND (ELEMENTARY THEORY).

Name.	Position.	Marks
O'Connor, J. J.	Jnr. Clk., Sig. & Tel. Bch	99
Arman, C. A.	,, ,, Const. Bch.	94
Cooke, F. R.	,, ,, O'head Depot, E.E.B.	92
Bloink, F. G.	,, ,, H.O., W. & W. Bch	90
Stoneham, C. P.	,, ,, M'boro. Trans. Bch	90
Thomson, A. W.	,, ,, Melb. Goods	88
Sutherland, J. W.	,, ,,	87
Wilmot, E. F.	,, ,, S'mour, W. & W. B.	86
Scholtz, L.	,, ,, Clifton Hill	86
O'Brien, L. R.	,, ,, Melb. Goods	86
Myers, J. J.	,, ,, Melb. Goods	81
Fahey, H. T.	Messgr., Secy.'s Office	79
Nolan, A. J.	Jnr. Clk., Geelong, W. & W. B.	79
Green, E. F.	,, ,, Sig. & Tel. Bch.	78
Kerr, W. J.	Clerk, Geelong Parcels	78
Cooke, D. J.	Jnr. Clk., Geelong, W. & W. B.	77

SHORTHAND (ADVANCED THEORY).

Riley, T. M.	Jnr. Clk., Middle Park	98
Habgood, F. T.	,, ,, Train, R. Room, T.B.	97
Mithen, P. P.	Clk., Children's Welfare Dept.	95
Whitby, L. J.	Jnr. Clk., Audit Branch	90
Herlihy, T. W.	,, ,, Clifton Hill	86
Place, W. T.	Clk., Education Dept., Melb.	85
Kierath, R. S.	Jnr. Clk., D.S.O., Seymour	84
O'Donnell, J.	,, ,, H.O., R.S. Bch	81
Mayne, R. R.	,, ,, Ballarat, R.S. Bch.	81
Smith, W. H.	,, ,, R.S. Bch	74
Jordon, J. F.	,, ,, Bendigo	71
Toll, H. J.	,, ,, H.O., R.S. Bch.	70
Chapman, D.	Clerk, Fed. Pub. Service	65

SHORTHAND (SPEED).

Name.	Position.	No. of Words per minute
Burns, A. A.	Jnr. Clk., H.O., W. & W. Bch.	150
Place, R. J.	,, ,, H.O., R. Stock Bch.	140
Gordon, R.	,, ,, H.O., E. Eng. Bch.	110
Sexton, T. M.	Clk., M'boro., Trans. Bch.	100
Roach, F.	Jnr. Clk., D.E.O., Bendigo	100
Coghill, C. H.	,, ,, Secy.'s Office	100
Capp, E. (Miss)	Stenographer, Traffic Bch.	100
Hatfield, F. W.	Jnr. Clk., ,,	90
McKinnon, V. T.	,, ,, H.O., Elec. Eng. Bch.	90
Curtis, E. E.	,, ,, C. & W., N. Melb.	90
Mitchell, J. P.	,, ,, Melb. Goods	80
Weisheit, R. W.	,, ,, H.O., Trans. Bch.	80
Sparks, E. W.	,, ,, Dist. S.'s O., Ballarat	80
Crabb, H. B.	Clk., Newport Workshops	60
Cowan, W.	Clk., M'boro, Trans. Bch.	60

STATION ACCOUNTS AND MANAGEMENT.

Smith, A. L.	A.S.M., Parkdale	88
McDonough, J. J.	A.S.M., Little River	85
McCartney, J.	Clerk, Hawthorn	83
McDonough, W. H.	A.S.M., Spring Vale	83
Dillon, W. A.	Clerk, Tooronga	81
Nicholson, J. B.	Clerk, Newmarket	76
Southwell, W. B.	Jnr. Clk., Burnley	75
Smith, H. J.	Signalman, Highett	74
Petty, P. J.	Clerk, Windsor	71
Doyle, J. F.	A.S.M., Flemington Bridge	70
Slattery, T. E.	Jnr. Clk., Burnley	70
McLeod, C. E.	A.S.M., Hampton	65
Tuah, N. V.	Clerk, Richmond	58

TYPEWRITING.

Booth, L. E.	Jnr. Clk., Room 9, Trans. Bch.	50
Habgood, F. J.	,, ,, Train R. Room, T.B.	50
Sexton, T. M.	Clk., M'boro., Trans. Bch.	45
Capp, E. (Miss)	Stenographer, Traffic Bch.	40
Roach, F. A.	Jnr. Clk., c/o Dist. E., Bendigo	40
Kierath, R. C.	,, ,, c/o. Dist. S., S'mour	35
Cowan, W.	Clk., M'boro., Trans. Bch.	30
Trevethan, C. W.	Jnr. Clk., c/o Dist. E., Bendigo	30
Lunn, A. E.	,, ,, M'boro., Trans. Bch.	30
Wilmot, E. K.	,, ,, S'mour, W. & W. B.	30
Richardson, J. T.	,, ,, Geelong, Loco.	30
Mayne, R. R.	,, ,, Ballarat, R.S. Bch.	25
Sparks, E. W.	,, ,, c/o Dist. S., Ballarat	25
Clark, J. Q.	,, ,, M'boro., R.S. Bch.	25
Galt, W. G.	,, ,, Stores Bch., N'port	25
Jenner, E. R.	Clk., M'boro., Trans. Bch.	25
McInnes, A. G.	Jnr. Clk., Accts. Bch.	25
Steabben, G.	,, ,, ,, ,,	25
Meagher, J. G.	Clk., H.O., R.S. Bch.	25
Mortimer, G. H.	Jnr. Clk., Audit Branch	25
Boothey, R. H.	,, ,, H.O., R.S. Bch.	25
Hartigan, G. B.	,, ,, Melb. Goods	25
Bloink, F. G.	,, ,, H.O., W. & W. Bch.	25
Russell, A. J.	,, ,, Geelong, ,,	25
Nolan, A. J.	,, ,, ,, ,,	20
Jordan, J. F.	,, ,, Bendigo	20
Sutherland, J. W.	,, ,, Accts. Bch.	20
Scholtz, L.	,, ,, Clifton Hill	20

Name.	Position.	Marks.
Scott, I. M. (Miss)	Waitress, Newport W'shops.	20
Lamprell, R. D. ..	Clerk, Caulfield	20
Robertson, S. (Miss)	Tab. Mach., H.O., R.S. Bch.	20
Tonkin, R. E.	Clerk, Box Hill	20

WESTINGHOUSE BRAKE, SENIOR GRADE.

Vidler, J.	Driver, Seymour	84
Bruce, J. R.	Fireman, Geelong	81
Stewart, E. H. ..	Fireman, Colac	80
Lindsay, H. A. ..	Fitter, Bendigo	80
Smith, A. B.	Fireman, Riversdale	78
Croucher, F. A. ..	Fireman, Benalla	72
Aspinall, C.	Fireman, Ringwood	71
Collins, A. J.	Driver, N. Melbourne	68
Martin, H. M. ..	Driver, Geelong	66
Henderson, N. ..	App. Fitter, Bendigo	64
Milburn, J.	Fireman, Bendigo	61
Croft, J.	Fireman, Bendigo	60
Thompson, G. W.	Fireman, Korumburra	50

WESTINGHOUSE BRAKE, JUNIOR.

James, R. E.	Fireman, Ararat	83
Jones, W. G.	Driver, Bendigo	79
McQueen, T.	Fireman, Colac	77
Smith, J.	App. F. & T., Bendigo ..	76
Solomon, A. E. ..	Crane Driver, Newport ..	72
Kemmis, C. G. ..	Fireman, Colac	72
Collins, A. R. ..	App. Fitter, Bendigo	70
Richardson, P. H.	Fitter, Geelong	70
Hallawell, H. J. ..	Cleaner, Wodonga	68
Middleton, A. T. ..	App. F. & T., Newport ..	64
McInness, W. ..	Fireman, N. Melbourne ..	60

❖ ❖ ❖

Mrs. O'Reilly Visits the Better Farming Train

A lad. out Turton's Creek way, sends us the following, which shows much literary promise:—

"The top of the mornin' to yer, Mrs. O'Reilly."

"Good mornin' to yer, Mrs. O'Flame."

"An' how's yer pore hand? Mrs. O'Reilly?"

"Pretty middlin', Mrs. O'Flame, 'cept for the ache in me tooth, which was pulled out be the dintist the other day whin I was in seein' the Better Farmin' Train, with Pathrick, an' learnin' how ter rear kids."

"But yer reared twelve, Mrs. O'Reilly, out of eighteen, what does yer wont to know 'bout rearin' kids?"

"O yer can always learn, Mrs. O'Flame, even if yer knows all about it afore yer starts But the wumman on that train didn't know how ter rear kids. Not her, she didn't. Whin I arrived she was ashowin' 'em how ter hold a baby, child she called it, with its body slantwise, like this. Then she said, ses she, 'If yer hold 'em any other way they get a curvature of the abdomen, an' a pain in their spine.' I ses, ses I, that she was wrong, an' she ses, ses she, she was right, an, I think we'd a been sayin' it yet if she hadn't changed the subject. Whin I learnt the person how ter nurse a baby, an' she had learnt me how ter nurse a baby to our mutual satisfaction, I strolled out of the carriage wid solemn steps, an' me three youngest children, to learn how ter farm land, havin' learnt how ter farm kids. I comes across a gentleman wid a big corperation, an' a sack of pertatoes, an' he was tellin' a lot o' men how to grow 'em, in a loud voice, in rich land manured wid super; he was very 'ticular about the manure; spect he was an agent o' some sort, by his waistcoat. Yer can grow pertatoes wid out manure! I ses to him. He ses he couldn't. 'Then yer better get a job on a pwactical farmer's farm,' ses I, an' learn how ses I, and get rid of yer waistband.' Then I strolled on."

"Presently, after much shuvin' an' squeezin' a'tween men an' wummen, I arrived at a place wid me tongue hangin' out, where a man was instructin' some men how to rear pigs. 'Yer must feed 'em three times a day, ses he, an' must be careful ter give 'em a balanced ration ses he. An' what difference would an' unbalanced ration make ter 'em? Would it make 'em bigger in the abdomen than the shoulder, ses I, like some people I knows. Anyways, what's a balanced ration? 'A balanced ration,' ses he, 'consists of a certain percentage of protein an' carbohydrates, an' unless the pigs get 'em in proper quantities they won't git fat.' 'Rats,' says I, 'our pigs git fat on pollard an' milk,' ses I, an' yer got fat on beer, ses I, an' if yer gits much fatter, yer won't be able ter lace yer boots, ses I. Then I strolled on. Presently, an' in due course, I comes ter where a lot of people were lookin' at some picters of some cows, an' some young men was gazin' at some gals in straw hats an' black shoes, with a wistful expression in their eye. Why don't yer go an' cuddle 'em, says I ter the young men, an' they ses they weren't game. 'Game,' says I, whin Pat was courtin' me, ses I, he used ter bowl up an' kiss me on the street, ses I, whenever he met me, an' you do the same. When I turned round after admirin' some cows on the wall wid rid spots, I sees this young man kiss a girl, an' I sees her kiss him back. Well, done, young un, ses I, an' imagine me surprise an' 'orror, Mrs. O'Flame. whin I sees it was me own Mary he was kissin'. I rushed at his head wid me umbrella, an' fire in me eyes. Git out of this, I yells at him. What der yer mean by insultin' a respectable gal in a public place, ses I. Then I strolled on."

"Presently, after much shuvin', I comes ter a place where a man was lecturin' on cows, wid a big corperation, an' a shiny hat. Yer can't dairy properly, ses he, if yer keeps a scrub bull, ses he. What difference would scrub make ter a bull, ses I? That's not what I mean, ses he. Then what do yer mean, ses I. I mean, ses he, a bull wid out any breed. 'Rats,' ses I, 'if he hadn't been bred he wouldn't have been a bull at all,' ses I. Our bull was bred anyways, ses I. What sort of a bull is yours, ses he? He's a rid one wid a roany neck, ses I, an' a white romp, ses I, an' a bally face, ses I. Then he must be a shorthorn wid a cash of air——. No, ses I, he's a long horn wid a dash inter the scrub, ses I. That's not what I mean, ses he. Thin what do yer mean, ses I. I mean, ses he, that he's not pure bred. How do yer know he's not pure bred, ses I. By his colour. an' his horns, ses he. Whin did yer see his horns an' his color, ses I? I didn't see 'em, ses he. Then how do yer know 'em, ses I? My good wumman, ses he——. Then, Mrs. O'Flame, I got rale wild, so I did. I ran at that image wid me ears laid back, an' broke me best umbrella over his ugly head. Why, if Pat had heard him call me his good wummun, he'd have fell on him an' punched him till all his relations, present, past an' future, felt the concussion, so he would. Well, good day ter yer, Mrs. O'Flame, see yer again afore I die I hope."—"Gippslander."

VICTORIAN RAILWAYS INSTITUTE.

DEPARTMENTAL EDUCATIONAL CLASSES, 1925.

MELBOURNE DIVISION.

Classes commence 26th January, and are open to all Permanent, Supernumerary, and Casual Employes who are Financial Members of the Institute and have paid one year's subscription in advance or have signed form of authority to collect subscriptions through Pay Rolls.

REGISTRATION FEE.–2 – will be charged to students for enrolment in not more than three classes. Extra fee of 2/- for additional classes. Enrolment Form must be produced to Instructor upon joining a Class.

Each Member attending Classes may obtain a Free Card Pass (First or Second Class, according to Departmental status), available from the station nearest to his home, to Flinders Street and return Application to be made by the Member to the head of his Branch.

TERMS:

The CLASS WORK is divided into FOUR TERMS of 10 Weeks each, as follows:—

1st TERM –26th January to 4th April. | 3rd TERM –29th June to 5th September.
2nd TERM –13th April to 20th June. | 4th TERM –14th September to 21st November.

SYLLABUS OF ORAL CLASSES:

CLASS.	DAY.	TIME.	TUITION FEES.
AMBULANCE	Arranged by V.R. Dept. (see Weekly Notice)	—	Free
APPLIED MECHANICS	Wednesday	7.30 p.m.	„
BUILDING CONSTRUCTION	Tuesday	7.30 p.m.	„
ELECTRICITY AND MAGNETISM—			
Elementary Course	Monday	7.30 p.m.	„
Advanced Course	Tuesday		
ENGINE WORKING AND WESTINGHOUSE BRAKE	Wednesday	7.0 p.m.	„
	Thursday	10.0 a.m.	
ENGLISH COURSE (i.e. Arithmetic, Geography, Grammar)—			
1st Grade	Friday	7.30 p.m.	„
2nd Grade	Monday	7.30 p.m.	
ALGEBRA—			
1st Grade	Thursday	7.30 p.m.	„
2nd Grade	Tuesday	7.30 p.m.	
MECHANICAL DRAWING—			
1st Grade	Monday	7.30 p.m.	„
2nd Grade	Wednesday		
SAFE WORKING—Train Running, Guard's and Enginemen's Duties, etc., Signalling	Monday	10.0 a.m. and 7.30 p.m.	„
	Tuesday		
	Thursday	10 a.m. & 3 p.m.	„
SHORTHAND—			
Theory Elementary	Tuesday	7.30 p.m.	„
Theory Advanced	Thursday	5.0 p.m.	
Speed Course	Tuesday	5.0 p.m.	
„ „	Thursday	7.30 p.m.	
STATION ACCOUNTS AND MANAGEMENT	Monday	10.0 a.m. and 2.45 p.m.	„
	Tuesday		
	Thursday	7.30 p.m.	
TELEGRAPHY—Practice and Theory	Monday and Thursday	9.30 a.m. till 1.30 p.m. and 7.30 p.m.	„
	Tuesday, Wednesday, Friday	9.30 a.m. till 5.0 p.m.	
TYPEWRITING	Wednesday	5.0 p.m. and 7.0 p.m.	„
ACCOUNTANCY—			
Intermediate Course	Monday and Wednesday	7.0 p.m.	Per Annum £2/12/6
Final Course	Monday	5.0 p.m.	
BOOKKEEPING—			
Commercial Course	Wednesday	5.0 p.m.	Per Course 10/6
HIGHER EDUCATION—			Per Term 15/- Lecturer appointed by University Extension Board
Modern Languages, viz., French, German, etc.	Monday	7.30 p.m.	
Economics, History, Psychology Literature, etc.	Tuesday		
(Subjects selected by Students)	Classes commence in April	—	

Students are advised that at the close of the Educational Classes each year examinations are held in all subjects for those who have enrolled and attended not less than 45 per cent. of the possible attendances.

The prizes available to Institute Students are—The "Harold Clapp" Prize under three divisions, viz: Division (a) Prize, £7. Division (b) Prize, £7. Division (c) Prize, £7.

The "J. C. M. Rolland" Prize, £5 5s.

The above-mentioned are special prizes. The following are awarded as First Prizes in all subjects: "T. H. Woodroffe" Prize, presented by the late Chief Mechanical Engineer, T. H. Woodroffe. "Peter Alexander Memorial" and "W. R. Brown Memorial" Prizes, and Council First Prizes; in addition to which the Council awards a Second Prize for each Subject (in each grade) of the examinations.



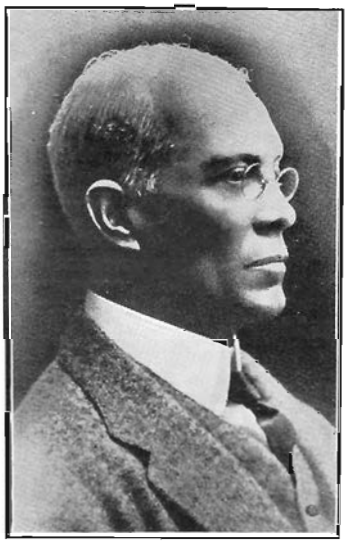
Personal.



New South Wales' Three Railway Commissioners



Assistant Commissioner,
A. D. J. FORSTER.



Chief Commissioner,
JAMES FRASER, C.M.G., M. Inst. C.E.



Assistant Commissioner,
O. BRAIN, M.I.E.E.

(Courtesy, "Australian Traveller").

Following on the report of the two English railway experts, Sir Sam Fay and Sir Vincent Raven, who recently inspected the State Railways, the N.S.W. Parliament has established a Board of Railway Commissioners, to which have been appointed Mr. James Fraser, present Chief Commissioner; Mr. A. D. J. Forster, present Assistant Mechanical Engineer; and Mr. O. Brain, present Chief Electrical Engineer.

Mr. Fraser needs no introduction to Victorian railwaymen. He is rightly recognised as one of the leading authorities on railway matters in the Commonwealth, and the searching investigation of the two visiting experts served only to vindicate his efficient administration of the service. He is a native of Braidwood (N.S.W.), and is 63 years of age. His appointment has been renewed for seven years.

Mr. A. D. J. Forster, who is only 34, graduated from the Eveleigh Workshops, and has had three years' experience abroad.

Mr. O. Brain is another well-known railway engineer. He is a native of Gloucester (Eng.).

Under the title of "Mr. Clapp is Good for You," the "Herald's" writer, "The Rouseabout," on January 12th, referred thus to the approaching expiration of Mr. H. W. Clapp's engagement as Chief Railways Commissioner:—"So quickly have sped the railway years, well-oiled by slogans, that it has come as a mild surprise to most of us to learn that the term of engagement of Mr. Clapp, the Chief Railways Commissioner, is expiring. I have met nobody who does not advocate his re-appointment, though I gather that some unionists are displeased with his adherence to the bonus and butty gang systems. It appears that the Government is only too willing to re-appoint him, but Mr. Clapp's own views have not been made public. When every worker is anxious for a "rise," it would not be surprising to find that the Chief Commissioner had re-appraised his worth. Let us hope that an arrangement will be made that will be agreeable to all parties. Mr. Clapp, with vision and enthusiasm, has vitalised the service, and his frank treatment of complaints has won the confidence of the public. In one item alone—the better use of trucks—he has saved at least twice his salary every year. And he is still at it. There should be no doubt about his re-appointment."

Official announcement was made in Weekly Notice No. 53 that, consequent on **Mr. T. B. Molomby's** promotion to the position of Commissioner, the following apointments had been made by the Commissioners in the Transportation Branch:—

Canny, M. J., General Superintendent of Transportation.

Thomas, W., Asst. General Superintendent of Transportation.

Fitzpatrick, J., Outdoor Superintendent.

Cox, T. W. J., Metropolitan Superintendent.

Lee, J. G., District Superintendent, Dandenong.

Russell, H. E., District Superintendent, Seymour.

Maddern, T. H., District Superintendent, Ballarat.

We heartily congratulate all these officers on their promotion.

This little appreciation of Mr. A. E. Hyland, Railways Publicity Officer and Chairman of the Betterment Board, appeared in a recent issue of the well-known Daylesford paper "The Mountain Megaphone":—"**Mr. A. E. Hyland** is the chairman of the Railways Betterment Board. He visited Daylesford recently with the purpose of giving and taking suggestions calculated to improve the tourist traffic into these salubrious highlands. The 'Megaphone' was impressed not only with the gentleman's charm of manner, and especially alert intellect, but with his amazingly fluent and easy style of public address. His talk had the sparkle of the Hepburn Springs; it was radio-active with ideas, and the flow was just as free as the waters of this famous spa." And, as all who know Mr. Hyland will agree, the only person who would say that there is a word of this eulogy undeserved would be Mr. Hyland himself.



Mr. J. McClelland

Our hearty congratulations go out to **Mr. James McClelland,** a popular officer of the General Passenger and Freight Agent's Office, who has been appointed Assistant General Passenger and Freight Agent. Mr. McClelland has had a long and varied experience in every phase of freights and fares, and has been responsible for the compilation of the Goods Rates Book for a number of years past. He received his early training in his present Branch, where his wide range of experience and great capacity enabled him to render signal service—service that has already earned him the benediction of a wide circle of railway friends. Mr. McClelland was a scholarship winner, and matriculated early at the Melbourne University. He subsequently qualified as an accountant, obtaining the highest marks for Australia in the final examination. He was until recent years Instructor in Accountancy at the V.R. Institute, and the facility with which he imparted his knowledge has enabled many of the Department's employes to pass on to responsible positions. Mr. McClelland's Departmental career has been packed with achievement.

The present writer knows that there is no calling that asks so many perfections as one of the big jobs in a huge commercial concern like the Railways. The officers who guide its destinies must have ability, magnetism, grace of manner, sense of humour, courage, and the capacity for grappling with difficulties, and these qualities are revealed abundantly in our new administrative officer. Besides possessing all these rare attributes, Mr. McClelland is a good all-round sport, excelling in boxing, rowing and cricket, while his literary efforts have been enjoyed by readers of the "V.R. Magazine," and "The Bulletin."

At a complimentary dinner in Adelaide, **Mr. F. J. Shea,** Chief Mechanical Engineer of the South Australian Railways, was recently welcomed back from his trip to England and America, where he negotiated successfully for the purchase of rolling stock for the South Australian Railways. The Chief Railways Commissioner (Mr. W. A. Webb) and Mr. Commissioner J. McGuire were present, as well as nearly all the principal officers of the Department. Mr. Webb, in proposing the health of Mr. Shea, was unstinted not only in his praise of Mr. Shea's ability as an engineer, but also of the business acumen which he possessed. The toast was supported by the General Superintendent (Mr. G. J. Smith), and Mr. W. B. Rogers, Works Manager, who acted as Chief Mechanical Engineer during Mr Shea's absence. In an interesting reply, Mr. Shea touched on his experiences during his trip. He considered South Australia was fortunate in having a man of Mr. Webb's calibre at the head of the Railways. He sincerely thanked everyone for their hearty welcome.

Mr. E. F. Hally, the popular Instructor of the Station Accounts and Management Class at the Institute, was the recipient recently of a handsome presentation from the students who had received the benefit of his tuition during the past year. In handing over the gifts, a travelling bag, shaving mirror, ash tray and cigars, Mr. McCartney ably expressed his own and his fellow students' deep appreciation of Mr. Hally's untiring efforts during the year, and the keen personal interest he took in every man connected with the class. Speaking for himself (and he felt sure every other student could say the same), he owed whatever Railway knowledge he possessed to Mr. Hally. (Hear, hear.) Mr. Hally, in response, thanked the students for their very handsome gifts. He never looked for things of that kind,

but deeply appreciated the sentiment which had prompted the presentation. It was his desire to do all in his power to help every one who came to his class willing to exert himself and persevere with his studies in order to better his position, and the co-operation he (Mr. Hally) had received from his students was all that he could have hoped for. He wished everyone the greatest prosperity and happiness during the New Year.



Mr. J. A. Roberts

We tender our hearty congratulations to **Mr. J. A. Roberts**, chief clerk in the office of the District Superintendent, Maryborough, on his recent success in the extraordinary election to fill the vacancy of councillor for the East Ward of the Borough of Maryborough. Mr. Roberts was opposed by Mr. T. P. Richards, managing editor of the "Maryborough and Dunolly Advertiser," the voting being as follows:—

	Richards.	Roberts.
Booth	156	197
Postal Votes	6	12
	162	209
Informal		1
Majority for Roberts		47

Send-off to Mr. H. P. Colwell

Mr. H. P. Colwell, Chief Electrical Engineer, has joined the select little band of Victorian railwaymen who have voyaged overseas to gain experience and knowledge of the methods of railway working in foreign countries. He left last month on a 12 months' tour of America, Canada, and Europe, and the Electrical Branch tendered him a hearty send-off at a Smoke Social in the Institute Concert Hall on Friday evening, 16th January. Mr. McDonald, Assistant Chief Electrical Engineer, was in the chair.

Mr. A. Horton, in a whimsical and humorous speech, proposed the toast of "Our Guest." He knew it was the proper thing on occasions of that sort for the speaker to dwell on his own unworthiness and inability to do justice to the honour that had been conferred on him when selected to propose the toast, but he wasn't going to waste time saying anything like that. He had been in the Railways a long time now, and felt that he was quite capable of doing anything—or anybody. (Laughter) Associated as he had been with Mr. Colwell for ten years, during the anxious time when Melbourne's suburban lines were converted from steam to electric traction, he was well acquainted with his chief's rare ability, and he felt sure that the Department would benefit greatly from the knowledge which Mr. Colwell would gain from his trip abroad. He was sure that he was expressing the feelings of everybody when he wished Mr. Colwell a very happy voyage, a very interesting time abroad, and a safe return home. Mr. Colwell could rely on the heartiest welcome he had ever received when he returned. (Applause).

Mr. Colwell, on rising to respond, was greeted with prolonged applause. He thanked everyone very much for the hearty manner in which they had honoured the toast. As they all knew, he was going abroad on a "free-ticket," and would be away for twelve months, looking into the methods of electrical railway working in other countries. He did not expect to see any system more important or better run than that of Victoria. It was the ambition of the Electrical Branch to see the whole of Victoria's country lines electrified in the near future, and the efficient state of affairs existing on the suburban lines must surely have had the effect of sweeping away all doubt as to the advantages of electric traction over steam. He appealed to the staff to extend to his Assistant, Mr. McDonald, who would be in charge during his absence, the same loyal support which they had ever given him. He knew, however, that it was really not necessary to mention this matter. Mr. McDonald would be able to rely on the loyal co-operation of every member of the staff of the Electrical Branch. Once again he thanked them for their hearty response to the toast.

The chairman, on behalf of the staff, later presented Mr. Colwell with a handsomely chased gold cigarette case, suitably inscribed. Mr. C. McParland, Institute Steward, had charge of the catering arrangements, the tables being most attractively laid out, and decorated in a strikingly pleasing colour scheme.

A fine musical programme was provided by Mr. Harrigan, piano, Messrs. R. Simpson and M. J. Lang, Jr., vocal items, Mr. L. E. Stephens, recitation, and Mr. E. Campbell, musical monologue. Community singing, terminating with "Auld Lang Syne," brought the enjoyable night's entertainment to a close.

Send Offs

Mr. William Gleeson, Stationmaster, Traralgon, for some years, has been promoted to Stationmaster, Spencer-street Station, and on the eve of his departure he was presented with a handsome travelling bag and rug on behalf of the public and the local Railwaymen. The presentation took place at the Mechanics' Institute on the 5th ult., and was largely attended. Mr. Ward, Depot Foreman, occupied the chair, and in a eulogistic speech made the presentation. Speeches were also made by Cr. Breen, T. Standing (Auctioneer), Mr C. Brown (News Agent), and others. Mr. Gleeson feel-

ingly responded. Mr. Gleeson was a very popular officer, and his departure is greatly regretted; he was one of the prime movers in the formation of a Branch of the Institute here, and occupied the position of Chairman of the Commitee from the outset. The best wishes of the staff at Traralgon are conveyed to him on his promotion. His successor is Mr Hutton, from Sale.

Mr. J. Travers, who has been Stationmaster at Warragul for some years, received a most enthusiastic send-off from there recently on the occasion of his promotion and transfer to Dimboola as S.M. The Warragul townspeople and Railwaymen alike were well represented, and numerous speeches were made expressing the high esteem in which Mr. Travers was held as a railwayman as well as for the great interest he took in public affairs. He was presented with very fine tea and dinner sets, and a jug, and many good wishes were vouchsafed for his future happiness and prosperity. Mr. Travers, in thanking them all for the fine presentation, and the complimentary remarks, said that Warragul was a very busy station, but with the co-operation of a good staff everything had gone along smoothly whilst he was in charge of the station.

The majority of the small population of Weering attended a valedictory social on Saturday, 3rd ult., in honour of **Mr. and Mrs. R. Sweeney,** who were leaving for Woomelang, where Mr. Sweeney is promoted to Ganger. During their 3½ years at Barpinbo, where Mr. Sweeney made an efficient Caretaker, they made many friends. They were presented with two valuable cases of stainless cutlery. A pleasant evening, which included songs and dancing, was spent by all.—J.R.

Victorian Railways Apprentices' Social

As has been the practice for some years past, the third-year apprentices of the Victorian Railways held their annual social evening on Thursday, 18th December. The majority of the forty-four third year apprentices, with their lady friends, were present at the social, which was held in the Institute Concert Hall, and a very enjoyable evening was spent. A fine musical programme was given by the members of the Victorian Railways Institute Social Classes, and the film showing activities at Yallourn was afterwards screened.

During the evening the chairman, Mr. H. G. Watts, Apprentice Electrical Fitter, Signals and Telegraph Branch, on behalf of his fellow apprentices, presented Mr. O. E. Nilsson, Chief Instructor at the Railway Technical College, Newport, with a handsome silver ash tray suitably inscribed; Mr. W. H. Grace, Drawing Instructor, with a pair of ebony-backed hair brushes with monogram; and Mr. A Lucies, Drawing Instructor, with a shaving outfit. Mr. Watts, in making the presentation, spoke very highly of the assistance given and the interest taken in the students generally by the three instructors.

Mr. Nilsson, in thanking the donors, expressed his gratification with the standard of the work done by the third-year apprentices, and pointed out that this was the first time third-year apprentices had completed the full course at the Railway Technical College. From his observations, he considered that the action of the Railway Commissioners in taking complete charge of the apprentices' education—both practical and theoretical—would have satisfactory results. Although the apprentices present had now left his charge, he would continue to take a keen interest in their future career, and their progress in the Department.

Messrs. Grace and Lucies replied in a similar strain.

The success of the evening was principally due to the energetic and capable way in which the various duties were caried out by the honorary committee:—Messrs. H. G. Watts, Secretary; R. McLeod, A. McKeown, and F. King, and also Messrs. J. Naughton and J. C. Jude, who gave valuable assistance.

Wedding Bells

Opportunity was taken on Thursday, the 8th January, by the railway staff at the Ballarat station to entertain **Mr. R. G. Caddell,** who was to be married two days afterwards. Mr. Dunstan, of the Goods Shed, presided, and extended to Mr. Caddell, on behalf of the station staff, congratulations and good wishes. Mr. P. Bolton, Goods Foreman, spoke of the high esteem in which Mr. Caddell was held. Messrs. McDonald, Whatmore, Puzet and Edwards also spoke similarly, after which Mr. Dunstan presented Mr. Caddell with a case of afternoon forks and spoons, and a set of stainless knives as gifts from his comrades.



Mr. R. G. Caddell

Mr. Caddell made a modest reply, and expressed the pleasure that it gave him and his future wife to feel they possessed the goodwill of so many members of the staff. Mr. Caddell was also entertained by the Railway Carnival Committee, of which he is Secretary. A handsome marble clock, suitably inscribed, was presented to him, while from the Orphanage Committee, another handsome presentation was made. He joined the service on 2nd June, 1913, and has spent most of his time at Ballarat, where he has earned the reputation of being one of the most popular men on the job. He has been connected with the

Goods Sheds, Parcels Office, Booking Office, and lately has been appointed local relieving clerk. Some few years ago he was appointed Secretary of the Railway Carnival Committee, which devotes its energies to the raising of funds for the Ballarat Orphanage. The ceremony was performed at St. John's church, Ballarat. The happy couple are spending their honeymoon in Sydney.

Mr. M. H. Anthony, the well-known Melbourne footballer, who is a telegraphist in the Train Running Room, Spencer-street, was recently married to Miss L. Cashen. The marriage took place at St. Joseph's Church, South Yarra, the happy couple spending their honeymoon in Sydney. The popularity which Mr.



Mr. and Mrs. M. H. Anthony

Anthony enjoys amongst his fellow-workers was strikingly evidenced by the handsome nature of the presentation (cutlery, glassware, etc.) which Mr. W. J. McCarter, Train and Telegraph Officer, handed the bridegroom some time ago, on behalf of the staff. Mr. H. Ingram, for the telegraphists, endorsed Mr. McCarter's hopes for the happiness and prosperity of Mr. Anthony and his wife, and, in a brief and appropriate response, the bridegroom heartily thanked everyone for their very handsome present and good wishes. Mr. Anthony is at present stationed at Seymour.

Retirements

Mr. Charles W. Hicks, Assistant Engineer, Signals and Telegraphs Branch, has been appointed Assistant Engineer, Signals and Telegraph Department, South Australian Railways, taking up his duties on January 1. Mr. Hicks joined the Railways as an apprentice instrument maker in the Telegraph Shops in 1910, and was appointed Junior Draftsman in 1914. Before taking up his duties, however, war broke out, and, as a midshipman in the R.A.N.R. he went to New Guinea. He then transferred to the Bridging Train, as a sub-lieutenant, and saw service at Gallipoli, afterwards proceeding to France with the Field Atillery, returning from the A.I.F. after the Armistice, with the rank of captain. On his return he was appointed draftsman in the Power-Signalling Design Office, and was promoted to Assistant Engineer in 1922. Before leaving for Adelaide, the Chief Engineer of Signals and Telegraphs, Mr. F. M. Calcutt, on behalf of the staff, presented Mr. Hicks with a smoker's outfit, and stated that, although he was sorry Mr. Hicks was leaving the Department, it was a compliment that the South Australian Railways had come to the Victorian Signals and Telegraph Branch for an officer to fill the third position in its own Signals and Telegraph Branch.

W. House, Passenger Guard, who has been stationed at Spencer-street since early in 1919, and who was well and popularly known on the North-East as "The Father of the Sydney Express," retired from the Department on 15th January, 1925. In his long career this popular official has covered thousands of miles, and his genial personality will be missed by the public and employes alike.

Mr. W. Deakin, Stationmaster, Wodonga, retired from the Department on the 8th January, after 42 years' service. Mr. Deacon was well and popularly known throughout the State. At various times he was stationed at Moorroopna, Woomelang, Box Hill, Yarraville, and on the Relieving Staff. Mr. Deacon was regarded as an efficient officer, and keen regret was expressed by the townspeople and his staff when he left Wodonga. We join in wishing Mr. Deacon many years of happiness and health in his leisure.

Mr. K. R. Grigg, goods guard, Marnoo, resigned from the Department on the 6th December, and has, we understand, joined the throng of business men who manage their own businesses. We trust that Mr. Grigg will ride in the saddle of prosperity in his undertaking.

Mr. Deverall, Assistant Stationmaster, Malmsbury, was farewelled by his colleagues on the 29th November, when he severed his

connection with the Department to enter into business on his own account. We understand that Mr. Deverall has taken over a well-known hotel business, and we join with his friends in wishing him success in the venture.

Mr. Wm. Hambley, Assistant Stationmaster, Hawksburn, retired from the Railways on 17th December, after fifty years' service. As a lad he joined the Hobson Bay Railway Co., but after several years' service, he resigned to enter into business on his own account. Finding the call to railroading too strong to be resisted, he joined the Victorian Railways under the regime of the late esteemed Chairman of Commissioners, Mr. R. Speight. Mr. Hambley filled numerous important positions, including relieving duties, until he became settled at Hawksburn He was a popular and courteous officer, esteemed by the public and his colleagues alike. Mr. Dunt, S.M., on behalf of the staff, presented him with a case of silver-mounted Barling pipes, together with a gold-mounted Antelope tobacco pouch, suitably inscribed, as a slight token of their esteem. Eulogistic speeches as to the popularity of the recipient were made by several of the company, who met to bid him au revoir. Mr. Hambley feelingly responded.

Mr. W. C. Hitchens, Transfer Porter, Tocumwal, where he was well and popularly known on each side of the River, severed his connection with the Department on the 7th November, and has entered into business. He has our best wishes.

Back from Sick Leave

Mr. Harry Fitzmaurice, Clerk in the Head Office, Time Tables Department, and who has been on extended sick leave for some months, has, we are glad to announce, resumed duty. This popular officer has had a very trying illness, and, acting on medical advice, has accepted a transfer to Bendigo, whence he went on the 9th December. Shortly after taking up his new duties, his bonny wee son, aged 2 years, contracted pneumonia and died on 18th idem. Our great sympathy goes out to the unfortunate officer and his wife in their trouble.

The Last Mile Post

We deeply regret to record the death of **Lieutenant F. H. Sheppard,** son of Mr. Louis Sheppard, Senior Despatch Clerk of the Melbourne Goods Superintendent's Office. Lieutenant Sheppard was killed in a motor accident at Malvern on the 25th December. He was formerly employed in the Railway Department, and served with the Australian Flying Corp during the war. Condolences are extended to Mr. Sheppard, who is widely known throughout the Department, and under whom many of the Department's leading officers served during their tuition period.

Mr. J. C. Kneale, Clerk, Melbourne Goods for many years, died on the 5th December. Mr. Kneale was a painstaking, courteous official, and enjoyed the goodwill of all whose privilege it was to know him. We extend our deepest sympathy to the bereaved ones.

❖ ❖ ❖

Fugitive Rhymes

Leaning from my window
In the fragrant air,
Chantings morn and evening,
Melodies I hear;
For the beak that's yellow
Sings me without fear
Lyrics in the lilac,
Lyrics in the pear.

In the roaring city
Sparrows' voices lend
Something of the country
To the hearts that spend
Season after season
There, and never hear
Blackbirds in the apple,
Blackbirds in the pear.

But my orchard yonder
Is an orchestra;
Birds and leaves and breezes
Make in concert there
Music of enchantment
Country folks may hear,
Lyrics in the plum-tree,
Lyrics in the pear.

—Norman R. Gale, in "A Country Muse."

❖ ❖ ❖

The Happy Pebble

How happy is the little stone
That rambles in the road alone,
And doesn't care about careers,
And exigencies never fears;
Whose coat of elemental brown
A passing universe put on;
And independent as the sun,
Associates, or glows alone,
Fulfilling absolute decree
In casual simplicity.

—Emily Dickinson.

❖ ❖ ❖

Permanence

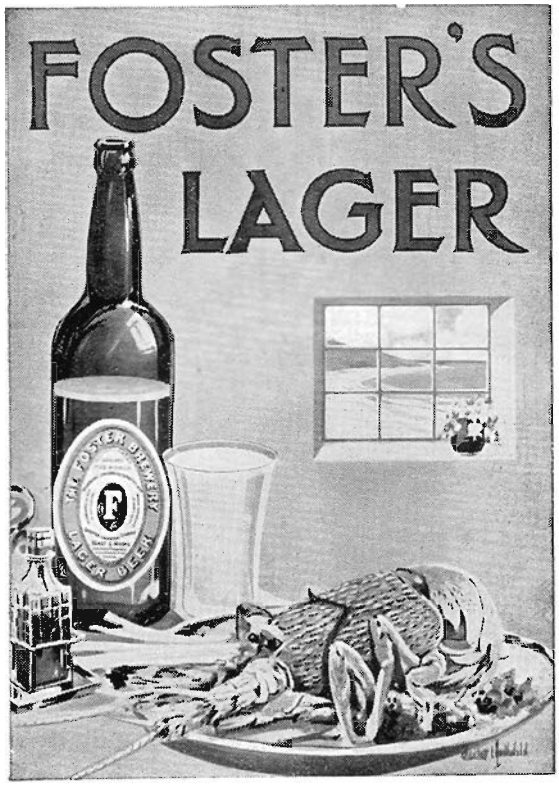
People?—nay, I shall never come
To know their hearts. But in my boyhood home
I find the flowers' fragrance stays
Ever the same as in the olden days.

—Japanese. (Curtis Hidden Page).

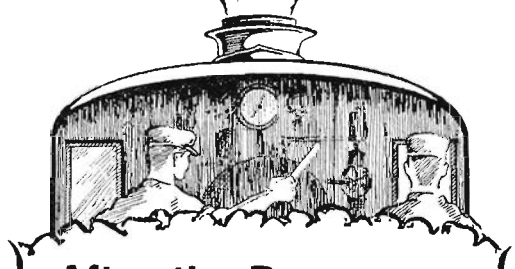
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To Correspondents

E. C. Coady—Will answer if possible.



Smoke, coal-dust and grease-stains
are inseparable from your job.
You look forward to a wash
at the end of the trip



After the Run—

The stains and grime gathered on the trip, once so hard to remove, are now quickly and easily got rid of

SOLV-OL

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'Phone Central, 2898 (4 Lines)

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The Chalet,
MT. BUFFALO VICTORIA

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One of the real enjoyments of life is the regular use of Hotpoint table electric appliances, Percolator, Toaster, Grill, they cost so little to operate and prepare pleasurable food so quickly that your free hours are added to for health giving recreation.

If you have not any or all of the suggested table appliances, we shall be happy to supply them from our stocks.

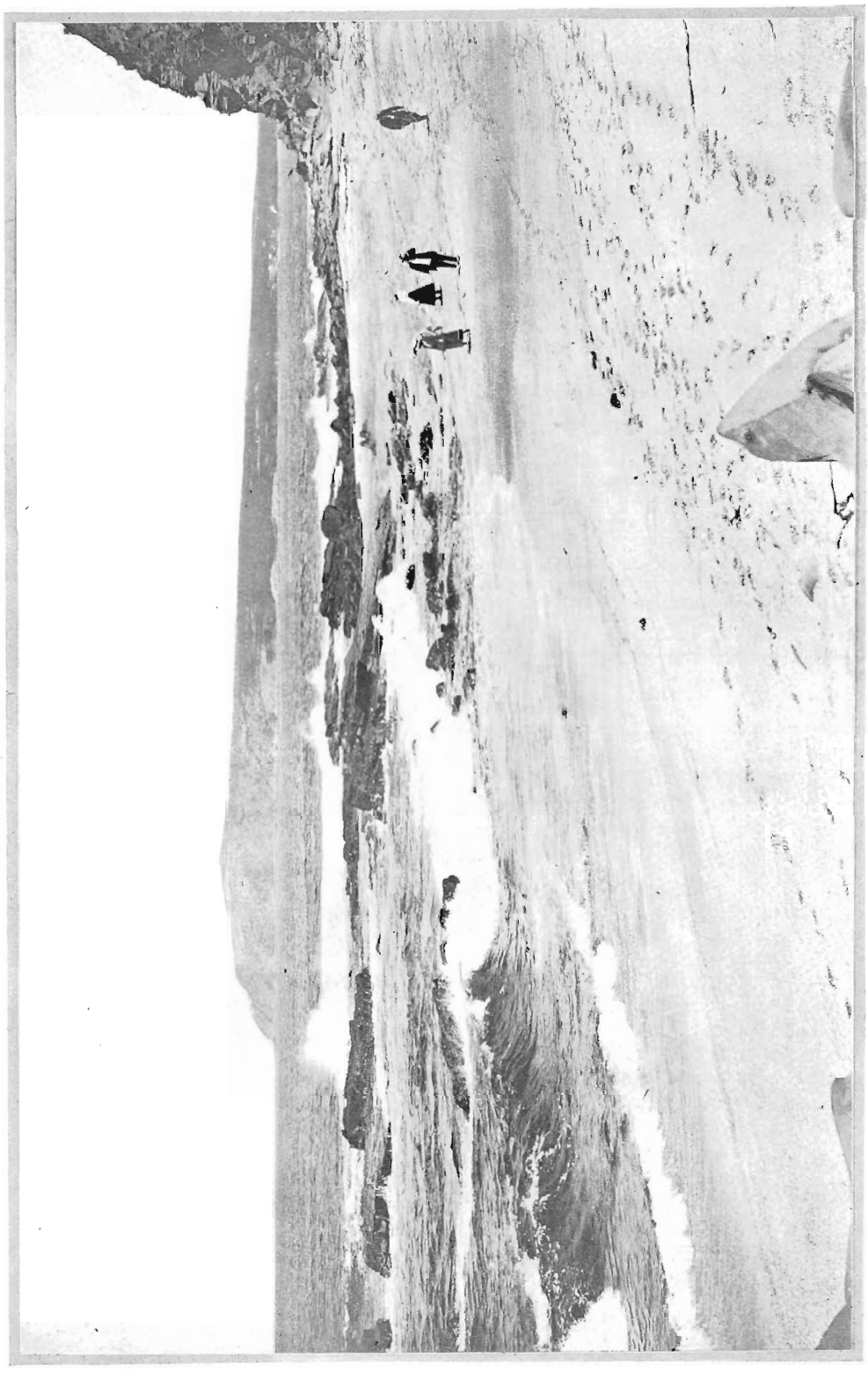
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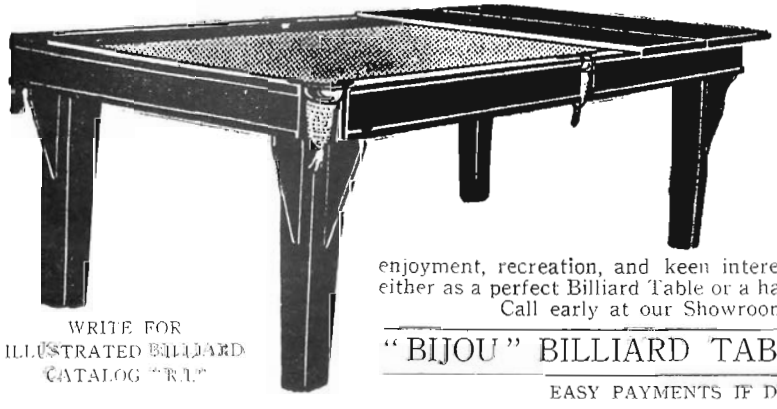
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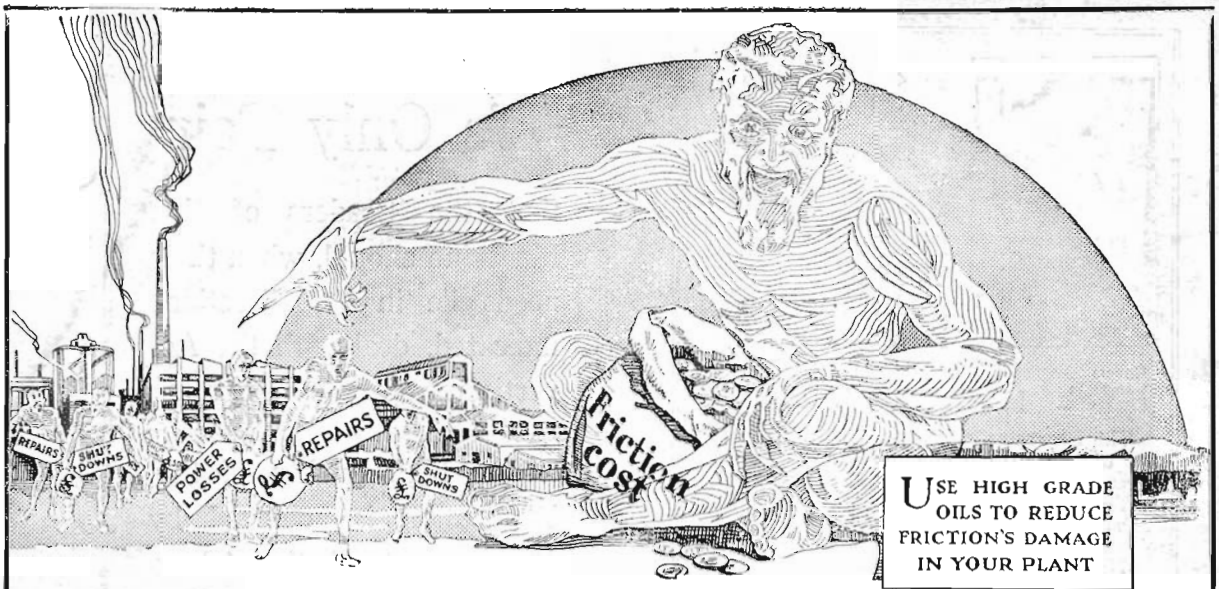
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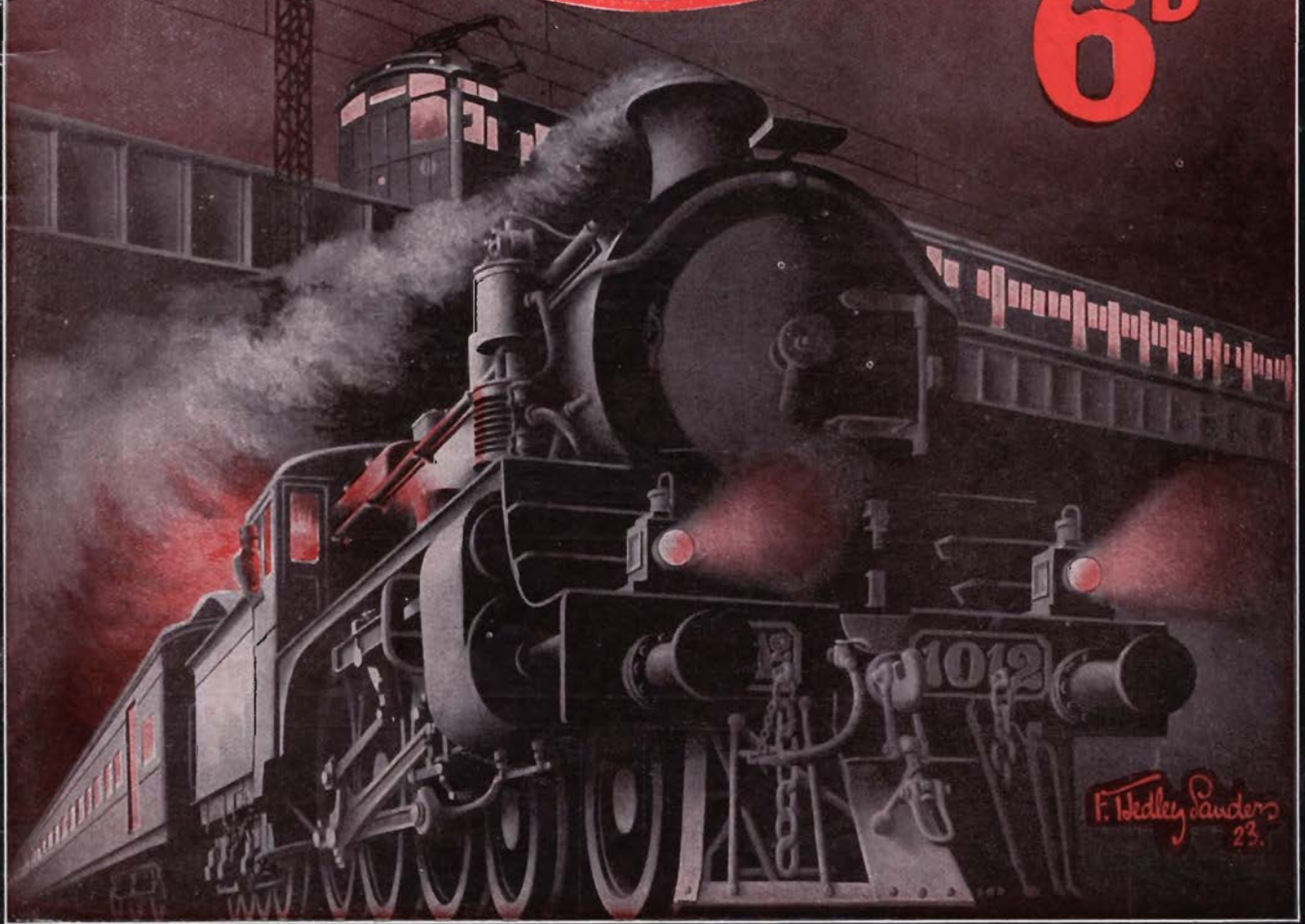
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No. 3

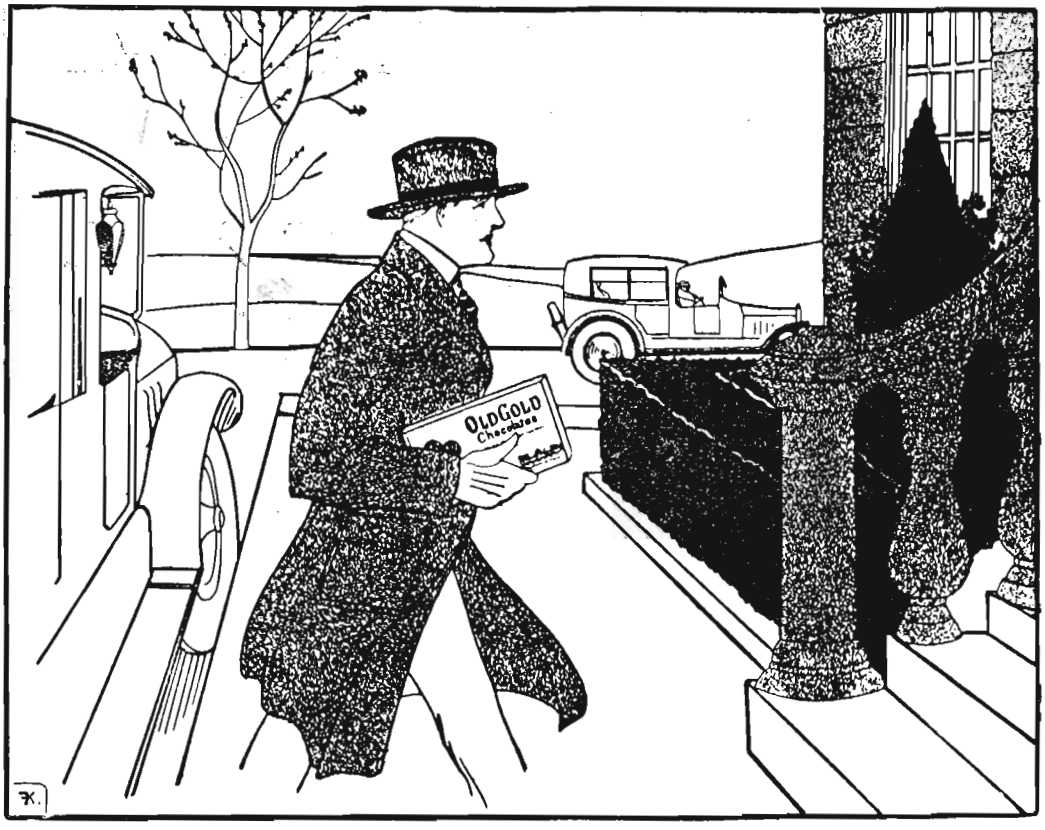
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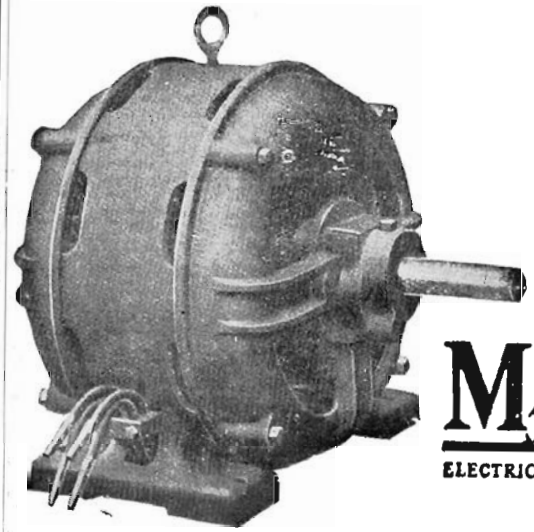
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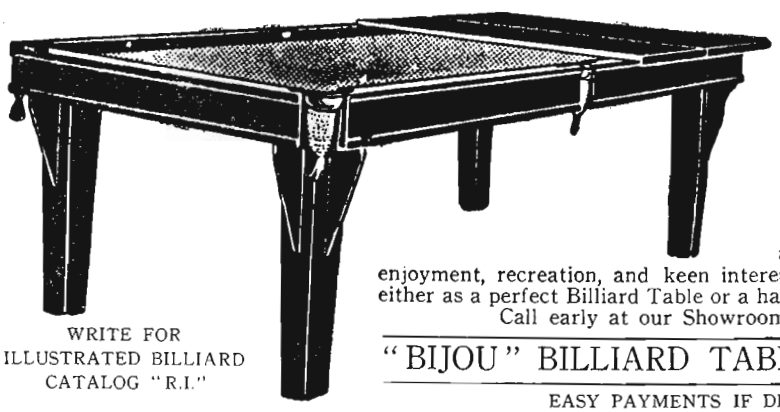
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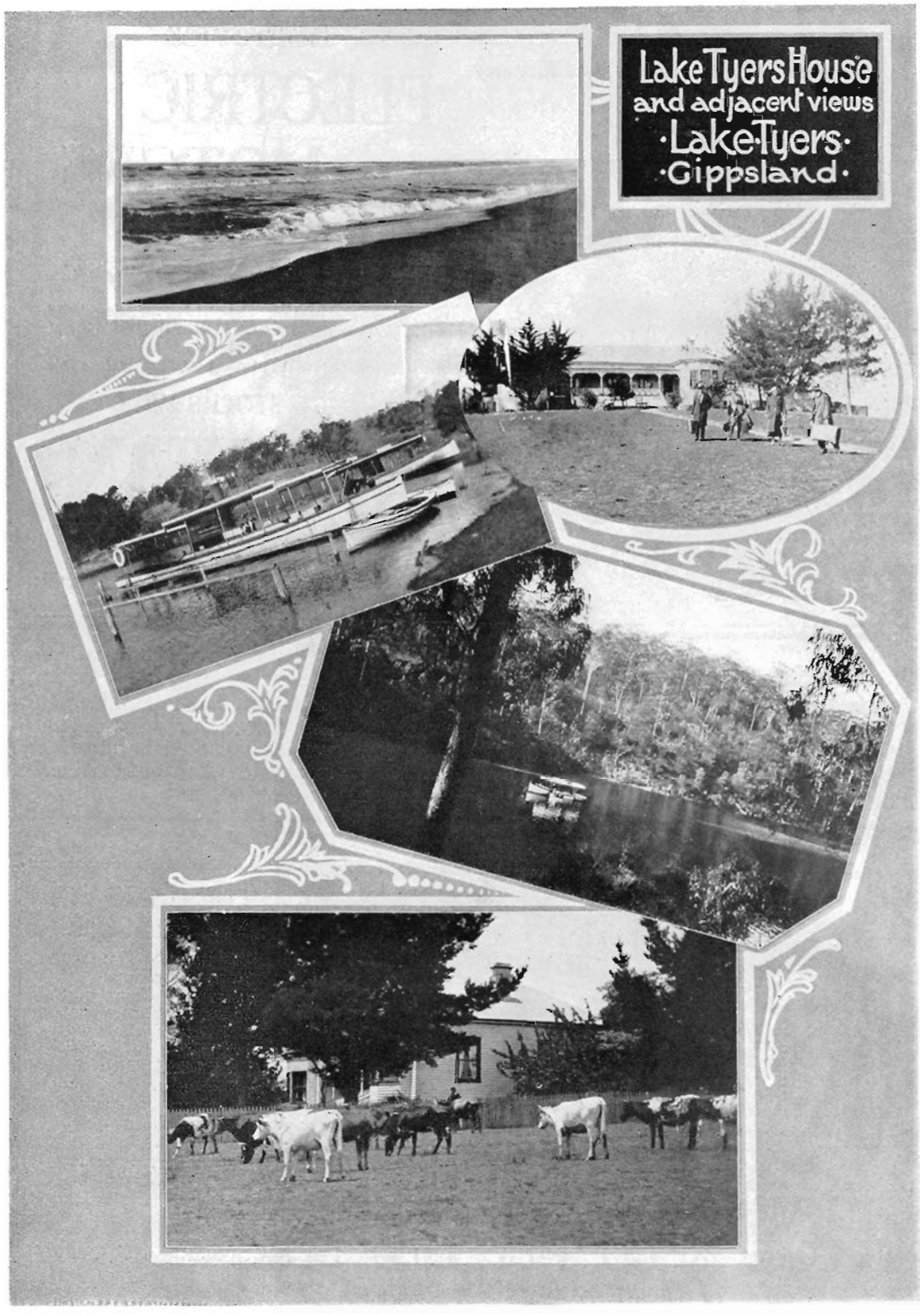
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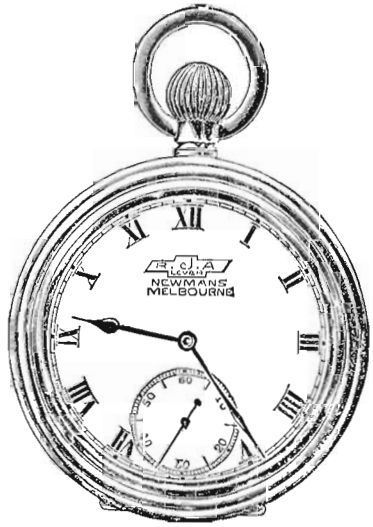
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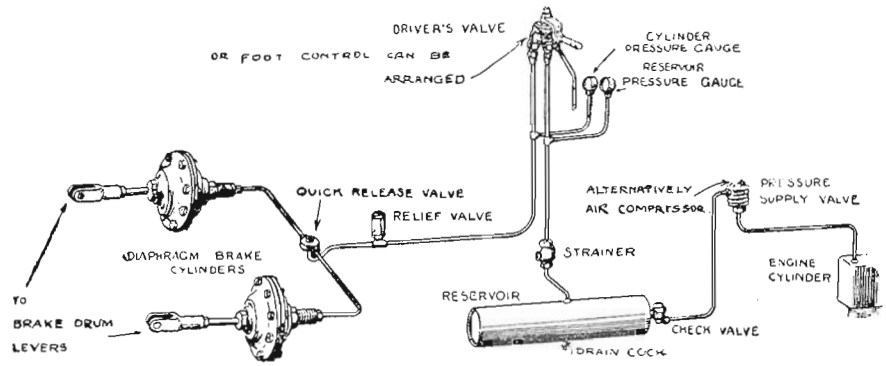


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* * *

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* * *

Matter for publication should bear the signature of contributor, and should state whether it is to appear over his name or a nom-de-plume.

* * *

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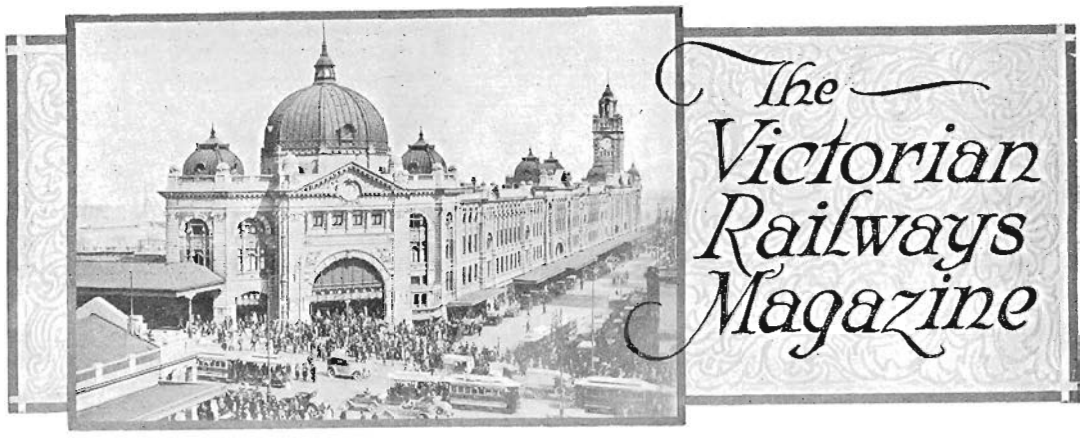
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Telephone enquiries to Central 6414, or Railways 139.

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FLINDERS STREET STATION, MELBOURNE.

Faces in the Train

We think it can be claimed that train-travellers tend to study their fellows, and to appraise them, more than do 'bus or tram passengers. Train-travelling is more leisurely. It is more methodical. But all travellers develop powers of observation. Some are keener than others in this regard, but the keenest know their trains intimately. There is an old story still read of a man's love for a locomotive being his strongest passion.

Of what power of observation means, all society testifies, for the power lies at the root of science, invention and discovery. Observation is something additional to seeing. It is a finer quality, and a more exact. You have heard of the man who saw the stairway and the stars, and of the other man who observed them. In the hour of danger the observer knew the stairs; in the hour of discussion he knew the stars. It is one thing to see faces —it is another to observe them. Henry Lawson did both. That is why his "Faces in the Street" lives.

We daresay Lawson's faces are to be met in the trains, too, but the poet's picture is overgrey. In the trains the folks seem happier. What jollity fills the faces crowding, aye, overcrowding, the holiday train? Could you ask for a rosier study? And note the coming and going of an "express"—and surely people are then at their best? Commend us to train travelling for character-growth. How travelling wears off, if slowly, yet surely, the rough-edges of us all! 'Tis like humanity working upward and onward.

On a long journey, once comfortably in his seat, the traveller, either consciously or unconsciously, begins to run the rule over his companions. He essays to measure them up, examines them, deduces this or that. If he is wise, he knows the deceptiveness of appearances, and will not hurriedly draw conclusions, except in obvious cases. In due course, he will have made his measurement. He may not know it, but in nine examples out of ten it will be the face that most decides his summing-up.

We like best to scan the faces in the suburban trains that pour every morning into Melbourne. However familiar the sight, it never palls. Faces of all sorts and conditions of men and women, that speak each other in passing, and maybe express a fraternal "good morning." Smiling faces, dismal faces, attractive faces, repellent faces, round and square faces, hatchet faces, razor faces, business faces, scarred faces, thoughtful faces, toilers' faces—faces, faces, faces!—countless faces, beautiful and ugly, but in the main faces that proclaim Australian standards and independence. Oh, the girls! Oh, the boys! Australia is a great country to live in, and greater because it owns its own railways, and knows the wonder of the asset.

At the bottom of the laws of attraction and repulsion there is the Face. The human face divine (or satanic) pulls this way, and pushes that, and behold there is friendship or indifference, or worse. Can you tell character from the face? Of course, but you can't be too careful. As to whether physiognomy is a science is another matter. It is notable that the faces of celebrities are invariably worth looking at.

It is a joy to look on a distinguished face. Yet criminal faces have their fascination, too. "Fiction" faces are a class by themselves; we all show a disposition to envisage our favourite and other characters. Indeed, Sherlock Homes and Don Q. and Captain Kettle—omitting for the nonce a greater galaxy—owe their popularity to their faces as much as to their adventures.

A human face is a wonderful work of art. It is a magnet, and it is a mirror. Age cannot wither nor custom stale its infinite variety. In this domain it is indeed a miracle. Have you ever reflected on the endless differences of "looks"? Of millions and millions no two faces exactly alike! And, more extraordinary still, all faces with vast samenesses. To put it this way, every face is composed of the same ingredients—eyes, nose, mouth, and so on—but, oh! the baffling, bewildering, stupendous variety of features, with non-uniformity triumphant over all.

Truly a ride in a train may easily be a great adventure.

WHO'S WHO in The Victorian Railways.



Mr. F. M. Calcutt

Mr. F. M. Calcutt, Chief Engineer of Signals and Telegraphs, now in his 55th year, joined the Engineer-in-Chief's Branch of the Department in 1883, and, following on experience in the Drawing Office and as a surveyor, was transferred to Construction work, being in full charge of construction under the "butty gang" principle for several years. In 1904 he was transferred to the Signalling Division of the Way and Works Branch, succeeding Mr. Ballard in 1905 as Engineer of Signals. Five years later control of the safe-working instruments was transferred from the then Telegraph Branch, and the Signal Division was constituted a separate Branch in 1922.

Mr. Calcutt supervises one of the most important Branches of Railway working in the Department. He has a staff of 1200 and is responsible for the control of the whole of the Departmental signalling and safeworking equipment, telegraphs and telephones. His efficient capability as an administrator is well known throughout the service, as also is his profound technical knowledge on all matters affecting the supervision of his Branch.

Mr. Calcutt belongs to the select little company of Victorian Railwaymen who have gained Railway experience abroad, and is a Corporate Member of the Institution of Civil Engineers (London), and Honorary Secretary of the Victorian Advisory Committee of the Institution.



Mr. G. K. Low

Mr. G. K. Low, Auditor of Receipts, was born at Chewton 58 years ago, and has been connected with the Department since May, 1883, when he entered the Service as a junior clerk in the Audit Branch, with which Branch he has been associated during the whole of his Railway career.

He was appointed Audit Inspector in 1903, Chief Inspector of Audit in 1918, and attained his present position of Auditor of Receipts four years later. His wide knowledge of railway matters generally and his practical experience in the Audit Branch renders him peculiarly suitable for the responsible position which he has filled with signal success since 1922.

Mr. Low has always been associated with Departmental movements of a progressive character, and no proposal from whatever source that would tend to increase the efficiency of the Service has ever been submitted to him without receiving earnest and sympathetic consideration. His ability as an organiser and administrator has been proved time and again, and he has retained the esteem and respect of all who have come in contact with him during his 42 years' effective and meritorious service in the Department.

Mr. Low takes a keen interest in sport, and is a cricketer of no mean ability. Bowls also claims a large share of his leisure time.

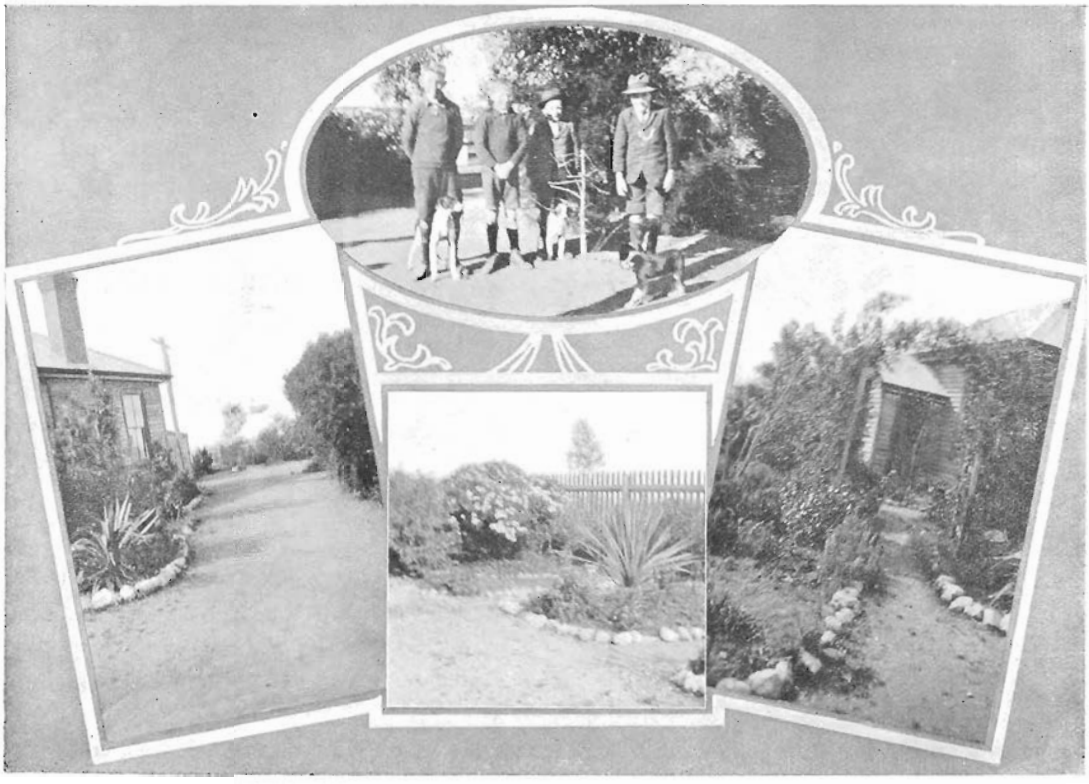


Mr. W. Thomas

Mr. William Thomas, Assistant General Superintendent, who is 54 years of age, entered the Service in 1886. After much practical experience in various positions, he was appointed a Special Officer in 1914, being transferred four years later to the General Passenger and Freight Agent's Office as Chief Rates Clerk. In 1920 he was appointed Assistant Outdoor Superintendent, and in 1924 he became Outdoor Superintendent, the duties of which responsible and exacting position brought him in contact with railwaymen all over the State. Following on Mr. T. B. Molomby's recent promotion to Commissionership, he succeeded Mr. M. J. Canny as Assistant General Superintendent.

Quiet, tactful and unassuming in manner, Mr. Thomas is deservedly one of the most popular officers in the Service, and there will be found few, if any, who would not heartily wish him the same measure of well-merited promotion and success that has been such a striking characteristic of his career up to the present.

Mr. Thomas has not much leisure time or opportunity for recreation. He is fond of gardening and reads widely. His profound knowledge of technical works dealing with railway matters, combined with his practical and varied experience in all grades of the Service, justly entitles him to a prominent place in the ranks of Australia's most distinguished Railwaymen.

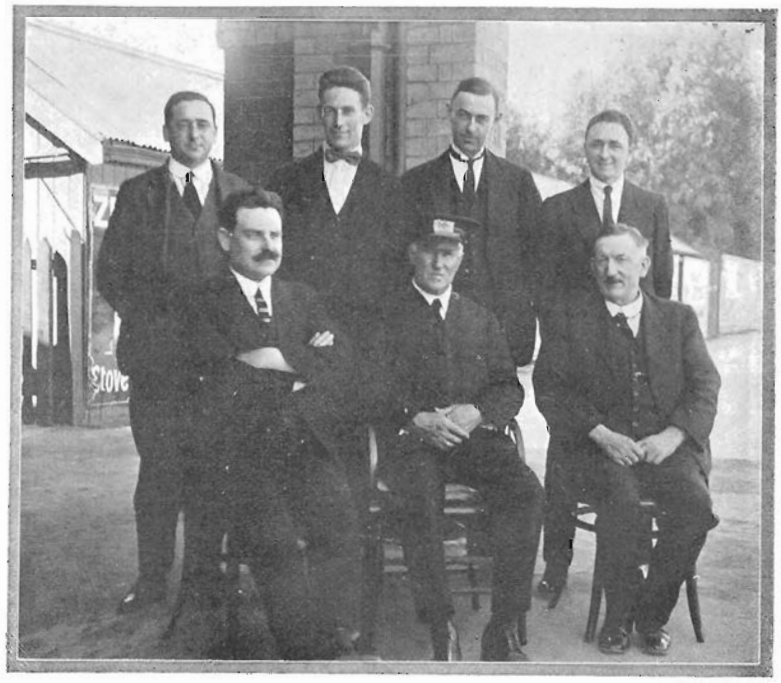


Repairer Mr. P. Mathieson's Family and their Departmental Residence, with separate views of their Garden, at Tatyoon.

S.M's., A.S.M's. AND THE CLERICAL STAFF OF THE TRANSPORTATION BRANCH, BENDIGO.

Fron Row—H. Walker, A.S.M.; M. McCra th, S.M.; J. Clifford, A.S.M.

Back Row—J. Neuman, J. Collis, N. Hamill, J. Sharkey, Transportation Branch.



Things We Are Talking About

Visit of the American Fleet

Units of the American Pacific Fleet will pay a courtesy visit to Australia in July and August of this year. Congress has voted the funds for the visit, so that the contemplated call is now assured.

Federal Ministers have been most anxious that the visit should be paid. The Prime Minister, Mr. Bruce, has unofficially expressed the feelings of the Government and the people by saying that the personnel of the American Fleet will be received with genuine Australian warmheartedness, and that everything will be done to make the visitors feel that there is something more than sentiment behind the grip of Australia's "glad hand."

The Premier, Mr. Allan, is in favour of one division of the Fleet visiting Melbourne, so that a united effort could be made to give the visitors a welcome worthy of the occasion. If there were any small detached units of the Fleet, it would be an excellent plan for them to visit our smaller ports, reserving Melbourne for the main division.

The personnel of the Fleet will number approximately 27,000 men. Admiral R. E. Coontz, who commanded a division of the Atlantic Fleet during the war, and later became chief of Naval operators, will be commander-in-chief of the entire fleet.

Mr. Clapp's Re-Appointment

As Others See it.

It is almost unheard-of for every daily paper to be in hearty agreement on any one particular question; indeed, it is seldom that the dailies can even agree on any matter. But there has been one recent matter that has called forth nothing but enthusiastic approval and hearty commendation from every newspaper in Victoria (and in this particular matter, also, the papers were a true reflex of public opinion), and that matter was the recent re-appointment by the Victorian State Cabinet of Mr. H. W. Clapp as Chairman of Victorian Railway Commissioners for a further term of five years, at his present salary of £5000.

Take but one comment, typical of the lot, that appeared in a recent sketch of Mr. Clapp's career in the Melbourne "Punch":—

"Mr. Clapp's fiendish efficiency means that we have lost another excuse for being late in the mornings. Almost everything is running to the tick, and everybody else is running, too. The person, whom petulant housewives call an 'autocrat,' is directing a concern with which the best clocks fail to keep pace. Time is no object to him. It is a subject, nay, a science, hair-raising in the hair-splitting of minutes and seconds. We are blinded by the glare of his 'Reso' trains; we laugh at his slogans, and he smiles archly at our merriment; but we know that his advertising campaigns are based on the mob susceptibility to simple words and bright colours. He is a profound student of crowd psychology. He knows we are all children, and he tells us frankly what we want. It is all very wonderful. Kant on Pure Reason is nothing to Clapp on Pure Raisins when he is in the proper mood.

"Just as this article is being concluded, we are delighted to learn that Mr. Clapp has been re-appointed for another five years. Did he, for once, sacrifice modesty to public necessity, and confront the Government with his greatest slogan: TRY MORE CLAPP?"

As Others See Us.—The following comments appeared in the June issue of the "Central Argentine Railway Magazine," and are re-printed with appropriate blushes:—

An important factor in the popularity of a journal of any sort is an attractive appearance. While it is not wise to always "take the book by the cover," a cover of striking or novel design may catch the eye of a casual observer and induce him to glance at the contents, and if he should see something which interests him, he may possibly become a regular subscriber. The proprietors of the "Victorian Railways Magazine" (Melbourne)—formerly the "V.R.I. Review"—evidently recognise this fact, and the review has undergone a change which not only enhances its appearance, but, unless we are greatly mistaken, will also add to its popularity and increase its usefulness. The metamorphosis consists in enlarged size, the adoption of a superior class of art paper, and numerous illustrations, bound in a pictorial cover of red, white and steel grey. This alteration in the general arrangement and get-up is accompanied by increased interest and variety in the contents, embracing a range of topics diverse enough to suit all tastes.

The opening article of the February issue (the last received) strikes the keynote of the new magazine with a short article on "Broaden Your Outlook," which the writer concludes by saying: "We can't stand off and criticise the other fellow. Affairs of to-day link us all so closely together that everybody in and out of the service is in the same team; we all have our places, and we all must play; if the game is being badly played, we should acknowledge our responsibilities, and in a friendly and reasonable way help each other to improve it." "Things We are Talking About" is a chatty little symposium on various phases of railway working, discussed in a way that is informative without being heavy, and light without flippancy. Harvest prospects and agricultural

conditions are summarised under "Transportation Notes." "Where to Go" contains useful advice to holiday-makers, supplemented by views of various picturesque health resorts. Other interesting features are a short essay on "Psychology"; a short story, "The Buffalo Girl"; Literary Review; Personal pars.; Ladies' page; Gardening, Educational, and Sports Notes.

Mr. Wright, Mayor of Wellington, who recently paid a visit to Melbourne, had a few kind things to say about our railways on his return to New Zealand. He said that on Melbourne's railway stations there were "notices giving information upon every possible topic, with a final direction that 'if there is anything of which you remain in doubt, ask the man in grey.' "

Mr. Wright had apparently acted on this advise, because he declares that he found the man in grey "a kind of walking encyclopedia, who knew everything, and whose business it was to tell everybody."

Commenting on these remarks, a Melbourne paper of recent date suggested that a signboard might be sent over to Wellington "on appro."—

"When in Melbourne and in doubt,
Mr. Clapp will pull you out."

New Train Service. — A special Saturday train service was recently instituted between Geelong and Melbourne, and its continuance will depend on the patronage it receives. The train leaves Geelong at 1.20 p.m., and, stopping only at Corio and Werribee en route, reaches Melbourne at 2.40 p.m., returning in the evening at 11.30 p.m. The arrangement thus affords Geelong residents an opportunity of visiting the metropolis and attending race meetings in the afternoon, and theatres and similar entertainments in the evening.

New Locomotives. — It has been decided to build 5 additional "C" class engines and 10 additional Mikado ("N" class) engines for the Victorian Railways in the near future. Five of the Mikado class (a modified and more powerful variation of the "K" type) are already under construction, and although none are yet in commission, it should not be long before the fifteen new locomotives are in running.

The Bus Squabble

Seldom has there been such an hysterical outburst as that which followed the recent regulating by the Government of the routes to be served by privately-owned motor 'buses. The impression seems to be that the motor 'bus proprietors—a warm-hearted, open-handed band of philanthropists, whose only anxiety is that the public should receive the benefit of speedy and comfortable transport, regardless of the expense which they (the owners) will have to meet—are being harshly and maliciously deprived of their means of livelihood by an arrogant and swashbuckling Government. Actually, what has happened is that the State Ministry, in a laudable attempt to safeguard the people's property, has lessened the number of 'bus routes from 61 to 50. Further, as the Minister for Public Works points out, and as a comparison of the routes will show, the routes to be operated by 'buses under the Act give a greater service to the public generally than was the case when competition was unrestricted, and when 'bus routes were not regulated.

Under the new conditions the area served will extend from Fawkner in the north to Beaumaris in the south, and from Sunshine in the west to Box Hill in the east. And yet petitions have been circulated, 50,000 signatures are alleged to have been affixed to a monster protest, excited mayors have convened public indignation meetings, and ridiculous assertions have been made that the 'bus owners have a claim for compensation against the Government.

Bluntly put, the position is this. The Tramways Board blundered gravely in allowing privately-owned 'buses to enter into competition with them. The 'buses were novel, speedier, and more comfortable, and the people rushed them. The 'bus owners were delighted. The only expense they had to meet was the provision of their rolling stock—the taxpayers had supplied them with fine stretches of good roads to run their juggernauts on and cripple the finances of their tramways and public utilities, representing millions of pounds of the taxpayers' money.

The Ministry appreciated the gravity of the position, and took quite reasonable steps to protect the people's property. Whereupon the 'bus owners, whose only concern was the amassing of the highest possible profits for promoters and shareholders, raised up their voices in a bellow of protest, and were at once supported by a chorus of indignation from misguided sections of the public, who were apparently labouring under the pleasing delusion that the 'bus proprietors had their interests at heart. The 'bus owners were quite naturally out for themselves, and the public should be also.

The 'buses are competing with the railways and the tramways. The people own the trains and trams, and to praise and patronise the private 'bus competitor is as sensible as would be the action of a partner in a shop business who patronises a rival.

The new regulations provide ample and convenient transport for everyone, and the public assets and undertakings have been safeguarded. The State Ministry is entitled to commendation for the firm stand it has taken.

Melbourne Suburban Railway System

We have to thank our Melbourne "Herald" for an illuminating comment upon the Melbourne suburban railway system. In its issue of 21st January appears the following:—

"It is noticed that the settlements still cling closely to the railway routes. The reason for this is easily explained by a little closer examination of the facts.

"Motor vehicles keep mainly to the best highways which run parallel to the railway lines. For example, Whitehorse-road follows

the railway nearly all the way to Lilydale. Brighton and the beach roads also adhere to the railway track, and the same is true of the highways to Dandenong, Coburg and Geelong.

"The reason why motor cars do not run in great numbers into the unoccupied intervening country is that roads do not radiate into these areas from the city, and the cross roads which do exist have very poor surfaces as a rule, and many of them have been badly broken up by motor traffic.

"Another reason why outer suburban settlers cling to the railways is that the farther they get out from the city the more they feel the need of a good daily railway service. The motor car is well enough as a subsidiary means of travel, but the railway is needed because it is dependable in all weathers and runs to fixed time-tables. The whole business life of the city depends on the regular flow of the people in and out of the metropolis daily."

and

"Persons who contemplate building houses or shops in the growing outer suburban districts will find, as thought ten years ago, that the best centres are along the railway routes."

This tells the railwayman several things, amongst which are the following:—

That when all is said and done, people like the railways because they give them satisfactory and comfortable service, and that motor cars keep to the main roads because other motor cars have broken up the other roads.

There does not seem to be any question that the real solution of Melbourne's traffic trouble lies in the direction of the maintenance of motor services to feed our outer suburban railway stations, thus not only enabling people to live in the areas between the railway lines to be served by communication, but also permitting our suburban services to be worked to their fullest capacity, and provide the most satisfactory service at the maximum possible amount of monetary gain.

Betterment Board.—Since the recent invitations by the Betterment Board for suggestions from employees regarding improvements to the service, there has been a most satisfactory increase in the number of suggestions received by the board. One week a total of 77 was received, and another week 66.

It is hoped that these figures will be maintained in the future, and that the board will be literally bombarded with suggestions from every corner of the State, and from every rank in the service. The suggestor's name is not revealed during investigation (nor afterwards, should he desire not); every idea is given the most careful consideration, and bonuses are paid out every week.

Suggestions should be addressed to the Chairmain, Betterment Board, Railway Offices, Spencer-street.

Extension of Electrification on Fern Tree Gully and Lilydale Lines.—The following dates have been fixed for the commencement of regular commercial electrical operation to Upper Fern Tree Gully and Lilydale:—

Ringwood to Upper Fern Tree Gully — 15th October, 1925.

Croydon to Lilydale—1st December, 1925.

In the Commissioners' official memorandum regarding the matter, there appears the following:—"In view of the large amount of work to be done, it is necessary that there should be the heartiest co-operation among all ranks of the staff engaged on it, so as to ensure the same satisfactory results as were obtained with the electrification work already completed."

7-Car Trains on Dandenong, Frankston, and Williamstown Lines. — On 8th February, the reconstructive work connected with the lengthening of platforms on the Dandenong, Frankston, and Williamstown lines was sufficiently advanced to permit of the running of seven-car trains on those lines, and the comfort of travellers has in consequence been so so considerably increased that additional passenger traffic will probably be attracted to the railways.

Heavy Rainfall. — Tropical storm conditions prevailed over Victoria during the middle of last month, heavy rain falling continuously all over the State. Commenting on the weather, the Commonwealth Meteorologist (Mr. Hunt) said rain had been general throughout Victoria, and had also fallen in Queensland and the greater part of New South Wales. There had been a number of falls of over an inch, and up to 1¾-inch had fallen in several parts of north-eastern Victoria. In the Riverina there had been falls of 420 points at Moulamein and 220 at Deniliquin.

The highest falls in Victoria were:—

Mallee—116 points, at Birchip.

Wimmera—115 points, at Serviceton.

Western District—70 points, at Smythesdale.

Northern District—169 points, at Nagambie.

North-Eastern District — 195 points, at Beechworth.

North-Central District—143 points, at Newstead.

Central District—172 points, at Dandenong.

Gippsland District—98 points, at Dargo.

Metropolis—114 points, at Murrumbeena.

The Wheat Harvest. — Victoria's record wheat harvest continues to occupy the bulk of the Department's trucks. Millions of bags of grain have been handled already, and millions more are stacked on stations, waiting despatch.

The total number of bags loaded up till 13th February (when we went to press), was 5,431,419, compared with 3,844,905 last year;

while 7,661,200 bags were stacked at stations, compared with 5,692,174, at the same time last year.

The impression is growing that Victoria is capable of producing a little wheat, and that the Railways Department is capable of handling it.

Claims Notes.—A gratifying decrease in the value of claims paid out by the Department during the month of January this year is reported by the Claims Agent (Mr. J. Southam). The value of claims paid out during January this year was £1990, as compared with £2150 for the same period in 1924. This result is due partly to better efforts on the part of the staff, and partly to better co-operation from consignors in regard to the packing and securing of consignments.

Live Stock Notes. — During the month of January this year, the Railways handled 9575 trucks of live stock, compared with 10,798 during January last year. This decrease is attributed by the Live Stock Agent (Mr. B. Fitzpatrick) to fewer markets and less cross-country traffic.

Sheep Hills.—Quite recently Mr. Howieson, the Railway Official Photographer, visited Sheep Hills for the purpose of securing a series of photographs for official use. He secured some very fine snaps of the waggons approaching the weighbridge, and later of the busy scenes in the railway yards. He was met by Councillor Powell, and motored to different farms to obtain photos. of harvesting by tractor and horses. Mr. Raffelt's new tractor, hauling a new 12ft. cut header harvester, made the most interesting picture, for other views were taken; these included the rows of trees which were planted by the stationmaster (Mr. McDonald) during the last two years, and so well did they come on (to the satisfaction of the Landscape Gardener, Mr. Allen) that he has been successful in securing the first prize for two years in succession.

Apart from the prize aspect, the trees in a year or so will make a picturesque avenue, and be of great benefit to the place. One of the stacks of wheat in the yard is 22 sections long, 21 bags high, and has a total of 45,000 bags, approximate value being £45,000. This was bought by Mr. Hutton, representing the Victorian producers, acting on behalf of the pool. On the whole, the farmers gave the open market and pool about an equal percentage.

As an instance of co-operation in this district, the following is interesting. On the 6th January, a second single ticket, Coromby to Sheep Hills, was missed, and not noticed till three weeks later, when Mrs. Cheslett, Caretaker, Coromby, was written to asking her assistance to find the missing ticket. For four or five days, Mrs. Cheslett busied herself amongst the likely people at Coromby, resulting in the ticket turning up in time to make Sheep Hills January returns 100 per cent.

Long Ago.—The following item appeared in "The Herald" of January 20, 1875:—

After bathing at St. Kilda yesterday, a clergyman wished to go home to Melbourne by train, and tendered a £5-note at the Hobson's Bay railway station. He was told to get smaller change, and after hunting all over the town got five sovereigns. The station clerk told him these could not be changed, as all the available change in the hands of the official was 10/-. This was handed to the minister, and he was told to call for the remainder—9/—another time.

Railway Revenue for December, 1924

	1923. £ s. d.	1924. £ s. d.	Increase £ s. d.
Passengers	525,423 7 2	532,745 5 3	7,321 18 1
Parcels, etc.	47,084 8 3½	50,455 18 6	33,371 10 2½
H., C. and Dogs	2,643 18 8	3,036 13 9	392 15 1
Mails	4,921 0 9	4,960 8 7	39 7 10
Goods	358,698 2 7½	414,982 8 9	56,284 6 1½
Live Stock	50,518 0 4	50,661 2 0	143 1 8
Telegraph			
Power	15,082 4 10	14,927 2 0	
Rentals	10,951 14 7	10,311 17 7	
Miscellaneous	935 19 10½	872 7 4	
Advertising	2,328 7 3	3,027 12 5	699 5 2
Dining Car Service	2.141 14 5	2.263 12 3	121 17 10
Refreshment Room Services	30,023 15 4½	36,891 19 4	6,868 3 11½
Bookstalls		5,506 6 8	5,506 6 8
	1,050,752 14 2	1,130,642 14 5	80.748 12 7½
Increase for the month of December, 1924			£79,890 0 3
Increase from 1st July, 1924, to 31st December, 19			358,217 1 6

"Knowledge is Power"

We can all easily see how desirable it is for every railway man to know as much as possible about the Victorian Railways.

Many employes have not had the opportunity to acquaint themselves about a host of interesting features associated with the evolution and operation of the system, and, from time to time, it is our intention to refer in this column to items of interest that every Victorian railwayman should know.

Besides being informative and of great educational value, the information will be found helpful in many instances when dealing with the public on railway matters.

Contributions to this column are cordially invited.

What Every Victorian Railwayman Should Know.

(1) When the line from Melbourne to Port Melbourne was officially opened on 12th September, 1854, Victoria gained the distinction of possessing the first railway to be operated in Australia.

(2) The locomotive which drew the first train from Melbourne to Port Melbourne in 1854 was built by Melbourne firms, and was the first locomotive constructed, not only in Australia, but in the Southern Hemisphere.

(3) In 1854 Victoria had 2¾ miles of line. At 30th June, 1924, the total route mileage opened for traffic was 4442.28, while the total track mileage, which includes sidings, was 5752.94.

(4) The expended capital on railways in Victoria as at 30th June, 1924, amounted to £66,537,991 11s. 3d.

(5) Statistics for the Year Ended 30th June, 1924.—

(a) The financial results for the year ended 30/6/24 were:—

Gross Revenue	£12,025,987	8	5
Working Costs	8,772,542	1	4
Net Revenue	3,253,445	7	1
Interest and other charges	3,225,793	11	11
Surplus for the year	£27,651	15	2

(b) Revenue Figures:—	
Passenger	£5,330,614
Parcels, H.C. and D.	521,396
Mails	59,549
Goods	4,534,931
Live Stock	523,406
Minerals	146,189
Dining Car Services	24,492
Refreshment Services	320,669
Advertising	25,327
Sale of Electrical Power	225,452
Rentals	119,300
Miscellaneous	124,310
(c) Traffic Train Mileage:—	
Passenger—	
Country	2,979,702
Suburban	6,956,099
Mixed	2,408,365
Goods and Live Stock	4,735,045
Total traffic train mileage	17,079,211
(d) Number of Passenger Journeys:—	
Country	9,892,197
Suburban	157,969,667
(e) Total Tonnage of Goods Carried	7,820,531
(f) Total Tonnage of Live Stock Carried	489,012
(g) Revenue per Mile of Railway Worked	2,737
(h) Revenue per Traffic Train Mile	14/0.04d.

Derailments

By "Trackman."

Derailments mean the waste of thousands of pounds each year, and everyone recognises how necessary it is to reduce such a costly item.

Prevention is better than cure, and as an extension of "J.F.'s" fine article in the January issue, the following comments on the possibility of mishaps due to various phases of track and vehicular defects may be found interesting and informative to railwaymen:—

1. On a straight track defects as shown hereunder may cause derailment—

(a) Foul joint may allow the wheel flange to mount the rail.

(b) Tight gauge may force the wheel flange to mount the rail, usually at a joint.

(c) Wide gauge may allow the wheel to drop inside the five-foot way, and then force the opposite wheel flange over the rail. The maximum allowable excess in gauge is 1in., an excess over 1in. is critical. Derailments have occurred with 1¼in. excess gauge, assisted by loose dogspikes in decayed sleepers.

(d) Rotten sleepers together in the track. A number of contiguous sleepers which are decayed may break at the same end, or allow the dogspikes to draw. This allows the gauge to widen sufficiently to cause derailment.

(e) Alternate nips in the track may cause high-sided vehicles as "T," "H," and "M" trucks to rock sufficiently to allow a wheel flange to mount the rail. A "T" truck iced, but without other loading, is the critical vehicle in this respect.

2. On curves derailments may be caused by the same track defects as explained in respect of straight track, and, in addition, by—

(a) Nip in the low leg. When a rake of trucks is being pushed round a sharp curve, the pressure is transmitted from truck to truck mainly through the buffer on the inside of the curve. If the truck receives a fairly severe bump from the rear at the same instant that the rear inner wheel drops into the nip, the leading outer wheel will mount. The mounting point will be found a distance in advance of the nip equal to the wheel base of the vehicle. This commonly occurs with "M" trucks, in which case the point of derailment is 10ft. 6in. ahead of the nip. A nip of ⅜in. in 6ft. at the joint is sufficient to bring about this result.

(b) Worn rails. The wear is mainly on the running edge of the outer rail of the curve. The increase in gauge thus caused when added to the increase in gauge allowed on account of curvature, may be sufficient to allow derailment if combined with decayed sleepers. It is on this account that it is necessary to frequently check the gauge of the track on curves.

(c) Sudden changes of superelevation may bring about derailment by causing high-sided 4-wheeled stock to rock.

(d) Excessive superelevation may cause vehicles to mount the rail when travelling at a very low rate of speed.

3. In track crossing work, the following defects, in addition to track defects referred to in clauses 1 and 2, may lead to derailment—

(a) Wear of crossing beyond the permissible limit.

(b) Incorrect or irregular gauge.

(c) Incorrect gauging of the guard rail.

(d) Guard rail bolts loose, allowing guard rail to lean over and wheel flange to strike nose of crossing.

(e) Blade low from the heel, allowing a worn wheel to strike and turn over the stock rail in old type 78 lb. material.

(f) Blade badly chipped at the point forming a ledge which allows the wheel flange to mount the blade.

(g) Excessive or irregular superelevation.

(h) Broken stops on blade may allow the blade to be forced in at the broken stop. The next stop acting as a fulcrum, the blade opens at the toe sufficiently to derail vehicles in a facing movement.

(i) The heel of the blade is sometimes off the heel chair, and the blade rests on the next chair. The weight of the engine may force the heel down on the heel chair, and the next chair acting as a fulcrum will cause the toe to rise ⅜in. above the stock rail, provided that there is sufficient lateral movement in the blade to allow the shoulder of the blade to work clear of the fishing angle of the rail. This will cause derailment of the trailing wheels of an engine, in a facing movement.

(j) Dirty points may cause blades to stick and cause derailment.

(k) Back spreader rod too tight will act as a fulcrum, and allow the toe of the blade to open and cause a derailment in a facing movement.

(l) Defective timbers may allow leads to spread.

(m) Non-attention to Thomson's Points, and neglect to test the spring, may result in the points remaining partly open after a trailing movement and consequent derailment on the return movement, especially during night shunting.

(n) Taylor's Points—

(1) Obstructions in the box, getting between the wall of the box and the ball when forced over the ramp, may prevent the blade from going right home to the stock rail.

(2) Worn bearings will in time have the same effect.

(o) At "K" crossings extra care must be taken to keep line, gauge and surface correct, as, with only slight wear on the most used rail, it is possible under certain conditions for a truck to twist and slide inwards, so that the wheel flange gets behind the nose of the crossing.

4. Derailment may also occur through any cause which may prevent the point blade from closing right home to the stock rail, and the most common causes of this are—

(a) Incorrect adjustments of the connecting rod.

(b) Obstructions between the blade and the stock rail.

(c) Neglect to adjust for wear when a ball point lever drops, so that the ball rests on the rod or timbers.

(d) Neglect to properly adjust heel fishbolts. If too loose the blades back spring, and if too tight blades and heel plates will become strained. In both cases, the blades will ultimately remain at half-cock, and may cause a derailment.

(e) Worn stock rail.

5. The following vehicle defects may cause derailment—

(a) Wheel flanges worn sharp.

(b) Incorrect gauge.

(c) Wheels out of line.

(d) Axles out of square.

(e) Axle bent.

(f) Defective draw gear or couplings.

(g) Broken buffers.

(h) Badly cross balanced trucks.

6. Unbalanced loading is also a possible factor in derailment—

(a) Very heavy loading at the rear end of the truck, leaving the front end light, will tend to allow the front wheels to lift when the rear wheels drop into the slightest inequality in the track. This may cause derailment, particularly on curves.

(b) Very heavy loading on one side of a truck, leaving the other side light, will similarly cause derailment, also in this case the overturning speed for the curve is greatly reduced.

7. Rough Shunting—

(a) Direct mishaps may be caused by buffer-locking trucks, breaking couplings, and draw-gear, breaking buffer-stops, and damaging other vehicles, etc.

(b) Later mishaps may result from straining of couplings and draw-gear, bending of axles and "W" guards, fracturing axle boxes, shifting pads, etc.

8. Excessive Speed on Sharp Curves—

On sharp curves the maximum speed is fixed, and curve boards are placed to indicate this speed, and also the direction of curvature. This maximum speed is fixed to ensure that the speed on the curves does not approach the overturning speed for the curve, and to eliminate the risk attendant on sudden changes of direction.

9. Unfastened Doors.

(a) May cause derailment, risk to life, or damage to rolling stock or structures.

10. Combined Track and Vehicle Defects..

(a) The most common mishap under this heading is derailment at the point of the outer blade of a turnout. This is brought about by a chipped blade forming a ramp, which allows a sharp flange to ride up on to the blade, either defect alone being insufficient to bring about this result. It is essential to file all chipped blades on the outer legs of turnouts to a razor edge.

(b) Derailment may be brought about similarly by the combination of a sharp flange, and a slightly foul joint on the outer leg of a curve. This shows the necessity of keeping the running faces of rails at joints on the outer leg of a curve absolutely flush.

(c) Derailment may also be caused by a combination of bad cross balancing in trucks and nips in the track, particularly on curves.

11. Combination of Unbalanced Loading and Track Defects.

(a) Unbalanced loading which would run safely on a first-class track may cause derailment on curves if the track is at all nippy. If the greatest weight is on rear corner of the truck, which is on the inside of the curve, a small slack in the low leg under this wheel or a small slack in the high leg under the front outer wheel of the truck may cause derailment.

Fuel Conservation

In the June, 1924, number of the "Railway Age" appeared a paper which was read before one of the American Railway Associations by Mr. D. F. Stevens, General Superintendent of the Baltimore and Ohio Railway Company. In the paper the writer outlined his views in regard to fuel conservation, and the substance of his remarks is given in the following items, but, in addition, Mr. Stevens expressed the opinion that after making due allowance for all natural conditions on each railroad, the personality of, and activity and policies outlined by, the Superintendent and his staff are features in fuel conservation which far surpass the question of proper firebox construction, the length of flues and the grade of coal.

He believes in rivalry between staff officers and their respective territories in the matter of fuel conservation, but he says that, deep down in his heart, he has always thought that while the mechanical engineer, the fuel agent, the purchasing agent are all factors in fuel conservation, in the final analysis the man who has the biggest single control over one of the largest items of operating expenses is the Superintendent.

Further, his idea is that the field of fuel conservation from the standpoint of the operating man has scarcely been surface scratched.

The paper was listened to with the keenest of interest by those present, and the points brought out by the writer were fully endorsed. It is thought that their enumeration will be of interest to District Fuel Conservation Committees, and to all others interested in securing operating efficiency.

It has been said that 90 per cent. of the resultant impression of a railroad journey depends upon the character of the start. Let us see whether it is or not:—

The engine is ready to proceed on to its train.

It is suddenly discovered that the mechanical stoker is not functioning properly.

Investigation shows that a job which should have been done in the shed has been forgotten.

It is next found that some of the tools are missing.

All these matters having been attended to, is there now a clear track for engine to proceed from the shed to train, or has the engine to back down through shunting roads, and if so, does the Shunter back the shunting engine in to let you go by, or does he finish the operations then in hand?

Are the waybills ready for the Guard?

Is the Guard late, and, if so, was he called at the proper time?

Is the Train Examiner available to conduct the examination?

When the train is all ready to move out, has it to wait 20 or 30 minutes to give preference to a more important train?

Has the train been scheduled out of the terminal at a suitable time?

If it has not, does the Superintendent sit down with his terminal men and figure out what the despatching time for freight trains should be?

One of the greatest economic factors is to schedule freight trains so that out on the road they will be interfered with as little as possible by other trains.

From the time that the train is ready to pull out at the despatching end until it is relieved at the other end, is someone responsible conversant with its movements? and—

Does he know, and is he familiar with the conditions that surround the movement of the train?

In getting out of a yard, it is a good thing to have a short section ahead, so that any more important train can clear the section for the movement of the slower trains.

Assuming now that the train has left the terminal, look at the coal in the tender and see how much has been used before the journey has been properly commenced.

When once the train has commenced its journey other factors enter into its economic working, viz.:—

The necessity for the use of the grade signal in an effort to avoid stopping freight trains, and thus allow them to continue on the move.

Suitable location of passing sidings, having regard to grade conditions.

Roads and refuge sidings of a suitable length to avoid the necessity for holding trains back, and similarly to have terminal yards of sufficient capacity to receive trains without the necessity for blocks at the home signal.

Stopping and slowing down of trains unnecessarily, because the station man has not been on the alert to give it the right-of-way.

Failure to shunt freight trains promptly into refuge or other sidings, and as a result the movements of a passing or crossing train have been interfered with.

Seeing that ballast and works trains do not occupy the section for an excessive length of time to the detriment of more important trains.

Proper location of watering and coaling facilities, so that (a) the station work can be performed simultaneously; and (b) that the end of the train will not be fouling other roads and tying up the operations of other trains. These things should be given attention as money becomes available.

The riding on freight trains frequently by Divisional Officers. In one division which had great success in its fuel conservation movement, the writer saw an officer recently get off a train at a terminal with seventeen pages of his notebook filled with particulars of irregularities and other information.

When the train reaches its destination, has the Yard Foreman a road ready for its acceptance, or has it to pull up and wait at the entrance to the yard and lose time that it has struggled 125 miles to make up?

In planning out new yards, giving careful thought to the relation of the position of the receiving yard to the classification or despatching yard.

Providing an independent running line for locomotives to and from trains.

A slight change in a yard will frequently correct conditions which involve trouble and delay in making train and engine movements.

There will be no trouble in interesting the Fireman in fuel conservation from a transportation standpoint. It comes out of his back. He will give all the co-operation that can be asked for.

Placing in the hands of employes in bulletin form such data as is furnished on records as to the performances of general and individual trains.

Nearly, if not all, of the points mentioned by Mr. Stevens apply also to our conditions, and we feel sure that a study of them would well repay attention.

Better Farming Train. — The fourth tour of the Better Farming Train will be begun on 9th March. The districts to be visited are the Northern and Goulburn Valley, calls being made at Elmore, Cohuna, Gunbower, Rochester, Echuca, Tongala, Tatura, Shepparton, Cobram, Numurkah, Stanhope and Murchison lines. The arrival of the train is being eagerly looked forward to by the residents, and indications point to another successful tour.

"Reso Train." — On 16th March, another "Reso" train will tour the Gippsland District. This will be the 8th Reso train run by the Department. It was suggested by the people of the Walpeup District, in the Mallee. They are anxious to see how things are done in Gippsland, and to make friends with their fellow Victorians. The train will stop at Wonthaggi, Leongatha, Korumburra, Warragul, Trafalgar, Sale, Orbost, Bairnsdale, Maffra and Yallourn. The tour will end on the 21st March, and the fare is the usual one of £15 15s. Holiday Excursion fares will be issued from any country station to Melbourne, from which point the train will commence.

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The Sex of a Railway Engine

Probably everybody has, at some time or another, been asked the old conundrum: Why is a ship always referred to as "she"? This important problem naturally suggests a similar query in regard to railway engines, which are also usually spoken of as appertaining to the feminine gender. Some light is thrown on this perplexing matter by the following letter from a correspondent, signed "Japanese Lady," which appeared in a recent issue of the San Francisco "Shipping Register":—

"Some time ago, you published in your paper voluble articles on female shipping steamer. I have thought to write you about female engine on train. You know why? Yes, they call she for many becauses.

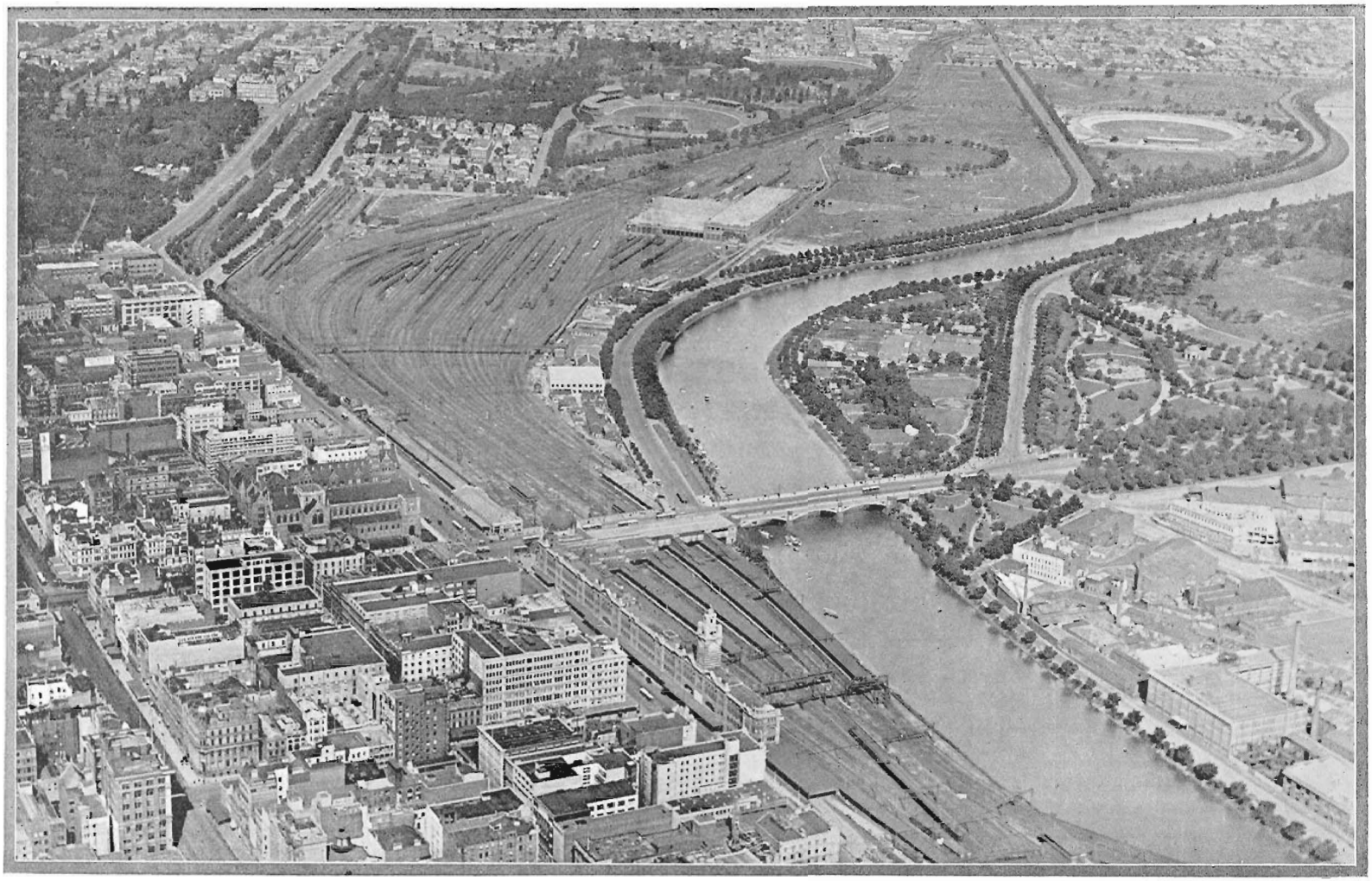
"They wear jacket with yokas, pins, hangars, straps, shields, stays. They have apron, also lap. They have not only shoes but have pumps. Also hose and drag train (passenger and freight) behind. They attract men with puffs and mufflers, and when draft too strong petticoat goes up. This also attract. Sometime they foam and refuse work when at such time they should be switched. They need guiding—it always require man manager. They require man to feed them. When abuse are given, they quickly make scrap.

"They are steadier when coupled up, but my cousin say they hell of expense. Is not enough reason?"

"What is the most important nut on a locomotive?" asked an old-time engineer of a group of young engineers who were about to make their first runs.

Nearly every nut to be found on a locomotive was named; but all guesses were wrong.

"A **loose** nut is always the most important nut on a locomotive or any other piece of machinery," said the old engineer, with a sly smile. "Watch 'em, men. Keep 'em tight, and you'll save yourselves a world of trouble." —"Forbes Magazine."



A fine aerial view of the Yarra and Flinders-street Station and Yard. The Melbourne Cricket Ground and the Motordrome can also be picked out.

Transportation District Notes

Metropolitan District

Mr. T. W. J. Cox, Metropolitan Superintendent, reports that, commencing on Monday, 9th February, 1925, the electric trains in service on the Williamstown, Dandenong and Mordialloc and Frankston lines were built up to seven coaches, and thus the seating capacity of these trains has been increased from 270 first class and 240 second class to 310 first class and 290 second class, making a total seating capacity of 600 per train. A better idea of the increased travelling facilities offered by the introduction of these seven coach trains can be judged by the fact that on Up trains up till 9 a.m. each week-morning, on the Dandenong and Frankston lines under 6 coach condition, seating capacity was provided for 16,320 passengers, but with the increase in the number of coaches on these trains, seating capacity for 19,200 passengers is provided.

New Stations. — New stations are in the course of erection between Ringwood and Croydon and at Poath-road, between Murrumbeena and Oakleigh (the old junction of the Glen Iris line with the Gippsland line). This latter station is almost completed, and has resulted in an appreciable increase in the price of land in the vicinity of the railway line at this particular spot.

It is anticipated that the new station between Ringwood and Croydon will receive good patronage from the outset. Since the introduction of electric traction on this line, the settlement in the district has developed with remarkable rapidity, and it would not be surprising if, in the near future, these outer suburbs were almost as popular as residential areas as the suburbs close handy to Melbourne. As further proof of the growing popularity of the outer suburbs, it is mentioned that a new station is to be built between Ringwood and Bayswater. Although this section has not yet been electrified, the district is becoming closely populated, probably in anticipation of the Ringwood-Upper Ferntree Gully section being electrified in the near future, when a much faster and more frequent service will be inaugurated on the Ferntree Gully line.

New Subway.—Owing to the frequency of the service on the Show Grounds and the Flemington Racecourse line at such periods as the Royal Agricultural Show and the Melbourne Cup race meetings, and the consequent delays to vehicular and tram traffic at the Epsom-road crossing at such times, it has been found necessary to construct a vehicular subway at this crossing. The work has been taken in hand by the Tramway Board, City and Essendon Councils, the Royal Agricultural Show Society, and the Victoria Racing Club.

Melbourne Goods

Mr. T. R. L. Sexton, Goods Superintendent, reports that for the month of January, as compared with the corresponding period last year, the traffic in agricultural produce received at Melbourne Goods Sheds was:—

Commodity.	Jan., 1924. Bags.	Jan., 1925. Bags.	Increase. Bags.	Decrease Bags.
Wheat	27,592	12,411		15,181
Flour	33,103	17,679		15,424
Bran	4,017	3,139		878
Pollard	937	622		315
Oats	98,505	43,385		45,120
Peas	2,148	4,314	2,166	
Beans	—	19	19	
Barley	24,782	64,714	39,932	
Malt	5,046	5,530	484	
Maize	4,846	3,836		1,010
Chicory	4	—		4
Potatoes	83,087	30,597		52,490
Onions	23,144	15,293		9,851
Carrots	86	52		34
Chaff	198,116	134,088		64,028
Millett	—	295	295	

Wool. — For the month of January, 1925, there was an increase of 896 bales received, as against January, 1925, whilst the increased number of bales received at Melbourne for the season to date is 58,516 bales.

The general traffic, both inwards and outwards, continues to show an increase this year. The traffic in bananas, and other tropical fruits from Queensland, shows no signs of declining; rather to the contrary, it is increasing each season.

Butter.—There has been a considerable increase in the number of boxes of butter railed to and from the various Cool Stores during the past season, and in interesting comparison is shown hereunder for the period 1st September to 31st December, 1923, and 1924:—

Government Cool Stores, Victoria Dock—

Year.	Inwards.	Outwards.
1923	135,246 boxes	83,370 boxes
1924	217,169 boxes	169,598 boxes

Victorian Butter Factories, Piggott-street—

Year.	Inwards.	Outwards.
1923	80,617 boxes	55,250 boxes
1924	127,347 boxes	54,066 boxes

City Market Cool Stores—

Year.	Inwards.	Outwards.
1923	45,088 boxes	20,444 boxes
1924	51,927 boxes	74,137 boxes

Shipping Business, Port Melbourne, and Montague Shipping Shed—

The following shows the growth of the Shipping Traffic since this business was transferred to the New Shed at Montague in the latter part of 1921:—

Year.	Inwards. Tons.	Outwards. Tons.	Total Tonnage. Tons.
1922	100,718	5,115	105,833
1923	130,367	8,215	138,582
1924	153,600	6,687	160,287

The work of constructing the New Railway Pier at Port Melbourne has been so far advanced that it is now anticipated that one berth will be available for use by the end of 1925; the corresponding berth, although nearly as well advanced, will be required for use of Contractor during the construction work on the other berths in advance of the first pair, consequently it will not be made available until the two Outer Berths are completed as well

The four new berths should be available for use in approximately 2½ years from now.

Together with the four (4) berths now at Prince's Pier, Port Melbourne, this will make eight (8) berths to provide cargoes for the Shipping Shed, which should result in a corresponding increase in the amount of cargo which will require to be handled at Montague. Such an increase will, however, entail considerable extensions to the present Shipping Shed and Platforms to permit of its being handled, and this is being kept in view so that such accommodation will be made available when required.

At Williamstown Pier

Mr. T. J. Murphy, Officer in Charge, Williamstown Pier, reports that grain traffic for five weeks ending January 21st this year, whilst somewhat better than for a similar period last year, is much in arrears as compared with 1922, and to a lesser extent than that for 1923. comparative figures for four years being—

	1922.	1923.	1924.	1925.
Shipped ..	840,732	548,867	616,226	606,502
Stacked ..	1,027,101	780,058	313,779	582,810
Reconsigned	52,122	21,160	31,958	144,312
Totals ..	1,919,955	1,350,085	961,963	1,333,624

Shipping has been very scarce this year. Consequently, when a regular flow of traffic from wheat centres set in for the seaboard, consignees were quite unable to deal with it.

Although the Commissioners made ample stacking space available for just such an emergency, it was not availed of by consignees. No provision having been made to obtain sufficient equipment in the shape of elevators, dunnage, and labour to deal with a heavy traffic, they were literally swamped with wheat in a few days, and failed utterly in releasing the trucks. Consequently, loading in the country had to be suspended, and the whole transport system disorganised until such time as shipping becomes available, and arrears of work in the shape of releasing trucks overtaken.

FRUIT GROWING ON THE MORNINGTON PENINSULA.—The title of an article by Mr. J. G. Lee, District Superintendent, Dandenong which appeared in our January issue, has been widely read, and numerous consultations with Mr. Lee by those interested in the subject have resulted.

Ballarat District

The District Superintendent, Mr. T. H. Maddern, advises that satisfactory progress is being made in the handling of wheat from the Wimmera and lower Mallee stations.

For the month of December, the comparative figures from a train performance standpoint were as under:—

	Dec., 1923.	Dec., 1924.
Average tonnage of loaded truck mile	7.3	7.8
Average weight of goods train per mile	391	415
Standing time per 1000 miles (hours)	18.1	17.8

From these figures it will be noticed that a very decided improvement in train working has resulted, reflecting credit on the whole of the operating staff and on the train arrangements provided by his predecessor (Mr. T. W. J. Cox).

Daylesford District.—Potato traffic finished with the November loading, and the new season's planting is showing nicely. A splendid grass season is somewhat against the local farmers this year, consequently there will be a fairly large carry-over of chaff for a future dry season. The local roads are in good order, and, as was anticipated, the motor traffic between Ballarat and Daylesford has shown an increase, this being reflected in the lessened passenger revenue derived by the Department.

Balmoral (Horsham-Hamilton District).—The conveyance of wheat to Portland was commenced early in February, and continued throughout the greater part of March. This is the fourth series, and is under the control of the Victorian Wheat Commission, which firm has commissioned a number of ships for overseas loading.

The traffic between Horsham and Hamilton was excellently supervised by Mr. R. F. Stanistreet, of Balmoral, who had been released by the Department to travel over the line daily, enabling him to keep in touch with each of the new staff stations, the majority of which were manned by regular officers from the Ballarat district. It is expected that a total of a quarter million bags of wheat will have been conveyed over the line by the end of the present month.

Ballarat Railway Picnic.—The Railway picnic to be held in Ballarat on the 7th March promises something outstanding to cater for the large influx of visitors to the city on this date.

A Gala Day will be held at Lake Wendouree, and already the various Committees have commenced active preparation. The Railwaymen of Ballarat have drawn up their programme, whilst various other Committees in Ballarat, representing cyclists, athletes, oarsmen, swimmers, are all combining to make the day a memorable one. Sideshows, amusements for children, sports meetings will be held at various points of the Lake shores, and at View Point an attractive aquatic programme is being arranged.

Waubra Line.—Mr. W. Steele, the Travelling Stationmaster on the Waubra line, reports that the harvesting operations during last month were in full swing, and all crops have been cut, and carting in has practically finished, the crops being mostly hay, with some barley and oats for threshing. Threshing operations have

commenced to be followed later with chaff cutting. The chaff mill at Learmonth has been kept busy cutting, also a large amount has been cut at Blowhard. The early potato crops are looking well, but owing to the low prices ruling, growers will not dig. The main crops are not at their best, this being due to the dry season, and the output will be light. An idea of the traffic offering on this line may be gained from the following:—

For the month of January, 34 trucks of stock were loaded at Waubra; 8 trucks sheep at Blowhard; and 6 trucks sheep at Addington. The outward goods traffic from Waubra for the month totalled 315 tons, January, 1924, 109 tons; Blowhard, 203 tons, January, 1924, 66 tons.

Should the dry weather continue, the demand for chaff will increase. Owing to a good season last year the demand for chaff was small; as a result there are hundreds of tons of last year's hay still on hand.

Sheep Hills. — Mr. D. McDonald, Stationmaster here, reports that wheat carting has eased off, to practically a few loads per day, only the long distance carters remaining on the roads. Slightly over 160,000 bags will pass over the weighbridge by the time the last bag is in. Of this quantity, close on 40 000 bags were trucked up to February 7th. During the month of January a record was established, so far as this station was concerned, and for the first five days would compare with any other station in the district, 2000 tons being dispatched, an average of 200 tons per day. Most of this season's wheat has up to date been trucked to Geelong, the millers easing off during January on their truck requirements. The attractive price of 6s. 6d. per bushel was a great temptation for farmers to sell, and many thousands of bags which would have otherwise gone into the pool was sold outright. A good many farmers sold too early on forward delivery price, as low as 5s. 4d. per bushel, and were delivering it at the same time as their neighbours, who were receiving the ruling price of 6s. 6d. The placing of empties (when they were being received in large quantities) was carried out along this line to perfection, and it is doubtful if the movements of trucks were ever so rapid in other years. Many instances of record travelling of trucks could be given, but one will suffice. Truck 8587 "I," which was loaded at Maroona for Geelong on 27th January, was back in Sheep Hills and loaded again ready for despatch at 9 a.m. on the 30th. The mileage, viz., Maroona to Geelong, 110 miles, truck then sent to Geelong Pier and discharged; Geelong to Sheep Hills, 199 miles; total 309 miles; time taken, including discharging of truck, 3 days, averaging 103 miles per day. The season to date (locally) has gone by without a complaint, and this is attributed to a spirit of co-operation that is always conspicuous at Sheep Hills between the public and the Department. So far as co-operation is concerned, the whole line will compare favourably with any other in the State; so far as the running staff are concerned, it is their evident desire to work in harmony with all they meet.

Dandenong District

Mr. J. G. Lee, District Superintendent, submits the following report:—

Beaconsfield Upper.—This district is growing in popularity. A great number of visitors took advantage of the holidays to spend a week-end in the hills.

Pakenham.—The experiments, which are being carried out in some of the district's orchards for the controlling of Black Spot and Woolly Aphis, under the supervision of the Agricultural Department, have been very successful. The Chief Officers of the Agricultural Department, on a recent inspection, expressed much satisfaction at the result of the experiments.

The best results were obtained from the use of a spray of one gallon of Red Oil, a pint of Nicotine Sulphate, in 80 gallons of water. Trees that in 1923 were badly affected with Woolly Aphis, are to-day clean. The heavy rains have had a serious effect on Potatoes, nearly ready to dig, and it is feared that blight may result. The fruit crops were benefited. All vegetables have been affected, and the supply will be considerably reduced.

The fruit yield should be exceptionally good, and the Jonathans are nearly ready to pick.

The estimated yield will be exceeded, and already thousands of cases have been sold for export in February. Price for apples has increased considerably. The first consignments for export are due to leave Pakenham February 14th and 27th.

Potato digging has begun, and crops promise to be heavy. Severe thunder storms have passed over the district, and heavy rain fell. Hail, it is feared, has done considerable damage to fruit crops.

Nar Nar Goon.—Mr. Levic, Assistant to the Government Entymologist, in company with District Orchard Supervisor, visited the orchards at Nar Nar Goon, and liberated a number of small insects known as Aphelinus Mali to cope with the Wooly Aphis parasite, and has proved to be successful. This is the first time which Aphelinus Mali has been liberated in a Victorian orchard.

Trafalgar.—A new overhead bridge is now in course of erection at the Trafalgar Railway Station.

The Narracan Shire Herd Testing Association is doing good work in regard to improving the type of dairy cows. Altogether 677 cows are now on the books for the monthly test. In the recent test, Mr. S. K. Sefton, of Moe, was first, for the best cow and best herd.

Yallourn.—A syndicate of residents in the Traralgon District is starting a sawmill at Tyres. The plant will be driven by Yallourn electricity, the line having been laid from Yallourn through the bush to the mill.

A company is also being formed to work the lime deposits on the Tyres River, and erect an aerial tramway for carrying the cement to Yallourn. It is proposed to manufacture building and agricultural lime. Lime leases have been pegged out on the Tyres River for years.

Yarragon. — The new premises erected for the Bank of Victoria has been open for business purposes. The bank and residence, which cost £2000, is situated in the main street, and is a fine acquisition to the town.

Harvesting operations are not yet complete in this district yet, on account of continual wet weather. Some of the oat crops are going black in the stooks.

Traralgon.—It is proposed to spend £10,000 in augmenting the water supply to the town. For 18 months the Committee has been trying to obtain a suitable tender for the work of erecting a new Town Hall and Municipal Chambers.

Rosedale.—The Trustees of the Racecourse are making great improvements. A new grandstand, which will cost £600, is almost completed, and new jockeys' room and other conveniences are being pushed ahead so as to be completed by February 26th, on which date the Cup Meeting will take place.

The Rosedale Council has decided to continue its policy of road-making and grading, which has produced satisfactory results in the past.

The Country Roads Board has advised the Council that the Sale-Yarram-road will be proclaimed a State Highway.

Sale.—The rabbit trappers in the district are busy at work, and are making good money. Over 1500 pairs of the rodents are being delivered daily to the cool chambers, at the Sale Butter Factory, where the London Export Co. have their headquarters. The company has four motor lorries operating the district, in addition to which large quantities are arriving by train from as far distant as Warragul on the one hand, and Lindenow on the other. The rabbits commanding a ready sale in the city, none are being exported.

A new milk drier has been installed in the Sale Butter Factory. This will prevent the loss of the butter milk, which, in the past, the company has had a difficulty in disposing of. The installation of the milk drier will turn this commodity to a profitable advantage. During the month of November the company has had an output of 64 tons, which constitutes a record for them. Unfortunately, the butter market is very depressed, with the result the dairymen are having a poor time.

Stratford.—High prices are being realised for sheep in this district. At a recent sale, when 43,900 were yarded, every lot was sold at prices 2s. and 3s. above the reserve. A good season for live stock is anticipated.

Lindenow. — The maize crops are looking splendid, and those on the hill country are looking exceptionally well for that class of soil. Several of the crops on the Mitchell Flats were frost bitten on Christmas morning, but thanks to the good steady rains which have subsequently fallen, little or no permanent damage has been done. Last season's maize is still being held, pending better market quotations. A slight rise is noticeable, and it is anticipated that prices will become firm during the current month.

Wool is still coming to hand; the quality is very good, and the returns most satisfactory.

Fruit and fresh vegetables are going forward in small lots, and the cream traffic is exceptionally good for this time of the year, which is due to the abundance of good green feed. The grazing country has never looked better, but unfortunately this splendid feed is going to waste, as graziers will not risk the purchase of store sheep at present prices. The question, however, is presented—What an opportunity for graziers of the northern areas to secure well watered and well fenced cattle and sheep fattening country at low rental.

All the firewood mills have resumed business after the holidays, and orders appear to be coming in freely. Red gum and box blocks are principally in demand, whilst 2ft. stringy bark and bakers' firewood of red gum saplings and wattle is also being cut.

Wattle bark is now coming in freely, and some good quality stuff is being trucked.

Tourists are at last being attracted to Lindenow to enjoy the beauty of the Upper Mitchell, which presents some magnificent scenery, including caves. Native game is in abundance in this country, and good fishing can be had.

This station for the half-year ending December, 1924, has shown a general improvement in revenue of £2233 over the corresponding period of the previous year. Hillside, supervised by Lindenow, shows an increase of £1543 for the same periods.

Bairnsdale.—Mr. J. Chapman's tobacco crop at Wy Yung is looking remarkably well, and has been pronounced by the tobacco expert of the Agricultural Department to be one of the best in the State, considering the class of soil.

Up-to-date machinery has been added to the equipment of the local fruit cannery, and is being used to treat the present crop of fruit and vegetables.

Tostaree.—The cotton experiment, which is being carried out at Tostaree, has not proved as successful as was anticipated, owing to the cold weather. It is likely that an experiment with tobacco will be carried out this year. The output of honey, both as regards quality and quantity, will this year be very satisfactory.

Nowa Nowa. — The sleeper cutters are at variance with the Railway Department in connection with the price fixed for white and brown stringy bark sleepers. The rate offered by the department is 4s. 2d. and 4s. 1d. respectively, while the men are demanding 4s. 7d. and 4s. 6d. each.

At a meeting held at Nowa Nowa, it was decided by 70 cutters, all of whom are members of the Australian Timber Workers' Union, not to cut any more sleepers until the price was raised.

Orbost. — The State Government is to be urged by the Shire Development Association to proceed with the recommendation of the Rail-

ways Standing Committee in regard to the extension of the railway line from Osbost to Brodribb, a distance of 6½ miles.

Maffra.—The weather at the ripening period has not been suitable for maize crops. A good deal of the maize when put in crib did not dry out, but became blue mouldy. At one crib, 800 bags became blue mouldy, and was valueless. Grain is being given away as pig and fowl food.

Officer. — The Pioneer Tile Co. has commenced operations at Officer, and a number of agricultural pipes have gone forward. The State Rivers and Water Supply Commission have taken delivery of these pipes to date.

Toora.—The visit of Mr. J. R. Martin, of the State Electricity Commission, recently to investigate the possibility of the Agnes River



A Well-known T.R.O.

Falls as an auxiliary of the Yallourn works and to facilitate the requirements of South Gippsland, has created enthusiasm and hope among residents. It is understood the engineer was much impressed with the beauty of the falls, but until an expert survey has been made, nothing definite will be known.

Yarram.—Word is to hand from Flinders Island that steam communication with Tasmania is likely to be uncertain, and that trade with Port Welshpool is desired.

A company is being formed at Flinders Island to run a steamer, preferably to Port Welshpool.

A deputation is to wait on the Railways and Agricultural Departments to improve facilities at Port Welshpool.

Geelong District.

Mr. J. T. Kenny, Acting District Superintendent, reports that present grain season is well in advance of traffic handled for a corresponding period last season, the figures being as follow:—

	1923-24.	1924-25.
No. of bags received December	6,181	123,508
No. of bags received January	393,472	1,259,157
No. of bags shipped December	—	—
No. of bags shipped January	247,217	481,399

Position of wheat traffic for seasons as follows:—

	1923 24.	1924-25.
No. of bags received to 7th Feb.	543,012	1,558,851
No. of bags shipped	247,217	643,981
No. of bags in stacks	191,431	914,870

The following figures in relation to coal traffic received at Geelong for month of January, years 1923, 1924, and 1925, are as follow: —10,141 tons (ex 3 boats); 10,554 tons (ex 3 boats); and 5827 tons (ex 2 boats), respectively.

The wool traffic for the season which has just about been completed shows a large increase over the preceding season's figures, viz.: — 101,168 bales in 1923 as against 134,014 bales in 1924.

Traffic dealt with at Warrnambool was very heavy during the month of January last. Nestles' Condensed Milk Co. shipped 2205 tons 15 cwt. of milk by various steamers, whilst the s.s. Chillagoe berthed and discharged 1504 tons coal. The timber boat, "Joan Craig," was also to have berthed at Warrnambool, with cargo of timber for the Co-operative Box Co., but owing to this boat being overdue for examination it was necessary for it to proceed to Melbourne, where its cargo was discharged, thence forwarded to Warrnambool by rail, 65 trucks fully loaded being required to accommodate it.

The following is a copy of a letter received by the Stationmaster, Warrnambool, in connection with the despatch of a consignment of milk by s.s. Lemaire, which the consignors advise is the largest consignment of milk ever sent away from any Australian port by one ship:—

"The Stationmaster, Warrnambool.

"Dear Sir,—

"In compliance with a request by our Mr. Mathieson regarding the truck and other statistics in connection with the recent loading of the Royal Dutch Packet Steamer "Lemaire," at Warrnambool, we have pleasure in handing you the following particulars:—Actual number of cases loaded, 49,300; number of trucks required for loading operations, 99; number of covers used, 99; dead weight of shipment, 1146 tons.

"We also take this opportunity of greatly appreciating your very valuable assistance with the supplying of trucks and tarpaulins and conveying the milk to the Pier, which resulted in the shipment being a very successful one.

"Yours faithfully,

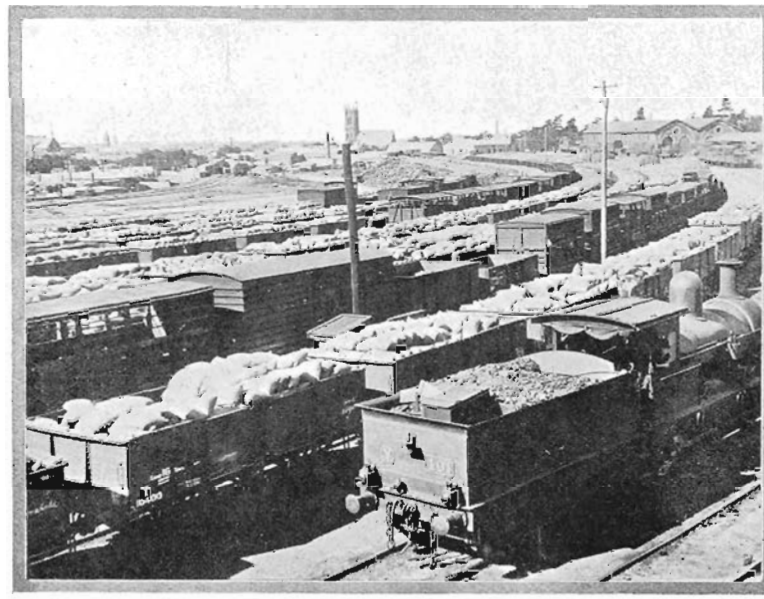
"NESTLES & ANGLO SWISS CONDENSED MILK CO. (Australasia) LTD.,

R. C. Munro, Manager."

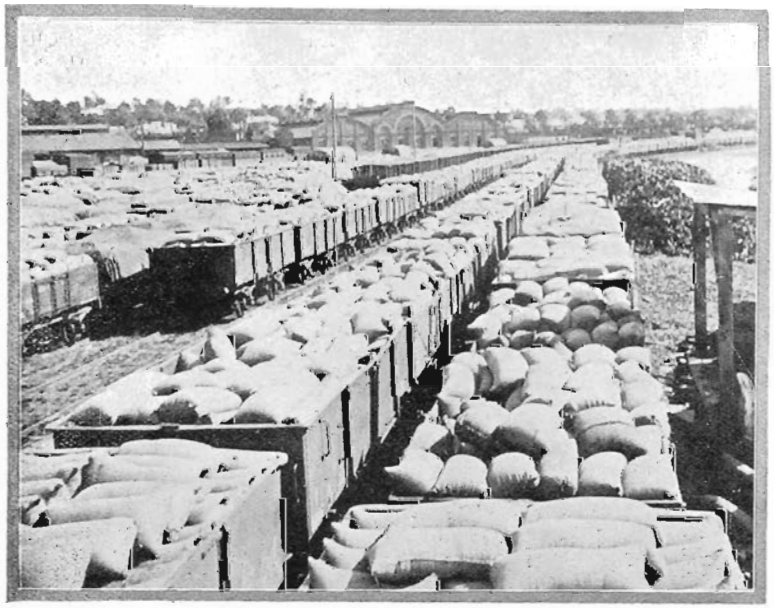
Seymour District.

Mr. H. E. Russell, District Superintendent, reports:—"Wheat carting is still proceeding throughout the district, and on 5.2.25 a total of 835,858 bags on hand at stations. Up to date a total of 1,062,601 bags have been railed to Williamstown and other ports as against 625,326 bags

for the corresponding period of last year, showing an increase of 437,275 bags handled over the period. As is usual at this season of the year, the demand for trucks has been abnormally heavy, and it has not been practicable to fully meet all orders. However, a fair and equitable distribution has been maintained, and the available trucks allocated in such a manner as to reduce complaints to a minimum, every reasonable effort being made to meet the wishes of our customers. It must be borne in mind, however, that wheat transport was greatly restricted during the early part of the 1923-24 season, due to the operation of the wheat pool, which required stacks of a specified number of bags to be accumulated at stations before surplus released for export. In many parts of the district, "stripping" is still in progress, owing to the serious interruption caused by heavy rain during the earlier part of January. In some quarters the fear is expressed that the quality of the grain will have been impaired as a result of "bleaching" of the standing crops, but up to the present the grain has been a very fine sample. The farmers generally are jubilant at the high prices ruling, and at present are very optimistic as to the future of the industry.



Wheat Traffic at Bendigo Station.



Wheat trains passing through Bendigo.

When at Cobram recently, Mr. R. B. Wallace furnished me with some interesting information illustrating the great advantages arising from the free use of superphosphate. For experimental purposes, one portion was sown with 45 lbs. to the acre, and the balance with 92 lbs., the latter yielding two bags more to the acre.

I have previously mentioned in these columns the interest now being taken in top-dressing of pastures in the district, and in this connection it is worthy of note that excellent results have been obtained by the lucerne growers in the Stanhope area by the use of 30

cwt. of gypsum to the acre in top dressing, as against the 3 cwt. of superphosphate per acre strongly recommended by Mr. Bartels, Irrigation, Field and Lucerne Expert.

Present indications point to the fact that the superphosphate and artificial manure traffic will be abnormally heavy during the next few months. Throughout the whole of this district, and extending for over 300 miles into Riverina territory, the local agents of Melbourne firms are booking heavy orders for early deliveries. The quantity of superphosphates used per acre is always to a great extent governed by the financial returns from previous seasons' yields, and with the splendid prices obtaining for this season's wheat and wool crops, farmers generally will increase their sowing allowances. More superphosphate means greater acreage under crop and bigger yields.

Fresh Fruit Traffic.—During the month of January, a total of 799 louvre trucks were loaded with fruit from Tatura, Merrigum, Tongala, Kyabram, Toolamba, Mooroopna, and Shepparton, including 513 for Melbourne, 253 for Sydney, and 33 to other centres, in addition to a large number of partly-loaded and van trucks, not included in this total. Much depends on weather conditions at this time of the year, and the absence of fine warm weather in the middle of January somewhat retarded the ripening of the fruit, with the result that the "Elbertas"—the main crop of late dessert peaches—is only just now coming in (5.2.25). No hitch has occurred up to date, and we have been able to maintain a full supply of louvre trucks, but at all times the traffic has to be watched very closely. The peaches now coming in are mainly Elbertas, Early Crawford, and Tuscan varieties, with small lots of early Clings. The quality is quite up to the average, being of good size, firm fleshed, and well flavoured. A very pleasing feature up to date, and of great comfort to the growers, has been the entire absence of the dreaded fly, from which it would appear that the drastic Government measures adopted last year to eradicate the pest have proved their value.

When at Shepparton recently I paid a visit to the cannery, where operations are now in full swing, and the daily deliveries very heavy. Some idea of the magnitude of this great establishment may be gathered from the fact that at present a total of 67,000 two-pounds tins of fruit is being processed daily, and the maximum has not yet been reached.

The fruit traffic will continue very heavy for some time, and the peak period will not be reached for about another month.

Amongst the hard fruit crops grown in the district, the luscious Williams' pears is the principal crop, and during the present season an abnormally heavy crop is being harvested. Great interest has been taken in the trial shipment of 5000 cases to England by the s.s. Surrey, the bulk of which was grown in the Shepparton, and Ardmona areas. The fruit was graded, packed, and pre-cooled under the supervision of Mr. D. Adam, of the Department of Agriculture, and when inspected by the Minister for Agriculture (Col. Bourchier) at Victoria Dock, he expressed himself as highly pleased with the manner in which the fruit had been wrapped and packed.

For several years past there has always been a glut of pears towards the end of February, and in order to obviate this the pear growers have now formed themselves into what is now known as the Pear Growers' Association, the main object being to direct public attention and bring about a ready sale of the surplus. With this end in view, the association has sought the co-operation of this Department, and a special pictorial poster has now been issued.

The following official figures will give some idea of the growth of the fresh fruit industry in the Goulburn Valley territory:—Ardmona, 2900 acres; Lancaster, 1000 acres; Toolamba, 200 acres; Shepparton, 2500 acres; Tatura, 700 acres; Merrigum, 800 acres; total, 8100 acres."

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Tourist Bureau Notes

Mr. J. C. Boyce, Government Tourist Officer, reports that the revenue for January, 1925, was £41,096, an increase of £6632 over January, 1924. The percentage increase represents 19.2 per cent.

Since 19th January, all time tables, maps, etc., have been sold on the round counter, a clerk having been sent over from Head Office to perform this work, also copy "C" books, and take charge of ticket stock. This rearrangement of duties is working satisfactorily.

The new poster issued by the Daylesford and Hepburn Progress Association was exhibited during January, and excited much admiration and favourable comment, and, no doubt, would give an impetus to the bookings for that line.

Much inquiry was received for information concerning the Sydney-Orbost-Nowra route, and 25 tickets (representing £220 revenue) were issued during the month.

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Perfectly Plain.—"This letter," stormed the boss, "is disgraceful. It's not at all clear what you're talking about. A man who cannot make himself understood is an absolute idiot. Do you understand?"

"No, sir," replied the clerk meekly.

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A lady was having a bath, and the maid knocked on the door and asked her to slip on something and come down, as she had an urgent visitor.

She slipped on a piece of soap and came down.

The World's Progress

Address by Sir G. H. Knibbs.

Sir G. H. Knibbs, Director of the Commonwealth Institute of Science and Industry, last week delivered an address to members of Chancery House Association, Melbourne, in which he briefly reviewed some present-day problems. Throughout the world the condition of unrest, the questions of international finance, the increases of population, the food supplies of the future and similar matters were, he said, challenging the attention of the thoughtful, and that for people who were proud of their heritage and who thought of the future the matter was worth thinking about. In less than 150 years the world had tripled its population. It could not repeat this. The possibility was opened up by the era of science and invention, but whatever might be the future accessions to human knowledge and their application to man in the future, the world could not triple its people. A systematic study of the facts had awakened men like Professor Hill, of Columbia University, New York, and Professor East, of Harvard University, to a careful review of the whole position. The first had surveyed the possibilities of world agriculture, and the second the possibilities of population. The social and economic organisation of the world's peoples were problems of the first order of importance. Some people were in earnest and intensely progressive, and it was futile to feel angered at their advance. The position of Australia had been thoroughly studied. With a handful of people occupying a territory of great value, the potential wealth of which was but slightly exploited, a dog-in-the-manger policy would be useless. The best information and skill in its application, hard-working and hard-thinking habits, a wise thrift personally, communally and nationally, might create much larger possibilities of carrying population and creating material wealth so that the wherewithal would exist for the Australian people to live and thrive, and to defend themselves against inroads of others who wished to challenge their rights.

Knowledge of metals and their alloys had advanced by leaps and bounds, and construction was safer. Great Britain during and since the war had been enlarging her equipments for research. Germany had done much to secure information from everywhere and herself to prosecute research systematically, and to organise it and its applications for national ends. Great citizens of the United States of America had helped in the direction of scientific research pure and applied; they had lavished their wealth so that America would take one of the highest, if not the highest, places in making science the handmaiden of man.

What were we to do in Australia? Were we to liberally equip our University laboratories, those of our technical colleges, of our Institute of Science and Industry, as regards personnel and material, or were we to let them languish? It was a bad thing for any country if its citizens ever felt they could be better educated elsewhere. Birth control would be inevitable in the world, but the quicker Australia multiplied its population the better would be the country's position.

William Byrd's Church Music

Byrd is often compared with Palestrina, who was some twenty years his senior. Both lived to a great age, and both left behind a very large amount of music. But in vocal composition their styles are dissimilar. Palestrina excels in smooth and polished workmanship; Byrd in vigour and variety of conception. With Palestrina the development of the individual part is subordinated to the construction of the whole; with Byrd there is a tendency to sacrifice the general effect to the individualised vitality of the texture. Discords are abrutly taken and abruptly quitted by voices intent on the working-out of some commanding phrase.

The distinction must not be pressed too far; Palestrina can be strenuous, and Byrd ethereal; but, generally speaking, it holds good not only as between these two great composers, but as between the two national schools which they consummate and represent. . . . It has been stated that Byrd was the originator of variation form. Whether the truth of this statement can be proved, or not, it is certain that Byrd was one of the first to develop the idea of writing a theme with variations. . . . It is true that the Elizabethan string quartet compares with that of Haydn only as a viol of the same period compares with a Stradivari violin, but it should be remembered that Byrd and the other composers of his school lived two centuries earlier than Haydn, and that some credit, at least, belongs to these Englishmen as the pioneers of instrumental chamber music.—From "Tudor Church Music" (Oxford).

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Cheer Up!

Remember this:

When Abraham Lincoln was a young man he ran for the Legislature, in Illinois, and was badly swamped.

He next entered business, failed, and spent seventeen years of his life paying up the debts of a worthless partner.

He was in love with a beautiful woman, to whom he became engaged—then she died.

Later he married a woman, who was a constant burden to him.

Entering politics again, he ran for Congress a second time, and was badly defeated.

He then tried to get an appointment to the U.S. land office, but failed.

He became a candidate for the U.S. Senate, and was badly defeated.

In 1856, he became a candidate for the vice-presidency, and was again defeaited.

In 1858 he was defeated by Douglas

One failure after another — bad failures — great setbacks.

In face of all this, he eventually became one of the country's greatest men, if not the greatest.

When you think of a series of setbacks like this, doesn't it make you feel kind of small to become discouraged, just because you think you are having a hard time in life? — "Railroad Men."

Rolling Stock District Notes

Metropolitan District

Through the C.M.E., Mr. W. H. Deasy, Acting Metropolitan Rolling Stock Superintendent, reports that the present is a very busy period, and has been so for some months. The Xmas and New Year holidays meant the employment of every available engine to run all services.

The staff as a whole rendered the most loyal assistance, and it was most pleasing to recognise this by sending a note of appreciation to be posted in the North Melbourne Depot for the information of all concerned.

Co-operation was the keynote of this success, and this spirit is becoming more noticeable.

Owing to the wheat traffic a number of engines and men have recently been temporarily sent away to country centres.

The total number of engines at the depot is 178; the total number of engines at outstations is 22; total, 200.

The number of superheaters is 47; the number of saturated engines is 153; total, 200.

Coal conservation meetings have been regularly held, and well attended. The discussions have been most interesting and instructive. Many valuable suggestions are still being received and adopted.

The water supply in the district is still good, and special attention is now being given to that at Gembrook, with a view to placing it on a more satisfactory working basis.

The steam motor service between Red Hill and Frankston has been reverted to.

Standing time is being closely watched, and has increased lately, due to the busy wheat period at Newport and Williamstown.

All engines are now equipped with spark and ash arresters.

Oil and coal consumption is being closely watched, and the Running Officer is travelling regularly with enginemen to assist in this most important part of our operations, as well as assist enginemen generally, and by this means improved results are anticipated.

A.N.A. Day on the 26th ult. was a very busy one on all suburban lines, and the usual busy time was experienced at Fern Tree Gully; however, everything went off well, Loco. Officers being in attendance all day at Flinders-street and Fern Tree Gully supervising operations.

The timekeeping of trains is well maintained.

The passenger services show 7 per cent. late.

The mixed services are 4.25 per cent.

Ballarat District

The following has been received from Mr. E. Jackson. District Rolling Stock Superintendent:—Published in the "Railway Gazette" of October 3rd, 1924, is an abstract of Colonel Pringle's Annual Report of Railway accidents on British Railway Companies' lines in 1923. One case of derailment was due to "buckling of the track in hot weather, owing to insufficient freedom of movement of the rails at the joints."

Two cases of buckled track have come under my personal notice. One on a Northern Mallee track, which resulted in a derailed van (Z), was the subject of a Board of Inquiry. The finding of the board was "that the expansion provided for at the joint of the rails had failed to function." The other case was of quite recent date, and happened on a Western District branch line. In this case the track had made a side slip of 24 inches, and was noticed by the patrol men before the passage of any train. It was interesting to note that both cases happened as the result of a sudden and abnormally high sun temperature. The reason is obvious:—During the winter and spring months the expansion would be negligible, giving the fishplates and bolts an opportunity to set tight, and the joints between the rails to fill with ballast. The expansion must follow the line of least resistance, with the result as stated. Sudden high temperatures in the early summer should be a danger signal to the track force to be on the look-out for this sort of thing, especially when the line is lightly and poorly ballasted.

Extract from the "Railway Gazette" of 3rd October, 1924:—"Our American contemporary 'Railway and Locomotive Engineering' directs attention to the amount of dismantling which may be necessary to enable an inside dry pipe to be repaired, and refers to a locomotive in which an outside dry pipe is used to prevent such difficulties arising in future."

Here in Victoria we are up against the same proposition. Only those who have been required to repair these internal steam pipes know what a heart-breaking job it is. Unless you are lucky enough to have a skilful "midget" of a mechanic, one or two longitudinal stays must be withdrawn, and sometimes tubes, before you can reach the defective pipe. The Depot Foreman, Ballarat East, was extremely lucky in this regard last week. He unearthed a "midget" mechanic from the Ballarat North workshops, whom the workshops manager had kindly loaned to him. This young mechanic "dived" into the boiler of 654 DD as though it were his home, without removing any stays or tubes, and had a broken jet pipe out and a new one in in record time. Unfortunately we cannot always get men small enough (physically) for the job.

Extract from "Railway Gazette" of 3.10.24:—"The percentage of hot axle boxes on cars and waggons (Bengal-Nagpur Railway) dropped from 3.86 in June, 1923, to 2.81 in June, 1924. Three reasons for the improvement are given:—

"1. Riveting on axle box covers, which makes it difficult for the would-be thief to remove waste and oil.

"2. To the greater care exercised by the Car and Waggon Staff.

"3. To the inauguration of the new 'Watch and Warn' branch, whose watchmen make it somewhat risky for thieves to work, even at night."

The inference that we draw from this is that their hot boxes are mainly caused through the oil and waste being pilfered from them. What a happy position we would be in if we could definitely place our hot box causes under three such headings. Our causes are legion, and the remedy is VIGILANCE—ETERNAL VIGILANCE.

Time gained and lost by engines from Stawell Depot for the month of November is as follows:—

Passenger and express—826 mins. gained, 227 mins. lost, net gain 599 mins.

Mixed trains—1373 mins. gained, 133 mins. lost, net gain 1240 mins.

The time lost is due entirely to R.S. Branch, and time gained is when, for any reason, train has got behind its schedule, and the load has permitted of a faster speed than that laid down to maintain the full load schedule, to be attained.

Very satisfactory mileage is being obtained from engines employed at Stawell and Dimboola on express, passenger and main line mixed trains. Six superheated A2 engines regularly run between them per week, 6475 miles, or an average of 1047 miles per engine per week. The only loss in mileage due to washing out boilers is 125 per week at the Dimboola end, which is allowed for in figures given. As the roster embodies the East-West Express, which involves a lay off at Serviceton for long periods (but which is unavoidable), our averages are necessarily lower than they would be if engine could be utilised.

Recorded in the "Ballarat Courier," 50 years ago last month:—"The Phoenix Foundry this week delivered to the Western Railway terminus the eighth engine of the original contract."

"That new Railway Institution, the 'staff,' has just been introduced on the Ballarat-Geelong line. It is believed that it will avoid the possibilities of collisions on the line."

Bendigo District

Mr. J. McLeod, District Rolling Stock Superintendent, says:—In submitting my first report to the "V.R. Magazine," I wish to remark how pleased I am to be afforded an opportunity of telling something of this very important district of our Victorian Railways System.

The Northern District has, and I believe I am right in saying, the largest mileage of any district in the State. It contains conditions, as far as sparseness of population, distance from supervising centre, and water conditions for locomotives, quite different to any other. For instance, in the section Korong Vale to Robinvale, there are five watering stations, and each has a different class of water, so that an engine, after running a return trip on that line, is required to have its boiler washed out.

For this season we are to have the benefit of the regrading work done between the sections Boort to Quambatook, which will enable DD engints to take a 12 per cent. increased load. In Weekly Notice No. 33/24, permission was given for "K" class engines to run to Robinvale at a speed of 25 m.p.h. This privilege now enables the "K" class engines to run the full length of the section Korong Vale to Robinvale, and will be of great benefit when the rush of the wheat traffic commences, as a "K" class will be enabled to haul to Korong Vale sufficient tonnage to make a "C" class load thence to Bendigo. I will be able to report fully in my next as to the working of the "K" class on the Ultima line.

I am pleased to say that the condition of the water, owing to the favourable rains during the spring, is satisfactory, and no trouble is likely to be experienced in that connection.

There are two engines in this district fitted with the new air controlled firebox door, and I think when the enginemen become more used to them they will appreciate the benefits of the new appliance. In addition, there is a "C" class engine here with exhaust steam injector, but as this is yet in the experimental stage, I am not able to speak authoritatively whether the success hoped for has been obtained.

The spark arresters fitted on engines are in a satisfactory condition, and although there is a wonderful growth of grass in some of the northern sections I have not yet heard of any fires caused by sparks from locomotives.

The machinery in the turnery is now worked by electric drive, which controls an air generator, and also supplies air to the engine sheds for the purpose of blowing out tubes in engines. This is an advancement on the old methods.

The rail motors running on the Deniliquin, Toolamba, Cohuna, and Ultima lines have been fully tried out, and are successful in every way. Very little trouble is experienced with the motors, and I understand the country passengers appreciate the efforts made by the Department to provide quick passenger transit. It appears that requests have been made for further extensions of the rail motor service in this district.

Our fuel conservation meetings are a feature in which great interest is evinced by the local Committee, who, with the Secretary, are to be congratulated upon the interesting meetings, which have maintained a spirit of good comradeship since the inception of the movement.

Dandenong District

Mr. J. W. Carter, District Rolling Stock Superintendent, says that, in consequence of the volume of traffic during Christmas, the rolling stock arrangements were abnormally heavy. Owing to the keen assistance of train crews, operations were carried out with a minimum of mishaps.

The coal and water supplied has been satisfactory, which fact assisted materially in successful engine performances.

All the engines in this district are fitted with spark and ash arresters.

Flange lubricators, which have been used extensively on the Strezlecki line, have proved most satisfactory.

It is expected that the McBride tunnel (State Mine), which was devastated by fire on 10th August, 1924, will commence operations in the near future. This mine will prove a big factor in the production of coal.

Since the introduction of the rail motor metween Bairnsdale and Orbost, an improvement has occurred in passenger traffic. As a result, road competition by motor car has been entirely eliminated.

Consequent on the result of tests carried out by District Rolling Stock Superintendent, in conjunction with Transportation and Rolling Stock Train Running Officers, the undermentioned alterations have been effected:—

(a) Banking engine between Drouin and Warragul has been dispensed with, the train engine now hauling train to Melbourne.

(b) Banking engine between Rosedale and Traralgon has been dispensed with, thus eliminating light engine running between Traralgon and Rosedale.

(c) Loading has been increased between Futchrer's Siding and Munro, and is being successfully hauled.

These alterations have effected considerable saving in engine power, stores, etc., and has reduced the hours of crews at Traralgon Depot.

Geelong District

Mr. J. Fowler, Acting District Rolling Stock Superintendent, reports that during the last eight months a test of water from a bore in the depot yard at Warrnambool has been in progress, the Warrnambool pilot using the bore water exclusively. Usually water supplied by the Warrnambool Water Trust is used. At commencement of test, engine 744 DDE was employed, but after about one month, and as the result of a cracked throat plate, this engine had to be withdrawn. With this class of engine it was noted that a wash-out was necessary every third day, as against every second day when using Trust water; also that there was a marked decrease in the priming of the boiler. Engine 355 EE then continued with the test, and for six months continuously used bore water, with good results, although it was still necessary with this class of engine to wash-out every second day. No tube trouble was experienced during the period, but in the seventh month it was found that a considerable number of the tubes had commenced to leak to an extent necessitating the engine being brought into depot for attention.

In the meantime, 376 EE has continued with the test without trouble to date. As the scale and residue removed from the boiler of 355 EE during wash-outs appeared to be heavier than formerly, samples were obtained for analysis by the Laboratory Staff, and on account of this and the tube trouble experienced, it is possible that with the dry season the water has become more impregnated with impurities. To determine this latter point, a sample of water is now being obtained for analysis and comparison with sample originally tested.

Colac.—Recent additions to the loco. premises at Colac are a portable hut for use as a drivers' room (and for enginemen's lockers), and also a lathe and a shaping machine. These machines have been accommodated in a bay built on to the side of the shed for the purpose. An electric drive has been installed for these machines, and a drilling machine. The equipment makes a serviceable addition to the Colac shed.

Camperdown.—The DD engine stationed at Camperdown for the Timboon service runs on Camperdown, and, at times, Timboon water. Neither water is of the best quality for loco. uses. Frequent washing-out is necessary, and with some boilers heavy scaling occurs. A trial of Peerless boiler fluid is now in progress to generally improve the quality of water, and results obtained in ordinary service. From the notes, so far available, of this trial this fluid allows of much higher mileages between wash-outs, and has also an effect on the scale and other deposits removed at wash-outs. A sample of these latter has been forwarded for analysis by Laboratory Staff.

"C" Class Engines.—On the 29/12/24, the first of these engines to come into this district arrived at Geelong en route for Stawell. The following day three additional "C" engines arrived at Geelong; one of these was also for Stawell. These engines are to be utilised to haul wheat from the country centres to the seaboard, on which work they commenced on the 2/1/25 in this district. Excellent results are anticipated from this working, as each "C" engine can take 60 vehicles away from Geelong and bring in from Ararat a train of wheat of a gross tonnage of 1128 tons.

Maryborough District

The Chief Mechanical Engineer submits the following report from this district:—Prior to the shipping strike, the wheat traffic here promised to eclipse that of former years, and constitute a record, but as a result of the strike the traffic, of course, eased, and most of the extra staff, temporarily transferred from the Metropolitan District to cope with the traffic, have been returned.

The successful handling of the wheat traffic required that all rolling stock be put into first class order, and in this respect every attention was given to bring about the desired result.

Owing to restrictions the trains north of Donald are hauled by the "DD" engines, and the available "K" and "A2" engines are used

to bring the increased tonnage from Donald to Maryborough, on which section the heavier grades occur, and by this arrangement the Donald yard is kept much clearer of loading than formerly. The advent of the "C" class locomotives, and the extension of the running of "A2" through to Woomelang, will be welcome in order that the handling of the wheat traffic in this district may be further facilitated. The regrading of part of the section Bealiba-Emu has been completed, and this should be a great assistance to enginemen in the handling of long and heavy trains, although no alterations are made in respect to the loads, as the regrading of the section referred to has not affected the ruling grade between Donald and Maryborough. The question of through running of engines is at present under consideration, and tests are being conducted with a view to ascertaining the efficacy of this arrangement.

The efforts of enginemen in making up time in sections, more especially on the important passenger trains, are greatly appreciated by District Officers, who have frequently commended drivers, and expressed appreciation of their very creditable performances.

The importance of the spark and ash arresters being kept in order is fully appreciated by all staff concerned, and a careful watch is kept to see that every necessary attention is given.

With the use of the anti-foam compound, excellent results have been achieved, both in respect to increased mileage between washing-out and in regard to repairs, etc.

Seymour District

Mr. J. M. Ryan, District Rolling Stock Superintendent, in his statement, says that prior to June of last year the engines of the express trains were confined to the running as between Wodonga, Albury, and Benalla, and fresh engines were supplied at Benalla to run between Benalla and Melbourne. In order to economise in engine power, a new roster for engine running was introduced, which enabled the engine of the 1st division, viz., Sydney express to run the Albury express through to Melbourne, and return to Benalla with the 5.0 p.m., likewise the fresh engine that is put on at Benalla to continue the running of tne 1st division to Melbourne returns with the 4.0 p.m. Benalla, and then takes up the running of the 5.0 p.m. to Albury; by this means two engines have been cut out. The engine running has been satisfactory, and increased mileage has been attained. A perusal of the express and passenger mileage R.S. 168 B for December discloses a few interesting figures, viz., 942 A2 ran 5158 miles, 1058 A2 5123 miles, 996 A2 4455 miles, and 992 A2 4301 miles. The depot has 11 superheater engines, a number of which are employed on the above running, the remainder being utilised as occasions require on this class of running and goods work. The total mileage run by the 11 engines was 40,674 miles for the month, a daily average of 136.9 miles.

During the past few months further economy has been introduced on engine mileage on express running, and when it is found that either of the Up expresses has over the load up to 26 cars, the use of assisting engine, as was formeriy the custom, is dispensed with from Benalla to Seymour, which is a direct saving of 60 miles, and the experiment has proved very successful, and good time has been kept, not more than 4 mins. having been lost on any occasion, due to locomotive. Another decided advantage is gained by this system of running, as it practically gives Benalla the use of an A2 engine and crew for other requirements.

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From the Commissioners to the Staff

Up to the present the Department has creditably performed its task of handling this season's harvest, the quantity of wheat carried to date being 1,000,000 bags more than was transported during the corresponding period of last season.

In acknowledging with appreciation the good work which has already been done by the staff to achieve this result, the Commissioners would, however, point out that we must not relax our efforts, as ships are now arriving in greater numbers to load wheat cargoes for the overseas markets.

With every confidence the Commissioners look forward to the maintenance of these splendid efforts so that at the end of the season we will have the knowledge that we have given satisfaction to our patrons throughout the State, with corresponding enhancement to our already well-established reputation for good service as carriers.

Help Us to Help You!

W.N.(5).

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Johnny Knew.—The teacher was trying to impress upon the children the importance of not forming bad habits; and she asked: "What is it that all of us find so easy to get into and so hard to get out of?"

There was silence for a moment, and then little Johhny answered brightly: "Bed."

The Man Underneath.—"I had a fearful fright last night. I heard a noise, got up, and saw a man's legs sticking out from under the bed."

"A burglar's legs?"

"No, my husband's. He heard the noise before I did."

"Yes, when she wasn't looking I kissed her."

"What did she do?"

"Refused to look at me for the rest of the evening."

Timekeeping at the North Melbourne Locomotive Depot

By H.L.D.

The article in the January issue referring to the work of the Transportation Branch's timekeeping staff at the Melbourne Goods Depot was very interesting, and has prompted me to let you know of the doings of the Rolling Stock Branch Timekeeper's staff (Mr. T. C. O'Donoghue, Officer-in-charge), at the North Melbourne Locomotive Depot.

Mr. O'Donoghue can rightly claim for his staff a high degree of efficiency, one important feature being that the check on the compilation of the pay rolls is carried out in its entirety prior to payment, and adjustments carried over to the next pay are practically unknown.



Mr. T. C. O'Donoghue.

In connection with the fortnightly payment of the staff made on Tuesday, December 30th, the pay rolls at North Melbourne included time worked, penalty allowances, and trip expenses on all shifts commenced prior to midnight on Saturday, December 27th, and with the exception of a few men who defaulted with their time-sheets, the whole of the 1200 men at the Depot and in the District, which extends to stations as remote as Warburton, Stony Point and Lancefield, received their correct earnings in full on Tuesday, December 30th, without any time having been anticipated. When it is appreciated that to estimate the payment due to an Engineman for a country trip, it is essential for the timekeeper to have details certified by the Stationmaster and Loco Foreman at the terminal station to which the engine runs as to how the time of the Driver was occupied from arrival to departure, and that this information is not brought back by either the Driver or the Guard of the train, some idea may be formed of the excellence of the organisation which admitted of pay rolls, inclusive of all trips run on Saturday, the 27th December, being accurately compiled, checked, and lodged with the Paymaster during the afternoon of the following Monday, and the performance is accordingly open to challenge.

Mr. O'Donoghue has been in charge of the time-keeping at North Melbourne since the inception of fortnightly pay, and for some years prior to that date, and not only have the pay rolls never been late, but since fortnightly pay has been instituted, it has never been found necessary to anticipate time or to carry forward penalty time or travelling expenses.

As a matter of fact, the Rolling Stock Branch claims the credit for the present system of complete fortnightly payments, as it was the first Branch to advocate, and subsequently to demonstrate with the first pay throughout the State, that a complete and accurate fortnightly payment on each alternate Thursday was a practicable proposition.

It would be well if employes of both Rolling Stock and Transportation Branches throughout the State paused to reflect on the conditions under which Timekeepers have to work against time each pay roll week, in order to keep faith with the men on the job for Pay Thursday, and to extend to these officers an attitude of greater appreciation than is the case at the present time.

Unfortunately, there are a few members of the staff who are prone to find fault with the Timekeeper when their pay or expenses is less than anticipated, without realising that any Timekeeper who either underpays or overpays an employe is certain to be called upon to explain any irregularities. Timekeepers have less latitude in the performance of their duties, and their work is more closely scrutinised and supervised than that of any other section of the staff.

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"If we work marble, it will perish; if we work upon brass, time will efface; if we rear temples, they will crumble into dust; but if we work upon immortal minds and instil into them just principles, we are then engraving that upon tablets which no time will efface, but will brighten to all eternity."—Daniel Webster.

"All men are entitled to an education —but they have to get it."

"It helps the world a lot just to want to help it."—Baltimore Sun.



Warburton on the Upper Yarra

As a tourist resort, Warburton has an established claim. Situated only 48 miles from Melbourne, the township is built on the side of a mountain range, about 500 feet above sea level. Here the picturesque valley of the Yarra is walled in between the ranges rising to the north and south, and the view, from an elevated position up the hillsides, with the fast-flowing river below, the towering range opposite, and up the valley, the forest clad ranges in the distance, is a remarkably fine one.

Flowing in good volume over its rocky bed the river is the great feature of Warburton. It is spanned by several bridges, from which visitors can enjoy charming views of the running stream, or by which they can cross from side to side, and follow the winding paths which lead to cool and shady retreats on the river banks.

Up on the hillsides are to be seen numerous dwellings, many of them guest houses, and in the main street is a goodly array of shops, and the usual characteristics of a thriving township. The town is provided with electric light, a splendid permanent water supply, convenient postal and telegraphic facilities, and a continuous telephone service.

Around Warburton there are gullies with a wealth of lovely ferns and native shrubs, and the beauty spots, within easy distance, offer a wide field for choice. Scotchman's Creek and Gully abound with ferneries and waterfalls, and amply repay a visit. At the head of La La Valley, which is three-quarters of a mile out of the town, are the Bridal Falls; the valley is about a mile and a half in extent, and the way to it lies, for the greater part, along a timber track. Brisbane Gully, three-quarters of a mile further on, contains some magnificent specimens of tree ferns.

The main valley road following the windings of the river is a splendid avenue, from which to view the ever-changing river picture, and either on foot or awheel, tourists can travel for miles through a delightful wealth of sylvan beauty.

The summit of Mt. Donna Buang, 4080 feet above sea level, is distant eleven miles by a winding road, and it is the great objective of tourists from Warburton. It is the highest peak within 100 miles of Melbourne, and, when snow-covered, is a great attraction to the people of the metropolis. The journey, however, under snow conditions, is difficult, as transport by car is not possible beyond a distance of about five miles, owing to the road not yet being metalled. A shorter pedestrian track on a much steeper grade runs from Warburton in a fairly direct course, but only those in full vigour and able to climb should attempt this journey.

In the fine reaches up stream there is good opportunity for fishing sport, while in addition to the pleasures of the many possible excursions, the public recreation ground, bowling green, and tennis court in the township, as well as the courts laid out at the guest-houses, provide varied amusement for visitors.

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An Englishman travelling on the Continent had engaged a smart servant, and on arriving one evening at an inn in Austria, knowing well the stringency of the police regulations, he called for the usual register of travellers, that he might duly inscribe himself therein. His servant replied that he had anticipated his wishes, and had registered him in full form as an "English gentleman of independent property."

"But how have you put down my name? I have not told it to you."

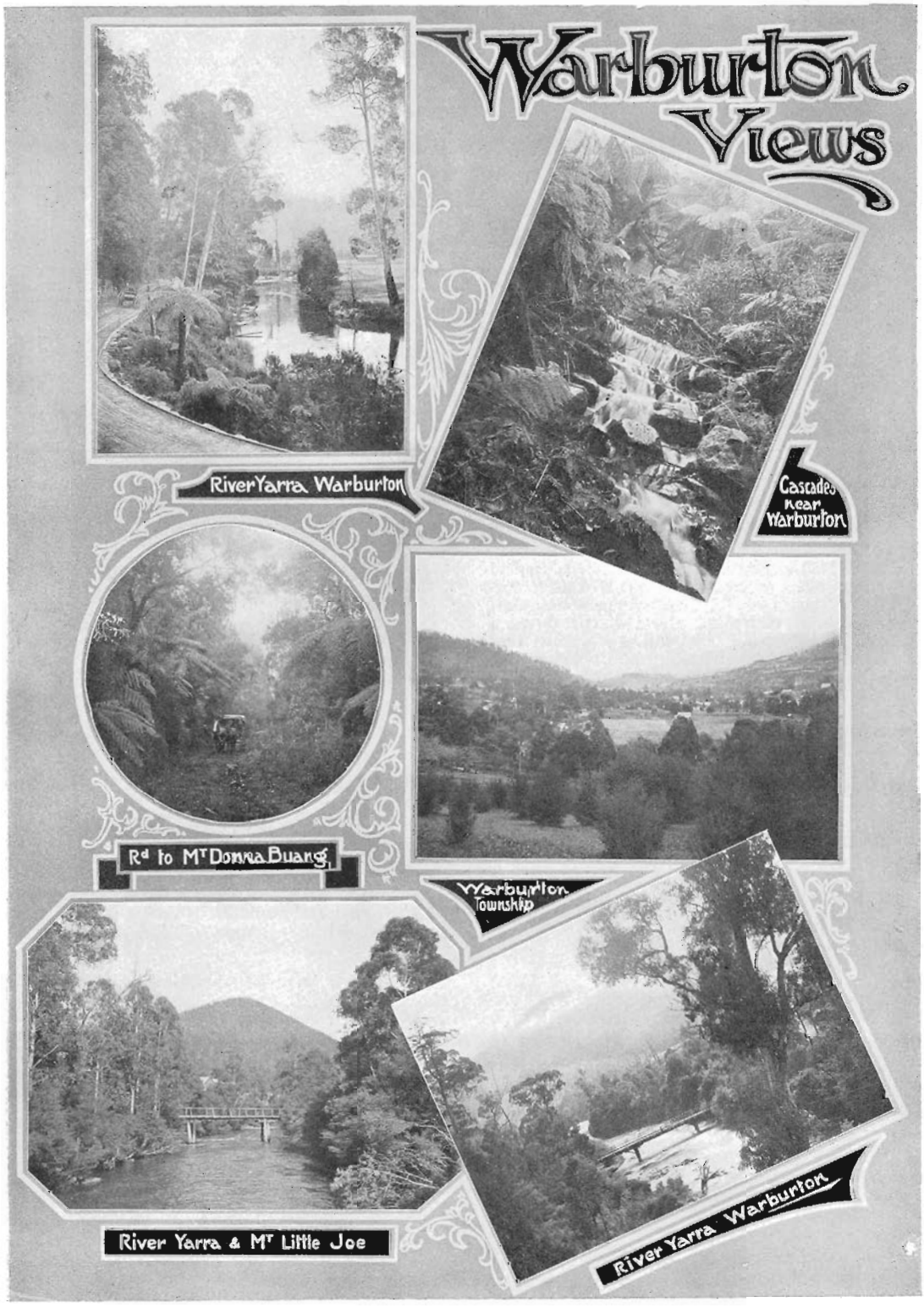
"I can't exactly pronounce it, but I copied it from monsieur's portmanteaux."

"But it is not there. Bring me the book."

What was his amazement at finding, instead of a very plain English name of two syllables, the following portentous entry of himself, "Monsieur Warrantedsolidleather!"

The job is there—why hesitate?
Get on with it!

—Cassier's.



You will enjoy looking at other pictures of this kind on pages iv., ix. and xi.



The Foreign Expert

By G.A.B.D.

Some men are ruined by drink, some by cards, some by women, some by success, some by failure, some by overwork, some by no work. The roads to ruin seem without end—one has even known a man to be ruined by chess. James Olbion was ruined by foreign affairs, and it has struck me there is a sort of warning allegory in his story. As a young man he started well. He was a second division Government clerk in, I think, the Stationery Office, and led a comfortable married life in a neat litte semi-detached house in Balham. He always caught the same train up in the morning and the same one home in the evening. His garden was the most tasteful in the road, and, besides flowers, Olbion had an instinct for books and music. He played with feeling on the viola. His evenings were not weary or wasted; and, starting without any classical education, he taught himself Italian and Spanish. Mrs. Olbion was a wonderful wife. Her husband was a god to her. "Isn't he clever?" she would say. Olbion remarked to a friend that he had been meaning for years to read a certain book; he supposed he would die after all without having read it. The friend looked up, and could not understand why Mrs. Olbion's eyelash was moist at this careless saying. He had never learnt that steadfast love takes all things seriously.

In that teardrop was Emmeline—she crystallised for the moment in it. A nursery governess before she married him after a ten years' engagement of boy and girl, she had little or none of his culture. But she kept the house as exquisitely as a chaffinch builds its nest. She had a thousand arts of thrift and pleasant resource. Fools think such women's work is lower than the man's high and mighty activities; that the man who can write a good book or paint a good picture or make a speech from the first rows of Parliament is a nobler animal altogether. Perhaps the farmyard cock, with his strut and red comb, is a finer animal than the little brown hen to most human eyes, but is there much in it between them before the Almighty? The brown hen, at any rate, ran Olbion's show for him as well as a Colbert and Kitchener combined could have run it, given an equal allowance. Olbion not only lived in comfort, while his daughter, Constance, was neatly clothed and educated, and the "general" below stairs was well fed, bright and happy; he even found at the end of fifteen years of wedded life that there were savings. The wonderful devices of these little brown hens!

It was at this time Olbion took a step up to his ruin. His culture was too much for him. He had come to loathe stationery. It was unimaginative, it promised so little. "All the best years of our life," he explained to Emmeline, "are slipping away, and we are doing nothing." Olbion took his pension in a commuted sum. He went out of the stationery business. The world was open to him. Politics, literature, criticism, science, finance, were aspirants to his favour. He chose politics, and being one of the men who hate commonplace, he chose the foreign branch of politics. "There are, excluding the Ambassadors, only six men in England to-day," he told Emmeline, "who really understand foreign politics—the Foreign Secretary, the ex-Foreign Secretary, the Under-Secretary in Parliament, the permanent head of the Foreign Office, Sir Charles Dilke, and Mr. Chirol, of the "Times." Here is the chance for me, Emmy! I can speak French, and read Spanish and Italian. I mean to study closely the Continental systems. I will make the public attend to me. You and Constance will go to all the Foreign Office receptions. We ought to have got out of that wretched Stationery Office years ago—we ought never to have gone into it." Never had the comb of Olbion glowed more red and splendid than it then glowed to the little brown hen.

And Olbion went into foreign affairs. He got them well up, and he studied all the spheres of influence and buffer states and suzerain Powers. Cochin China was as familiar to him as Poultry is to a City man. He carved up everything. He grouped and regrouped the Powers. He evolved policies, alliances, ententes, Signed and unsigned, his articles appeared in several papers. It is said they attracted the attention of several men in the Embassies.

The Olbions had one child. Constance Olbion was a lovely girl. A lovelier woman is not needed. She had dark brown hair, a great wealth of it, a skin of exceeding purity, eyes to set a stone on fire. Now, as if it were not enough towards his daughter's ruin to neglect her, to let her walk about and pick up with whom she would, Olbion must needs supply her with bundles of his pamphlets on Turkey and the Dardanelles, and urge her to give one to any likely person.

Constance Olbion became a sort of "Take One, Please." Young men, middle-aged men, married and single, became immersed in foreign affairs.

There was a run on Austria. The Triple Alliance was debated on Tooting Bec Common.

It ended as it must have ended. Constance distributed too many of her father's pamphlets on correct foreign policy for England. She left home. She, too, wished for a grander field than Balham offered.

The best salve for private sorrow, they say, is public duty. How well for Olbion that his country called him at this time of pain and disgrace! He could forget Constance in the Congo. The Cretan policy of the Government cried aloud for criticism. Roumania was restless. Olbion plunged into work anew.

And yet, with all this zeal for foreign affairs, and all this curious searching knowledge as to frontiers, treaty rights, and the like, things did not fare prosperously with Olbion. Stationery had paid better. One reason why Olbion did not hit it off too well with the editors to whom he offered articles on foreign affairs was that domestic sensations are preferred by the public. Perhaps, too, he knew too much; like other experts, was so informing that he ne'er informed. Besides, he did not suit his offer to his men always happily. He went to see Do-it, the successful editor of "To-morrow's News," to whom he offered a series on the Pomeranian problem—the question of the moment, in Pomerania.

"I ought to say," remarked honest Olbion, "that I am a strong advocate of the Quadruple Alliance. Of course, it is possible this is not your policy——" Olbion got no further, for he noticed a peculiar smile about the editor of "To-morrow's News." It never struck him that the smile was at the idea of "To-morrow's News" having a Pomeranian policy at all. The editor had no use for the articles. "The public, Mr. Olbion, don't care about Pomerania. Now, if at any time when Germany or France is to the fore you have a good readable article on the subject, I should be glad to see it. . . . . 'Policy?' Ah! never mind that now. The public don't care about foreign policies. What they want is a good crisp article. Twelve hundred words, please. Good morning."

"A good crisp article!" It was as if Olbion had been a commercial traveller in the biscuit line. Olbion, full of fine theories as to China and high-contracting parties, went home sick. His Pomerania, that had cost him weeks of thought, valueless to the public! With bitterness he told his wife of the blow. "The mean, ignorant public," exclaimed Emmy, with the sweet malice of love. It was the first time she had ever spoken a vulgar word. The recording angel set down a mark on the credit side of her account.

The end of it was Olbion lived on his capital for foreign affairs. Tired of offering Pomerania to the Press, he offered the Press to Pomerania. He started a quarterly, "The Powers," and at last could put his views before the world.

Austria, France, America, Russia, Germany were seen in their true perspectives. A startling light was thrown on the alarming lapse of Lord Lansdowne in Patagonia, and on Sir E. Grey's tergiversations as to Ecuador—an Ecuador expert was found to bash Sir E. Grey. It was shown we must have a spirited Patagonian policy; and, if needs be, go to war about Wallachia.

It was a sort of short Alberoni period for England whilst "The Powers" lasted. We had our fingers in the crusty pie of Europe. After that the bailiffs were in the house.

It had been spirited—but it had been spendthrift. A mean and ignorant public preferred a bright and crisp article.

Through it all Emmeline bore herself with a braveness rare even among these little timid women, and perhaps unknown among men. If foreign crises took the husband further from the wife, home crises brought the wife nearer the husband. The disgrace of the daughter, the spectre of want beginning to look in at the door, the final smash of the home —through it all she not once doubted him, or broke out against him. The little fool—the little saint!

But her strength was unequal to her spirit. So she sank. God puts His treasures into such cockleshells on the sea of life.

Then at last Olbion did awake to home affairs. He brushed aside Europa and returned to Emmeline; and I believe that the few days of supreme unuttered joy which Emmeline knew in the return of the traveller made amends for all the years he had been abroad. He scarcely left her bedside; only once he gave half an hour to foreign affairs, and that was when he went into his study and tore up and burnt every paper on the Powers he could lay hands on.

He had all the old numbers out, and tore and burned them. It is a strange sensation going through our old numbers! Once his eye lit on a series of articles on Austria. "Damn Austria!" said Olbion savagely against himself. He returned to Emmeline. She was sinking into the endless calm. It is no use saying death is not dreadful; one has seen it, watched its stealing approach—the thing is beyond dispute or doubt. Rest, port after stormy seas—yes, but what of the misunderstandings, the neglect, the unrequited good? Emmeline had striven all these years with patience, bravery, and love, and what had she effected but ruin and this nothing at the close? True, light is good, light makes us optimists, and light now flashed in on Olbion. But it was too late.

The truant dropped on his knees, and, burying his face in her hands, cried out his soul to her, whilst she strove feebly to soothe him.

"Emmy, Emmy . . . . I see it now. . . . . I was all wrong about Europe, wretched Europe."

Afterwards they led him away, and darkness fell on him after the light. As he went through the passage his eye glanced vacantly at a map of Europe hung on the wall. "Roll up that map," he mumbled, not knowing what he mumbled, in the words of another broken foreign statesman, "It will not be wanted for many a long year."

WIT & HUMOUR.

Mrs. Brown to Mrs. Jones: "Fancy Mrs. O'Toole dying from consumption, and it has not been in the family before!"

Mrs. Jones: "That's nothing. My husband died from gastritis, and we never use gas." —J.McD.

Mother (to maid who has been sent to negotiate with Nellie, dismissed from the dinner table for misbehaviour): Did you tell Miss Nellie she could come down for the pudding if she promised to be a good girl?

Maid: "Yes'm."

Mother: "Well, what did she say?"

Maid: "She said, 'What sort of pudding is it?'"

Not at a Disadvantage.

The Bore: "Isn't it wonderful to think that the man who is talking over the wireless is miles and miles away?"

She (acidly): "Yes; and occasionally the thought is something of a relief."

"May I have the next dance, please, Miss Smithers?"

"Sorry; I'm engaged."

"What does that matter? I'm married."

Lovely.

Mrs. Browne: "Our new minister is just wonderful. He always brings the truth home to you."

Mrs. Mauve: "Wouldn't it be perfectly lovely to have a husband like that?"

He: "I was afraid you'd scream when I kissed you."

She: "I didn't dare. Mother was in the next room, and might have heard me."

Maud (who lives next door): "What was the terrible noise I heard about twelve o'clock last night?"

Mabel: "Papa dropped a hint for Charlie to go."

A Slip of the Tongue.

They were having a round together at St. Andrews. "Do you know," she said sweetly, "I have often wondered why you Scotsmen are so fond of golf. Now I know." 'Why?" he asked. "Because it's a game that one can scarcely learn. It's a gift." And then she wondered what she had done to offend him!—"The Morning Post."

Jimmy giggled when teacher told the class that a man swam across the river three times before breakfast.

"You do not doubt that a trained swimmer could do it, do you, Jimmy?"

"No, sir," replied Jimmy. "But I thought he might have made it four times and got back to the side where he left his clothes."

A Sceptic.

Hiram: "Well, sir, my shotgun let out a roar and there lay a dead wolf ahead of us."

Bored Boarder: "How long had it been dead?"



The S.M. (annoyed by officious Assistant's impractical suggestions): "Look here, my man, who's Stationmaster here, you or me?"

The A.S.M. (slightly abashed): "Why, you are, of course. I'm not."

The S.M.: "Well, then, don't talk like an idiot."



New Adventures in the Frozen South

A Shaker Story

By DELTA

"To the Frozen South" has certainly captured my imagination. It has thrills, and it is truth. Before me is the attractive quarto volume from Robertson and Mullens Ltd. It is by A. J. Villiers, of the "Mercury," Hobart, Tasmania, and is the story of a whaling expedition to the Ross Sea, "the coldest and stormiest sea in the world, and the literal end of the world of waters." Modern whaling is characterised as "the most interesting, most spectacular and at the same time the most dangerous of all maritime pursuits." One believes it after reading this account of the voyage of a Norwegian fleet in the icebound waters of the frozen south.

* * *

It isn't a stale account, either. The Norwegian fleet started its exciting journey as recently as November, 1922, under the intrepid leadership of Captain Carl A. Larsen, of some celebrity as an explorer. He had with him other distinguished voyagers, and also a marvellous equipment. With the units of the fleet was a band of young Tasmanians, among them Villiers, not yet 21. Proof-reading at the time he offered as a special corespondent, and was accepted by the "Mercury," and given a camera. Hence a splendidly descriptive and homely series of illustrated articles, of which the pictures are as fascinating as the letterpress. As W. H. Simmonds, the editor of the "Mercury," says in a discriminating and inspiring "foreword," Mr. Villiers does justice to his craft and to his forebears—his grand-uncle was the famous Frederick Villiers, war correspondent of "The Graphic," and his father a Melbourne journalist. The articles are indeed almost a manual of Whaling.

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Mr. Villiers tells us that "this was to be the greatest, the most dangerous" of all whaling voyages. It was; but you must read the book if you would be enthralled and enlightened. Chapters deal with Macquarie Island, Into the Ice, Ross Sea, Discovery Inlet, The Stay at the Barrier, Antarctic Wild Life, Exploratory Voyages, Campbell Island, Whale Hunting, and the rest of it. Amid 'bergs and blizzards, it is particularly instructive to touch the spots touched by explorers like Scott, Amundsen, Shackleton, Mawson, and their glorious company. The Ross Sea has been the haunt of the seeker of the Pole. "The bones of many fine brave men lie scattered on these icy shores, buried beneath many winters' ice and snow."

* * *

While the ever-scarcening whales are a splendid absorption for the riveted reader, I literally revelled in the curious penguins, and of them the chat is most human and plenteous. Says Mr. Villiers:—"The penguins are the most interesting inhabitants of the icy waste of the Antarctic. Desolate, bleak, and sad as it is, it would be infinitely more desolate and bleak were it not for the cheerful little Adelie penguins and the big dignified Emperors. These two penguins seem to be the people of the South, just as the Eskimos are the people of the North. The Emperor penguin is a beautiful bird in appearance, as well as in character. He stands about three feet six inches in height, is very fat and round, and wears a pure white downy waistcoat, and a pretty golden collar. His eyes are bright, but quiet and dignified."

* * *

And isn't this happily descriptive of the smaller birds:—"A penguin rookery is a wonderful sight, despite the frightful din and the fearsome odour. The little penguins wander happily and unconcernedly about in their clean white jackets and jet black coats, shuffling around like so many thousand little Charlie Chaplins, habbling along, gesticulating, bowing, squawking, waddling about with the distinguished air of the parochial beadle to meet the strange new long-legged 'penguins' from the North. They are friendly little birds, and quite strangers to fear, trusting and quaint, pretty and amusing."

* * *

It was hoped to secure 40,000 to 60,000 barrels of oil, but the "catch" was but 17,500 barrels. The expedition ended in April, 1923. In the "next season" the benefit of the pioneer trip was expected to show in a hundred improvements. "To the Frozen South" is printed in Australia, and is a journalistic achievement.

* * *

"Susanna and Sue" is by Kate Douglas Wiggin. It is a charming story, with Shakerism as its setting. The treatment of

the Shakers is sympathetic, though the story is neither pro nor con, but simply delineatory. Shakers!—the very word makes us want to laugh. True it is that one half of the world doesn't know how the other half lives—for the average person hardly credits that there are Shakers, and if he does take the trouble to ascertain that there are such "peculiar people," he somewhat hazily concludes that they are a small sect, a mere few. Yet in America to-day the Shakers have 27 different communities, and one of their societies is 125 years old. The Shaker societies all have large home farms, and own large tracts of land. Their villages are homely and pleasant, and without jails and pubs and poor. Originally founded in England, the Shakers first landed in the United States in 1774. They owe their birth to a revival in Spiritualism, and their appellation to their shouting and leaping for joy. They were the first in America to raise and vend garden seeds and medicinal herbs and roots.

* * *

Kate Wiggin has admirably caught the "atmosphere" of the scenes among which she unfolds her plot. She is a quiet and peaceful writer always, and is splendidly suited to handle the purity, peacefulness and simplicity which mark the haunts of Shakerdom. Though not obtrusive, the case for and against celibacy is really presented in the impressionist pictures which stud the homely chapters. These good, plain folk, to whom marriage is "carnal" and sex partnership "life on the Adamic plane," are grandly sincere, which, strangely enough, seems to be the most striking characteristic and ofttimes the divinest accompaniment of the intolerant and the narrow.

* * *

But to the story. Don't conclude that it's deep and upsetting and a problem one. It isn't. It is a simple love idyll, with Desertion and Duty for its storm centre. Susanna is Mrs. Hathaway, and Sue is her little child. Sue is a sweet thing, without being as sickly sentimental as Little Lord Fauntleroy. Her childish curiosity and its manifestations are like a breath from the mountain top in the geniality they awaken in the heart. Whilst in the industrious Shaker village—always on the eve of joining the Order—Susanna grows accustomed to the jargon of the believers and experienced in their ways. We gain thusly an educative insight into ideas and proceedings: a Shaker "meeting" is well described.

* * *

As for Susanna, she was constantly troubled concerning her own maternal promptings and the whisperings of "the world." She cannot forget husband and boy. She is anxious about them and about Sue's future. She wonders whether little Sue, grown to big Sue, will blame her for renouncing the world vicariously—otherwise for Sue. Would she ask: "Why did she rob me of my dream of girlhood and the natural hopes of women, when I was too young to give consent?" Do you wonder that Susanna went back home? In the meantime John Hathaway had undergone reformation, and upon reconciliation "they forget, and begin all over again!"

Every Railwayman a Traffic Man

In a recent issue of the "Canadian National Railways Magazine," a writer claimed that every employe of that great system of railways should be, in effect, if not officially, a traffic man. It is true that the term "traffic" was used in the American sense, that is, the soliciting and influencing of business (either passenger or freight), without regard to operating aspects with which the word "traffic" is usually associated here. There is, however, much to be said for emphasising this view in a general sense. A railway servant, whatever his grade or occupation, should be at all times and in one way or another an advertisement of his company. He should take sufficient pride in the great concern for which he works to be prepared to direct attention to its facilities, and, if need be, to lay stress upon its importance whenever and wherever opportunity arises. It is necessary, moreover, to remember that security of employment, progress and promotion to the individual are closely bound up with the success of the employing concern, so that it is to each and everyone's interest to do what he can, however small, to further the interests of his company. — "Railway Gazette," 31/10/24.

Boost, and the world boosts with you;
Knock, and you're on the shelf;
For the booster gets sick of the man who kicks,
And wishes he'd kick himself.
Boost when the sun is shining;
Boost when it starts to rain;
If you happen to fall, don't lie there and bawl,
But get up and boost again.

—"Reclamation Record."

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The Hush of Wonder

The atmosphere of Poetry is the bush of wonder; and that is why there can be no humorous poetry. Verse, felicitously turned, beautifully expressed, Yes! But not humour and poetry at the same instant! You may often have a set of verses in which Pierrot and Columbine flit in and out. You feel the flashes of poetry reaching into you. Suddenly you laugh. Why, it is Harlequin again, and there is the Clown. But the hush of wonder is gone. —Oliver C. de C. Ellis.

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Heroes

The hero we love in this land to-day
Is the hero who lightens some fellowman's load—
Who makes of the mountain some pleasant highway;
Who makes of the desert some blossom-sown road.

—Joaquin Miller.



Horticultural Notes

FLOWER GARDEN.

At the time of writing, as indeed at all times, during the past six months, it is useless to predict the weather conditions that the gardener will have to make provision for, therefore it will be necessary for him to be constantly on the alert. All that is necessary with **Chrysanthemums** and **Dahlias** is to see that they are securely and firmly staked and protected against strong winds. They will be at their best towards the end of this month and early in April.

Anemone, Hyacinths, Snowdrops, Snowflakes, Daffodils, Tulips, and the whole of the spring flowering bulbs are all awaiting your attention, and from the quantities of bulbs displayed in the seedmen's windows, you should have no difficulty in making provision for a glorious spring display. It is a great, but very common mistake, to spend money in buying poor varieties because they are cheap. Good things take no more space, and give, as a rule, no more trouble than poor ones, and with bulbs, as with most other things, "the best are the cheapest" in the long run. Many of the best are costly, but some most excellent kinds may be bought at a very reasonable price. It is a good plan to expend about half the initial outlay on varieties which are both cheap and at the same time of high quality, and invest the balance of the outlay in a smaller number of the more expensive kinds; these latter will gradually increase and build up a fine collection. Begin chiefly with the vigorous sorts, and as you gain experience in cultivation, try the more delicate and uncertain varieties. Some of the best varieties of **Daffodils** are **Emperor, King Alfred, Empress, Gloria Mundi, Lady Boscawen, Barii Conspicans, White Lady, Argent** (double).

Growers who desire to make a display of annuals will require to be busy this month. Annuals are really best when sown in the open ground, provided that the seed is attended to for water. If not sown too thickly, and the weeds are kept cleaned from among the seedlings, a lot of extra work in the way of pricking off can be saved; of course, this does not apply to all kinds.

Antirrhinum are becoming very popular, seeing that there is now such a wonderful variety of colouring to be obtained. If this is treated properly, taking great care of watering, it will last for a long time. Two beautiful coloured subjects that should be given special attention are **Ageratum** and **Lobelia.** The former will do best sown in a partially shaded position, but the latter can be sown in the open and transplants well any time before the warm weather comes on. Following is a list that will cover pretty well all the annuals the grower will need:—**Acroclinum** (everlasting), **Ageratum, Blue and White Alonsia, Ailysum** (sweet), **Antirrhinum** (dwarf and tall varieties), **Candytuft, Carnations** (marguerite), **Centaura** (cornflower), **Collinsia, Chrysanthemums** (summer), **Clarkia, Cereopsis, Daisy Dimorphothecs Aurantica, Dianthus** (single and double), **Gaillardia, Godetia, Helichrysun** (everlasting), **Helipterum** (everlasting), **Hollyhock, Jacobea, Larkspur, Lobelia** (white and blue), **Leptosyne, Linaria, Lupinus, Mignonette, Nasturtium, Nigella, Petunias** (single and double), **Pansies, Poppies** (especially Iceland) **Scabious, Schizanthus, Sweet Peas, Stock** (ten-week varieties), and **Wallflower.**

Much interesting work can be done in connection with indoor gardening. Many of the spring flowering varieties of bulbs that are available at present can be utilised in this direction. They can be made to look very attractive in watertight flower jars and receptacles, and the growing and blossoming varieties can be placed on shelves or tables without injury to the surface. In planting it is only necessary to fill the flower-jar with the fibre, set the bulb in until only the tip projects, and saturate with water. After the water has had time to soak through the fibre, invert the jar to empty out any surplus. Now place the jar away in a cool cellar or closet, and water once or twice a week, simply keeping the fibre moist. Leave until there is a good development of roots. Then bring it to light and warmth, and water often enough to keep the fibre moist. By this method very attractive jars of flowers may be had throughout the winter, with no dirt or leakage to interfere with their use as decorative features of the home. Hyacinths, Daffodils, and the many varieties of the great genus Narcissus may be successfully treated in this way.

THE KITCHEN GARDEN.

At this time most of the crops will be over, and the ground should be cleared, manured, and be kept free from weeds. Cabbage and Cauliflower plants that are becoming crowded in the beds should be thinned out, as should also the earliest sown Spinach. Tomatoes are at their best, and wherever the shoots are thick they should be thinned out to admit air and light to ripen the fruit. Great attention should be paid to this, as upon the perfectly matured condition of the fruit depends its flavour. Preparations may be made this month for the sowing of Onions. There are few vegetable crops of greater importance than these. To grow them successfully, one of the best and most open situations in the kitchen garden should be assigned to them. They do well in rich loamy soil, somewhat light rather than heavy, where the subsoil is of a fairly dry nature. The whole surface of the soil should be lightly dug over with a spade or fork, and the soil thoroughly broken and levelled. If it is dry, and moderately light, it may then be well trodden or rolled previous to preparing drills for seed, Deep hoeing, which is beneficial to most crops, is not so to Onions, as the object with them is to keep the ground solid so that the bulbs may be the more enlarged on the surface than they would if they were surrounded with soil. Seed should be sown in drills one foot apart, and sufficient space afforded so that weeding, thinning, and other necessary operations may be the more readily carried out. Any French Beans that have been sown recently should have the soil well stirred between the rows and watered to keep off the attacks of Red Spider. Marrows and Cucumbers will require frequent watering to keep them growing, and if cold weather comes along mildew may appear. Should this be the case, spraying must be commenced straight away. Preparations should be made for a large sowing of Broad Beans, the ground to be prepared and sprinkled with bone-dust and well decayed stable manure laid over it. The seed should be sown about 9 inches apart in drills, leaving about 3 feet between the rows.

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More Park Lands Wanted for Melbourne

Those who planned the great city in which it is our pride and privilege to live, had foresight sufficient to see the necessity for adequate park space, and thus we find a provision which is hardly to be equalled in its generous magnitude, but those who have assisted in the development of our city in more recent years have been far less farsighted. They have been more intent upon securing the fleeting profit of to-day than in making provision to enable Melbourne to retain its proud position as one of the most wholesome cities in the southern hemisphere.

The poverty of Melbourne's newer suburban areas in relation to park spaces and playgrounds is appalling, and no action can be taken quickly enough to save us from a continuance of the present situation.

The "Herald" of January 21st deals forcibly with this matter. It shows that the spread of Melbourne will continue to be star-shaped along the railway lines instead of rotund.

'The common idea," it says, "that cities expand in circles is quite disproved by what is going on before us in and around Melbourne. The subject is of interest to people who foresee the necessity for providing public parks for the dense population now accumulating in the outer suburbs. It is urgently necessary that park lands should be secured, and the best place to find suitable area is the open lands lying between the present railway lines. It is here, indeed, that many of the golf clubs have already gone to secure suitable areas for links.

It is possible, however, that during the next session of Parliament, the long-promised Town Planning Bill will be passed, and that in this measure power will be given to a permanent town planning body, to secure the necessary parklands throughout the outer suburban areas by compulsion. If this is to be done, it will be necessary to have a survey made in all the open lands that remain within 30 miles from the centre of the city, and a report given of the most suitable for parks and playgrounds."

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The Motto That Counts

It isn't the motto that hangs on the wall,
Emblazoned in silver or paint,
But the motto you live is the motto that counts
And makes you a fool or a saint.

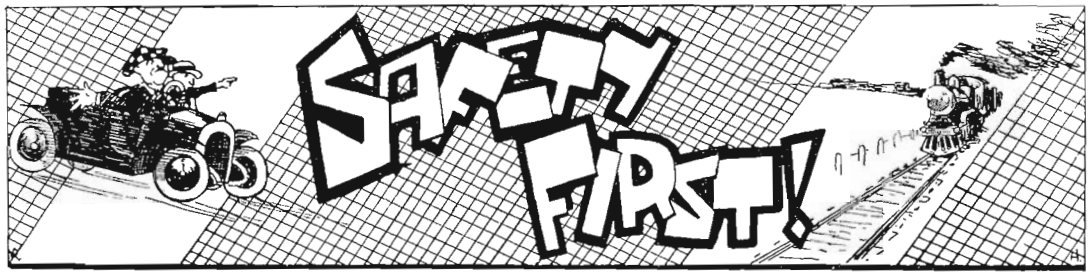
When the motto reads BOOST and you sturdily knock,
DO IT NOW, and you waver and wait,
You may just rest assured that the bright painted word
Won't add very much to your rate.

Should the words BE SAFE be the ones you uphold
To the eyes of the public at large,
Then live as you preach and honestly teach
The same to those in your charge.

If SOBRIETY stands as your written proclaim—
Remember that one smells as bad
To the sceptical bunch or the man at the gate,
As though a dozen you've had.

When CLEANLINESS stares from the motto you show,
Then pick up the scraps that you drop,
And clean up the yard and clean up your clothes—
For it isn't the print, as every one knows,
But the motto you live that counts.

—The Mixer.



It is Better to be Wise on the Job than Sorry in the Hospital.

There are risks inseparable from every calling. It's a pity, but there it is. Of course, sensible men try to avoid them. Self-preservation is a natural instinct. There might be excuses for lack of foresight or want of thought; but what shall we say of men who, in cold blood, actually adopt dangerous and forbidden practices, and risk their lives for so small a purpose as saving a little time or trouble.

Many a man in usual and simple duties places his life and limb—and those of his mates—in peril through sheer want of ordinary care. No one has any right to display such indifference in the routine of his work as to cause injury to his fellows, or, for that matter, to himself, but it is done almost daily. Worse than this. After regulations have been carefully framed for the purpose of guarding against personal injuries, and brought under the notice of every man concerned, they are often flung to the four winds of heaven, and risks and dangers deliberately created.

Is it any wonder that accidents happen? Of course, the men judge that it'll be all right. In many cases it is. But sometimes it isn't. It's the all-right cases that make men venturesome. Even narrow squeaks don't make them careful. When a man's killed, what do we find? Is it that it was the first time he had taken the risk? No, not in one case out of a hundred. We find he'd done it before, many a time. Escaped lots of times. Was as nimble as he thought he'd be. The trucks he crawled under didn't move. He thought they wouldn't. Found he was right. Counted himself lucky. Or the buffers he squeezed between didn't budge. He thought they wouldn't. Right again. But ONCE his judgment was wrong. Enough said. It came upon you, then, to pick him up, and break the news to his widow.

We want to induce our readers to have a care for **safety**—to cultivate habits of thought and consideration that will prevent injuries to themselves and their mates. Moreover, we want to obtain the co-operation of every railwayman in these efforts to prevent needless suffering and distress. Not infrequently one sees some act of thoughtlessness or indiscretion whereby risks of injury are incurred. At such a time a word of warning may avert a calamity. It is the duty of everybody to have regard for the preservation of safety.

Pause! Think! Behind every paragraph written there's suffering, there's sorrow. That is the crux of it all. Cheap lives. Made cheap by taking risks. Needless risks. **Is YOURS** to be cheap? Answer that? The same risks are open to you. Aren't they? Can you afford them? Now, **CAN** you?

One who has had experience of an accident through the breaking of a bolt suggests that all **mechanics** and others using **spanners**



DON'T THROW FRUIT-SKINS ON THE PLATFORM.

should remember two things; when **tightening bolts**, firstly, to secure a good fitting spanner, and, secondly, use one hand for steadying yourself—with a long-handled spanner one hand is quite capable of tightening an inch nut.

It takes but a fraction of a minute to make a bad slip, and it is not necessary to wander off in a dream for half an hour to do it. **A MOMENT'S INATTENTION IS SOMETIMES SERIOUS.**

The LADIES.



Woman and Her Arts

(By Housewife)

Women who like beautiful materials and rich colour will delight in the Damascus silks which have recently come into vogue, together with other treasures of Arab craftsmanship. Made on the hand-looms of Damascus, these materials in magnificent shot effects with interwoven traceries of gold, are fashioned into abayehs (long coats which are worn by men) and caffiyehs (native headdresses). The former are most attractive for use as theatre wraps and rest gowns; the headdresses, which are like long scarves, can be worn as single neck-ties, or, when several are joined together, as evening shawls.

For Wall Decoration.

One woman has conceived the excellent idea of using one of the wider scarves as a panel on the wall of her drawing-room to make a background for some beautiful china on a table near by. Particularly lovely is an abayeh in turquoise shot with purple and ornamented with delicate touches of gold. In certain lights the silk seems to become a glowing flame.

A revival of ceramic art is seen in some excellent pottery which forms part of this collection of Arab crafts. Notable are wall tiles, inspired by the designs of those on the famous mosque of Omar, one of the most beautiful buildings in the world. Most of these are ornamented with Arabic texts from the Koran, and make a striking wall decoration on a plain background.

Hebron glass in the deep blue tint is worked into lovely ornamental pieces. The shallow bowl shapes, originally intended as part of mosque lamps, make beautiful finger bowls.

"Ostrich" Eggs.

Very quaint and decorative are "ostrich" eggs—pottery hollow balls ornamented with grotesque heads and the Cross of St. John, which were formerly used, it is believed, for fixing on the chains of mosque lamps to prevent rats from drinking the oil.

To ward off the "evil eye" are beads representing "camel eyes" and "chicken eyes"; these are made up into uncommon necklaces.

Beadwork surpasses in beauty any decorative note as yet exploited by "La Mode." Fringes all-over designs, isolated motifs, are marvellous examples of a really fine art. Sometimes it is an all-over floral design on a silk or georgette background. Trails of clematis in beads of its own lovely purple, and beads of green for its twining leaves; a magnolia motif in creamy ivory deepening to magnolia pink that hints at lavender, accentuates the beauty of a gown in the same faint rose.

A gown of silver grey charmeuse is adorned from throat to hem with lattice work of crystal beads that gleam in the near distance like cut steel.

Another toilette de soiree in white georgette is worked from knee to hem in a fleur-de-lys design of gold and silver beads. Black satin materialises a handsome afternoon toilette with cross-over corsage, and the skirt fringed from hip to knee with beads of cerise, of sea green, of amber and of silver.

Two of the colours to which "La Mode" lends her conspicuous patronage are royal blue and a new red called "begonia." This last covers a wide range of hues, paling off from the richer, deeper note to the most elusive begonia pink. Velvets in these shades are lovely beyond description. Royal blue is an old acquaintance restored to favour. It is allied chiefly to black, and in a lovely gown of black and royal blue silk fringe one realises how the colours "belong."

London Craze for Parrots

Fashion has quaint fancies. Take the London craze for parrots—maybe on account of their brilliant plumage.

Many of the new square-crowned hats have a bright green parrot as the sole trimming. Sometimes multi-coloured feathers of the same bird ornament the hip of a swathed black dress. The very latest fan is called the "parrot fan." The effect is that of a bird on the wing, the head pointing downwards to the handle, and the feathers outspread to form the fan.

There are parrot brooches, and wee twin parrots to put on dainty evening shoes. And, of course, the most up-to-date embroidery design takes the form of a parrot; instead of a monogram, a parrot in bright-coloured silk or wool adorns the pocket of our jumper, and, in softer shades, the bird stays its flight on our newest lingerie. Handkerchiefs, too, have little parrots embroidered in the corners.

Evening furnishings cannot escape from pretty Polly. Cushions have large parrots appliqued on them, and curtains have stencilled parrots.

The modern child must always copy its parents, so the parrot appears amongst his toys. The prettiest is made of many different coloured wools.

About Shoes and Stockings.

It will be good news to many women to hear that the short-vamped, round-toed shoe has definitely returned to fashion with the shorter skirt. In Paris all the new shoe-models are made without the pointed toes to which we have recently been accustomed, and long, pointed shoes are being sold off at bargain prices.

The Parisienne, who has a short, broad, high arched foot, never really took kindly to the fashion for slender, pointed footwear.

The openwork style of shoe remains the craze. Some of the smartest of the new brogues have openwork patterns cut out of the front of the vamp. Patent leather strap shoes, for street wear, are still being made without any "uppers" at the sides of the instep, and pumps are cut down almost to the soles of each side of the arch.

The "sunburn" shade of hose is rarely seen in France now. The best dressed women have reverted to black for wear with black shoes. Flesh tints, gold and silver, are the favourites for evening wear.

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Eat More Fruit

Under the title "Eat More Fruit," the following interesting comment appeared in a recent issue of "The Citrus News," the official organ of the Victorian Central Citrus Association:—

It is not possible at the present juncture to accurately gauge the effect of the "Eat More Citrus" campaign carried out by the Victorian Railways Commissioners, but it must have enormously increased the demand.

American statistics show that the consumption of citrus fruits in the United States and Canada run to one box every three persons. It will surprise most people to learn that Australia can equal that record already, and yet none could say that we are unusually big fruit eaters. Neither could it be said, however, that there are not plenty of opportunities for further increasing consumption in Australia. This increase can only be brought about by united effort on the part of the growers.

How many growers outside the co-operative bodies in the various States fully appreciate the great work that those organisations have done in stabilising the markets? Take Victoria as an example. Would Mr. Clapp, the Chief Railways Commissioner, have taken up the citrus industry if it were not for the fact that there is a strong, virile and efficient co-operative association in control. Assuredly not. He put great signs over the railway buildings and issued thousands of striking posters to encourage the eating of citrus fruits. He did this to help growers who had shown by their organisation that they were doing everything in their power to help themselves. Does not this recognition of the V.C.C.A. and its efforts by a man of Mr. Clapp's striking personality itself provide a telling argument for all growers to join up?

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Diphtheria

Melbourne City Council is numbered amongst those who are exercising themselves in a campaign against diphtheria. A circular has been prepared, setting out that diphtheria is a very common and very dangerous disease of children. In Melbourne alone there are, on the average, over a hundred deaths a year from it. If it does not kill a child, it often leaves it paralysed or suffering from heart disease.

During the last few years it has been shown that diphtheria is a disease which can be prevented. Many children are naturally protected against diphtheria. The Schick test, which consists of the injection of a single drop of solution into the arm, shows, by the formation for a day or two of a red spot on the arm, those children who are liable to get diphtheria. If a red spot does not appear on the arm, the child is not likely to take the disease.

Hundreds of thousands of children have been thus tested in America without any ill effect, and the test is so painless that it can be done on a sleeping child without waking it. Children liable to the disease may then be protected from it by "immunisation." This consists of three injections into the arm of a very carefully prepared mixture. These injections are quite harmless to the child.

Knowing the way in which Schick testing and immunisation is lessening diphtheria in America, and in the parts of England and Germany, where it is being done extensively, the Melbourne City Council have made arrangements for it to be done free in Melbourne. As it cannot be done without the support of the people, parents are urged to consider this subject carefully.—"Australian Municipal Journal."

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How Savings Grow

Commonwealth Bank Boxes are Popular.

The issue of money boxes by the Commonwealth Bank is a comparatively recent institution, but the following figures indicate how popular this branch of the Bank's service has already become:—

During the year ended June, 1924, the Bank sold 119,694 money boxes throughout Australia, and of those returned full the contents averaged £2 3s. 10d. a box, a new box being given free in each case.

The money boxes are attractive replicas of the Bank's head office in Sydney, and are proving a fine incentive to youngsters to cultivate the thrift habit.



Personal.



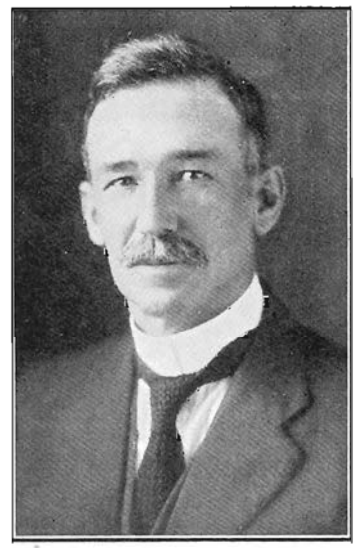
New South Wales' Four Area Commissioners



Mr. C. A. Hodgson.

Following on the report of the British experts who recently inspected the New South Railways, four Area Commissioners have been appointed, in addition to the board of three Railway Commissioners, whose photographs appeared in our February issue. Mr. C. A. Hodgson has charge of the Metropolitan Area, Mr. W. C. Quinton of the Northern, Mr. F. J. Williams of the Western, and Mr. D. J. Reid, of the Southern.

Mr. C. A. Hodgson, M.A., is a Cambridge graduate, who entered the service of the London and North Western Railway as an Outdoor Assistant to the Superintendent of Lines at the close of his university career, and obtained a thorough insight into both passenger and goods transportation. He was one of the officers selected in England in connection with the reorganisation of the New South Wales railways, and, arriving in the colony in 1889, took up duty as Traffic Officer on the Commissioners' personal staff, with subsequent service in a similar capacity under the Chief Traffic Manager. He has been District Superintendent at both Junee and Newcastle, and was appointed Chief Traffic Manager in 1918.



Mr. F. J. Williams.

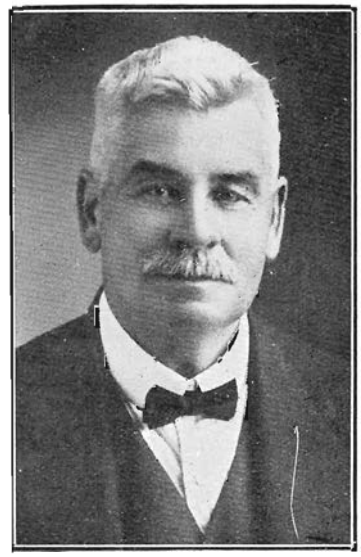
Mr. W. C. Quinton joined the Service at West Maitland in 1890, being transferred soon after to the office of the District Superintendent at Orange, with subsequent experience as goods and coaching clerk and operator. In 1897 he was sent to Branxton as Night Officer, and then had relieving duties for some time. In 1910 he was appointed Traffic Inspector, in 1918 District Superintendent at Murrurundi, and in 1920 Northern Outdoor Assistant to the Chief Traffic Manager. Since June, 1923, he held the position of Superintendent of Goods and Livestock Transportation.



Mr. W. C. Quinton.

Mr. F. J. Williams was born at Mudgee, educated at Dubbo, and entered the service in that town as a Porter, so that he will be quite at home in the Western Area. He has been Adult Porter, Porter-in-charge, Night Officer, Relief Officer, Station Master, and Traffic Inspector. In 1918 he was appointed Assistant District Superintendent at Goulburn, and had charge of the Eskbank District two years later. He has acted as Superintendent of Transportation, and four years ago was made Outdoor Assistant to the Chief Traffic Manager.

Mr. D. J. Reid joined the New South Wales Railways in 1881 and during the earlier part of his service had experience as a Telegraph Probationer, Operator in-charge, Night Officer, and Officer-in-charge. He was appointed Station Master in 1903, and then Assistant District Superintendent at Goulburn and District Superintendent in 1917. Mr. Reid is President of the local branch of the Institute, and an Alderman of the Goulburn City Council.



Mr. J. D. Reid.

(Blocks)—Courtesy "Australian Traveller."

Mr. W. J. Morris, Secretary to the New South Wales Railway Commissioners, who has been absent from duty for some time through illness, is, we are glad to note, mending rapidly. He hoped to be well enough to resume duty towards the end of February last.

Mr. J. B. Farr, ex-Stationmaster, Victorian Railways, is just now on holiday in Victoria, and has been paying a visit to a number of his old V.R. friends. In company with Mr. W. B. Jonnson, of the Telegraph Office, he visited Geelong to renew acquaintanceship with railroaders there.

Mr. Farr, when in the Victorian service, had been stationed at numerous stations, principally in the Gippsland district. He is now the owner of a prosperous business concern in Perth, W.A. His Victorian railway friends wish him every success.

Send Offs

Employes to a man recently met to bid farewell to Mr. F. W. Critchley, prior to his transfer to Newport, to take up the position of Foreman.

Mr. Gingell presided, and Mr. McGregor, Manager, was requested to make the presentation of a gold watch to Mr. Critchley, and a silver entree dish for Mrs. Critchley. Mr. McGregor was ably supported in his remarks by Messrs. Lonsdale, Kent, Rimmington, R. Walker, and others, who each referred to the good qualities of Mr. Critchley, both as a Foreman and citizen.

Mr. Critchley, in rising to respond, was loudly cheered. He sincerely thanked all for their great kindness to Mrs. Critchley and himself. He deeply appreciated the present, and particularly the inscription on the watch, viz., "For being a man." He looked forward to seeing them all occasionally when he would pay periodical visits to Ballarat.

After lustily singing "For He's a Jolly Good Fellow," the meeting terminated.

Stawell.—A pleasant evening was spent on Saturday night, 31st ult., at Institute Hall, when a concert programme was presented by members and visitors, arranged by the Social Committee of the Stawell Centre Area, who in a desire to entertain members, and bring out hidden talents and abilities, surprised the gathering with the capital items presented by Messrs. Harris, Dunn, McIntyre, Bradley, Burton (piano), assisted by Miss Winnie Vivian, in vocal numbers, and Mr. G. McIntosh, elocutionist, all of whom met with merited recalls.

On request, Miss Vivian feelingly rendered "Home, Sweet Home."

Dancing was then indulged in, and finished a pleasant and enjoyable evening.

Mr. Hutton, Stationmaster, who has recently been transferred from Sale to Traralgon, before his departure, was entertained by the Sale traders and citizens, who presented him with a wallet of notes. The Bowling Club gave him a gift of a case of pipes. The Sale branch of the Australian Railways Union handed him an easy chair, and an enlarged photograph of the local railway staff.

Mrs. Hutton was made the recipient of a tea set, and Miss Hutton with a pair of vases. Mr. Hutton suitably and feelingly responded.

Wedding Bells

A simple wedding was celebrated by the Rev. Boreham, at the Armadale Baptist Church, on Saturday afternoon, December 6th last, when Miss Sybil Crocker, daughter of Mr. and Mrs. J. B. Crocker, of High-street, Armadale, was



Mr. and Mrs. G. Allen

married to Mr. Grant Allen, a well-known member of the staff of the Betterment Board, and son of Mr. and Mrs. William Allen, of Dandenong-road, Malvern.

The bridegroom was supported by Messrs. Syd. Gregory and Vivian Crocker, as best man and groomsman.

A reception and breakfast were held at the Malvern Kiosk, Burke-road. The honeymoon was spent in Sydney. Mr. Allen was the recipient of numerous valuable and useful gifts

for his future home; his colleagues on the staff of the Betterment Board, with whom he is very popular, as well as popular with the staff of the Victorian Railways Institute, gave him some most useful presents. We extend our best wishes for the happiness of the young couple.



Mr. H. T. Bodin

Mr. H. T. Bodin, clerk in the Transportation Branch Head Office, who has been associated with the Time Tables Office for the past three years, was recently presented with a set of stainless cutlery by his fellow-employes on the occasion of his marriage to Miss Margaret Mason, of North Melbourne.

In making the presentation, Mr. J. A. Russell, Chief Clerk in the Time Tables Office, wished Mr. Bodin and his wife the greatest happiness and prosperity for the future. He was well aware of the popularity which Mr. Bodin enjoyed amongst the Time Tables Staff, and hoped that he would be associated with his office for a long time to come.

In a brief and appropriate reply, the bridegroom thanked everyone for their handsome presentation and good wishes.

The wedding took place at the North Melbourne Union Memorial Church, North Melbourne, the happy couple spending their honeymoon at the Blue Mountains.

Mr. N. Raymond, Clerk, Melbourne Goods, entered into matrimony on the 2nd instant, and **Mr. C. White,** Clerk, also of Melbourne Goods, followed his example on 9th instant.

We extend our hearty wishes for their future happiness.

Mr. H. N. Phelps, Rail Motor Driver at Mildura, was recently married to Miss G. Christie, near Maryborough, at the Inkerman Street, Maryborough, Methodist Church, which was tastefully decorated for the occasion. A wedding march was played on the pipe organ in honour of the bride's service in the choir. The honeymoon was spent in Healesville, and many valuable and useful presents were received from well-wishing friends.

Retirements

Mr. J. D. Merriman, after 44 years' service in various capacities all over the State, retired from the railways on 3rd February last. He entered the Department as a porter on 15/2/81, acted as signalman for some time, and was appointed porter-in-charge in 1887. A year later he became stationmaster, and there are now few important stations in Victoria that Mr. Merriman has not been located at on one occasion or another. Here are a few of the stations he has had charge of: Rochester, Frankston, Yarrawonga, Bacchus Marsh, Lilydale, South Brunswick, Korumburra, Murtoa, Geelong, Maryborough, and Newmarket Goods. (The list could be greatly extended.) In 1922 he was transferred to the Relieving Staff, under Room 9, where he remained until the date of his retirement.

It is to be hoped that Mr. Merriman will enjoy for a long time to come the happiness and good health which his meritorious service in the Department so richly deserves.

The Melbourne Goods Sheds lost a well-known identity with the retirement of **Mr. S. O'Dea** on 6th February. "Simon," as he was familarly known, must have been acquainted with every man in the Goods Sheds, and, although he only entered the service at the beginning of 1917, was popular with everyone. His genial figure will be much missed, and we join with his numerous friends in wishing him the best of good health and happiness in his retirement.

Mr. N. N. Rowe, Goods Checker, who has been located at "A" Shed, Melbourne Goods, for many years, retired from the service on 14th February. He entered the service on 10/6/89, and after experience as a lampman, porter and shed porter, was appointed goods checker on 23/3/08. A goods checker's job is no bed of roses, but Mr. Rowe's unfailing good



Mr. J. D. Merriman



Mr. N. N. Rowe

humour and cheeriness of manner did much to smooth away the difficulties with which he met.

We extend him the heartiest of good wishes for his future happiness.

The Last Mile Post

We regret to announce the death of **Mr. G. W. Hughes,** Guard, on the 22nd ultimo. Mr. Hughes was attached to the Melbourne Yard Staff, and was well known throughout the State. We join with his fellows in tender sympathy to the bereaved ones.

Mr. A. Phillips, R.S.M., who has been confined in the Austin Hospital for some time, passed away on the 9th instant. Mr. Phillips was a most popular officer, and was well known and respected throughout the service. We extend our sympathy to the bereaved ones.



The large and increasing number of publications on Wireless already supply enthusiasts with much material in an effort to satiate their thirst for information and to enable them to keep pace with the rapid progress of this fascinating science. It will, however, be the endeavour of the writer to give our readers a few practical hints as a guide to those who are about to instal or who have under consideration the erection of a broadcast receiving set.

All wireless services are under the control of the Postmaster-General, and permission to erect an aerial for receiving broadcast programmes must first be obtained. This license may be had from the local post office on payment of 35/-, and failure in this respect renders the operator liable to prosecution.

One of the most essential parts of the receiving circuit is the "Aerial," and our first article will deal with this important factor.

Regulations do not place any restrictions on the type, size, or length of aerial, and in this regard amateurs are allowed to exercise their choice, with the exception that they must comply with the regulations of the Fire Underwriters' Association.

There are numerous types and methods of arranging aerials, but for reception purposes the simplest and generally the most efficient is a single length of stranded copper or bronze wire (comprising, for example, 7 strands of No. 18 or No. 22 wire), the lead-in being taken from one end, forming what is known as the inverted L type.

The height of the receiving aerial should be between 30ft. and 40ft., and at least 20ft. above the instrument. It may be taken that the higher the aerial the stronger the signal, but in practice it has been found that there are other considerations, such as static interference, which have to be taken into account, and for general purposes the above dimensions are approximately correct.

Stranded wires are preferable to a single wire, and copper or phosphor bronze is superior to galvanised iron.

Where corrosion may result, such as near the seaside, enamelled or insulated wire is favoured.

Both the aerial and down lead wires should be kept as clear as possible from trees, buildings, overhead wires, etc., and the lead-in must enter the building at right angles to the spouting and with a parallel clearance of not less than 2ft.

The entry of wires into a building should be effected by means of an insulated tube or bushing—avoiding sharp angles or kinks in the aerial or down leads.

If twin wire aerials are favoured, the wires should be spaced at least 4ft. apart by means of spreader bars—the above conditions also apply.

All joints in the aerial and down lead should be soldered—stranded wire should be first spliced before this is done.

Porcelain insulators should be used between the aerial wire and its supports, and it is preferable to use a number of small insulators rather than one large insulator. Not less than four insulators should be used to insulate the aerial from each support, and they should be so connected that should the insulator break the wires will link together and prevent the aerial wire from falling.

If guys are used to support the mast, it will not be necessary to insulate them, provided the guy collar is not within 4ft. of the aerial wire.

The nearest aerial insulator should not be less than 4ft. from supporting mast.

The earth wire is very important. Never run two leads. The earth lead should be large and as short as possible, all joints should be soldered, and if the connection is made to an earth plate (i.e., the lead is soldered to a sheet of copper which is buried in the ground to a depth of about 4ft. or 5ft.), the ground surrounding the plate should always be kept moist. The most common method, however, is to connect the earth lead to the water pipe by means of a soldered joint, or a clip for that purpose, which may be purchased cheaply, and this method, as well as being usually most convenient, is entirely satisfactory.

Before making a joint to the pipe, to ensure good contact scrape the surface clean, and if a soldered joint is to be made, see that the water is turned off at the meter, and then drain the pipe by leaving the tap turned on.

Gas pipes should never be used for an earth connection, for, as well as being dangerous for this purpose, they are forbidden, and are not satisfactory.

As a convenient means of earthing the aerial during thunder storms, and whilst not in use, it is advisable to mount a single pole double throw switch in a suitable position, arranged so that when the switch is thrown in one direction the aerial is connected to the set, whilst

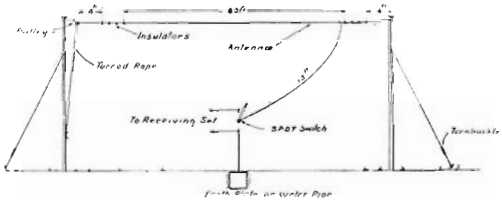
when thrown in the opposite direction the aerial is connected straight to earth.

A lightning arrester or earthing device should form part of every aerial system.

In positioning an aerial, preference should be given to placing aerial directional to the transmitting station. This has the effect of a lengthened aerial and stronger signals result.

The complete parts of an aerial are as follow:—

Masts, 30 to 40ft., 1 or 2.
Copper Wire, 7/22, about 120ft.
Egg Insulators, 8.
Tarred Rope, ⅜in., about 80ft.
Pulley, 1 sheave (galvanised), 1.
Tube Insulator, 1.
Earth Plate or Pipe Clip, 1.
Lightning Arrester, or Single Pole Double-throw Switch (S.P.D.T.) 1.



Guy Wires, 7/22 galvanised wire, 4 per mast.
Turnbuckles, 4 per mast.
Guy Collar, 1 per mast.
Guy Anchors, 4 per mast.

—E.G.G.

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The Romance of Type-Making

"Wandering Printers."

It is a far cry from the printing of the fifteenth century to the printing of the twentieth. In the light of modern achievements in "the art preservative of the arts," it is hard to realise that in its beginnings printing was a luxury and a book a monument. "Great oaks from little acorns grow"—surely the saying never had a greater analogy than in respect of printing? Printing to-day penetrates all social activity, and is the cornerstone of the edifice we name Culture. So rapidly do improvements march when once started on their journey that to-day we have the wonderful linotype as almost the culminating point in an evolution of sensational inventions. And that marvel of machinery belongs to our own time! Yet type-setting by machinery is practically universal already.

Printing is an adjunct of life, almost a necessity to it. Little as they had of printing in the subsequent centuries adjacent to its discovery, they yet had it. Conceive, then, of a world prior to the fifteenth century without its movable type, and all that it means! Can you wonder at the invention being epochal? It was a laborious task, was early printing.

On this page we give a fine reproduction of a celebrated painting. It is indeed a picture that tells a story. It shows the arrival of Arnold Pannartz and Conrad Sweynham at the Benedictine Monastery, at Subiaco, near Rome, probably early in 1464. These pioneer printers travelled with their whole stock—their fonts of type, quires of paper, and simple printing press—loaded on some sort of cart. They had learnt the art of printing in Maintz, but the sacking of that city in 1462 had dispersed the craftsmen. Wandering to Italy, they introduced the new art to the Italians, and actually printed Italy's first book.

Italy was the centre of art and learning in the second half of the fifteenth century. Students and scholars considered an experience



Courtesy "Linotype Record."
Wandering Printers, Subiaco (1465)

with its universities and cities a necessary part of education. Nevertheless, so slowly did things move in those days, that not until fifteen years after the making of movable types in Germany did Italy produce its first book. The wandering workmen set up their press at the invitation of Cardinal Turrecremata, Abbot of the wealthy monastery. The Subiaco books they produced are famous. They gave to typography what is known as Roman type. The type you are now reading is "Roman."

The earliest dated documents printed from movable type bear the date 1454 (Maintz, Germany). They were the work of Johann Gutenberg and Johann Fust, the first of whom had been experimenting since 1440. He had learned the secrets of the trade from Koster, of Haarlem, whose work was crude, but who really invented printing. He is also called Laurentius. It was Gutenberg who placed

the art on a permanent foundation. Gutenberg procured the backing of Fust, the moneylender, but the latter foreclosed on the works after the production of a Bible that marked an era in the art. Fust engaged skilful Peter Schoeffer, who had been apprenticed to Gutenberg, and the new firm carried on improvements, and made history. Schoeffer invented cast metal types—before then the types were of wood and tin. "Secrets" as were all the details attached to printing so tremendous an art could not be kept secret. William Caxton acquired a knowledge of printing in Germany, and carried his knowledge to England in 1477. His work made him immortal.

It is interesting to note that paper had been known since the ninth century, but the discovery was of no practical value till the printing of books supplanted it. We owe printing to the demand for knowledge. Though for centuries after its appearance the masses were unable to read, to-day it is a different tale. In the educated nations it is estimated that out of every ten thousand persons 9995 know how to read. Indeed, the world owes much to "the wandering printers."

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The Egyptian Skill of Hand

Another important lesson that may be taught by an Egyptian collection better than by any other is a lesson in the meaning of beautiful workmanship. . . This people, which had no forerunners to encourage or instruct it, which knew nothing of precept, or precedent, but was its own inspirer, teacher, and critic, seems to have been born—no, very evidently was born—not only with a great gift for ornamental design but with an extraordinary supply of that combination of ingenuity, manual dexterity, and patience which is the endowment of the master-craftsman.

Even in prehistoric times, Neolithic stone, or of alabaster so translucently thin, that a modern workman with modern tools would not care to try to imitate them. . . .

And so it is as we follow craftsman after craftsman through the long, long centuries — the potter, the weaver, the basket-maker, the carver, on a small scale in wood or ivory, stone, or shell, all of whom did admirable work even in prehistoric times, the workers in gold, in silver, in bronze, in enamel, in glass, and the great artists who raised magnificent colonnades with floriated capitals and statues of colossal size, and lined the walls of huge temples with complicated carved and painted pictures. Everywhere we find an admirable and sometimes an unequalled skill of hand, even in the making of garlands and collars of natural flowers and leaves more delicately elaborate than any other people ever devised.—M. G. Van Rensselaer, in "The North American Review."

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"There is no free gate to happiness. There is no free gate to anything worth while." — Edgar A. Guest.

Happiness is well worth a bold deed.—Ibsen.

The greatest evil a man can do himself is to be unjust to others.—Ibsen.

"To-day is the to-morrow you worried about yesterday—and it never happened."

"He who has conquered doubt and fear has conquered failure." — James Allen.

"We do not count a man's years until he has nothing else to count."—R. W. Emerson.

"Old age begins in the heart. When the heart grows cold the skin grows old, and the appearances of age impress themselves on the body. The mind becomes blighted, the ideals blurred, and the juices of life congealed." — Orison Swett Marden.

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Kind Little Creatures

I had nowhere to go,
I had no money to spend;
"O come with me," the Beaver said,
"I live at the world's end."

"Does the world ever end!"
To the Beaver then said I;
"Oh, yes! the green world ends," he said,
"Up there in the blue sky."

I walked along with him to home,
At the edge of a singing stream—
The little faces in the town
Seemed made out of a dream.

I sat down in the little house,
And ate with the kind things—
Then suddenly a bird comes out
Of the bushes, and he sings:

"Have you no home? O take my nest,
It almost is the sky;"
And there came along the creek
A purple dragon-fly.

"Have you no home?" he said;
"O come along with me,
Get on my wings—the moon's my home"—
The dragon-fly said he.

The Bee was told by a young Bat
A man had need of home;
He flew away at once, and said,
"Come to my honeycomb."

Even the butterfly,
A painted hour,
Said to the homeless one:
"I know a flower." . . .

Wonderful earth
Of little kindly things,
That buzz and beam
And flitter little wings!

—Richard Le Gallienne.

Interstate Ambulance Competitions

The 1924 Interstate Ambulance Competitions were held in Adelaide, and were won by Queensland, with West Australia second, and Victoria third. Appended are the results:—

F. W. KAISER,
Ambulance Officer.

Event "A."—Improvised Stretcher and Transport.

STRETCHERS.

	Marks	A	B	C	D	E	F
Weight	10	6	8	6	10	10	8
Measurements	10	9	6	7	10	5	7
Comfort	10	9	7	7	10	8	9
Stability	20	20	16	20	20	12	20

TRANSPORT.

	Marks	A	B	C	D	E	F
Loading Stretcher	10	10	10	10	10	10	10
Marching	10	9	7	7	8	6	8
Loading into Van	10	9	7	9	8	8	9
Total Marks	80	72	61	66	76	59	71

Event "B."—Improvised Contest.

While picnicking with your Team near a creek running across a road, you see a man run into by a motor car. You find him quite conscious, with his nose grazed and bleeding profusely from the nostrils. The left wrist is swollen, and he has some crushing and abrasion of the finger. On attempting to move his left arm it causes him pain about 2 inches below the shoulder, and you find the arm is unduly moveable here. Blood is flowing freely from his right trouser leg, about 3 inches above the knee; when seeking for the wound you find blood spurting from a large artery, and his right knee is swollen, and you feel that the knee-cap is in fragments. Render First Aid and prepare for removal. The position of injuries will be marked on skin.

MARKING.

Total Marks, 200.

	Marks	A	B	C	D	E	F
General management of patient	10	6	8	10	6	5	10
Sequence	5	4	4	5	4	4	5
Treatment of shock	5	4	3	4	4	4	5
Treatment of nose	10	6	7	—	2	8	8
Handling arm	10	4	6	8	10	5	8
Bandages to upper arm	10	—	10	8	—	—	10
Attention to wrist	5	—	5	5	5	—	—
Dressing to hand	5	5	5	3	3	3	3
Splints and bandages to wrist and hand	20	10	18	15	10	10	10
Sling	5	3	5	4	2	1	5
Handling leg	10	3	5	7	6	4	8
Digital Pressure and Maintenance	15	15	10	15	15	12	15
Tourniquet	10	5	10	10	—	8	10
Dressing to wound	10	6	8	6	8	5	8
Leg elevated (on completion)	5	—	3	2	2	2	4
Splints and bandages to patella	25	12	22	10	18	16	20
Messages	10	7	5	7	9	6	10
Oral	20	12	18	10	8	14	16
Time	10	3½	10	6	7	8½	6
	200	98½	162	135	119	115½	161

Event "C."—Supplied Material.

A motor car and train collide near a railway station. You find the motorist on the roadside conscious, and complaining of great pain in both legs and an inability to move them. Upon closer examination you find two definite painful spots on the right lower limb, one about the upper third of the femur (position marked), where the thigh is misshapen, but there is no external wound. Lower down there is a similar condition about the middle of

the tibia (position also marked). On the left leg, the tibia is protruding through the skin (position marked), and there is a great quantity of blood and blood clots around the wound.

Your attention is drawn to the coat sleeve on the right side, being soaked in blood, and you find a large wound (position marked) running across the forearm with blood spurting.

There are also extensive bruises and contusions on both buttocks, and a small scalp wound at the back of the head (both marked).

	Marks.	A	B	C	D	E	F
Injury to Right Leg—							
Removal of clothing	5	3	3	4	4	5	4
Steadying limb while applying splints and bandages	5	5	5	5	4	5	5
Splints and bandages	25	10	16	18	20	20	18
Injury to Left Leg—							
Removing Clothing	3	3	1	3	3	3	3
Digital Pressure and Maintenance	5	5	5	5	5	5	—
Tourniquet on Femoral Artery	10	7	5	8	9	9	—
Cleansing hands	2	2	2	2	2	2	1
Dressing and bandaging wound (no washing)	5	3	2	3	2	3	4
Splints and bandages	20	15	14	17	16	14	16
Leg elevated on completion	4	—	—	—	—	—	—
Injury to Right Forearm—							
Removing clothes	2	1	1	1	2	2	2
Digital Pressure and Maintenance	5	4	4	5	5	—	5
Tourniquet applied	5	5	5	3	4	2	5
Cleansing hands	4	2	2	2	3	3	2
Cleansing and dressing wound	6	3	3	3	5	5	3
Pad and bandage (local pressure)	5	2	—	2	4	5	—
Flexion of arm and fixing in position	5	3	—	3	4	4	5
Release tourniquet and examine	3	2	1	3	3	3	3
Injury to Buttocks—							
Examination turning on right side, and applying pad	8	3	4	—	2	5	6
Injury to Head—							
Dressing head wound	8	6	4	6	5	6	6
Shock and position of patient	10	8	8	8	8	9	9
Sequence	10	7	6	7	5	8	6
Oral	20	14	15	15	8	12	12
Time	20	2½	9½	10	6	9½	6
Messages—							
Railway Officer							
Doctor or Hospital	10	10	8	10	10	8	10
Relatives							
Repacking Box and Statement	5	4	3	4	4	4	3
Total	200	129½	125½	147	143	151½	134

Event "D."—Oral.

	A	B	C	D	E	F
1. A youth, while hurriedly eating a pasty, appears to be choking. What First Aid Treatment would you give?	4	5	4	4	3	4
2. What is the First Aid Treatment for a case of sunstroke?	3	5	4	5	3	4
3. What is the First Aid Treatment for a case of a bite on the ankle from a venomous snake?	4	5	5	4	4	5
4. A man is found lying on floor of a waiting room, and when roused he gets angry and says, "Leave me alone, I'm done." He has an empty bottle labelled liniment grasped in one hand, and his mouth has the same smell as has the bottle. What should a First-aider do in these circumstances?	4	4	4	5	3	4
Total	15	19	17	18	13	17

Summary of Results.

	A	B	C	D	E	F
Improvised Stretcher Transport	72	61	66	76	59	71
Improvised Event	98½	162	135	119	115½	161
Supplied material	129½	125½	147	143	151½	134
Oral	15	19	17	18	13	17
Grand Total	315	367½	365	356	339	383

QUEENSLAND	First	383 points.
WEST AUSTRALIA	Second	367½ points.
VICTORIA	Third	365 points.



Half-Waking

Memory of a mother's care has seldom, if ever, been more tenderly expressed than in these charming lines by our pleasant English poet, William Allingham.

I thought it was the little bed
I slept in long ago;
A straight white curtain at the head,
And two smooth knobs below.

I thought I saw the nursery fire,
And in a chair well known
My mother sat, and did not tire
With reading all alone.

If I should make the slightest sound
To show that I'm awake,
She'd rise and lap the blankets round,
My pillow softly shake;

Kiss me, and turn my face to see
The shadows on the wall,
And then sing Rousseau's Dream to me
Till fast asleep I fall.

But this is not my little bed,
That time is far away;
'Mong strangers cold I live instead
From dreary day to day.

Philosophical Little Tommy

Did you ever hear about him? Grandma once knew just such a little philosopher, and he was the biggest little philosopher I ever knew. I do not think he ever cried; I never saw him cry. If his little sister found her tulips all rooted up by her pet puppy, and cried and cried—as little girls will—Tommy was sure to come round the corner, whistling, and say, "What makes you cry? Can you cry a tulip? Do you think every sob makes a root or a blossom? Here, let's try to right them."

So he would pick up the poor flowers, put their roots into the ground again, whistling all the time, make the bed look smooth and fresh, and take her off to hunt hen's nests in the barn. Neither did he do any differently in his own troubles. One day his great kite snapped the string and flew away far out of sight. Tommy stood still a moment, and then turned around to come home, whistling a merry tune.

"Why, Tommy," sad I, "are you not sorry to lose that kite?"

"Yes, but what's the use? I can't take more than a minute to feel bad. 'Sorry' will not bring the kite back, and I want to make another."

Just so when he broke his leg.

"Poor Tommy," cried his sister, "you can't play any mo-ore!"

"I'm not poor, either. You cry for me; I don't have to do it for myself, and I'll have more time to whistle. Besides, when I get well I shall beat every boy in the school at multiplication table, for I say it over and over again till it makes me sleepy every time my leg aches."

Tommy was a little queer, certainly, but if a great many people were more like him they would have less troubles, and would throw more sunshine in this world. We must cry sometimes, but try and be as brave as possible.

The Sunshine Pie

"I don't believe I've seen a cupful of sunshine this whole week," said Pollie Hubbard.

"I guess the sun is afraid he'll catch the mumps if he 'sociates with us," answered little Jack.

Mumps had made them a call, and seemed to like their company so well that he came for a ten days' visit. That was bad enough, but at such a time to be obliged to live on one small sunbeam a day was almost too much for the Hubbards' patience. They had played every game they knew, and told every story and conundrum in their four heads, and ransacked every grown-up head in the house for more.

"If the sunshine don't come back pretty soon," said Pollie, "we'll just dry up into mummies; we're so tired of ourselves."

It was baby Dorothy who saw the way out, as she stood by the window and watched the one lone sunbeam carried away by a storm-cloud.

"Let us make some sunshine."

"You silly little darling," said wise brother Jack; "you can't make sunshine. Nobody but God can do that."

"Don't be too sure, my little man," said Aunt Alice; "suppose we try a new game. We'll make a sunshine pie. I will tell you what it is made of. First, it takes a whole pound of patience, and Pollie shall look after that. I shouldn't wonder if baby Ralph could help her; I hear him crying, and mamma is busy ironing."

"All right," said Pollie; "baby Ralph and I'll get you a pound of nice, juicy patience."

"Then we must have at least a pint and a half of pleasant words. They are usually easy to find in this house, but for the last day or two they seem to have been hidden away. I know mamma would relish some, too, she looks so tired and worn."

"I'll promise to furnish that. I'll get mamma to help me," said Grace.

"After these two things are well mixed, we've got to have two good, liberal pounds of helpfulness. Do you suppose you could help with that, Jack?"

"I guess I know a certain wood pile and coal-bin where I might find it," said Jack with a shamefaced smile, for his mother had been asking for this kind of help all the morning.

"And now we've got it all in except a peck of smiles to make the crust, and Dorothy will have to get that for us out of her smile-bag, I guess."

Dorothy knew where the smiles were kept, and out came a generous supply, dimpling her little face.

A whole hour went by before anybody thought of the pie. Jack found that chopping wood and carrying buckets of coal could be made a delightful affair. Grace had found that the way to get a fine supply of pleasant words is to give them to somebody first; and such jolly times as baby Ralph and Polly were having made being patient seem delightful.

Presently the sun poked his great glowing face straight into the Hubbards' window, and said, "Are those Hubbards going into the sunshine-making business. I'd better be about my work."

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In Queensland

That afternoon I walked out alone into the bush which surrounded the "station." I did not dare venture far, knowing well how easy it is to get bushed in a strange country. But I cannot imagine a happier feeling for a naturalist than to find himself in a new wild country, free to go where he wishes with a certainty of finding something new at every step. At any rate, I can think of nothing in this world for myself to compare with it in pure happiness.

That first afternoon I counted over twenty varieties of eucalyptus, many of which were coming into flower, and everywhere the pretty grey and yellow "soldier-birds" flew around me, scolding me and each other in their quarrelsome way. These are perhaps the very commonest birds in Australia, and I remember well how delighted I was later on in Africa to find the same bird establishing itself in Durban in the same way as so many foreign plants and birds and animals have done in Australia — often, alas! to her great detriment. And even that first day I noticed the great number of laughing jackasses, or kookaburras, as they are always called, and that they always seem to produce their wild laugh whenever anyone is in a difficulty. . . . I heard it that afternoon when I had sat down to rest upon an ant-heap which I had taken for a heap of soil, which had been sifted. I was idly passing the tiny stones through my fingers when I noticed a number of the "beef ants," as they are called, rushing to repair the shingling of their roof which I had displaced, and rising hurriedly I heard overhead the loud laugh of two kookaburras, who had no doubt been watching me carefully. Close by, a turret of what looked like hardened red mud showed where the white ants had built, and indeed I soon saw numbers of both kinds of nests in every direction, as well as the homes of the tree ants, also built of mud and placed upon many of the trunks of the trees.

In the deeper shade lovely little blue wrens flew about, with their long tails twisting about —often right over their heads—and red and black ones also. And the willie wagtails, which are really flycatchers, were flying about, wagging their tails sideways, not up and down as their English namesakes do.

Suddenly I heard a strange sound like the cracking of a whip. I did not then know of the stock-bird, and supposed that it was some human being, but could not understand what he was doing in that solitary place; but later on I heard several more, and found the noise to proceed from a pretty little bird coloured something like our tits. . . It is one of the most distinctive birdnotes I have heard in any part of the world.

I love to dwell on that first afternoon in the bush, when everything was so new and strange. Every "weed" that grew was of interest to me. The pretty purple sarsaparilla vine climbed everywhere, and in open spaces grew the everlastings we find in our gardens at home. Huge patches were covered with ageratum. . . . Orchids, too, grew on many of the trees, and these I found to be of three varieties, though they were not yet in flower; but later on I found the yellow one in great profusion nearer the coast.—W. Lavallin Puxley, in "Wanderings in The Queensland Bush."

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Hill Lovers

They who love hills and valleys in the sun,
And robins on a lawn and swaying trees,
They who love mountains when a day is done,
Are always, always moved by such as these.

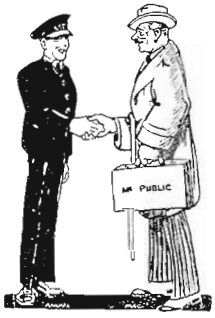
Always they hear a hill wind in the night,
And sound of soughing branches in a glen,
Never a bird goes winging in moonlight,
But they are eager for the trail again.

What do they know of water or the sea,
Or salty islands in a glistening bay,
They have not watched tall vessels from a tree,
Or stood on islands watching spume and spray.

Only a hill can move them after all,
Or plum trees blossoming beside a wall.

—Harold Vinal.

Good Service Brings Appreciation



I am dropping you a line to let you know that furniture arrived here last Wednesday. I have shifted it into the house, and there is not a thing in the least damaged. Of course, I haven't unpacked the boxes, but I think they will be quite alright. I thank you for the careful way in which you packed everything, and it was entirely due to such packing that everything carried so well.—**From Mr. F. C. James, Railway Station, St. James, 27/12/24, to Mr. J. Riddihough, Shedman, Railway Station, Boort.**

In connection with the removal of my furniture, etc., from Longwarry to Melbourne (19.12.24), I wish to express my appreciation of the courtesy of the staff at Longwarry, particularly A.S.M. Montgomery, who, in his time off, assisted and advised me re the stowage of the material, which came through without damage or loss of any kind.—**From Mr. W. J. Young, 135 Maribyrnong-road, Ascot Vale, 12/1/25, to the Railways Commissioners.**

I feel that I would not be doing my duty to you unless I wrote to thank you and your staff for the great pains you took in trucking my three tons of furniture and effects from Willaura to Caulfield. It arrived in splendid order, and nothing broken, only a few slight scratches. The organ never shifted two inches the way you roped it up. The carrier here said he never shifted furniture in such good order; he said you are an expert packer. There is no need for people to get motor vans to shift furniture if all Stationmasters took as much interest in their work as you and your staff did for me; and I also know when Mr. McKenzie was leaving Willaura for Portland that his furniture arrived in splendid order, as he wrote and said the carrier there never shifted furniture that arrived in such good order, so that speaks well for you as an expert packer. Mr. Clapp should have men like you to do nothing else but travel about and pack furniture for removal, then the motor vans would have a bad spin. Again thanking you for the trouble you took in looking after my interest when leaving Willaura, — I remain, yours very gratefully, **(Sgd.) Wm. M. Meldrum, Sylverly-grove, Caulfield, 11/11/24, to Mr. Kavanagh, Stationmaster, Willaura.**

Aerial Pageant, Flemington, 13/12/24. — I am directed by the Air Board to express its thanks for the co-operation afforded by your Department in connection with the above.

The officers with whom arrangements were made for special trains and the display of the posters advertising the Pageant were most courteous and helpful in every particular, and went out of their way to help to make a success of the event. It would be appreciated if you could convey the Air Board's personal thanks to Messrs. Cook and Maher, Special Train Branch; Mr. Hyland, Betterment Board, and Mr. Keown, the Advertising Manager.

It is to be regretted that the weather mitigated against a larger attendance at the Pageant, and that the excellent train service arranged could not be fully utilised.—**From H. Coleman, Secretary, Air Board, Department of Defence, Commonwealth of Australia, 24/1/25, to the Secretary for Victorian Railways.**

"I deem it my duty and pleasure to acknowledge the tact and kindness my wife experienced at the hands of the Stationmaster of Alberton on Saturday last, also the help given by the motorman of the Port Albert.

"Mrs. Nicholson was travelling alone with our two children, and when transferring her luggage from the platform to the motor van at Port Albert, dropped her purse, containing some money and 3 first class tickets. She did not discover her loss until she reached Alberton. Mrs. Nicholson explained her plight to the Stationmaster there, who very kindly supplied her with the requisite tickets at once. On our arrival at Montomorency the Stationmastress handed us a telegram from the Stationmaster at Alberton, stating that the motorman at Port Albert had found the purse.

"Courtesy and thoughtfulness like this deserves to be acknowledged, and we offer our very best thanks through you, Sir, to those officers."—**Extract from letter from Dr. G. C. Nicholson, 20/1/25, to The Secretary, Victorian Railways.**

A booklet, "Feeding the Child for Health," issued by the Railways Commissioners, contains just the information we wish mothers artificially feeding their babies to know.

Would it oe possible for you to send us 100 or 200 to distribute? Compliments,—Yours faithfully, (Sgd.) **Atkinson & Son, Victoria-street, Kerang, per C.D.A., 21/1/25, to the V. Railways Commissioners.**

I desire to bring under your notice the kindness and attention given by the Stationmaster and Porter at the Armadale station on the occasion of the distressing accident to my daughter, and to express my sincere gratitude to them.

Also the forethought and sympathetic action of the Porter at Graham station, who conveyed the news to me.

All their actions showed a very real kindness, and reflect great credit on the employes under your control. — **From Mrs. Maud McNiece, 266 Graham-street, Port Melbourne, 29/1/25, to the Victorian Railways Commissioners.**

In regard to the distressing accident to my daughter at your station on January the 9th, 1925, I desire to express to you and also Signal Porter A. Russon, my very grateful thanks for your great kindness and valuable aid on that occasion. The promptitude of your actions and the subsequent care and solicitude shown by you are deeply appreciated by myself and family.

I am forwarding a copy of this letter to the Railways Commissioners, expressing my appreciation of your actions, as well as that of the Porter at Graham. — **From Mrs. Maud McNiece, 266 Graham-street, Port Melbourne, 29/1/25, to the Stationmaster, Armadale.**

I have to thank you for yours of the 28th ultimo, notifying that there was a case of fruit from Queensland awaiting delivery to me.

It contained bananas and pineapples, and was consigned by Mr. T. W. Smith, Nickimbah, Queensland, about the 20th ultimo, and arrived Melbourne as per your advice about the 28th ultimo, and after traversing over three railway systems, approximating to 1400 miles, was received by me intact and in perfect order and condition, which is good evidence of careful packing and careful and speedy transit. — **From Mr. T. H. Woodroffe, 36 Hawthorn Glen, Hawthorn, 29/1/25, to Mr. T. R. L. Sexton, Superintendent of Melbourne Goods.**

Bendigo.—A word of praise for Mr. Clapp and his staff is voiced by the management of Bendigo pottery. At Epsom recently 700 acid jars were packed in straw and sent from the pottery to Adelaide. Advice has been received that on arrival all the jars were whole. Daily the pottery sends earthenware pipes over the rails to Melbourne, and the few cracks reported is in direct contrast to about ten years ago, when the pottery had to abandon a good contract to supply pipes to the Metropolitan Board of Works. The trouble then was that breakages were too severe.—**"Age," 30/1/25.**

Attractive Stations. — There are numerous complaints about the way stations are kept, with no word of praise for clean ones. I have travelled to most suburban stations, and think that Hawksburn is ideal. It is always spic and span, while the porters are always civil and courteous, — Yours, etc., **"Tidy," in the "Sun Pictorial," 16/1/25.**

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News Notes

Mr. C. Miscamble has a difficult task in his job of Commissioner of Tasmanian Railways. He has been compelled to see that economy, in the strictest sense of the word, is practised in every corner of the service, and unavoidable retrenchment has resulted in his dispensing with the services of a number of employes. As all Victorian railwaymen will readily appreciate, this latter course has been adopted by Mr. Miscamble only with great reluctance, and no one will more keenly sympathise with the discharged men than Mr. Miscamble.

Another serious problem confronting Mr. Miscamble is the 'bus competition, and a fares war is now raging between the railways and the motor 'buses. Railway fares between Launceston and Hobart were until recently 27/6 first class and 18/6 second class. The 'buses began with a fare of 18/-, and railway fares were reduced to 20/- and 15/-, whereupon the 'buses dropped to 15/-. Mr. Miscamble has now reduced the return fare considerably, again coming below the 'bus level, with second class fare, now 27/6 return. A similar reduction between Launceston and Burnie is also being considered.

It is understood that Mr. Miscamble proposes to arrange for the carting of passengers' luggage to the station free of charge, the only point on which the 'buses have the advantage of him.

A Charming Holiday Resort

One of the most beautiful and one of the least known holiday resorts in the State is Lake Tyers, the most easterly of the chain of lakes, extending from Sale to Nowa Nowa. It is well described in the map folder, "Buchan Caves," issued by the Government Tourist Bureau, "the most lovely of Victorian lakes" and "the gem of the inland waters."

Its distinctive charm lies in its irregular coast line and lofty banks covered with foliage to their summit, its tree fern gullies and virgin forest, where emus, kangaroos, wallabies, and bird life of all kinds abound.

The climatic conditions are perfect, never too hot in summer, and blessed with abundant sunshine in winter.

That famous old hostelry, Lake Tyers House, picturesquely situated on a promontory between lake and ocean, has lately been reopened, and the management has arranged an eight-day excursion, leaving Melbourne every Saturday morning, for the reasonable charge of eight guineas, including full board, all travelling expenses, and expeditions to all the beauty spots of the district, particulars of which will be found on page VI.

On page V. will be found an advertisement of a most useful Australian product, "Penetrene," which has been tested and used with considerable success in the Railways Department, Melbourne Tramways, Electricity Commission, Municipal Engineers' Department, Melbourne Gas Works, etc. Fish plate nuts, which otherwise would have to be cut off with a cold chisel, were freed with Penetrene, effecting not only a saving in material, but making work lighter and saving time. Numerous testimonials have been received, some showing most strikingly satisfactory results.

Penetrene has a thousand uses in the Workshop, Garage, Home, or Office.

A Penetrene saturated pledget on a match stem will quickly clean type of writing machines. Bearings of all kinds should be washed out with Penetrene, saving friction, wear and tear. It lubricates as it penetrates, is absolutely harmless to metals, and non-inflammable.



Inter-State Railway Cricket

The annual two-day cricket match between the administrative branches of the Victorian and New South Wales Railways took place on the South Melbourne Cricket Ground on Wednesday and Thursday, 11th and 12th February. The weather was fine on both days, and there was a good attendance.

Mr. O. Cox came with the New South Wales team as manager in place of Mr. E. J. Doran, who was detained by important official duty in Sydney.

Victoria won the toss, and batted first, scoring 242. McSperrin was top scorer with 51, and Lilley knocked up 46. New South Wales responded with the fine score of 403, and thus retained the shield. Ives played a fine hand for 179 before being caught by Walsh off Jordan's bowling, and the veteran, W. Jesson, compiled a bright 69.

On the Wednesday, Mr. T. B. Molomby, Railway Commissioner, attended the match, and was present at the luncheon. Mr. J. S. Rees, president of the Institute, presided, and on behalf of the Victorian team expressed appreciation of the many privileges and courtesies extended to them by the Railway Commissioners of both States.

Mr. Molomby proposed the health of the visitors. He was very glad he had been able to attend the match. These reunions did everybody good, and he hoped that it would be a long time before they were discontinued. Mr. Cox suitably responded for the New South Wales team, and a vote of thanks was passed to both boards of Commissioners.

On the second day of the match, Mr. H. W. Clapp, Chairman of Victorian Railways Commissioners, attended the match, and lunched in the pavilion. Mr. Rees, in welcoming him, expressed gratification at the keen interest the Chairman had taken in the event. He pointed out that Mr. Clapp was the first chief of either of the Departments to attend one of these matches.

Mr. Clapp's speech was characteristic of his usual broad outlook on Australian affairs. He said he did not look upon the New South Wales team as visitors at all. The event was simply a reunion of Australian railwaymen. First, last and always, they were Australians. As far as his outlook extended, there were no State boundaries. He was glad to see that railwaymen were not forgetting how to play cricket. He had noticed with pleasure that one of the New South Wales batsmen (Jesson), who, while not old, was not very young, was playing a fine hand. Cricket was a game for the middle-aged and elderly, as well as the young. That brought him back to railway matters again. The team which played together the best always "brought home the bacon." Australian railwaymen were members of a team moving together in a definite direction, and with a definite purpose—to give the community the best service possible. If they gave less, they failed in the eyes of the public. They were out to get the best results by maximum team work. (Applause.)

Detailed scores of the match:

VICTORIA—First Innings.

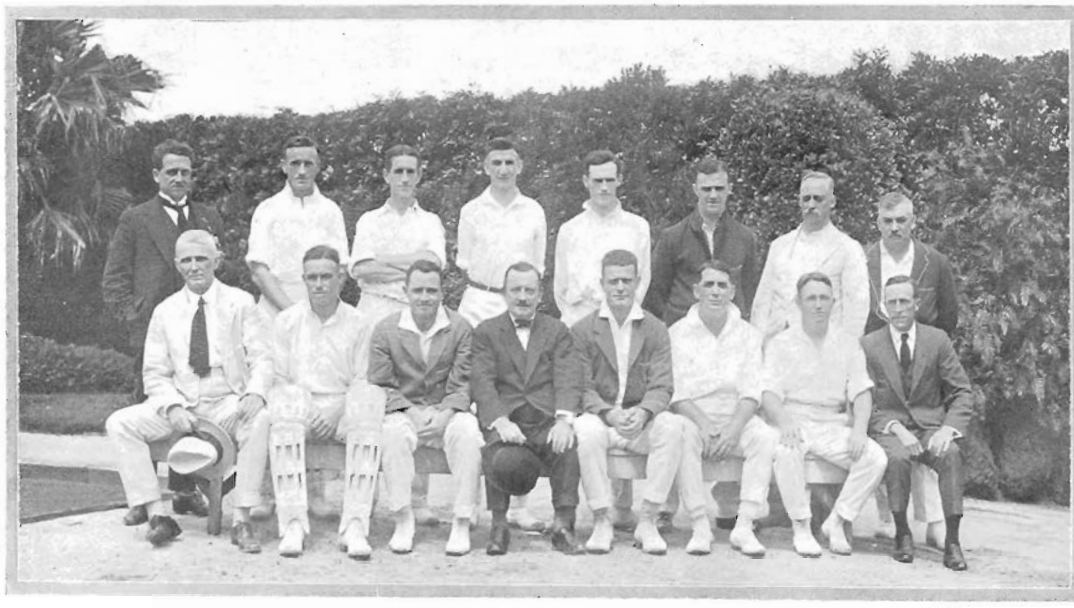
A. Mills, c Foster, b Jesson	27
N. Mills, c Asprey, b Ives	9
C. Walsh, c Osborne, b Whitty	26
H. Lansdowne, c Kurtz, b Whitty	23
C. Lilley, c Russell, b Foster	46
A. McSperrin, c Cooney, b Whitty	51
E. Cameron, b Whitty	30
N. Jordan, b Whitty	5
K. Coyle, not out	13
J. C. Williams, c Foster, b Whitty	0
J. Lord, c Osborne, b Whitty	1
Sundries	11
Total	242

Bowling.—Whitty, seven wickets for 89 runs; Ives one for 40; Jesson, one for 22; Asprey, none for 15; Russell, none for 34; Foster, one for 47.

NEW SOUTH WALES—First Innings.

A. Norris, c Coyle, b Lord	16
R. Cooney, c Lansdowne, b Lord	40
E. Russell, b Lansdowne	0
T. Foster, c N. Mills, b Lansdowne	7
W. Ives, c Walsh, b Jordan	179
W. Jesson, c McSperrin, b Lansdowne	69
R. Asprey, not out	44
A. Kurtz, c and b Jordan	0
W. Worsley, c Williams, b N. Mills	4
F. Whitty, b Lord	17
R. Osborne, c Cameron, b McSperrin	3
Sundries	24
Total	403

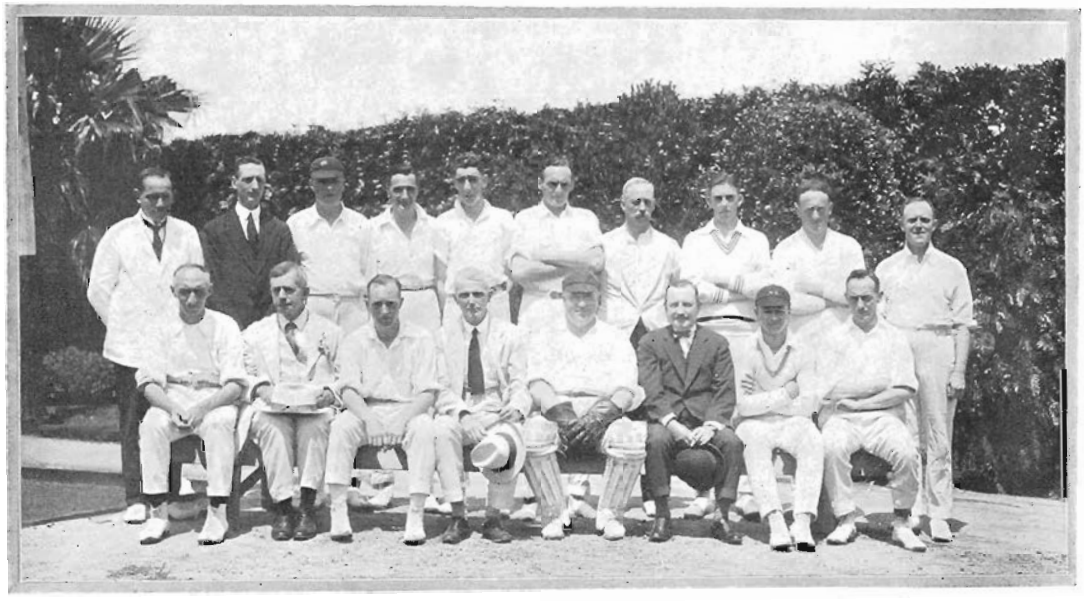
Bowling.—A. Mills, no wickets for 22; J. Lord, three for 67; H. Lansdowne, three for 115; J. Williams, none for 30; C. Lilley, none for 48; A. McSperrin, one for 17; C. Walsh, none for 12; N. Jordan, two for 17; E. Cameron, none for 33; N. Mills, one for 16.



The Victors—The New South Wales Team.

Standing (left to right)—E. Leckie, A. Norris, R. Asbrey, E. Russell, F. Whitty, A. Kurtz, W. Johnson (umpire), and W. Jesson.

Sitting—O. Cox (manager), R. Cooney, R. Osborne, J. S. Rees (President of Institute), W. Ives (capt.), T. Foster, W. Worsley and G. Maidment (scorer).



The Vanquished—The Victorian Team.

Standing (left to right)—Oakley (umpire), C. Pullen (scorer), C. H. Lilley, N. Jordan, J. Williams, J. Lord, W. Johnson (umpire), — McCrae, C. Walsh and E. K. Cameron.

Sitting—A. Mills, J. Keleher, A. Lansdowne, O. Cox (N.S.W. manager), K. Coyle (capt.), J. S. Rees (President, Institute), A. McSpeerin and N. Mills.

Head Office Cricket

On the South Melbourne Cricket Ground on Tuesday, 17th February, 1925, a cricket match was played between teams representing the Secretary's and Signal and Telegraph Branches.

Mr. Eyers, the Secretary's Branch captain, won the toss and elected to bat. The scores were as under:—

Secretary's Branch.

J. Baird, c Rodway, b Williams	1
H. McArthur, c Rodway, b Williams	6
A. V. Stenning, b Way	7
L. F. Ward, b McRae	11
E. C. Eyers, b Way	7
T. J. Lewis, c Rodway, b Williams	22
C. H. Holmes, c Deacon, b Williams	12
A. E. Carr, c and b Williams	0
F. Meeching, lbw, b Williams	1
V. Dunstan, not out	15
A. J. B. Thornton, c and b Way	10
Sundries	21
Total	113

Bowling.—

Way	3	wickets for	22	runs
Williams	6	,, ,,	37	,,
Butterfield	0	,, ,,	8	,,
McRae	1	,, ,,	25	,,

The Signal and Telegraph men must have been charged with some of their electricity, as they knocked the bowling about, losing only one wicket for 62 runs at the afternoon tea adjournment, finishing up with a total of 155 runs, made up as follows:—

Signal and Telegraph Branch.

J. Butterfield, b Baird	5
A. Hosking, c Eyers, b Stenning	34
J. Way, c Beeching, b Holmes	46
G. McRae, not out	34
J. Ford, b Stenning	0
J. Keefe, b Stenning	0
J. C. Williams, run out	9
A. E. Dunstan, run out	1
A. J. B. Deacon, lbw, b Lewis	14
A. J. Manley, c Thornton, b Stenning	0
Sundries	13
C. Rodway, absent	0
Total	155

Bowling.—

Baird	1	wicket for	42	runs
Holmes	1	,, ,,	29	,,
Lewis	1	,, ,,	26	,,
Stenning	4	,, ,,	29	,,
Carr	0	,, ,,	16	,,

At 1.10 p.m. the players and supporters adjourned to the pavilion, where an enjoyable luncheon, catered for by the South Melbourne Cricket Club, was partaken of.

At the conclusion of play, the unanimous opinion was expressed that a very enjoyable day had been spent.

Messrs. J. A. Satchell (Signal and Telegraph Branch) and A. MacDonald (Secretary's Branch) ably umpired the game.

On Foundation Day, a friendly cricket match took place between the Accountancy Branch and the Audit Branch, on the Friendly Societies' cricket ground at Richmond. In their first innings, the Accountancy Branch compiled 149 runs; McInnes retiring after knocking up 51, while Nurse scored 33 and Slade 19. Ewels, for the Audit Branch, took 2 wickets for 28 and Carroll 1 for 8.

The Audit Branch batsmen collapsed in their first innings, scoring only 37 runs, and, although they made a better stand in the second innings, when the last man out saw 94 on the board, they were unable to avert an innings defeat. The most useful batsmen were Hoare 21, McNamara 20, and Peall 17. Hough, for the Accountancy Branch, was in fine form with the ball, and took 5 wickets for 19 runs; while Cadan, McInnes, and Nurse also bowled well.

The Accountancy Branch thus won by an innings and 18 runs.



The Commissioners' Cup

Railways' Football Club's Outings

To celebrate their fine achievement of winning the Premiership three years in succession and thus holding permanently the Wednesday League Shield, about 70 players and officials of the Victorian Railways Football Club re-



Wednesday League Shield.

cently enjoyed a very pleasant day's outing at Whittlesea. The following officials arranged the programme, and are to be congratulated on the success attending their efforts:—Messrs. D. Ryan (President), P. Cahill, and J. Archer (Vice-Presidents), T. Grimshaw, J. Blair, W. E. Darvall, C. Sillett, W. Mullins, M. Marr, T. Michell, W. Callersen, A. Neale, and W. A. Clifford (Hon. Sec.).

A fine dinner and tea was provided at the Royal Mail Hotel, Whittlesea, and at tea, the President made presentations to the players. A. Giles, the captain, received a trophy for best and fairest player of the season (umpires' vote); Jack Yawkins, a gold medal for the most improved player; and Jack Millar was presented with the ball, mounted and inscribed, with which he kicked the winning goal in the final match, 5 seconds before the bell went. "Goldie" Collins won a trophy for best player in final match.

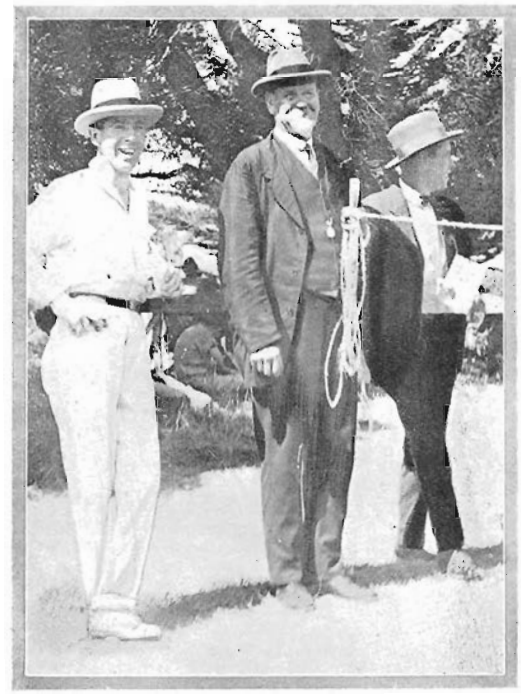
This outing for the players was so successful that the Club's Committee arranged for a second outing to Mordialloc on 1st February, when the players' wives and children also attended, about 250 persons being present. Lollies, hot water and milk were supplied free, and races and sports were conducted. The newly-formed Jolimont Electric Car Shops Band rendered selections throughout the afternoon.

The Club will place a fine team in the field this season, and it is confidently anticipated that, at the Inter-State Competition with the New South Wales and South Australian Railway teams, the Nash Shield will be won by Victoria.

Signal and Telegraph Branch Picnic

A most successful outing was spent by members of the Signal and Telegraph Branch, and their families at Sorrento on Monday, January 19th. The Weerona took the party of about 1800, the full complement allowed on the vessel, and Port Melbourne was left shortly after 9 a.m. A very enjoyable and calm trip was made down the Bay, and full use was made of the ample deck space of the ship. This is the second time that a Bay excursion has been planned, and from the remarks heard all around, it appears that such a trip will be made on all future occasions.

The official luncheon was held on the boat before arrival at Sorrento. Mr. Norman Smyth, President of the Signal and Telegraph Picnic Committee, presided, and, after the loyal toast had been honoured, proposed the health of the visitors and guests. Mr. F. M. Calcutt, Chief Engineer of Signals and Telegraphs, in replying, said how pleased he was to be present that day, as the previous year he had unavoidably been prevented from attending. He liked to see the manner in which all sections of the Branch supported and attended this annual outing, as it further cemented the very happy feeling which permeated the whole branch. Messrs. J. E. Ford, J. H. O'Connell, H. J. Hannan, and C. E. Blee also replied in brief terms. Mr. Blee, Signal and Telegraph Supervisor, in proposing the health of the Picnic Committee, spoke of the able manner in which the members of that Committee and its Hon. Secretary, Mr. P. R. Keating, carried out the heavy duties and responsibility connected with these annual excur-



Enjoying Themselves



Finish of the Ladies Race



Married Ladies Race



Arrival at Sorrento



Some of the Young People



Finish of the Old Buffers Race



Finish of the S&T Branch Handicap Race

sions. Mr. Keating briefly replied on behalf of the Committee and himself.

A well arranged and conducted series of sporting events were carried out soon after arrival, and the following were declared the winners of the different events:—

Signal and Telegraph Branch Handicap. —1st, S. L. Bishop; 2nd, S. Malberg; 3rd, C. A. Gausberg.

Youths' Handicap.—1st, S. L. Bishop; 2nd, L. F. Fleming; 3rd, I. Porter.

Throwing Cricket Ball.—1st, K. Miller; 2nd, G. Warren.

Bowling at Wicket.—1st, W. J. Boyd; 2nd, W. A. Thomas.

Married Men's Race.—1st, R. W. Campbell; 2nd, C. Moore; 3rd, J. Murphy.

Stepping the Chairs.—Divided, 1st and 2nd (dead heat), J. Grieves and F. Barker.

Old Buffers' Race.—1st, J. Ferguson; 2nd, J. McCarthy; 3rd, F. Barker.

Ladies' Race.—Miss Whyte.

Ladies' Nail-Driving Competition.—1st, Miss Stewart; 2nd, Mrs. Gunnell.

The boat left Sorrento shortly after 5.30 p.m., and the weather by that time had changed for the worse for those to whom the sea is not always kind. Stormy conditions were met on the way back, and the stewards and stewardesses did not have such a restful time as on the trip down. However, calm waters were met when near Melbourne, and in time for everyone to go down the gangway with a smiling face.

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Victorian Railways Institute

University Tutorial Class

A course of 24 lectures in Psychology will be conducted at the Institute (Council Room) by Mr. K. S. Cunningham, M.A., Dip.Ed. (Lecturer in Psychology at the Melbourne University and Teachers' College, Education Department), commencing on Wednesday, 11th March, 1925, at 8 p.m., and will meet on each succeeding Wednesday evening until the end of the year. Intending students should, if possible, attend from the beginning.

This class is open to all Financial Members of the Institute, and as only a limited number can be accommodated, new students should send in their names at once to the Secretary of the Institute.

Registration Fee, six shillings.

Institute Members' Subscriptions

The next deduction of membership subscriptions through the agency of the Departmental Pay Rolls will be made as from the period ending 21st inst.—Pay Day, 26th March, 1925.

Subscriptions in all cases will be deducted to the end of the financial year—30th June next.

Institute Library

During the month of January, the total number of exchanges at the Institute Library was 16,340, being a daily average of 716.3. Five hundred and one books were placed upon the shelves.

Attention is directed to the announcement in a recent Weekly Notice that borrowers returning books should hand them to the Station Master to be waybilled before despatch. This is most important, and no books should be returned in future without being waybilled.

New Class in Elocution and Dramatic Art

A recent innovation in the Institute Social Classes is the new class in Elocution and Dramatic Art, under the direction of Miss Winifred Moverley, with Miss Agnes Casey as Instructress, on Saturdays, from 12.30 until 2.30 p.m. This class is open to members and their children at the usual rate.

Miss Agnes Casey needs no introduction to those interested in elocution. She is a native of Maryborough, and was known in childhood as "Baby Casey, the Wonder Elocutionary Child of Competitions." Her achievements have more than borne out the glowing opinions that were then expressed regarding her future.

At the recent South-street Competitions, the Judges' award sheets for Miss Casey's efforts were one long list of eulogistic comments: —"Irreproachable effort. . . I never paint lilies, so will not venture to suggest improvement. . . . Capital vocal technique. . . . Consistent intensity throughout. . . . The clear audibility in this case shows acoustics not to blame in a large percentage of others."

The Institute has been most fortunate in arranging for this extra class under such a capable instructress as Miss Casey, and it is to be hoped that the increase in enrolment will more than justify its inception.

Country Centres

Ballarat.—The annual meeting of the Ballarat branch of the Victorian Railways Institute recently took place at the rooms of the Institute, Ballarat East. The president, Mr. F. W. Critchley, was in the chair.

The secretary, Mr. Geo. W. Stewart, presented the annual report, which, inter alia, read as follows:—"The local area during the 12 months passed has held its own. Membership stands at approximately 480, although a number were lost. The educational classes —engine working and W.H. brake (Mr. W. G. Bruhn instructor), and shorthand and typewriting (Mr. V. Wallace instructor)—have been well attended, and, in addition, a good number of members have taken advantage of the correspondence courses from Melbourne. The social classes—pianoforte (Miss T. Howarth instructress) and violin (Miss M. V. Dorrington instructress)—have also progressed satisfactorily. Books have been freely availed of by members, the returns showing a record

number of issues for the period, and with the present system of exchange of books with Melbourne approximately every three weeks, it is to be hoped that a still larger number will be availed of. Returns from the billiard-room show a record for the period.

In moving the adoption of the report, Mr. J. Dunn expressed pleasure at its comprehensive nature. The executive officers had done a great deal of work, which they all very much appreciated.

Mr. E. W. Pike, in seconding the motion, paid a high tribute to the efficient manner in which the business had at all times been transacted by the local officials, all of which was favourably reflected in the present progressive state of the Ballarat Country Centre Area. He trusted that their educational, social and other classes would continue to flourish. The motion was carried unanimously.

Mr. T. Kendrick, returning officer, declared the result of the poll for the election of the management committee as follows:—Messrs. W. Holioak, G. Bowers, J. Armstrong, H. Jephson, H. Kisler, F. Overall, W. Barrett, A. Rands, G. Morrissey, H. Messenger, R. Hayes, C. Mears, A. Mollison, D. Quayle.

A vote of thanks was passed to Mr. Kendrick for the able and painstaking manner in which he had carried out the election.

A record was placed on the minutes appreciative of the valuable services rendered to the Institute by Mr. F. W. Critchley, the retiring chairman, several members remarking that he was held in high esteem by local members.

Benalla Centre Area held its Annual Meeting on Thursday, 22nd January, at which the General Secretary of the Institute attended, and he made explanations to the members of the system adopted by the Council in relation to Country Centre Area Funds. The Orchestra, Ladies' Social Committee, and Cricket Club members were also present, and each of these bodies is doing valuable work for the local Institute.

A Working Bee was formed from amongst the members, and through its activities the grounds surrounding the Institute Building have been cleared of debris, the swampy formation filled in, and the soil dug ready to receive plants, shrubs, and grass for lawns. When the lawns have been set, and the plants growing, the Institute will be a delightful addition to the buildings in the fine town of Benalla.

The Election of Committee resulted in the following members being elected by ballot for 1925:—Anderson, J. W. (Telegraphist), Croucher, F. A. (Fireman), Edgar, H. J. (Shedman). Gresham, A. W. (Train Examiner), Headland, J. (Signalman), Hughes, T. (Turner), Johns, W. C. (Guard), Macklan, R. (Signalman), Ogden, L. J. (Elect. Fitter in Charge), Rachinger, E. (Driver), Reynolds, I. P. (Driver), Russell, J. T. (Assist. Signal Adjuster), Twomey, W. (Goods Guard), Williams, H. S. (Signalman).

Council's representatives have been appointed to the Committee, viz.:—Boothy, J. (Ganger), Caligari, L. (Telegraphist), Carr, L. M. (Fireman), Headland, J. (Signalman), Holmes, W. D. (L/h. Fitter), Penrose, C. B. (Storeman in Charge), Pevitt, A. (Fireman), Smith, C. B. (Night Officer).

The following gentlemen have been appointed by the Council Honorary Officers on the Benalla Committee:—Regan, J. F. (Stationmaster), Honorary Chairman; Ross, W. (Loco. Foreman), Hon. Vice-Chairman; Maunders, G. (Manager), Hon. Vice-Chairman.

Bendigo.—The following honorary officers have been appointed here to the committee:—Mr. M. McCraith, hon. chairman; Messrs. W. Tredinnick, J. McLeod, A. Fletcher, P. O'Neil, R. J. Laird, and R. Jeffrey, honorary vice-chairmen; Messrs. T. Bishop, S. Ellis, W. C. Ellis, J. Bruce, J. Finch, L. James, W. McShane and G. Thom are the council's representatives on the committee for 1925.

At the January meeting, the first held by the new committee, Mr. W. McShane was unanimously elected chairman, and Messrs. E. A. Roach and E. Cobbin, vice-chairmen. A number of sub-committees were formed to conduct the various activities.

The new committee includes eight new members, and it is expected that they will greatly assist by adding fresh enthusiasm in Institute matters generally.

The asphalt tennis court has been formed, and we are now only waiting for it to set.

A. R. ELLIOTT, Hon. Sec.

Maryborough Centre Area.—The members have, under the direction of the General Secretary, formed a Working Bee, and during December they worked on every Saturday afternoon cleaning up the grounds, filling in low-lying areas, digging the soil to receive plants, shrubs, lawns, laid out a croquet lawn and set the grass and laid down an earthen tennis court. The Institnte site, when the plants have sprung up as well as the grass on the lawns, there will be another beautiful spot added to the town of Maryborough.

The members have worked with a will, and they are to be congratulated on their splendid efforts, and by continuance of this good work the garden will be kept in proper order.

Seymour. — Our annual meeting was held here on 20/1/25. Vice-President, Mr Owens, was in the chair. Members present — Mrs. Owens and Mrs. Murray, Messrs. Chamberlain, McClure, Dean, Roberts, Luff, Caven, Ryan, Cullen, Pinches, and General Secretary, Mr. A. Galbraith. The Chairman extended a hearty welcome to the General Secretary for his attendance. The Vice-President made a report of the year's work, which was considered very satisfactory, and accordingly was adopted. The General Secretary spoke at some length on Institute matters, his remarks being most interesting. Returning Officer Mr. Geo. McClure, declared result of annual election of members of the Committee for the incoming year. The

following was the result of the ballot:—Messrs. Chamberlain, Dean, Cutten, Durward, Groves, Janes, Kirby, Luff, Miller, Newell, Pinches, Roberts, and Trembath. A vote of thanks to Mr. McClure for acting as returning officer, and to the Ladies' and Gents.' Committee for services rendered during 1924 was carried by acclamation. Mr. A. Galbraith, General Secretary, was also heartily thanked for his attendance.—W. G. Whyte, Hon. Sec.

Stawell Centre Area Annual Meeting of members was held on Monday, 2nd February, and the election of Committee by ballot was declared, viz.:—Harris, A. S. (Fitters' Assistant), Hayes, J. M. (Driver), Butters, E. E. (Goods Guard), Richards, C. (Fireman), Perry, A. D. (Driver), Bourchier, J. P. (Driver), Bradley, G. S. (Boilermaker's Assist.), Hortle, W. C. (Driver), Cornell, T. F. (Driver), Bonighton, G. H. (Train Examiner), Jeffrey, A. J. (Signalman), Dickens, J. A. (Parcels Porter). Forster, R. L. (D/p. Clerk), Oliver, W. E. (Fireman)

The following have been appointed Council's representatives on the Stawell Committee:—Morris, A. W. (L/h. Car Builder), Cliff, G. A. (Clerk), Denyer. G. (Ganger), Maybin, R. G. (L/h. Fitter), Mullen, V. J. (Porter), Nener, G. F. (Fitter), Dunn, W. L. (Fitter's Assist.), Ross, J. G. (Repairer).

Honorary Officers have been appointed as follows:—Groves, W. (Depot Foreman), Honorary Chairman; Whitelaw, C. (Night Officer), Hon. Vice-Chairman; Douglas, G. K. (Senr. Clerk, Loco.), Hon. Vice-Chairman.

Honorary Secretary. — Mr. H. W. Byron, Clerk, Loco., has been re-appointed Secretary of the Centre Area.

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Questions and Answers

How is the locomotive boiler constructed, and what care is required in its management?

The boiler is cylindrical in section, but has a rectangular firebox, which, presenting a number of flat surfaces, must be supported by stay bolts, crown stays, cross stays, and longitudinal stays.

A large number of 2in. brass tubes connect the firebox through the barrel with the smoke box, which contains the steam pipes, blast pipe, blower, and spark arresters. This general design was adopted for locomotives because it provided the necessary large area of firegrate and heating surface in a boiler restricted as to space and weight.

Also its centre of gravity falls in a point that facilitates the performance of the locomotive as a vehicle.

The inner firebox is made of copper, which is a good conductor of heat, and its ductility enables it to withstand the bending action set up by expansion and contraction.

Expansion brackets rivetted to the sides of firebox enable it to slide along the framing to accommodate the expansion in the length of the boiler.

Great care must be taken when lighting up and washing out to avoid setting up undue stresses in the boiler by unequal expansion and contraction. The water in boiler must be allowed to become cold before washing out, but in emergency washout the boiler may be cooled down by running water in at front plug and out at injector steam valves, taking care to keep boiler well filled and water running slowly so as to cool down in not less than 4 hours for low pressure boiler, and 6 hours for high pressure boiler.

The feed water should always be supplied while steaming, so as to utilise the good circulation due to convection, which will quickly raise the feed water up to boiler temperature, and prevent local contraction of lower parts of boiler which tends to break stays and make tubes leak. Spark arresters should be examined for holes and cleaned with wire brush, recess of smoke box door cleaned before closing door and handle screw oiled. The boiler mountings should be kept well packed, and no steam allowed to blow off at safety valves.

Describe the ash pan of a locomotive boiler, and the care it requires?

The ash pan is a box or receptacle for retaining the ashes that fall through the firegrate. It is made of steel sheets about ¼in. thick, and completely encloses the under side of the firebars, so that the air admitted to the fire is under control of the fireman, and can be regulated by means of the damper, which is fitted in the form of a swinging door operated by a notched rod in the cab. The pan is shaped to clear trailing axle and to deflect the air and distribute it evenly over the firegrate. This makes a ledge under the back row of firebars, which must be carefully cleaned down to avoid burning bars.

An ash arrester is fitted to prevent the escape of live coals; this must be always carried in running position.

Slides are fitted to facilitate cleaning the pan; these must always be closed and secured by catches except when over an ash pit. Some engines have a hopper shaped pan and slides operated by air pressure. In this case, it is necessary to see that the several openings under the hoppers do not become choked by ashes caking across (remove same with slide hook or pricker if it occurs), and that the slides are closed and the operating handle in neutral position except when over an ash pit.

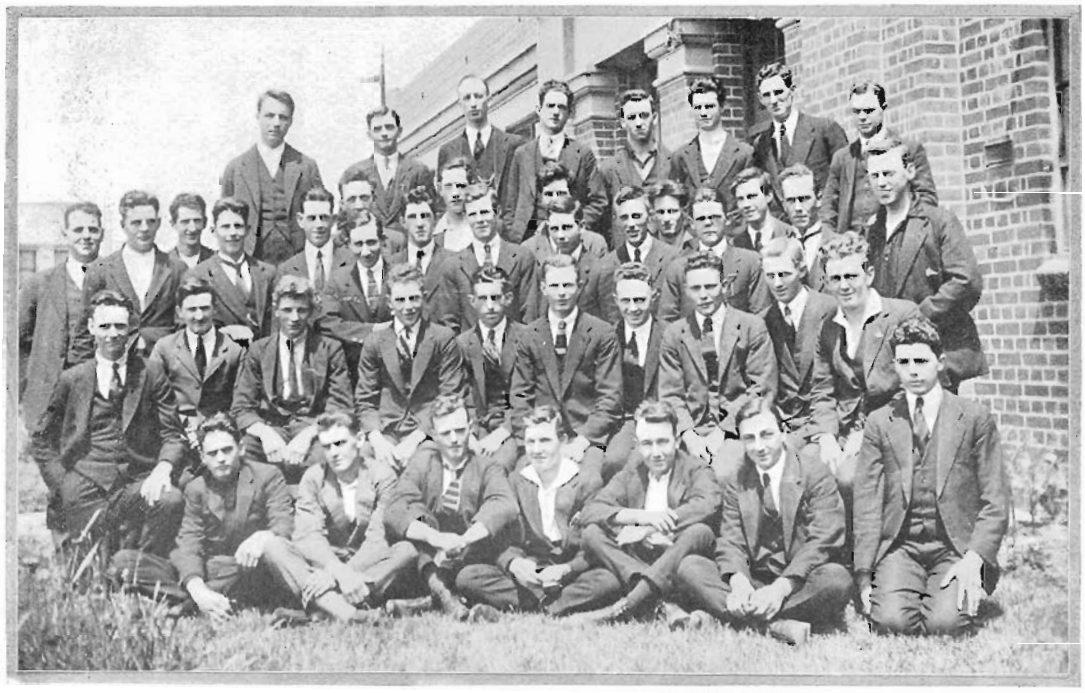
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Found

Plain-Clothes Constable Walters of Russell-street. Melbourne ('Phone Cent. 376), reports that he has found a silver Waltham watch, No. 109186, with the following inscription (inside) on back of case:—

To J.C.B.
From
His V.R. Pals.
Sept., 1912.

Apply to Mr. Walters.



Third Year Apprentices Attending V.R. Technical College.

Top Row (left to right)—P. Woodman, **C. Clayton,** C. Kubale, **G. E. Cole,** N. Bradley, O. Seebach, H. Watts, R. Cook.

3rd Row (left to right)—R. Macleod, J. Grant, C. Johnson, H. Hodgson, R. Young, F. King, C. Thomas, H. Schober, J. Sansom, H. Winter, J. Crawford, **W. J. Johnston,** K. Cousin, M. McGown, N. Elliston, D. Crawford, W. McDonald, O. Doak.

2nd Row (left to right)—H. Bromley, A. Courtis, R. Kimber, T. Duggan, W. Cross, J. Jude, J. Naughten, A. Murrie, R. Murray, A. McKeown.

Front Row (left to right)—E. Lawrence, R. Sinclair, J. Sewell, H. Retallick, R. Coulthard, A. Whittle, G. Woolley.

G. E. Cole, C. C. Clayton and W. J. Johnston, whose names are underlined, obtained the three scholarships, and are now completing the Diploma Course at the Workingmen's College.

Institute Prize Night

There was a large audience in the Institute Concert Hall on Saturday night, 31st January, when Mr. T. F. Brennan, Chief Accountant and Honorary President of the Institute, presented the Peter Alexander and W. R. Brown Memorial, Harold W. Clapp, T. H. Woodroffe, J. C. M. Rolland, and Council Prizes to the successful students in the Institute Classes.

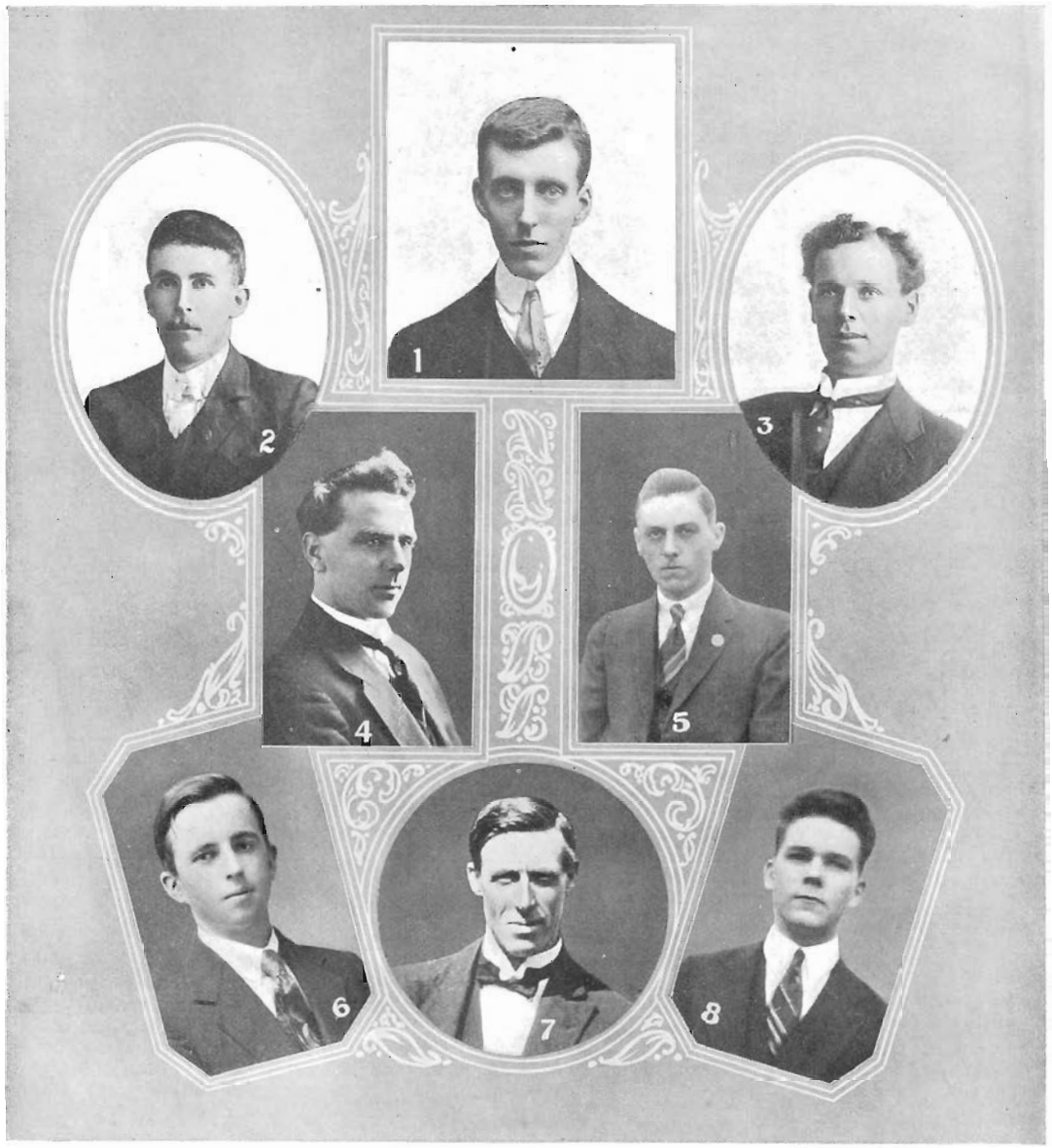
In introducing Mr. Brennan to the audience, the President (Mr. J. S. Rees) said that the main object of the Institute was to help railway employes to succeed in their life's work; to give them every chance to get out of the ruck. If they tried, and didn't succeed, it wasn't their fault, but if they failed for want of trying, they had given themselves something to bemoan in after life. On behalf of the Council, he expressed deep appreciation of Mr. Brennan's active interest in Institute work.

Mr. Brennan said that it was his pleasure and privilege not only to present the prizes to the successful students, but also to give a word of encouragement to those lads who had tried but had not been successful. After all was said and done, the prize was not the main thing. The student's principal aim was the attainment of knowledge, and if he acquired that knowledge, the prize was really only of secondary importance.

Regarding the attendance at the classes, he could say for the Council that the enrolment was fairly satisfactory—that was all. There was still a long way to go before the attendance reached the number that might be expected. A big organisation like the Railways called for the greatest ability from the men who administered it, and carried on the various duties associated with its working. Men in all grades of the service had the same opportunity of climbing to the top rungs of the ladder, but it was certain that the only men who were going to get there were the men who were willing to improve themselves. He would ask the older men to encourage the lads to attend the Institute classes. He did not want a youth to make study his sole aim in life—he considered that a reasonable amount of sport was as necessary as a reasonable amount of work—but he earnestly hoped that the Institute classes would be more largely availed of by the boys in future. (Applause.)

A high-class programme was rendered by Miss Winifred Moverley, Mrs. Agnes Smythe, Mr. and Madam Gregor Wood, and Mr. R. W. Brown.

Prizewinners, Educational Classes

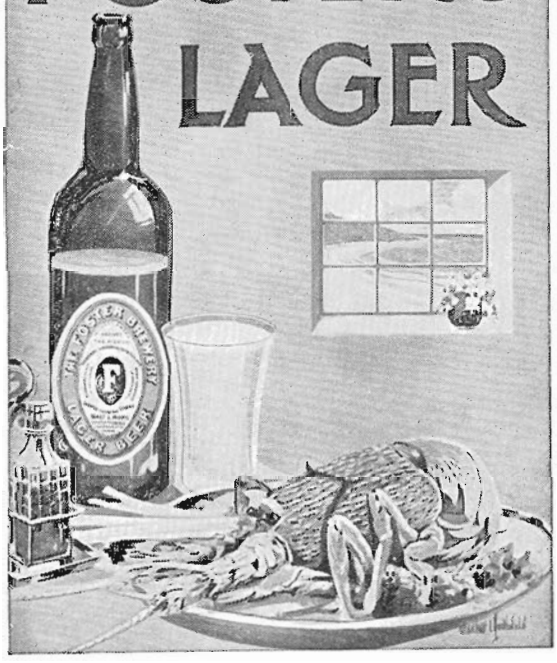


1. J. J. McCARTNEY ("Harold W. Clapp" Prize, "B" Division).
2. J. VIDLER ("W. R. Brown Memorial" Prize).
3. N. B. SMITH ("T. H. Woodroffe" Prize).
4. R. H. RICHARDSON ("W. R. Brown Memorial" Prize).
5. W. J. PARR ("T. H. Woodroffe" Prize).
6. J. F. SMYTH ("Peter Alexander Memorial" Prize).
7. A. L. SMITH ("Peter Alexander" Prize).
8. H. FAHEY ("W. R. Brown" Prize).

Mr. James McCartney enrolled in the Station Accounts and Management Class in March last year, and, although he had no railway experience other than the knowledge which he gained in the Parcels and S.M.'s office at Flinders-street, by the end of July he obtained the Railways' Official Safe Working Certificate, and in August passed Assistant Stationmaster's examination, in a very creditable manner. At the annual examination, he secured second place in Station Accounts and Management, and won the Clapp Prize in the same section.

This should constitute a record in railway circles. Mr. McCartney's achievements also aptly demonstrate the advantage of attending the Station Accounts and Safe Working Classes at the Institute.

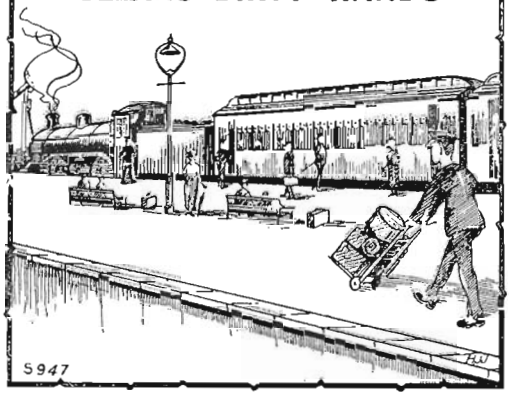
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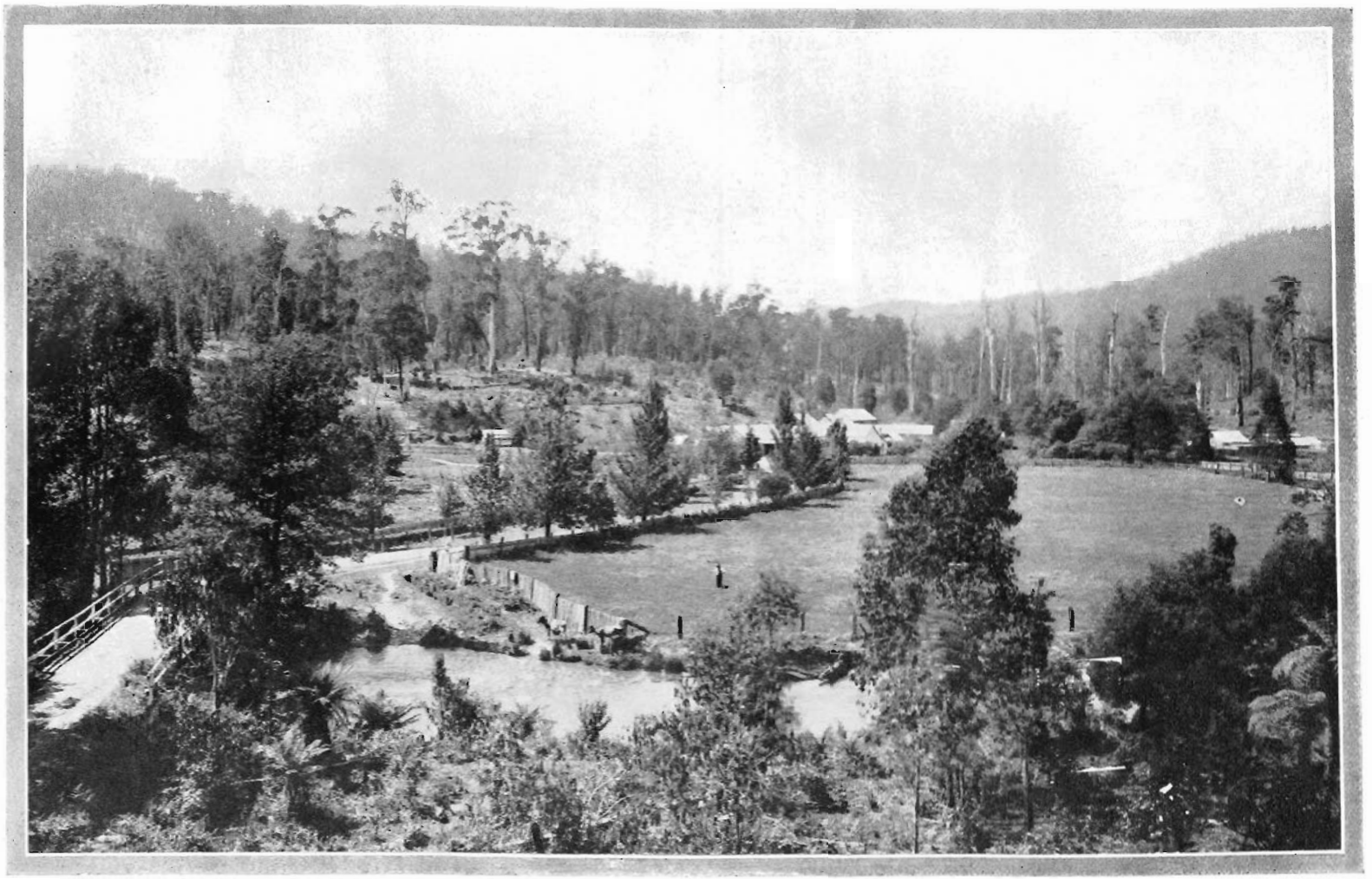
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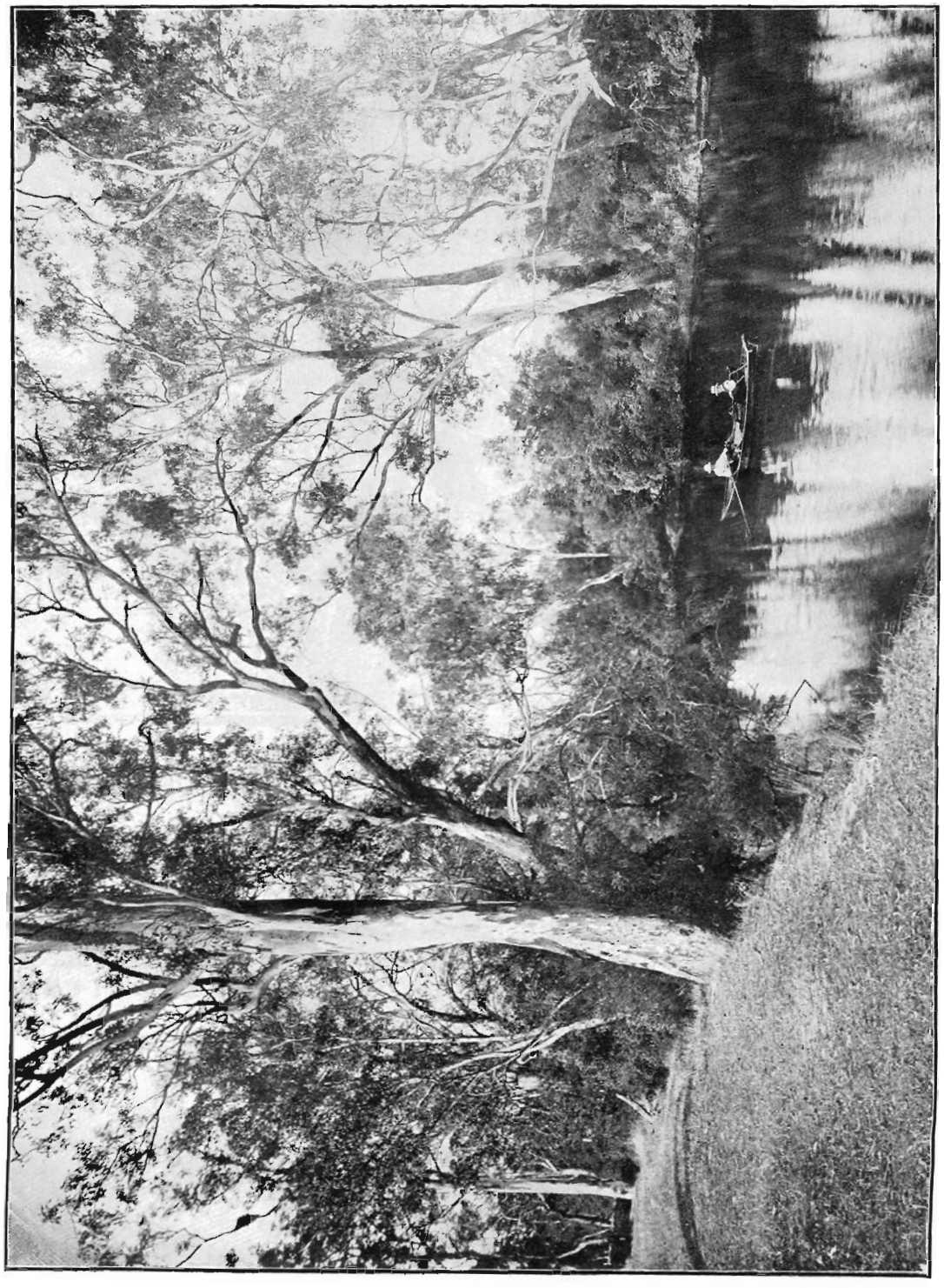
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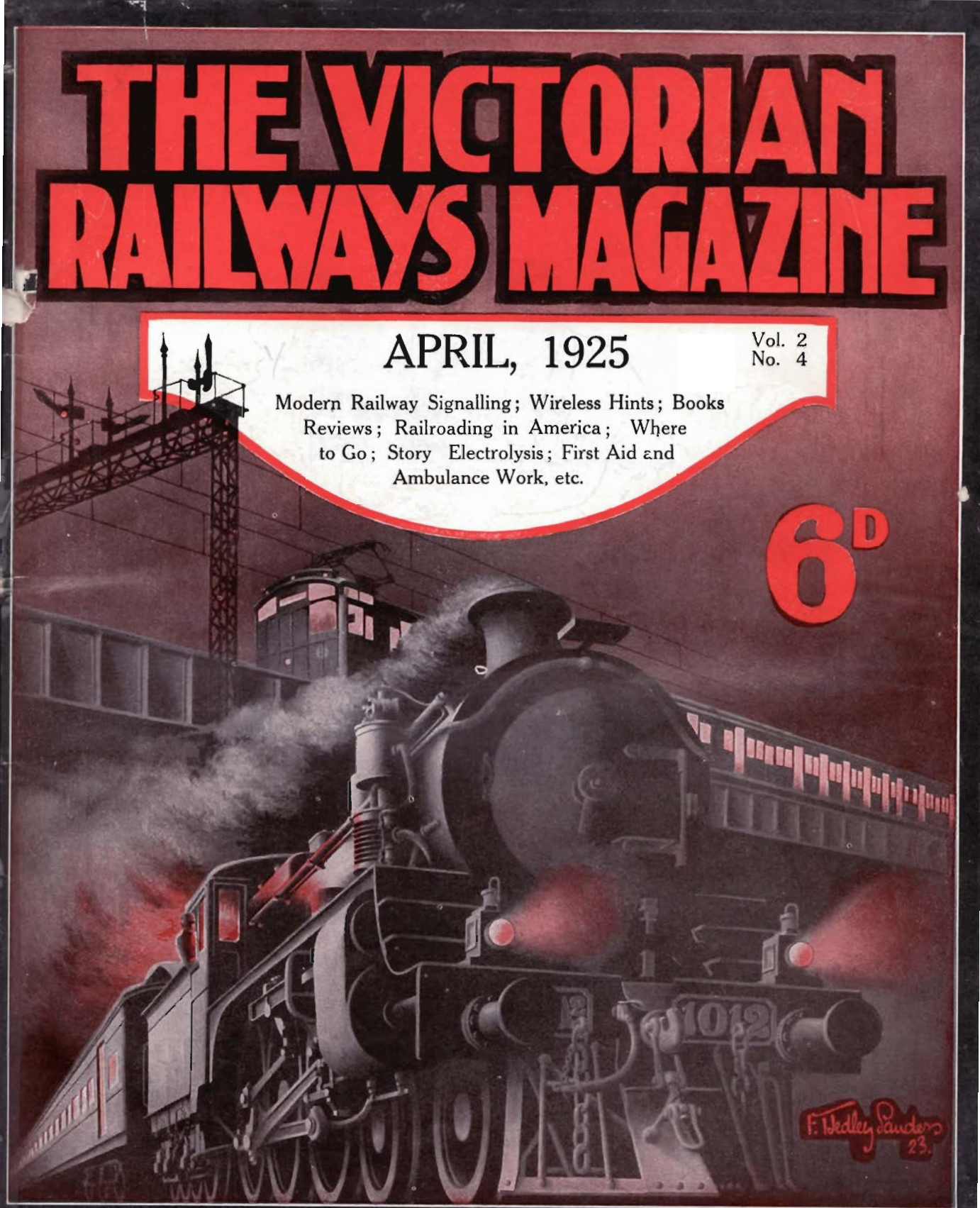
THE VICTORIAN RAILWAYS MAGAZINE

APRIL, 1925

Vol. 2
No. 4

Modern Railway Signalling; Wireless Hints; Books Reviews; Railroading in America; Where to Go; Story Electrolysis; First Aid and Ambulance Work, etc.

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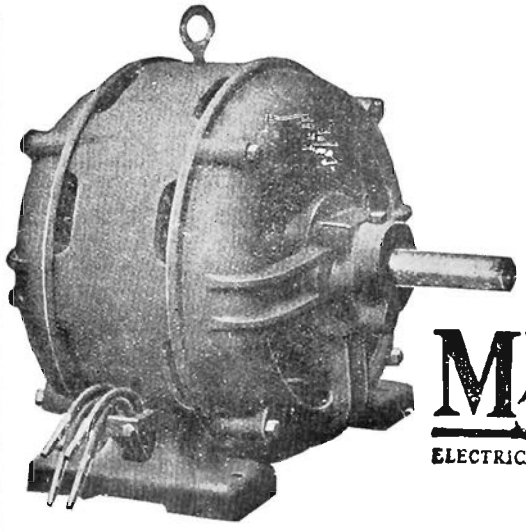
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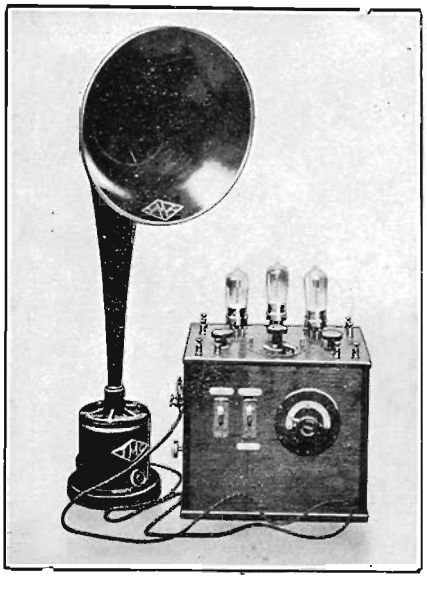
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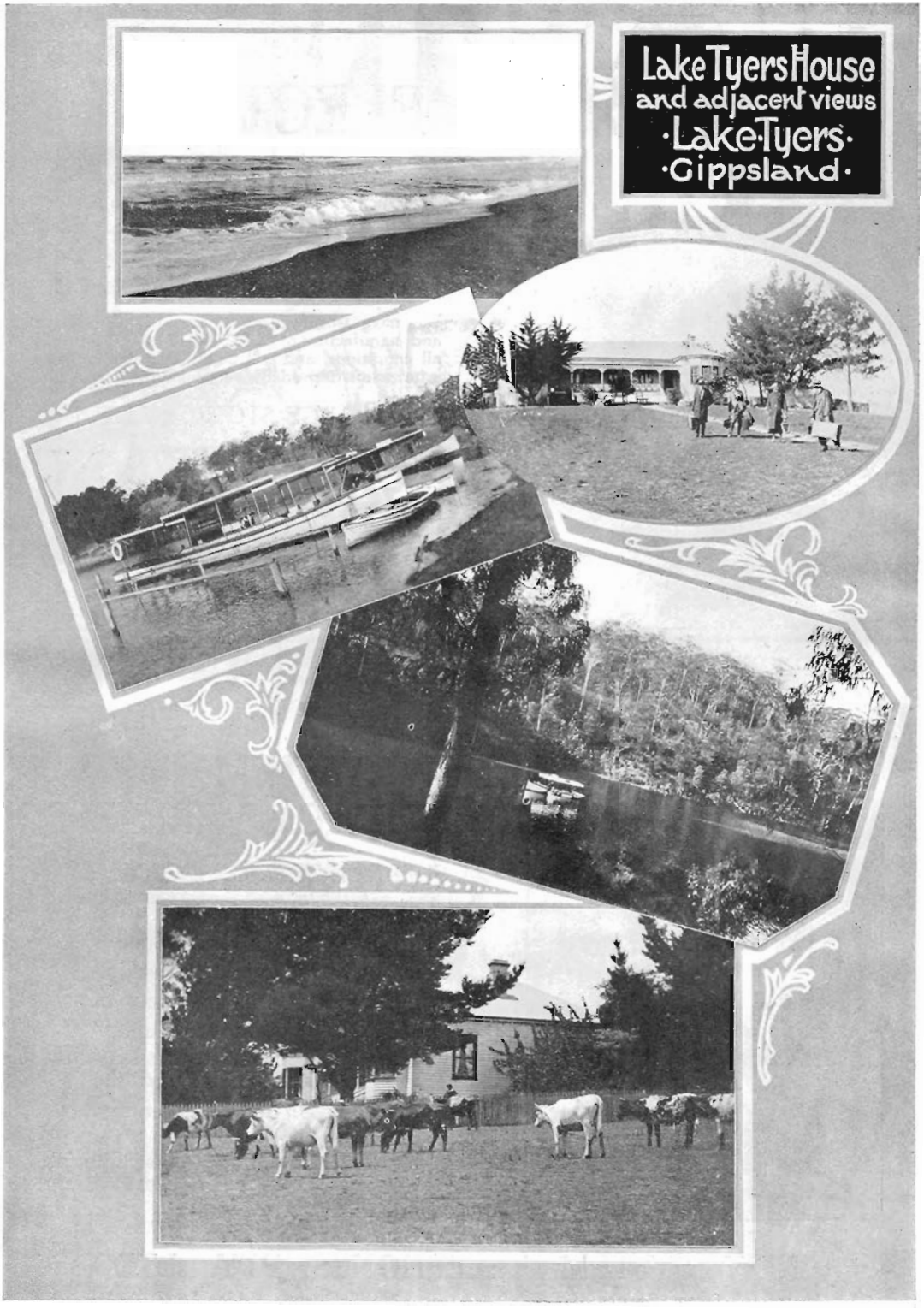
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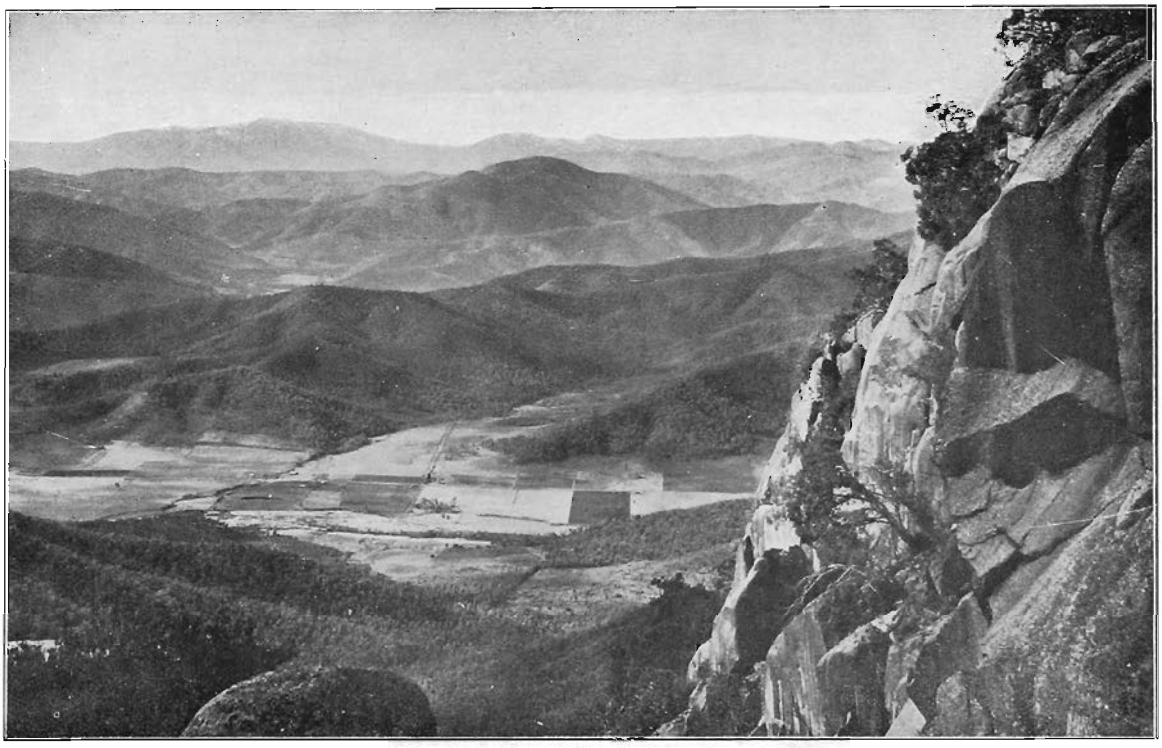
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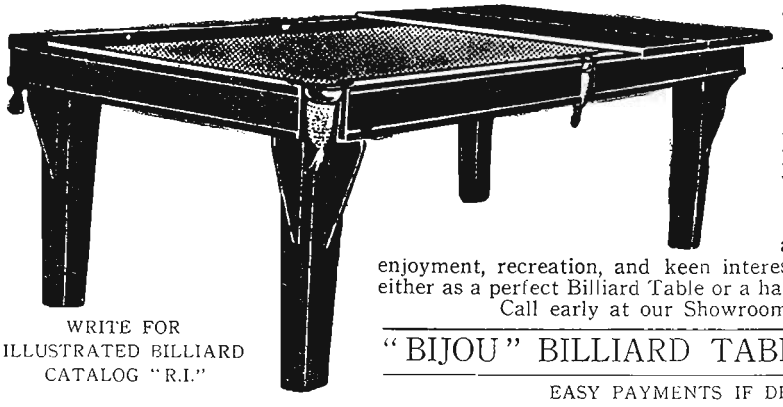
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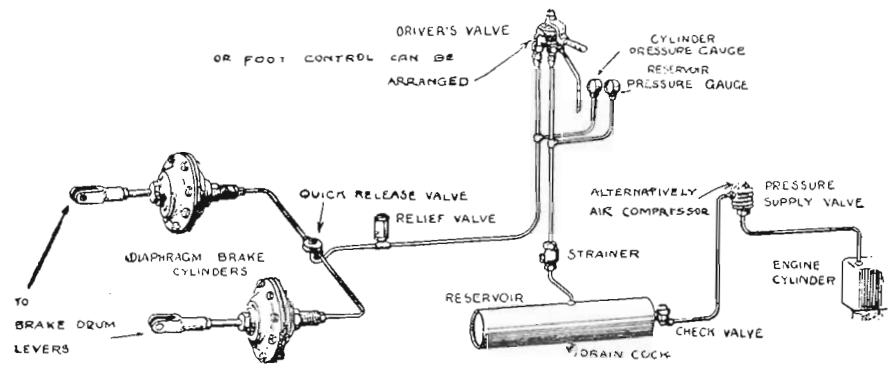


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The
Victorian Railways Magazine

Vol. II.—No. 4. Melbourne, April 1925 Published Monthly Price: SIXPENCE

Business Announcements

TERMS to Subscribers (In advance only.) For 7s. per annum the "Magazine" will be forwarded to any address.

It is delivered free to all members of the Victorian Railways Institute.

* * *

Articles and reports on matters of interest to employes, short stories, verse, etc., photographs and pen-and-ink sketches, suitable for reproduction, are invited from employes and others willing to help. They should be sent to reach the Editor "Victorian Railways Magazine," Room 6, Railway Institute, Station Buildings, Flinders-street, Melbourne, not later than the 15th of each month. Correspondence relating thereto is carried free over the Victorian Railways.

* * *

Matter for publication should bear the signature of contributor, and should state whether it is to appear over his name or a nom-de-plume.

* * *

Articles published in the "Magazine" express the views of the contributors, and are not to be accepted as coming from the Administration unless this is specifically stated.

* * *

All enquiries, except on advertising matters should be addressed to the Editor.

Telephone enquiries to Central 5480; or Railways 174.

* * *

For advertising rates, etc., application should be made to the Railways Advertising Division, 4th Floor, Railway Offices, Spencer-street, Melbourne.

Telephone enquiries to Central 6414, or Railways 139.

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The Victorian Railways Magazine

FLINDERS STREET STATION, MELBOURNE.

National Land-Transport

Public ownership of public land-transport is in accord with Australian tradition and temperament. Without being partisan or even political, this claim can be fairly made. There is undoubtedly in this land a deeply-rooted belief in trains and trams being the property of the people. That the belief is strongly held is shown by the ceaseless effort for fifty years or so to bring trams under public control in every part of Australia.

Idle for some to declare that our railways are not really the property of the people, for the people will have none of the sophistry. Their pride is the fact and sentiment of their common ownership. Idle also for some to declare that it makes no difference, anyhow, for Australians know that historically it has made a vast difference, while, esthetically, and perhaps ethically, they know it makes all the time a distinctive and remarkable difference.

There are those who affirm as the result of aprofound study of the question that the good fortune which made Australia's railways the property of the people has had immense consequences in consolidating the national sentiment. These insist that the whole economic evolution of the country has since been influenced for good by the foundations "well and truly laid" when Australia decided for State railways. Not to stress the aspect of geographical development, and all that grew out of it, the argument in another sphere is that the mainspring of that Democracy so greatly and characteristically Australia's is the nationalised railway.

Attention to these points is worth while, because in a recent "Bulletin" an article appeared which carried inferences unusual from that quarter. Dissatisfied, apparently, with what it considered the slow increase of railways, the "Bulletin" seemed to imply that State ownership was to blame. "There was a time (it said) when public ownership of railways looked a noble idea." But surely it was, and is, a noble idea? Surely, too, Australia's unqualified acceptance of "the noble idea" has had much to do with its fame in every land's studies of social science—as of a big theory in practice? With the Secret Ballot, Adult Suffrage, White Australia, and Gallipoli—not to mention other achievements—NATIONALISED RAILWAYS have earned renown through investigators' works and resultant prominence.

While it is not our province to enter into a defence of NATIONALISATION, nor to entrench upon Governmental prerogatives, we may in rather an academic way be permitted to suggest that this subject has a philosophical basis, and that possibly our readers will find the foregoing observations slightly helpful. Further, it is this very year, but a century ago, since it was declared in the House of Commons that the carrying of goods by rail had completely failed. It is but 95 years ago, round about George Stephenson's time, that the first railway for passengers was opened. The "Quarterly Review" of the period characterised as "gross exaggerations" the timid contention that a speed of 15 miles. and even 20 miles. per hour was attainable. The same famous periodical branded as "visionary" and as "schemes unworthy of notice" the speculation of making railways general throughout the land. Of what the lack of railways meant in injury to marketing, and in semi-starvation in parts, while in other parts there was plenty going to waste, Macaulay's famed "History" eloquently attests.

The repetition of facts well known to our readers is merely to ensure that the comparative youthfulness of rail-transport be not overlooked when Australia's immense spacity is put forward with a growl as not already covered by the nevertheless wonderful railway system. So late as 1855, be it remembered, the first railway was opened in New South Wales. What has been accomplished in the subsequent years any railway map of Australia will somewhat startlingly demonstrate. It is a gigantic triumph in nationalised service.

Things We Are Talking About

The American Fleet

17,000 Visitors

Official announcement has been made by the United States Navy Department that the American battle fleet, which is to visit Australia in July and August, will be in two divisions. The first division will be in Sydney from July 18th to August 3rd, and the other, comprising the flagship "Seattle," eight other battleships, five cruisers, twenty-seven destroyers, one tender, two mine-layers, and two auxiliary oil tankers, will reach Melbourne on July 20th, and remain until August 3rd.

The visit of the fleet is of peculiar interest to Victorian railwaymen, and if the traffic occasioned by the recent visit of the British Special Service Squadron is any criterion, suburban railway staffs are in for a warm time during the stay of the fleet. This naval force represents the most powerful naval unit ever seen in Australian waters. The aggregate displacement of that portion of the fleet which will visit this State amounts to 400,000 tons, and the total personnel comprises 17,000 officers and men.

Elaborate arrangements are being made to give the visitors a hearty Australian welcome. Already a train of the Reso. type has been included in the programme of entertainments, so that contingents of the fleet will be able to see as much of rural Victoria as possible. The welcome is intended to be not merely an official one, but a people's demonstration. The visit of the fleet affords Victorian railwaymen a unique opportunity of letting Uncle Sam's sailors see that we have a railway system here quite equal to the most efficient of the many famous American railroads.

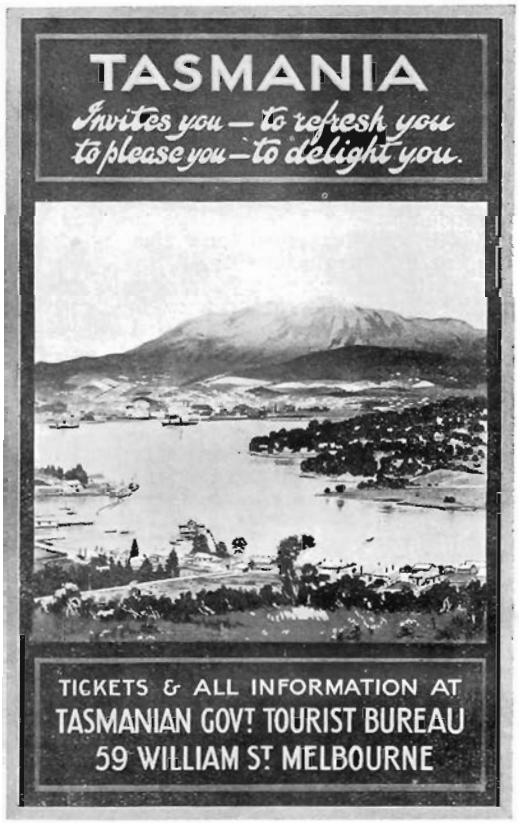
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"Better Farming" Train

Tour of the Northern District

The third tour of the Better Farming Train in the Northern District has been attended with as much, if not more, enthusiasm and interest as marked its initial tour through Gippsland, and its second tour of the Western District.

At all the stopping places, the train has been besieged by eager crowds, seeking information on every phase of farm life. The usual lectures and demonstrations have been given, and the fact is becoming more and more evident that this train has had a beneficial influence on the State as a whole, which will more than repay the expense and cost of running it hundreds of times over.



Poster recently sent Victorian Railway Stations

—❖—

Mt. Buffalo

"The Garden of the Gods" in the Boom

If there is anything at all in the doctrine of auto-suggestion, most of the train-travelling population of Victoria will soon be dashing off to the nearest booking window to buy tickets to Mt. Buffalo. Attractively designed calico signs are now exhibited in prominent positions all over Flinders-street and Spencer-street, and at leading country stations, exhorting the public to have the holiday of their lives at Mt. Buffalo.

"The Garden of the Gods" is regarded by some people as purely a winter resort. This is far from correct. Buffalo is essentially an all-the-year-round resort, and as soon as this fact is realised more widely than at present, this tourists' playground will be as popular in the spring and summer as it now is during the cold season.

The Easter Holidays

Heavy Traffic Anticipated

As we go to press, the Department is making the usual special arrangements to cope with the anticipated heavy traffic during the Easter holidays. Special trains and extra divisions will be run throughout the State, and holiday excursion tickets will be issued between all Victorian stations by all trains from 7th to 14th April inclusive, available for return from 10th April until 14th May.

In order to induce passengers to travel outside the usual rush period, tickets at cheap excursion rate will be on issue for travel on 4th, 6th and 7th April, and also by special express night trains on 9th.

Interstate sleeping berths and seats may be booked four weeks in advance for any date within the period 4th to 14th April.

On Thursday, 9th April, a special express for sleeping berth passengers, and for first and second class reserved seat passengers will be run, leaving Melbourne at 1.55 p.m., and arriving at Sydney on Good Friday morning, 8.0 a.m.

This last innovation, especially, should be much appreciated.

Live Stock Notes

Slight Decrease for February

During the month of February this year, the Department handled 8551 trucks of live stock, compared with 9393 during February, 1924. Although a slight decrease is thus shown for this month (due to fewer markets), a marked increase is evident in the number of trucks of live stock handled since the beginning of the financial year. The total number of trucks for the eight months, July to February, 1923-24 period, was 75,678, while for the current period, 80,239 trucks have been loaded.

Expeditious Movement of Rolling Stock

127 Miles a Day

In our February issue we referred to the prompt movement of trucks in the Ballarat district, and quoted an instance where a loaded truck was despatched from Sheep Hills to Geelong, and promptly returned to the same station.

Mr. Heffernan, Station Master at Quambatock, has drawn attention to a somewhat similar operating achievement in connection with the movements of truck 11798I, which was loaded with wheat and despatched from Quambatook to Williamstown Pier at 11.5 a.m. on the 24th February, and received back empty at 7.30 a.m. on the 27th idem. Including the time taken for unloading at Williamstown Pier, this vehicle averaged 127.33 miles per day, which, having regard to the number of junction and change of grade stations encountered en route, is a very fine performance, and evidence of how efficiently our transportation machine functions. It also clearly indicates the keen interest taken by our staff in the prompt movement of trucks at a time when a maximum operating efficiency is demanded from every unit in the Service.

Claims Notes

Satisfactory Decrease

During the month of February this year, 1049 claims were paid by the Department, to the extent of £1349 18s. During the same month in 1924. 1159 claims were paid, the amount involved being £1556 10s. 5d.

Victorian Railways Revenue for January, 1925

	1924.			1925.			Increase.		
	£	s.	d.	£	s.	d.	£	s.	d.
Passengers	470,259	13	3	497,478	14	2	27,219	0	11
Parcels, etc.	39,952	2	3	42,178	12	7	2,226	10	4
H., C., and Dogs	3,292	18	9½	3,724	6	7	431	7	9½
Mails	5,002	18	5	4,966	8	7			
Goods	447,187	19	1	493,071	12	1	45,883	13	0
Live Stock	48,587	3	7	41,559	2	9			
Telegraph	266	3	7						
Power	26,161	5	5	18,884	12	3			
Rentals	10,777	13	8	10,095	4	6			
Miscellaneous	760	19	1	719	8	2½			
Advertising	3,339	4	1	3,121	19	7	782	15	6
Dining Car Service	3,260	13	1	2,110	19	3			
Refreshment Room Services	31,124	4	10½	38,064	0	2	6,939	15	3½
Bookstalls				6,578	6	11	6,578	6	11
	1,087,972	19	2½	1,162,583	7	7½	90,061	9	9
Increase for the month of January, 1925							£74,610	8	5
Increase from 1st July, 1924, to 31st January, 1925							£432,827	9	11½

Transportation District Notes

Metropolitan District

New Station Opened

Mr. T. W. J. Cox, Metropolitan Superintendent, advises that the new station, between Murrumbeena and Oakleigh, was opened by the Hon. the Minister for Railways, at Poath-road, some little time ago.

As a compliment to the Mayor of Oakleigh, Cr. J. V. Hughes, to whose untiring efforts the provision of the new station was largely due, it was called "Hughesdale."

A large and representative gathering of residents met on the platform, and after Mr. Eggleston had declared the station open, an adjournment was made to a large marquee, where, at the invitation of the Mayor, refreshments were partaken of. Several toasts (including that of the Railway Commissioners, to which the Metropolitan Superintendent responded) were honoured, and presentations were made to the Mayor and Mayoress by the residents in recognition of their valuable work.

Hughesdale is an island platform station, and has been provided with buildings suitable from a railway and public point of view.

Film Traffic.—Mr. McCulloch, S.M., Spencer-street, considers that the "movies" business in the country districts is booming. During February, 1925, 1700 boxes of films were despatched from Spencer-street to suburban and country stations. They are returned immediately after use, and are the source of a large amount of revenue to the Department.

Station Yard.—Senior Constable Kelleher, in charge of the station yard, informs us that Edward Winder, who ply for hire in the yard, is one of the oldest cabdrivers in Victoria.

In 1859 he first drove a cab in the station yard. At that time the cab was a two-wheeled vehicle, without a hood or cover, and seating accommodation was very limited. The passengers sat back to back, and there does not seem to have been provision made for carrying any luggage other than the old carpet bag.

Winder is still hale and hearty, although now in his 84th year.

Other cabmen in the yard have a record of 50 years, and can recall many incidents of which the present-day generation, with their up-to-date cars, would look upon with envy.

At the present, over 100 vehicles ply for hire on the railway yard.

Fruit Traffic.—The S.M. at Ringwood advises that the season's pears are coming on the market fast, the Williams pears and other varieties being freely exported.

Exceptional care is taken in the despatch of the overseas fruit. It is very carefully graded and wrapped in special papers and pre-cooled, and when being exported, is taken direct from the freezer to the "T" trucks, and sent direct to the ship and placed on board in a frozen condition. This station has been successful in having all transportation done without loss or complaint from the growers.

Tourist Traffic.—The recent tourist season on the Mornington line has demonstrated the utility of the rail motor as an adjunct to the steam service. The Mornington rail motor carried some record loads this season; on several occasions 130 and 140 passengers being carried, although the combined seating accommodation of the motor and trailer is only 60.

The S.M., Mornington, advises that an extensive kaolin deposit near Dromana is now likely to be commercially exploited, several sample lots having recently been forwarded to manufacturers for trial purposes. Experts consider the samples submitted are specially suitable for glazed potteryware and crockery.

Two well-attended meetings of suburban S.M.'s and A.S.M.'s were recently held in one of the Institute class rooms, to hear the new system of Goods and Live Stock accountancy explained. Messrs. Brennan (Transportation) and Savage (Audit) attended each meeting, and it was evident from the close attention paid by their audiences, and the entirely pertinent questions which followed their very clear and thorough description of the scheme, that the staff viewed the innovation with interest and appreciation. Naturally, they were anxious to know whether the system would lighten their clerical burden, and, generally speaking, there appeared to be a consensus of opinion that the proposal promised greater efficiency and at the same time less labour to S.M.'s and their Assistants.

—❖—

Melbourne Goods

Interesting Comparison

Mr. T. R. L. Sexton, Goods Superintendent, reports that the agricultural produce received at Melbourne Goods for the month of February, 1925, as compared with the corresponding period last year, is as under:—

Commodity.	Feb., 1924.	Feb., 1925.	Increase in Bags.	Decrease in Bags.
Wheat	21,199	13,527		7,672
Flour	55,058	14,746		40,312
Bran	2,982	2,841		141
Pollard	676	2,353	1,677	
Oats	118,665	73,826		44,839
Peas	9,809	9,590	..	219
Beans	17	22	5	
Barley	44,395	63,532	19,137	
Malt	3,967	6,407	2,440	
Maize	1,536	16,758	15,222	
Chicory	155	511	356	
Potatoes	124,310	83,203		41,107
Onions	30,220	37,709	7,489	
Carrots	465	93		372
Grass Seeds	25	285	260	
Chaff	212,550	184,167		28,383
Swedes	41			41
Garlic		104	104	
Rye	687	173		514
Millett	55	88	33	

Wool.—For the month of February, 1925, there was an increase of 939 bales received as against February, 1925, whilst the increased number of bales received at Melbourne for the season to date is 59,455.

Shipping Business.—During the month of January, 1925, cargoes from the following ships were dealt with at Montague Shipping Shed:—

S.S. "Moldavia"	112,000	cubic feet
S.S. "Osterley"	36,000	,, ,,
S.S. "Runic"	138,000	,, ,,
S.S. "Mooltan"	100,000	,, ,,

With sundry ships making a total of 386,000 cubic feet, and a revenue of £2788 14s. 6d.

The outwards shipping comprised 6520 cubic feet, and a revenue of £322 6s. 9d.

The whole of the cargoes handled consisted of 84,000 packages.

The month of February, 1925, was very quiet; the following ships were dealt with:—

S.S. "Ulysses"	74,040	cubic feet
S.S. "Largs Bay"	16,000	,, ,,
S.S. "Ormond"	62,000	,, ,,
S.S. "Maloja"	160,000	,, ,,

—total revenue derived from these ships being £2490.

At Williamstown Pier

How Trucks are Discharged

Mr. T. J. Murphy, O. in C., Williamstown Pier, sends us the following:—

As the accommodation on the railway piers is limited, business is expedited when trucks are loaded to their full carrying capacity. When such is not the case, it means that necessary space is occupied, additional trucks have to be handled, additional covers have to be removed, folded and loaded.

Continuity of discharge is broken more frequently than it should be, tarpaulins and trucks that should be better employed elsewhere are congesting traffic on the piers, and operating costs are adversely affected.

Arrangement of office work and systematic book entries play a prominent part in making the business of the port run smoothly and economically. Information can thus be readily supplied to shippers, agents of vessels, and head office. While work is kept up-to-date, and summarised daily, an immense amount of time and labour is subsequently saved when statistical and other returns are required. It also affords a good deal of pleasure to the staff when questions were asked regarding any matter in connection with the work of the port to be able to answer correctly and quickly. Head offices and public alike must feel equal satisfaction in being able to get the information desired at short notice.

At Williamstown, there are six lines of way on each pier most frequently used, viz.: Gellibrand and Nelson piers. Cargo is placed on Nos. 1, 2, 4, 5 and 6, or 1, 2, 3, 5 and 6, as required. Empty trucks are traversed from those roads to No. 3 in the former, and No. 4 in the latter case. Traverse tables are fixed so that there are generally two available for each vessel berthed. These tables are efficient for empty four and six-wheel trucks, but of no use for bogie trucks of any class or for loaded trucks of any class other than 10-ton or lower capacity. Traverse-tables are operated by horse-power. As the tendency all over the United Kingdom, Europe and America, and to some extent in Australia, is to build a larger truck, so the live weight capacity will be increased to a greater ratio than is the case with the lighter carrying capacity vehicle.

These tables and horse-powers, doubtless, at no very distant date, will be replaced by more modern equipment.

Bendigo District Notes

Wheat Estimate Exceeded

The wheat harvest estimate of four (4) million bags for this district, says Mr. W. Tredinnick, District Superintendent, Bendigo, has been more than realised; at some stations the estimate has been exceeded by nearly 50 per cent., but, unfortunately, in the Northern Mallee, where conditions have been for some time past most unfavourable, crops did not harvest as well as was expected. The increase over the estimate is likely to be 500,000 bags, and, considering the ruling price of wheat, the farmers will, no doubt, balance up this year's operations with a credit.

Wheat Transportation.—To meet the increased volume of traffic and avoid congestion of loading at Bendigo, arrangements have been made whereby goods trains, run with "C" class engines, may be pushed from Bendigo to Malmsbury. The load for a "C" class engine Bendigo to Malmsbury is 554 tons but with the assistance of the pusher (which is usually a "Y" class engine) the load is increased to 820 tons, and this load is, on certain trains, taken direct to Williamstown.

With the completion of the regrading of the line between Korong Vale and Quambatook, it was made possible to use a "K" class engine on this section to keep the wheat moving, the "K" class load of 797 tons being taken to Korong Vale, where a "C" class engine is attached, and the same load is hauled to Bendigo, where a fresh engine and one (1) the load sent through to Williamstown.
or two (2) additional trucks are attached and

Tomato Traffic.—This year the tomato crop was not quite so heavy as was expected earlier in the season, but sufficient quantities have come to hand to give growers a good deal of concern in finding profitable disposal. As is now well known, our Department is assisting the growers by conducting a publicity campaign to dispose of their crop.

To the end of February, the following quantities were forwarded by rail:—

Station.	Tonnage.
Bendigo	308
Epsom	1,071
Huntly	472
White Hills	578
Eaglehawk	146
Myer's Flat	14
Golden Square	66
Kangaroo Flat	207
Cohuna	200
Echuca	1,698
Kerang	1,584
Total	6,344

University Extension Lectures.—An effort is being made to arrange for a course of University Extension Lectures to be delivered in our Institute on subjects of particular interest to railwaymen.

Eastern and South-Eastern District Notes

Excellent Agricultural Prospects

Mr. J. G. Lee, District Superintendent, Dandenong, reports as follows:—

Pakenham.—Steps are being taken to provide a recreation ground at Upper Pakenham, and 7 acres have been secured for the purpose. This should be an ideal spot for picnics, being within easy reach of Melbourne.

Maffra.—Experiments have been made in the cultivation of potatoes on some rough land at the junction of the Thomson and Macalister Rivers, by Mr. A. Haulett, who planted 10 bags of the Carmen variety on two acres of this virgin land. This crop has recently been dug, and the fine yield of 6 tons to the acre was obtained, some of the tubers weighing over three pounds.

The irrigation works in the District are well advanced, and water is now being supplied to the Boisdale district. Land owners have been advised to make arrangements at once for taking a full supply of water next season, and they should also commence grading operations.

Fish Creek.—The residents are desirous of having Fish Creek declared a seaside resort station. They point out that it is the nearest railway station to National Park and Wilson's Promontory, and that the number of tourists to these beauty spots is increasing every year. The local Progress Association are taking the matter up with this Department.

Sale.—The Gippsland Woollen Mills are extending their operations, and with the appointment of a selling agent, the orders for blankets, rugs and flannel have largely increased. They are hopeful of being able to work an additional shift and double the output. To supplement the £3000 worth of wool now on hand, the directors are purchasing parcels of wool from district growers.

At a land sale conducted by the Government, the abattoir site and the building thereon were sold to Mr. W. F. Newnham at a cost of £500, It is proposed to convert the building into a bacon curing factory

Dandenong.—The Dandenong Milk Factory, situated adjacent to the railway station, which has been closed for many months past, has been purchased by a company composed of well-known city business men, and will be opened as a milk condensory. The new company will be controlled by a board, consisting of Messrs. Hubert Miller, H. M. Leggo (senior partner of Leggo and Co.), J. G. Thompson (a well-known exporter to the East), and R. M. Cuthbertson. The new company, which has a capital of £50,000, will be known as "The Broadlands Milk Products Pty. Ltd." This will be of considerable benefit to suppliers, who will be enabled to dispose of their milk locally, and should result in increased revenue to the local station.

The poultry industry of Dandenong is making rapid strides, and is due mainly to the fact that Dandenong possesses the best market in the State, and is attended by buyers from practically the whole of the Gippsland district and the metropolis. Poultry raisers here have started on the right lines by commencing in a small way with the best breeds, while continuing their usual avocations and gradually increasing their stock till their returns are sufficient to enable them to devote the whole of their time to the industry.

Warragul.—Several of the large orchards in the vicinity of Warragul are yielding heavy crops of apples this year.

At a special cattle sale this month, the value of cattle offered was estimated at £5000, and almost the whole yarding was sold at good prices.

Local cattle dealers are selling some by-lines of stock to buyers from other districts. There is a keen demand for store stock.

Bairnsdale.—The bar at Lakes Entrance is proving a great hindrance to coastal steamers, and is severely limiting their tonnage in cargo. The "Awaroa" grounded recently, and remained fast for some time, but was fortunately floated off by an extra big breaker rolling in.

Tinamba.—Mr. J. MacKay, S.M., Tinamba, reports that the output of butter from the Upper Maffra Butter Factory has been exceptionally heavy. Since September, 1924, 11,009 cases of butter have been despatched, averaging 458 per week.

Tinamba district has had a remarkably good season so far as the output goes. The prices ruling for butter fat have, however, not been good, the price falling as low as 1/1 per pound. The price is again rising, and dairymen are a little more hopeful. Tinamba from the railway carriage does not look the progressive and interesting place it really is. The milk factory is situated about three miles away from the local station, and the township of Newry is also three miles away. The land in this particular vicinity is considered second to none in Victoria for richness of soil. Anything, with the exception of fruit, can be grown there. It is excellent grazing country.

In a week as many as 90 to 100 head of cattle and 120 pigs are trucked. Oats, barley, wheat, lucerne, peas, and millet grow in abundance. 2000 tons of sugar beet is expected to be sent from the district this year, and greater quantities still will be grown when the Glenmaggie weir scheme is completed in the near future. It is intended to divide the land into small blocks, have them irrigated and enable increased population. This will have a decidedly good effect on the revenue—both passenger and goods.

The revenue derived at the Tinamba station for the last 12 months was £10,845.

Ballarat District

Improvement in Goods Tonnage

Mr. T. H. Maddern, District Superintendent, Ballarat, advises that the anticipated agricultural prospects were fully borne out during the season, particularly as regards the wheat and barley yields and the production of fruit.

The comparative performances of goods trains for the month of January give the following results:—Average tonnage per loaded truck per mile—this year, 10.1; last year, 9.4. Standing time per 1000 miles (hours)—this year, 20.7; last year, 18.5. Average weight of trains (tons)—this year, 487; last year, 439.

The above figures are indicative of the progress that has been made in the advance of transportation methods. The conveyance of grain to the seaboard was successfully conducted, and whilst the standing time is showing a small increase, this is more than off-set by the improvement in the other figures.

The effective time-keeping of passenger and mixed trains has been fairly well maintained, the respective performances being as under:—Passenger Trains—this year, 82.2; last year, 80.48. Mixed Trains—this year, 86.7; last year, 88.5.

Officers' Visits.—Special visits were paid to the District during the recent month by Mr. J. Conlan, Superintendent Goods Train Service, and Mr. Fitzpatrick, Outdoor Superintendent.

The former officer closely investigated the transport arrangements provided for the conveyance of overseas grain, and was well satisfied with the train services. He arranged for the despatch of three special trains per day over the Horsham-Hamilton line, running through the Richardson Valley, primarily for the purpose of enabling the Victorian Wheat Commission to ship from Portland for overseas markets. Mr. R. F. Stanistreet, Travelling S.M., was freed from his usual duties, in order to give this traffic his undivided attention, and this arrangement was most successful.

The Outdoor Superintendent was more concerned with the station equipment and personnel of the staff, and he returned to Melbourne after having made a thorough investigation of equipment.

New Business.—The private siding under construction for Mr. J. Cockbill, at a point midway between Melton and Rockbank, has been opened, and trucking operations are in full swing. It is the siding holder's intention to despatch at least 20 trucks of metal per day, and transport has been arranged by the provision of special train services.

Investigations are in course for the erection of a somewhat similar plant at another point on this line, and it is anticipated that the metal traffic will keep the Sunshine-Melton section exceptionally busy for many years to come.

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Geelong District

Wheat Figures

Mr. J. T. Kenny, Acting District Superindent, Geelong, sends in the following figures for the past two wheat seasons, together with the current season's particulars. These disclose an interesting position, in that it will be noted that, although the present season has only extended for a period of 3½ months, as compared with full 12 months the preceding seasons, the amount of wheat to hand up-to-date show a heavy increase—

	Dec.-Nov., 1922-23.	Dec.-Nov., 1923-24.		1st Dec., 1924, 9/3/25.
No. bags to hand	1,965,775	1,774,784	In stacks	878,133
			Shipped	1,452,753
			Total	2,330,886

The monthly totals for each season account February are as follows:—February 1923, 261,733 bags; February, 1924, 459,693 bags; February, 1925, 777,653 bags.

Coal Traffic.—For February, 1925, 4 boats were dealt with, with a tonnage of 16,323 tons, as compared with 6 boats and 26,815 tons for February 1924.

In respect to shipping of wheat from Geelong, it might also be pointed out that this season, loading of overseas vessels is being carried out at Corio quay in addition to railway pier; this arrangement will permit of the wheat being shipped to overseas markets from Geelong quicker this season than has been the case previously when loading operations were only carried out at the railway pier.

Beeac.—All the early onion crops have been consigned to markets, whilst the main Spanish varieties are now being harvested, and good yields are being obtained. As a result of light rains experienced, grass has commenced to grow, and stock are appreciating the green feed available. The cool change has prevented the evaporation of salt in the lakes, and it is not expected that the salt harvest will be up to the average.

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Maryborough District

Big Demand for Trucks

Mr. A. J. Morris, District Superintendent, Maryborough, reports that records disclose wheat stacked at stations in the Midland section on 12th March, 1925, as follows:—

	Bags.
Mildura Line	800,957
Murrayville Line	124,645
Inglewood Line	1,000
Total Bags for Section	926,602

Besides this large quantity of wheat offering, there is a big demand for trucks for chaff, firewood, metal, gravel, stone, and ballast, at stations south of St. Arnaud. Mr. Williamson, Special Officer, stationed at Woodend, for the busy season, advises that up to 31st December, 1924, 518 trucks of Williamstown wheat left Woodend, representing 82,888 bags. From the 1st of January to the 17th February, 1925, 6747 trucks of wheat left Woodend for Williamstown, representing 1,081,520 bags. During the same period 1387 trucks of wheat for stations other than Williamstown, representing 222,921 bags, left Woodend, 5548 trucks of

general loading, such as firewood, hay, chaff, and other commodities, left Woodend for Melbourne. The period shown above represents handled since 1st January, 1925, total 13,782, 41 working days. The total number of trucks and corresponding number on the down journey, making a daily average of 672 trucks. The up loading was handled by trains hauling 820 tons when banked from Castlemaine to Malmsbury, and for up trains starting from Woodend as under:—

"C" class, 59 vehicles and van, representing a load of 1200 tons.

"A2" class, 42 vehicles, 845 tons.

"Y" class, 35 vehicles, 751 tons.

"DD" class, 30 vehicles, 665 tons.

Total number of bags to 17th February, 1925, handled for present season, 1,386,329.

Sydenham.—Mr. Bowdern, S.M. at this station, advises that Messrs. J. Sloan and Sons, who formerly carried on their grain store at Prahran, have now transferred all the business to Sydenham. A large two-storied building has been erected at a cost of £4000, equipped with modern machinery for the treating of all classes of grain. Large quantities of by-products are being forwarded away, and when in full swing store will employ 15 to 20 men, and handle 50 to 60 trucks in a month, and correspondingly increased outwards traffic.

Maryborough.—It is pleasing to record the receipt of a letter from the Matron of the Maryborough Public Hospital, thanking the railwaymen of Maryborough generally for their valued help to the hospital and self during her term as matron there for the past three and a half years. Matron Duffy recently resigned this position through ill-health. The railwaymen of Maryborough have been at all times ready to assist the local charities in any way possible, and I am confident in saying that the financial assistance rendered compares favourably with any similar effort made at other railway depots by railway men. The railway employes' picnic is an established yearly outing, and all profits are devoted to charity—the hospital usually receiving the major grant. It would be difficult to exactly determine the amount that has been donated, but records held disclose that a total of £450 6s. has been handed in during recent years.

The revenue and tonnage at the Maryborough Goods Shed still shows a substantial increase. The flour mill is working at high pressure, and it is estimated that over 500 tons export flour will be despatched by the end of the present month. The Maryborough Small Tools Co. have still further increased their staff, and installed new machinery. The local butter factory has received larger quantities of cream, necessitating the running of an extra mid-week truck. Maryborough Knitting Mill (Cuttle) Ltd. is working at high pressure, and report increased business.

Seymour District

A Bumper Harvest

Mr. H. E. Russell, District Superintendent, Seymour, reports that the fact that wheat carting is still in progress at many stations is another indication of the heavy yield. Up to 7/3/25, a total of 1,697,132 bags has been railed as against a total of 938,055 bags for the season 1923-24—an increase to date of 759,077 bags; an average of 27,373 bags being railed daily, compared with 15,125 bags last season. Total now on hand at stations, 731,110 bags—Yarrawonga heading the list with 180,652 bags, and wheat still coming in from the N.S.W. side. Up to date no hitch has occurred, and notwithstanding the abnormally heavy demand for trucks a reasonably good proportionate supply has been maintained. In addition to the heavy railings for seaboard, large stocks have been acquired by the district flour mills, and the export flour traffic promises to be very heavy.

Tobacco.—Owing to the wet conditions prevailing during the greater part of January and February, the tobacco crops in the King and Ovens Valley districts have been seriously affected by the ravages of blue mould. In the King Valley, 150 acres were planted out, but owing to the mould only about one-third of the crop will be harvested. However, the sample now being cured is a fine high-grade leaf, and it is anticipated that good prices will be realised. When means are evolved for successfully combating "blue mould," a great impetus will be given to this growing industry, as there is a large expanse of suitable land available for tobacco culture in the territory above-mentioned. No artificial manure is used on this crop.

Broom.—Owing to the poor prices realised last season, there has been a great falling off in the acreage under crop—about 170 acres are being harvested this year, as against 500. Up to the present the prospects are very good, and it is estimated that the yield will be about 8 cwt. per acre.

Hops.—Hop growing in the Ovens Valley is now a staple industry, and in recent years there has been a considerable increase in the acreage planted. Picking is now in full swing, and Messrs. Mahlook Bros. have about 500 pickers engaged. The crop is a heavy one generally, and good prices will be realised.

Interstate Traffic.—During recent years there has been a steady increase in the volume of goods business between Victoria and New South Wales stations, via Albury and Tocumwal. Statistics prepared disclose that during the period 21/1/25 to 20/2/25, a total of 2693 Victorian trucks (exclusive of stock) were loaded in to Albury for transhipment to New South Wales trucks, as against 1888 trucks for the same period last year—being an increase of 805 trucks for the month, which does not include local inwards business for Albury. The traffic consisted mainly of general goods, perishables, potatoes, fodder, timber, machinery, manure, and salt. There has been a

great extension of business in the Riverina territory, and the bulk of this traffic is handled via Tocumwal.

Fresh Fruit Industry.—Owing to unseasonable rains, the business in later dessert peaches was somewhat curtailed, and there was a slight falling off in this line as compared with last season. However, this was more than compensated for by the abnormally heavy Williams' pear crop, and growers state they have never had a more prolific yield of this variety. The Pullars' and other varieties of Kling peaches are now in mid-season, and the traffic is rapidly approaching the peak period.

During the month of February, a total of 897 trucks were loaded with fresh fruits at Goulburn Valley stations, including 543 for Melbourne, 265 for Sydney, and 89 for various stations. This traffic involved a heavy demand on louvre stock, and it is gratifying to note that only on two occasions it was found necessary to utilise ordinary trucks.

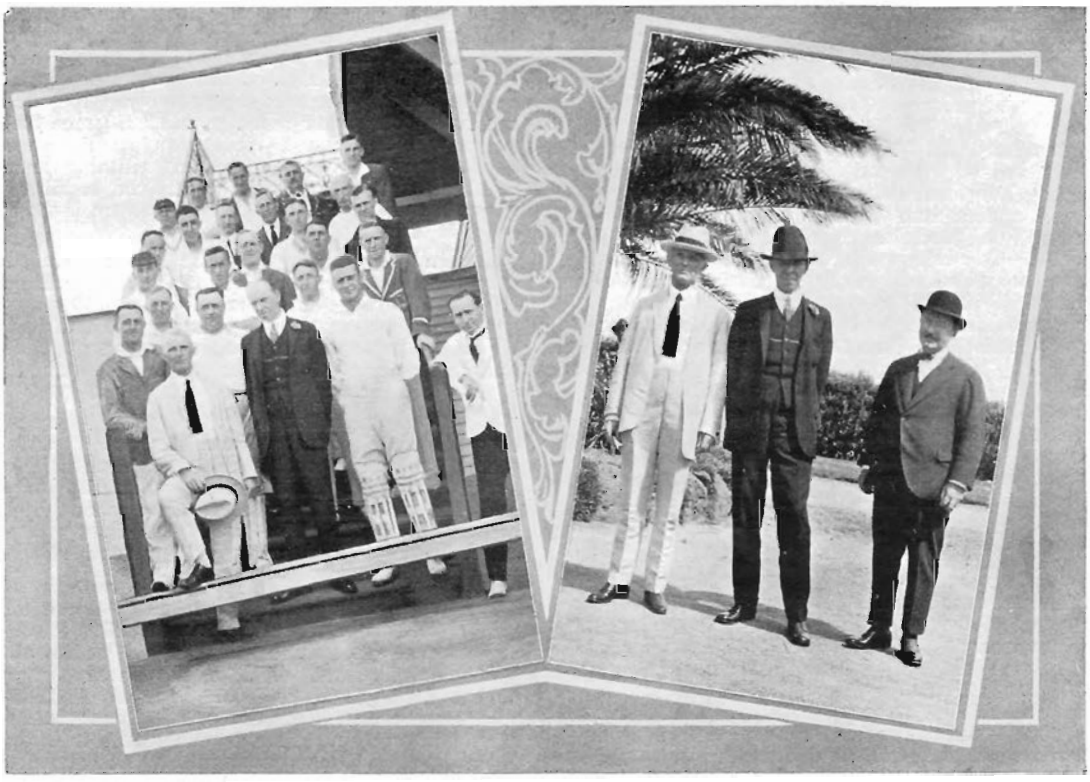
The Shepparton cannery is now working at full pressure, and processing the maximum of 175,000 two-pound tins daily, which exceeds the daily output of any other plant in the world. Many of the time-saving and output-increasing devices are of local invention or improvement, and a large and highly trained staff is engaged.

The Kyabram Fruit Preserving Company is at present processing 50,000 tins daily, and anticipates reaching the maximum of 75,000 tins in the course of the next week or so.

Dehydrated Fruit Products.—The prune crop in the Ardmona (Mooroopna) area promises to be very heavy, and the local Dried Fruits Products Co. advise that the output will be 400 tons. In addition, 200 tons of peaches and 100 tons of apricots have already been dehydrated.

Artificial Manure Traffic.—This traffic, which started much earlier than usual, is increasing in volume daily, and it is generally anticipated that all previous records will be exceeded—which may be taken as a very pleasing augury for the next season's harvest prospects.

An Echo of the recent Inter-State Cricket Match



These two photographs, not being received in time for our last issue, are included this month, as they feature the first occasion on which a Chairman of Commissioners attended one of the Inter-State Cricket Maches.

On the right Mr. H. W. Clapp is seen with Mr. O. Cox (Manager of the N.S.W. team) and Mr. J. S. Rees (President of the Institute). The left-hand view shows Mr. Clapp with members of both teams on the grand stand steps.

Way and Works Branch Activities

North-Eastern District

The North-East District (Mr. T. J. Bye, District Engineer) has been re-arranged as a result of the reognanisation which was brought into force on the 1st instant, and this district now includes the North Suburban Lines.

The exceptionally wet season has resulted in increased work for the track force throughout the district. In addition to the seasonal work of weeding and burning off, constant attention has been necessary to line and top of track. On the main North-East line, a special gang is employed between Seymour and Benalla, preparing the track and placing 2000 cubic yards of bluestone ballast. Improvements in station facilities are being provided at Seymour, where the telegraph office is being extended, and at Shepparton, where additional siding accommodation has been provided

Other improvements have been relaying between Ascot Vale and Essendon, lifting and draining various level crossings, and reconditioning track at Jolimont and on the Williamstown line. On the Works side, the main improvements carried out were the extensions of platforms for seven-car trains and the renovations to station buildings throughout the Coburg line.

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Geelong District

In the Geelong district (Mr. A. K. Bartel, District Engineer), the work of chipping, etc., of firebreaks has now been completed, and practically all grass burning is finished. Weed poisoning of tracks is being carried on with good effect, and the strengthening of weak spots in the track between Newport and Port Fairy is well in hand. Owing to the heavy wheat traffic on the Gheringhap to Maroona line, the ballast (ashes) train has been discontinued, but most of the work authorised for strengthening this line to permit of the running of "C" class locos. has been completed. The private siding for the Defence Department near Laverton is being pushed forward, and the excavation in rock has now been completed. This will insure liberal supplies of spalls being available for use in the district. Rails and fastenings have come to hand at Werribee for relaying a portion of the line so as to make available serviceable 80 lb. rails, 31ft. 9in. long, for replacing "roaring" rails in various locations.

Alterations were effected in the District Engineers' district resulting in the deletion of Ararat and Horsham sections from this district.

Bridge renewals and re-modelling of cattle pits are proceeding satisfactorily, and the bridge near Port Fairy has been remodelled by the driving of several additional piles and substitution of larger crossheads.

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Bendigo District

In the Bendigo District (Mr. T. H. Coakley, District Engineer), the work of burning-off is practically completed with the exception of the track between Kyneton and Daylesford, where the grass is still green. Good progress has been made with relaying the main line between Castlemaine and Bendigo, and when this work is completed there will be no double-headed rails.

At Bendigo passenger station, the alterations to the passenger platforms have been completed, and collapsible gates and queue barriers provided. A commencement has been made on the work of remodelling Bendigo cattle yards, and additions and alterations are also being made to Lockington and Shelbourne stock yards.

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Ballarat District

The new Engineer's District, with headquarters at Ballarat (Mr. A. J. Ward, District Engineer), was brought into operation on 1st January, and sleeper renewals in the district are being pushed forward as rapidly as supplies come to hand.

Burning-off operations are now practically completed. The Bet Bet ballast pit has been closed down during the period of heavy wheat traffic, and consequently deliveries of gravel to the State Rivers and Water Supply Commission have been discontinued as well as ballasting operations on the Mildura line.

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Oakleigh District

Mr. M. A. Remfry's (District Engineer, Oakleigh) district now includes the whole of the South Suburban Lines, and Brighton and Sandringham electric trams. Weeding and chipping is well in hand. The erosion of foreshore at Kilcunda, which threatened the station, has now been checked. The work of filling in bridges, and repairs to same, is proceeding at a satisfactory rate. The re-arrangement of Mordialloc yard and the extension of platforms on this line are well in hand. A station has been erected between Murrumbeena and Oakleigh, and one is being erected between Ringwood and Croydon. Satisfactory progrss has been made with the renewal of Traralgon footbridge.



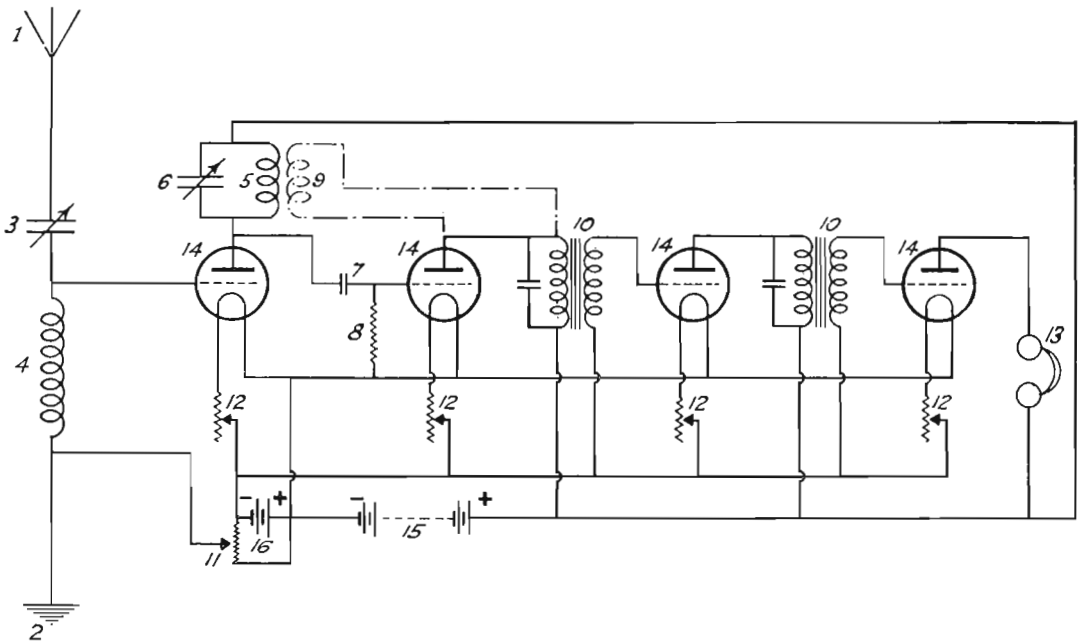
Another Aerial View of the Yarra and Flinders-street Railway Station, showing portion of the Viaduct and Queen's Bridge.

Wireless Hints

There are, no doubt, many of the readers of this "Magazine" who desire to make or purchase a wireless receiving set, but owing to the many and various types of apparatus advertised and exposed for sale, are in a quandary as to what are the essentials to make a complete wireless set. To meet the desires of those who wish to make either a two, three or four valve set, suitable for receiving all broadcasting programmes in Australia, a circuit, including all the functions likely to be employed, is given herewith, with the component parts numbered, and an explanation of their uses is given below.

It may be stated that, although there are many thousands of wireless circuits printed, there are really only but a few fundamental circuits.

It is not inferred that many of these circuits do not possess merits of their own, they probably do.



The aerial (1) is the medium by means of which the waves are collected, and their electromagnetic energy transferred to the receiving circuit. Any aerial has inductance and capacity inherent in itself, but the degree of either varies according to the type adopted; therefore, since wavelength is the product of inductance and capacity, it follows that any aerial must have a natural or fundamental wavelength, and also it will be seen that by any artificial manipulation of inductance and capacity introduced into the aerial circuit, the wavelength of the aerial can be tuned to that of the station which it is desired to receive.

This is achieved by the introduction of the **Aerial Tuning Condenser** (3), and the **Aerial Tuning Inductance** (4), both of which are variable. The most suitable value for the condenser is .001 m.f., and preferably fitted with a vernier adjustment. The form which the inductance is to take is left greatly to the discretion of the builder, that is, it may be simply a coil of about 200 turns of insulated wire wound on a tube about 3 or 4 inches in diameter, and mounted so that contact can be made to the winding by means of a stud sliding on a brass slider bar and making contact on a bared path along the windings, a coil of the "plug in" type, or a tapped coil, which in the case of a panel mounting set is very convenient, as the windings can be connected to the studs of a multiple way switch. One end of the inductance is usually connected to the aerial, and the other end to **earth** (2), with the condenser usually shunted across it. However, it is sometimes necessary to connect the condenser in series, in which case it is convenient to connect a "series-parallel" switch, which enables the operator to connect the condenser in shunt or series at will.

Although it will be found that there are many combinations of capacity and inductance which will give a desired wavelength, it is advisable to always endeavour to keep the inductance as high as possible, which, of course, means that the capacity is kept at a minimum.

It will be noticed that the signals are stronger with this combination than they would be if a comparatively small inductance and larger capacity were used.

From the aerial tuning arrangement we then come to the first valve, which in this case is known as the Radio Frequency Amplifier, and in order to understand the function of this valve, a little explanation would not be amiss, although books have been written on this subject alone, and in order to thoroughly understand this phase of the science their perusal is recommended. The valve itself consists of an exhausted tube, containing the three electrodes, viz., the filament, grid and anode or plate. When the filament is heated by means of an "A" or low tension battery (16), electrons are emitted, and since the anode or plate is maintained at a positive potential by means of the "B" or high tension battery, it attracts these electrons. The grid is placed between the filament and the plate and is employed in controlling the flow of electrons from the filament to the anode, as it is found that a very small increase of the grid potential causes an increase of the flow equal to that which would be produced by a much greater increase of the plate potential. The ratio of these two potentials is known as the "amplification factor."

It will be seen that the varying potential impressed on the grid of the first valve produces a consequent variation in the current of that valve; the potential changes of the plate are then impressed on the grid of the next valve, which is the detector.

The signals received on the first valve are at radio frequency (i.e., they are at a frequency which is higher than that which is audible), and the function of the second valve in conjunction with the **grid condenser** (7) and the **grid leak** (8) is to rectify the high frequency oscillating currents into a form suitable for operating the telephones (13). The grid condenser is of about .0003 m.f. capacity, and the grid leak, which provides a leakage path for the surplus negative electrons which gather on the grid of the detector, is of about 1.5 to 2 megohms resistance. A variable grid leak of 0 to 5 megohms is very useful for getting the exact value, but the commercial articles have not reached too high a standard of reliability, and care is required in their selection.

To the plate of the detector is connected the primary side of the audio frequency transformer (10), which is shunted by a fixed condenser of .001 m.f. capacity, the secondary being connected to the grid of the first audio frequency amplifying valve, where the potential changes having been increased by means of the transformer are then applied, causing, as in the other cases, variations in the flow of electrons from filament to plate, and so it goes on to the next valve to which, in the case of a four-valve set, the phones or loud speaker is connected. The resistance of the phones should be in the vicinity of 2000 ohms each, also that of the loud speaker, but if a low resistance loud speaker is used, it should be connected to a step-down transformer..

These phones can be connected, as shown, to either the second, third, or fourth valve, according to the desires of the operator, and in the case of a two-valve set, the audio frequency transformer or audio valves would not be required.

The **anode tuning inductance** (5) and the **anode tuning condenser** (6) function in the same manner as those in the aerial, and tune the anode circuit to the wavelength required. If it is desired to use reaction on to the anode coil by means of the reaction coil (9), it is then advisable to mount both coils on a two-coil holder.

The **rheostats** (12) are used to regulate the heating of the filaments, the correct brilliancy will soon be found by experience, and when valves are purchased, sufficient information will be enclosed to enable the size of the "A" and "B" batteries to be determined, current consumption, etc. E.G.G.

Coal Handling Plants in South Australia

The Minister for Railways in South Australia (Hon. J. Jelley) announced some time ago that nine coal-handling plants, with capacities varying from 150 tons to 300 tons, would be erected shortly at various railway centres throughout the State. Preparatory work is already in progress at Mile End, Port Adelaide, Peterborough, Port Pirie, and other points. The plants, when completed, will not only save a considerable expenditure in handling coal, but will also reduce the coaling time of locomotives.

Guyra-Dorrigo Railway

For the second time the New South Wales Public Works Committee has rejected a proposal to construct a railway line from Guyra to Dorriga, a distance of 89 miles. The New South Wales Legislative Assembly, during its last session, referred the proposal back to the committee for reconsideration, but the committee, by a majority of 4 to 3, came to the conclusion that it could see no reason for a variation of its previous decision. The estimated cost of the line was £1,558,768.

The World's Biggest Electric Locomotive

Henry Ford is building what is said to be the largest and most powerful electric locomotive in the world. The engine will be used on the Detroit, Toledo, and Ironton Railway, owned by Ford. It weighs 340 tons, will be 117ft. long, 15ft. high, and 10ft. wide. It will have sixteen 250 h.p. motors connected to 16 pairs of driving wheels, and will be capable of hauling a train of 150 or more loaded box cars. Substations are not necessary, the engine carrying its own transformers.

Railroading in America

Victorian Railwaymen's Experiences

This is the first of a series of articles by Mr. W. A. Boyd, R.S.M., having reference to his, and Mr. E. E. Coleman's (another well-known Victorian railwayman) experiences during a two-year term of practical railroading in the States. The reader's attention is directed to the accompanying page of illustrations, featuring different aspects of American railroading:—

Lured by accounts we had read, and news we had ourselves picked up regarding the railroads in America, Mr. Coleman and myself obtained two years' leave of absence from the Department, and started on a trip of adventure to the States.

We left Melbourne on October 9, 1922, had a couple of days in Sydney, left there by s.s. "Tahiti," and, travelling via New Zealand, Raratonga and Tahiti, arrived in San Francisco on November 6th. After fixing our location, and getting our bearings, we went down to the offices of the Southern Pacific Company and made ourselves known.

We were treated well, and when it was learnt that we had come over to study all phases of railroading, we were started as truckers in the freight sheds, known as goods sheds here.

After being examined by the company's doctor, and supplying ourselves with a uniform (a pair of blue overalls), we were presented with a fine big truck, and away we went, working among all classes of men. We soon got used to our new environments, and in a few days could understand French, Italian, Greek, Portuguese, and all other languages spoken.

After six weeks of this, we transferred to "Bay Shore," or what is known as "Visitation Valley," where all repair work and rebuilding of engines, carriages and freight cars is carried out. We were given the title of "helpers" here, and were employed in Loco Sheds, Car Repair Shops, Westinghouse Brakes Department, Carpentering, Paint Shop, as Light Car Repairers in Running Yard, and in assisting Train Examiners.

Having had a pretty good spin in this locality, we transferred to Sacramento, where we were employed in the Stores Branch for one month, after which time we were put on the Supply Train for a round trip which takes approximately a month. This was very interesting, for, as well as seeing the country, we saw the way in which the stores were handled by this train for the various branches of the company. As this train goes along from station to station, it supplies all material, tools, and other stores, which are required, at the same time picking up all secondhand material, scrap, and taking them back to the main store yard, where they are re-used.

On completion of this trip, we transferred to Oakland, and hired out as Freight Brakemen, having to put in thirty days as a student (which is for love), to get used to the different runs and the various duties of a Brakeman.

Our next step was to pass the examination, which takes two days written, and when the B. and S. examining officer had finished with us regarding the safe working part of the business, there was another examination which the Loco put us through in reference to the Westinghouse brake. Then the most important part of the work was the purchase, at our own expense, of a standard railway watch. After all this was done, we were qualified Brakemen.

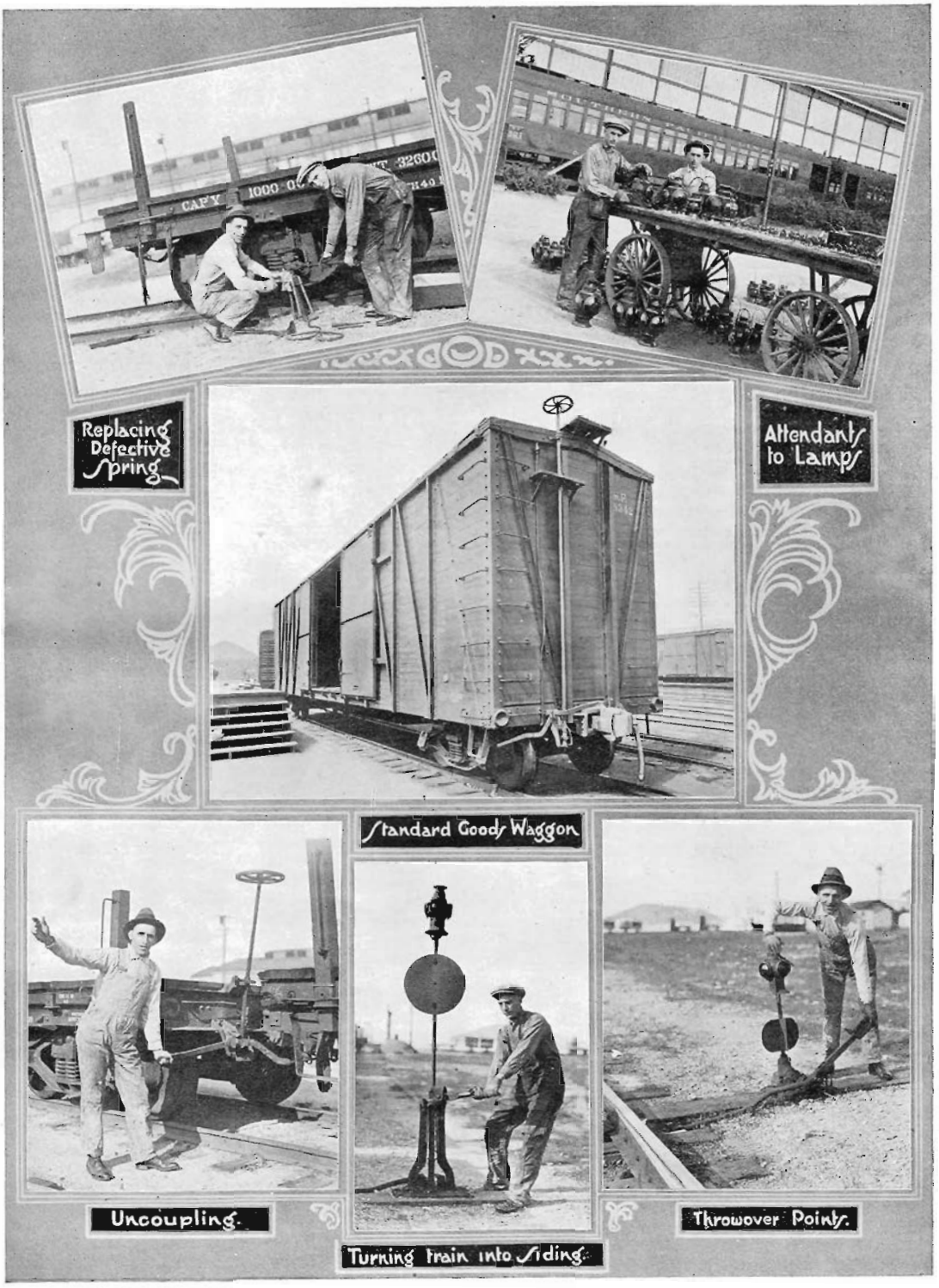
At times we had a lot of fun using our Australian Railway expressions, which tickled the American railroader, but we were just as much amused by their expressions, of which I give a few illustrations hereunder:—

Australian Term.	American Term.
Guard	Conductor
Pilot	Goat or Galloper
Shunting	Switching
Truck	Car
Van Truck	Merchandise Car
Goods Shed	Warehouse
Points	Switches
Sleepers	Ties
Driver	Engineer or Hog Head
Fireman	Cleaner
Shunter	Switchman or Snake
Goods Train	Freight Train
Van (Goods)	Caboose or Crumy
Ganger	Section Foreman
Loco Sheds	Round House
Repair Track	Rip Track
Gravitation Yard	Hump Yard
Sheep Race	Corel

When we left we could reel these terms off as fluently as a native.

The following gives a little idea of a Brakeman's duties:—Having qualified, there are three places on the train which a Brakeman works, which are assigned by the Conductor, namely, Head Brakeman, Rear or Hind Brakeman, Swing or Middle Brakeman. Usually the Conductor places the more experienced man on the hind end, as his duties are the most important.

His duties are to work the head end of the train, to pass signals to Engineer, to understand time tables, train orders, to head train in or out of sidings or meeting places, to assist with switching at stations, to watch train for hot boxes, etc., and, after passing a train order station, to make sure that Conductor gets his train orders O.K. by receiving signal from hind end.



American Railroad Scenes

The Swing-man rides in the middle of the train. He takes charge of all switching at stations, keeping train marshalled in proper order, and has to pass signals as may be necessary from the hind to the head end. When the train stops, he walks to the head end, examining as he goes, and when the train starts remains stationary on the opposite side until the caboose passes, when he swings himself on, and, walking along the top of the train, takes up his position in the middle again.

Hindman's duties are as follows:—Whenever a train stops, he must immediately hop to the ground with his flagging equipment, which consists of red flag, fusee, and torpedoes (detonators), go back one-quarter of a mile from the caboose, place one torpedo on right-hand rail; continue back another another quarter of a mile, place two torpedoes, two rail lengths apart on the rail, return to where he placed the one, and remain until recalled by the whistle of his engine (which is four long whistles from West, five long whistles from East), or until he is relieved by another flagman.

When recalled, if he does not see or hear a train approaching, he removes the one torpedo, goes to the caboose and gives the necessary air test. His other duties are: Keep lamps in proper order, cleaned and filled, clean out "crumy," put up side lamps and train indicators, line up and lock all switches after his train heads into a siding, seeing that all signals go to clear.

A crew consists of a Conductor and two or more Brakemen. In California, the State law is for forty-eight cars, two Brakemen; seventy-five cars, three Brakemen; and for every additional twenty-five cars, one extra Brakeman.

Brakemen are called for duty by telephone or "call boy." If by latter, the Brakeman signs the "call boy's" book, to show that he received the call.

Brakemen are allowed thirty minutes before departure of train, in which to go to yard office, sign on, and ascertain where train is made up, and then to the caboose to change into their overalls (which are worn instead of uniforms). The head and swingman then proceed along train and inspect all cars to see that hand brakes are off and that seals are intact.

On the road trainmen must, when opportunity arises, inspect train and effect any necessary repairs. To enable this to be done, a full set of car repairing tools is supplied in each caboose. Should there be a hot-box on train, the Brakemen have to repair it by putting a new brass in if necessary, or by keeping box cool. For this purpose a keely is carried in the caboose.

A keely is a small oblong tank, fitted with a handle and chain on each end, by which to hang it on the car. A small tap, with a piece of rubber tubing, is affixed to one end. This tubing is put into box, and the flow of water regulated by tap. The keely holds about 8 gallons of water; two six-inch nails are driven into side of car, and a cooling apparatus hung from them. A Brakeman's place is on top of the train at all times, and to enable him to get there a ladder is placed on each end and side of car. For walking over cars, a running board is placed along roof in the middle.

This was a very interesting life, and a very healthy one, although when we started out our finances were very low, and during our 30 days as a student (when we received no pay), we had to practice economy pretty strictly. Then our first cheque came along, and we were all right.

(To be continued.)

Fuel Conservation

Muffled safety valves are being adopted in some parts of the world. The wisdom of this innovation is open to question.

Is it not a step in the direction of condoning the offence, rather than seeking to educate the fireman to achieve such proficiency in his work to eliminate the undesirable noise and waste of fuel associated with "blowing off"?

It is possible to attain such a degree of efficiency in the art of firing that "blowing off" is almost eiminated.

For those who do not aspire to proficiency in their work, the irritating noise of "blowing off" provides a useful corrective, because it annoys them as well as everybody else in the vicinity, and gives an audible indication of inefficiency.

To prevent "blowing off," as well as to take advantage of the convection currents causing good circulation of the feed water, sufficient coal should be fired while steaming (on the light and often principle) to permit of the injector being kept on continuously, while at the same time maintaining full working steam pressure.

The fire can then be allowed to burn down a little before the regulator is closed, and will not then give off enough heat to cause "blowing off" while standing or drifting down a gradient.

If the driver intends steaming further than usual, he should so advise the fireman, so that the fire will not be burned down too soon.

Rolling Stock District Notes

Metropolitan District

Mr. W. H. Deasey, Act. Met. R.S. Supt., reports that the present period is always recognised as the busiest of the year. The ordinary goods and passenger traffic has to be supplied, and, in addition, the transport of the season's wheat from the country centres to the seaboard has to be met.

This means a severe drain on the man and engine power from the metropolitan area, to meet the extra demands at country centres, and, consequently, the North Melbourne Loco. Depot, from which both the engine and man power is supplied, is hard pressed to meet the local demands of the Transportation Branch; but, it is pleasing to report, that demands are being met, with very few exceptions, which, upon investigation, have been found to be unavoidable.

There are at present 180 engines at the depot, compared with 219 at the latter part of December, but it is the class of engine that counts, a bigger demand being made for "C," "A2," and "DD" engines than any other.

Statistics show that on some days 33 per cent. of the trains rostered were supplied by engines that were in the depot less than three (3) hours, the average number of trips per engine being 1½ each 24 hours.

This result can, no doubt, be put down to the fine spirit of co-operation that exists between the North Melbourne Loco. and the Melbourne Yard staff.

Several engines stationed at North Melbourne are fitted with the Frankston automatic fire doors, the numbers being:—"C" Class 6, 8, 9, 11; "A2" Class, 825, 827, 985, 1007.

All the "K" Class engines are fitted with flange lubricators, also three (3) "DD" Class, Nos. 718, 622, and 675.

These lubricators are the steam and oil type, Nos. 100 "K," 109 "K," are fitted with a composition grease stick; this stick is enclosed in a cast-iron box fitting loosely, and is always in contact with flanges; as the stick wears, the box arrangement can be adjusted to suit the length of the stick.

On the 7th March, the V.R.M.B. Society ran its usual excursion to Ballarat, and, favoured with fine weather, it proved one of the most successful held at that city for years.

Thirteen specials were supplied from Melbourne. These were run by specially selected "A2" class engines, supplied with the best coal, and manned by first-class enginemen.

An additional demand such as this on the North Melbourne depot at this particular time made its presence felt, but all trains were supplied and run to time.

Trains late, due to Rolling Stock Branch, as follows for January period:—Passenger, 3.44; mixed, 5.55.

This is an improvement over the figures for December for passenger service, but a slight retrogression for the mixed.

Dandenong District

Mr. J. W. Carter, District R.S. Superintendent, Dandenong, advises that during last month the traffic on the Eastern and South-Eastern sections, with the exception of the section Nyora to State Mine, has been very heavy, and the running staff and shed staff have been kept very busy. Owing to the strike of engineers and miners at the mine, the two "C" class engines, and a "DD" engine, were transferred to North Melbourne and Korumburra, respectively, and the surplus staff attached to the State Mine loco. depot were either transferred to other depots or booked on annual leave. At present the depot is in charge of an Acting-Driver-in-Charge.

No. 3 road at Nyora has been relaid with heavy rails, which will now permit of "C" class engines hauling coal trains from State Mine arriving at Nyora at a greater speed than hitherto.

The performances of the rail motor operating between Bairnsdale and Orbost have been very satisfactory in normal times.

Coal and water supplies have been satisfactory.

During the month of December, 1924, 3839 minutes were gained by drivers attached to the Traralgon depot. Statistics for January, 1925, are not yet available.

All engines in the district have been fitted with double spark and ash arresters, and extra precautions have been taken to see that these appliances are up to 100 per cent. efficiency, and so reduce the risks of fires to a minimum.

No serious derailments or mechanical defects in engines were reported during the month.

Flange lubricators fitted to engines running in this district are working satisfactorily.

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Bendigo District

Mr. J. McLeod, District R.S. Superintendent, Bendigo, advises that during the month of February the heavy traffic in this district has continued and records, as far as the Bendigo district is concerned in the handling of the wheat traffic, have been attained. The co-operative spirit has in no small way contributed to the 30 miles per day per truck. The increase in the mileage run at the Bendigo depot compared with a similar period of last year was approximately 17 per cent.

The time keeping of mixed trains has been well maintained, and as far as Bendigo in particular is concerned, of 108 trains which ran late, the Rolling Stock Branch was responsible for 7. while there were no delays to rail motors due to our branch.

A suggestion which was made at a Train Running Conference, held at Woodend, in January, 1924, to push goods trains hauled by "C" class engines from the Bendigo yard right to Malmsbury, has been given effect to. This mode of working wheat trains was commenced during the month with very satisfactory results, as it will enable the Bendigo yard to be cleared more promptly.

The wharf traffic at Echuca has now finished, and the season 1924-25 has been the longest known, owing to the influence of the Torrumbarry Weir, which kept the River Murray navigable for a longer period. It is anticipated that the river traffic will commence early this year owing to the rains.

The construction of the Balranald line is proceeding quietly, and it is anticipated that an additional engine will be required shortly, and it is proposed to shift the present engine and crew from the 7-mile post to the 45-mile post next week.

During the month no cases of fire caused by locomotives have occurred, which speaks volumes for the condition of the fire appliances on the engines.

The lighting arrangements in the Bendigo locomotive shed have been increased, and with the 21 new lamps supplied lighting is greatly improved.

Owing to the strike at the State Mine, most of the coal received during the month was ex New South Wales, and this has, no doubt, influenced the pounds per mile consumed.

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Ballarat District

Mr. E. Jackson, District R.S. Superintendent, Ballarat, says that the importance of skilful lighting up of engines is not fully appreciated. If properly and skilfully performed, it is the basis of a successful and economical run so far as generating of steam and consumption of coal is concerned. In our desire to conserve fuel we should be careful not to unduly tighten up the period between the light-up time and the time that engine is due from shed. A hasty unskilful light-up is the forerunner of all manner of troubles, choked tubes, and spark arresters, and probably broken firebox stays, and the sequel, delays to, and dislocation of, traffic, with attendant expense and inconvenience.

Since last report, 6 "C" class engines have been placed in running between Geelong and Stawell, via Cressy and Maroona. Good work is being done, but in view of the experience gained, slight adjustments will require to be made in the schedules.

A commencement of the transport of wheat to Portland ex Horsham has been made, but the traffic is not yet in full swing. Two DD engines have been placed at Horsham, and a third is under orders. These will change over at Kanagulk, with engines and crews ex Hamilton.

The time lost and gained (in minutes) by engines in the Stawell and Ballarat District during December for passenger and mixed trains is as follows:—

	Gained.	Lost.	Net Gain.
Passenger trains ..	2,270	610	1,660
Mixed trains	3,683	538	3,145

The figures will indicate that we have not yet reached 100 per cent. efficiency in train running. The necessity for making up time is regretted. Provided the economical and safety factors are not lost sight of, the ideal returns should be for lost and regained time, "nil."

From the columns of the Ballarat "Courier" under "Fifty Years Ago":—"Great progress is now being made with the last section of the Ballarat to Ararat railway line. The locomotive employed by the contractors is the old "Kangaroo," the first one imported by the Hobson's Bay Company, and bearing the trade mark of "Robert Stephenson."

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Geelong District

Mr. J. Fowler, Act. Dist. R.S. Superintendent, Geelong, reports that the tests being conducted with the Warrnambool bore water, which were described in previous issue, are still in course. To date, there is nothing further of note to report. Samples of this water and of the scale and residue from boiler of engine using same, have been forwarded for analysis by laboratory staff, results of which are awaited with interest.

Colac.—The growth of Colac into an important and busy centre has been steady and definite. In addition to further equipment recently provided at Loco. Shed, and a portable hut as Drivers' Room, a start has been made to erect an engine shed to accommodate one broad gauge engine. Of the 4 narrow and 3 broad gauge engines at Colac, shed accommodation existed for one narrow gauge engine only. This additional shed will afford much relief to Colac staff, particularly during the winter months.

Camperdown.—The trial of Peerless Boiler Fluid on engine No. 910 DD, stationed at Camperdown, as describedd in previous issue, has been in progress, and results to date indicate that the mileage run between washouts, when using this fluid, is practically double that obtained before use of fluid. Samples of fluid, and also of scale removed from boiler at washouts, is at present with the laboratory staff for analysis.

"C" Class Engines.—There are now 6 "C" class engines on the transportation of wheat in the district—3 at Stawell, and 3 at Geelong. Very good results, from a locomotive point of view, have been obtained on this running, the engines being run between Stawell and Geelong, a distance of 139 miles. Loads from Stawell to Ararat are 800 tons, and thence to Geelong 1128 tons. This big tonnage has been successfully hauled, and has been obtained on most of the Up trains.

Wheat to Portland.—All arrangements have now been made to ship wheat at Portland this season. For this purpose 2 "K" class engines have been placed on this line to expeditiously handle the Wimmera wheat coming forward via Horsham, these being the highest powered engines that the track will carry. The balance of trains will be run by DD class engines.

Hamilton.—One of the old familiar landmarks of the Hamilton railway yards, the engine shed, has disappeared. This shed, as originally built, housed one locomotive; later on, an addition was made to enable two locomotives to be accommodated. Hamilton's progress has been such that 5, and sometimes 6 locomotives are now stationed there to deal with its railway business, and that of the surrounding district. It has long been recognised that a corresponding advance in the equipment and loco. premises were necessary to adequately cope with the requirements of this important centre, and doubtless the days of the old shed were numbered. The work of the removal gang, however, has been much curtailed, for, on the 21st January, 1925, during a severe storm at Hamilton, the engine shed was blown over to such an extent that it became necessary to completely demolish it.

Chicago Railway Electrification

The electrification of the Illinois Central Railroad suburban system, about to be carried out in the Chicago district, will include tracks extending to Matteson, on the main line, and also to South Chicago and Blue Island branch lines. These tracks will have a route length of some 36 miles, while 100 miles of single line will be used. The new system is intended to afford transit facilities for approximately 30 per cent. of the suburban residents at present using steam trains to enter and leave Chicago. Contracts for electrical equipment to the value of £1,755,300 have already been placed.

English Railway Renewals

The directors of the London, Midland and Scottish Railway propose spending £14,000,000 on a recently announced programme of extensions and renewals. Provision has been made for the building of some 235 new locomotives, but the most costly item on the programme is the construction of waggons, of which no fewer than 30,000 are to be built. 2591 passenger coaches, mostly of the vestibule and corridor type, 40 kitchen cars, each capable of furnishing 250 meals at one sitting; and new refrigerator cars and hygienic cattle cars will also be constructed.

Barwon River Bridge

Mr. H. A. Leonard, one of the senior engineers in Australia for the famous English firm of Armstrong, Whitworth and Co., left Grafton recently for Geelong, where he was to take charge of the reconstruction of a new steel bridge across the Barwon River. Mr. Leonard was actively concerned with the drawing up of the Nymboida hydro-electric scheme, and subsequently had charge of the construction work.

Questions and Answers

S.A.R. asks: Will the extended use of wireless affect the weather?

Ans.—How far electricity affects the weather we don't yet know. But the general scientific opinion is that it does have an effect, and experiments have been made to produce rain by artificial electric currents.

What is fairly certain is that even an enormously extended use of "wireless" will not cause much disturbance to our weather conditions. The sun itself is one huge centre of electric energy, and is so powerful that even if our whole earth devoted itself to producing wireless waves, the sun would vastly outweigh its efforts.

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"Enquirer" asks: Are we losing our teeth?

Ans.—There is, unfortunately, little room for doubt on this question. In spite of the fact that our teeth are attended to as never before, they are gradually going.

Not only are our teeth feeble and liable to early decay, but our jaws are getting too small to take their full complement of teeth. The reason is that Nature invariably dispenses with the unnecessary. With soft foods, perfectly cooked and easily digested, our teeth are no longer an absolute necessity to our livelihood, and so they are gradually tending to vanish.

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Q.—What is the greatest tonnage hauled by an American goods locomotive, compared with that hauled by our own "C" class locomotive on corresponding grades?

A.—The 2-10-10-2 "Mallet" locomotives used on the Virginian Railways have a tractive effort of 147,200 lbs., with a total weight roadworthy of about 410 tons.

The "C" class engine has a tractive effort of about 36,000 lbs., with a total weight roadworthy of approximately 127 tons.

The "C" class engine hauls a load of 554 tons up a 1-in-50 grade, and based on our calculations, the Virginian engines referred to above would, on a similar grade, haul about 2400 tons, but in determining the loads of locomotives, the American practice is to provide for higher speeds than we maintain up steep gradients, so that, in actual working, over such a grade as 1-in-50, the load actually taken would no doubt be somewhat lower than 2400.

WIT & HUMOUR.

A Susceptible Audience.—Professor: "I am going to speak on liars to-day. How many of you have read the twenty-fifth chapter of the text?"

Nearly every student raised his hand.

Professor: "Good! You are the very group to which I wish to speak. There is no twenty-fifth chapter."

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The Last Word.—An Irishman was sitting in a depot smoking, when a woman came in and, sitting down near him, said:

"Sir, if you were a gentleman you would not smoke here."

"Mum," replied the Irishman, "if you wuz a lady you would sit further away."

Pretty soon the woman burst out again:

"If you were my husband I'd give you poison."

"Mum," replied the Irishman, smoking away at his pipe, "if you wuz my wife, I'd take it."

—❖—

Economy.—"Look, papa, Abie's cold is cured, and we still got left a box of cough-drops.'"

"Oo! Vat extravagance! Tell Ikey to go out and get his feet vet!"

—❖—

One Way. — First Flapper: That conductor glared at me as if I hadn't paid my fare.

Second Flapper: What did you do?

First Flapper: I glared back at him as though I had.—("N.Y. Central Lines.")

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A Good Idea.—Flynn: Oi say, Casey, what's the grand idea in paintin' that fence so fast? Ye'll be tired out before noon.

Casey: Begorrie, I'm hurrying up to get it done before the paint gives out.

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Pert and to the Point

"I want to show you, ladies and gentlemen, the famous flexible ivorine comb, and absolutely unbreakable comb, ladies and gentlemen, which will stand anything. You can bend it, or twist it—so, or you can——"

"Can you comb your hair with it?" interrupted a practical member of the audience.

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Judge: "You say that you are innocent. How do you explain the fact that you were found near the scene of the robbery with the stolen property in your hand?"

Prisoner: "That's what's puzzlin' me, too, yer honour."

Legal Humour

"Hello, Moses! How long you all in jail fo'?"

"Three weeks."

"What did you do?"

"Jes' killed mah wife."

"An' you all only get three weeks?"

"Dat's all. Den dey's goin' to hang me."

—"Partners."

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Proof Positive

Seedy Passenger: "I 'ear yer picked up ten quid o' mine on the platform this mornin'."

Porter (with pardonable doubt): "Someone did find ten quid; but how can you prove it was yours?"

Seedy Passenger (cheerily): "Oh, easy! I can show you the hole in me pocket wot it dropped out of!"



Port Campbell and Peterborough

Port Campbell, a small township about 12 miles from Timboon, and set in the most picturesque and rugged coastal scenery of the State, is reached by rail to Timboon, and thence by coach or motor car to the coast. Stretching for miles along the seafront are precipitous rugged cliffs 120 to 300ft. high, with intervals here and there of strips of narrow beach, where the sea has eaten into the soft limestone. Except for a gentle slope near the township, the beach can be reached in places only by steps which have been cut in the rocks.

Amongst the many places of interest inland are the strawberry gardens and apple orchards, while trips to the Sherbrooke River, about four miles from Port Campbell, also to the Gellibrand River, at Rivernook, open up many other beauty spots. Boats and conveyances are provided by the accommodation houses for the use of guests.

Port Campbell is the nearest township to the famous Loch Ard Gorge, near which a ship of the same name was wrecked in June, 1876, and of the passengers and crew on board only two survived—Mr. Tom Pearce and Miss Carmichael. Caves near the Gorge are now known as Pearce's and Miss Carmichael's Caves. Not far distant from Loch Ard Gorge, and within five miles of Port Campbell, is the Blowhole, which is about 50ft. across and 150ft. deep, and about two hundred yards from the shore, the waves entering through a large tunnel, and roaring angrily as they force their way through the narrow passage. The tunnel continues at the landward end of the Blowhole for as far as the eye can see.

Peterborough is a small settlement on Curdie's Inlet, at the mouth of the river of the same name, and is reached by rail to Timboon, thence by coach or motor car.

Curdie's River is about a mile wide at the township, and is navigable by rowing boats for a considerable distance inland. There is good fishing, and the golf links are well laid out along the cliffs, where visitors are enabled to enjoy the cool sea breezes.

Between Port Campbell and Peterborough the coast line could not be surpassed for rugged grandeur, and at Marble Arch the spray washes the edge of the cliff, 70ft. above the water. Descending steps cut in the face of the cliff, and passing through a natural tunnel, enable sightseers to reach a ledge, from which a close view may be obtained of the waves dashing through the arch. London Bridge, situated about midway between Port Campbell and Peterborough, extends for about a quarter of a mile into the water. This formation is pierced by two arches, 60ft. and 40ft. high. On a very rough day the spray dashes completely over the bridge.

Newfield's Gorge, the scene of the wreck of a ship of the same name, and also the Grotto, a delightful safe bathing pool, are both near Peterborough. The sandy beach in the bay, which is formed by one side of London Bridge, is an ideal picnic spot, but has one drawback—the water being too rough for swimmers.

Other places of interest are Moonlight Head, the Bay of Islands, Gibson's Beach, and the Twelve Apostles.

All the places mentioned above may be reached from either Port Campbell or Peterborough, where good accommodation is available, at a moderate tariff.

Perfection

Perfection in art, as in everything else, is, perhaps, more sudden sometimes than we think; but then the long preparation for it, that unseen germination, that is what we ignore and forget.—Tennyson.

Character

No matter where the saints abide.
Thev make their circuit fair;
Behold, how great a firmament
Accompanies a star.

—Emily Dickinson.



You will enjoy looking at other pictures of this kind on pages iv., vi., xi. and xii.



The Foreign Legion—Reality v. Romance

By DELTA

An extraordinary book is "Memoirs of the Foreign Legion," by M.M., with an introduction by D. H. Lawrence. If the term is permissible, it is a doubly-extraordinary book. The "Memoirs" itself is sensation, and in another way the Introduction is as sensational. The latter consists of eighty odd pages by one of the world's foremost novelists, and is as like one of his own novels as twin oranges are to each other. It is a story within a story—and yet a history. It tells all that Lawrence knows about M.M.—how and why he met him, the nuisance he was, and of how suicide ended an experience that reads thrillingly.

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Incidentally, the tale tells a lot of Lawrence himself, and if you happen to have read some of the stuff written about Lawrence by others, you'll be intrigued in making comparisons. In any case, Lawrence's lengthy Introduction is a brilliantly done double—Study consciously of M.M., unconsciously of D.H.L. It adds an exceptional work of art to letters. Lawrence, as you know, wrote "Women in Love," "Aaron's Rod," "Kangaroo," and other famed novels—likewise poems and sketches and treatises. Nothing of his work is "popular"—it is too unsavoury as a rule—but, heavens! it's notable, and strong, strong, strong!

As a sample of Lawrence's method and manner, and also a peep into M.M. and his work, look at this on the "Memoirs":

"It should be read only by those who have the stomach. Ugly, foul—alas! it is no uglier and no fouler than the reality. M——himself was near enough to being a scoundrel, thief, forger, etc., etc—what lovely strings of names he hurls at them!—to be able to appreciaate his company! He himself was such a liar, that he was not taken in. But his conceit as a gentleman **keeping up appearances** gave him a real standpoint from which to see the rest. The book is, in its way, a real creation. But I would hate it to be published and taken at its face value, with M—— as a spiritual dove among vultures of lust. Let us first put a pinch of salt on the tail of this dove."

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Lawrence doesn't spare the author of this curious, but (mark this!) authentic document. He first met him in Florence in 1919, and then again, and yet again, becoming involved in the vicissitudes which culminated in M.M. dying by his own hand in 1920. Nobody knows if the "Memoirs" is true, but the M.S. is vouched for.

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The "Memoirs" is a sordid and shady story of experiences under the French flag in that celebrated Foreign Legion, heard of often, but really little known from the inside. M.M., after knocking about the world as journalist and theatrical agent—he was a manager for Isidora Duncan—felt patriotic on the Allies' side when the war came, and wished to enlist. An American, his country not then being in the war, he offered his services to Italy, France and Russia in turn. Rejected, he thought next of the Foreign Legion, and after some difficulty enrolled therein, and, reaching Algiers, journeyed on to Sidi-bel-Abbes, the headquarters of the Foreign Legion. His "Memoirs" deal with life in the Legion in both Africa and Europe. The Bel-Abbes part is the better, because more alive; the Valbonne part is less exciting—perhaps because the reader is tiring of the series of shocks. On the whole, though, M.M. writes a capable and dreadfully interesting book, dirty as his disclosures are. If all he says is true, it is terrible. The cleanest section is one treating attractively of the Arabs. Otherwise, nearly everybody the author meets—of nearly every nationality—is degraded. The views on foreigners are arrestive. M.M.'s pictures are not light and shade, but all shade. This is the cheerful start-off he receives from a friend: "Let me give you some advice, do whatever you are told, never demur, and when marching, if you are dog-tired, don't drop, keep up with all the force of your will and nerves, for if you drop they will leave you there by the roadside without any ado, and you may happen to be in the Desert, miles from any human habitation. They are not very sentimental about a man in the Legion, and will let him die of hunger and thirst without a single scruple."

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He tells us that "the Foreign Legion was originally founded by Napoleon I., and it appears was disbanded under the Restoration; however, under Louis-Philippe it was resurrected, and after the

occupation of Algiers by the Duke of Orleans, the headquarters of the Legion were established at Sidi-bel-Abbes. All the barrack buildings belong to this period, with the exception of one which was built during the reign of Napoleon III. Structurally, they are all the same style, and the inner arrangements are also of the primitive order as in the time of Louis Philippe."

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Again: "The typical Legionnaire existed as he had ever since the foundation of the Legion; the murderer, thief, cut-throat, deserter, adventurer, embezzler, forger, gaol-bird, and fugitive from justice. . . . . Seventy per cent. were Germans, and it was German food, German manners, German discipline, German militarism, German arrogance, German insolence, and German arbitrariness. . . . . Slipshod, useless, idle, lying, gluttonous, and undisciplined, they resembled lazy swine more than human beings."

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He describes a burial service: "No one wept, no one shed a tear; the indifference was horrifying, no one cared. The Lieutenant was sorry to lose a good soldier—that was all. The others thought probably he was better out of his misery, and that at the hospital there was one burden less. What may that man's life have been, what his antecedents, what brought him to the Legion, what did he feel when he knew he was going to finish there? No one knew him whom I knew—no one seemed to take any interest."

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At last he concludes that "there was not a man in the Legion who could be trusted either as to his word or honesty. There were no morals —not even the morals of the Apache, who at least protects his associate in crime. It was a crowd of men nowhere else to be seen."

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Of the details of life with the Legion at the two places named, M.M. misses little that is unprintable and loathsome—it is to be hoped, for the sake of France, that he exaggerates, but, to give him his due, his account is recited naturally and sounds truthful.

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After some months M.M. escapes, never having done any fighting or seen any. It is the domestic side of army life that he describes. When in turn he meets Lawrence, he shows him his "Memoirs," and the work is left in trust to the novelist. A surprising climax is that Lawrence shows M.M. to be of German descent from the high-born, and wonders if he was after all a German spy?

(Our copy, of a unique sombre-sided exploration in war-time, is from Robertson and Mullens Ltd.)

Antipodean Seasons in Poetry

One of the things that the New Zealander or Australian has to learn to make allowance for in reading poetry, is that the seasons in the Northern Hemisphere are exactly opposite to his own. He has to translate the innumerable mention of the months by the English poets into the terms of his own almanac.

> Oh! to be in England
> Now that April's there!

When he reads this he has to reflect "That's spring; September or October with us." Similarly, the full significance of

> If you were April's lady
> And I were lord in May,

does not strike home to him so quickly as to an Englishman. He has to think for a moment what are the places of April and May in the English year.

So, when Longfellow writes—

> Of wayside inns
> When the rain begins
> To darken the drear Novembers,

he presents something strange to the Australasian mind, which is accustomed to begin cricket, tennis, and boating in that month. The Antipodean is thus brought up in his reading by frequent slight retardations of thought, and perhaps his appreciation of the perennial homage that the poets of England and America pay to the spring meant to children; stockings are hung up over night and eagerly explored in the sweet, warm, early dawn; and plum pudding, product of cold weather Christmases, is served in this summer season. Christmas cards come from relatives and friends, picturing the traditional snow mantling the village, and perhaps reach the colonial when he is lying in the shade of a great green tree by a bay that is dancing under a triumphant sun. He has the Christmas sentiment, but under how different climatic conditions. It is strange to read under such circumstances Washington Irving's description of the English Christmas, or of the bells of "In Memoriam" ringing out 'to the wild sky, the flying cloud, the frosty night," the end of the old year. The colonial loves his summer Decembers, but he feels that in respect to the associations which cluster round the English seasons he has been deprived of something, belonging to the heritage of his race.

The poets of the Southern Hemisphere will have to make their own associations. South America, as well as the British Dominions of South Africa, Australia, and New Zealand, is involved. The whole of the great literature of the world is the product of the Northern Hemisphere, but nations are arising in the South, and they will evolve a culture of their own. They will establish the Southern equivalent of "It is not always May "and the roses of June.



A True Story

The General Manager (says the "Railway Gazette" of 17/10/24), speaking from the chair at an Officers' Conference of a certain railway on October 17, 1911, said:—

"Gentlemen, since we last met I regret to say that no less than 12 servants of the company, your comrades and mine, have been killed. Now, how have they been killed? Simply by disregarding the "Prevention of Accidents" book, in which are published the known dangerous acts which are forbidden.

"I should like you to know at exactly whose door I lay these men's deaths—at yours, gentlemen. You officers of the company are responsible for their deaths.

"I go about the line; I can see men doing these forbidden things. If I can, you and your assistants can, and it is your business to stop it, and you have not done so. Which one of you can show me one case where you have had a man before you and punished him for improperly risking his life?

"Enlist the co-operation of your assistants, and have every man who unnecessarily risks his life brought before you, and it will soon make the "Prevention of Accidents" book a live thing instead of a dead one as it is now, and we shall cease having so many of these deplorable casualties."

The foregoing remarks will be in the memory of all the 40 officers present who now survive. The speaker is dead. A district officer present was much impressed by the justice of the accusation, and immediately the conference was over, he summoned his assistants and henchmen together, and after engaging their attention by first calling them "murderers," detailing the words of the General Manager, told them that, in future, he wanted this instruction carried out strictly, and that **risking life was an offence that could not be effectively stopped by a local caution.**

The district officer, happening to be on the line later in the day, saw a man jump in between two corridor carriages coming together to be coupled up. He probably would not have noticed it if he had not definitely been on the look-out owing to the words of the General Manager, and this man was the first to be brought up and dealt with. The attention of the "assistants and henchmen" was drawn at once to the fact that, before any of them had any case to report, the District Officer himself had found one, and they were invited to "get busy."

At the next Stationmasters' and Yardmasters' meeting their co-operation was asked for, and gradually cases trickled in until 100 or more cases had been dealt with. In every instance the culprit was sent to the District



DON'T LET A SWING-DOOR OPEN WHILE THE TRAIN IS IN MOTION.
It's bad for the hinges, and may disturb waiting passengers.

Officer, and had to "go through it" on the carpet. Gradually it got to be understood by the staff that if they were seen doing any of the forbidden dangerous acts it meant a not altogether pleasant trip to London, and gradually the practices ceased.

The attention of the supervisors was drawn to the matter every few months, and they supported the movement splendidly; so much so, that one man who was knocked down, but fortunately not seriously injured—through improperly walking in the four-foot with his back to a shunt—was sharply tackled by the Stationmaster for "nearly spoiling our record." It cannot be rubbed in too often that the most dangerous acts that can be committed are walking in the four-foot way or stepping foul of a line without looking.

Some time ago it occurred to the District Officer that he had had a clean sheet at the Officers' Conference for a very long time, so he instituted inquiry, and eventually found that he had gone 3½ years without any of his staff of 5000 being killed, and during that time only one had been seriously injured. It is recognised that the best men who want to "get on with the work" are the most likely to risk their lives, and it is specially these, seldom, if ever, coming under criticism for anything else, who have to be made to understand that the saving of a few seconds' time is much too dearly bought by risking their lives unnecessarily.

American Campaign

The campaign inaugurated on June 1st by the railroads through the American Railway Association to reduce the number of level crossing accidents has resulted in a considerable saving of life, according to H. A. Rowe, chairman of the Committee on Prevention of Highway Crossing Accidents.

During June and July, the first two months of the campaign, 346 persons were killed and 1062 injured in level crossing accidents, while 405 were killed and 1043 injured during the same months in 1923. This was an actual saving of 59 lives, although the injury of 19 additional persons for the two months was reported. In view of the fact that there was an increase of 20 per cent. in the number of automobiles registered in 1924 compared with 1923, the actual decrease of 59 in the number of lives lost would indicate that the driving public exercised greater care in approaching and passing level crossings.

Gassed by Toy Balloon

A Paris child, says the "First Aid Magazine," was running round a schoolroom with a toy balloon, when he noticed that it was deflating. He put the nozzle to his mouth, and began to blow the balloon up, when he fell forward. He was dead when picked up. A doctor's investigation showed that the boy had been poisoned by the gas used to inflate the balloon.

Trains Across the North Sea

System that Saves Time and Money

Many folk who have read of the new train ferry between Harwich and Zeebrugge must have asked themselves how it is possible to establish an unbroken railway service between cities on this island and capitals as far away as Bucharest, Athens, and Constantinople, at the other end of the European mainland.

On both sides of the North Sea Nature is a valued ally in the experiment. There could be no more ideal port for a ferry terminal than Harwich. Geographically, it possesses the advantage of lying north of the Thames, yet nearer than Dover to London; traffic, moreover, can pass to its harbour direct from our industrial centres without being held up in the metropolis.

Hardwich has the further asset of a sheltered harbour; its channel is deep and close to the shore, and its range of tide is slight.

This last is an important point. The railway lines of a train ferry terminal run down to the edge of the sea at right angles to the quay. They are continued to join up with the lines of rails on the ferry-boat along a gangway carried on girders hinged at the shore end and raised or lowered by chains or pulleys at the other end on the deck of the ferry-boat, which rises and falls in the tide, whilst the rails on the gangway are linked up with the railway lines on board.

Legacies of the War

The advantage of Hardwich's slight tidal range will be apparent—it is due to this fact that the gradient of the rails on the gangway is never too steep.

The lifting bridge, which will be worked by electricity, is the one used at Southampton during the war. It is to be taken down and brought round by barge to Harwich. The train-ferry service will have three boats, each of them able to carry 54 waggons, with a capacity of ten tons apiece.

A complete train can be put on board or taken off in twenty minutes; the boats, which have a speed of thirteen knots, can arrive at Zeebrugge within eight hours; a few minutes more and the waggons will be run ashore and made into a train again, for the train-ferry dock in the Dadse basin of the Zeebrugge Canal can be entered at any tide.

Both waggons and the boats that will bear them to the Continent are legacies of the war. The boats plied between Richborough and France, and, as for the waggons, the Belgian Government has generously offered the use of them.

Bright Trade Prospects

Elsewhere in Europe the new train-ferry will be an appreciated artery between the British and Continental markets. Promises of surprising traffic have been received from Continental exporters everywhere.

The Customs officials have consented to save delays at Harwich by examining goods at inland stations. In addition to the agreement with the Belgian State Railway, satisfactory negotiations have been concluded with the State railways of Italy and Switzerland, and with the railways of Alsace-Lorraine.

Modern Railway Signalling

Lecture by Mr. F. M. Calcutt

An interesting and instructive lecture on the above subject was given by Mr. F. M. Calcutt, Chief Engineer of Signals and Telegraphs, on Thursday evening, March 6th, in the Lecture Hall, Jolimont, There was a large attendance present to listen to the lecturer's review of the latest advances being made in railway signalling and description of the latest safe-working appliances in use on the Victorian Railways.

The following extracts from the lecture will be of interest to those who were unable to attend:—

The first interlocking frame on the Victorian Railways was installed in 1876, the block telegraph in 1880, needle block instruments in 1883, electric tablet instruments in 1892, lock and block instruments in 1896, track circuit control of signals in 1897, electric staff instruments in 1897, and three-position signalling in 1915.

One of the principal controlling elements in signalling is the interlocking machine which prevents wrong signals being displayed or conflicting routes set up. In the later developments electric locking has been superimposed on the mechanical machine, and provides a ready means of securing control of levers from adjacent signal boxes, and also of holding a route once a signal has been lowered.

Later developments saw the introduction of the electro-mechanical machine as at South Yarra. Here the points are worked mechanically by rodding, but the signals are all controlled by miniature levers above the large point levers. This system is ideal where the majority of trains run on through routes and little point operation is therefore necessary.

Later developments still resulted in the introduction of the all electric interlocking machine as used at Viaduct Junction and Franklin-street. These machines have every possible safeguard against error, failure or misplacement of apparatus, and with the aid of illuminated track diagrams, which show the position of all trains in the area controlled by the Signalman, represent the most up-to-date machines yet installed anywhere.

Apart from the advantage that power operation of points materially reduces the physical labour of the Signalman, this method has also the advantage that points can, if necessary, be operated miles away from the Signal Box. The present limit for mechanical rodding is 300 yards. Power machines are much shorter and more compact that mechanical ones, and considerable economies and better working can, in many cases, be effected by their use.

A recent development in the electric staff system is the abolition of batteries, the operating current being obtained by the rotation of a generator by the Signalman. This generator looks like an outsize in telephones, and one is provided at each block station.

With the electric staff system, some means are necessary to avoid unduly slowing down express trains to exchange staffs, and in this connection work is in hand equipping single line crossing stations between Mangalore and Albury with staff exchanging apparatus, which will enable staffs to be exchanged at a speed of 40 miles per hour.

An interesting addition made some time ago to staff instruments on lines where the staffs tend to bank up at one end of the section consists of a staff magazine box, which is normally locked to the base of the column of the instrument. While in this position surplus staffs can be passed into the magazine. It is then unlocked from the instrument, and in unlocking it the passage way in the column is closed, so that no more staffs can be withdrawn except the regular manner.

The magazine box containing banked up staffs is then sent to the next station, locked to the staff column there, and staffs transferred to the instrument. It is then sent back to the station where staffs accumulate, and locked to the instrument again until the transfer performance is again necessary.

This device works well, and saves much time in balancing staffs by the older method, as the whole operation is now safely conducted by the station staffs.

The latest development is the provision of automatic signals on single lines. The section between Upper Fern Tree Gully and Belgrave is so equipped, and work is authorised on the section Goulburn Bridge to Seymour.

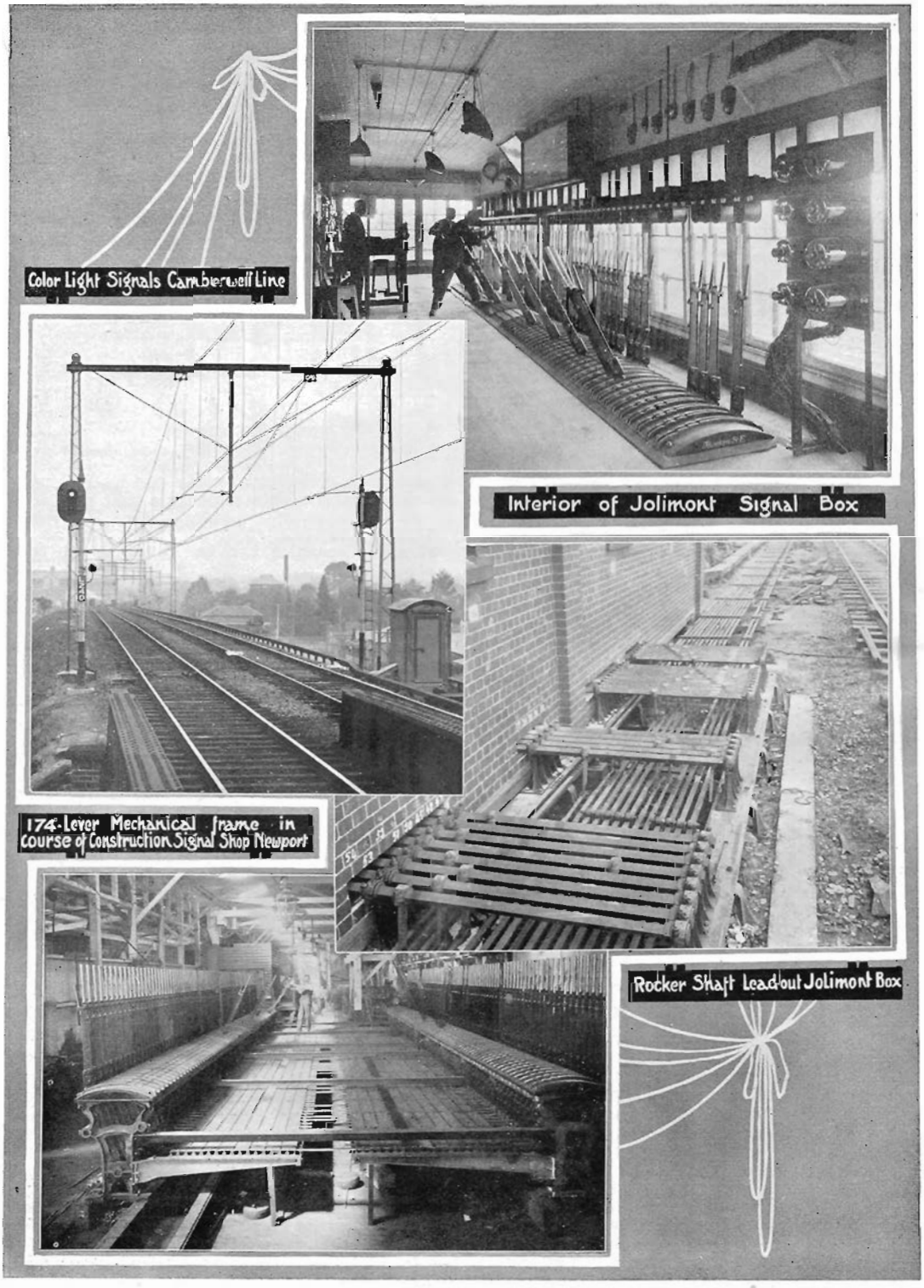
This system is more flexible than the electric staff, as with intermediate signals the section can be put in two for following trains. This can only be done under the electric staff system by expensive and cumbersome methods.

I cannot conclude these somewhat discursive remarks without paying the warmest tribute to my staff, who have achieved such good results under trying conditions.

The whole conversion of the system for direct to alternating current and installation of automatic signals was by far the largest piece of work yet attempted anywhere; much of it had necessarily to be carried out under traffic, and some of the most intricate alterations were connected up and tested when John Citizen was in bed.

A considerable portion of the gear was designed by our own engineers, and manufactured at the Signal Workshops, and it speaks well of the result that the difficult work was carried out without any serious dislocation of traffic.

I also desire to thank the running staff for the help they at all times have given us; we often get good advice from them, and it is always cheerfully given. On our side, we ask that, if any of you are in doubt about



Railway Signalling Apparatus

signalling questions, come and ask us, and we will spare no pains in endeavouring to elucidate any point and help you. We have the utmost confidence in our system, and want everyone else to feel the same.

A series of diagrams, showing the method by which the various levers are interlocked, and how the track circuit operates, and slides, projected on the screen, were used by Mr. Calcutt to explain the operation of appliances usually hidden by covers from public gaze. Four of these slides are reproduced on the preceding page. The rocker-shaft lead-out at Jolimont shows how such an arrangement permits of less space being required than when the usual cranks are used. The 174-lever interlocking frame at Dudley-street Signal Box was constructed as shown in order that the length of the signal box could be kept to a minimum. The interior of Jolimont Signal Box shows the mechanical interlocking frame, over which can be seen the illuminated track diagram, light lever boxes, approach bells, and, in the foreground, the time release mechanisms. The light signals on the Camberwell line were the first to be installed for a complete section of line, viz., Richmond to Canterbury.

Railways and Industry

Lecture by Mr. A. E. Hyland

The following is a slightly abridged account of a lecture delivered by Mr. A. E. Hyland, Chairman of the Betterment Board, in the Jolimont Lecture Hall, some little time ago.

I appreciate the privilege of addressing you, and trust my inexperience in lectures of this kind will not have the effect of making you feel that the evening has not been well spent.

I propose inviting you to consider this evening an aspect of railway operation which is usually lost sight of not only by railwaymen, but by the public also.

That aspect involves the contemplation of the railways as a carrying agency.

There are many railway men who imagine that their part in the scheme of things is finished when they have made certain entries in a book, or when they have drawn certain plans, erected some buildings, or built rolling stock or machinery.

They are wrong. Unless an employe has constantly in mind the fact that the railwayman has only one reason for existence—and that is to maintain or improve the efficiency of a great carrying organisation—he has failed.

Excellence in the individual unit only becomes of real value when manifested in harmony with the same quality in others engaged in the same team, and when the efforts of all are forcefully directed towards the achievement of a definite purpose.

In short, the railwayman must realise that he is a common carrier—not a tradesman, or clerk, or electrical engineer, or something else—but a carrier pure and simple, and whenever he does a job he must see that job is calculated to smoothen and strengthen the operation of the carrying machine.

On the other hand, the general public too often has the wrong notion about railways. Too frequently the non-railway population seems to fall into a habit of mind suggestive of the conception that the railways are a big complex concern where a lot of men have constant jobs of a more or less satisfactory kind. They see a railway engineer, and he appears to them as an engineer and nothing more. Such a revolutionary idea as regarding him as one of a big team of carriers never enters their heads.

And yet the public is hardly to blame. The railwayman himself misses this point half of the time, and he should not do so. He is giving to the community one of the most vital services of modern times Nearly everything the people wear, or eat, or enjoy in any other way, passes through his hands. Manufacturers, primary industries, and commerce in imports, bring him into requisition. He is a powerful agent in business, and a generous friend in pleasure. He reaches a market for the merchant, and provides the means of travel for the holiday maker. We want the railwayman and the public to recognise this, to appreciate their common interest, and to work together to get the greatest good out of their great investment, an investment which has to date involved a capital expenditure of sixty-six and a half million pounds, which employs over 27,000 men, boys, women and girls, and which has a gross revenue of over £12,000,000 per annum.

Before going further, however, a few historical notes may not be out of place.

William Dampier, who touched Australia's north coast in 1688, was the first Englishman to visit this continent. Captain James Cook, coming from New Zealand, sighted Point Hicks on the South-East Coast, in April, 1770, and in the same year annexed to the British Crown the eastern half of Australia.

In 1788, the first settlement took place at Botany Bay, and soon after, on the shores of Port Jackson; and in 1851, Victoria, previously known as the Port Phillip District of New South Wales, became a separate colony.

In 1851 were the great Australian gold discoveries. Gold in small quantities had been found previously, but search for it was not encouraged by the Government, which feared industrial complications.

The rush of population to Victoria was immense, and soon, at Ballarat, Clunes, Bendigo, and other places, were huge canvas cities; and this influx produced transport problems which led to the inauguration of railways.

Railways were still a new thing. The first practical commercial railroad in the world, 8¾ miles long, had been opened on 27th September, 1825, between Stockton and Darlington, in England, by George Stephenson; although, as a matter of fact, a steam locomotive, built by Trevithick, drew a load on a train road in South Wales in 1804, and in 1805 an improved model hauled passengers on a circular pleasure railway station at Euston Square, at one shilling per head. This was the first railway to carry fare-paying passengers.

After 1851, Hobson's Bay was a busy place, and Melbourne, founded in 1835, was rapidly growing. Some merchants decided to form a company to build a railway from Liardet's Beach (as Sandridge, and later, Port Melbourne, was then known) to Flinders-street. The company was incorporated in 1853 by Act of Parliament, commenced operations immediately, and on 12th September, 1854, officially opened the first railway in Australia, with the aid of the first locomotive built in Australia. As two locomotives, ordered from England, were delayed on the voyage, Robertson Martin, Smith and Co., and Messrs. Langlands, two Melbourne firms, built a locomotive between them, the first making the engine, the other the boiler. This achievement was a distinction, surely. The first sod of an Australian railway (Sydney to Parramatta) was turned in 1850, but the line was not completed and opened till after the Victorian event.

That is only 70 years ago, but now we have in this small compact and easily administered State nearly 4500 route miles of line, the biggest mileage per head of population of any State in the Commonwealth. Hardly any of Victoria, except a few poor areas, and the heavy mountainous country in the east is now more than ten miles from a railway station, and almost the same will soon be said of the great province of the Riverina, north of the Murray, where our neighbours will shortly be provided with lines that will enable them to easily reach their most convenient port.

This indicates that we are keeping well in the march of the world's railway progress. Ninety-nine years ago there were 8¾ miles of railway track, now the world possesses over three-quarters of a million miles of track, and it is rapidly growing. Of this the United Kingdom has 23,734 miles, Canada 41,497 miles, and Australia 26,345 miles. The Australian mileage per head of population is, I think, the highest, or one of the highest, in the world.

Now, I will show you some slides, and your first thought will perhaps be, "These are not railway pictures. They are of interest to mnufacturers, merchants, farmers, and fruitgrowers, but there's hardly a railway line in the lot."

That is natural, possibly, but entirely wrong. Victoria's chief primary industries are the production of wheat, wool and fruit, and for our purposes those will furnish an adequate illustration of what is in my mind.

Victoria and South Australia together produce approximately two-thirds of Australia's fruit, and we have the satisfaction of knowing that that fruit is of the most excellent quality. A soldier settler upon the Murray gained a "Daily Mail" prize against all comers all over the world a year or two ago for the best oranges. That is something, And visitors from America, as well as other countries, have congratulated us on the excellent flavour of our raisins, sultanas, etc

See these pictures of fruitgrowing country, and note the all-pervading air of pleasant prosperity. Remember that you, as railwaymen, are serving these districts as carriers, taking the people all they need for living and for comfort, and bringing away their produce for conversion into cash. The job that awaits the railwaymen in Victoria is indeed service of the highest kind. It is a grand service, and worthy of our best endeavours as nothing but the best is worth our while.

This claim is justified on more than one ground—none but good service could be rendered with honour; nothing but good service could be given honestly, because that is what we are paid for by our patrons. Good service pays, because it assists the prosperity of the community, increases the national wealth and reflects ultimately in our own improved well-being.

Now, these slides have come to an end, and the industries portrayed will have left an impression on each of you. I have striven to link them up in your minds with the big railway job on which we are engaged, and to assist you to a realisation of an aspect of our work which perhaps we are prone to lose sight of from time to time.

If, apart from the privilege of enjoying a magnificent opportunity for serving our fellows as we would like to be served ourselves, we endeavour to understand our fellow railwaymen's problems and appreciate the point of view and needs of our patrons; also bring to bear that degree of keenness and enthusiasm which participation in one of the greatest undertakings in Australia should inspire, and finally, if we realise the need for intelligent and continued co-ordination of effort and a broad human spirit of forbearance and understanding, we will achieve the success which means so much to us all.

With that thought—a thought of willing, sustained and intelligent co-operative effort as an essential to success, I will leave you. What I have sought to express has not been put as clearly as I would have liked, but your close attention has indicated an interest which I much appreciate, and your patience is something for which I am very grateful.

Appreciative comments were made by Mr J. G. Lee, Relieving District Superintendent, Mr. Gault, Mr. Balmer, Mr. Mooday, and Mr. Searle, and an expression of thanks was presented to Mr. Hyland by the chairman of the meeting, Mr. H. N. May, Jolimont Workshops.

Note.—We have also an account of the lecture on "Electricity: Its Development and Some of Its Applications," delivered by the Chief Electrical Engineer, Mr. H. D. Colwell, before his trip abroad, which we propose publishing in our next issue.—Ed.



True Till Death

By "Vanguard"

Perhaps one of the brightest of the young set of railwaymen who were prominent in the gymnasium section of the Railways Institute was Ben Strange, who for several years was running as Guard on one of the suburban lines, afterwards becoming a popular Guard of the Sydney express.

My hero's name is not really Ben Strange; it will, however, serve the purposes of this story.

When I first knew Ben he was a strapping lad of 19 years, who stripped well in the gymnasium, and was one of our champion amateur wrestlers and boxers. Coming from a Gippsland family, with a railway tradition, Ben was about six feet in height, broad in proportion, and was easily in the heavyweight class. I liked this lad immensely. Not only was he a good athlete, but also a serious worker on the railways, and an earnest student in the educational classes. Ben was sure to get on, and I used to tell him to work onward and upward in the Service.

His ambition as a boy, when he watched the expresses flash by his home station, with headlights stabbing the gloom, was to become a Guard on such a wonderful train. He liked the life on the trains, and was fascinated by the glimpses he caught, while seated on a rail in the station yard, of the glittering compartments in which the folk sat dining luxuriously, or perhaps playing cards to while away the tedium of the night journey. Travel was meat and drink to him. He liked new places and fresh faces, and would often spend his meagre pocket money in trips up and down the main line. His holidays from the farm were spent in this way. As I have indicated pretty clearly, therefore, Ben was a born railwayman.

In the course of time, Ben became a Lad Porter at one of the Gippsland stations, but was soon transferred, at his own request, to Melbourne, where he wished to attend the educational classes at the Institute.

Well, Ben became a protege of mine. We all liked him because of his manly ways and strict attention to his important duties in the Central Station.

You saw him at his physical best when in the gymnasium. "A broth of a boy," as my Irish mate used to say, when we together watched Ben wrestling and boxing in the quiet effective manner that distinguished all his conduct.

Ben was a proud young man when he was appointed Guard on a suburban line.

"I'll be on the Sydney express before long, Mac," he said, cheerily, to me, when I congratulated him on his rise in the Service. "I want the long distance runs, for I have travel in my blood, and am filled with the spirit of adventure."

I know that will sound rather melodramatic to my friends who have grown old on the trains, but Ben was young, and in love with the life of a Guard. He placed duty before everything.

Did I mention that Ben fell early in love with the daughter of a well-known Stationmaster? Eileen was a fine, handsome girl, who had a way with her, if you understand what I mean, and she also fell in love with Ben, who would do anything for her, except give up boxing and wrestling. Women seldom see good in fighting and wrestling, though from the qualities which make good athletes perhaps spring the virtues which make a nation virile and predominant. Eileen just looked at things in the feminine way. She was really a good girl, and so smart at housekeeping that her father, who was a widower, did not want to lose her early.

It was in the winter of a certain year, long since rolled by, that Ben became famous. He was running on the Sydney express, and there were in the van several boxes of sovereigns, hidden under some luggage. Ben had with him a young bank clerk, who was attending to the transfer of the gold at Albury, and this clerk was armed with a revolver. Ben, strangely enough, was not apprehensive of trouble, though he did not think much of the young clerk, who seemed too boyish for such a mission. For many years, the expresses had run safely to and from Albury, and only petty thefts had been reported to the Claims Agent.

All went well with the express till Euroa was passed. The night was dark, and a slight rain was falling, when the enginedriver slowed up to prevent collision with an obstacle on the line, on which a lamp was burning dimly.

"What's the matter?" yelled the Driver and Fireman, as three masked men came quickly along the line towards the train.

"Hands up!" was the grim response, and the Driver and Fireman were forced, at the point of a pistol, to descend from the cab of the engine, while the two others rushed to the van and held up Ben and the young clerk. The latter was soon disarmed, and while one man kept Ben and the clerk at bay, the other started looking for the boxes of money.

"Here they are," he cried to his companion, and began to throw them out of the van. "Give me a hand, Bill. We'll have some of the passengers down here directly. They must be wondering what the stop is for."

"If you fellows interfere, we'll blow your brains out," said one of the ruffians to Ben. "Just stand in the van until we quit, unless you want a bullet to remember us by."

Ben's opportunity came when the two men were hurriedly throwing out the boxes. Suddenly swinging his left, Ben knocked one of the men senseless on the floor of the van, and then sprang on to the other robber, bearing him down with a rib-cracking hold, and then beating his head on the flooring until he also became senseless. Then binding the two men hastily, but safely, and restoring his revolver to the young clerk, who was not at all a coward, Ben sprang down upon the track, and, firing a revolver, which he had snatched from the robbers, he brought the passengers to the doors of the carriages, and ran towards the engine.

The hold-up man at the engine fled into the darkness, and Ben was the hero of the occasion, the whole affair from the time the Driver pulled up until the third robber escaped lasting not five minutes.

* * *

"I believe you would be true till death," remarked Eileen, when Ben called at their home in the suburbs after the newspapers had extolled his gallant conduct.

"I think you might give me a trial," suggested Ben.

Eileen did.

A Railway Romance

The following romance is a clever and interesting play of words, featuring the names of a great many of the railway stations in Victoria:—

All the BOYS were there: LESLIE, DAVID, LEONARD, TALBOT, and BEN NEVIS, with a delightful bevy of girls—including RUBY, MARY BOROUGH and LILY DALE, when I drove up at full SPEED.

"WATCHUPGA?" I asked. "Well, if that's a RIDDELL," said ALLEN DALE, "ask BANDIANA." "Haven't seen her," I said. "Did you TRIHOLM?" "YEA," said LEVY, "I went there, and PRESTON the BELL, but there was nothing DOOEN." "Result—NHILL," murmured AGNES. "That joke's DUNNEWORTHY service," I retorted. "YATCHAW best?"

"WAL WAL," said ARNOLD, "she must have gone on a TOORA the town." 'That's ony a STAWELL," said ELAINE; "she's late, as usual." "Come on, everybody, WEERITE!" cried ROSANNA. "Let's get into the SUNSHINE."

Just then LAURIE arrived panting. "What makes you BLOWHARD?" asked ALBERT PARK. "Well, I've BENA good way to fetch a PYALONG for HUON me. Here are two fresh from the OVENS." "Oh!" cried an AUBURN haired girl in a MERRI voice, "I HADDON thought of pie! I LOVAT too, and we'll be as hungry as LYONS!"

Off we went, then, heading for ARCADIA. Such a BRIGHT day it was, with a FAIRVIEW over MYSTIC PARK and LAKE CHARM. The others had reached a STONY CREEK when we got there, and EDI and MOIRA, in their CANADIAN costumes, were already emulating CHARLTON. "Aren't you going in?" I asked CLYDE. "No fear!" he returned. "not in this COLDSTREAM! I'm too CANNIE for that. It gives me a CHILTERN to look at them." "Let's start lurch, then," I said: you get the HAMMOND eggs, and I'll WATCHEM."

With our BAXTER the trees, we sat down to eat by the WOODSIDE, the food seeming to MELTON our mouths. Overhead flew an occasional COCKATOO or GALAH, while in the distance an EMU SKIPTON danced. The happy talk EBDEN flowed, and all wished the picnic never WOODEND.

"Have some PORT ALBERT?" I queried. "No thanks, it's not my BEVERIDGE," he replied; "YAN YEAN for me." Afterwards we had some music, which, it must BEEAC knowledged, was a little crude. DENNIS, on his PICOLA, frightened a WOMBAT by playing loudly "Yes, we have no BANYENAS," together with 'Oh, Mr. GALAQUIL! Oh! Mr. SKEHAN!"

After a while—"KANIVA biscuit?" asked my fair companion, who looked just WRIGHT in her EMERALD dress. "Yes, but I don't SEYMOUR there. MYWEE brother must have been there. DARNUM! Wait till I get NEERIM."

After she had BITTERN one or two, I asked if she was AVONMORE. "No, I feel KAROOK," she began to WAIL. "That's because you're BOLTON them," I returned, severely; "HADDON I better start PAKENHAM up?" "Oh, you're as mad as a HATTAH!" she said, CROSSLEY, and her eyes began to BRIM with tears. "I MITRE known you were a silly CURYO. MARNOO." I didn't see how Ma could have, but I managed to MARSHALL my best MANOR.

"Give me a kiss," I pleaded in a low tone. "NAVARRE!" she exploded. "You KARN kiss me! I WARNE you my ARMSTRONG." "NOWA NOWA," I said, soothingly, "PURA PURA intentions than mine no one could FOSTER." "Oh!" she sobbed softly into my CARDIGAN, an AURA of MUSK turning my senses, "EUROBIN me of my heart!" "Your little hand," I said; "don't PULLUT away! Despite my affair with ADELAIDE LEAD and WANNON another—even though they WARRONG—don't be CROSSOVER that just when we're getting on so RIPPONLEA."

That reassurance seemed to BRIGHTON her SULKY mood, and a smile shone like a RAINBOW through her tears. "NORADJUHA love affair with DAISY HILL?" she queried, jealously. "Well, KNOTTS so you'd notice it," I replied. "WILLAURA care?" she persisted. "No," I replied, FAIRLEY truthfully, "that's all NULLAN void now. She was AVENEL of a time with a naval OFFICER—a NAVIGATOR named GARDINER—when I saw her last, showering kisses on the MANGALORE. Such a MOSSIFACE he had, too; hard as GRANITE." "Well, even a SAILOR FALLS sometime, you know," she said, a little cattishly. "But she's been a HUNTER now so long, it's time she KOTTA man."

"My dear," I said, renewing my attentions, "I can SEYMOUR in you than anyone else. I have a RINGWOOD fit your third finger. You know my HARTWELL—say YALLOURN to love me. Don't refuse, it would DROUIN me."

That seemed to AVOCA a smile, and she leaned towards me. "WAAIA," I called to the pony, "LINGA a little. Let us name the day, dearest. ERWEN? Next month? Yes? MARONG?" "Of course, you're wrong," she retorted; "you rush at things like a TIEGA!" "Well, dear, soon," I pleaded; "I'm sure we'll have your father's BENNISON."

"What will you say to him?" she asked. "Oh," I replied airily, "I'll say: 'Surely you're not going to BANNER chap from calling on your daughter. I BYRNE with love for her, and though I'm not a MIDAS, I'm not in DETPA! I LEICHARDT work, and I've seen for SALE a little HOMEWOOD suit her. If you'll agree, DEAN MARSH will MARCUS for a wedding very soon."

"I don't think you've got the chance of BUCKLEY," she said, teasingly. "Father will just take off his DERBY and BEAUFORT, and throw you out by the NAPIER neck!" "Well, he's neither JACKSON nor JEFFRIES," I retorted, "and I'm a strong BULOKE myself. Strong enough to support both of us. Say you'll marry me." "Yes, WALLACE, I will!" "DARLING!"—K.

"Ur of the Chaldees"

Ur, which was a great Sumerian city ages before the arrival of the Chaldees, had the reputation of being one of the most ancient centres of civilisation in Mesopotamia; and though we have not tapped its lowest strata, and the earliest dated object found by us goes back no further than twenty-nine hundred years before Christ, yet many of the painted potsherds and stone implements which occur at all levels, and even some of the walls, must be many hundreds of years older than that. At the present stage of our work, it is with the Third Dynasty of Ur (about 2300 B.C.) that connected history begins; and from this date the record of our buildings is virtually continuous right down to the later Persian period, about 400 B.C., when Zoroastrianism had developed sufficient intolerance and power to effect the final destruction of the city, or at any rate of its religious monuments. . . . .

Ur-Engur had built here, but below his work were earlier strata of unbaked mud brick, and below these again walls of "green" bricks laid while still damp and reduced to a kind of terre pisee. These, the most primitive types of walls yet found, I think, in Mesopotamia, must go back to a very remote antiquity. But such was the sanctity attaching to the temple that each royal builder followed religiously the ground plan of the older work. When destroying to rebuild he would leave in place one course, or two courses, of his predecessor's brickwork to serve as a guide to his own workmen. Though the superstructure was, at different dates, due to Ur-Engur, to Bur-Sin (c. 2225 B.C.), to Gimil-Ilishu (c. 2070 B.C.), to Kudur-Mabug, to Kuri-Galzu (c. 1600 B.C.), and to others, the form of the building scarcely changed and more and more did its foundations become a mosaic epitomising the land's history.

The first king to make any radical alteration was Nebuchadnezzar, who (c. 600 B.C.) quite recast its plan. He respected the venerable five-roomed sanctuary, only repaving it and building out from it two projecting wings; but he destroyed all the service-chambers in front of it, levelled their ruins, and laid down over them a wide brick-paved courtyard. This formed the lower court. Between the new wings of the central building at a higher level is a smaller court where stands an altar of brick, once overlaid with metal, immediately in front of the sanctuary door. Facing it, against the back wall of the sanctuary, we found the remains of the pedestal whereon stood the cultus image.

Obviously Nebuchadnezzar's remodelling of the temple was to correspond with a change in ritual whereby the public would take part in a service hitherto conducted by the priests in secret. The upper court is that of the priests, the lower is for the congregation, who would look beyond the altar and its minister to the great gilded statue half-veiled in the darkness of the shrine.

It is tempting to connect this innovation with the Old Testament story, according to which Nebuchadnezzar not only set up an image—older kings had often done the same—but proclaimed that when they heard the sound of the sackbut all the people were to fall down and worship. These changes endured, and when Cyrus the Great in his turn repaired the temple, he reproduced every feature of the older work.



Horticultural Notes

Flower Garden

Towards the end of April we may expect an appreciable drop in temperature, and those who have neglected to sow seeds of hardy annuals for Spring display should sow same as soon as possible. Seedlings, unless raised before the season becomes too far advanced, have a tendency to last during the winter months without making any progress in growth.

Winter Flowers.—Where provision has not been made for a floral display during the Winter months, seedlings of Iceland Poppy and Primula Malacoides should be obtained as early as possible. These flowers make a glorious show during the Winter months, and seedlings planted during the present month should come into bloom early in June, and will make an attractive display until Spring. Just before the seedlings are transplanted, a little bone dust sprinkled on the ground and hoed in will have beneficial results later on during the flowering season. Iceland Poppies can absorb plenty of plant food, and good results will not be obtained if the plants are starved. Should plants remain stationary after planting, and not make growth, an application of sulphate of ammonia, at the rate of 1 oz. to the gallon of water, should be given.

Beds should be made ready for roses. Good drainage is essential, and the best way to overcome this is by trenching, as by doing so all surplus moisture is permitted to soak through.

Bulbs planted this month will do well, and flower as well, if not better, than those planted earlier.

Among the best kinds to plant are Narcissus, Polyanthus fld., Grand Soiel d'or, White Pearl and Daffodil Glow, Ixias, and Sparaxias. Beds of Lily of the Valley should be put down this month. Sprinkle beds with "Itzit" for destruction of snails and slugs. Dahlias should be taken up and stowed away in an airy place protected from frosts. Discard all inferior sorts, and make arrangements for replacing next season.

Any seedlings that are ready for transplanting should be transplanted without delay. Seeds of the following hardy annuals may still be sown (a warm, sheltered position should be selected):— Anemone, Antirrhinum, Aquilligua (Columbine), Cornflower, Delphinium, Freesia, Linaria, Polyanthus, Primrose, Ranunculus, Sweet Pea, Stocks, Nemisia, Phlox, Petunia, Salpiglossis and Schizanthus may also be sown, but they require some protection from frost.

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Vegetable Garden

If the kitchen garden has been well managed, there is very little seed sowing to be done this month, unless any particular crop has failed.

The main crop of Broad Beans may be made. Amongst the best varieties for general uses are Cole's Dwarf Prolific and Green Windsor.

Prepare beds for the purpose of transplanting Onion plants as they become fit. If necessary, they should be trenched or well manured; if Onions are starved at the start they are liable to develop thick necks.

A further sowing of keeping varieties should be made, if necessary, selecting the best kinds, such as Prizetaker, Brown Spanish, or Record.

Continue to sow Peas for Winter use, choosing a well-drained and rather dry position, if possible, for this crop.

Transplant Cabbage and Cauliflower plants in large quantities, so that they may get a good start before the cold weather sets in.

Keep a good look-out for the appearance of the Cabbage Fly, and other insect pests, and keep them down by frequent use of Niquas or Nikoteen.

Small sowings of early market Carrots, Turnips, Red and Silver Beet and Lettuce.

Proceed with the dressing of Asparagus beds as the stalks turn yellow, and make preparations for new beds.

Shallots, Potato and Tree Onion, also Garlic, should be planted out in quantities as required.

Make two sowings of Spinach and Giant Forcing Radish.

Rhubarb and Jerusalem Artichokes may be planted this month.

For gravel paths, an application of Globe Weed Killer during dry weather will clear them of all weeds, and prevent any further growth this season.

WHO'S WHO in The Victorian Railways.



Mr. J. S. Rees

Mr. J. S. Rees, Chief Clerk of the Department, is a native of Ballarat, and has been connected with the Secretary's Branch during the whole of his railway career.

He started at the foot of the ladder, entering the service as a junior clerk, under the late Mr. P. P. Labertouche, who was Secretary for Railways at the time. He has since been personal clerk to most of our Chief Commissioners, and before attaining his present position was secretary to Mr. (now Sir Thos.) Tait. He has thus acquired a singularly effective insight into railway working, which has stood him in good stead during his term of office as Chief Clerk. He possesses that enviable air of quiet confidence born of long association with responsible and important duties, and his genial and unaffected manner makes it easy for one to understand his popularity with his staff.

Mr. Rees is President of the Victorian Railways Institute, and is probably best known to most railwaymen in that capacity. It is his ambition to foster a "Big Brotherhood of Railwaymen," irrespective of creed or class, for the benefit of the service, and the employes generally, and his efforts, as head of the Institute, are constantly directed to that end. It will not be his fault if that ambition is not realised.

He takes a keen interest in all kinds of sport, and has been cricketer, footballer, boxer, and wrestler.



Mr. J. M. Ashworth

Mr. John M. Ashworth, M.I.E.Aust., who is 51 years of age, has been Assistant Chief Engineer of Way and Works since 1/8/24, when, following on the retirement of Mr. W. R. Rennick, he was promoted from the position of Engineer of Maintenance.

Mr. Ashworth has been associated with the Way and Works Branch since January 11th, 1889, when he entered the service as an engineering student. He was subsequently appointed engineering assistant, and, after further experience as roadmaster and superintending roadmaster, attained the position of Assistant Engineer of Way on 1/9/11, later serving in the capacity of Engineer of Maintenance for more than three years. He can therefore look back on a career of successful achievement and practical experience, during which he has earned the respect and esteem of all the staff who have ever been associated with him. He is well known outside the service as an authority on engineering matters of every kind.

The Way and Works Branch is confronted daily with engineering problems of paramount importance, affecting the whole of the service, but it can be safely said that, so far as administration is concerned, every one of those problems will be handled in such a manner as to reflect credit on the railways generally, so long as Mr. Ballard is Chief Engineer of Way and Works, and Mr. Ashworth is his Assistant.



Mr. A. Williams

Mr. Andrew Williams was appointed Assistant Chief Accountant in June, 1921, at the age of 48. He has been connected with Accountancy work since his entry into the Department 36 years ago.

He joined the service on 4th March, 1889, and was first employed in the office of the Engineering Accountant, who was then attached to the Railway Construction Branch. Four years later, in April of 1893, he was transferred to the Cash Clerk's Office, and then, after a further five years, to the Bookkeepers' Division of the Accountancy Branch. On 1st August, 1914, he was promoted to the position of Chief Clerk of the Branch, and seven years later was appointed Assistant Chief Accountant.

Mr. Williams can thus claim a unique and practical knowledge of all matters relating to the work of the Accountancy Branch. He is a well-known financial expert, and a capable administrator, and owes his high position in the service to outstanding ability in these two directions. Of quiet and studious disposition, he possesses the happy knack of getting on well with everybody, and his efficient capability enables him to relieve his Chief, Mr. Brennan, of many of the latter's multitude of duties.

Mr. Williams is a Licensed Auditor of Companies (Government Licence), and an Associate of the Commonwealth Institute of Accountants.

Bendigo Telegraph Staff



FRONT ROW—

Messrs. A. Cleary
W. Hampson
W. T. Roberts (O.I.C.)
G. Yule
D. O. Sheehan

BACK ROW—

Messrs. J. Ward
C. Walker
C. Weber
N. Gilbert
B. Wilson
W. Okey

Send in Photographs

In order to make our "Who's Who in the Victorian Railways" feature more comprehensive and truly representative of the whole service, we would welcome group photographs of the staff at out-back stations. We cannot, of course, make arrangements for taking photographs of the staff at country stations, or even suburban stations, as we can for the staff at the head office and nearer metropolitan depots, and, as this particular feature of the journal should, by reason of its personal appeal, embrace the whole of the service, we invite group snaps of the railway staff from everywhere in the State.

You people at Orbost, and Werrimull, and Cudgewa, and Rennick, and Robinvale, and Mansfield, and Panitya, and Tocumwal! Send in your snaps of the staff, with the name of each official, reading left to right, specifying those in front and back rows, as the case may be, and so help make this one of the most popular features in the "Magazine."

The Army of the Grass

The slender lances pierce the mould
With not a hint of sound;
The eager scouts run here and there
On royal business bound.

Then, in a night, the hosts appear,
With emerald banners furled,
And silently proclaim their right
To occupy the world.

—Elizabeth Worthington Denison.

Extraordinary Demand for Trucks for Transport of Wheat for Shipment Over-seas ...

The prevailing overseas shipping conditions demand from us an unprecedented and prompt transport of wheat.

Stacks of wheat at the ports are rapidly diminishing, and it is essential that the Department fully supply all vessels now at the various ports.

Never before in the history of our railways have similar conditions existed, and we have a special task before us, as the interests of the State are absolutely dependent upon the manner in which we meet this heavy demand.

Combined effort on the part of the whole staff is necessary to see that not only is every truck fully loaded, but also that no delay, however small, occurs. Loaded trucks should be cleared at once, and not held until the following day. The State's interests are your interests.

W.N.(8).

HELP US TO HELP YOU.

"Men who work with their hands, and those who find work for hands to do, should feel that the ties that bind them together are stronger than temporary day wages."—Carlyle.



Personal.



Mr. D. Hanna, Clerk in the Time Tables Office, Spencer-street, who has been on sick leave for some time, has, we are glad to note, resumed duty.

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Mr. R. G. Caddell, of the Ballarat station staff, has been on loan to the Ballarat Orphanage Appeal Committee for the past three weeks, and will be with that body for a further six weeks. The Orphanage Appeal Committee is making an appeal throughout Ballarat and district for the sum of £8000 to carry out alterations and additions to the orphanage. Mr. Caddell's experience as Secretary to the Railway Carnival Committee specially suited him for the position of Secretary of the Appeal Committee, and the Orphanage Committee made special representations to the Department to secure Mr. Caddell's service to act in that capacity. The appeal has been in course now for the short period of two weeks, and already £2000 has been subscribed.

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Master Clem Hohmuth, aged 15, third son of **Mr. Walter Hohmuth,** Clerk in Head Office, Transportation Branch, was selected as Stenographer to the Young Australia League Party now touring Great Britain and the Continent. Prior to his departure, the Armadale Juvenile Rechabite Tent presented him with a gold medal, and he was also the recipient of many other presents and good wishes from friends. According to letters and cables to hand, the Y.A.L. Party is having a splendid time, being at present on the Continent.

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Mr. A. Jenkins, Telegraphist at Spencer Street, resigned from the Department on the 21st January. Mr. Jenkins was a popular official, and some little time ago he applied for extended leave to take up farming pursuits in the Ararat district. So successful was his venture that he saw fit to give up the dexterous handling of the key for the more strenuous handling of the plow. Our congratulations go out to him on his success.

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Mr. R. H. Tinkler, Porter, who was stationed at Melton for some time, resigned from the Department on the 8th January, and it is understood that he is entering into a business partnership. Our best wishes go out to Mr. Tinkler in his new venture.

Send-Offs

Mr. J. C. Kubale, Engineering Assistant, Signal and Telegraph Branch, has been granted two years' leave of absence in order to take the Students' Test Course at the Schenectady works of the International General Electric Co. This course is of international repute, and affords the students unique opportunities for studying the many sides of electrical engineering. Mr. Kubale was born in 1903, and joined the Victorian Railways as an Apprentice Electrical Fitter in February, 1919. After obtaining experience in the Signal Shops, Newport, and outside on installing power signalling, he was transferred to the Circuit Design Office in February, 1923, and was appointed Engineering Assistant in February, 1924. On March 6th, Mr. F. M. Calcutt, Chief Engineer of Signals and Telegraphs, on behalf of the technical staff, presented Mr. Kubale with a solid leather suit case and a crocodile leather wallet, and wished him a successful trip. Mr. Kubale sailed by the new motor ship, the "Aorangi," from Sydney, on March 12th.

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Mr. E. L. Cook, of the staff of the District Superintendent, Ballarat, was recently transferred to Head Office, and, before departing, he was accorded a farewell social by the Brown Hill Methodist Choir and Sunday School. Owing to the unavoidable absence of the Superintendent of the Sunday School, Mr. C. S. Heading, the chair was occupied by Mr. W. Bawden, who briefly outlined the object of the gathering, and expressed regret that circumstances had arisen which made it necessary for one of their number to remove to Melbourne. They were all pleased to hear of the progress which Mr. Cook was making, but were sorry that it meant removal from his many friends and associations. Handsome presentations were then made to Mr. Cook, who, in response, expressed his deep appreciation of the kindly expressions of goodwill extended to him by the speakers, and gratification at the presence of such a number of his friends. He thanked the various organisations for their gifts, which would ever remind him of the happy years he had spent with the people of Brown Hill.

Retirements

Mr. B. J. F. Kavanagh, Stationmaster at Spencer-street since 1923, severed his connection with the Department some time ago. Mr. Kavanagh was one of the most popular of stationmasters, and made a host of friends

during his forty-three years of service in the railways. He joined the Department as a porter in 1882, becoming porter-in-charge five years later, and stationmaster in 1888. He has been located, among other places, at such widely-separated stations as Korumburra, Eaglehawk, Box Hill, Ouyen, Dandenong, and Maryborough, and was in charge of Flinders-street from 21/9/22 until 26/2/23, when he was transferred to Spencer-street.

We trust that the remaining years of his life will be spent in that ease and comfort which it was his continual and personal desire that every passenger should enjoy who left Spencer-street by train. It's impossible to say more than that!



Mr. C. J. Harris

Mr. C. J. Harris, Superintendent of Refreshment Services, retired from the Service last month, after more than 42 years' experience. Mr. Harris entered the service as a Telegraph Operator on 9th June, 1882, earning 6s. a day, after previous experience in the Postal Department. Four years later he was appointed Clerk, attaining the position of Chief Clerk in the Rolling Stock Branch on 1st February, 1900. He was Chairman of the Economics Committee in 1918, and was promoted to Superintendent of Refreshment Services on 1st March, 1920, so that he has acted in that capacity for more than five years.

Mr. Harris's outstanding characteristic was organising ability, and his unceasing efforts as administrator of the big Refreshment Services Branch had much to do with the high standard of efficiency at present obtaining in the branch. If "an infinite capacity for taking pains" is really the correct definition for the term "genius" nobody has a better claim for that term than Mr. Harris. Only in his case, an unconquerable aversion to publicity or commendation of any kind would always have prevented him from admitting that fact.

Mr. N. C. Harris, present Assistant Chief Mechanical Engineer, is a son of Mr. C. J. Harris.

Mr. D. J. Kilmartin retired from the service recently; thus the Department loses one of its most widely experienced relieving stationmasters. Mr. Kilmartin entered the service in 1882 as a clerk, earning 4s. a day. He was appointed Stationmaster in 1897, and had subsequent practical experience all over the State. He was promoted to Class 4 in 1914, Class 3 in 1916, Class 2 in 1918, and Relieving Stationmaster, Class 1, in 1920. Among other places, he has been located on various occasions at Echuca, Horsham, and Bendigo.

We wish him the best of good fortune in his retirement.

Mr. Charles Fitzsimmons, Ticket Collector at Flinders-street for many years, retired from the Department a few weeks ago. He entered the service on 30/8/86 as a car cleaner, so that he has had experience in both the Transportation and Rolling Stock Branches. He was gateman for some time, and then became porter. In 1906 he was appointed leading porter at Middle Park, and on 4/11/10 was transferred to Flinders-street as a ticket collector, being located at "the busiest station in the world" until he retired.

Mr. Fitzsimmons was most popular with his fellow-employes, and if their wishes come true he will enjoy nothing but happiness and prosperity for the rest of his life.

Mr. John West, who has been Stationmaster at Richmond since 1916, retired from the railways some time ago, after more than forty-one years' service. Mr. West commenced his career as a porter on 20/8/83, being appointed porter-in-charge in 1886 and stationmaster on 1/5/88. He had wide experience in this capacity for nearly thirty years before being transferred to Richmond on 1/9/16, at which station he remained until his retirement.

Mr. West takes with him best wishes for his future happiness from every railwayman who knew him.

Mr. H. E. Oliphant, who has been Station Master at Spencer-street for the past seven years, retired from the service at the end of February last. He entered the Service over 45 years ago, on 23/2/80, as a Clerk, earning 4/- a day. He was appointed Station Master on 1/4/90, and from then until 1917 had experience all over the State on the relieving staff under Room 9. He was promoted to Class 2 in 1916, and was transferred, Class 1, to Spencer-street on 1/3/18. We join with his many friends inside and outside the Service in wishing him the best of good health and happiness in the years to come.

Wedding Bells



Mr. G. A. Jamieson

Mr. G. A. Jamieson, a popular and well-known Relieving Station Master, who has been located in the Time Tables Room, Head Office, for the past two years, was recently presented with a set of cutlery by his fellow-employes, on the occasion of his plunging into matrimony. The entire staff gathered together to witness Mr. H. Cooke, the Chief Time Tables Officer, make the presentation to Mr. Jamieson.

Mr. Cooke said the right thing in the right way. He wished Mr. Jamieson and his bride the greatest happiness and prosperity for the future, and hoped that the period of two years in which Mr. Jamieson had already been located in his office would be extended indefinitely.

Mr. C. C. Widdop, Mr. J. A. Russell, Mr. L. H. Barrett, and other of the bridegroom's friends supported Mr. Cooke's remarks, and Mr. Jamieson, in a suitable response, expressed his deep appreciation of the kind remarks that had been made concerning him, and thanked everyone heartily for their very handsome gift.

The most recent recruit from the Accountancy Branch to the ranks of the benedicts is Mr. Thomas Macpherson, of the Bookkeepers' Division, and in pursuance of a fixed policy, his fellow-officers banded together to make him a presentation of sufficient magnitude and importance to give him and his wife ample opportunity for remembrance of the donors. Once again the principal part of the gift consisted of table silver and cutlery, of which a complete set was offered, as well as sundry smaller articles in silver, to wit, a sugar basin, a cake dish, and a couple of vases.

The Chief Accountant, of course, was spokesman for his staff, and in his remarks said that he had noticed, upon such and similar occasions, those present remained clustered closely about the exit door, like men in church. He wondered what may be the reason. Was it fear of or for the bridegroom? or a precaution against dull or lengthy speeches, whereby they might unobtrusively step out and depart.

Mr. Brennan congratulated Mr. Macpherson on the step he had taken, which no doubt would prove a happy one for both parties. He hoped so at any rate. "Mr. Macpherson," he said, "was known to all as a good chap, a popular, administrative type of officer, and man, who doubtless would be as popular at home as in office."

Mr. Williams, the Assistant Accountant, was suffering from a severe cold, and apologised for lack of voice. He said that he had known Mr. Macpherson from boyhood, and even now he (Mr. Macpherson) retains a deal of his boyishness. This was a great asset, which he hoped would remain through a long and pleasant married life.

Mr. Macpherson, in responding, was the soul of brevity. He hoped he'd be able to live up to Mr. Williams' wish, thanked the staff and his chief heartily, and stopped.

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On the occasion of his marriage, which took place on Saturday, 28th February, 1925, **Mr. J. E. Brown,** Clerk, Outwards Office, Melbourne Goods, was the recipient of a token of esteem, which took the form of a handsome clock and silver teapot, presented by his colleagues.

Mr. Frilay, O.-in-C., who made the presentation, very happily enumerated the good qualities possessed by the Benedict-to-be, who suitably responded in a few well-chosen words.

Mr. and Mrs. Brown are wished every future happiness by the staff at Melbourne Goods.

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Mr. Jack Garbett was recently elected Chairman of the Maryborough Country Centre for the ensuing year. Mr. Garbett is an Electric Fitter-in-charge, in his official capacity, and is one of Maryborough's pioneers.



Mr. Jack Garbett

The LADIES.



Woman and Her Arts

By "Housewife"

Summer is gone, and we are now concerned with the fashions of the Autumn. Gay muslins and voiles have disappeared from shop windows, and replaced by the fantastic woollen fabrics and sumptuous furs with which fashionable women will be garbed for some months to come. In the Autumn fashion displays appear necklaces of pearls, strings of glittering gold, silver, and steel beads, quaint tasselled chains, and many other gee-gaws.

I was much impressed with the display in a fashionable shop of dress lengths of the new metallic lace, which has a design in richly colored silks worked at intervals over its surface, while in some cases the glittering material is also hemmed with wide bands of marabout trimming. Also there were some fine silken nets brocaded with Oriental designs of flowers or geometrical patterns. Simpler materials rely for effect on fairy-like traceries of crystal or tinted beads.

Practically all the evening frocks are slim and filmy. Delicate slips of pearl-white georgette are embroidered with shadowy designs in gold and crystal until they look fit for a fairy queen; while, in other instances, narrow little robes in red or pale blue georgette will be veiled from ankle to waist with gold or silver lace, and hemstitched with ruffles of marabout or ostrich feathers.

Matched trimmings follow the lead of the matched materials and complete the uniform harmony. So that one finds the evening gown repeating the decorative note, in flowers or feathers, that has been chosen for the cloak. Or, in some cases, the superimposed trimming motif may be a contrasting material, such as iridescent lame with plain satin or one of the new, heavily embossed laces with crepe marocain; or godets of finely pleated georgette—so very finely pleated, in fact, that the georgette looks in the distance like some new, ribbed fabric—introduced to give the necessary dance-hall fullness to a tube of crepe marocain or crepe satin.

The bride who contemplates sinking her everyday appearance beneath the fairy-like witchery of the bridal gown and veil will welcome some of the newest and nicest ideas in bridal toilettes. Some recent society brides have departed from the "all-white" habit, and have worn gowns of the faintest plush pink, or of a delicate yellow reminiscent of primroses in the sunshine. For the girl who can wear really delicate shades successfully, this idea is a decidedly pretty one. But to the bride who prefers unrelieved white, and who is blessed with regular features and dark eyes, the newest kind of veil, worn with the all-white gown, will make an especial appeal.

This veil is made of crepe de chene—not tulle or chiffon—and is arranged on the head somewhat after the manner of the nun's veil. It is drawn tightly round the forehead, almost covering the hair, and allowed to fall in long, graceful folds over the shoulders and down the back of the gown. For the really pretty girl this style is more becoming than the "fluffy" one of tulle and orange blossom. And, if she be not too sentimental about wrapping up memories in lavender and silk, the veil will afterwards provide sufficient material for blouses and jumpers!

The Inner Man and Woman

Pickled Raisins

1 lb. muscatel raisins, water, vinegar, 2-inch stick cinnamon, 1 dozen whole cloves.

Soak the raisins in enough water to cover until fruit becomes plump and tender. Drain. Place in a vessel and cover with a mixture of half vinegar and half syrup, of the water in which they were soaked. Add cinnamon and cloves. Allow to stand for at least a week before using.

Raisin, Cheese and Nut Sandwiches

½ cup finely chopped raisins, ¼ cup finely chopped nuts, cream of salad dressing, cream cheese to flavour.

Soften cheese with the cream, or salad dressing. Add raisins and nuts. Spread between the buttered slices of bread.

Raisin Rolls

2 lbs. flour, 4 eggs, ¼ lb. butter, 1 lb. seeded raisins, 2 oz. yeast, ¾-pint milk, ¼ lb. sugar, dash of cinnamon.

Mix half the flour with the warm milk and yeast; let it prove, then add sugar, butter, eggs, and balance of flour. Knead till smooth, roll out, put raisins in centre, lift corner over, spread raisins and cinnamon, again lift over other corner, and cut into rolls, let prove. Brush top with 1 yolk of egg and milk well mixed, and bake 20 minutes. When cooked, spread top with icing sugar and hot water mixed to a liquid consistency.

The Victorian Railways Magazine, April, 1925.

Electrolysis

Part 1

Melbourne possesses one of the finest suburban railway services in the world. Despite the advantages conferred by the electrification of the system, advantages which perhaps are not fully realised till one visits other countries and other cities, there are yet many who roundly condemn the same, and cease not to lift up their voices to heaven in lamentation and despair, bewailing the ravages of that elusive subject, Electrolysis.

From time to time a plenitude of articles on the subject appear in the daily press.

Many contributors seem to be quite prepared to sacrifice veracity to obtain the picturesque, and to make the most weird statements without fear of contradiction or reproof.

Electrolyisis is pictured as a vast destructive agency, slowly perhaps, but surely eating the heart out of our splendid buildings, destroying water services and telephone systems, breaking up our roads, shattering even the steel rails on which the trains run; leaving behind a trail of devastation and ruin.

The man in the street is led to believe that "vast quantities of escaped electricity" are roaming around at will, cracking up the asphalt paths of his suburban villa, tearing down the wall paper, causing the chimneys to totter, and, worst of all, interfering quite appreciably with his 4-valve reception of 3AR and 3LO.

The following article is not intended to be a treatise on the subject, but is written with the object of exploding a few myths and of putting before the public generally, and railwaymen in particular, a few blunt facts appertaining to electrolysis and its relation to an electrified railway system.

The term "electrolysis" means the splitting up of a solution or of a fused salt by means of a current of electricity. Thus, if such a current is passed through ordinary drinking water, it has the effect of splitting it up into its two constituent gases, oxygen and hydrogen. If the current enters and leaves by suitable electrodes, as, for instances, plates made of platinum, oxygen will be released at the plate where the current enters and hydrogen where it leaves.

If a quantity of bluestone or copper sulphate is dissolved in the water and the current led into the solution by means of a copper plate, a peculiar effect will be noticed. While the current is flowing, the copper plate by which it enters the solution becomes eaten away, while the plate by which it leaves acquires an even coating of finely divided copper. That is, the current transfers copper from one plate and deposits it on the other. It is not absolutely necessary for the solution or electrolyte, as it is usually called, to be in liquid form. Electrolyte action can take place as readily if the plates are separated by moisture laden material such as damp cotton wool or even damp earth.

The deposition of metals by electrolysis forms a very important branch of industry at the present time. About 90 per cent. of pure copper, zinc, and aluminium is obtained in this way.

In the printing trade large numbers of printing blocks are made by electrically depositing copper or zinc on prepared moulds. By choosing suitable electrolytes and plates, it is possible to deposit thin layers of precious metals on common bases, thus cheapening production without materially altering the appearance of the article.

Spoons, forks and various ornaments may be given a bright coating of pure silver by the electrolytic process, while articles of jewellery are gold-plated in a similar manner. Thus, instead of a destructive agency, electrolysis becomes a beneficent genii, capable of producing a twenty-pound finish on a three and sixpenny article.

Before explaining the action of electrolysis in its relation to railway and tramway electrification, a brief description of the two systems will not be out of place.

Power to drive the electric trains is generated at Newport Power House, and transmitted as three-phase alternating current at 20,000 volts by means of underground cables and overhead transmission lines to a number of substations located at convenent points along the railway routes.

Each substation is equipped with converting machinery for changing the three-phase alternating current into direct current at 1500 volts, in which form the electrical energy is most suitable for electric traction.

This direct current is fed from the converting machinery into the 1500 volt overhead network, and from there it passes through the train motors and returns to the substation via the ordinary running rails, being finally connected to the machines by short lengths of cable.

The tramway system is essentially the same —although on a smaller scale. The direct current is also supplied to the trams at a lower voltage, i.e., 600 instead of 1500.

An important point is now submitted for consideration. The whole of the current which leaves the substation and enters the overhead must return to the substation; and by the easiest path.

The idea of vast quantities of railway electricity wandering around the city "on the loose," although highly picturesque, is quite inaccurate.

As long as the current returns to the substation via the steel running rails, no trouble from electrolysis is likely to occur. But electricity has a notorious habit of seeking the easiest path. The steel rails offer some opposition to the flow of the current, and provided an easier path exists, portion of the current

will, after passing through the train motors, probably leave the rails and return via the easy path.

Such a path is offered by the Melbourne soil, which for the most part contains sufficient moisture to make it a good conductor, and, provided the rails make good contact with the soil at any point, portion of the current is bound to return via the earth.

Great precautions are, however, taken to prevent the rail and earth coming into contact.

The tracks are well ballasted with screened rock ballast, this material forming a good insulating shield between rail and conducting earth. The ballast itself is kept clear of the rail, which is thus supported directly on wooden sleepers, these latter being good insulators. At level crossings where it is necessary to keep the rails at road level, wooden insulating boards are fitted at the bottom and sides of the rails.

Such precautions then reduce the leakage current to such an extent that, under normal circumstances, no damage is likely to occur.

If for any reason the leakage current becomes excessive, no damage is likely to result as long as it keeps to the earth, but this it rarely does.

On its way through the earth it meets water pipes or cable networks, and these again offer an easier path than the soil. Consequently, the current travels by the pipe or cable sheath for some distance, generally to the end of the pipe or cable or to a point in the vicinity of the substation. On entering the metal, no harm is done, but on leaving, the current takes some of the material with it, and the pipe or sheath will in time be eaten through. There are, fortunately, various factors which limit the effects of such currents. In the first place, the soil lying adjacent to the pipe or cable sheath where the current leaves must contain a solution or fused salt before electrolytic action can take place. Fortunately, such solutions are more or less rare. However, when they do exist, corrosion is likely to occur without the presence of the current.

Secondly, the current, in passing through the soil, is on its most direct path back to the substation. It cannot make a detour of a few miles for the purpose of splitting up somebody's garden path, nor can it wander up through one side of a building, jump across two or three feet of intervening space, and come down the other. Pipes lying in the direct path of the current may be injured, but most of the highly coloured pictures of the damage due to electrolysis exists only in fiction.

Another important point is that electricity must be present in the form of direct current before electrolytic action can take place.

Alternating current cannot cause electrolysis, and therefore the miles of underground cables carrying alternating current cannot cause corrosion. This is a fact not widely known, for it is quite common to hear the bursting of a water pipe ascribed to the leakage of current from nearby alternating current cables. Few people remember that, long before the days of electric trains and trams, water pipes were wont to burst just as often as they do at the present time.

In the next article attention will be paid to the methods used in the prevention of electrolysis and the effects of the earth currents.

Melton

Melton is on the Bacchus Marsh-Ballarat line. It is situated 23 miles from Melbourne, and with the fast development of electrification, it does not require a very vivid imagination to picture it one day being practically a suburb of the great city of the south. Melton's beginning dates from the earliest days of the colonisation of Port Phillip. Away back in 1841, a Mr. Simon Staughton purchased what is known as Exford Estate, at Melton, and with his wife, established the first homestead.

The Closer Settlement Board afterwards purchased 8000 acres of the Exford Estate for £8 an acre, and subsequently sold it for £14 an acre to the present owner, Sir Rupert Clarke.

The railway line was built from Melbourne as far as Melton in 1884, and during the construction of the famous viaduct, the town remained the terminus. As a feat of engineering skill this viaduct is regarded as one of the most important works in Australia. It is nearly a quarter of a mile in length, and is 128 feet above the level of the Werribee River. Built on concrete foundations 40 feet deep, it has withstood the assaults of time and Nature, and remains a striking testimony to the skill of the engineers who built it. It was recently painted, and six painters were occupied 18 months giving the structure two coats of paint.

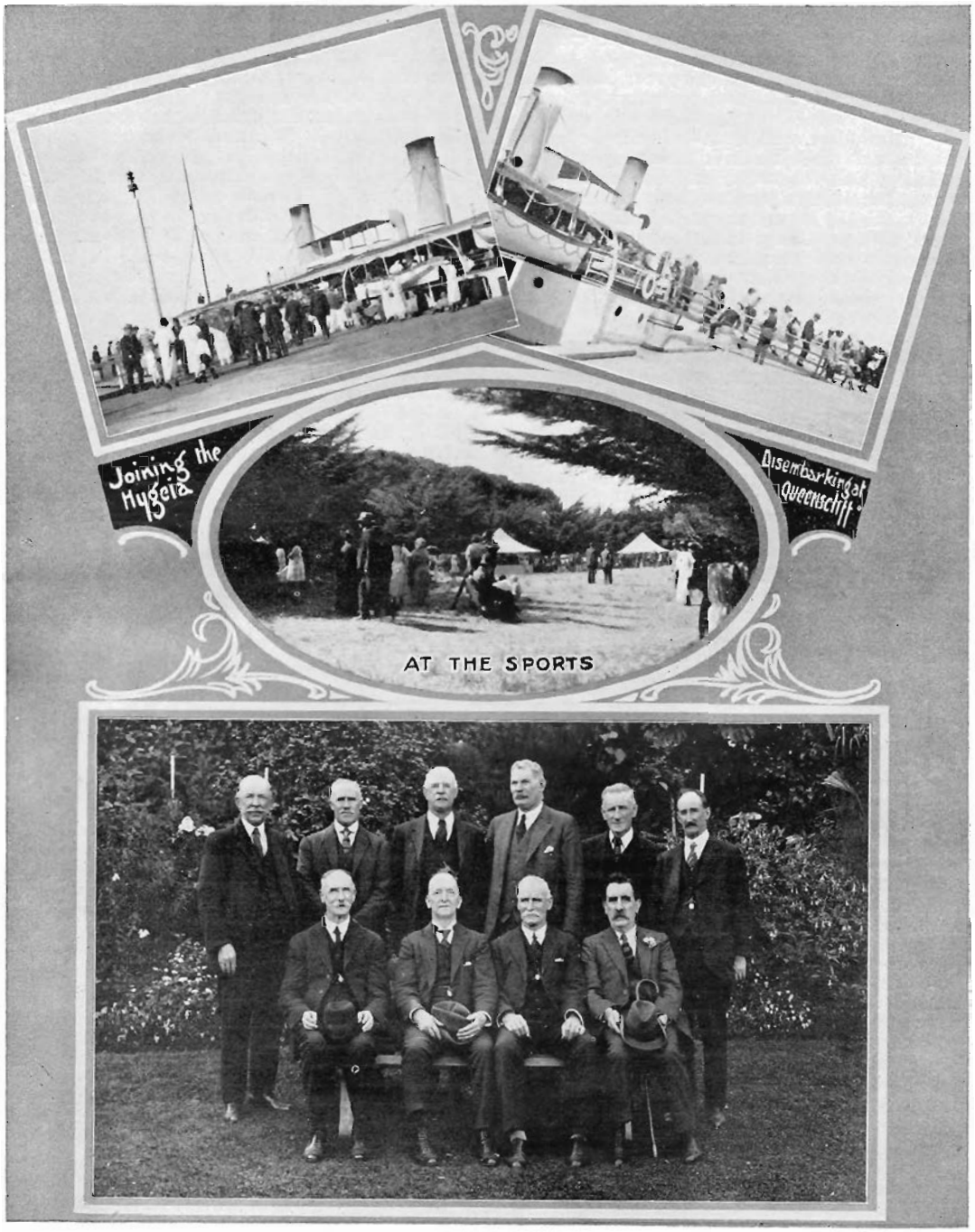
The line was opened on 2nd April, 1884, and there was an historic banquet in the Shire Hall (Melton was proclaimed a shire in 1871). The Premier of the day, Mr. Duncan Gillies, the Chief Secretary, Mr. Alfred Deakin, the contractor, Mr. Robb, and Sir William Clarke, M.L.C., were among those present.

Melton is famous for the quantity and quality of the hay and chaff it produces. In the first nine months of 1924, 12,117 tons of hay and chaff, 1329 tons of firewood, and 30 tons of cream have been despatched from Melton. From January to May, the average number of trucks loaded per week was 40, and from June to September 55.

Passenger booking also is very heavy. During the last nine months 11,120 passengers booked from the station.

Mr. S. Walters, Stationmaster, has been stationed at Melton for some considerable time. His assistant is Mr. R. H. Arthur, who is also correspondent of the Melton South School. Mr. R. H. Tinkler is lad porter. — R. H. Arthur, A.S.M.

Retired Railwaymen's Picnic at Queenscliff



Some of the Officials of the Club ...

BACK ROW (left to right)—Messrs. J. Ryan, W. Cordwell, W. Paul, J. Ward, J. Saunders and J. Baker.
FRONT ROW—Messrs. J. Cotter (Vice-President), G. Phillips (President), M. Quinn, J.P. (Hon. Secretary), and D. H. Whelan.

Retired Railwaymen's Social Club

Fourth Annual Picnic

It was a large and merry party of Retired Railwaymen, together with their families and friends, numbering about 900, that joined the p.s. "Hygeia" at Port Melbourne the other day to go down the Bay to Queenscliff, on their fourth annual outing.

The spacious decks and cabins of the steamer, both going and returning, accommodated a cheerful assemblage of old and young folks; the elder ones seemed to regard the occasion as one which afforded an opportunity for reunion with their colleagues of years ago, so that there were large and small groups everywhere to be seen carying on animated conversation, reciting their experiences as to past and present events, and days long, long past.

Others quietly listened to the captivating music which was discoursed on board, as well as at the picnic grounds by the St. Vincent de Paul's Orphanage Band.

Arrived at Queenscliff, the picnic grounds and points of vantage along the foreshore were soon occupied by parties, who spread their tables in the cool shade of the trees, thus enjoying their luncheon out in the open.

The official luncheon was held at the Ozone Hotel. Mr. G. Phillips, President of the Club, presided, and after the loyal toast had been honoured, proposed the heath of the visitors and guests.

Mr. Fred J. Kilmartin, in responding, said how pleased he was to be present that day, and that he had greatly enjoyed the opportunity of meeting so many of his old friends. He eulogised the fine work that the officials of the Retired Railwaymen's Social Club was doing, in providing such a convenient and effective means of fraternising with their old colleagues, no longer together in the Railway Service, but glad to meet again face to face on that and other occasions, now made possible by the enthusiasm and foresight of the founders of the Club.

He wished the Club every possible success, and extended hearty thanks for the invitation to be present.

Others responded in similar strain, the keynote of their remarks being to the effect thac the Club was filling a long-felt want which had existed for many years among Retired Railwaymen.

A well arranged and interesting programme of sports was carried out during the afternoon. The following is a list of winners in the different events:—

Boys' Race, under 12.—1st, — Dueder; 2nd, — Ryan.

Girls' Race, under 12.—1st, K. Dale; 2nd, M. Newland.

Boys' Race, under 16.—1st, — Grenfield; 2nd, — Fowler.

Girls' Race, under 16.—1st, — Newland; 2nd, — Sheedy.

Ladies' Race, 16 years and over.—1st, — Arnott; 2nd, — Willian.

Married Ladies' Race.—1st, Mrs. Metters; 2nd, Mrs. Townsend.

Stepping the Chair.—1st, — Fowler; 2nd, — Hennessy.

Committeemen's Race.—1st, Mr. Carmody; 2nd, J. B. Baker.

Boys of the Band Race.—Masters Maguire and Hynes, dead-heat.

The boat left Queenscliff on the home journey at 5.30 p.m., arriving at Port Melbourne at dusk, everybody appearing pleased, and happy as a result of the day's outing.

The officials of the Club, viz.:—Messrs. G. Phillips, President; Cotter and Carmody, Vice-Presidents; Committee: Messrs. W. Cordwell, D. H. Whelan, J. Ryan, J. B. Baker, E. W. Proctor, J. Saunders, J. F. Boyle, A. Anderson, H. J. Cadwallader, J. Ward, W. Paul, and E. Dunne—are to be congratulated upon the efficient arrangements they had made, as well as for the excellent manner in which they were carried out for the comfort of everybody.



Proud fathers at the Stores Branch (Printing & Stationery Division) Picnic

Stores Branch (Printing & Stationery Division) Picnic

Saturday morning, February 28th, 1925, broke bright and clear, and so dispelled any misgivings that the active and hard-working pair—Messrs. E. Parroissiene and A. Svensson, Secretary and Assistant Secretary, respectively, might have had as to the weather that would be submitted for the picnickers of the Printing and Stationery Division of the Stores Branch on that date. And let it be placed on record, to the credit of the clerk of the weather, so that kind thoughts may linger around his memory for future such occasions.

Though no banners flew to mark the auspicious occasion, nor band dispensing martial music played sweet strains to light-tripping feet, yet the bright dresses worn by the members of the fair sex, and the hearty laughter constantly heard at the rendezvous of the picnickers, made amends for the more pretentious form of heralding the joyous fleeting hours of more affluent bodies upon similar pleasure bent.

An old and familiar face, in the person of Mr. J. A. Weekes, was seen in the gathering; and several incidents were not allowed to pass the nimble fingers and quick eyes of the camera fiend, who was seen wending his way among the picnickers during the afternoon.



Happy Picnickers at the Stores Branch (Printing & Stationery Division) Picnic.

Every care had been taken to ensure a place befitting the great gastronomic feasts usually under test at such times, and the needs for boiling water, and later on the inevitable ice cream, were pleasantly, jocularly and promptly supplied by Host W. Wyatt, who gained many a smile from young and old for his unremitting attention to all requiring his services—and their names were legion.

After an excellent luncheon, members wended their way to the long stretch of sandy beach, where the various events enumerated below were contested under Starter C. Southern. The results were:—

Printing and Stationery Handicap.—Ward, 1; Garland, 2; Sevior, 3.

Youths' Race.—Sevior, 1; Bersey, 2.

Married Ladies' Race.—Mrs. Lemon and Mrs. Barrett, dead-heat.

Single Ladies' Race.—Miss Southern, 1; Miss Windlow, 2.

Siamese Race.—Grant Allan and J. Garland.

Egg and Spoon Race.—Mrs. Longdon.

Bowling at the Wicket.—J. Goddard and A. King tied, and divided the prize.

Stepping the Chain.—Mrs. Longdon.

There was keen rivalry in the various events; and though in the lighter contests the ladies competed with their stronger male opponents, yet even when the contestants included such doughty antagonists as several heads of the Stores Branch are so well known to be, the fair sex were successful in more than one event.

No pains were spared to make the younger members of the party quite happy, as ample toys and races were provided for them all. No accident happened to mar a thoroughly enjoyable outing, and the thanks of the members are here conveyed to the aforementioned officers and those members of committee who made the outing so pleasant for members and their friends.

S.M.'s Good Fortune

Mr. F. Critchley, the popular and well-known Station Master at Manor, has been successful in winning the motor car, valued at £295, which was offered by a leading Melbourne tailoring firm, in connection with a test cricket competition. Competitors were required to forecast the scores for both teams, and Mr. Critchley's figures, which are shown below, indicate how sound his judgment was:—

	Match Result.	Mr. Critchley's Forecast.	
England	298	329	plus 31
England	111	115	plus 4
Australia	450	427	minus 23
Australia	152	169	plus 17
Score	115	116	plus 1
Score	123	125	plus 2
Total			78

We heartily congratulate Mr. Critchley on his good fortune.



Test Cricket

The record-breaking 1925 Tests now being a thing of the past, interest is centred on Australia's prospects of retaining the ashes in England next year. The 1926 Australian Eleven is going to have a hard fight to win the rubber.

Reviewing the last series, it is evident that our superiority over the Englishmen was due to greater all-round strength in batting. The Englishmen displayed a tendency to "break up" if Hobbs and Sutcliffe failed (which certainly was seldom), and the team also possessed a limp tail. On the other hand, the Australian score could never be accurately gauged until the last man was out. It is a singular fact that, in not one of the five tests, did our opening batsmen give their side anything like a good start. The biggest first wicket partnership resulted in less than 50, while the Englishmen invariably started well—once reaching the mammoth total of 283.

England was undoubtedly ahead of Australia in fielding and running between the wickets—saving runs and stealing runs—and their attack had greater variety. Australia's bowling should be greatly strengthened by the success of Grimmett, who seized his opportunity with both hands when it came along.

If Tate, however, stands out as the world's best bowler, Oldfield is certainly pre-eminent as wicketkeeper. During the Tests, he dismissed 18 men—8 stumped and 10 caught—and his batting also was remarkably consistent. In this connection it is interesting to note that, during all the years of Test cricket, Australia has always had a reliable stand-by wicketkeeper—Blackham, Kelly, Carter, and now Oldfield.

It is not considered likely that we will send more than the usual 15 to England next year, but (excluding Macartney, who may not be well enough), there are at least eighteen Australians with strong claims for selection. They will at once occur to any cricket enthusiast:—

Collins	Kellaway
Bardsley	Grimmett
Gregory	Kippax
Taylor	A. Richardson
Andrews	V. Richardson
Oldfield	Woodfull
Mailey	Ironmonger
Ryder	Pritchard
Ponsford	Ellis, or Love

Head Office Cricket

A cricket match was played at St. James' Park, Hawthorn, on 14th February, 1925, between teams from Supervisor of Weighing's Office and the Passenger and Goods Divisions of the General Passenger and Freight Agent's Office.

Mr. Armfield, the captain of the Supervisor of Weighing's team, won the toss from the G.P. and F.A. captain, Mr. Hawken, and decided to bat.

The scores were as follow:—

G.P. and F.A.'s Office.

1st Innings.

Yole, L., b Armfield	11
Fergus, A., retired	48
McDonald, J., b Raphael	19
Luff, A., b Holmes	1
Hawken, E., c Lycett, b Holmes	6
Davidson, W., b Raphael	11
Ridgway, M., b Holmes	4
Carns, G., b Holmes	16
Hatfield, F., b McDowell	1
Jennings, J., b McLean, L.	0
Short, R., b McDowell	12
Martin, J., not out	4
Extras	16
Total	155

Bowling.—Holmes, E., 4 for 33; Raphael, P., 2 for 16; McDowell, J., 2 for 14.

Supervisor of Weighing's Office.

1st Innings.

Armfield, E., c and b Fergus	43
Chandler, H., b Luff	2
Furphey, J., b Luff	4
Holmes, E., b Luff	0
McLean, J. F., c Yole, b Luff	5
Raphael, P., run out	0
McDowell, J., c Davidson, b Yole	0
McLean, L., b Luff	3
Lycett, F., c Davidson, b Yole	0
Doward, C., not out	0
Bendickson, B., c Martin, b Carns	9
Extras	12
Total	78

Bowling.—Luff, A., 5 for 26; Yole, L., 2 for 8.

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Tennis

A tennis match, between teams from the Supervisor of Weighing's Office and the Passenger Division of the G.P. and F.A.'s Office, was played at St. Kilda on 4th March, and was won by the former team by thirteen games.

The following players took part in the match:—Team from the Supervisor of Weighing's Office: J. McDowell, H. Armfield, J. F. McLean, F. Roberts. Team from G.P. and F.A.'s Office: A. V. Worrall, W. H. Conroy, J. F. McDonald, H. H. Streckfuss.



THE CHILDREN'S PAGE.



The Flight of Youth

How lovely is the loveliness of youth! and how it flies away with time! So sighs Richard Henry Stoddard, the American poet, who lived from 1825 to 1903.

There are gains for all our losses,
  There are balms for all our pain:
But when youth the dream departs,
It takes something from our hearts,
  And it never comes again.

We are stronger, and are better,
  Under manhood's sterner reign:
Still we feel that something sweet
Followed youth, with flying feet,
  And will never come again.

Something beautiful is vanished,
  And we sigh for it in vain!
We behold it everywhere,
On the earth and in the air,
  But it never comes again.

—❖—

Benny's Front Tooth

Benny lay in bed and thought about it. He knew he couldn't stand it. Then he rolled over and buried his face in the pillow, and dug his toes into the mattress, and wondered what he could do about it. Mother had said firmly that the tooth must come out. Such a shame to spend a Saturday morning that way, too!

Now it is only fair to Benny to say that, when he had to have a tooth out last summer, he was very brave, and faced the music like a man. That tooth had ached, and ached, and, when it was pulled, they found it very bad; and even though he had taken gas, it hurt him cruelly afterward, and he felt he couldn't be brave again. Besides, mother had said that this time he couldn't even have gas.

"O Benny, are you worrying?" asked mother, as she drew away the coverlet from Benny's face, and saw two big round tears just ready to toboggan over Benny's rosy cheeks.

"Wow! but it hurt me last time!" Benny groaned.

"Yes, but this is different. Why, the tooth is loose already. Come, be my brave, good boy!"

Benny shook his head mournfully, and he wasn't a bit brave, but he managed to dress himself and eat a very, very little breakfast. His brother Rob went with him to the dentist.

Of course, he had to wait. Nobody ever went to a dentist and didn't. That is always the last screw to be turned.

Rob tried to be very kind and brotherly. "Here, Benny," he said, "I knew you'd have to wait, and I brought some toffy and a story-paper on purpose. Take a bit to cheer you up, and I'll read you a story."

"It will take more than candy and stories to cheer me up," he said, dolefully; but he took the candy generously held out to him, and bit into it. Then he groaned again.

"Oh, dear! I can't eat candy now. My tooth hasn't ached a bit, and now it's beginning. Oh, dear!" and he looked gloomier than ever. "It will stick my teeth all up, too. Maybe I can eat it afterward," and he dropped it into one of the dentist's envelopes, and slipped it in his overcoat pocket.

"Never mind," said Rob, cheerfully, glad that it wasn't he who must have a tooth pulled.

Just as Rob was beginning to read, the dentist called Benny, and Benny climbed tremblingly up into the chair, and the dentist hunted round among his instruments, for he knew what Benny had come for. Benny opened his mouth, and held his breath. Then the dentist scowled with pretended dismay.

"What's this, young man?" he asked, sternly. "Are you trying to fool me? This isn't the first of April. What do you come to me for, when you have pulled your tooth out yourself?"

Benny gasped. He couldn't believe his ears. He took the handglass and gazed with interest into the little red cavern of his mouth. As true as anything, the tooth was gone, and in its place was the tiniest round bit of a new one.

The dentist laughed; and Benny climbed down from the chair, looking very much surprised, but also very happy. He went back into the waiting-room, drew the envelope from the overcoat pocket, looked at the toffy he had saved for by-and-bye, and there, half-buried in the dark, soft sweetness, gleamed the missing tooth.

How Rob laughed! "And you never even knew it had been pulled!" he said, with a shout. Then they both ran home to tell mother how brave Benny had been.

A Bottle of Glue

Paul had just threepence to spend for Baby Ruth's birthday present, and he couldn't quite decide what he had better get for her. He knew plenty of things he wanted to buy, but they all cost more than threepence.

Just as he and mother were talking it over on Ruth's birthday morning, a loud cry came from Ruth. She was put in the hammock with Angela, her best-loved doll.

Mother and Pearl ran out to see what the matter was.

"I—felled out of 'e hammock, and Angela felled too, and Angela's head tummed off," she sobbed. "My head went on 'e ground dess like Angela's, but mine didn't tum off."

"Well, darling, I'm very glad of that," laughed mother, "because perhaps we can mend Angela's, and I'm afraid we couldn't put Ruth's on again."

Mother went in to find some glue, but the bottle was empty.

"I'm afraid we can't mend it to-day," said mother.

Ruth's tears began to flow again. A bright thought came to Paul.

"Oh! mother, wouldn't Ruth rather have me buy a bottle of glue to mend her doll right off, instead of that other thing? You said it cost threepence."

Ruth clapped her hands at the thought of having Angela again so soon, and mother said he might spend the money in that way if he wanted to. So Paul and Ruth went hand in hand to the nearest store and bought a bottle of glue.

Mother glued the head on tightly, and when Ruth woke up from her nap the head was on firm and hard. Ruth thought a bottle of glue was the nicest birthday present she ever heard of.

Dusk

If we might have one hour to be
Each other's silent company,
We'd choose the gray tranquillity
That broods in the half-light.

When one small breeze on nimble feet,
Left frisking with the meadow-sweet,
Goes searching after winds more fleet
And vanishes from sight.

When every careless bird that sings,
Feels purpose in its nomad wings,
And wheels from its adventurings
Resolved on homeward flight.

When spider drops from dusky beam
To weave the pattern of her dream,
Half-gossamer, half-silver gleam
Against the velvet night.

—Margaret Emerson Bailey, in "Robin Hood's Barn."

V.R. Mutual Benefit Society's Picnic at Ballarat

An Enjoyable Outing

On 7th March, the annual picnic of the Victorian Railways Mutual Benefit Society was held at Ballarat, in excellent weather.

Many special trains were run, and the whole of the railway arrangements worked smoothly and efficiently. At least 9000 people are estimated to have attended the picnic. Amongst those present were Messrs. T. B. Molomby, Railway Commissioner, T. F. Brennan, Chief Accountant and Hon. President of the Institute, J. Southam, Claims Agent, and Gus Kroger, the genial Secretary of the Society.

The Mayor of Ballarat (Cr. Levy) welcomed Mr. Molomby, and congratulated him on his appointment as Commissioner, in which capacity Ballarat was meeting him for the first time. He hoped that he would be long spared to carry on the work of his important position.

Mr. Molomby, in response, expressed his pleasure at being able to come to Ballarat under such happy conditions. He thanked the Citizens' Committee for their fine spirit in coming to the aid of the picnic organisers, and thought that there was no doubt that this year's picnic was even more enjoyable than any previous year's. He thanked the Mayor, also, for his kindly congratulations, and hoped to be of service to the people in his new position.

Prahran Technical School

130-140 High-street, Prahran,
12th February, 1925.

The Secretary,
Victorian Railways,
Spencer St., Melbourne.

Dear Sir,—

I desire to express to you high appreciation of the "Victorian Railways Magazine," copies of which have been passed on to me by Mr. H. R. Simmons, late member of the Institute Council. These copies have been placed in our school library, and are very much appreciated by the students.

The articles cover a very wide range of subjects—those on technical matters appealing even to the layman.

The high literary standard and illustrations are pleasing, and reflect much credit on the Editor and all those contributing to the magazine.

Yours faithfully,
(Sgd.) W. R. DEAN,
Principal.

First Aid and Ambulance Work

Treatment of Fractures

By F. W. Kaiser, Ambulance Officer, Victorian Railways.

Having, in previous articles, considered the symptoms, treatment, etc., of fractures in general, it now becomes necessary to deal with the treatment of special fractures, as, whilst the principles are the same everywhere, the methods vary according to the region of the body in which the injury is situated.

The following table shows (a) the fractures in which splints are not required, (b) those in which it is necessary to use them.

(a) Skull—
- Cranium and Base.
- Jaw, Lower.

Trunk—
- Clavicle (Collarbone).
- Scapula (Shoulder blade).
- Ribs.
- Pelvis.

Upper Extremity—
- Humerus. Upper Third.

(b) Upper Extremity—
- Middle of shaft.
- Lower end near elbow.
- One or both bones of Forearm.
- Bones of hand.

Lower Extremity—
- Femur.
- Tibia.
- Fibula.
- Patella.
- Bones of Foot.

Fractures of the skull are caused by direct violence, such as blows or falls on the head; they may be situated on the vault or upper part of the head, or at the base where the head rests on the spinal column. Those of the vault are usually compound, as they are the result of a fall on some sharp object or of a direct blow.

The symptoms depend entirely upon the extent to which the brain has been injured. If it has been more or less severely shaken by a fall or blow, the patient is found in a state of unconsciousness more or less complete, and has lost all power of motion, and is said to be suffering from concussion, the pulse is slow and irregular, the skin cold, the breathing shallow, the pupils or dark part of the eyes may be dilated or contracted, or one may be dilated and the other contracted. Should the shaking have been not severe, or should there be no more serious complications after a longer or shorter period of time, the patient shows signs of improvement, his colour improves, he may move a limb, and can be roused if spoken to in a loud voice, the pulse becomes stronger, and he may vomit. (These signs of improvement are due to the reaction which follows an improvement in the circulation of the blood in the brain, and the great danger of giving stimulants in cases of head injuries is that the reaction may be too great; too much blood being suddenly sent to the brain by the stimulating action of the alcohol on the heart, and inflammation of the brain may result. So that it must be taken as a fixed rule that stimulants are never to be administered in such accidents.) The signs of improvement become more apparent, and eventually, with the exception of a strong disinclination for mental or bodily exertion, the patient feels quite well.

On the other hand, if, in addition to the shaking of the brain, a blood vessel in the brain has been ruptured, giving rise to haemorrhage, or should a bit of bone have been driven into or pressing upon the brain, as frequently happens in cases of fracture of the base of the skull, symptoms of compression supervene, and these are the same as those of apoplexy or stroke. The patient becomes absolutely insensible, and cannot be roused at all, the breathing is slow and sterterous, the pupils may be dilated or contracted, but they remain fixed, and light has no effect on them. In addition, there may be bleeding from the nose and mouth, and blood and a watery discharge may be poured out from the ear.

Whilst one or other of the above symptoms may be present, the most important guide after all, especially in an emergency, is the nature of the injury, so that, with the history of a fall from a height on the head or a severe blow followed by unconsciousness of longer or shorter duration, the case must be treated as one of injury to the brain, leaving the point as to whether or not a fracture exists, to be decided by the surgeon, who should be sent for immediately. Much may be done by the intelligent bystander, however, to help the sufferer in his extremity during the time that elapses before the arrival of the medical man; all his efforts being in the direction of preventing further injury to the brain.

The patient must be kept lying down, with his head slightly raised. Stimulants in any form whatever must be kept from him at all costs (a difficult task, sometimes), a glass of whisky being the one and only form of emergency treatment "the man in the street" has any faith in.

Should there be a wound in the head, it must be carefully and thoroughly cleansed with clean cold water and protected by a piece of cloth dipped in cold water, being applied to it, and kept in position by a handkerchief or bandage.

The removal of the patient to his home or the nearest hospital must be effected with the utmost care. The accident is serious enough, but any roughness or jolting would render the case hopeless. He must be removed on some form of stretcher, and it is preferable to carry it by hand rather than on a waggon.

In lifting him on to the stretcher, special attention must be paid to the head that it is kept steady.

On arrival at his home, should that be his destination, he must be carefully laid in bed with his head slightly raised. The room must be darkened, and no talking allowed in it.

Cold applications must be made to the head in the form of cloths wrung out of cold water or ice broken into small pieces and put into a sponge bag or tied up in a piece of flannel, and applied to the head.

Hot bottles are to be put to the patient's feet, care being taken that they are not too hot; for in cases where the patient is insensible, the feet might be severely burned, as he himself cannot feel.

The indications for treatment then are:—

(a) To prevent further injury by careful handling.
(b) To keep the head cool.
(c) To keep the feet warm.
(d) To avoid all stimulants.
(e) To see that the room is well ventilated, and that no loud talking is permitted in it.

In conclusion, it only remains to say that gentleness must be the watchword of those who are engaged in the emergency treatment of a fracture. In whatever region of the body it may be situated, they must bear in mind that dangers of a fracture be in the direction of a simple one being converted into a compound, of the sharp end of a broken bone being thrust into a large blood vessel, causing serious bleeding or of injuring important internal organs. That the risks of any of the calamities befalling a patient are generally increased, and they are frequently brought about, by the rough handling of the anxious, but ignorant, friend.

"Touch not, handle not,
But look with all the eyes you've got"

should be the motto in examining a fracture, and when the time comes for treatment and removal, be gentle, be careful.

(To be continued.)

New Electric Tramway

The Melbourne Tramways Board has accepted the tender of the Foundation Co., of England and America, for the construction of the permanent way for the new electric tram service from Princes Bridge, via Sturt-street and Albert Park subway, to St. Kilda. The tender has been accepted on condition that the work shall be put in hand at once, and be completed within eight months.

According to the chairman of the board (Mr. Cameron), nine tenders were considered, and the English firm's price, £56,247, was the lowest, being a couple of thousand pounds cheaper than any of the local offers.

Australia's Population

Approaching Six Millions

Australia's population increased by 123,696 in the year ended December 31, 1924. For comparison, the previous annual increases may be quoted.—

1921	97,776
1922	124,208
1923	116,526

A similar increase this year will make the population nearly 6,000,000. At the end of the year the total was 5,873,503.

The following details of the population of the various States on December 31, 1924, were given officially by the Commonwealth Statistician (Mr. Chas. Wickens):—

New South Wales	2,247,572
Victoria	1,657,095
Queensland	841,772
South Australia	538,506
West Australia	364,124
Tasmania	217,839
Northern Territory	3,597
Federal Territory	2,998
Total	5,873,503

Chinese Reduce Freight

The Chinese Ministry of Communications has ordered the Peking-Hankow, Peking-Suiyuan, Peking-Mukden, and Tientsin-Pukow Railway Administrations to give a fifty per cent. reduction of freight charges on full carloads of common grains for Peking, including millet, maize, sweet potatoes, wheat-bran, and buckwheat, for a period of two months, beginning December 10th. These grains constitute the main food of the mass of the population throughout North China, except wheat-bran, which is used chiefly to feed animals.

"Dry" Denmark

Denmark may not be dry, but the Danes are becoming drier, according to a recent report of the Danish Government's statistical department. The figures, published in the Danish Commercial Review, show the estimated personal consumption of alcohol in various forms since 1911. They are as follows:—1911-1915, average, 6.7 liters; 1917, 3.4 liters; 1919, 2.5 liters; 1921, 2.7 liters; 1922, 2.6 liters.

Finnish Compensation

The Finnish Parliament recently passed a measure providing for compensation for foreigners who suffered material losses during the revolutionary period of 1918. Property seized or expropriated by the insurgents will be paid for up to 50 per cent. of the estimated damage. Such action reflects great credit upon the present Government of Finland—a Government not overblessed with the means for making such restitution.

Victorian Railways Institute

Departmental Education Classes.

Commenced on Monday, 26th January, 1925, and are open to all employes who are financial members of the Institute, and have paid one year's subscription in advance or have signed the form authorising the deduction of subscriptions from Pay Rolls.

A member attending classes may obtain a free card pass—first or second class, according to departmental status—available from the station nearest his home to Flinders-street and return, on application to the head of his branch.

Intending students are advised to join the classes now, if they wish to be eligible to compete for the "Harold W. Clapp" and Institute prizes at the close of the educational year.

By-law (4) bearing on this matter states:—

"No prize will be awarded to any candidate who has not effectively attended the Institute Classes in the subject of the Examination for such prize for at least three terms. Effective attendance to be secured by attending at least 45 per cent. of the Class Meetings held during the year in the subject referred to."

Correspondence Courses.

Employes who are financial members of the Institute, and reside outside the Metropolitan area, are reminded that correspondence courses are open to them on payment of 2/- registration fee, which entitled them to take a course in three of the following subjects:—**Algebra, Arithmetic, English, Engine Working and Westinghouse Brake, Permanent Way Maintenance and Construction, Shorthand, Safeworking, Station Accounts and Management.**

Safeworking.

Classes are held at the Institute Class Room No. 7, Melbourne, in Safeworking, as follows:—Monday, 10 a.m., 7.30 p.m., Safeworking and Signalling Duties; Tuesday, 10 a.m., 7.30 p.m., Train Running; Thursday, 10 a.m., 3 p.m., Safeworking and Signalling Duties.

Members residing outside the metropolitan area who are desirous of studying this subject may do so by correspondence. Intending students, when writing for Safeworking papers, should state the section required:—Electric Staff, Train Staff and Ticket, Double Line Block, Guard's Duties, Fog Signalling or Automatic Signalling for Single Lines.

Instruction in Station Accounts and Management.

Classes are held at the Institute Class Room No. 7, Melbourne, in Station Accounts and Management, on Mondays and Tuesdays, at 10 a.m. and 2.45 p.m., and Thursdays at 7.30 p.m. Employes who are desirous of qualifying for promotion as Operating Porters, Assistant Station Masters, or Station Masters, should note that the Institute Instructor in Station Accounts and Management is prepared to take students through the complete course. Full particulars on application to the General Secretary.

Bookkeeping and Accountancy.

Classes are held at the Institute, Melbourne, as follows:—Bookkeeping, Friday, 6 p.m. Accountancy (Intermediate Course), Tuesday, 7 p.m.; Friday, 7 p.m. Accountancy (Final Course), Tuesday, 6 p.m. The fees, payable in advance, are:—Bookkeeping, 10/6 per term (6 months); Accountancy, £2/12/6 per annum.

Every railwayman associated with accounts should take this splendid course, as it affords members an excellent opportunity of fully qualifying in this highly important commercial subject.

Enrol with the General Secretary, Victorian Railways Institute, Flinders-street Station Buildings, Melbourne.

Mechanical Drawing.

Students who are desiring instruction in this important subject should join up at once, and learn all about:—How to Make a Drawing, Machine Parts, Drawing and Designs, Shaft Couplings, Shaft Bearings, Pulleys, Cranks, Eccentrics, Valves, Pistons Cylinders, Boilers, Spur Gearing etc.

Classes are held as follows:—Monday, Grade 1, 7,30 p.m.; Wednesday, Grade 2, 7.30 p.m.

English Course.

Classes are held at the Institute, Melbourne, as follows:—Monday, 7.30 p.m., Grade 2; Friday, 7.30 p.m., Grade 1. The course comprises English, Arithmetic, Geography.

Members residing outside the metropolitan area who are desirous of studying this course, may do so by correspondence.

Shorthand.

Classes are held at the Institute Class Room, Nos. 3 and 7, Melbourne, in Shorthand, as follows:—Theory, Elementary, Tuesday, 7.30 p.m.; Theory Advanced, Thursday, 5 p.m.; Speed Course, Tuesday, 5 p.m., Thursday, 7.30 p.m.

Shorthand Correspondence Course.

The Correspondence Course in Shorthand is under Mr. J. J. Fetherstonhaugh, L.S.W. (Vic.) and F.C.T.S. (Eng.).

Intending students may obtain the text-book for this course from the General Secretary, Victorian Railways Institute, at a cost of 5/-.

All correspondence courses are open to financial members of the Institute residing outside the metropolitan area, on payment of a class registration fee of 2/-.

Educational Facilities for Members' Children.

Clause 2 of the Constitution V.R. Institute, reads as follows:—

"The objects of the Institute shall be to promote the intellectual social and physical wellbeing of the Members of the Institute, to provide Educational facilities for Members' children who reside at places where such facilities are not reasonably available, and to keep the officers and employes of the Victorian Railways in touch with Railway practice and development throughout the world."

In accordance with the above clause, the V.R. Council has decided that—

"Where no additional accommodation was necessary, and where Institute Classes would not compete with outside interests, that Educational facilities be made available for Members' children, and that the fees to be charged should be as follows:—

12/- per annum for Oral Classes,
21/- per annum for Correspondence Courses."

Maryborough Country Centre

Maryborough.—Matters are still progressing here. The new committee has settled down to work, and already a favourable impression has been made. The croquet lawn, after many months of individual effort and combined "working bees," is at last ready for the grass to be sown. It is hoped that it will be in full playing order this year, so that the ladies who are interested in the game, and those who are eager to become proficient in its art, will be catered for. Pioneer work in connection with the construction of the tennis courts is still being carried out, but it is anticipated that they will be available for play at the same time as the croquet lawn. The fence around the proposed tennis courts will be erected shortly. Members generally and committeemen appreciate the action of the Commissioners and Council in having manure loam forwarded here. The garden was treated with a liberal quantity of manure last week, and good results are expected. Billiard rooms are being largely used, and revenue should be again considerable this year. Library has been replenished, and has been overhauled. Classes in full swing, and many students attending. Instructors generally speak well of their respective classes. Socials and dances have been retained with satisfactory results since last year. Many members of the relieving staff who visited Maryborough as Guards, etc., during the recent rush of wheat to seaboard, spoke highly of the well-equipped rooms. Advantage was taken of billiard rooms and reading rooms. As one remarked in conversation, "Relieving at a country depot with Institute rooms like yours, and relieving at a depot without Institute rooms are two different propositions." And this is the way local railwaymen have come to regard the presence of the rooms. Sentiments have been formed, privileges obtained that have endeared the Institute to many men. Ask the handful of men who, at last Saturday's effort to complete the previously mentioned croquet lawn, sweated to the task—and for the honour and enthusiasm of the thing, too.—Walter Cowan, Correspondent.

Speech

Speech is more than a mere conveyance of one's ideas and thoughts to another. It really constitutes the ability to sound every word, and every part of every word, with correct emphasis, clear variation of tone and intelligent modulation of voice, so that the speaker may be easily understood.

To become a speaker in the true sense of the word, some grounding in elocution is necessary. The time spent in learning this fascinating subject will never be wasted, and its influence will last forever.

Elocution is taught by experienced and talented instructors at the Institute, and every railwayman who has the opportunity to attend this class, should not miss doing so.



Working Bee erecting fence round Bendigo Institute Tennis Court

V.R.I. Queen Victoria Hospital Appeal

The Women's Social Committee of the Victorian Railways Institute announced that the drawing of the raffles, on behalf of the Queen Victoria Hospital Appeal, took place on 11th March, the prizewinners being as follow:—

Lady's Gold Wristlet Watch..	14,442
Cane Suite	13,468
Case of Wine	13,168
Woodrow Hat	14,891
Footwear	13,557
Tennis Racquet	13,575
30/- Order	14,727
Hand Mirror	13,331
Water Bag	13,806
Silver Manicure Set	14,362
Jewel Case	13,363
Ever-Sharp Pencil	14,584
Afternoon Tea Spoons	13,898

Prizes obtainable at Institute Office, Flinders-street, on presentation of tickets.

V.R.I. Musical Society

The Musical Society has vacancies for male voices, and good singers, who can read music, should make application for membership. Rehearsals are held in the Council Room of the Institute on Tuesday evenings, at 8 p.m., and on such occasions enthusiastic applicants may interview the Conductor, Mr. Gregor Wood. Written enquiries should be addressed to Mr. R. E. Fuller, Hon. Sec., Musical Society, c/o Chief Engineer of Signals and Telegraph, who will gladly supply the desired information.

R.E.F.

Good Service Brings Appreciation



My contact with railway officials (other than as an occasional passenger) is not very great, and I have wondered how far the spirit of Mr. Clapp's slogan, "Help Us to Help You," was at work in the Victorian Railways service. It was amply proved to me on Tuesday (10/3/25). I had to send a very sick person to Sydney, who, owing to great weakness, would find it difficult to sit up as far as Albury, where a "sleeper" was provided. First, the Conductor of the midday Bendigo-Melbourne train thoughtfully suggested removing the patient into an empty first-class compartment, where she could lie down. The Station Master at Spencer-street kindly allowed space in the guard's van for a stretcher to be put, and the Railway Ambulance Corps immediately came forward with a stretcher. A Porter was most kind and thoughtful in helping to remove the patient into the van, and the Conductor of the Sydney express was also most courteous and considerate. The spirit of "helping you" was in each case very obvious, and I desire publicly to express my personal feelings of gratitude to one and all concerned.—**From "Appreciation," Kyneton, to the Editor of the "Argus," 13th March.**

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We wish to express the appreciation of ourselves and Messrs. T. H. Laidlaw and Co., for the quick supply of trucks which you made available to transport sheep from our special sheep sale here on Thursday last. At the same time, we wish to thank the Railway Station Master, and the Hamilton staff, for the able assistance they rendered in doing all they possibly could to help load and get the stock away. Within 24 hours they had about 80 trucks away, which, we consider, constitutes a record for Hamilton.—**From Young Bros., Hamilton, 24/1/25, to the Live Stock Agent, Victorian Railways.**

—❖—

I am instructed by the Committee of the Methodist Sunday School Excursion to Gellibrand, held on January 26th, 1925, to express through you to the Station Masters at Colac and Gellibrand (Messrs. Jones and Jeners, respectively), and also to the members of the train, their very best thanks for the courteous and obliging way in which they carried out their duties. Driver Mott they would specially like to thank. It is my Committee's wish that you convey to all your servants their very best thanks.—**From Mr. Claude Burnett, Secretary, Colac Methodist Sunday School, 12/2/25, to the Secretary, Victorian Railways.**

I take this opportunity of bringing to your notice the thoughtfulness of the Guard on the morning down train from Woodend to Daylesford on Monday last. It happened that a truck of gypsum had come along for me from Lake Boga. As you know, the goods siding is a mere loop off the main traffic line at Tylden railway station. Standing at the cattle loading platform were six empty sheep trucks, and the easiest way would be to throw off the truck of gypsum on the far side of the goods loading platform. However, the train staff first hauled the sheep trucks out and hitched them on to the gypsum truck, and then backed the latter, so that it was easy to unload without the labour of pushing the sheep trucks along in front of it. In former times I have not been treated so considerately, and I think it right to give praise where it is due. I do not know the name of the Guard, but I can describe him as "cheerful, ruddy, and well nourished," and the Engine Driver and Fireman, I have no doubt, were equally worthy of praise.—**From Mr. Arnold Caddy, The Melbourne Club, 6/3/25, to Mr. H. W. Clapp, Chairman of Commissioners, Spencer-street.**

—❖—

The Victorian Railways Commissioners. Sirs,—Some months ago Mr. R. Fisher, Station Master, Hamilton, pledged himself and brother Station Masters and Station Staff in this district to transport the season's wool clip to the satisfaction of growers and brokers. We beg you to convey to him and the district Station Masters and Transportation Staff, Mount Gambier to Willaura and branches to Balmoral, our appreciation of their efforts, and to say that the co-operation, organisation and transport was the best in the history of these lines.—Yours faithfully (signed), **T. H. Laidlaw, A. W. Cameron, R. L. Twomey, H. C. Cox, J. & L. Young, J. D. Wartwirth, John G. Stuart, M. N. Mackinnon, A. E. Ketsall, D. Campbell, Cecil W. Cameron, Hamilton, 24/12/24.**

—❖—

I am writing on behalf of the staff of Holy Trinity Sunday School, Kensington, to thank you for the courtesy and attention shown to us by your staff at Kensington, Flinders Street and Mordialloc, on January 26th, when we had occasion to charter a special train from the first-named to the last-named stations. At Kensington, the Station Master personally supervised the loading and dispatching of the train, while at Mordialloc the Porters showed tact and understanding in dealing with the excited children. On the return journey, while stopping at Flinders Street, the platform staff assisted in every way to make the end of our excursion pleasant.—**From Mr. Chas. G. Myers, Hon. Sec., Trinity Sunday School, 136 Racecourse-road, Newmarket, 3/2/25, to the Secretary, Victorian Railways.**

My Committee desires me to express to you its appreciation of the courtesy of the Railway Staff, and especially the Station Master, for the way in which he handled the traffic and the attention he gave our fold at the big reunion gathering on Foundation Day last, when 2000 were present at Chelsea. We desire that you would please convey to the Station Master and Staff at Chelsea our sincere thanks.—**From Mr. Bert Powell, Hon. Secretary, Wangaratta Reunion, 10 Holland-grove, Caulfield, 5/2/25, to the Victorian Railways Commissioners.**

—❖—

The officials in charge of the railway gates at Essendon station are worthy of a word of praise from motor drivers; the traffic is not held up a minute longer than is necessary, and, considering these men are under a big strain, their work is wonderful. You might let them know that one of the residents appreciate their work.—**From Mr. J. H. Cussen, 70 Rose-street, Essendon, 15/3/25, to the Victorian Railways Commissioners.**

—❖—

I recently had three trucks of furniture and implements sent from Bannockburn to Thorpdale, and am pleased to say I had not one thing broken. I wish to express my thanks to the Department, also to Mr. Kearney, Station Master at Bannockburn, who gave me great assistance and advice in the way it should be packed in trucks. We are generally ready to complain of breakages, so I think it my duty to express my thanks.—**From Mr. Frank B Morris, Thorpdale, 22/2/25, to the Secretary for Railways.**

—❖—

No doubt, you get plenty of hard knocks and growls from your clients, but this letter is going to be the reverse. I was residing at Dookie, and had a good deal to do with the station officials in my course of business, and I now desire to express my appreciation and thanks at the way that I was treated by Mr. Dunlea and his assistant, as to courtesy and fairness.—**From Mr. S. E. Souter, Seymour, 5/3/25, to Mr. H. W. Clapp, Chairman of Commissioners.**

—❖—

A Melbourne daily recently published the following letter of appreciation from a correspondent:—Clapp as Carrier.—Furniture receives far better treatment at the hands of Mr. Clapp than of the ordinary horse and motor vehicle removers. A friend had furniture moved 1200 miles by rail, and three times changing trains, and it arrived at its destination without a mark of travel on it.

"It pays to get the other fellow's point of view; besides, it's one of the few things worth getting that doesn't cost anything."

An American Opinion

In an editorial discussing truck and bus competition with railroads, the "Railroad Trainman" of January, 1925, says:—

"It is not understood wherein special privileges are given for highway use to the owners of trucks that are certain to tear up the roadways as fast as they are put down; special taxes should provide for special costs and the State and Federal authorities should enforce the rules of the road to the end that whoever uses them for profit should pay his full share for their replacement.

"If the bus companies furnish as good, or better, transportation facilities than the electric or steam roads, they will get the business. That will be natural, and nothing can stop it, but if this is to be brought about by what amounts to a subsidy to the bus companies, then, it is not a change working for public economy, but the advantage of private business to the exclusion of other competitive business that could live and do business on equal terms."

Caution!

A lad called at the Tourist Bureau the day prior to the railway picnic at Ballarat, and presented a note to the booking clerk, which read:—

"Is there any difference between first and second to-morrow at Ballarat Railway Picnic? If there is give lad two second returns. If there isn't tell him and if first cost same as second give him first."

And the signature wasn't a Scotch name!

Good Advice

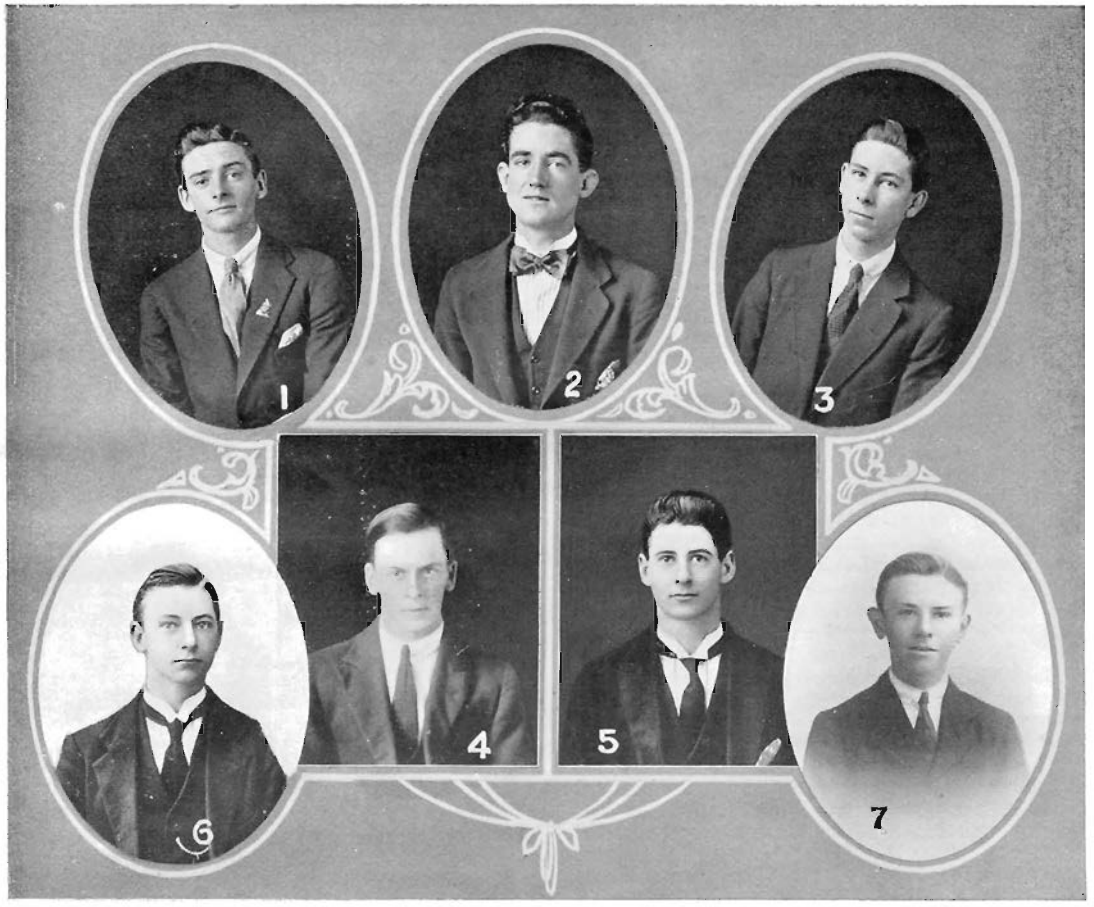
"Advancement to a more useful place in the world is only obtainable by gaining greater perfection each day. Doing as well as we did yesterday is not even standing still—it is going backward."

"A first aid to early failure is discourtesy. It adds nothing to one's credit to borrow trouble. Civility will almost invariably side-track complaints."

"Courtesy and civility cost nothing. They are the first aids to success."—H. W. Clapp.

Mr. W. S. Corner has been appointed Assistant Chief Electrical Engineer in the New South Wales Railway Department. He will retain supervision over the departmental power system, including the Newcastle district. Mr. Corner received his early electrical training in Sydney, and joined the Service in 1899.

Prizewinners at Institute and Technical College



1. C. C. CLAYTON. 2. G. E. COLE. 3. W. J. JOHNSTON.

These three students qualified for scholarships awarded by the Commissioners to apprentices attending the V.R. Technical College and the Schools of Mines at Ballarat and Bendigo.

4 R. J. PLACE ("Peter Alexander Memorial")

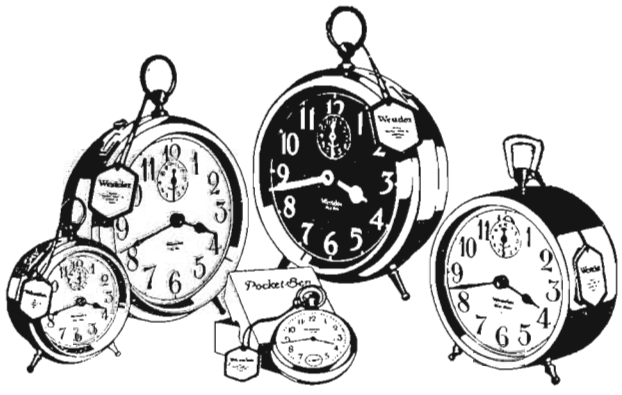
5. P. J. DANCE ("Peter Alexander Memorial.")

6. G. H. DANCE ("Harold W. Clapp" Prize, Division "A.")

7. A. T. MIDDLETON ("Harold W. Clapp" Prize, Division "C.")

Regarding the three successful students from the V.R. Technical College, it is interesting to note their excellent results while attending the College. C. C. Clayton attended during 1922-24, and secured 8th place 1st year, 4th place 2nd year, and 2nd place 3rd year. G. E. Cole secured 3rd place 1st year, 1st place 2nd year, and 1st place 3rd year. W. J. Johnston secured 5th place 1st year, 7th place 2nd year, and 3rd place in 3rd year. They are enthusiastic and regular attendants at the evening classes.

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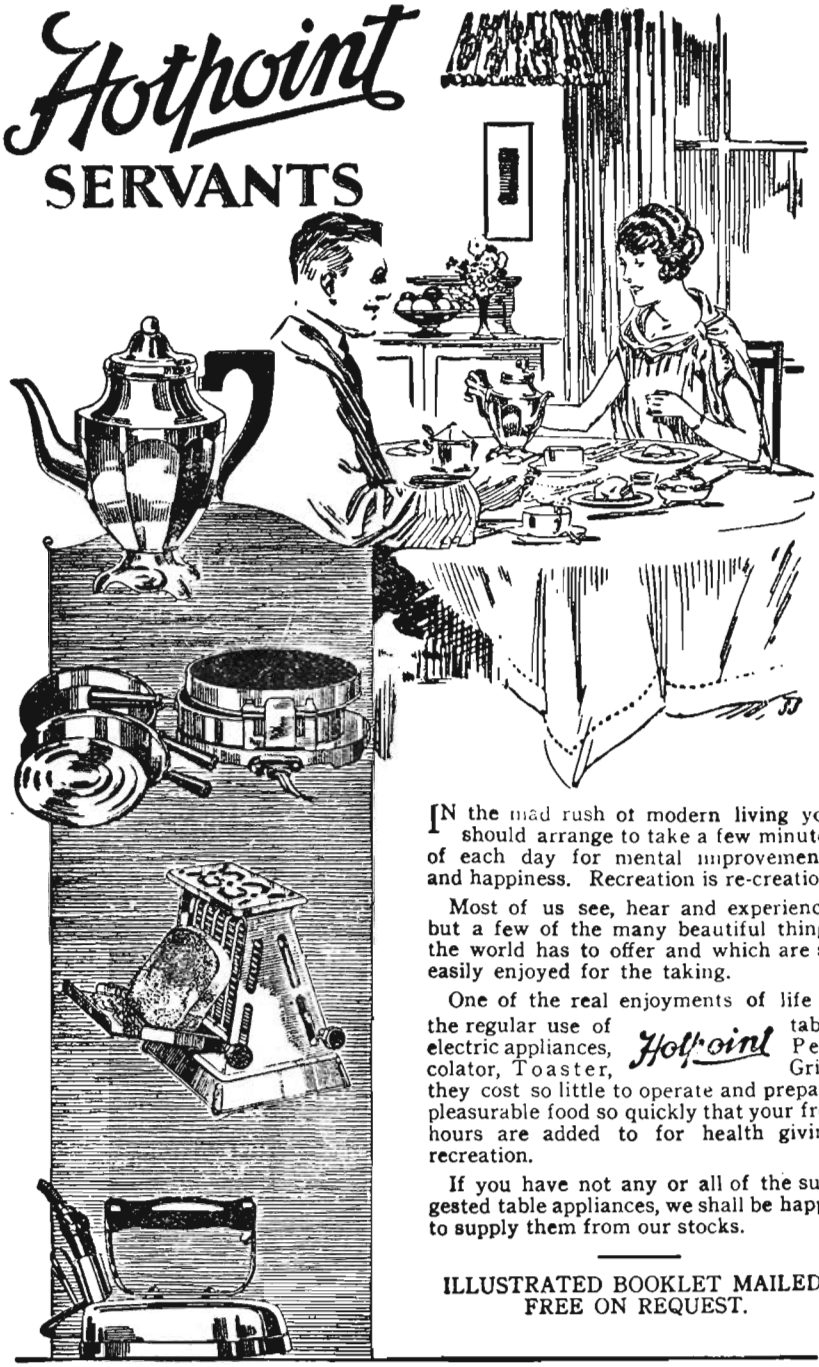
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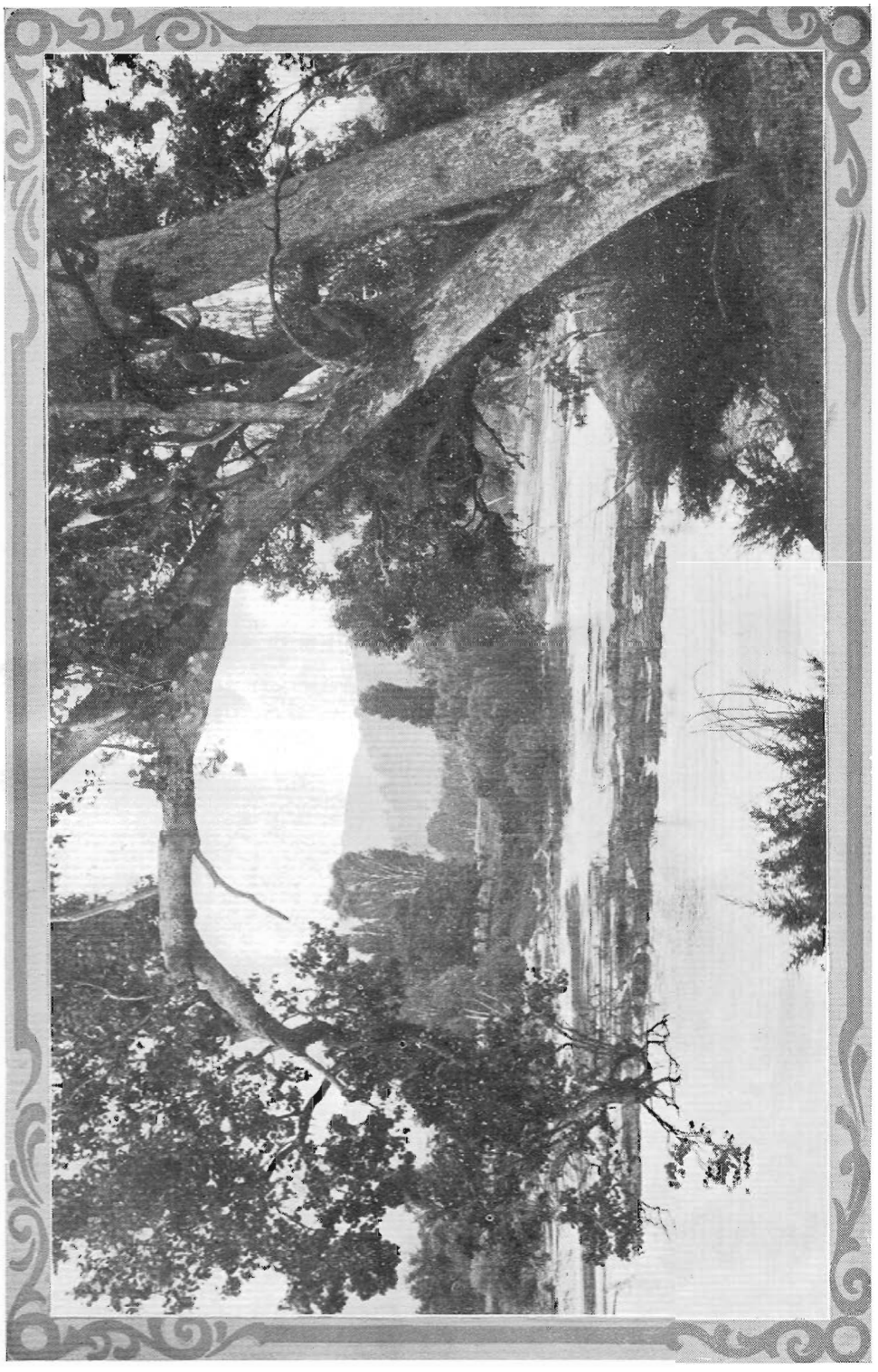
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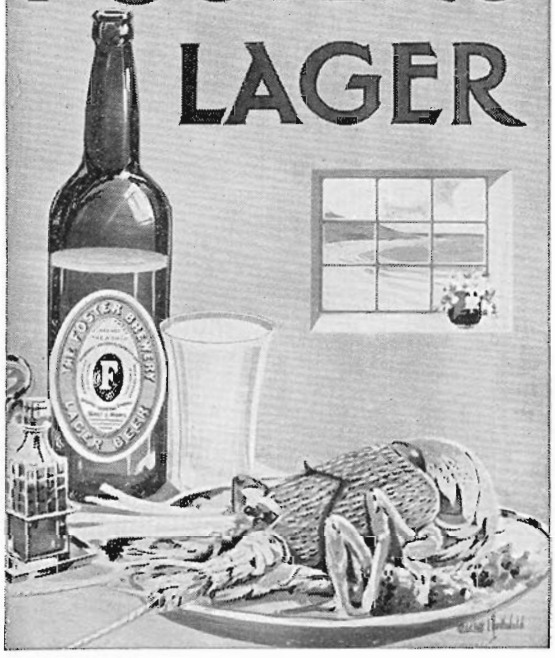


Park and Lake—Blackburn.



Goulburn River—Alexandra.

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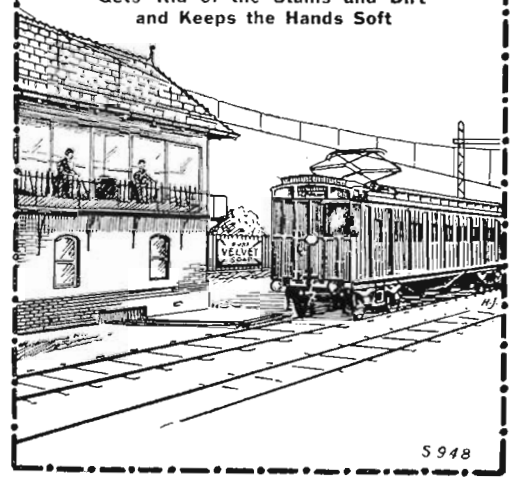


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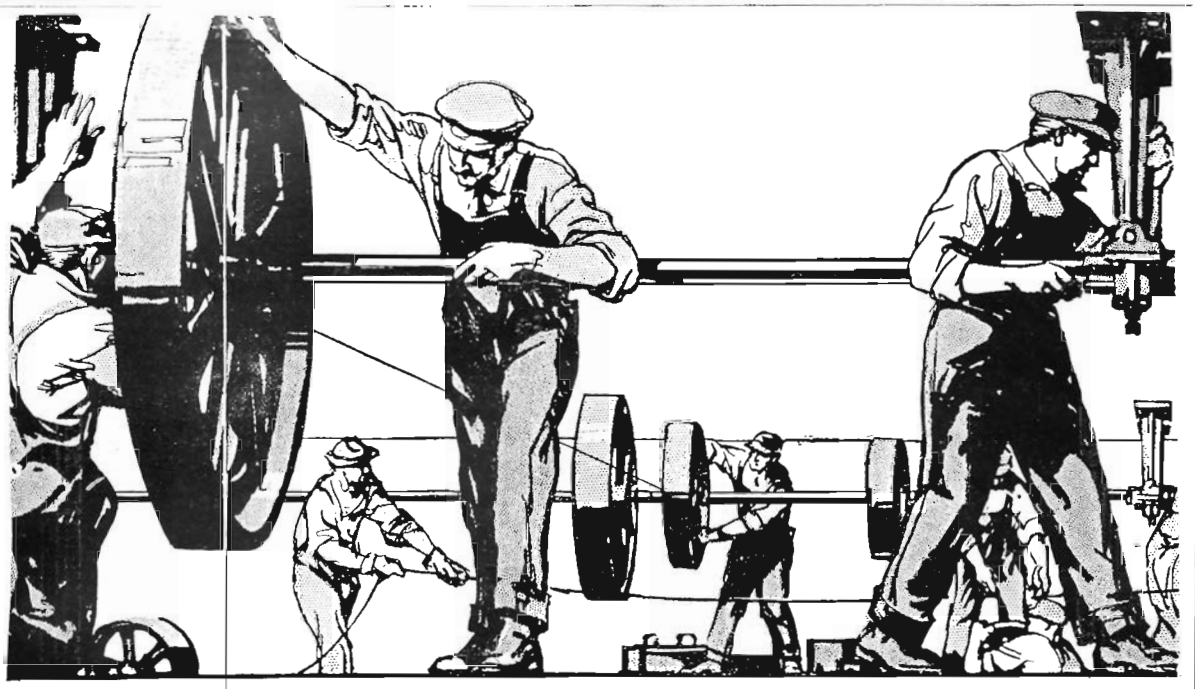
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THE VICTORIAN RAILWAYS MAGAZINE

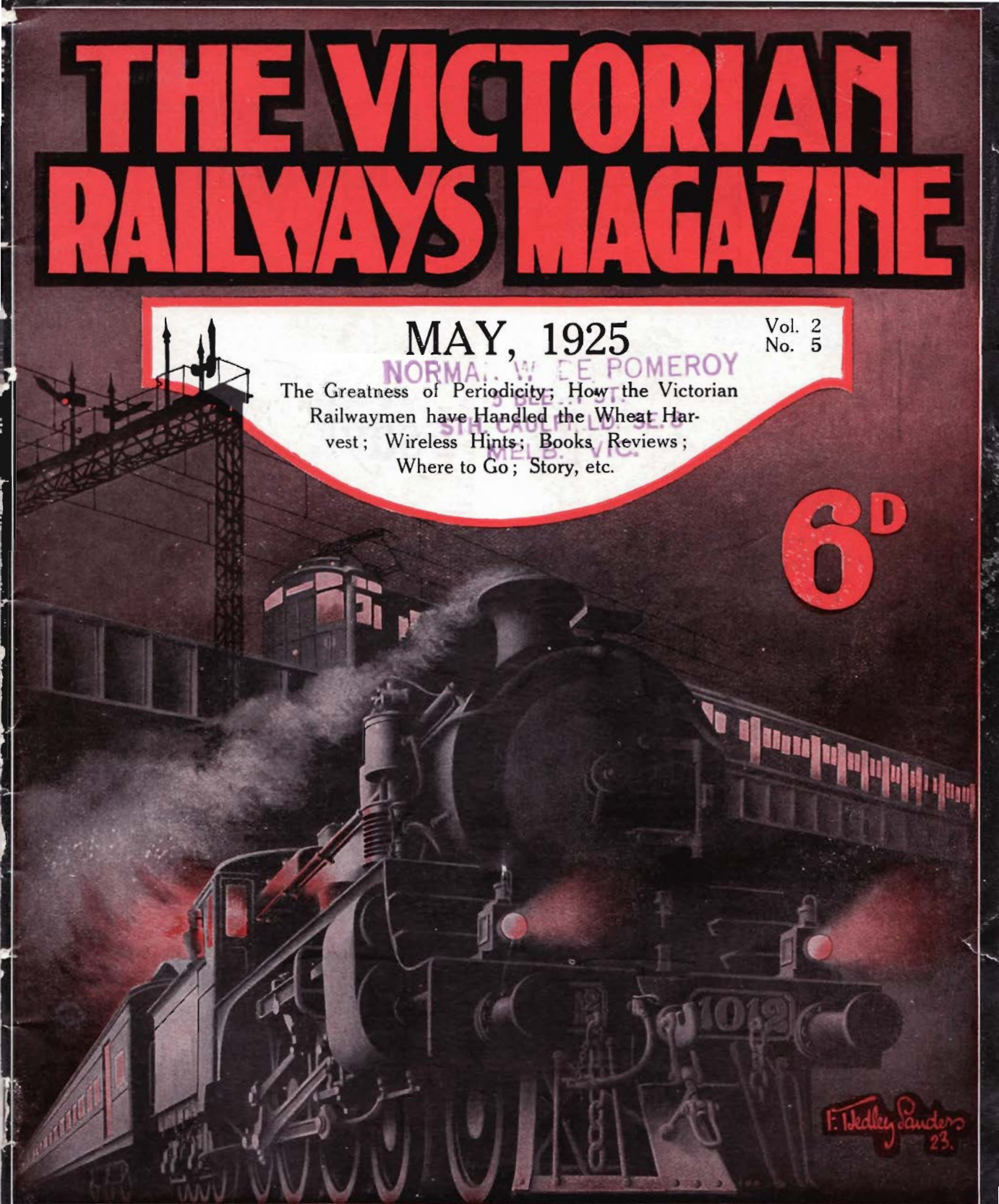
MAY, 1925

Vol. 2
No. 5

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The Greatness of Periodicity; How the Victorian Railwaymen have Handled the Wheat Harvest; Wireless Hints; Books Reviews; Where to Go; Story, etc.

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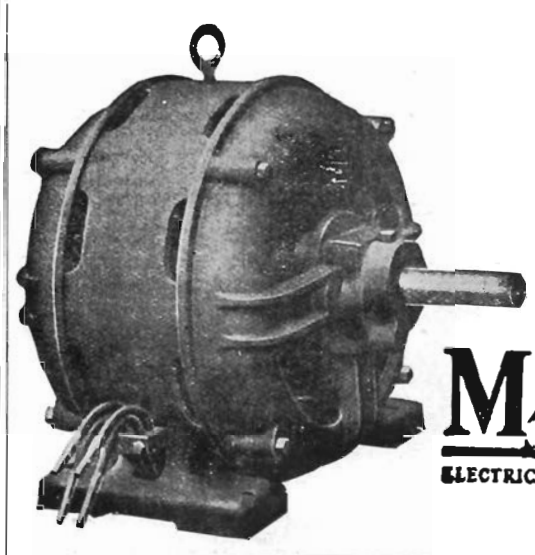
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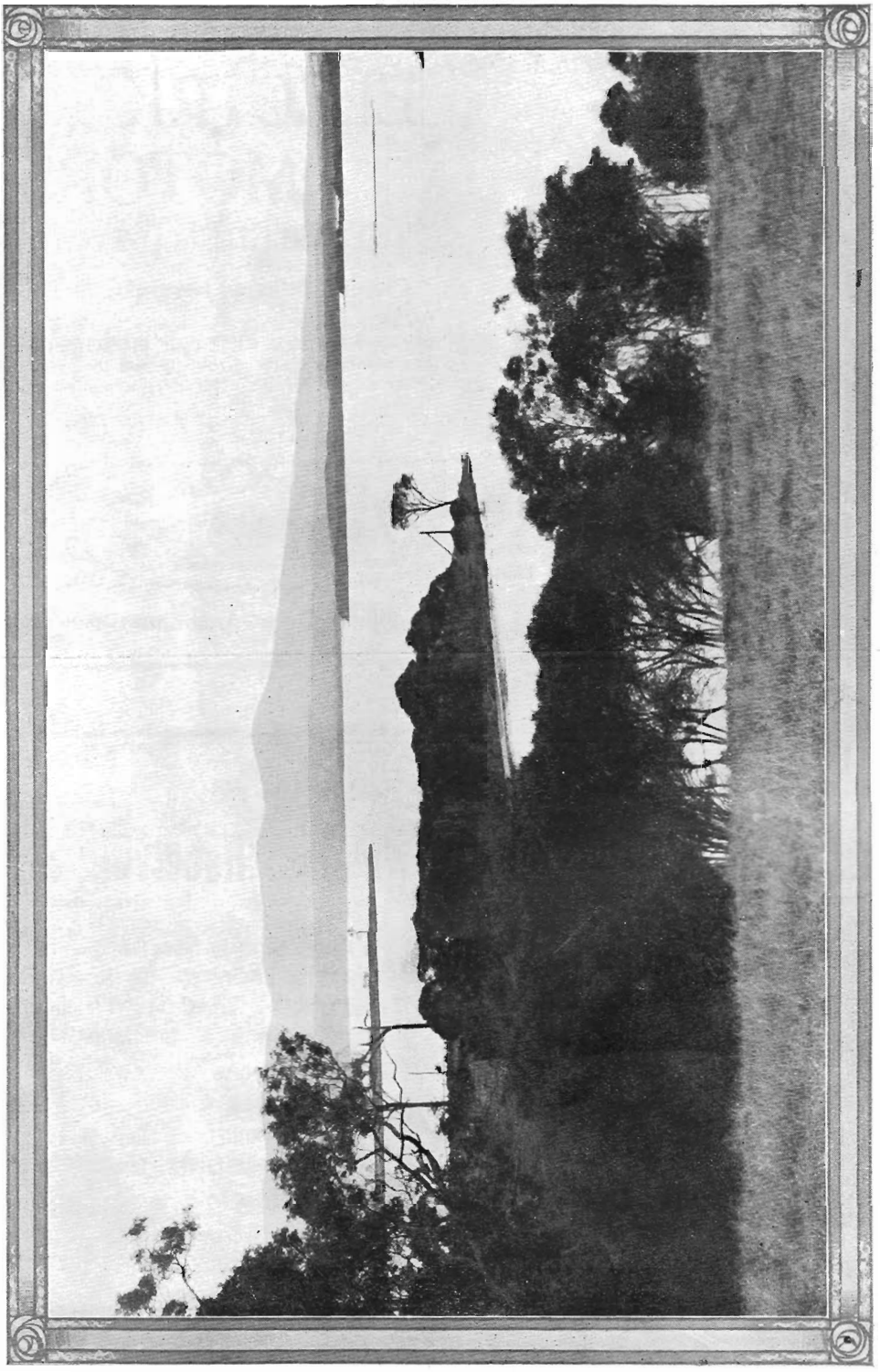
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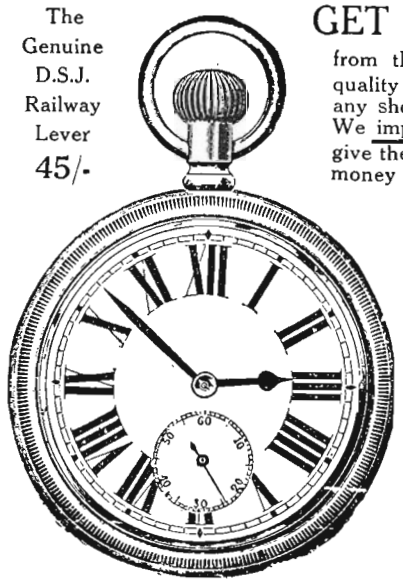
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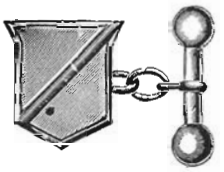
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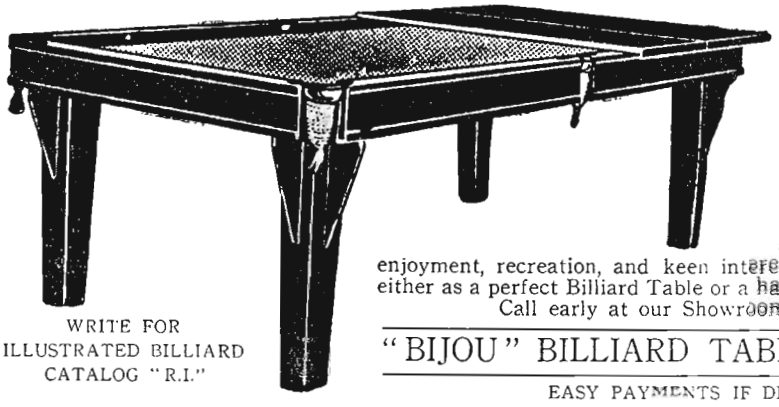
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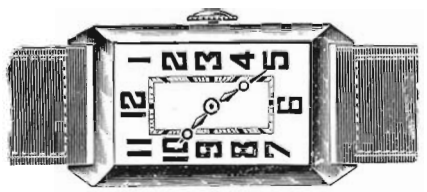
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Department of Defence, Navy Office,
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Yours faithfully.
(Sgd.) G. L. MACANDIE,
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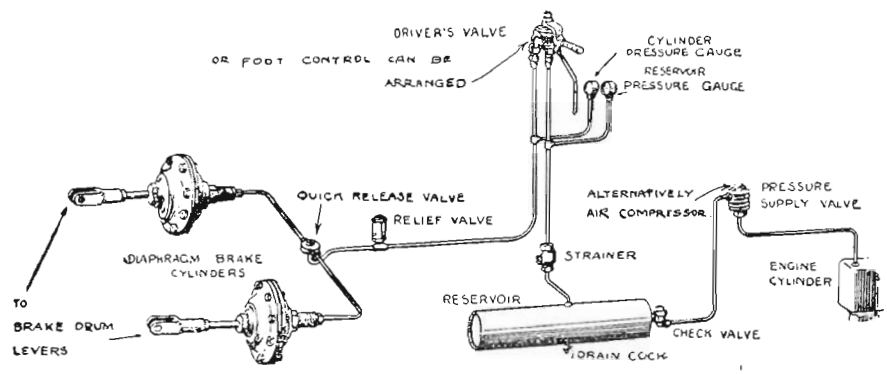


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* * *

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* * *

Matter for publication should bear the signature of contributor, and should state whether it is to appear over his name or a nom-de-plume.

* * *

Articles published in the "Magazine" express the views of the contributors, and are not to be accepted as coming from the Administration unless this is specifically stated.

* * *

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Telephone enquiries to Central 5480; or Railways 174.

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The Victorian Railways Magazine

FLINDERS STREET STATION, MELBOURNE.

The Greatness of Periodicity

Some remarks by H. G. Wells on the subject have led to an animated press discussion on periodicity. Fifty-five articles by the famous novelist, written for the newspapers during twelve months, have been gathered together in a book entitled "A Year of Prophesying."

Doubtless, many of our readers read these brightly luminous articles as they appeared weekly in the Melbourne "Herald." How the experience of meeting a regular demand affected Mr. Wells he tells in a last chapter incidentally eulogistic of journalists. Says he: "I had never realised before the tremendous hardship of periodicity. Every week or every day the writer must chew the cud of events and deliver his punctual copy. Every day, wet or fine, the newspaper sheet must be filled; filled, but not congested. . . . . Henceforth for my poor, irregular brain there shall be no more periodicity."

The great writer, you perceive, will have no more of what he can avoid; but the average mortal cannot pick and choose so easily. Perhaps it is as well, for without periodicity the machinery of social life could not work. Nor, for the matter of that, could the human machine. Even Mr. Wells wisely eats and sleeps with regularity. And there are other phases of periodicity he cannot avoid. As a fact, the problem is really one of not having too much of a good thing. The price we pay for periodicity is the right to escape from it on the principle of "a place for everything and everything in its place." It is grand to be at times unleashed to duty, grander as is duty.

These reflections arise from the perusal of certain articles on periodicity. It is amazing how many-sided the subject is. Here is one debater finely arguing that the compensating advantage of the inexorable demands of periodicity is that "the mere regularity acts as a spur to the spirit." We are driven by its demands to call upon our mental reserves as we never would have done but for the persistent stimulus.

Taking as his phase of the problem the fact that people often suffer from acute disinclination to work, a writer says that "it is periodicity that pulls us together." The railway worker, for instance, "simply cannot afford to be a sluggard or procrastinator." At such an hour on such a day the wheels **must** go round.

It is the genially-wise successor to the late Dr. Robertson Nicoll, Timothy Crisp, to wit, who takes as his text a Bradshaw, and from it proves the impossibility of evading what he terms the rhythmic law. He speaks of "the crashing periodicity" with which the train that leaves London Bridge for Dartford every morning at 3.22 breaks into the lives of its driver, its guard, the ticket-clerks, the signalman, and everybody who has anything to do with the train. Then he eloquently says:—

"It chills me to think that even on a cold winter morning, hours before it is daylight, that 3.22 must be alongside its melancholy platform at London Bridge, with steam up and ready to start—and all who are responsible for its working must be at their posts. It would require a Dante to do justice to the scene on one of these foggy mornings—the flickering station lights, the dimly-lit carriages, the snorting monster belching fire, powerful enough to defy all time-tables if only it had free-will and could rebel; the human beings in humble attendance upon it, free-willed indeed and capable of rebellion, and yet as subject as the engine itself to the absurd periodicity of 3.22."

The "grim periodicity" of it leads Timothy Crisp to moralise attractively, but appreciatively, on the splendid service of this daily sameness of platform, train, time and obedience. It is natural enough that press correspondents are constrained to fling bouquets at the railwaymen and the giant greatness of the railway system. Not one but concurs in the pricelessness of such periodicity as Timothy Crisp so vividly calls to mind.

Thoughtless as some people may appear, who in Australia take for granted the boon and blessing of the railways, we may well conclude that in their hearts, when the mood is made, they are filled with pride by the wonder of it all.

How the Victorian Railways Have Handled This Season's Wheat Harvest

Previous Operating Records Broken

Square miles of golden wheat fields; great combined harvesters eating their way through the grain; waggons in endless procession bringing the harvest to the railway stations; and then the greatest effort the railwaymen of Victoria have ever made.

These are striking phases in this season's wheat movement. Approximately 50,000,000 bushels were reaped, or 12,000,000 more than last year, and up to 14th April, 31,700,000 bushels had been carried over our lines.

The organisation necessary for this formidable task is built up on years of experience, and in the degree of perfection attained, the enthusiasm, efficiency, and long-sustained effort necessary to put every detail into effective operation, were displayed in a wonderful manner.

The figures are most impressive, as this table will indicate:—

		1922.	1923.	1924.	1925.
Average Mileage, per truck per day—	January	29.7	28.8	29.2	30.0
	February	26.1	25.1	27.4	32.5
	March	26.5	24.4	26.7	32.4
Average Tonnage per truck mile—	January	9.9	9.6	9.5	9.8
	February	9.5	8.9	9.3	9.8
	March	9.4	8.8	9.1	9.9
Average Gross Tonnage, per goods train mile	January	329	336	344	413
	February	329	352	396	411
	March	329	349	354	411

There are some, perhaps, who will say this has been done at the expense of the ordinary goods traffic. The following table is sufficient refutation of such an assertion:—

Comparison of the Annual Wheat Yield and the Railway Transport Performance for the 4 Years Ended 1925.

Season.	Yield.	Transported by rail to 30th June each year	Actually transported by rail, 16th Dec. to 14th April each year.
	Bushels.	Bags.	Bags.
1921-22	43,876,596	12,720,251	9,005,451
1922-23	35,697,220	8,447,685	6,520,577
1923-24	37,795,704	10,316,955	6,821,914
1924-25	50,000,000*	14,323,000*	10,632,104

*Estimated.

	Number of trucks loaded from 16th December to 14th April Each Year.			Maximum number of trucks loaded on any one day.		
Season.	All Traffic.	Wheat only.	% of Trucks allotted to Wheat.	All Traffic.	Wheat only.	% of Wheat to Total.
1921-22	324,450	60,037	18.5%	4,050	1,328	32.8%
1922-23	333,722	43,470	13.0%	4,518	1,341	29.7%
1923-24	362,547	45,479	12.5%	4,714	1,004	22.1%
1924-25	378,938	70,834	18.7%	4,936	701	14.2%

Further comment is perhaps needless, but surely no one can reasonably complain when, during a peak period too short to justify the cost of building rolling stock specially to meet it, approximately 81 per cent. of the Department's trucks are made available for ordinary goods traffic. Such an achievement is a magnificent one, and the feat of handling this great harvest so expeditiously has not been performed by robbing other industries of trucks. The achievement is due to better methods and superior work by the railwaymen in co-operation with their patrons. We are getting more mileage than ever out of our trucks each day, and putting into them bigger loads than ever before, therefore utilising them to much greater advantage.

An average mileage of 32½ miles per truck per day is excellent when viewed alongside past records. Last year the highest figure was 29.2, and what does that extra 3.3 miles per day mean? The answer is a simple problem in arithmetic: 29.2 miles per truck per day produces a mileage of 760 for a month of 26 days; 32.5 equals a monthly figure of 848; or an increase of 88 miles for each truck per month, and we have approximately 20,000 trucks, so that, by comparison with last year, and on the basis of the increased truck mileage alone, there were placed at the disposal of our patrons during the peak period the equivalent of, say, 2200 additional waggons, which represents a money value of over £800,000 if they had been constructed.

But then again, the average tonnage per truck mile of 9.9 in the month of March, 1925, has a striking meaning when contrasted with the figure of 9.1 for March, 1924. In short,

the same trucks are doing more work, and, as a consequence, more wheat and other goods can be carried in a given time.

It is noteworthy that on the particular day of this season when the maximum number of trucks was loaded, only 14.2 per cent. were devoted to the carriage of wheat.

Some of our patrons complain of shortage of trucks for metal, firewood, etc., during the wheat season. It is a pity to hear them so expressing themselves. They were notified before the season commenced that full supplies for ordinary traffic would not be available while the wheat was offering, and were advised to have as much of this loading despatched when ample trucks were available, and before the grain season commenced.

We have good cause for self-congratulation, although we must be careful to see that we do not fall into the error of believing that we have reached the summit of achievement.

There are still grander heights to conquer—still higher figures to reach as we discover by intelligent and unremitting attention to detail how we may best proceed; and we feel sure that there will come a day when even the outstanding figures we have here published will be eclipsed.

Things We Are Talking About

Praises Clapp

Our Trains Are Wonderful.

South African's Views.

One of the greatest admirers of Victoria's railways is Mr. A. S. Oettle, an official of the South African Railways,, who is visiting Australia to get first-hand information on our railway organisations.

"I think Victoria has one of the most efficient and up-to-date railway systems in the world," he said to-day.

The Better Farming and Reso trains have particularly attracted the attention of Mr. Oettle. He has inspected both, and made short trips with them.

"In South Africa," he said, "we have a similar train to the Better Farming, but not on such an extensive scale."

"As for your suburban electric system," he added, "it is wonderful."

Mr. Oettle is an admirer of Mr. Clapp's methods, and he maintains that Victoria has to thank Mr. Clapp for the efficiency of its railways.

"He is a business man first and a railway man second," he exclaimed, "and because of this he knows how to apply business to the railway system and make it the huge success it is to-day."—"Evening Sun," 30/3/25.

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They are Wonderful

I notice that a South African visitor describes our electric trains as wonderful. So they are. Because occasionally someone misses his train or is overcharged for his ticket, there is an inclination to throw mud at the railways generally. Would that every Victorian utility had as capable a man at its head as Mr. Clapp. —Yours, etc., "Admirer." (Sun, 1/4/25.)

The V.R. Magazine Praised

To the Editor.

Dear Sir,—As a young railwayman, I would like to let you know how much the "Victorian Railways Magazine" is appreciated by the officers and staff at Horsham.

I am an enthusiastic reader of its contents, explaining the different phases of the work of the department, which makes me feel proud to be called a railwayman.

Might I suggest something that would give encouragement to an officer whose services are well worthy of recognition and appreciation. In connection with the transport of shipping wheat to Portland, I think that no one could be a harder or more conscientious worker than Mr. William Price, S.M., Horsham. He is responsible for the supply of empties to Dimboola and other stations, who are loading "pool" wheat. He is also solely responsible for seeing that the full supply of wheat is kept going to Portland. He is very often in attendance at the station at 6 a.m., to see that train arrangements and other important matters are working satisfactorily.

Knowing Mr. Price as I do, I think a greater compliment could not be paid him than by recognising his services through your magazine. He is well liked by all of the staff here, and works with his men on the principle of **"Help Us to Help You."**

Yours faithfully,

FRANK L. OTTO,

Clerk.

Advice to Station-masters and Officers-in-Charge

Mr. J. G. Lee, District Superintendent, issues a periodical circular to his staff. It is extremely interesting. A copy of the last one appears hereunder:—

In offering these few hints to Officers-in-Charge, I am hoping they will be useful. Personally, I found it very helpful to work on these lines, and I feel sure you will, too:—

1. Be regular in your attendance. If you are not punctual yourself, you cannot expect the staff to be regular in their attendance.
2. Don't stop work the minute your time is up—it sets a bad example to your men. Finish whatever you are doing first, and, if you can possibly do so, stay a few minutes and, with your Assistant, talk over ways and means for improving the management of your station. It will help you, and tend towards greater efficiency.
3. Make it a strict rule to inspect your station at least once a day. If things are not in proper order, have them put right.
4. Your roster of duties allotted to the staff must be kept up to date. Each man must know what he is expected to do, and it your personal duty to see that he does it.
5. Set an example to your staff by being thorough and efficient yourself. A slovenly and careless S.M. tends to make a careless slipshod staff.
6. There is nothing breeds work at a station like a busy Station Master.
7. Be firm, but reasonable and considerate with the men under your control. A just and fair-minded S.M. gains the respect of his staff, no matter how strict he is. You cannot control your men properly unless they respect you. Be loyal to your staff and you will be rewarded with loyalty in return.
8. See that your staff present a tidy and smart appearance when on duty. Set an example yourself.
9. Be courteous and obliging to the public, and your staff will follow your lead.

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The Town-Planning Report

Suggested Railway Alterations.

The Town Planning Commission's first report, which was made public last month, has caused widespread interest throughout the State. The report is especially interesting from the railway viewpoint, as, inter alia, the statement is made that that section of the Port Melbourne and St. Kilda railway lines, from their junction to Flinders Street station, presents a formidable barrier to a proper street system in that neighbourhood.

The plans submitted by the Commission show that immediate relief for a limited increase of traffic can be provided without the removal of this railway barrier on the south of the river. The continuation of the north-south city streets across the Yarra and through South Melbourne would, however, necessitate the raising of the rail levels on the embankment, and also the raising of the skew railway bridge over the river to permit road traffic to pass along a bridge built under it. If this embankment were so raised, the level would make it impracticable for the railway traffic to reach the existing platforms at Flinders Street, so the alternative suggestion has been made that the city terminus of the Port Melbourne and St. Kilda railway lines should be removed from Flinders Street to Spencer Street.

Such an arrangement, it is certain, would result in a serious loss of revenue to the Department, but it is understood that the Commission does not consider that the loss can be regarded as sufficient reason for retaining the embankment in its position of obstruction.

In connection with the suggested re-arrangement of railway termini in the city, it should be borne in mind that Flinders Street station is quite capable of handling an appreciable increase in present traffic. The passenger congestion that occurs is not so much within the station precincts as outside and at the approaches, and there can be no doubt that automatic signalling, electric traction, longer trains and the provision of double tracks through to North Melbourne have all added to the passenger capacity of "the busiest station in the world." And, as to relieving the suburban lines of country goods traffic, the Department has, of course, its own scheme for bringing in most of the country line goods via Laverton.

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King Football Reigns Supreme

Keen Public Interest.

King Football has come into his own once again, and public interest is expected to be greater this year than ever before, which means, of course, that suburban station staffs are in for an exciting and hectic time. Passenger traffic to and from football matches is not, however, by any means confined to the metropolis. Practically every country town has its own team, and there are numerous associations and clubs all over the State, which run special trains for long distances every Saturday during the season.

Heavy booking also occurs between Geelong and Melbourne, and figures which have been recently compiled, showing the traffic on that line last year, are illuminating and interesting. Taking the "down" traffic first, there were 17 dates on which matches were played at Geelong, and 29 specials were run, a total of 18,516 passengers travelling, who yielded £4966 in revenue. The largest one-day total was on August 22nd, when Collingwood supporters travelled to Geelong to the number of 2709, and weighed out £589 odd in fares.

So far as the "up" traffic was concerned, there were 24 dates on which specials were run from Geelong to the metropolis. 43 trains were run on these occasions, 15,518 passengers travelled, and the railways benefited to the extent of £3390/13/-.

Railway Certificates for Racehorses

A Convenient Arrangement for Racing Clubs.

For many years past an arrangement has existed between the Department and the majority of the metropolitan and country racing clubs in regard to the conveyance of racehorses to registered race meetings by rail.

The Department permits the racing club to issue certificates to trainers and owners of racehorses, and these certificates are accepted by the station staff in lieu of freight, provided the horse is consigned by a representative of the club. Subsequently the Department renders an account to the racing club for a lump sum, representing the total freight due in respect of all the racehorses conveyed by rail to that particular meeting.

This arrangement is, of course, most convenient for the racing clubs, and nearly all of the more important country clubs are now using the certificates, while, up to March last, there were only four metropolitan clubs which were not doing so—Sandown, Mentone, Epsom, and Aspendale. The two first-named clubs followed the example of the majority at their last two meetings in March, and the Epsom and Aspendale Clubs will also fall into line in the near future.

The freight accounts, as might be expected, run into large sums, particularly in the case of country meetings, where horses are frequently carried long distances to the course. For instance, at the last meeting of the Bendigo Racing Club, 52 horses were railed to the Epsom Course, and the amount of freight due totalled £136/11/6. Even at suburban meetings, the amounts are considerable. Thus, at the two meetings on the 11th and 28th March, when the Mentone and Sandown Clubs commenced to use the certificates, 41 horses were carried by rail to Sandown Park, the freight being £23/1/3, and 55 were consigned to Mentone for £37/2/6.

What Every Victorian Railwayman Should Know

1. The longest continuous line of railway in Australia runs from Meekatharra, in Western Australia, to Dajarra, in Queensland, a distance of about 5523 miles.

2. (a) The link between the Victorian and New South Wales railway systems at Albury was made on 14th June, 1883. (b) The link between the Victorian and South Australian railway systems at Serviceton was made on 19th January, 1887.

It is safe to say that these two great inter-State connections have done as much as anything else to improve that feeling of fellowship so essential to the progress of a nation such as ours, which, although speaking one language, and acknowledging one common ancestry, has its main centres of population separated by such great distances that it might otherwise have developed into a number of units self-centred, jealous and mutually antagonistic.

In one respect the connection with South Australia, was, from the Victorian point of view, of even greater importance than that of the Sydney line, because it appreciably shortened the length of time taken by mails on their way to and from this State and the United Kingdom.

3. The first three Commissioners who were entrusted with the administration of the Victorian Government Railways were Messrs. R. Speight, A. J. Agg, and R. Ford, who were appointed by virtue of an Act of Parliament which became law on 1/11/1883.

In addition to the three Commissioners, the Administration of the Department consisted of:—Secretary for Railways, Accountant, Traffic Auditor, Locomotive Superintendent, Engineer-in-Chief, and Engineer for Existing Lines.

4. The first combined steam car used on the Victorian Railways was one purchased from the late Captain Rowan (known as the Rowan steam car). It consisted of an engine, booking office and carriage, with seating accommodation for 42 passengers, and was placed in service between Essendon and Broadmeadows in 1883.

5. Victoria has the distinction of possessing the largest electrified suburban service converted from steam operation in the world, as well as the largest power-house in the Southern Hemisphere.

Claims Notes

Particulars for March.

During the month of March this year, 2208 claims were preferred against the Department, and of this total 1036 were paid to the extent of £2173/11/3.

The corresponding figures for the same month in 1924 were 2166 claims preferred, 1066 paid, amounts involved £2036/13/8.

Live Stock Notes

Figures for March.

The Department handled 9321 trucks of live stock during the month of March this year, compared with 9402 during the same month in 1924. There is thus a slight decrease for the month, but a marked increase is evident in the number of trucks of live stock handled since the beginning of the financial year. The total number of trucks for the nine months, July to March, 1923-24 period, was 85,080, while for the current period 89,560 trucks have been loaded.

Tourist Bureau Notes

February a Busy Month.

Mr. J. C. Boyce, Government Tourist Officer, reports that, for the month of February this year, the revenue totalled £33,293, being an increase of £1775 over February, 1924.

The Northern section showed a general increase, principally on the Bendigo-Echuca and Castlemaine-Mildura sections.

The Western section shows a small decrease, and the Eastern a decrease of £530, due chiefly to falling off in Cowes traffic, and the fact that in 1924 an escorted tour to Wilson's Promontory produced £114 revenue, there being no corresponding tour this year.

The North-Eastern section increase is due to increased booking to Sydney on account of Fifth Test Match and unsettled shipping conditions at the beginning of the month.

For the month of February, 16 rail and motor tickets to Sydney, via Orbost, were issued, and many inquiries were received from people who proposed making the trip later on.

The steamer "Gem," which had been running from Mildura to Morgan since June, 1924, ceased running on the 4th February until the winter season. Bookings since December had been very light.

On Monday, 9th February, an escorted tour was run to Healesville, the number of members (8 only) probably being accounted for by the fact that Healesville is fairly well known to metropolitan residents, who prefer tours to resorts further away than this one.

Supplies of the "Where To Go" booklet were received during February, about 2000 copies being distributed during the month.

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Victorian Railways Revenue for February, 1925

	1924.	1925.	Increase.
Passengers	£431,049 0 0½	£424,595 2 3	
Parcels, etc.	40,454 3 3	38,460 5 2	
H., C., and Dogs	3,766 1 3½	3,864 14 3	£98 12 11½
Mails	4,931 16 11	4,932 19 11	1 3 0
Goods	463,581 3 8	487,298 4 8	23,717 1 0
Live Stock	41,320 1 10	38,626 6 11	
Telegraph			
Power	20,931 15 1	21,439 8 6	507 13 5
Rentals	10,340 8 8	10,814 15 2	474 6 6
Miscellaneous	456 11 7½	688 0 6½	231 8 11
Advertising	2,328 3 4	2,486 14 8	158 11 4
Dining Car Service	2,018 19 7	1,918 17 9	
Refreshment Room Services	26,843 11 8	30,536 6 4	3,692 14 8
Bookstalls		5,183 1 3	5,183 1 3
	£1,048,021 16 11½	£1,070,844 17 4½	£34,064 13 0½
Increase for month of February, 1925			£22,823 0 5
Increase from 1st July, 1924, to 28th February, 1925			£455,650 10 4½

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Harcourt

Harcourt.—The fruit season is now in full swing at this station. A large quantity is being forwarded to northern areas, and a fair amount is being placed in Melbourne and the suburban districts. A big export season is not expected, but a fair quantity is being forwarded by early boats. Hereunder particulars are given of export fruit, from 12th February to 7th March:—

Ship.	No. of Cases.
Mooltan	3,760
Asphalion	2,681
Otira	8,698
Esperance Bay	797
Ulysses	883
Themistocles	3,632
Barrabool (figures not complete)	432
	20,883

The Brisbane market continues to absorb a fair amount of Harcourt fruit, as the following figures will show:—

February	9,229 cases
March (1st to 7th)	1,963 ,,

A new industry has commenced operations during the last few weeks—The Concrete Utilities Ltd. This company is manufacturing concrete pipes, tiles, etc. The firm's plant is situated near a practically inexhaustible supply of high-grade sand, which should ensure the manufacture of a good article at a fairly low price.

The use of concrete pipes in connection with irrigation, especially in orchards, is extending. This township is situated close to the greatest irrigational area in the State, and is the centre of hundreds of acres of orchards, so that the company should be secure of a ready market for their products.

The inwards cement and outwards manufactured article should materially increase the revenue of this station.



Harcourt Station.

Effect of Weather Conditions on Overhead Electrical Equipment

Melbourne Suburban Railways

The overhead electrical equipment on the suburban railways system is influenced consideably by the changes in the weather, and precautions have to be taken to guard against fluctuations in temperature, high velocity of wind, and lightning.

Temperature.—On long lengths of copper as used in the overhead construction (varying from 3000ft. to 5000ft.), the expansion and contraction set up by changes in temperature is considerable, and if this is not regulated and controlled, the tension of the line would vary accordingly, and bring the contact wire at periods of high temperature to a very slack state. This is undesirable, particularly from the point of view of the effect of the wind on the overhead equipment. With a rise in temperature in the contact wire of 50 deg. F., which sometimes happens during the 24 hours of a hot day, the expansion which occurs in a trolley wire 3500ft. long would be 20in. Each length of contact wire is anchored at its midpoint to the catenary wire, so that in the case of the temperature rise of 50 deg. F. mentioned, 10in. of slack wire would have to be taken out of the line at each end of the length of trolley wire.

Two devices are used on this system to control this slack, viz., tension springs and tension weights. The tension springs are installed at the ends of each length of the contact wire, and made fast to the structures. The springs take care of the slack by expanding and contracting as the line expands and contracts. The tension weights consist of a number of weights which have a total weight of 1250 lbs., and these are suspended inside the mast of the tension structures. The weights are connected to the contact wire by means of a chain and a series of pulleys, the final pulley being a movable one, so that the tension exerted by these weights on the wire is equivalent to 2500 lbs. The slack in the line in this case is adjusted by the weights moving up and down inside the mast.

These devices maintain a fairly even tension in the line throughout the range of temperatures which are experienced during the day.

Wind.—Winds of high velocity blowing at at an angle to the overhead construction are another factor to be guarded against, the effect being to blow the contact wire away from the centre of the track, and incidentally off the pantograph.

Hot days with strong winds are the occasions when trouble is experienced in this direction, for it is on these days that a large amount of slack is induced in the contact wire, and unless this additional length of wire is taken care of, the overhead is more susceptible to the action of the wind than under normal temperatures.

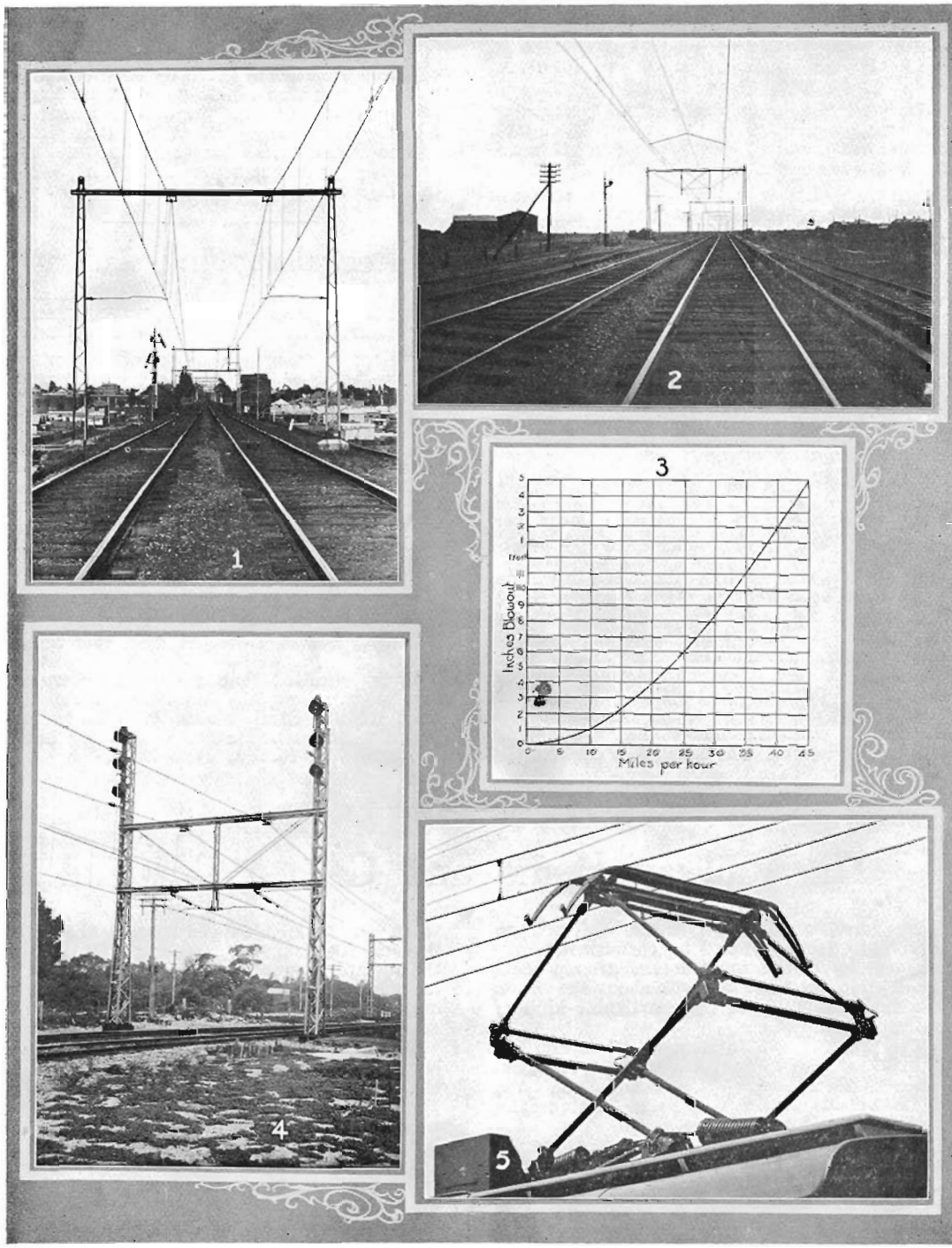
In exposed positions, the means adopted to prevent excessive blowout of the overhead has been to instal a steel bridle wire, highly tensioned, along the centre of the two catenaries, and to connect the wires to this wire by means of bridle sticks placed at the centre of each span. This means that when the line is bridled in this manner the catenary and contact wire from adjacent tracks are connected together by means of bridle wire, and that while the high tension of the bridle wire acts as a restrainer, it also helps to damp down the excessive swinging by causing the movement of one trolley wire to counteract the movement of the other. This system of bridling is called "Centre-bridling."

The graph—No. 3—on opposite page shows the amount of blowout which occurs on a "Centrally-bridled" track of 300ft. spans, with winds of varying velocities at right angles to the track.

As a precaution to the trolley wire sliding off the pantograph and getting underneath the horns on the end of it, owing to the action of the wind aided by the oscillation of the cars, an aluminium reel has been fixed at the end of the pantograph horns, and since the installation of these, coupled with the bridling of lines in exposed places, the number of cases of pantographs getting over the trolley wire has been very small.

Lightning.—The season during which lightning troubles are most prevalent extends from November to March. The high voltage induced in the overhead may cause an insulator to flash over and the arc formed provided a path for the 1500 volt current to earth through the structure to which the insulator is attached.

If this current were permitted to continue escaping to earth, considerable damage would be caused, but protection is afforded by the circuit breakers in the substation, which automatically open and cut off the current from the line affected.



1. V.R. Tangent Construction, showing 3,000 feet spans, second structure converted for Signals.
2. Typical Overhead Construction, showing centre bridling. St. Albans Line.
3. Graph showing the amount of blowout which occurs on a "centrally bridled track" of 300 feet spans, with wind of varying velocities at right angles to the track.
4. Tension Structure, showing termination of 20,000 volt Overhead Transmission Line.
5. Pantograph at converging Lines, depicting aluminium buttons or reels designed to prevent contact wire from sliding over the end of the Panto. horn.

Fuel Conservation

The Importance of Skilled Firing.

Do you let your engine blow off? Remember that, in addition to the obvious disregard of fuel conservation, there are many other attendant evils associated with blowing off.

The following is an extract from the evidence given at the inquest on the death of Joseph Clarke Coleman, driver of the second engine of the train which bolted and crashed into an engine standing at the Hawkesbury Station, N.S.W., 22nd February, 1925:—

"It was stated in evidence that the 'bank end' engine was standing at the platform blowing off steam, and for some time its driver and fireman could not hear the relief officer at the station calling their attention to the bolting train. When they did hear they jumped clear a few seconds before the goods train crashed into their engine."

Think what that means, and what might have been.

Let us enumerate a few other evils arising from blowing off. Both injectors have failed and fire had to be drawn, whereas without blowing off the slightly defective injectors could have been kept at work. Horses have been frightened; telephone conversations interrupted, etc., sometimes with far-reaching consequences. Broken drawgear may, in some instances, be debited to blowing off, because the driver, thinking it essential to look out at the time, depends on sound when applying the brake, with the result that the handle is put too far over and draw gear broken.

We rightly claim a certain margin above the basic wage on account of the special skill and training of the locomotive fireman.

A most effective and telling demonstration of these qualities is given by the fireman who maintains an ample quantity of steam at practically full working pressure without any blowing off at safety valves, and it is pleasing to know that on the Victorian Railways there is a number of firemen who regularly achieve this high ideal.

Australia's First Railway

In our April issue, under the title "National Land Transport," page 178, in our concluding remarks it was shown that so late as 1855 the first railway was opened in New South Wales.

One of our readers has communicated with us, pointing out that those perusing the article would be likely to regard the statement as meaning that this was the year in which the first railway line was opened in Australia, whereas, it is a simple matter of history that the first railway line in Australia was opened in Victoria in the year 1854.—(Our correspondent is, of course, correct.—Editor.).

To Correspondents

S.A.R., E.G.B., Harcourt, held over till next issue.

It is regretted that, owing to pressure on our space, First Aid Ambulance Notes, District Rolling Stock Notes, Way and Works, District Notes, and other interesting articles are held over for our June issue.

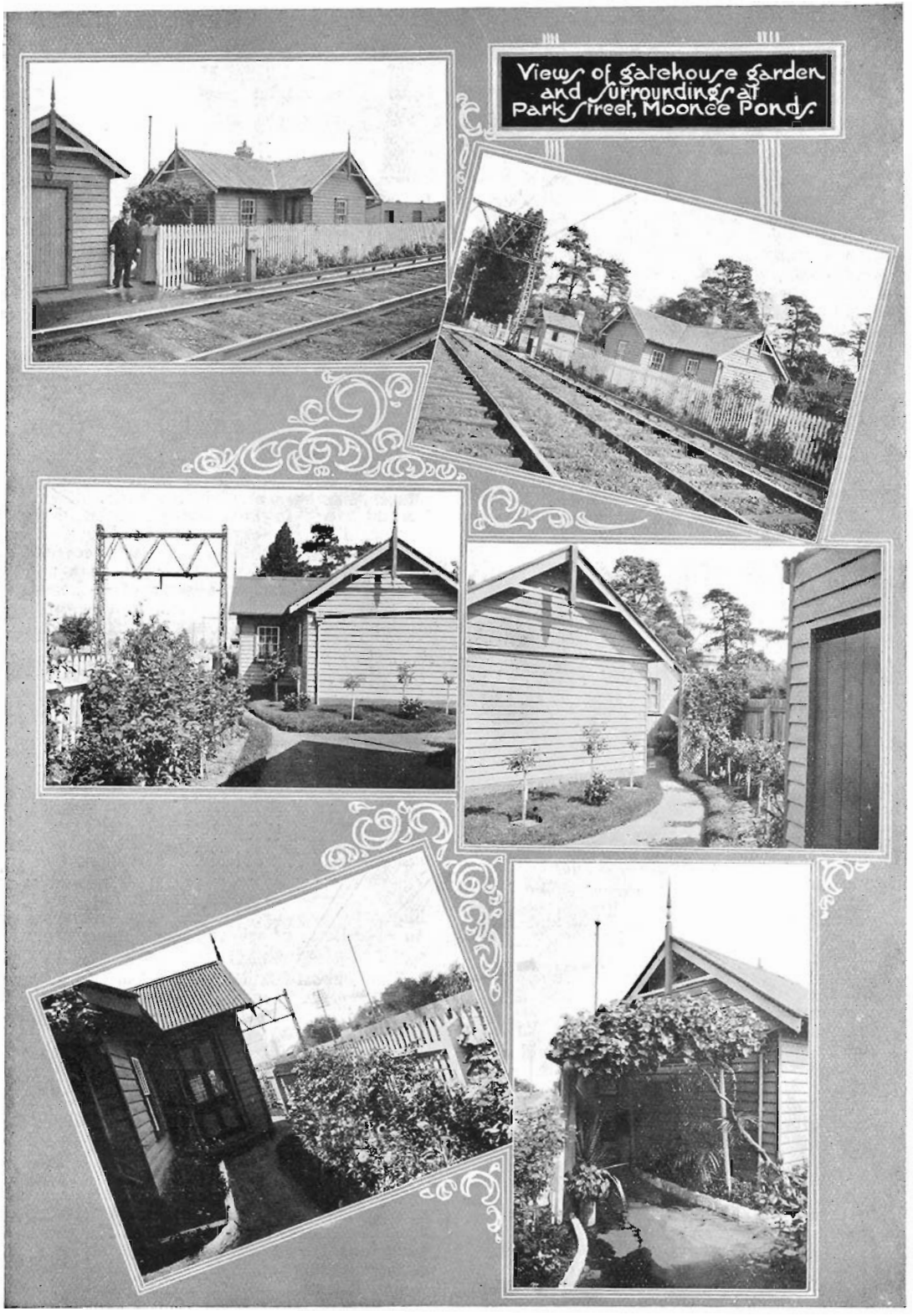
The Railway Home and Garden Beautiful

We have, at different times, referred to beautiful effects obtained by enthusiastic railwaymen by cultivating gardens around their homes, and the more we look about the State, the more examples of this particular kind of enthusiasm do we see.

The most recent to impress us is the delightful mass of flowers and shrubs and green grass that surrounds the spic and span little home of Mr. Patrick O'Brien, Gatekeeper, Park-street, Moonee Ponds.

There are some who see in a garden, merely a taskmaster, which absorbs spare time and ensnares every spare moment, but that point of view is incorrect and illogical. We cannot gain and enjoy anything without a certain expenditure of time and energy, and in too many directions we are prone to become prodigal in the expenditure of time and energy upon subjects from which our return is exceedingly poor, but a garden is a definite and substantial reward for all the care we can lavish upon it. It occupies healthfully and pleasurably moments that might otherwise be wasted, and when it is growing satisfactorily, when the neatly clipped grass, the dainty flowers, the fragrant shrubs please the eye, the reward is great, and we then feel that the moments we reluctantly spared from other recreation have been profitably spent indeed.

The garden is not only refreshing, not only an aesthetic pleasure, but also a means for lifting the mind of man to higher and nobler planes. We cannot help feeling that the railwayman whose hands have surrounded his home with plots of grass and flowers is for that better in every way. Better physically because of the pleasant exercise, better mentally because the contemplation of beautiful things must assist wholesome thinking, better morally because contact with the charms of a garden involves a complete removal from all that is gross, and better because of all these, as a citizen, a railwayman, and a family man. Nothing gives us greater pleasure than to see the railwayman thus turning towards his garden, and in congratulating Mr. O'Brien, we do so, knowing that he is but one of a rapidly increasing army.


Views of gatehouse garden and surroundings at Park Street, Moonee Ponds

Transportation District Notes

Metropolitan District

Easter Traffic.

Mr. T. W. J. Cox, Metropolitan Superintendent, reports that the fine weather which prevailed during the Easter holidays was reflected in the railway revenue for that period. The suburban traffic, and that to the nearer tourist resorts, was particularly heavy. Although a slight decrease occurred during the first few days, as compared with the corresponding days for last year, this was more than overcome by the increased bookings on and after Easter Saturday.

A comparison of the bookings from Flinders Street and Prince's Bridge is shown hereunder:—

On Thursday, 9th April, 42,451 passengers travelled from these stations, returning a revenue of £3759/1/11½, as against 44,742 passengers and a revenue of £3904/4/6 for the corresponding day last year.

On Good Friday, 31,258 passengers travelled, returning a revenue of £3782/15/6½, as against 36,099 passengers and a revenue of £4206/10/11 for Good Friday last year.

The revenue for these two stations for the succeeding days shows a gratifying increase. They are as under:—

	1924. Passgrs.	Revenue.
Easter Saturday	29,197	£2,291 8 5
,, Sunday	16,373	813 7 11
,, Monday	36,831	2,831 18 1
	1925. Passgrs.	**Revenue.**
Easter Saturday	37,653	£2,912 5 5
,, Sunday	20,633	1,452 13 7
,, Monday	50,088	3,985 16 3

The increase in the last three days mentioned is contributed to mainly by the increased bookings on the Healesville and Gembrook lines, and more particularly on the Warburton and Fern Tree Gully lines. For instance, on Easter Sunday, the number of passengers that travelled on the Warburton and Fern Tree Gully lines was 1004 and 1324 respectively, as against 245 and 283 for Easter Sunday last year.

On Easter Monday this year, the number of bookings on the Fern Tree Gully and Gembrook lines was 3768 and 1844, respectively, as against 791 and 550 last year.

Race traffic on Easter Saturday provided a surprise. 5774 passengers returned a revenue of £591/6/3½, as against 2627 passengers for a revenue of £284/6/9 for the Sandown Park Easter Meeting last year.

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Easter Bookings

Heavy Increase.

The beautiful weather throughout the Easter holidays resulted in heavy railway passenger traffic, and there was a large increase over last year's bookings.

The bookings from Melbourne for each day during the Easter period this year were as follow:—

Date.	Hol. Ex.	Cheap Ex.
Saturday, April 4	5,778	703
Monday, April 6	5,866	1,053
Tuesday, April 7	6,671	777
Wednesday, April 8	10,954	347
Thursday, April 9	23,777	134
Good Friday, April 10	16,006	—
Saturday, April 11	8,953	—
Monday, April 13	11,595	—
Tuesday, April 14	4,175	—
	93,775	3,014

The corresponding totals for last year were 89,587 Holiday Excursion and 3175 Cheap Excursion tickets, or an increase of more than five thousand passengers.

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At Williamstown Pier

Mr. T. J. Murphy, Officer-in-Charge, reports that the season for three months ended 16th March, has been a fairly busy one. Since the second week in January, there has been a regular flow of shipping, which has absorbed all the wheat coming to hand, and necessitated loading from stacks. Work on piers and in the yard has been continuous for the whole 24 hours daily, and has gone on smoothly and without interruption. Comparative figures for 1922-3, 1923-4, 1924-5 are:—

	1923-4.	1924-5.
Wheat shipped, bags	1,463,646	2,995,090
Wheat in stacks, bags	480,195	599,874
Wheat reconsigned, bags	236,005	351,970
Flour shipped, bags	279,076	217,160
Barley received, bags	7,186	2,132
Oats received, bags	39,349	13,272
Lamb & mutton, carcases	975	Nil
Wool, bales	10,186	1,401
Skins, bales	717	92
Tallow, pps. & csks.	103	529
Coal, tons	Nil	66,368
Butter, cases	6,440	210
Manure, bags	2,148	1,430
Meat, cases	5,529	—
Soap, cases	800	500
Oil, cases	—	7,721

Piers are still full of shipping, and are likely to be so for some time, as there is an abundance of wheat to be shipped, for the carriage of which vessels have been chartered.

The export fruit traffic has just commenced. S.S. Ferndale, now berthed at Breakwater pier, is taking the first shipment, consisting of 20,000 cases of apples.

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Eastern and South-Eastern District

Mr. J. G. Lee, District Superintendent, advises that the beneficial effect of the visit of the "Better Farming Train" to Gippsland is becoming very noticeable, especially in the district of Mirboo.

The keenest interest is being taken in the activities of the Herd Testing Associations and the improvement of the herds is most noticeable.

The Associated Manures Association has now decided to make a trial of several experimental top dressing plots in the district.

The North Mirboo Advancement League are again urging the running of a rail motor on this line daily, and a goods train on three days a week. The matter is being looked into.

Tostaree.—Rabbits are very plentiful, and are becoming destructive to crops. The systematic poisoning with apples treated with strychnine has resulted in hundreds of the pest being destroyed.

Moe.—The Moe Co-operative Dairying Company is a thriving concern. For the half-year ending 31st December, 1924, 669,217 lbs. of cream were treated, producing 268,294 lbs. of butter fat, which was manufactured into 323,400 lbs., or 114 tons 7½ cwt. of commercial butter.

When the final returns are received from London on account of the exported butter, it is anticipated that there will be a substantial profit, with satisfactory surplus payments to suppliers.

Stratford.—The pipe works at Stratford, conducted by the various shire councils in the district, are proving of advantage to the municipalities concerned. Last year 8000 lineal feet of reinforced concrete pipes were manufactured, in addition to 16,000 pitchers.

Glenmaggie.—The irrigation works are progressing favourably. The channel from Glenmaggie Weir to Boisdale is completed, and rady to convey the water.

Maffra.—At Maffra the dairymen assembled with the idea of forming a Herd Testing Association. 27 members are required, and 23 members were recorded in the room. The Department of Agriculture are to be asked to appoint a qualified tester. The beneficial effect of the Better Farming Train is apparent here, as well as in other parts of Gippsland.

The Maffra Co-operative Butter Factory has decided to continue cheese-making, and, in a lesser quantity, butter-making. A personal visit made to this company, the Maffra Milk Products Company, and the Nestle and Swiss Condensed Milk Company, was very gratifying to me by reason of the tribute paid by the respective managers to the assistance given them by the local staff. There is a fine spirit of co-operation existing here.

The Maffra Sugar Factory started operations on 27th March with three shifts of 140 men. They have over 500 names on their employment lists, including a number of Italians, who are now working in the fields harvesting the beet. The management give preference to married returned men. 1900 acres are in sight, and an average of 11 tons per acre yield is expected.

Narracan.—Owing to the very wet weather, blight has appeared in the potato crops. The extent of the blight is not yet known. Fishing is still brisk, trout weighting 5 lb. being caught quite recently.

Trafalgar.—The milk output from Trafalgar farms is now showing a decrease. Except for the "fats," the stock market is slack. Potato digging is now steadily increasing. Damage by blight is not great, and is being found mostly in hill crops.

Kilcunda.—The Shire Council expects to expend £1400 on metalling the Kilcunda coast road.

Loch.—Warm, dry weather experienced recently greatly assisted onion bagging, which is in full swing. Many consignments are leaving district stations. Prices are on a paying basis.

Boolarra.—Morwell River Road—This road is nearing completion. The Country Roads Board have been working on it for over two years, and have now nearly reached Boolarra. The bridge across Morwell River is let by contract, and when finished will leave way clear for traffic along Morwell River-road, which will also show to advantage the beauties of the river. After crossing the bridge, the road runs for miles along the river bank, and it is well worth a car trip. The river on either side is lined with ferns and Blackwood trees, and right along at intervals, small streams trickling down the banks. This is also a good place for sport, as the river is stocked with English trout, eels, and black fish.

Mr. Kirk, S.M., reports that he has toured by car on this road, and was much struck with the beauty of it.

Dalyston.—The manager of the butter factory reported recently that supplies were still holding up, and that the output for the fortnight ended February 28th, was 21 tons 1 cwt. 3 qrs. 20 lbs. There was an increase of 71 tons this year as compared with corresponding period last year. Prices realised on London markets were very satisfactory, and the factory should show a good profit at the end of the year. In connection with the Dominion classes at the Annual Show of British Dairy Farmers, held in the Royal Agricultural Hall, Islington, London, the factory was awarded 90 points out of 100, and was second to the South Australian Co-operative Union, which was awarded 93 points. A highly commended certificate has been forwarded the manager (Mr. Evershed) by the British Dairy Farmers' Association.

Toora.—Mr. T. G. Nicholls, S.M., Toora, reports that about a month ago the Hume Pipe Co., of Melbourne, opened up a temporary industry at Toora. The plant was brought by rail, put on leased land from the Department, and the company is now making concrete pipes at full pressure for the local Water Trust. There are also 15,000ft. of 6in. steel pipes coming from Melbourne to be lined on the inside, and covered on the outside with concrete. This will be done locally. The water scheme is a big project. Five miles of piping are required to bring the water from the Agnes River Falls to the town. The water is considered to be equal to the best in the colony. This, with a bountiful supply, will be a great boom to industry, and to Toora particularly.

Ballarat District

Mr. T. H. Maddern, District Superintendent, advises that, on the 31st of March, only half of the enormous wheat yield in the Western District had been shifted to the seaboard. The following figures compiled on that date gives some idea of the yield for this season:—

Estimate for 1925. Bags.	Season, 1923-24, Loaded to 25/3/24. Bags.	Season, 1924-25, Loaded to 31/3/25. Bags.	Bags on hand, 31/5/25.
5,639,230	1,234,394	2,665,048	2,400,335

It will be seen that just a little over half the yield has been shifted, and, in comparison with the figures for last year (1,234,394), it is quite evident that the supply of trucks, method of transport, and the general efficiency of the Service has improved considerably.

The following stations have the bigger stacks on hand:—

Minyip	179,581	Ellam	77,686
Brim	111,502	Banyena	76,608
Beulah	108,697	Lah	76,170
Lorquon	92,670	Warracknabeal	73,800
Marnoo	86,332	Burrum	72,198
Yanac	80,680	Detpa	67,106

whilst the following stations head the list as regards the number of bags loaded:—

Wail	117,377	Tarranyurk	77,927
Jung	99,740	Sheep Hills	70,936
Pimpinio	88,315	Minyip	70,701
Warracknabeal	88,886	Jeparit	70,390
Dimboola	88,829	Beulah	66,540
Dooen	84,354	Antwerp	64,081

Collection of Tickets.—Progress was made with the collection of tickets in this district during the last month under review, viz., January, 1925.

The comparative figures for the various districts are as under:—

1.	Seymour	1.05
2.	Ballarat	1.87
3.	Maryborough	1.99
4.	Geelong	2.03
5.	Dandenong	2.05
6.	Bendigo	2.13
7.	Metropolitan	3.74

The total number of tickets issued in the Ballarat District was 60,422, whilst the number missing was 1134. This is the largest number of tickets issued in any country district, and when it is seen that the Western District (Ballarat) is second on the list, it speaks well for the staff in their efforts to keep the ticket collection at such a high standard.

Some of the more important stations indicate an improved collection:—

Station.	Previous Month under Review, October, 1924. Total Issued.	Collected.	Percentage.
Ballarat	17,535	17,410	.7
Ararat	2,552	2,509	1.7
Stawell	1,825	1,794	1.6
Murtoa	1,493	1,440	3.6
Horsham	3,750	3,669	2.1
Dimboola	1,526	1,484	2.0
Bacchus Marsh	2,705	2,639	2.4

Station.	Present Month under Review, January, 1925. Total Issued.	Collected.	Percentage.
Ballarat	20,207	20,075	.6
Ararat	2,994	2,867	2.3
Stawell	1,723	1,673	2.9
Murtoa	1,030	1,018	1.1
Horsham	2,327	2,275	2.3
Dimboola	1,029	989	2.8
Bacchus Marsh	2,978	2,945	1.1

Buangor Station Destroyed by Fire

Branch Co-operation.—A splendid example of the close and willing co-operation between the various members of the railway staff was evidenced at the recent disastrous fire that occured at Buangor early in April. The fire commenced shortly before 2 a.m., and within a few minutes the Stationmaster, who had been called, was in telephonic communication with his Superintendent. All telegraphic and staff lines were down, including some 26 postal lines, but the local S.M. used his motor car to advantage, and pilotman working was promptly introduced on both sides. He had three through goods trains knocking at the door on the Down journey, and the Up express was due at 6.3 a.m., yet everything was working smoothly, and no delay of any consequence was allowed to arise. The co-operation mentioned comes in with the early arrival by road-motor of the Train Running Officer, Signal Adjuster, and the Electrical Fitter and Lineman, who reached the station at 5.30 a.m. The Superintendent came by the first train, and was on hand well before 8 a.m. The Local Roadmaster, with a gang of over 20 men, as well as the District Worksmaster and his staff turned up, and it was a remarkable evidence of the effectiveness of the district system that such a large number of the administrative staff and their assistants could so promptly concentrate at a spot so far distant from headquarters. The Roadmaster placed the whole of his men at the disposal of the District Superintendent, while it might be specially mentioned that the Electrical Fitter had a telegraph instrument cut in on No. 9 line by 6.15 a.m., and the other lines, Nos. 12 and 69, cut in by 7 a.m., just a few hours after the fire had done all the damage, and was in communication with stations on both sides. The interlocking apparatus was out of order, but before a day had gone, new staff instruments were brought from Melbourne, placed in position by the Electrical Fitter and the Block and Signal Inspector, and the working of trains re-commenced by electric staff. The signal frame, which was badly damaged, was just as promptly repaired by the Signal Supervisor and his staff, and operated in full working order within 48 hours. Mr. S. J. Powell, Train Running Officer, arrived from Ararat at about 5.30 a.m. Mr. D. Beddoe, Block and Signal Inspector, arrived by the 4.30 p.m. express, and remained till the Up express on Sunday; and Mr. Tarrant, Signal and Telegraph Supervisor, arrived on Saturday, and remained till Sunday, in order that complete arrangements might be made for the safe handling of the traffic.



What was left of Buangor Station Buildings after the fire.

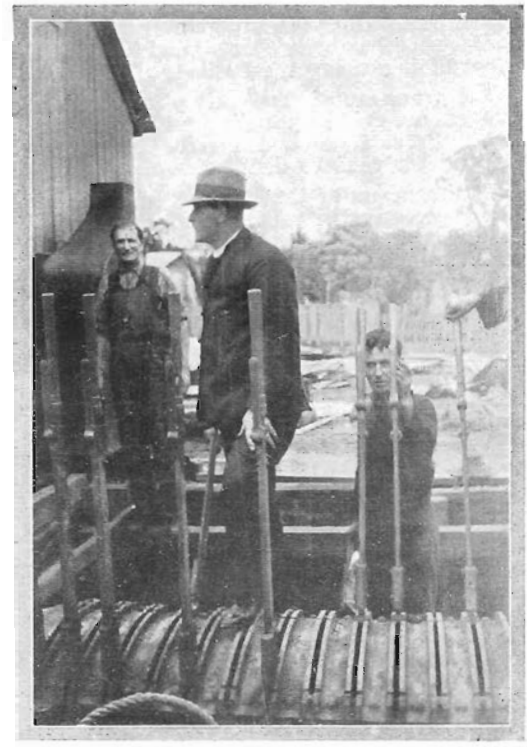


Platform from Goods Shed



Platform and Temporary Office with remains in foreground.





Working the Signalling Frame.

Bendigo District

Mr. W. Tredennick, District Superintendent, reports that the Eastern passenger traffic was particularly heavy this year, and whether this was due to the wonderful autumn climate of the north or to some of the many other attractions of the district, the fact remains that each year the number of travellers making north is substantially increasing.

The flow of wheat to the seaboard has been heavy and continuous, and of a total yield of approximately 4,400,000 bags, only a few thousand bags remain on hand at stations. Mice made their appearance in some parts of the district, but fortunately there was no rain to drive them from the fields to the towns, and, whilst some gave trouble at the wheat stacks, the greatest number remained in the fields.

The volume of goods traffic being handled in the district is rapidly increasing; the statistics supplied for February show that the ton mileage (goods) for this year was 45,017,758, and for the corresponding month last year 36,037,030. There is every evidence of still further expansion.

The construction work on the Balranald line is being pushed forward. The bridge over the Wakool River is completed, and goods may now be sent to and despatched from nine (9) stations on the new line, the most distant being 53 miles from Echuca.

The building of the bridges over the Murray at Gonn's Crossing and Robinvale is progressing satisfactorily. The bridge over the Murray at Toolebuc has been opened, and has had the effect of increasing the business at Piangil.

The grape crop is now being harvested, and growers are evidently finding satisfactory markets. From Nyah and Tresco bulk lots are being despatched to distilleries.

The members of the Bendigo Institute have been successful in raising sufficient funds to construct a tennis court, and this is to be officially opened next month. During the Easter holidays the court was used by the Bendigo Tennis Tournament Committee for some of their matches.

The following report was circularised to the district staff, but the action of the S.M. deserves a wider publication, as it is by such initiative that our truck mileage is increased and prompt delivery of goods effected:—

Smart Work.—The Traffic Inspector reports:—"Recently, at Buckrabanyule, I witnessed an excellent sample of energy and resourcefulness on the part of the S.M., and consider it deserves a larger stage. A down goods train arrived there with a truck to be put off, it being loaded with a disc plough for Buckrabanyule, and another for a station further down the line. The S.M., noting that the train would be held at his station for some time to cross an "up" mixed train, also that his shed road was clear, brought the train into the latter road, so that the truck referred to was under the crane. Rapidly, but methodically, the S.M. got to work, assisted by the Guard and an onlooker, and very soon the plow for Buckrabanyule rose out of the truck, and was deposited on the ground, leaving the truck free to go on by the same train to its final destination, and thereby saving a delay of 24 hours.

Buckrabanyule is a "one man" station, and supervises two (2) other stations.

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Melbourne Goods

Mr. T. R. L. Sexton, Goods Superintendent, advises that the agricultural produce received at the Melbourne Goods for the month of March, 1925, as compared with the corresponding period last year, was as follows:—

Commodity.	March, 1924. Bags.	March, 1925. Bags.	Increase.	Decrease.
Wheat	4,902	8,623	3,721	
Flour	37,158	54,188	17,030	
Bran	3,398	1,668		1,730
Pollard	1,498	911		587
Oats	68,230	76,328	8,098	
Peas	11,729	12,834	1,105	
Beans	10	14	4	
Barley	47,174	29,255		17,919
Malt	3,018	2,549		469
Maize	2,273	11,517	9,244	
Chicory	455	170		285
Potatoes	145,470	97,015		48,455
Onions	27,649	35,528	7,879	
Carrots	797	387		410
Grass Seeds	1,050	303		747
Chaff	188,958	154,184		34,774
Hops	170	102		68
Lupol		100	100	
Garlic		31	31	
Rye		803	803	
Linseed		303	303	
Straw		83	83	

Whilst there was a decline in the amount of wool received during March, 1925, as against the corresponding period of last year, the total number of bales received for the season this year is far in excess of the total number received last year, as shown hereunder:—

1924—177,879 bales. 1925—235,493 bales.

The overseas cargoes (inwards) dealt with at the Shipping Shed, Montague, during the month of March were almost double the amount dealt with in March, 1924:—

The s.s. Esperance Bay brought 8,360 cubic feet.
The s.s. Ceramic brought 122,000 cubic feet.
The s.s. Khyber brought 88,000 cubic feet.
The s.s. Ormuz brought 40,000 cubic feet
The s.s. Persic brought 68,000 cubic feet.
The s.s. Mongolia brought 72,000 cubic feet.

or a total of 398,360 cub. feet for the month, the revenue for carriage of this cargo from Port Melbourne to Montague Shipping Shed being £2365.

The total number of packages represented by this cargo was 96,000.

The Peninsular and Orient Shipping Co.'s regular service during the past has been one steamer per month, but from the 12th March last they inaugurated a fortnightly service between England and Australia, to be maintained all the year round.

The Orient Co. also intend to commence a fortnightly service, commencing in October, 1925, instead of their present monthly service. They will not, however, maintain it all the year round, but only from October to April each year.

Geelong District

Mr. A. G. Fletcher, District Superintendent, reports that the wheat traffic at Geelong for the current season is particularly heavy, constituting a record. Notwithstanding the fact that the present season is by no means over, figures for 1924-25 season already show a considerable increase over those for the previous year, as follows:—

	1923-24 Season.	1924-25 Season.
No. bags in stacks	332,516	778,095
No. bags shipped	754,114	2,069,829
Total to 27th March	1,086,630	2,847,924
Total for season	1,774,784	

Shipping.—For the month of March, 1925, 11 ships have loaded wheat at Geelong, aggregating 5250 trucks; in addition, 4 shiploads of coal have been discharged, totalling 16,100 tons; and 7 trucks of cement have been lifted by the s.s. Kowhai. Operations at the railway pier have proceeded steadily, with the exception of one day, when work was suspended owing to a "stop-work" meeting held by the wharf labourers. However, the matter was settled amicably, and proceedings were only delayed a few hours thereby.

At Warrnambool, also, the shipping traffic for this month was very brisk, Nestle and Anglo-Swiss Condensed Milk Co. Ltd. handling the following traffic:—

Per s.s. "Montoto"	18,000	cases
,, s.s. "Lemaire"	27,317	,,
,, s.s. "Marella"	32,874	,,
,, Coastal steamers	15,000	,,
Total	93,191	,,

These shipments required over 200 trucks and tarpaulins, and besides this the same company received a large quantity of inwards goods, consisting of tinplate, coal, sugar, etc. This information has been very kindly submitted by Mr. A. C. Munro, manager of Nestle's factory at Dennington.

For the past few weeks considerable excitement has prevailed in Geelong owing to the news that the Ford Motor Company has decided to establish works at North Shore. It is understood that two companies are to be formed, each with a nominal capital of £1,500,000, and with headquarters at Geelong; one company will engage in the manufacture and assembling of cars, and the other, which will have branches in each State, will be formed for the purpose of distribution.

The site chosen by Mr. Grandjean, and his co-representatives, comprises 100 acres of land belonging to the Geelong Harbour Trust, on either side of the railway line adjacent to North Shore station, and with fine frontage to Corio Bay, where it is intended to erect a pier for the accommodation of overseas vessels opposite Corio Quay. The Geelong Harbour Trust has at present two dredges engaged in the widening and deepening of the Hopetoun Channel into Corio Bay, which now has a depth of 29 feet throughout; bores have already been made on the site with a view to early commencement of dredging operations for the pier.

Th Ford Company enjoy an enviable reputation in America, and as their intention is to commence almost right away, it is anticipated their advent will prove a great boon to Geelong and district.. As the centre and hub of the rich Western District, Geelong is admirably situated for such an undertaking, which has already given a fillip to trade generally in that city. As a result of the company's decision, land values in the vicinity of the site have advanced approximately 30 per cent., and a great future is forecasted for the district. Many telegrams and letters of congratulation have been received by the Geelong City Council on its good fortune that such a progressive company is settling in the district.

For the present, it is understood the company intends to occupy offices in a block of new buildings in Little Malop-street, but when its own buildings are erected, a move will be made to the factory.

In connection with the recent Firemen's Demonstration at Warrnambool, the following are copies of two appreciatory letters received by the S.M., Warrnambool, from two organisations which took part:—

S.M., Warrnambool.

Dear Sir,—On behalf of the President and members of the Stawell Brass Band, I desire to convey to you our very best thanks and appreciation for the able assistance you rendered by enabling us to reach Hamilton from Warrnambool per train yesterday. The courtesy you extended we regard as a step forward in the splendid work carried on by the Railway Department. But for this, our bandsmen would have been prevented from commencing their work the following morning, and by not keeping faith with our employers some of us probably would have been out of employment.

When Mr. R. F. Toutcher, M.L.A. (who is the parliamentary representative for this district) comes to Stawell, I will inform him of your kind action, as it was he who arranged to get some of our members off duty for the Fire Brigades Demonstration, and I am sure that your action will be admired by him for the courtesy you have shown us. With best wishes

I am, yours faithfuly,
(Sgd.) FLYNN HORNSEY,
Bandmaster and Secretary.

S.M., Warrnambool.

Dear Sir,—By direction of the members of my Committee, I beg to tender to you their very grateful thanks and appreciation of your kindness in arranging for our boys to reach their homes on the Thursday, instead of having to wait in Warrnambool until Friday.

Your kindness was very much appreciated, indeed.

I am. Dear Sir,
Faithfully yours,
W. SCENEY,
Secretary, Ararat Citizens' Band.

Maryborough District

Mr. A. J. Morris, District Superintendent, reports that the traffic during Easter was again heavy, and again evidenced the popularity of Daylesford as a fine holiday resort. Weather conditions were most favourable, and the various points of interest attracted large numbers of visitors

Many tons of blackberries are sent away from Daylesford each year. The old idea of hand picking has been overcome by spreading hessian and shaking the bushes.

Rail Motor.—The rail motor installed between Ballarat and Castlemaine in connection with the Ballarat-Bendigo traffic is fairly satisfactory, and has made serious inroads into the road traffic that existed.

Potato Crop on the Daylesford and Lancefield lines gives every promise of a good return.

Mildura District.—Work in connection with locks on the Murray is going ahead. Drying of fruit is proceeding under more favourable conditions this year; last season wet weather was experienced, and fruit was lying on racks for months before it could be dried for processing. This year a number of settlers used cold potash dip instead of hot caustic soda, and as a result a beautiful amber colour, known as smyrna, was obtained. In consequence, higher prices for sultanas, from £20 to £30, were obtained; the higher price is simply on account of the colour.

Trips with fruit trucks have recently been run to Leongatha, Warrnambool, Bendigo, Hopetoun, and Murrayville. Over 3000 cases were disposed of. Mr. Roscholler, T.R.O., gave six weeks of his annual leave in order to organise and accompany the fruit trucks, with the object of assisting the soldier growers at Redcliffs to dispose of their fruits. The selling of fresh grapes in this manner, apart from giving the public excellent fruit at a little less than 2d. per pound, removed 25 tons of dried fruit from an already glutted market.

Easter Traffic.—Traffic this year was very heavy, trains throughout the district being well patronised, everything passing off satisfactorily.

V.R. Institute.—New and additional reading matter has been placed in the library at the Maryborough Centre, which is highly appreciated.

Walpeup.—This station is situated on the Ouyen-Pinnaroo line, 307½ miles from Melbourne. Thirteen years ago the district comprising Walpeup, Galah and Torrita, was a vast wilderness. To-day it is covered by prosperous wheat and sheep farms. From the three railway stations of this district the following quantity of wheat was despatched during the season 1923-24:—Torrita, 123,000 bushels; Walpeup, 255,900 bushels; Galah, 138,500 bushels. At present, the district is being surveyed for stock and domestic water supply channels by the State Rivers and Water Supply Commission; these when brought into use will be a great boom to farmers, as a proper water supply will result in increased traffic in stock and wool.

Seymour District

Mr. H. E. Russell, District Superintendent, advises that the handling of last season's bounteous harvest is now practically completed—only 356,136 bags on hand at stations to be railed. Up to date, a total of 2,022,632 bags have been despatched as against a total of 938,055 for last year.

Ploughing and fallowing operations have been somewhat hampered during the past few weeks owing to the prevailing dry conditions, and farmers generally are looking forward to good seasonal rains. However, unlike many previous years, there is abundance of dry feed available for stock, and tanks and dams are well filled. In the Closer Settlement areas, where lucerne is extensively grown, some splendid crops have been gathered.

The manure traffic continues very heavy, and it is anticipated that last year's tonnage will be greatly exceeded. During past seasons the great value of a proper dressing of the soil in wheat growing areas has been amply demonstrated, and it is now considered possible by the free use of super. to attain the same ratio of yield throughout the G.V. territory as that secured in the Western Districts. As the result of experimentation at both Shepparton and Dookie, it was found that 1½ cwt. of super. gave the most satisfactory results. Mr. W. R. Birks, the Principal of Dookie College, in his last report, says:—"The calculated yield without manure was 20 bushels 43 lbs., while the actual yield per acre from the plot manured with 1½ cwt. of superphosphate was 31 bushels 5 lbs.—showing a net profit due to the manure of £2/14/8.

This is interesting, inasmuch as it suggests that 1½ cwt. produces the best results on a large scale. It is obvious that super. is not only valuable, for its general effects, but also for the stimulus which it gives the young plants—its effect being most apparent during the early stages of growth, and especially in the roots. This is an important feature, for where the available moisture is the limiting factor in plant growth, success or failure depends not only on the amount of moisture present in the soil and sub-soil, but also on the ability of the roots to utilise the moisture.

Grapes.—Grape picking is now in full swing in the Rutherglen and Wahgunyah districts. From a viticultural aspect, the season has not been entirely favourable, due to the frequent summer rains and abnormally cool weather prevailing during February and the greater part of March. However, it is anticipated that the crop will about equal that of last year.

Citrus.—The cultivation of citrus fruits is now being taken up on a large scale in many portions of the territory and each season new areas are coming into bearing. At the annual meeting of the Wangaratta Citrus Growers' Association, held recently, it was estimated that the yield this season would total 25,000 cases. The crop will be placed on the Melbourne market during the forthcoming season,

commencing in August. During the past season fruit was despatched as follows from G.V. district:—

	Oranges.	Lemons.
Cobram	17,687 cases	6,481 cases
Shepparton	14,856 „	5,814 „
Picola	14,856 „	5,814 „

Fresh Fruit Traffic.—The fresh fruit traffic has now particularly finished, and the loading down to about 12 trucks daily. During the present season to date (10/4/25) a total of 2386 trucks have been railed from stations on G.V. line as under:—

Melbourne	1651 trucks
Sydney	586 „
Various	149 „

The Shepparton and Kyabram canneries have been working at high pressure during the past month, and although the actual figures are not yet available, it is known that the "packs" will greatly exceed last year. The work of canning peaches is drawing to a close at Shepparton, and a start has now been made on the pear crop. In this connection, it is interesting to note that the experiment of cool-storing pears prior to processing is turning out well. Owing to the abnormally heavy crop this season, it was found necessary to suitably dispose of the pears in order to permit of the soft fruits being processed, and arrangements were made to transport the pears to Melbourne for cool-storage and return for processing. Some days ago the cannery commenced to draw on the Melbourne reserve, and so far, with most satisfactory results. In some instances, the fruit has been in cool storage for up to two months, and is opening up in splendid condition. Much depended on the success of this venture, and the results achieved will greatly hearten the growers.

In order to gauge the magnitude of this industry, it is worthy of note that one-fifth of the total crop of peaches grown in Australia is processed at the Shepparton cannery. During the season it is estimated that 6,000,000 two-pound tins of apricots, peaches and pears will be packed at Shepparton. The year's wages sheet amounts to £30,000, and work provided for about 400 families settled on the land which previously only carried about 30 families.

Firewood Traffic.—Full advantage has been taken of the dry autumn and the good condition of the roads to continue carting operations, and large stocks are now held at all stations. The traffic has been steady throughout the year, and heavy truckings are booking for the coming months.

What the "Age" Says about Railway Crossings

Tragedy, says the "Age" of 8th April last, has for some time past been the almost daily portion of the Victorian people. The latest accident at Bayswater has renewed a sense of horror throughout the community. Sorrow will be sincere and widespread. Public sympathy will go out in generous measure to the surviving victims and to the bereaved relatives. Their grief will be shared far beyond the immediate family and friendly circles. Consideration of the immediate causes which led to such a dreadful result can meantime wait.

The dominant public feeling is one of intense regret that Age and Youth should so swiftly and simultaneously have suffered such a cruel fate. It is desirable that the occasion should not be used by emotional people to raise foolish and ineffective cries. The accident has happened at a railway crossing; but that fact should be regarded dispassionately. The dangers associated with such crossings are well known; the possibility of their avoidance has been frequently and anxiously discussed. Nothing in reason would be left undone if it could eliminate entirely the obvious risk. The idea of a subway or an overhead bridge at every level crossing in the State is too extravagant to discuss. Financially it is an impossibility. And, even with the fullest appreciation of the grief which these railway crossing tragedies bring, it is doubtful whether such excessive safeguards are needful.

To ensure public safety there must be a definite contribution towards that end from each party.

The Railway Department's desire to prevent fatalities is intense. But not all its officials or mechanical devices will avail unless there is reciprocal caution on the part of the public. It seems clear that there is sometimes failure on the side of one party or the other. These distressing accidents are the consequence. The disposition of the young is to take risks. They calculate they can just do the dangerous thing with safety. And 99 times they do; the hundredth time is a tragedy. The elderly have greater prudence. But they are rarely conscious that their faculties have grown feebler with the years; their vision is less strong, their hearing less acute. All unrealised, their faculties are unfitted for sudden emergencies. The fact to be faced is that life everywhere is full of risks.

There are city streets in which the dangers are far greater than at country railway crossings. The reason why, in the streets, the fatal accident is not a more frequent occurrence is because experience has taught men and women the need for taking precautions. Even in face of the known dangers there may be seen at practically every busy street corner persons walking into the danger zones, their minds evidently absorbed in matters far remote, and their bodies saved from injury only by the intervention of surrounding kindly hands. The Bayswater tragedy is painful to contemplate. But it is a fresh reminder of the ease with which it is possible to enter into danger, a fresh lesson to every citizen as to the need for exercising constant care.

WHO'S WHO in The Victorian Railways.



Mr. N. C. Harris

Mr. Norman Charles Harris, B.Sc. (Mechanical Engineering), M.Sc., who is 38 years of age, has been Assistant Chief Mechanical Engineer since the beginning of 1922. He was educated at Scotch College and McGill University, and served a special apprenticeship with the Canadian Pacific Railway Co., in conjunction with his University course. After graduating, he was employed at the Canadian Pacific Shops on the technical staff of the Superintendent.

In 1911, Mr. Harris joined the Hydro-Electric Power Co., Tasmania, as an Asst. Engineer, subsequently entering the service of the Victorian Railways as a Draftsman in the Way and Works Branch. He was transferred almost immediately to the Rolling Stock Branch, and, nine years later, after considerable practical experience, was appointed Assistant to Mr. A. E. Smith, on 1/1/22.

Mr. Harris is a son of Mr. C. J. Harris, the recently-retired Superintendent of Refreshment Services, and inherits much of his father's genius for organisation. His ability as an engineer is of a correspondingly high standard, and, combined with his brilliant natural qualifications and the experience which he gained in Canada and Tasmania, undoubtedly places him amongst the foremost railwaymen of the Commonwealth

As a lecturer in Works Practice, Mr. Harris is one of the most popular part-time officers at the Melbourne University, having acted in that capacity for some time past. While on active service with the A.I.F., from September, 1915, to June, 1919, he gained the D.S.O.



Mr. C. G. McDonald

Mr. C. G. H. McDonald, who was appointed Assistant Chief Electrical Engineer on 1/11/24, was born at Laura, in South Australia, on 7/1/93, and has packed into his 32 years of existence an unusually large amount of practical experience in responsible positions overseas. He was educated at the Adelaide High School and University, took his Degree of Bachelor of Engineering and Diploma of Applied Science, and is a Fellow of the South Australian School of Mines, and an Associate Member of the American Institute of Electrical Engineers.

He has had ten years' experience with the General Electric Co., in America (during which time he was Superintendent of Tests at the Erie Works), has served three years as Field Engineer on the Chicago, Milwaukee, and St. Paul Railway, and, at the time of his appointment in the Victorian Railways, had been fifteen months in Spain in sole charge of the installation and operation of locomotives and sub-stations on the Spanish Northern Railroad.

Mr. McDonald's natural first feeling of strangeness in his new environment has been greatly accentuated by Mr. Colwell's trip abroad, which has resulted in Mr. McDonald taking over the duties of head of the Electrical Branch, but his own personal ability to grapple with the difficult, combined with the loyal co-operation of his staff, has almost, if not entirely, overcome this obstacle.

The Department has been indeed fortunate in securing the services of Mr. McDonald, and we trust it will have the benefit of them for many years to come.



Mr. J. McClelland

Mr. James McClelland, Assistant General Passenger and Freight Agent, is 43 years of age, and commenced his railway career on 1/11/97.

He was a scholarship winner, matriculated early at the Melbourne University, and subsequently qualified as an accountant, obtaining the highest marks for the Commonwealth in his examination. He is a remarkably able mathematician, and during the period in which he was Instructor in Accountancy at the Victorian Railways Institute, many employes passed through his hands into responsible positions in the service.

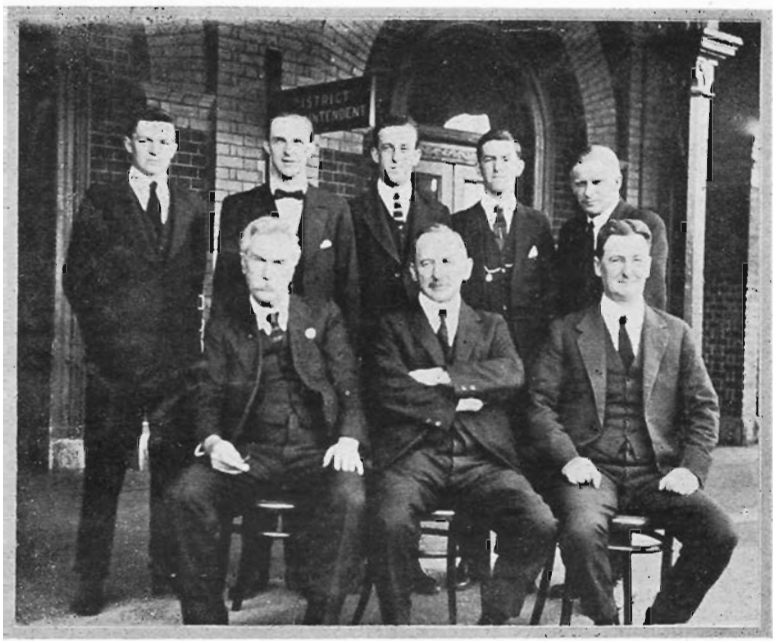
Mr. McClelland received his early Departmental training in the Passenger and Freight Branch, and for a number of years past has been responsible for the compilation of the Goods Rates Book. He is an authority on all matters affecting railway freights and fares, and his ability in this direction renders him peculiarly suitable for the responsible position which he has attained in such a short time. Mr. Keast, the General Passenger and Freight Agent, is the Commissioners' representative on the Classification Board, with consequent frequent unavoidable absence from his branch, so that a large amount of administrative work devolves, of necessity, on Mr. McClelland.

Mr. McClelland has achieved considerable success in the literary world, and is also a good, all-round sport, excelling in boxing, rowing, and cricket.

SOME OF THE STAFF AT BENDIGO

FRONT ROW (Left to Right)—
Messrs. G. LONG,
Chief Clerk
W. TREDINNICK,
District Superintendent
H. FITZMAURICE

BACK ROW—
Messrs. B. RAMAGE
A. HELSHAM
M. BROUGHTON
S. EVANS
L. JAMES





Approach to Wonthaggi Station. .. The Station Staff .. Wonthaggi Station.
(Left to Right)—Mr. G. LAMPRELL, S.M.
Messrs. R. LONERGAN (Junior Clerk), W. H. FRASER (Shed-man), M. J. HERBERT (Lad Porter),
H. BORRACK (Operating Porter), G. E. CROCKER (Senior Clerk). (Seated)—R. C. OPIE (Lad Porter)



TOOLAMBA STATION STAFF ON CLEANING-UP DAY

Messrs. E. HEHIR, S.M. (now of Box Hill)
W. BRUCE, A.S.M. (now of McKinnon)
— CORBOY, Junior Clerk
E. HUGGARD, Shunter (now of Wangaratta)
W. LANIGAN, Shunter



Billy Jones, Engineer

By "Way and Works."

Men who knew him always declared that Billy Jones was 100 per cent. efficient in his job as Assistant Engineer in the Way and Works Branch of a certain Railway Department in Australia. Billy could certainly plan out a big job and get it done in the shortest time possible. He had an extraordinary power of concentration, and was a driving force in every moment of the working hours. Everybody in the Service called the capable Mr. Jones by the familiar name of "Billy," but none of his subordinates did so in his hearing—at least, not in working hours. Billy was a great stickler for discipline. "You can't run any kind of a job without discipline," he used to remark to his juniors, "but never appear stuck-up to the men with the pick and shovels. Boss them quietly, and they will love to be bossed." Billy, you will perceive, was a philosopher.

Now, I was one of the officers of the branch who was entitled by long acquaintance to call the assistant engineer "Billy" when he was off the job. When we were on a job I was careful to say "Mister Jones," and I know that he appreciated rightly my attitude as a subordinate officer. I recall that there was one young assistant who made up in impertinence what he lacked in efficiency. He carried blue prints over to Jones, who was watching the oxy-acetylene flare on a steel bridge we were repairing, and remarked, "There's something wrong in this scheme, Billy."

"You're right, Mister Smith, there is something wrong with this scheme, and that something is yourself. Return to headquarters at once and tell the Chief I do not require your services longer on this job."

Now, it may seem a petty thing, this insistence upon etiquette on a railway work, but after all a boss is not respected who permits undue familiarity, especially in working hours.

The men all loved Billy, for though he drove them hard when on the job, he could talk their language, and would mother them in all sorts of ways when work was done. On one terribly hot day when we were regarding a long stretch of line near a country township, Billy stopped work at 11 o'clock and told the men to take a smoke-oh in the shade of some trees. When they were comfortably settled down, and the pipes were going, Billy produced a few bottles of beer he had cooling in the creek, and served it round in pannicans. Billy never drank beer himself, but he knew it would taste like nectar that day to those sweating laborers. And he got the beer's worth out of those men before time to knock off in the afternoon. He gave them pannicans of billy tea at three o'clock, and time to straighten their backs and smoke one pipe at ease. "Get to it, men," he would shout, when he was ready to resume work, and the men would respond magnificently.

I recall also that one day a swagman came along to a job in the Healesville line and asked Billy for work. Billy placed him in the gang, but in half an hour he dropped his shovel and said insultingly to Billy, "You're a bit of a slave driver, ain't you?" Billy's reply was to throw the man a shilling and order him off the job. "We want real men here, and not shirkers," he commented. "You had better go on with your swag. It's easier walking and cadging than it is working for me." When the fellow showed fight Billy just twisted his right arm behind his back and ran him off the job. "Come back if you want some more," he said, but the shirker was not game.

If you've never heard of Mick Dooley, you have missed something out of the ordinary. Mick was a magnificent specimen of the Irish Colonial in physique, and when sober he was as gentle in his manner as a pet lamb. When drunk he was a holy terror. A great worker, too, when the drink poison was not in him, and a rough-and-ready wrestler and boxer. I think Mick loved the Assistant Engineer, and I know he would have worked overtime for him any day had there been a call for extra effort. But one day Mick came on the job full of whisky and bad temper, and he was pretty soon in trouble with the Boss. "Get off the job, Dooley, and come back when you are sober," ordered the Boss, quietly.

"Like hell, I won't, for a stuck-up whippersnapper like you," retorted Mick, and the Assistant Engineer and Mister Michael Dooley were soon engaged in a terrible struggle. Twice Billy was thrown heavily, but eventually he got a strangling hold on the laborer and forced him to beg for mercy. With a quick movement Billy released the neck hold, and twisting his opponent's arms behind his back, ran him off the job and into the deep creek. Mick crawled on to the bank, and rested for the remainder of the afternoon.

"We'll go for a walk, Dooley," said Billy at five o'clock, and we were all surprised to see Billy leading his former antagonist toward the official tent. We heard from Mick afterwards that Billy had given him a cool drink of soda water and lime juice, and then lectured him as a father would an offending son. "And the

Boss kept me in his tent until I promised to be a good boy," Mick used to relate, "and, by cripes, I'm always going to be a good boy when he's about. He's my Boss as long as he wants me."

So you are now aware that Billy Jones, Assistant Engineer in the Way and Works Branch, was boss on his own job and 100 per cent. efficient all the working hours.

But I've got to tell you that a little slip of a girl, doing duty as station mistress at a little country place on a line that shall be nameless, threw the great Mister Billy Jones down as easy as she drew breath.

Lucy Smith was certainly a little peach. She was fair and very pretty and had blue eyes, and was almost always dressed in white. Do you know Heine's poem to his counsin, "Thou art Like a Flower," which is one of the prettiest things a German ever wrote about a woman? Well, this Lucy Smith, an Australian maiden of seventeen summers or thereabouts, was like a flower. "Tue eu wie eine Blume," said Billy to himself, when he first saw Lucy on the little rural railway station. Billy was a student of German and French, and loved Heine's verses. That was long before the war.

Lucy was indeed like a flower, simply beautiful, and the engine crews and the guards on the line rejoiced in her smiles whenever they passed the station by. Those who were lucky enough to stop there, to let down or to take up a passenger, never failed to make love with their eyes, though they knew this little angel was not for them. She was the daughter of a sick man, a writer of romantic fiction, and the post of station mistress had been given to Lucy by one of the Commissioners who knew her father. She had been educated at a leading college in Melbourne, and was really a brilliant scholar. Her father, a widower, would not be parted from her, and so he settled in the hill country and she tended the station at train times and also assisted in the post office conducted by the local storekeeper.

Billy Jones fell head over heels in love with this sweet station mistress. With his usual efficiency, he first cultivated a friendship with her father, and often when Lucy would come home to the clematis-covered cottage in the evening she would find the young railway engineer and her beloved parent in deep discussion of European literature. On Sundays, if he happened to be in the district, Billy took Lucy riding down into the valley and up the hills in that wonderland of the Dandenongs. Lucy naturally liked the young man who seemed to be a wonderful boss of a railway gang and also the chosen companion in his leisure hours of her talented father, but as yet she knew not the meaning of love: that is to say, she had not been awakened.

Then came the bush fire that will be remembered for many years by those who suffered from its ravages on the timbered hills. Billy was working on a bridge which badly needed repairing when the flames were seen to be coming over a place known locally as Lovely Gap. A message came to him that Miss Lucy had ridden toward the Gap to call upon a medical man who was staying at one of the guest houses, and whom she wished to consult urgently on the subject of her father's ill-health. It was feared that she would be caught by the fire.

Billy rode madly along the steep tracks towards the Gap, and was soon amid the smoke, rushing ahead of the flames, now seemingly spreading on both wings of all along the spur. Flying down the track came a maddened horse with Lucy gamely holding on to the saddle, but with terror in her blue eyes. Her white flowing dress had caught alight as she flew by the burning bushes, and she was in peril of being thrown out of the saddle.

I don't know how Billy did it, but he suddenly drew his horse across the track and received the full force of the collision with Lucy's mount. They both went down in a heap, and Billy's left arm was fractured below the elbow. But notwithstanding the excruciating pain, the young engineer grasped Lucy, now unconscious, with his right arm, and brought her safely out of the danger zone. Truth to tell, he brought her to a creek where they lay in the cool shallow water until we found them a little later. The 100 per cent. efficient Mister Jones had fainted from the pain of his injury, but Miss Lucy was conscious, and was holding Billy's head in her lap.

I believe she was kissing him, though I did not venture to say so when I paid a call at the cottage the next day to ask after the hero of the story.

We took Billy down to a hospital in the lowlands about Box Hill, and I noticed that he was muttering in German. He was saying softly over and over again, "Tu es wie eine Blume."

Lucy, as I remarked earlier, was certainly like a flower, simply beautiful.

The End.

Melodies

I love the cradle songs the mothers sing
In lonely places when the twilight drops,
The slow endearing melodies that bring
Sleep to the weeping lids; and, when she stops,
I love the roadside birds upon the tops
Of dusty hedges in a world of Spring.

And when the sunny rain drips from the edge,
Of midday wind, and meadows lean one way,
And a long whisper passes thro' the sedge,
Beside the broken water let me stay,
While these old airs upon my memory play,
And silent changes colour up the hedge.

—Francis Ledwidge.



His Pal

By James Harvey Spencer.

Your boy, my boy, will have a Pal,
Of that we may be sure;
And just those two will talk about
The stars and weather lore;
They'll talk about most everything
Like birds and books and trees,
And hunting, fishing, radio,
And butterflies and bees.

And oft your boy will ask his Pal,
As they together chat,
Of sex and how things came to be—
You may be sure of that.
So if your boy just has a Pal
Of clean and wholesome mind,
He'll learn a wondrous story, men,
Of God and human kind.

He'll learn the story, sweet and old,
Of love and motherhood,
And all that's pure and fine and great,
The way that each boy should;
He'll learn aright of all the things
That mystify a lad—
And so I'm just a-thinking, men,
His Pal should be his Dad.

—Baltimore, Maryland.

—❖—

The Bear and the Boy

About two hundred years ago a rich and powerful nobleman, named Leopold, was duke of the province of Lorraine. The duke was very fond of animals.

Among his savage pets was a great bear, whose name was Marco.

Marco was housed in a rough hut in a corner of his royal master's park. He was supplied with the best of food by the keeper of the animals; and on state occasions he was led out by a big iron chain, and made to dance for the amusement of Leopold's friends.

Marco was fierce; and, when he swung his shaggy head out of the door of his hut and showed his white teeth in an ugly snarl, no one dared to go near him. One blow from his paw would have knocked a man senseless, and those white teeth of his were very sharp.

One cold winter night, Marco, having swallowed his supper at a few gulps, shambled back into the farthest corner of his hut and curled himself up to sleep. He was just at the "falling-off" point, when he heard a sound at the house-door. He started up; and what should he see but a small boy, hopping first on one foot and then on the other, and shivering with the cold.

The boy was a homeless child, who had lost his way into the duke's forest, and had run into the bear's hut for shelter.

Marco did not know who this newcomer might be, but he was so surprised that he quite forgot to growl.

Then a strange thing happened—so strange that, nevertheless, it is a true story. The boy ran over to Marco, and, peering into the shaggy face, cried joyfully: "Why, you are the duke's funny bear that I saw dancing the other day! Won't you be my friend? I need one so much!"

The bear Marco did not understand what the boy said, but he understood the kind hand that stroked his head. That hand meant, "I love you." Marco had never been loved in all of his rough, bearish life—at least, not since the days before he had been caught in the deep forest, a frightened baby, screaming for his mother.

Now a great answering love filled his wild heart. He allowed the little lad to lie down beside him, warmed by his furry coat; and together they slept through the night.

In the morning, the boy went away, but came back to his friend in the evening. This happened for several days. Marco shared his food with his visitor, and they became fast cronies.

One day the keeper was surprsied to see that Marco left his supper untouched; and, instead of hurrying away to feed the other animals, he stayed to watch the bear.

Marco sat in the door of his hut, patiently waiting for his boy. The keeper offered to take away the food, but he received such a fierce look that he set it down again and hid behind a tree to see what would happen next. In a moment, to his amazement, a child ran up to the bear. The keeper sprang forward to snatch him out of harm's way; but the boy had already thrown his arms about his faithful friend, and in a twinkling they finished the waiting supper together.

Duke Leopold was brought up to the hut to see this wonderful pair, and soon the story of the boy and the bear had spread throughout the land.

Duke Leopold gave orders that the poor child should be brought to his palace, to be educated and cared for. The little lad made many

friends in his beautiful new home, but he never found a dearer one than the bear Marco.

Five Little Sisters

We are little sisters five
That in any climate thrive.
Everywhere at home are we,
On the land and on the sea.
Wheresoe'er is human speech
There our little voices reach,
Every moment, night and morn,
We are dying, we are born,
Well, you know us, little man;
Guess our names now, if you can,
For you never speak a word
That one of us is not heard,
And our gentle voices meet
In each sentence you repeat,
A, E, I, and O and U,
Little sister vowels true!

—W. St. George.

Little Things

By James Stephens.

Little things that run and quail
And die in silence and despair;
Little things that fight and fail
And fall on earth and sea and air;
All trapped and frightened little things,
The mouse, the coney, hear our prayer.
As we forgive those done to us,
The lamb, the linnet, and the hare,
Forgive us all our trespasses,
Little creatures everywhere.

—From "Poems of Revolt," a Twentieth Century Anthology, by Joan Beauchamp.

The Piper

Piping down the valleys wild,
Piping songs of pleasant glee,
On a cloud I saw a child,
And he laughing said to me:

"Pipe a song about a Lamb!"
So I piped with merry cheer.
"Piper, pipe that song again";
So I piped; he wept to hear.

"Drop thy pipe, thy happy pipe;
Sing thy songs of happy cheer!"
So I sung the same again,
While he wept with joy to hear.

"Piper, sit thee down and write,
In a book, that all may read,"
So he vanished from my sight;
And I plucked a hollow reed,

And I made a rural pen,
And I stained the water clear,
And I wrote my happy songs
Every child may joy to hear.

—William Blake, in "Songs of Innocence."

Uplands

I love midsummer uplands, free
To the bold raids of breeze and bee,
Where, nested warm in yellowing grass,
I hear the swift-winged partridge pass,
With whir and boom of gusty flight,
Across the broad heath's treeless height.

—Paul Hamilton Hayne.

The novelist, Charles Kingsley, thus defined freedom:—"There are two freedoms—the false, where a man is allowed to do as he likes; and the true, where a man is free to do what he ought." Neither definition is a good one. As to the first, no one seriously conceives freedom as enabling a man to do as he likes, regardless of the effects of his actions upon others. As to the second, no one, excepting the moral bigot, conceives freedom to be the doubtful privilege of doing merely as one ought; this conception implies that someone else is to tell a man what he ought to do. The real definition of freedom, and one that has never been excelled, is: "The liberty of one man ends where the liberty of another man begins." In other words, a man should be free to do as he likes so long as his actions do not conflict with the similar freedom of others. Whether others think a man is doing as he ought or not has nothing to do with the question.

The Boy Scouts and the Railway Man

During the first week in May, a public appeal is to be made on behalf of the Boy Scouts' Association. The appeal differs from most in being only partly for money. Funds are certainly needed to support a small central organisation, without which no important movement can flourish, but another and equally important aim is to secure a greater measure of **personal help** from public spirited citizens.

It is generally recognised that the Boy Scout Movement has done, and is doing, splendid work for boys of all classes. It has no connection with any particular brand of religion or politics, and is in no sense military. The central idea of the movement is to instil in the men of the future the highest ideals of citizenship. The great majority of Boy Scouts quickly absorb a sense of honour, and naturally become truthful, observant, resourceful, self-reliant, and considerate for others. By placing boys in positions of minor responsibility, it develops qualities of leadership, which must prove helpful in later life. In short, it tends to turn almost any kind of boy into the best kind of man.

The Boy Scout training is sometimes falsely stated to be of a militaristic nature. Nothing could be further from the truth. It aims at an atmosphere in which racial and class hatred, selfishness and intolerance of all kinds will gradually disappear. These are undoubtedly the seeds from which wars spring up.

These ideals are so constructively humanitarian that they must appeal to all railwaymen, whose life is one of public service. Many of the staff have sons in the movement, and many others would like their boys to join. Unfortunately, however, this is not always possible, thousands of boys having to be turned away because of the serious shortage of Scout Masters.

The organisation is divided into troops of about 30 boys, each under the control of a Scout Master, and **the number of Boy Scouts is limited only by the number of available Scout Masters.**

The writer has personal knowledge of one troop of 32 boys, with a waiting list of over 60. Several metropolitan districts and many country towns have no troop at all simply for want of a Scout Master. Some important railway centres are among the latter, such as:—Ararat, Stawell, Korumburra, Numurkah, Ouyen, Wodonga, Woodend, Bacchus Marsh, and Bright. Many other towns and districts could support more troops than at present if more residents were willing to serve as Scout Masters.

A Scout Master's job involves a certain sacrifice of time, and a good deal of fairly hard work. It may take up as much time as a man gives to picture shows and watching football matches. There is, of course, no remuneration, other than the joy of helping to build up the character and health of 30 boys. The appreciation of the boys in a well run troop is worth almost any sacrifice, however, and once a troop becomes established as a going concern, the boys do practically all the work themselves.

A Scout Master must be at least 21 years of age, and possessed of a love for boys. No other qualifications are stipulated, and **no one need hesitate on the ground of not knowing the job.** Some men are reluctant to appear in public in scout costume, but these may be reassured, as this dress is not insisted upon.

Camps, which constitute an excellent holiday, are held at intervals for training Scout Masters, but many men could form a troop and get started without waiting for a camp. All of us can teach boys sufficient to keep them interested for some months, whether it is first aid, natural history, cooking, elementary surveying, carpentering or boxing.

At least 100 Scout Masters and £10,000 are needed to place the movement on a sound footing in Victoria.

It is hoped that many railwaymen will respond to this appeal for Scout Masters. Volunteers are requested to forward their name and address, either to Mr. N. C. Harris (Asst. C.M.E.), at the head office, or to the General Secretary, Boy Scouts' Association, Equitable Building, Collins-street, Melbourne. In addition, any cash subscriptions will be acknowledged by official receipt.

New System T.M.C. Wireless

The Editor. Sir,—Considerable anxiety appears to have been caused of late to owners of wireless sets regarding the proposed reduction of the wave length of 3LO, and we shall be greatly obliged if you can find space in your paper to publish this letter, which is for the purpose of reassuring the owners of our apparatus (who must, doubtless, comprise a large percentage of your readers), that there is undoubtedly no fear that they will be left with an unsuitable set upon their hands.

Many people suppose that a change from 1720 metres to somewhere below 500 metres will mean scrapping an expensive set, and this idea seems to be encouraged by many self-appointed experts. If the set is a T.M.C., nothing could be further from the truth, as all apparatus manufactured by this firm is designed to cover a wave band from about 250 to 2000 metres, and the efficiency of reception is equally good on any wave length in this range.

Much has been said about jamming, but the owner of a set may easily determine this point for himself by tuning 3UZ, 2BL, or other short wave stations, whilst 3AR is working, and noting the amount of interference. Remember that any difference in volume of local stations will be due to their varying power. A few purchasers of the exceedingly cheap valve sets may suffer from interference, as these sets are made low in price by cutting down essentials, such as variable reaction, which is a most important factor in creating sharp and selective tuning.

New System sets are developed and manufactured in London, and there it is possible to pick up approximately a score of broadcasting stations working between 300 and 500 metres, and we are not aware that any difficulty has been experienced through jamming.

Prospective purchasers are adopting a "wait and see" policy; this is not necessary, as will be seen from the foregoing, and probably they would be well advised to place their orders before the winter rush commences.

Should anyone still be doubtful, or in any difficulty, the technical staff of New System Telephones Pty. Ltd. is at their disposal.

Yours faithfully,
New System Telephones Pty. Ltd.,
R. H. TAYLOR,
Radio Engineer.



A Well Organised Campaign

On March 15th, the Victorian Railways Department inaugurated another "Cross Crossings Cautiously" Campaign, which will continue until July 15th. Arresting posters are exhibited over the main entrances to the Flinders Street and Spencer Street railway stations, with the simple wording — "CROSS CROSSINGS CAUTIOUSLY. SAFETY — or SORROW." Another smaller printed poster, which is reproduced on this page, has been issued, and is being placed on notice boards erected in a prominent position at every level crossing in the State. A large supply of small "STICKERS" is being dispensed with lavishly, but to the best advantage. The co-operation of the Education Department, other Government departments, and leading warehouses, has been secured, and the "stickers" are being affixed to cigarette and match boxes on sale in the leading metropolitan tobacconists.

On reflection, it seems peculiar that such an extensive and elaborate campaign as this should be necessary in order to induce, or rather persuade, the public not to endanger their lives, but to spare that extra second or two which is all that is required for them to satisfy themselves that the railway line is clear before crossing.

Surely it would be only one who was mentally deficient who would charge wildly across a crowded street without the slightest glance to right or left before doing so, and yet what a large proportion of us neglect even that simple and natural precaution when approaching a railway level crossing, which should be regarded as even more dangerous than a street in view of the fact that a skilful car-driver may have room to dodge a careless pedestrian, while the engine-driver can do nothing to swerve his train.

It is probably a mere lack of thought in most cases which is responsible for this carelessness, and this campaign which is now in force can be expected to have the effect of making pedestrians think more of the consequences attending a disregard of the most simple precautions when crossing a railway level crossing.

The LADIES.



Woman and Her Arts

By "Housewife"

A letter from London tells that fashionable women there are not following slavishly the foolish advice of some artists in dress to squeeze themselves into boyish shapes by means of rubber bands and belts. Of course, there will always be silly women who will do anything to "improve" their figures, but to go against Nature is disastrous, and Nature never intended women to appear unsexed creatures. I hear, too, that the shingle is going out among the smart people. The shingle certainly gave a boyish effect, so boyish as to be ridiculous in all but very young girls. I have liked the bob for young girls who are short and slim. Some day, however, we will get back to normal, and will again pile our hair on top of our heads, or bunch it behind. For goodness sake, let us be women, and not mere imitators of men. We need not impose upon ourselves the infliction of overlong hair, but we can wear it long enough to twist or to arrange into crowns of glory.

We seem to be in for a season of glowing colours. There are promised delicious soft shades of apricot and peach, all the variations of green, and all the tones and semitones of the reds. Mauve is popular for evening wear in London and elsewhere, and I hear that Lady Forster, the gracious wife of His Excellency the Governor-General, has some lovely gowns of this attractive shade in soft materials. Some people are in favour of light blues, but, really, I think blue cannot be worn successfully by many women over the age of thirty, while even girls dressed in bright blues, unless they are very fair, are not so charming as they appear to be in less trying shades. There are, however, some very pretty frocks of sea blue trimmed with old parchment coloured lace, and on turnover collars, or with a deep berth, with narrow or deep cuffs en suite.

I mentioned just now that Her Excellency Lady Forster is said to be fond of soft shades. I should like to go on to say that we have been very fortunate in our vice-regal people for several years past. Both Lady Forster and Lady Stradbroke are ladies in the best sense of the term, and have set many of us good examples in the way women can play parts in public and social life without appearing aggressive and unsexed. We see more of Lord Stradbroke than of Lord Forster, and railwaymen generally have come to regard the State Governor and his wife as good friends of all Victorians. I think that Lord Stradbroke is the living picture of a gentleman farmer, and he certainly takes great interest in agricultural affairs. However, all this is merely by the way.

Black stockings have returned to favour in London and in Paris. They are very thin black silk stockings, so thin that you can hardly see them; and their price, at the moment, is almost prohibitive. Yet, like everything else, they will get cheaper as time goes on, and most every girl can afford at least one pair of stockings de luxe. They are worn in the evening with black and silver or black and gold brocade shoes, or with plain black satin ones; and in the daytime they must be accompanied by black patent or the softest black kid shoes. Talking of kid shoes, the nicest are those which appear to be made of glove kid. They are dull and thin and soft as the best makes of gloves—and they look lovely with these thin black silk stockings. Here in Melbourne we are still wearing other shades and colours.

Loneliness.

Loneliness is an experience that comes to everybody at times, and no doubt it is a useful one. Some of us hate it; some of us merely shrug our shoulders at it; others positively welcome it. There is a temptation to be lonely just as there is a temptation to be very social and gay. Both temptations should be yielded to only with discretion. The busy social life makes us superficial, but the too inward life makes us inaccessible.

Unmarried women are commonly believed to be the loneliest creatures on earth. But perhaps the women who are most given to withdrawing themselves from the ordinary human touch are widows whose children have grown up, married, and made their own lives. The woman who does not marry may make her own life wide and beautiful and interesting in proportion to the keenness of her own perceptions, the depth of her sympathies. But the woman who marries and lives to lose most of what marriage has given her is up against a blank.

At least she feels as if she is. She is often critical, impatient of her fellow men and

women, especially the women; she says that she has nothing in common with them. But, of course, she has, if it is only the same need to breathe and eat and sleep.

The Inner Man and Woman

SOME DAINTY DISHES.

Artichoke Soup.

Ingredients.—1½ pints water, ½ pint milk, 1 oz. dripping, pepper, salt, 2 lbs. artichokes, 1 small onion, ½ teaspoon celery seed, 3 cloves, 1 teaspoon cornflour. Method.—Peel artichokes and cut into pieces under water with vinegar in it to prevent them turning black. Melt the dripping in a saucepan, and fry the artichokes, until fat is absorbed, but do not colour. Add the water and onion stuck with three cloves, also celery seed, and cook till artichokes are tender. The celery seed should be tied in a piece of muslin, to easily remove; the onion and cloves may be put with it. Rub through a sieve, first removing the muslin bag and onion. Return to the saucepan with the milk, boil and stir in the cornflour mixed to a paste with a little milk. Boil well to cook the cornflour, add seasoning. Serve with fried bread. This soup should be white in colour, so care must be taken not to discolour artichokes in any way.

Duck Casserole.

Ingredients, 1 duck, 1 oz. rice, 1 pint stock, juice of one lime, 1 glass port wine, pepper and salt, 2 ozs. butter, 1 oz. flour, 1 teaspoon red currant jelly, 3 small onions, chopped parsley. Method.—Cook the rice in a little stock till tender. Cut the duck into neat pieces. Melt the butter in the casserole, sprinkle in the flour and fry a golden brown, add the stock gradually, stir till smooth and boiling, add a quarter teaspoon finely chopped parsley, lime, pepper, salt, jelly and wine. Put in the duck and rice. Simmer for 30 minutes. Serve in the casserole.

Banana Sponge.

Ingredients.—6 bananas, 3 ozs. sugar, juice of one lime, 1 oz. leaf gelatine, 1 pint water, 2 whites of eggs. Method.—Peel and sieve the bananas, and put into a saucepan with the other ingredients except the eggs, and stir until all are dissolved and smooth. Turn into a basin until cool, add the whites of the eggs, and whisk until stiff. Pour into a wetted mould to set.

Cream Souffle.

Ingredients.—½ lb. loaf sugar, ½ oz. gelatine, rind and juice of two limes, browned chopped almonds, ½ pint cream, 3 eggs, ½ gill water. Method.—Prepare a souffle-case by tying a fold of paper round it to come three inches above the dish. Put the gelatine, water, sugar, lime juice and rind into a saucepan, and stir over the fire until dissolved; pour over the beaten yolks of eggs, and stir again over a gentle heat until thickened. When nearly cold, strain on to the whipped cream. Stir in lightly the whites of the eggs, beaten to a stiff froth; pour into the prepared souffle-case. When set, remove the paper and decorate the top and sides of the cream above the china case with the burnt almonds.

Chocolate Pudding (Baked).

Ingredients.—¼ lb. breadcrumbs, 2 ozs. chocolate, 3 ozs. sugar, blanched almonds, ¾ pint milk, 2 eggs, vanilla essence. Method.—Dissolve the chocolate in the milk, pour over the breadcrumbs, add the sugar, flavouring and beaten yolks of eggs. Pour into a greased pie-dish, and bake in a moderate oven until just set. Beat the whites of the eggs to a stiff froth, pile on the top of the pudding, sprinkle with sugar, stick with almonds cut into strips, and put in a slow oven for thirty minutes.

Food Value of the Banana

At the present time the food value of a given substance is largely determined by its vitamin contents, and if it can be shown to contain all the vitamines already identified, it possesses the wherewithal to cover a multitude of sins. The banana, for instance, contains from 19 to 20 per cent. of sugar and starch, from 4 to 5 per cent. of protein, and from 0.5 to 1 per cent. of fat. Its pleasant taste is another advantage on which it is superfluous to expatiate, and we now learn from investigations recently carried out by Dr. Eva Sopp, at the Kapp Laboratory, in Norway, that it contains not only B-vitamines and C-vitamines, but also the A-vitamine, the absence of which in the food of the growing mammal causes a very serious disease of the eye, known as xerophthalmia.

Dr. Sopp fed about twenty-five young rats on a diet deprived of A-vitamines, and after they had lost weight and developed xerophthalmia, she divided them into three groups, each of which was given a different quantity of banana. But whether the rats were given only 1 gramme of banana daily, or as much as they could eat, the results were practically the same—for about a fortnight they began to gain weight steadily, and the eyes resumed their normal appearance. Applying the results of these investigations to the human being, Dr. Sopp argues that if 1 gramme of banana is sufficient to provide a rat, weighing 50 grammes, with an adequate supply of A-vitamines, a three-year-old child would receive the equivalent amount of A-vitamines if given four or five bananas a day. The child to whom cod liver oil is anathema surely owes Dr. Sopp much for proving that the banana is not merely tasty, but is the repository of a rich store of vitamines.—"The Alfred."

WIT & HUMOUR.

Good Enough for Him

Macready, the famous actor, was once rather discomfited by the ready retort of a not very humble scene-shifter. The scene-shifter, unaware of Macready's adjacence, was holding forth about some interchange of words between himself and the actor earlier in the day.

"Macready says to me, and I says to Macready," etc., etc.

The actor, who was chatting to a friend in the corner, got tired of the personal tattle, and stepped out to the man.

"Look here," he said, "that's enough. You've no right to be here at all, but when you have occasion to use my name again, remember it's Mr. Macready."

The carpenter was unabashed. "I dunno about that," he retorted. "You talk about 'Nelson,' and 'Wellington' and 'Napoleon,' and what's good enough for a h'emperor, a dook, and a h'admiral ought to be good enough for a h'actor."

For once Macready was unready, and turned without a word to the man to say to his friend, "Gad, he had me there."

—❖—

Shavian

The reply of Bernard Shaw to the man who booed when the famous author and dramatist was called to the stage for a speech, after one of his plays had been successfully performed, is likely to become historic, though there is even, by now, an element of doubt as to the authenticity of the story. "Quite so," said Mr. Shaw, smiling up at the solitary booer in the gallery. "I am of your opinion, too, my friend; but"—this with a deprecatory shrug of his shoulders and outspread palms, "what are we among so many?"

If the story really has been fathered on to G.B.S., it is certainly legitimate to say that it is very Shavian in flavour, and ought to be true.

—❖—

An Irish One

While three Irishmen were rowing on a river, their boat upset. Only one of them could swim, and he promptly made for the nearest bank, leaving his companions clinging to the bottom of the capsized craft. Soon, however, the swimmer returned, and one by one rescued his imperilled friends.

When they were all safe on the bank one of the men inquired of the rescuer, "Mullaney, why didn't ye take wan of us the first trip ye made to the shore, 'stead o' goin' empty-handed?"

"Sure, an' didn't I have to save me own life first?" demanded Mullaney.'—An American Newspaper.

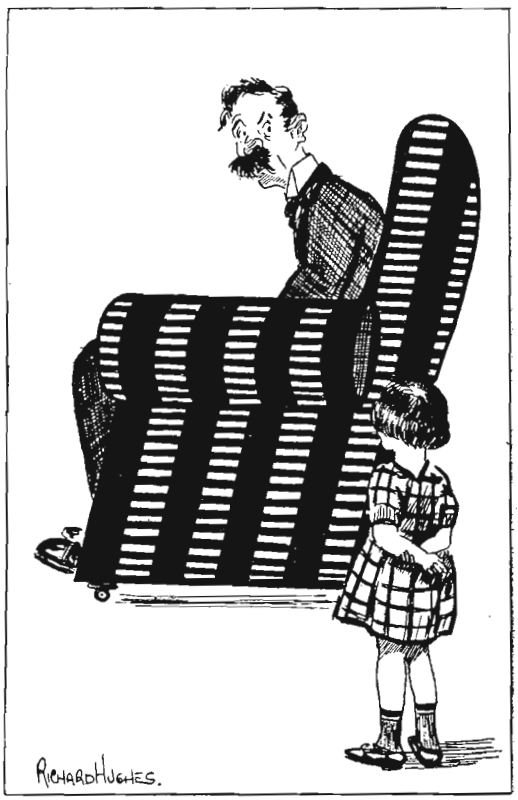
—❖—

Original Yarn

The small son of a Stationmaster insisted on his mother putting a lead pencil behind his ear, like his Daddy.

His mother told him if he were to carry a pencil behind his ear, his ears would grow like "donkey's ears."

To this he replied: "All Stationmasters have donkey's ears, mum!"—Billo.



A DISQUIETING QUESTION.

MARJORIE: "Dad, was your name 'P. & O.S.N. Coy.' before you were married?"

DAD (a Globe Trotter): "Eh? Of course it wasn't!"

MARJORIE: "Well, then, why have so many of our towels got that name on them?"

NORMAN W. DE POMEROY
5 BEECH ST.
STH. CAULFIELD. SE.8
MELB. VIC.

Wireless Hints

The fascination of Wireless is not limited to listening in to broadcast programmes. As a matter of fact, to the enthusiastic amateur this aspect is quite a secondary one, the genuine pleasure being that which is derived from the actual making of a set, and then obtaining results.

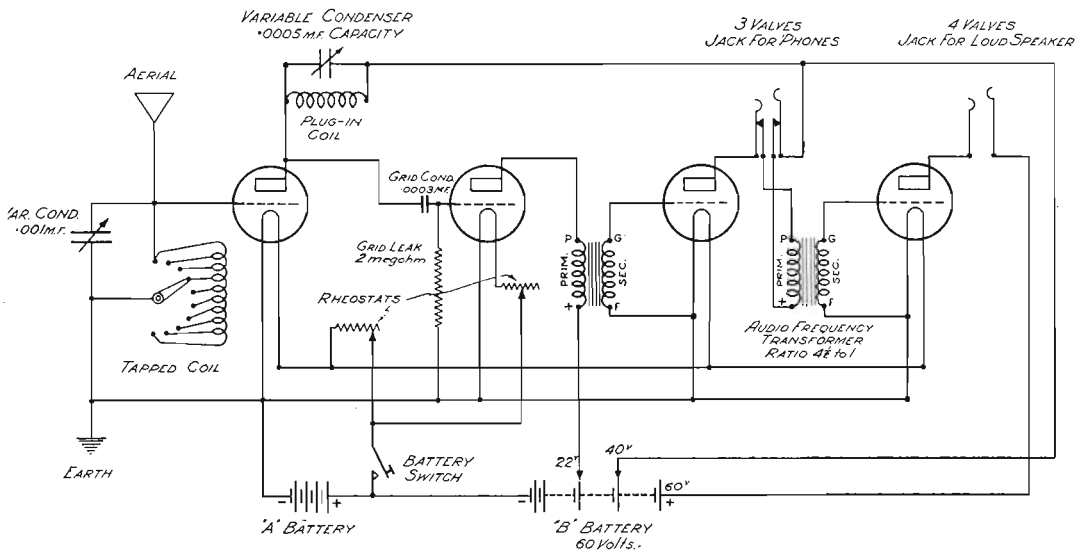
It is within the capacity of anyone at all versed in the use of simple tools to construct a wireless receiving apparatus that will give satisfactory results, and although a theoretical knowledge is very helpful, it is by no means essential.

The average person who starts off with a humble Crystal Set is not content for long to remain at that stage. It is only a matter of time and money (mostly money) before a valve is added, and then another, and so on until the set will operate a Loud Speaker, and only then can wireless be considered a means of providing family entertainment.

It is our aim in this article to give sufficient information to enable the reader to construct a four-valve set, which, whilst economical, does not sacrifice anything in efficiency, and is easily capable of operating a Loud Speaker, and receiving broadcasted programmes up to 800 or 1000 miles radius on various wave-lengths up to 2000 metres, which range covers the total band of broadcasting wave-lengths in Australia.

Before studying the panel layout, it is as well, first of all, to devote a little time to the circuit diagram (preferably in conjunction with the article on component parts in the last issue of this magazine). It will be observed that there are no radical departures from common practice; the outstanding features are the aerial tapped inductance, the anode coil, the one rheostat controlling the three amplifying valves, and the battery switch, which permits of the set being left tuned for any desired wave-length, although not in use, and provides an easy and safe means of manipulating the set for the inexperienced.

The panel itself may be of ebonite or "formica" and the components assembled as shown. The drilling centres may, of course, vary with the types of apparatus used, but the relative locations will remain the same.



Fixed to the panel, at the rear, by means of a couple of angle brackets, is a shelf on which to mount the valves, transformers, grid condenser and leak, and it will be found that, by laying out these parts as they are shown relatively in the circuit diagram, the wiring will become quite easy.

When making the shelf, it should be about 19½in. long, which will allow ¼in. at each end of the panel for it to drop into a slot in the cabinet, and wide enough, say, about 6in. to 6½in., to allow of the valves clearing the rear of the condensers. It is necessary that the

valve sockets be of the panel mounting type, and not of the solid type fitted with legs, as there is no clearance under the self to allow of connections being made to the legs.

A difficulty likely to be encountered is the plug in the coil socket. In the panel sketch it is shown as an English Valve Socket of the solid type with legs through the panel. With this type of socket the coils are wound on High Frequency Transformer Bobbins, which are convenient and cheap, but, if preferred, a panel mounting for Honeycomb Coils may be used, and the ordinary type of Honeycomb Coils used with it.

The best of home-made panels always seems to have something lacking unless the names are engraved in, but this may be overcome by using transfers, which are inexpensive, and easily obtainable.

Following is a list of parts required for making the complete set (which may be mounted in a cabinet according to the constructor's own ideas), and particulars of the windings required for the various plug in coils used in tuning the Anode Circuit.

To those interested, it is hoped that these notes and the accompanying drawings will be sufficiently explanatory, but, if not, the writer will be pleased to explain any detail that may be, or seem to be, obscure.

Material List.

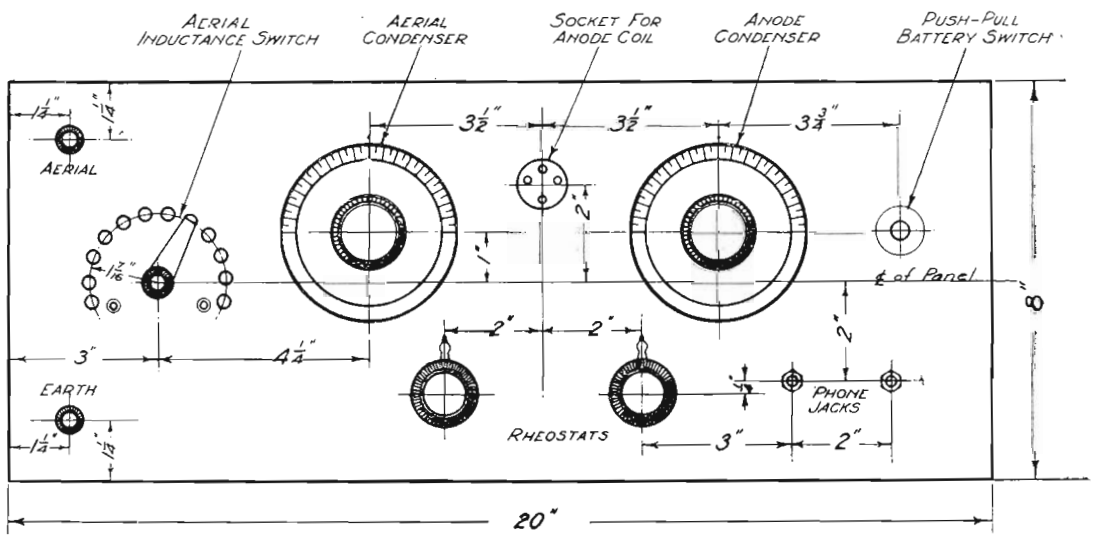
Quantity.	Material.
1	Panel (Ebonite or "Formica"), 20in. x 8in. x ¼in.
2	Terminals for Mounting on panel
1	Tapped Inductance
1	Stud Switch, complete (12 Studs.
1	Variable Condenser, .001 M.F., with knobs and dials, complete
1	Variable Condenser, .0005 M.F., with knobs and dials, complete
2	Rheostats, .6 ohm.
2	Telephone Jacks
1	Push Pull Battery Switch
1	Anode Coil Socket
7	Anode Coils, as per attached List
4	Panel Mounting Valve Sockets
1	Grid Condenser, .0003 M.F.
1	Grid Leak, 2 meg. ohms.
2	Audio Frequency Transformers
1	"B" Battery, 60 volts
1	"A" Battery.
1	Pair Head Telephones
1	Flexible, 2-circuit Cord and Plug
1	Cabinet
	Quantity of Bus Bar Wire and Spaghetti Insulation
1 Pckt.	Panel Transfers.

Particulars of Anode Coils.

Coil No.	No. of Turns.	Wave-lengths.
1	30	190—240
2	45	240—300
3	80	300—400
4	150	400—550
5	240	550—750
6	340	950—1200
7	900	2500—3500

31 Gauge S/S Wire.

—E.G.G.



What is a Peptomist?

He is the last word in getting things done. He belongs to the treble aggregation of the optimist and the pessimist. The pessimist will say, "No, I don't think it can be done." The optimist says, "Oh! yes, I really think there is a chance"; but the peptomist says, "Oh, boy! Gangway, fellows. I'll do it!"

Safety First

Don't save steam by reducing the whistling at level crossings. Whistle loud and long.

It is easier to see through glass goggles than through glass eyes.

Good Service Brings Appreciation



It is with pleasure that I have to warmly commend Mr. A. Johnston, S.M., Warrnambool, for the ready and willing assistance he rendered the Board, the Fire Brigades, and myself personally, in the despatch of the firemen from Warrnambool on the termination of the Annual Demonstration of the Country Fire Brigades during the week ended 14th inst. Mr. Johnston, by his forethought and organising ability, paved the way for the complete entraining and despatch of such a great number of firemen to their respective destinations without a hitch in the proceedings, or a complaint of any kind being heard anywhere, and he was so successful that I feel it incumbent to place on record our keen appreciation of his good work.

In this connection the thanks of the Board and its officers are extended to the staff at the Warrnambool Railway Station for the willing assistance rendered by all.—**From Mr. T. S. Manhall, Chief Officer, Country Fire Brigades Board, Colonial Mutual Chambers, Market-street, Melbourne, 18/3/25, to the Secretary Victorian Railways.**

—❖—

Condition and Appearance of Gisborne Railway Station.—Complimentary references on the appearance of the Gisborne Railway Station were made at last meeting of the Council, and I have pleasure in conveying to you the Council's appreciation of your efforts in having the station in such a well-kept condition.—**From Mr. J. M. Kensley, Shire Secretary, Gisborne, Shire Council, Shire Office, Gisborne, 10/3/25, to the Station Master, Gisborne.**

—❖—

The Board of Directors of the Hastings and District Cool Store hereby tender to you their keen appreciation of the courteous and efficient manner in which Mr. J. H. McCarthy, late S.M. at Hastings, discharged his duties at all times and under all circumstances.

During his time here, it was quite a pleasure to do business with your Department, and his loss here will be very much felt by the residents generally.—**From Mr. J. M. Watt, Chairman of Board, Hastings, 21/3/25, to the Railway Commissioners.**

—❖—

So pleased were the School Committee with the fine train that was sent to take the parents, teachers, and children, on the school excursion to St. Kilda, that they have asked me to convey to you their best thanks.

They also wish to express their appreciation of the willing help rendered by the railway officials from Murchison East to Mangalore in helping with the sale of tickets, and I must not overlook the train crew, who so kindly attended to the decorations.—**From Mr. R. A. Lester, State School No. 1104, Nagambie, 19/3/25, to Mr. H. W. Clapp, Chairman of Railway Commissioners.**

—❖—

I have, by direction of the Mayor and Councillors, to convey to you and the members of your staff their praise for the way in which they handled and directed the exceptional traffic in Ballaarat on the 7th instant, Railway Picnic Day. I have therefore pleasure in conveying to you and your staff the Council's compliments.—**From Mr. Geo. F. Morton, Town Clerk, City of Ballarat, City Hall, 17/3/25, to the Station Master, Railway Station, Ballaarat.**

—❖—

I have been instructed by the Bendigo Foresters to convey their thanks for the very satisfactory arrangements carried out by you in connection with our Annual Excursion to Melbourne, on Monday, February 9th, which was a repetition of previous years, when, as in this case, universal courtesy was extended to us and patrons by you and staff. The kind feelings existing will, we feel sure, be continued.—**From Mr. Mark H. P. Webb, District Secretary, Bendigo United District Ancient Order of Foresters, to the Station Master and Staff, Bendigo Railway Station.**

—❖—

The Committee of the District Schools' Excursion desire me to convey to you their appreciation of the excellent manner in which arrangements were carried out in connection with our excursion run to Queenscliff on March 6th.

On this occasion, as on former occasions, the train with regard to seating accommodation was very good. The train ran punctually, not the slightest delay being caused on either journey, and we have always found that the officials concerned in the running of the excursion willingly and courteously give us of their best service.—**From Mr. M. Gale, Honorary Secretary, D.S.E., Lismore, 20/3/25, to the Railway Commissioners.**

—❖—

I have officially asked the Base Commandant to express to your Department my appreciation of the work of your staff in connection with the movement by rail of the 5th and 3rd Cavalry Brigades on various lines to and from Williamstown.

I would particularly bring under your notice the helpful co-operation with my staff of Mr. O'Haire, of the Metropolitan Superintendent's Branch. I was much impressed with the completeness of the detailed preliminary arrangements he made, which did much to facilitate the unloading and loading of horses, and simplify the work of my officers.—**From Major-General F. Tivey, Officer Commanding 2nd Cavalry Division, Australian Military Forces, 3rd Military District, Melbourne, 19/3/25, to the Railways Commissioners.**

Railroading in America

Victorian Railwaymen's Experiences

This is the second of a series of illustrated articles written specially for "The Victorian Railways Magazine" by Mr. W. A. Boyd, R.S.M., who, with Mr. E. E. Coleman, another well-known Victorian railwayman, had two years' practical experience of railroading in the States. The first article appeared in the April issue:—

Starting off in railway work in the United States of America, the first position given us was that of Truckers in the Freight Sheds of San Francisco. Here we got an idea (after 6 weeks' practical work) of how the freight is handled.

The system adopted by these sheds as regards outwards freight is:—The freight is received at the proper door from various carriers, and checked into shed off waggons; the consignment notes are initialled by checker and handed on to the officer in charge of the shed; in turn, these consignment notes are sorted into station order, and handed back to a checker, who has a gang of 6 men (5 truckers and one packer).

The packers' duties are to load the trucks and check and call out the name and destination of packages. The truckers' duties are to wheel from shed to car, where a stevedore is waiting to receive the freight. He in turn unloads the truck and stows the freight in the car in station order.

The checker is handed a list showing the numbers of cars, their destination, and the door at which they are spotted; and, as the freight is loaded, this checker marks on the consignment note the number and initial of car, and the date and time loaded. This is similar to system used by us.

The stevedore is responsible for the proper stowing of the freight, and, if necessary, he has to brace same in car, i.e., a fragile package or bulky package, as the case may be, has to be made secure in the car, and to enable him to do this, a quantity of scrap lumber is supplied by the company.

At times, live stock is loaded in with freight, stalls being made in the car, and the animal secured in one end. To enable this animal to get fresh air, the door is often braced approximately 2ft. open. (The doors referred to are of one-piece sliding doors).

The inwards freight is dealt with in much the same manner, the checker being handed a list of cars, a waybill pouch, and waybills, and held responsible for the checking of freight out of cars, and making the notations on waybills as regards shortage or damage. This freight is stowed in shed in the various places which are marked on the floor, such as "A" to "C," "D" to "G," etc. Different large firms have their own places in these sheds, delivery being made from two or three doors to enable firms to obtain quick delivery. Consignee has to go to freight offices, and obtain an order showing that freight is paid. If freight has already been prepaid, he will receive what is known as a "clearance card," showing particulars of freight consigned to him. This is handed to the Delivery Foreman, who is in charge of shed, and he in turn has a staff under him to deliver.

The outstanding feature in this case noticed by us was the quantity of freight and the careful manner in which it was handled. The outbound shed at night time was practically empty, and on Saturday evenings before staff were released, shed had to be swept from one end to the other, trucks all lined up in the centre of the floor, gang boards placed on their end against the wall, fire buckets filled, brooms, etc., all placed in the office.

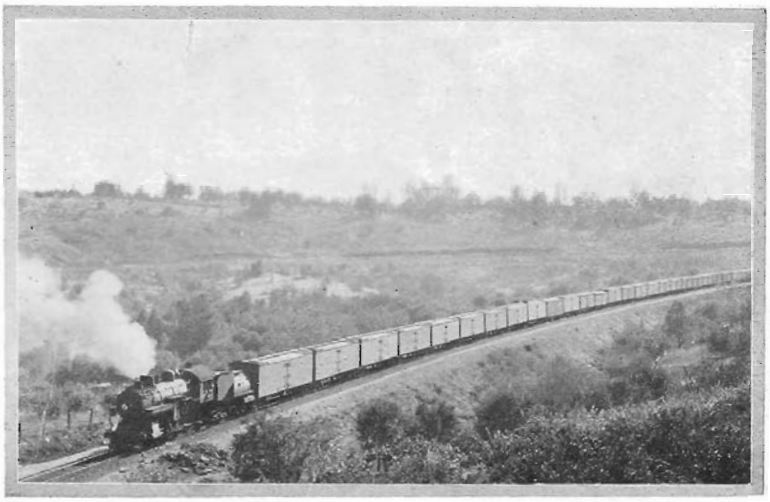
When these cars are placed for loading, a blue flag is exhibited on each end for safety purposes. This flag means "men working at cars." If car has to be shifted or engine tied on to same, the blue flag is removed by man who placed it on, before this movement can take place.

We then got a position in the Machine Shops at Bay Shore, which is a large depot, a few miles out of San Francisco. Our first jobs here were as pipe fitters and machinists, helping the mechanic on engine repairs of all classes.

After three weeks at this class of work, we transferred to the Car Department, and were engaged on what is known as the Rip Track (the repair yard). Here we were kept hard at it renewing couplers, putting in new wheels, repairing box cars; then, in the air gang department, dissembling, cleaning and assembling triple valves, fitting same on cars, repairing train lines, and testing the air equipment on cars.

From here we went into the coach shops, and worked as painters.

Our next move was into the train yards; here we were given a box of tools, and put out as light car repairers, effecting repairs that were not heavy enough to go to the rip track.



TYPICAL VIEW OF AMERICAN GOODS TRAIN

Attention is directed to the footboard placed along the top of each car so as to provide a firm footing for the brakesman.

After completing three weeks at this, we were put with the train examiners, whose duties are as follows:—

On the arrival of the train in the goods yard, these men meet it, and examine train thoroughly from the van to the engine. They are supplied with "bad order cards," for the purpose of showing full particulars of defects in car, and after they inspect car these "bad order cards" are placed on the side.

The light car repairers follow these men up, peruse the card, and make the necessary light repairs, showing particulars of repairs effected by them, the length of time taken to do same, and the repairer's name.

At quitting time, each man hands his cards into the foreman for his day's work; and this serves as a check, showing the class of car worked, material used, cost of labor, and the company to which the car belongs.

In turn, each different road is debited with car repair costs.

The big features noticed in this case are the quickness of repairs, the efficiency of the train examiners, and the quick despatch of trains.

As soon as an inward bound train arrives in yard, the engine is at once released, and is taken to loco sheds by a "herder." This man's duties are to have engine on trains when required, and to get engines to loco sheds as soon as possible after arrival.

The outbound trains are made up by switch engines from both ends on their respective tracks, and when last car is put on, the switch engine gives one long one short and one long whistle, indicating that train is complete. Then the train examiners set to work to couple the air through the train, and inspect it thoroughly.

This train is examined exactly the same as if the engine were on, and to enable this to be done, air is laid throughout the outbound yard at various intervals. After the air is coupled, a man goes along with a bucket of soapy water and wipes each hose pipe with a brush, leaving a lather on hose pipe to ascertain if there are any leaks in air.

After this work has been done, the engine is coupled on by the "herder," the brakes are set up by the engineer, and the examiners go along the train to test piston travel, which is not less than three inches, and not more than seven. Then the brakes are released, and train is complete. Should there be a bad order car to come out of train, the switch engine performs the work.

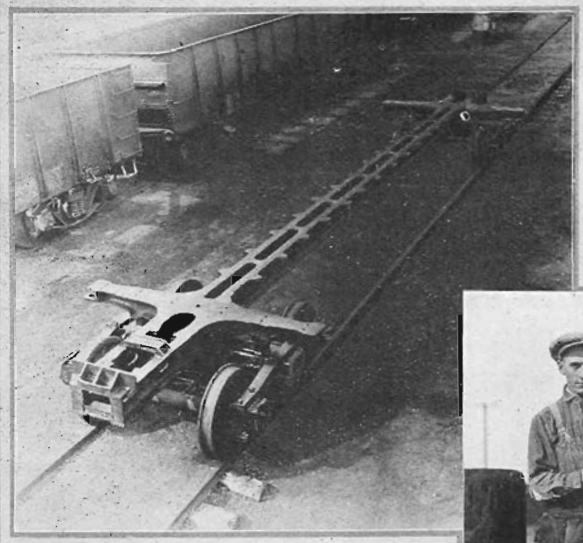
A blue flag, with "Men at work" printed on it, is placed at each end of train, and no car or engine can be coupled to this train till flag is removed. At night time a blue light is used.

When train is made up, a number taker goes out and takes a check of train on a switch list, showing class, number and tare of car, and, if loaded or empty. That list is taken into yard office, and tonnage report is compiled by a clerk.

All waybills are dealt with by conductors, and, at their terminal station, waybills are handed into yard office. After cards or tags corresponding with waybills have been written out, they are handed over to a clerk who is in charge of compiling tonnage reports for trains.

(To be continued.)

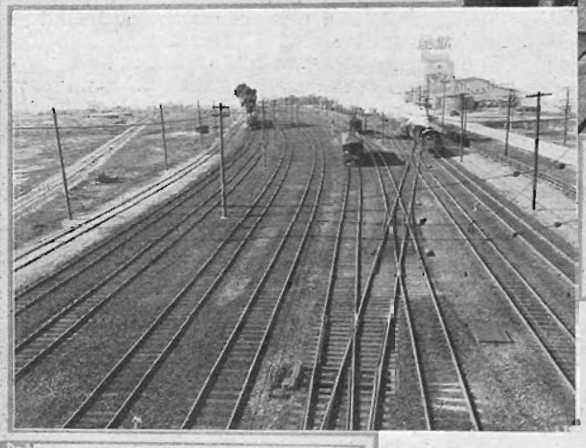
American Railway Scenes.



Under Frame of Standard Goods Waggon.

Checking and loading Merchandice.





Main Line near Pearn, Oaklands.

Standard Flat Truck





Horticultural Notes

Flower Garden and Shrubbery

Complete the planting of all bulbs still out of the ground, and where they are becoming crowded, lift, divide, and replant the bulbs. They are now commencing to make fresh roots, and will soon become re-established, but if left until the spring and then re-planted, they will suffer a severe check, from which they will very slowly recover.

The **Zonale Pelargonium,** better known as Geraniums, are among one of our best flowering plants for the winter, and of late years have become so improved that they cannot escape our notice. They are exceedingly hardy, easy of cultivation, and may be obtained in all shades of colour, both in single and double varieties. The Ivy-leaved Geraniums are most useful for covering unsightly fences and trellises, and should not be overlooked. Very nice effects can be made along a fence by the various colours, for at this time of the year the flowers are particularly good, and the colours very bright. This class of plant may also be used on rockeries where there is an old, unsightly stump to cover, or, in fact, anywhere, as long as it is in a sunny position. In this department of horticulture, the Pentstemon will be found a most worthy subject, for with the vast improvements made upon them of recent years, and their easiness of culture, together with their adaptability to grow in everyone's garden, they should be more extensively cultivated, and especially from such a fine collection of varieties that are obtainable at the present day.

As the flowering season for **Gladioli** draws to a close, it will be necessary for the early planted corms to be lifted two or three weeks after the flower spike has finished flowering. It is preferable in all cases to cut off the flower stem just above the main leaves immediately the last flower has faded; in fact, the two terminal buds are best cut off or broken off altogether as soon as first flower has opened, as these two terminal buds seldom open to perfection, and when they do the flower stem is often too ragged and untidy to be left to flower any longer. By this means the nutriment goes to the corms in the ground, and these grow larger during the next two or three weeks, before the corm is lifted, when the whole stem should be cut off from the corm, for, if left on the stalk, will live on the nutriment contained in the corm for several weeks before it will decay. Last year's corm underneath the new corm should be left on, and may be removed a few months afterwards, or when re-planted.

Transplanting and planting may be carried out this month so that they will be fully established before the early frosts set in. Perennials may be divided and planted out, and the shrubberies may be replenished and added to with almost any description of shrub. Prune or cut back shrubs of a deciduous nature, and place cuttings of well ripened wood in cutting beds for rooting. Loosen the ground all round the plants after pruning, working in such fertilisers as may be needed.

The Kitchen Garden

Of late years, the prices of ordinary household commodities have considerably advanced, and attention has been directed to vegetable growing as a means of supplying cheap food in one direction. Vegetable seed is cheap, and it only requires enthusiastic labour to reap a good reward for time spent in cultivation.

The main thing in growing good **Cauliflowers** is to rush them on quickly, and never allow them to be checked in their growth. Hill up the ground between the rows, and keep it well cultivated. Later varieties would be best planted now. Metropole or Giant Lake Malta are both very good, heads of the former often attaining a weight of 20 lbs. if well grown.

Peas.—For a continuous supply of this favourite vegetable, sow every two or three weeks. The Daisy is a splendid dwarf pea, and the pods are very large.

Lettuce may be sown at any season of the year, and can be transplanted better during the winter months. Tom Thumb or Iceberg are really good varieties.

Try a few **Madagascar Climbing Beans;** these give continuous crop almost all the year through, and require little or no attention. The Choco is another good climber, and gives a wonderful crop of a similar vegetable to the Marrow.



The Dandenongs

Melbourne's Mountain Park and Pleasure Ground

The citizens of Melbourne are fortunate in having provided for them so near the metropolis, so easily accessible and so well equipped, a scenic pleasure ground such as exists in these ranges.

A great part, and the most picturesque, has been permanently reserved, and has been opened out to tourist and holiday maker by a well-planned series of tracks and roadways. The tourist paths especially have been well considered in flanking the hills rather than following the course of streams in taking one easily to viewpoints of exceptional interest, with a far outlook over the two great sea inlets to the south, over the sun-browned plains to the west, and towards the sunrise in ranges receding away in colour zones of greens and soft greys in the middle distances to the remoter peaks of deep Australian blue.

Rail journeys of brief duration convey pleasure or health-seekers to the stations among the ranges, whence conveyances carry them to hospitable hamlets—Mt. Dandenong, Sassafras, Sherbrooke, and Olinda—on the hilltops. Farther on are many popular resorts adjacent to the stations on the narrow gauge line which runs through delightful country to Gembrook.

At the northern end, Croydon, on the Lilydale line, is the principal detraining station. From here a graded road leads by an easy, pleasant, and picturesque way up to the mount where, in common with other resorts in these ranges, there are to be found many beauty spots, which appeal to the nature lover, and a short walk in almost any direction will lead the visitor into the heart of a beautiful fern gully, or to the summit of some commanding viewpoint.

On the branch line from Ringwood, Bayswater and Upper Fern Tree Gully stations, and stations beyond on the narrow gauge line along the southern edge, are all points of departure. Good roads, from which the panoramic views are magnificent in extent and beauty, and well chosen tourist tracks, have done much to open up this region as a pleasure ground.

Elevations of over 2000 feet at the northern end, and about 1700 at the southern, a distance of from twenty to thirty miles only from the city, cheap fares, and a district full of charm and a variety of fern glades, coupled with the rare and endless interest of so much of its fauna, and especially its bird life, combine to make it the holiday field of many thousands of Melbourne people.

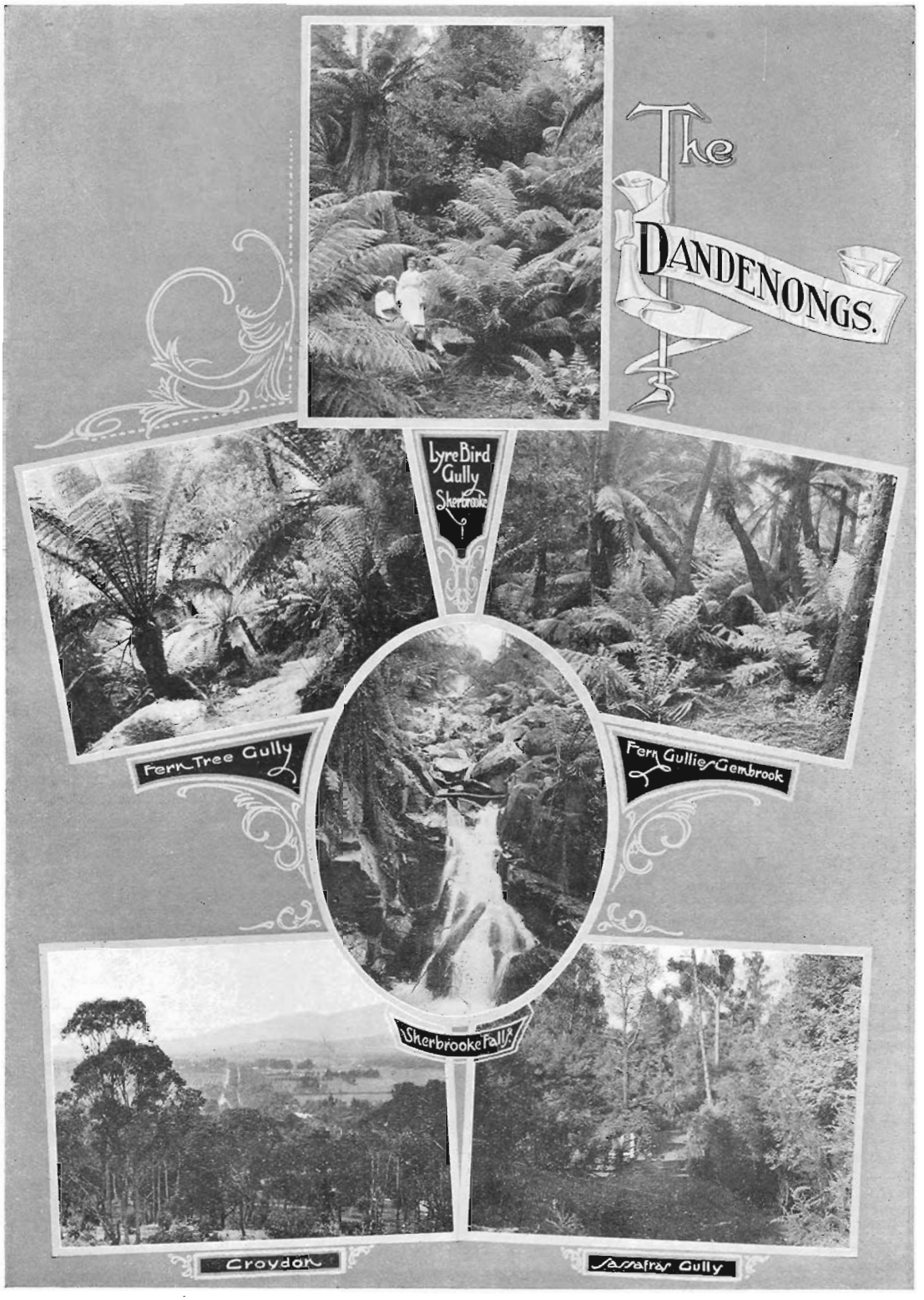
The Sherbrooke Falls call for special notice. Though limited in volume, the waters drop into a small creek embowered in a mass of bright foliage, tree ferns and luxuriant forest growth.

The picturesque narrow gauge line is, to many, the great novelty of the district; being so near to Melbourne, it attracts pleasure-seekers in large numbers, and the whole journey of 18 miles to Gembrook gives the idea of a long-drawn-out moving picture as the track twists and turns, making hairpin bends round the heads of gullies, and along sidelings overlooking massed vegetation lying in the valleys below.

The famous Gembrook-Emerald fruit tree nurseries are traversed by this line beyond Emerald, and here the view from the train winding through the rich well-cultivated fields with their very fine hedges, is exceptionally good.

After passing Emerald, the type of country changes, and large groves of silver wattle are much in evidence. These, in their flowering season—August and September—furnish a striking display in the mass of their golden bloom.

The pedestrian is the individual who can here find the greatest enjoyment. The scenic beauty of the ranges has been opened up by over 30 miles of foot-tracks. With a camp on one of the numerous creeks, the walker has an almost unlimited range of fine outings, and, with no local habitation, can also enjoy this good country, and be at home at nightfall if a single day is his limit.



You will enjoy looking at other pictures of this kind on pages iv., vi., xi. xiii. and xv.



Thoughtlessness is responsible for most carelessness, and carelessness is the cause of nearly all accidents. In hundreds of instances little thoughtless things have led to serious consequences.

Some men are paid for thinking alone, but most are engaged in employment where action as well as thought is necessary. Too frequently there is a great deal of action and too little thought. Each individual must decide for himself just what portion of any activity should be devoted to careful thinking, but in railway work, above all other occupations, it would seem that thought must first be applied to any action if accidents are to be averted.

Before the accident, think,
And then, without a doubt,
There will not be an accident
For you to think about.

Published reports indicate that during holiday seasons more people are killed and injured than at ordinary times, and statistics show that just as much "time off" is due to sickness as to accidents.

As has been said over and over again, "Safety First" pays—it pays the individual, and it pays the Department. But that was only one consideration when it was introduced, and we are just as much concerned with the safety of our fellow-employes—and outsiders, for the matter of that—during their leisure as during working hours. It is not the avoidance of paying compensation so much as the conservation of life and manpower that is the object of the SAFETY FIRST MOVEMENT. When a boy gets under a train, for instance, what really matters is not whether he was a passenger, or selling newspapers, or playing truant, or trespassing, but the fact that there is a life sacrificed or a cripple added to the ranks of the physically sub-normal. Every community must, of course, contain a percentage of such inefficients, but industrial records and past experience show that adequate precautions and safety education can reduce it considerably.

When a railway or tramway ambulance man sees an accident, he does not stop to ask whether the victim was injured on the line; his object is to relieve pain and suffering, no matter where or how caused, and many of the most notable cases of first-aid rendered by departmentally-trained men have been in accidents quite unconnected with the railways and tramways. So, too, Safty First knows no limit to what it can do for the prevention of accidents and sickness, whether amongst departmental employes or the community generally. Thus, to cite one instance, we have had no hesitation in drawing attention to the precautions necessary for the prevention of Bubonic plague, which may be regarded as a domestic menace rather than a departmental risk.

On the purely economic side of it, a workman who becomes a casualty in his own time, is just as great a loss of man-power as if he were injured on duty, because the employer is deprived, either temporarily or permanently, of his training and skill. Years ago, apprentices often worked for nothing; nowadays their remuneration exceeds, in some cases, the value of their output, and when they arrive at maturity they have some leeway to make up. If, by some act of carelessness or neglect, or from lack of proper instruction and warning, they are injured either on or off duty, services are lost for which employers, and through them the community, have already paid something in advance.



Walter Wallace in the New York "Central Lines Magazine"

Personal.

Mr. Thomas and Mr. Jones Leave for America

At the beginning of last month, two of the Department's capable officers left on a trip abroad to study railway working in America. They were Mr. W. Thomas, Assistant General Superintendent, and Mr. S. P. Jones, Assistant Chief Engineer of Signals and Telegraphs. They are not expected to return from San Francisco until next year, and the experience and knowledge which they will gain while overseas should be of great benefit to the Department.

Mr. Thomas, who is 54 years of age, entered the Service in 1886, and was appointed Assistant General Superintendent in 1924, following on Mr. Molomby's promotion to Commissionership. He has been Special Officer, Chief Rates Clerk, Assistant Outdoor Superintendent and Outdoor Superintendent.

Mr. Jones was appointed Assistant to Mr. F. M. Calcutt early in 1923. He was appointed to the permanent staff in 1899, after acting in a supernumerary capacity, and rose rapidly in the Service, having experience as Draftsman, Assistant Engineer, and Signal and Telegraph Maintenance Engineer. He was 44 years of age at the time of his appointment as Assistant Chief Engineer of Signals and Telegraphs in 1923.



Mr. S. P. Jones



Mr. W. Thomas

At a recent officers' conference, on 3rd April, Mr. Thomas was presented with a gold watch by Mr. M. J. Canny, General Superintendent, who expressed the hope that Mr. Thomas would have an interesting and educative trip abroad, and return in the best of health.

On the Monday afternoon prior to his departure, Mr. Jones was presented with a handsome pair of Zeiss binoculars, at a function held at Carlyons. Mr. F. M. Calcutt, Chief Engineer of Signals and Telegraphs, made the presentation on behalf of the salaried staff of the branch, and his good wishes were endorsed by Mr. W. Forrest, Signal and Telegraph Maintenance Engineer (who will act as Assistant Chief Engineer in Mr. Jones' absence); Mr. S. H. Evans, Signals and Telegraphs Workshop Manager, Newport; Mr. W. Reid, Special Officer; and Mr. J. E. Ford, Chief Clerk.

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Mr. A. E. Colson.

Mr. A. E. Colson, Block and Signal Inspector, who has been connected with the Victorian Railways Department since 1887, the last two years of which were spent in the Eastern District, has been granted nine months' extended leave to enable him to tour America, England, and the Continent. He sailed from Sydney per the s.s. Tahiti on the 26th March, calling at Wellington, N.Z., arriving at San Francisco about April 18th.

Included in the list of places Mr. Colson hopes to visit are Los Angeles, Yosemite Valley, Grand Canyon, Arizona, Kansas, Detroit and Niagara, en route to New York, where he will depart by the "Berengeria" for England. After visiting various places in England, Scotland and Wales, he intends paying a short visit to Paris, after which he will be returning to Australia by the "Mongolia" about the third week in October.

Mr. Colson carries with him suitable letters of introduction from the Chairman of Commissioners (Mr. Clapp) to representatives of various railway companies in America, where he will, no doubt, obtain valuable information, which may prove of great assistance in his particular

sphere as Block and Signal Inspector in this Department.

In his 38 years' experience with the Victorian Railways, Mr. Colson has been employed in many of the main Signal Boxes, including First and Special Class Boxes, and has become conversant with all Districts in the State. He has held the position of Block and Signal Inspector for the past 14 years.

He has watched the Railways grow from quite a miniature concern to what is now the largest and most important concern in Australia. He remembers the Flinders Street station when only three suburban lines, viz., St. Kilda, North Brighton and Port Melbourne lines were connected with it. At this time trains from Flinders Street to Spencer Street (goods trains) were run on the street level, and were preceded by a bellman to give warning of their approach. On the present site of the City Market is where the Flinders Street and Spencer Street trains crossed. Mr. George Edwin Gill was then the Metropolitan Superintendent, and his office stood where now is located the Parcels Office.

Mr. Colson has been connected with the Victorian Railways Institute since its inception.

There is no doubt that Mr. Colson's service for the Department has earned for him the experience he is now enjoying, and all railwaymen will join in wishing Mr. and Mrs. Colson a very happy voyage, and a safe return to Australia.

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Mr. Evan Richard, B.C.E., took charge as District Engineer of the Bendigo District as from the 1st April. He is well known to many Victorian railwaymen by his association with the Commissioners as Chairman of the Betterment Board, and later as Assistant Superintendent of Refreshment Services. Mr. Richard's geniality won him many friends, and he has our very best wishes for his future success. His soul is in the engineering world, and, doubtless, it was this which led him to ask for a transfer from the position of Assistant Superintendent of Refreshment Services.

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The Federal Cabinet has decided to extend for a further two years the term of the appointment of Mr. N. G. Bell, Commonwealth Railway Commissioner. Mr. Bell, whose term was due to expire in November next, is a railway engineer of British experience, and has supervised the construction of some 3000 miles of railway in the Commonwealth. He is chairman of the board of control of the Kyogle-Brisbane railway, and is engaged on various Commonwealth railway projects due to be advanced in the near future.

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News has lately reached us of the further scholastic success of **Mr. A. C. Tregoning,** son of Mr. W. H. Tregoning, Chief Clerk of the Accountancy Branch. Some months ago we reported that the "Bage Scholarship" had fallen to his lot. Since then he has qualified in the degree of Bachelor of Civil Engineering, passing through with final honours. Now we hear of his sharing the £60 "Argus" Scholarship in Civil Engineering with Mr. J. A. McIntosh. We offer congratulations to him, to his father, and to the University High School, whence he came.



Mr. A. C. Tregoning.

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Mr. S. Cuddigan, Assistant Goods Superintendent, has again been appointed to the Selection Committee, which is now examining youths who aspire to service with the Railway Department, with the hopes that they might some day become a Commissioner. Mr. Cuddigan's long association with the Timekeepers' Office at Melbourne Goods has particularly fitted him for the selection of the best from among the many aspirants, as he has for many years personally handled the employment and direction of the large body of Labourers, etc., both casual, supernumerary and permanent, at Melbourne Goods Sheds.

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The friends of **Mr. W. L. Hosking,** Loco. Engine Driver, at Bendigo Depot, and popular Secretary of the Bendigo Branch of the A.F.U.L.E., regret to hear of his misfortune in meeting with a serious accident whilst riding home from his work. The front fork of his bicycle broke, causing him to fall on his head, sustaining a slight concussion. It is hoped that he will have a speedy recovery.

Wedding Bells

Mr. G. Carey, Clerk, Perishable Shed, Melbourne Goods, who was married on the 11th April, 1925, was made the recipient of a handsome present on the 9th. He has been associated with the Melbourne Goods Shed for many years, and was appointed to the permanent staff at Melbourne Goods on 1st May, 1911. This is Mr. Carey's second venture upon the seas of matrimony, and his many friends wish both he and his bride very great happiness during their married life.

NORMAN W. DE POMEROY
5 BEECH ST.
STH. CAULFIELD. SE. 8
MELB. VIC.

Mr. A. J. Rooks, Clerk, Williamstown Pier, was farewelled by the staff on the 6th ult., and presented with a case of cutlery. Mr. Rooks, who is about to enter the ranks of the benedicts, carries with him the best wishes of his colleagues for a happy and prosperous future.

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A very pleasing function took place at the Newport Power House on the 13th March last, when a presentation was made to **Mr. C. H. Phillips,** Crane Driver, on the eve of his marriage to Miss G. Corneille, of Hawthorn.

The presentation, which consisted of a dinner service, jardiniere, clock, etc., was made by Mr. J. Lang, Assistant Engineer-in-Charge, who referred to the esteem in which Mr. Phillips was held, and wished him every happiness and prosperity.

Messrs. Willox and Middleditch also expressed their good wishes for his future happiness.

Mr. Phillips responded in a few happy and well chosen words.

The Power House staff all trust that the voyage of the couple on the sea of matrimony will be a long, happy and prosperous one.

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Mr. Norman Opie, of the Way and Works Staff Office, was married the other day to Miss F. M. Buckingham. On the eve of the happy



Mr. and Mrs. N. Opie

event, his colleagues in the office met, and presented him with numerous useful gifts for his future home.

Complimentary references as to the high esteem in which the recipient was held were made; and good wishes extended for the happiness of Mr. and Mrs. Opie.

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Mr. G. Walker, Clerk, who has been stationed at Port Melbourne for the past ten months, was recently presented with a handsome marble clock by his fellow employes on the occasion of his marriage.

The presentation was made by Mr. Maconachie, Station Master, who tendered the best wishes of himself and his staff for Mr. Walker's future happiness and prosperity. Mr. McMahon, Assistant Station Master, also spoke of the popularity which the bridegroom enjoyed amongst his fellow railwaymen.

Mr. Walker, in responding, said it was a pleasure to work with the staff who were associated with him at Port Melbourne, and he hoped that it would be a long time before he was separated from them.

Retirements

Mr. Fred Sanders, Clerk, Melbourne Goods, retired from the Department, after 42 years' service, on 9th March, 1925. He has been a member of the staff at Melbourne Goods Sheds for many years.

His popularity with his fellow railwaymen was demonstrated on the 26th March, 1925, when he was made the recipient of a handsome present, and on which occasion appropriate remarks were made by Mr. T. R. L. Sexton, Goods Superintendent, Messrs. D. Ryan, R. Cottle, V. J. Bolger, of the Bookkeepers' Office Staff, to which Mr. Sanders was attached; and also other fellow officers, who desired to express their hearty wishes for his continued good health and happiness after leaving the Service.

Last Mile Post

A sad accident happened on the 17th ult. to Mr. M. McInerney, of the yard staff, Williamstown Pier, In the early hours of the morning he was uncoupling trucks from a train, when, by some means, he fell between the vehicles, and had his leg badly crushed, from the effcts of which he died. Mr. McInerney was a quiet, unassuming young man. His genial disposition and good behaviour gained him the goodwill of the whole of the staff. We extend to his parents and relatives our deepest sympathy in their sad bereavement.

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It is with deep regret that we record the death of Mr. D. J. Pettigrew, Ganger, Way and Works Branch, which, unfortunately, was caused by his having been struck by a passing train. Deceased was held in high esteem by his fellow workmates, and sincere sympathy is extended to his relatives and family in their great loss.



Poor Relations and a Japanese Idyll—The Russian Riddle—Orators' Tricks

By DELTA

Every cynic who has any poor relations will exuberantly take Compton Mackenzie's lot to his harried bosom, even if his own are not poor. But not only will cynics be pleased, for there are others with poor relations, and some fortunate few with rich ones. Given a certain attitude to relations, and "Poor Relations" will serve as a balm in Gilead. In reality, the novel may be construed as an indictment of relations of any sort. It seems a protest against their very existence. It is the revolt of a relation against relations. A futile revolt, of course, like the revolt against "this sorry scheme of things entire."

* * *

Relations, as the poor, are always with us—when the two are one, then comes the book; in this case a book exceedingly smart, enlivening and pleasing. It is full of fun, not ill-natured, and its wit is like the point of a satirist's nib. It is humour with a streak in it, if you like, but humour it is, and it effervesces on every page. There is in the tale less of the grey and the seamy—and none of the sexually fowl-yarding—so plenteous in the author's better-known stories, though it is as really realistic as any. In its holding up the mirror to relations it recalls Thackeray's skill in the play of "The Wolves and the Lamb."

* * *

The relations in "Poor Relations" are not only poor, but possess most of the meanness of family life at its most envious and greediest. The hero of the piece is John Touchwood, "the successful romantic playwright and unsuccessful realistic novelist," and the plot turns on his unceasing calls to aid his brothers and sisters, and the collective offspring, from whose importunities and scoldings he has in the end to flee from bachelorhood. The critics and criticism of the day come in for a flogging, and in the course of the story the literary life of the time receives some jolts, while the reflections of and on the characters are as entertaining as the revelations are pointed. As with most of his work, Compton Mackenzie is here sparkingly minute in his sketching of people and incidents. He can do it deftly with bold touch. "Poor Relations" carries you from page to page in good-tempered appreciation, and the interest never flags.

Robertson and Mullens (Elizabeth-street, Melbourne) sends us "Bolshevism's Terrible Record," an indictment by Maitre Aubert. The introduction informs us that, "In November, 1923, Maitre Aubert, of the Bar of Geneva, defended Arcadius Polounine before the Criminal Court of Lausanne. Polounine was the self-confessed accomplice of Maurice Conradi, who had shot a Bolshevik emissary in Lausanne the previous May. The jury's verdict was one of condemnation of the crime, but acquittal of the accused on the grounds of 'irresistible impulse,' a finding strictly in accordance with Vaudois Law." We are also told that the oration in printed form has already profoundly moved Continental Europe.

* * *

There are two other books before me that bear on Soviet Russia. One is "After Lenin: The New Phase in Russia," by Michael Farbman; the other is "The First Time in History," by Anna Louise Strong. The last-named is sympathetic and a truly remarkable picture of Russia's constructive work. Farbman's book seems also a valuable contribution to contemporary literature on present-day Russia. "When doctors fall out, who shall decide?" Here you have three books on the same country, and yet three different viewpoints. One volume is all against the Russian Government, another is practically all for it, and the third (Farbman's) is for and against it, or, in the place designated by Philip Gibbs, "the middle of the road." I should say that the earnest inquirer after the truth would wisely read all three works, and draw his own conclusions. If his experience is like mine, he will find good and evil jostling each other all through Russia's newer history.

* * *

"The Honorable Miss Cherry Blossom," by Luellen Teters Bussenius, reaches us from Robertson and Mullens. A very dainty thing is Cherry Blossom, a little Jap, who dances her way through this book of old Japan. A little pathetic, but very charming, she is full of the joy of the Lotus-flower, so that when she is found to be the lost child of a wealthy American, and marries another gallant American, all are delighted. The author is saturated with the simple and carnival atmosphere of the Japan that knew not industrialism. Even the wooing through the deception of a living

picture seems possible, so convincingly has the author written this novel, rich in colour and thrilling with incident.

* * *

In an old "Collier's Weekly," I see that a writer has been dissecting Statesman Balfour, of Britan, and becomes illuminating as he tells of the great man's devices in public speaking (little do the uninitiated realise how pose and poise are practised). Here are one or two choice revelations on attitude: "William Gillette, the actor, who prides himself on what he calls 'the illusion of the first performances,' is scarcely more adept than Balfour in creating the impression that he is not quite sure what he wants to say, and is plucking a word here and there out of the air. Balfour will tackle the most momentous problems in this seemingly impromptu spirit. I assume that he first writes his speech, and learns it by heart, and then takes a little practice in unlearning it, so that it will not sound glib when he delivers it. There are times during a speech when he will hesitate for several seconds, palpably and painfully fishing for a word, but if you know Balfour you realise that he has it up his sleeve all the time, and is merely creating a dramatic effect. As soon as an embarrassing question came to him from any of the newspaper men, he would lower his head and knit his brows in what seemed to be the deepest dejection. He would stammer once, and say "er" three times. Then suddenly the answer would leap out from him—as pat and pretty as one could wish, and his newspaper adversary would be lying on his back demolished."

* * *

Another example of how it is done "behind the scenes" is recounted in the "British Weekly":—"In one of her American lectures Mrs. Asquith told how her husband got his first chance in politics. Mr. Gladstone had to make a speech on the Affirmation Act, and was too busy to gather the materials for himself. He gave the job to Lord James, the Attorney-General, who in turn passed it on to Herbert Asquith, "a likely young fellow," who produced the speech at the appointed time. It was duly delivered by Mr. Gladstone, who was then told by Lord James that he had not written it himself. Mr. Gladstone at once expressed a desire to meet the unknown young politician, who had done the work so well. An association was thus formed that led to a high appointment."

Morning Toilet of a Locomotive

J-o-n-e-s! Then—bang! bang! on the door. Drat that call-boy!

What a morning! Half-past two, and blowing a hurricane. A shivering struggle into cold clothes, a hasty cup of half-warm tea, and off through the lashing rain to the smoky, murky loco-shed. "Sign us on, Bill."

"Right! Good morning?"

"Yes, in places."

I get the keys of the tool-boxes, and wander round looking for the "bus," as I term our engine.

"Anybody seen 2943?"

"Outside, on No. 6 road."

Even the mischievous cleaners are bad-tempered this morning. A cloud of raw, sulphurous smoke from a just-lit engine sets everyone coughing and cursing. The gaslight flickers feebly in the darkness; somewhere a shunting engine whistles wearily.

I get aboard. Burr! isn't it cold? The handrails of the engine are shivery, though the firebox emits a cheerful glow. Ah! Well! get to it! There's no time to spare. See to the fire, the water, steam, sand, and see that the ashpan and smokebox have been cleaned. The fire's full to the firebox door; there's two hundred pounds of steam, and the boiler's full of water—almost. As much coal as possible has been brought forward to the front of the tender, for there's no time to fetch it on the run.

Now to clean up, sweep the footplate, and clean this footling brass front.

There's a smell of drying oil and hot cloth as the rain dries off the front of one's clothes.

Smack! Hissing steam fills the cab, and a tinkle of falling glass. A smashed gauge glass to repair. What a life! The railway's a "permanent" job—too darn permanent! Slowly things right themselves, and, with a moment or two to spare, all's ready for water and the road.

"Ready for water, mate?"

"Right, ho!" The engine slides along to the column and the fireman scrambles back over the coal.

The tank is at last full, the last rush of water overflows, filling one's shoes with ice-cold water.

Whistle! and away for a shovelling, poking, sweating, jolting, 140-mile run.—E.L.P., in "London Daily Herald."

Loti

What places Loti far above the simpler artists, although at times he affects an airy scepticism, although he has little invention and only a superficial psychology, is that he is always deeply moved and intensely vibrant. . . . . He is a poet, a real poet, and it is on account of that rare gift that he will survive. — Paul Sirven.

Victorian Railways Institute

Education

Culture and Efficiency.

Culture and Efficiency in Education was the title of a series of lectures delivered some time ago by Professor Tucker, under the auspices of the University Extension Board. The third and last lecture was delivered before a crowded audience.

Culture and efficiency, stated Professor Tucker, were the two halves of a complete unity, and culture was the essential means to efficiency. How was it possible to get reason and justice without the cultivation of the mind? We had little cause to thank our increased sources of efficiency if one of the chief effects was the deadening of the soul of the man at the lever, the annihilation of the fruits of years of peaceful labour or the smashing of architectural glories. We were not primarily in the world to hustle and pull levers. What the world was suffering from was the defective state and working of the mind. Improvement in technical working and dexterity would in itself do nothing. The same energy as was expended during the war could have abolished slums and done many other things that would have brought vast benefits. People said it was impossible to change human nature, but the term is a mere phrase, which meant almost anything. One might just as well say it was useless to till the soil because the nature of soil could not be changed; or that the nature of apples could not be changed, although there was a vast difference between the original sour crab apple and the ribstone pippin of to-day. Our savage ancestors had human nature, and had not that human nature been modified? Was not a man entirely changed when he underwent conversion? Human nature was aspiring—something; with a tendency to rise above the brute. Our chief business should be to encourage it to rise. Intelligence and ethics progressed together always. We did not now burn people at the stake, but we were still inflicting injustice. Vocational efficiency would not change that condition, but mental efficiency would. The progress of civilisation depended upon the progress of free intelligence, which worked on the power of reason and knowledge. All celebrated scientists had cultivated science for its own sake, and not for personal gain. The object of the community should be to provide a high type of citizen. They should aim at training the intellect. Up to 14 or 15 years of age all education for making a living should be suppressed. The best training for any form of efficiency was the training of the mind.

Educational Classes

Very Popular.

The first term of the Educational Classes for the current year closed on 4th April, and the large number of enrolments indicates that the Institute's activities are greatly appreciated by those railwaymen who are taking advantage of the instruction offered, so as to add to their efficiency, and thus prepare themselves for advancement in the Service.

Very many who, on account of their distance from class centres, are unable to take advantage of the oral instruction, have shown that they value the opportunity afforded them to gain increased knowledge by joining the Correspondence Courses.

The second term of these classes commenced on 13th April, at all class centres, town and country alike, and intending students are advised that it is necessary to join now if they wish to be eligible to compete for "The Harold W. Clapp" and other prizes at the close of the sessional year.

By-law (4) bearing on this matter states:—

> "No prize will be awarded to any candidate who has not effectively attended the Institute class in the subject of the examination for such prize for at least three terms; effective attendance to be secured by attending at least 45 per cent. of the class meetings held during the year in the subject referred to"

The railwaymen who recognise that they require a brushing up upon certain subjects in order to qualify for promotion in the Service—(to gain promotion should be the aim of each railroader, no matter how humble the position he may hold in the meantime)—are enjoined to call to their aid the efficient service of these educational classes; including the following Correspondence Courses, conducted from Melbourne:—**Arithmetic, Algebra, English, Engine Working and Westinghouse Brake, Permanent Way Maintenance and Construction, Station Accounts and Management, Shorthand and Safe Working.**

Write to the General Secretary, Victorian Railways Institute, Station Buildings, Flinders-street, and any advice or information desired will be promptly forwarded.

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Country Centres

Bendigo.—Mr. W. J. Parr, Fitter and Turner, at the North Bendigo Workshops, who was recommended to the Committee for appointment as Instructor in Mechanical Drawing, has commenced his duties. Mr. Parr won the "Harold W. Clapp" prize in 1923, and the

"T. H. Woodroff" prize in 1924 in Mechanical Drawing. He has always been a most regular attendant at the Institute Class, and the Committee consider themselves very fortunate indeed in obtaining his services.

Mr. W. J. Crowl, L.S.W. Clerk, Loco Branch, recently transferred from Head Office, has been recommended for appointment as Instructor of the Shorthand and Typewriting Class.

The Boxing Class is to commence at the beginning of the second class term. Mr. P. Elliott, Storeman at the Loco. Shed, who has had considerable experience in boxing, has been appointed Instructor. It is expected that this class will be well represented at the Institute competitions in Melbourne during the year.

The tennis court has been completed, and a Tennis Club is being formed. Membership of the club is to be strictly confined to members of the Institute. Members who may be relieving or holidaying in Bendigo may be assured of receiving a warm welcome by the tennis committee and players. Provision has been made for visiting members to join the tennis club at the nominal fee of 1/- per month. The tennis sub-committee desire to place on record its thanks for the very great assistance rendered by both members and non-members of the Institute. This refers particularly to gentlemen connected with the Works Branch. Had it not been for the assistance given by carpenters and other skilled men at the working bees, it is certain that the production of a court would have been considerably delayed owing to lack of funds.

This delay was saved by the hearty co-operation and help we received from those mentioned. Mr. L. James was the leader in the formation of the court, and was responsible for making a rather difficult proposition—financially—quite easy of accomplishment. In recognition of the vast amount of trouble and work performed by Mr. James, the committee unanimously agreed to make him a life member of the tennis club. Members generally are elated that some appreciation of his services has been shown.

The billiard room receipts have not fallen off to such a marked degree during the summer months this year. A snooker tournament is being arranged, and it is expected that play will be commenced during Easter week.

The Bendigo Carpet Bowls Association are commencing their annual competition at the end of April, and two Institute teams have been entered. Some members have hardly missed a day for many months without having a "roll" on the mat.

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Geelong.—The following is the personnel of the Committee of the Geelong Centre Area for the year, 1925:—Members Representatives: Batt, W., Shunter (Transportation); Busbridge, W. E., Driver (Rolling Stock); Chisholm, A. W., Driver (Rolling Stock); Galletly, D., Fitter (Rolling Stock); Long, W. E., Shunter (Transportation); McKinnon, J., Telegraphist; Pallamontague, W., Fireman; Pratt, W. G., Metaller; Russell, H., Cleaner; Smith, W., Fireman; Thompson, J. H., Lighter-up; Walton, D. T., Driver; Welsh, C. J., Train Examiner; Williams, I. J., Boilermaker. Council's Representatives: Tracey, W., Fitter's Assistant; Bruce, J., Clerk (Works); Lowry, H., Shunter; Cordwell, B. J., Clerk (S.M. Office); Middleton, S., Fireman; McKenzie, T., Shunter; Harvey, J., Number Taker; Russell, J., Clerk (Works).

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Kyneton.—The Kyneton members have, under the auspices of the Institute, organised a Tennis Club, and, by voluntary effort, laid down a tennis court on a site near the railway station, which the Commissioners were good enough to grant for that purpose. A committee has been formed, comprising:—Mr. H. Page (President), Messrs. C. T. Lee and R. Webster (Vice-Presidents), Misses A. and T. Polletti, M. Lynch, Messrs. H. Goudie, R. Dooley and A. Jones, with Mr. C. J. Lott as Honorary Secretary. Membership is open to all local members of the Institute.

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Maryborough.—Ideal weather conditions prevailed for the eleventh annual picnic organised by the Maryborough railwaymen, and held at Elmhurst on Easter Saturday. Two special trains conveyed the picnickers, and, in addition, a number made the trip by road. The first train carried a full complement of passengers, and the second one, which left Maryborough at 10.45 a.m., was crowded. The Maryborough Brass and Highland Pipe Bands accompanied the trains, and, on arrival at Elmhurst, marched to the sports ground, where an interesting and enjoyable sports meeting was conducted.

Messrs. J. Garbett (President), H. R. Jones (Treasurer), and J. La Roche (Hon. Secretary) occupied the executive positions, and they, together with a loyal band of workers, are responsible for the complete arrangements made, and it is pleasing to record that their efforts were attended by most successful results, both from a social and financial aspect. The day's festivities ended with a concert and dance held in the Elmhurst Mechanics Institute.

The proceeds each year are devoted to local charities, and the President (Mr. Garbett), in the official opening, was in the happy position to be able to declare that already approximately £1000 had been distributed, as a result of the Railway Employes' Picnic Committee's efforts, in the interests of charity.

One of the pleasing features of the picnic was the assistance rendered by townspeople at Maryborough and Elmhurst, both financially and in the organising and carrying out of the arrangements.

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Change of Address

To ensure regular delivery of the "Magazine" each succeeding month, notification of change of address should at once be forwarded to the General Secretary, Victorian Railways Institute, Flinders-street, Melbourne.

Musical Society

Opening Concert.

The Victorian Railways Institute Musical Society gave its first concert for this year in the Institute Concert Hall, on Saturday, 4th April. A programme of general excellence was presented, and was warmly appreciated by the audience. Particularly was this made evident by the enthusiastic reception given to the items sung by the choir; indeed, this body of singers has seldom sung with better results, and it was very pleasing to find the audience so responsive to the class of art which the choir pins its faith upon.

The best piece of music on the programme was "Spanish Serenade," by Elgar. It is beautiful music, and it was nicely treated. Best sung was the opening item, "Send Out Thy Light." This anthen was excellently rendered. "Indian Love Song," given by "ladies' voices," was new, and was well received. A new setting of the "Soldiers' Chorus," from Faust, for mixed voices, proved to be first-class. The male voices (short of numbers) sang well in "Thou Art My Dream," and a fine finish to the programme was given with Pinsuti's "The Parting Kiss." The singing of the choir was a feature of the evening, and the attention of musical people within the Department is drawn to this splendid organisation.

The soloists for the evening were well chosen, and their selections were beyond reproach. They were: Mrs. Lloyd Roberts (soprano), Miss Winnie Mayberry (contralto), Mr. Norman Bradshaw (tenor), and Mr. Joseph Foster (baritone), each of whom gave good renderings of their songs, for which the audience gave them full credit by encoring freely. Such a successful group of soloists added to choral singing as fine as this choir put forward made the evening one of real enjoyment. Mr. Gregor Wood conducted with his customary skill and care, and Mr. Reg. W. Brown was, as usual, most painstaking as accompanist.

The next concert of the society will be given early in June. An excellent programme is promised, and may be relied upon. The concerts are open to the public. They are advertised by poster on all suburban railway stations, and those who are interested in good music are asked to make a note of this.—M.

Questions and Answers

L.S. asks: What is meant by horse-power? How is it computed?

Ans.—Every movement we make uses up a certain amount of energy. For instance, a man weighing 10 stone, in stepping on to a platform raised one foot from the ground, is really lifting 140 lbs. 1 foot, and is using up exactly the same energy as would be needed to raise 1 lb. 140ft. In other words, he has used 140 "foot-pounds" of energy.

Force, however, is different from power. For while one man may lift a box weighing 10 lbs. on to a table 3ft. high in 5 seconds, another may take 15 seconds over the task. Each has used 30 "foot-pounds" of force, but one has three times the other's power.

James Watt, when he was bringing the steam engine into commercial use, found some uniform standard of comparison necessary in selling his engines. He therefore worked out the "foot-pounds" that the average draught horse could manage in a minute, and after various experiments settled this at 33,000. That is, he reckoned one horse as being able to raise 33,000 lbs. one foot in one minute. Then he applied this to mechanical power, and an engine which developed enough power to lift 33,000 lbs. one foot in one minute was scheduled as of 1 h.p., and so on. And this standard has been in use ever since.

Q.—Why are railway "sleepers" so called?

Ans.—The common explanation, of course, is that the lying-down pieces of wood are called "sleepers," because they are in the bed of the railway. Unfortunately for this theory, the particular word occurs not only in connection with railways, but in other industries, being always used as a technical term for pieces of timber or metal fixed in a horizontal position.

Its real origin is the Norwegian "sleip," which meant timber, metal, or even stone, laid so as to form a convenient surface to drag things over.

Originally used as a technical term in the days when our railways were in the building, it did not take long for our navvy labourers to corrupt the word into the nearest English it sounded like, and so sleips became our common "sleepers."

Railway Social Club

Moe.

With a view to providing for the social welfare of the local railwaymen, and their families, a Social Club was recently formed at Moe. The season started well with a successful picnic on the Latrobe River.

Encouraged by the success of the picnic, a railway ball was arranged for March 31st. An energetic committee was formed, and the great night arrived, when the Moe Mechanics Hall presented a pleasant sight, being decorated with the regulation signalling colours. By judicious advertising, the function was eagerly awaited by residents of neighbouring towns, and the roads to Moe were brilliantly lit up by the headlights of numerous cars. Punctually at 8.30, the orchestra struck up a waltz, and the merry throng was kept dancing till 3 a.m. The music was provided by the Yallourn Jazz Olas, and was highly appreciated by all. The floor, on which a good deal of dressing and elbow grease had been spent, was as fast as an express. A

first-class supper was provided in the adjoining supper room, and this added to the success of the function. The modern dances were the Mecca of the younger set, while the older folk were also given an opportunity to show their prowess in the gentle art, by the inclusion of several old-time dances. From far and near they had come, some from distant Walhalla and Thorpdale, while other towns also sent their quota.

The street outside the hall was similar to that outside a city theatre, a line of cars, 22 in number, were parked on the side of the road, waiting for their happy freight.

Dancing was continuous from 8.30 p.m. till 3 a.m., one group having supper while the other groups danced, and so on, till all had been catered for.

The arrangements worked like a well-oiled machine, and many were the expressions of admiration at the splendid work of the ladies.

The cost of a double ticket was only 5/-, and on no previous occasion have the citizens of Moe had such splendid value for their outlay. The writer has been connected with most functions in the last few years, and can say definitely that never for such a small outlay has there been such a splendid return. Six and a half hours' dancing, to first-class music, on a fast floor, with an excellent supper, and all for 5/- per couple. 110 couples went home at 3 a.m., tired, but happy, and all asking when the next ball would be.

W. T. McGRATH.

The Waking of the Dragon

On Easter Sunday afternoon it is the practice of the Chinese population at Bendigo to wake the dragon. This is done by the firing of many crackers and the music (?) of massed Chinese bands. Noise, and a great variety of noise, seems to be the rousing influence.

After being roused from its slumbers, the dragon remains awake sufficiently long to take part in the Easter Fair procession.

It might be explained that this fearsome monster is of Chinese manufacture; it has an enormous head and a body 40ft. long. In the procession, 20 Chinamen hold it aloft, supported on poles, and they use every artifice to show the extent of its fury.

There is, of course, a history behind the performance of waking the dragon, and for many years it remained a secret exclusive to the older Chinese.

Taking advantage of my friendship with a very old Chinaman, I asked him how the custom originated, and as to the effect the awakening had on the monster. Of course, I agreed to keep the information secret, but the old chap has since "gone West," and I feel that I am no longer bound to my promise, and can divulge the information he gave to me, and this was, "No savee."—W.T.

Newport and North Melbourne Workshops Picnic

The third annual picnic of the employes of the Newport and North Melbourne Workshops was held under ideal conditions at Sorrento, on Monday, March 9th, 1925, when two bay steamers, the "Weeroona" and "Hygeia," were filled with happy people bent on spending a good time.

This picnic is increasing in popularity each year, as the following will show. At the first picnic, which was held at Aspendale, 18/11/22, 900 were present; and at the second (1/4/24) and third, which were held at Sorrento, the attendances were 2500 and over 3000 respectively, so that it will be seen everyone who attends is well satisfied with the efforts of the Committee.

Everything good was provided for the amusement and convenience of the employes, their wives, families and friends. Special arrangements were made to ensure a happy time for the children; each child was handed a toy and bag of lollies when going on board the boats, and races were held for the tiny tots, when extra toys were given to the competitors.

The Newport Workshops Band was divided, half on each boat, and rendered popular selections both on the boats and at the picnic ground, where the full band assembled.

A big sports programme was carried out, and the Workshops Handicap, which is the principal event, was made more attractive this year owing to the fact that a valuable silver cup was presented by Mr. R. J. Byers. This cup is to be competed for at three picnics, and held by the competitor with the highest aggregate points. The Sports Committee was assisted by the following officers, Messrs. Grimshaw, Mapp and Williams, who acted as Judges, and the results of events are as follows:—Workshops Handicap—1st, L. Bollman; 2nd, C. Bice. Youths' Handicap—1st, F. Russell; 2nd, D. Dean; 3rd, L. Bollman. Married Men's Race—1st, C. Bice; 2nd, H. Greene. Old Buffers' Race—1st, G. Sharpe; 2nd, J. Robertson; 3rd, J. Keating. Married Ladies' Race—1st, Mrs. Jones; 2nd, Mrs. McDonald; 3rd, Mrs. Templeton. Single Ladies' Race—1st, Miss Russell; 2nd, Miss White; 3rd, Miss Cochran. Nail Driving, Ladies—1st, Mrs. McDonald; 2nd, Mrs. Sillett. Girls, Under 16 Years—1st, Miss M. Smith; 2nd, Miss E. Taylor; 3rd, Miss A. Guest. Boys, Under 16 Years—1st, A. Turner; 2nd, K. Rosser; 3rd, P. Langdon. Boys, Under 12 Years—1st, A. Aird; 2nd, W. Banyard; 3rd, N. Gathercole.

Assisted by a willing and competent committee, the work of the Hon. Secretary, Mr. N. Watkinson, was made very pleasant, and the success of the picnic was, no doubt, due to the very capable way in which it was organised by the Secretary and his Committee, as well as by others interested in our annual gathering.

As a fitting ending to our successful outing, a Dance and Presentation of Prizes was held in the Institute Concert Hall, on Saturday, the

21st March, 1925, when the hall was filled. A very enjoyable evening was spent by those who attended, and songs were rendered by Miss White and Mr. Gerrard. The prizes were presented by Mr. J. J. Turner, and the winners were well pleased with the trophies.—P.T.G.

VICTORIAN RAILWAYS INSTITUTE
CONCERT HALL

SATURDAYS, 2nd, 9th and 16th MAY, 1925

At Eight p.m.

VICTORIAN RAILWAYS INSTITUTE
DRAMATIC SOCIETY

Presents Three One-Act Plays

"Barbara"

By JEROME K. JEROME

"Fennel"

By JEROME K. JEROME

"England Watches"

By Lieut.-Col. W. P. DRURY, C.B.E.

Dramatised by
WINIFRED MOVERLEY

The Cast of Characters is an excellent one. Patrons are requested to keep the dates in mind.

ADMISSION - - 1/6

Reserved Seats 6d. Extra
Seat may be booked at Secretary's Office.
Box Plan at Institute.

G. F. WRAITH,
Hon. Secretary Dramatic Society.

A. GALBRAITH,
General Secretary, Victorian Railways Institute

The Ten "Demandments"

1. Don't lie. It wastes your employer's time and your's. You are sure to be found out in the end, and that is the wrong end.
2. Watch your work, not the clock. A long day's work makes a long day short; and a short day's work makes your employer's face long.
3. Give your employer more than he expects, and he will give you more than you expect. If you increase your employer's profits, he can then afford to increase your wages.
4. You owe so much to yourself you cannot afford to owe anybody else. Keep out of debt, or your employer may find it necessary to keep you out of his employ.
5. Dishonesty is never an accident. Good men, like good women, never see temptation when they meet it.
6. Mind your own business, and in time you'll have a business of your own to mind.
7. Don't do anything which hurts your self-respect. An employe who is willing to steal for his employer is willing to steal from him.
8. It is none of your employer's business what you do at night. But if dissipation affects what you have to do next day, and you do only half as much as your employer demands, you'll probably last half as long as you hoped.
9. Don't tell your employer what he'd like to hear, but what he ought to hear.
10. Don't kick if your employer kicks. If you're worth while correcting you're worth while keeping; and your employer doesn't waste time cutting specks out of rotten apples.

PIANOFORTE RECITAL

BY ...

Reg. W. Brown

(L.R.C.M., LONDON)

Instructor in Pianoforte V.R. Institute

Assisted by Leading Artists in the INSTITUTE CONCERT HALL at 8 p.m. on SATURDAY, MAY 23.

Admission, 2/-



Queensland Railway Bowlers Visit to Victoria

Victoria Retains the "Ashes."

Among railwaymen Bowling has always been a popular pastime, and throughout the Commonwealth Bowling Associations have been formed in connection with the Railways. For many years past bowling competitions have taken place between Victoria and South Australia, but last year arrangements were made for Interstate contests among the Railway Bowling Associations. It was found, however, that owing to the long distance, the South Australian Association would not be able to send representatives, and unfortunately that State will not play in the contests, although the annual fixture between Victoria and South Australia will, through the kindness of the Commissioners of those States, be carried on as hitherto.

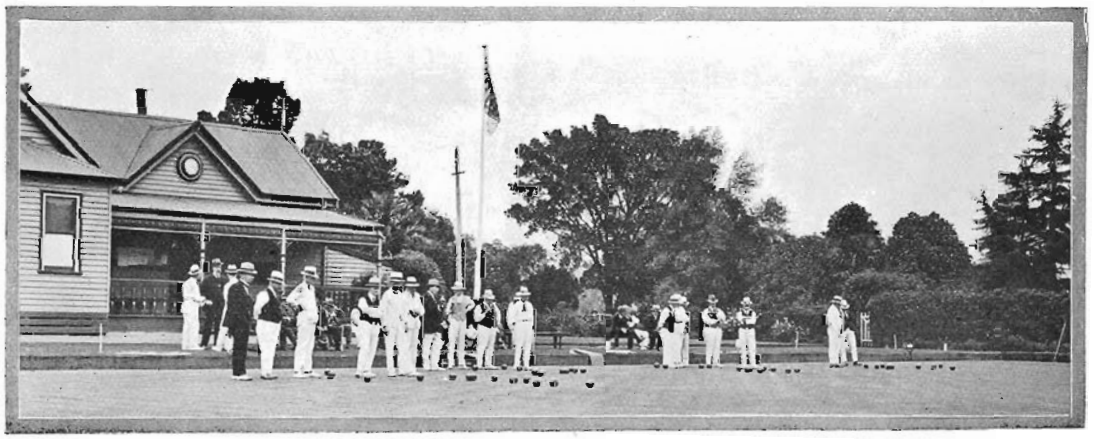
The Victorians, however, who have a preponderance of wins over their brother railwaymen in South Australia, at the invitation of the Queensland and New South Wales Railway Bowlers, joined an Association, the rules of which provide for an annual bowling championship.

Last year the Victorians paid their first visit to Queensland, where they won the "ashes." This year the return visit was made, and a representative team from Queensland journeyed to Melbourne, accompanied by a number of ladies. The visitors comprised 4 rinks, and were met by the executive of the Victorian Railways Association, and motored to the Prince of Wales Hotel, St. Kilda, their headquarters during their stay. Afterwards they were tendered an official reception at the Victorian Railways Institute, where a warm welcome to Victoria was extended by Mr. J. S. Rees, the V.R.I. president, Mr. A, Galbraith, the secretary, and other councillors. Then followed an official welcome by the Victorian Bowling Association, the visitors being received by Mr. J. B. Grut, the president.

The first Test match was played at Elsternwick, and resulted in a win for Victoria, the scores being: Victoria, 131; Queensland, 85. The second Test took place on the St. Kilda central green, and, after an interesting tussle, resulted in another win for Victoria by 8 points, the scores being: Victoria, 101; Queensland, 93. In this game the visitors displayed something of their true form, the element of luck being against them. The final match was played in Queen's Park, Moonee Ponds, and Queensland won by 7 points. The Queenslanders were well up in two rinks, and Messrs. Rees and Collie proved altogether too strong for their opponents. The scores were: Queensland, 90; Victoria, 83. The "ashes" will thus remain in this State pending the completion of the contest with New South Wales, which match should take place in the Mother State capital next year.

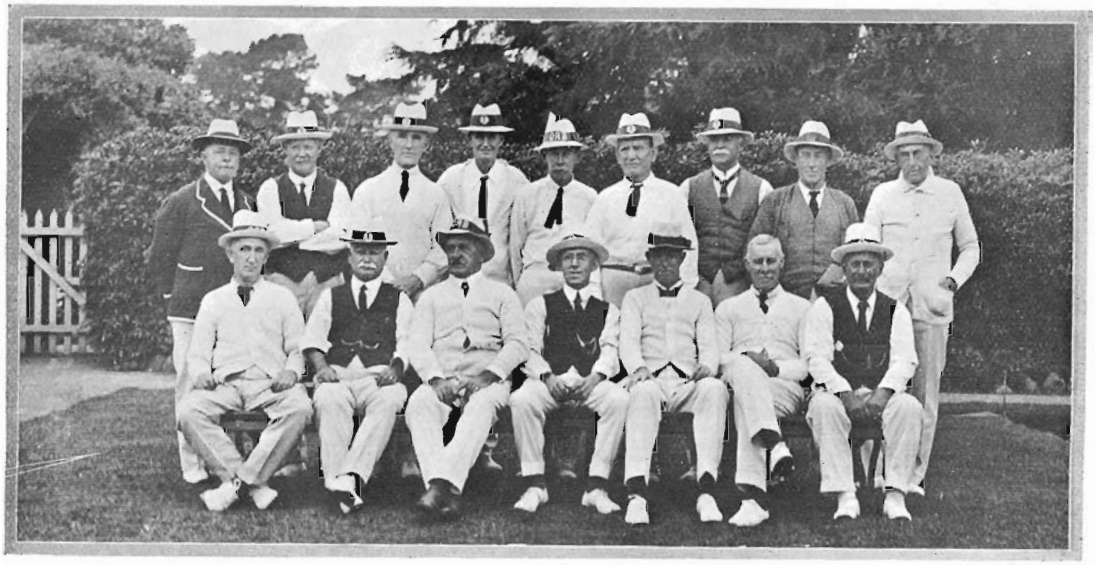
Before leaving Melbourne, Mr. Rees (the president), Mr. Harvey (the manager), and Messrs. Shaw and Smith were received by the Chairman of Commissioners, Mr. Clapp, and his brother Commissioners. Mr. Rees conveyed the greetings of the Queensland Commissioner to Messrs. Clapp, Shannon and Molomby, and thanked the Commissioners for the facilities which had been granted during their stay in Melbourne. Mr. Clapp expressed his pleasure at meeting the visitors, and his delight at receiving a message through them from Mr. Davidson. Inter alia, the Commissioners and visitors touched upon railway matters generally, and the hope was expressed that the bowling fixtures would not only bring about a better understanding between the officers of the different States, but also promote the growth of team work, and thereby enable the respective services to attain higher efficiency.

Before the departure of the visitors, a farewell social was tendered them, when eulogy in kind words was heaped upon the Victorian executive, and in silver-plate upon the Secretary.—A.E.W.



Test Match being Played.

The Rival Bowling Teams



The Queensland Team—

BACK ROW—Messrs. J. G. Smith, A. Watson, J. Shaw, T. Collie, J. Lonergan, E. Jones, J. Morrison, J. Barnet and A. Rose.

FRONT ROW—Messrs. J. McIvor, H. Sellars, W. C. Harvey (Manager) J. H. Rees (President), J. Cranley, E. Shaw and R. Caskie.



The Victorian Team—

BACK ROW—Messrs. J. Keleher, A. Ninnes, A. Rosman, W. Crawfort, A. Wotherspoon (Secretary), L. Mansfield, F. Tobitt, G. Missen, J. Barrie and L. Thompson.

FRONT ROW—Messrs. A. Stevenson, J. Hearle, S. C. Jones, W. Beulke, W. Hotchin, E. Davies and O. Hughes.



SPORTS, RAILWAYMEN'S PICNIC DAY, BALLARAT.

Winner of Sheffield Handicap. Placed Sheffield Handicap. A trade mark of all sports and sales at Ballarat. Scene in Gardens.

Inter-state Railways Tennis Match

The Victorian team, comprising Messrs. Stenning (captain), Stantke, Stewart, Letham, Arnold, and McGuinness, accompanied by Mr. McIver as manager, left Melbourne for Sydney on Saturday, the 28th February, to take part in the 5th annual contest for the "Blanch" Cup.

The match, which took place on the 2nd and 3rd of March, was played on the courts of the Pratten Park Club, Ashfield, resulted in a comfortable win for N.S.W., the scores being:—**N.S.W.**, 19 rubbers, 39 sets, 282 games; **Victoria**, 2 rubbers, 7 sets, 145 games.

This result is not altogether indicative of the closeness of some of the games; three of the total rubbers lost going to three sets, one of the three being equal on games, and two being lost by 2 games. Several other rubbers lost were almost equally close.

The N.S.W. Commissioners showed their interest in the match by two of their number—Mr. Brain and Mr. Forster—being present on the second day, many apologies also being received from other responsible officers for not being able to be present owing to Departmental engagements.

At the official luncheon, held on Monday, and at which Mr. Blanch (donor of the Cup) presided, the usual toasts were honored, and in the course of the speeches many references were made in appreciation of the keen interest in the contests displayed by the Commissioners of both States.

The Victorian team was entertained at Taronga Park on Sunday afternoon, at a theatre party on Wednesday evening, and at a special trip around the Harbour on Wednesday, for which the steam launch "Premier" was specially chartered.

As usual the N.S.W. ladies contributed in no small degree to the pleasure and enjoyment of a trip by means of which the friendly ties between the two States were more firmly than ever established.

—— ❖ ——

Cricket

Malvern.—Owing to the lack of opportunity to engage, or interest, themselves in outside sporting bodies, the local staff, in order to benefit by recreation, to know their workmates better, and to meet their co-workers in rivalry, formed a cricket club, and with assistance of men from adjacent stations engaged other-line-station employes in mid-week matches.

In all, 23 matches were played for 12 wins; 38 different members played with the team. The number of games played, and the number of members who played with the team, prove the popularity of the game, and with further opportunity some first-rate cricketers would be found amongst: Batsmen: W. Cameron, A. C. Brown, E. N. O'Meara, J. Lawson, W. Cornish, L. Knight, and J. Durinall; bowlers: F. Cleal, W. Cameron, L. Ryan, H. J. Walshe, L. Featherstone, J. J. Ginnane, and F. Neill.

All who played with the cricket team are not satisfied with their form, and state, "Football is their game," when shortly they will be pleased to further the rivalry, friendships, and sporting spirit displayed during the cricket season.—M.S.F.

Public Service Challenge Rowing Shield

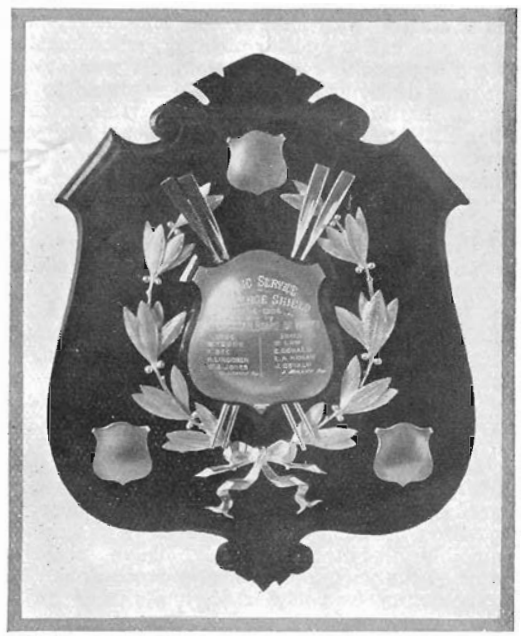
The handsome Challenge Rowing Shield, which we reproduce on this page, was founded by the Public Service as far back as 1893. It was competed for on two occasions, in 1894 and 1902, and was won each time by the Board of Works, who thus became permanent holders of the trophy.

With characteristic generosity, however, the officers of the Board of Works decided to make the shield available for competition between all the departments of the Commonwealth and State Public Service once again, and long before this issue reaches all its readers, the competition will be decided—the date of the event being 18th April, and the course the half-mile Henley.

The Railway Department entered two teams, which were composed of the folowing:—

Head Office.	Railways.
G. Stewart (bow)	L. J. Jobson (bow)
C. H. Holmes (2)	W. Donegan (2)
J. Keleher (3)	T. Barton (3)
R. McArthur (stroke)	D. P. Donegan (stroke)
J. Pennington (cox)	M. Bailey (cox)

Mr. T. F. Brennan, Chief Accountant, was appointed judge.



The Challenge Shield.

The Gun

The opening of the quail season was seized upon by members of the Ballarat railway staff as a reason for a day in the fields. In the adjoining illustration the local pointer owned by Mr. J. T. Kenny. Relieving District Superintendent, is shown at work; this excellently trained dog has been in great demand.



Victorian Railways Rifle Club Notes

By Red and Green.

The annual meeting of the club decided to re-elect their old officers, but with a change in the distribution of their portfolios. Mr. Geo. Waugh, that sterling old rifleman, was elected as Captain, and the late Captain, Mr. S. Long, was elected as Vice-Capitain. A discussion arose regarding the championship shoot, and from the opinions voiced, although no actual motion was tabled, it was generally agreed it should be wiped out. However, the Executive, in their wisdom, have decided to retain it. The question of absorption of this club by the Institute was discussed, and the feeling was strongly in favour of same. The matter was left to the Executive, with power to call a special meeting, when matters were approaching finalisation. It was stated, beyond drawing up by-laws acceptable to the Club, Institute and Defence Department, there was little to prevent the finalisation. Although more than three months has lapsed, no news showing any attempt by the Club Executive to reach finality has yet been received. Members are hoping that, although seemingly slow, the movement will soon result in absorption.

There is in existence a Challenge Shield, given by the late Mr. Milne, of N.S.W., valued at 100 guineas, for competition between Interstate Railway Riflemen, but, through the intervening of the Great War, this has lapsed. A movement has been on foot in N.S.W. to reintroduce this competition, and at the recent Victorian Rifle Matches, they made indirect overtures to some of our Executive, but received little response. There is a large amount of spade work necessary to bring this competition back, and an informal talk over the position between N.S.W., Queensland, and our own representatives would have certainly opened the way for concrete negotiations. This opportunity was neglected, and things are as they were originally. The Executive should, in the interests of the members, declare regarding progress made, etc., in these matters. It is hoped in October next we shall be shooting in the first of these reorganised matches, and it would be to the interests of the various State Rifle Associations, and shooting generally, if they, the Association, assisted towards this match.

At the recent rifle matches that old veteran, J. Sarsfield, achieved the best individual success of the thirteen members engaged, whilst four others acted as officials to the V.R.A., so the Railways did their share.

Boxing and Wrestling

World's Champions at the Institute.

It was the early bird that caught the worm at the Institute Concert Hall on the night of the recent Grand Wrestling and Boxing display, the "early bird" in this case being that portion of the audience that booked in advance, and "the worm" a good seat. The hall was packed, and, although additional seats were placed in between the usual rows, and many contented themselves by standing and watching the entertainment, more than 300 were turned away. It was interesting to note that the fair sex comprised at least twenty per cent. of the audience.

Ted Thye (light-heavyweight champion of the world) and Jim Heslin (ex-amateur heavyweight champion of Australia) gave an exhibition of wrestling holds; Walter Miller (middleweight champion of the world) and Al. Karasick (the Russian Lion) wrestled with partners; Peter Limutkin, the Finnish Giant, gave an uncanny exhibition of muscle control, keeping time to the music; and Billy Meeske (cruiser-weight champion of Australia) indulged in some strenuous acrobatics.

The boxing items were also well received by the crowd. Ben Martin sparred with Danny Evans, and Joe Barnes, the boxing artist, gave an exhibition bout with Larry Copeland (ex-lightweight champion of South Australia). The latter also gave a sensational skipping turn.

Vocal items by Mr. William Davey, and a humorous monologue by Mr. Edward Campbell were much applauded.

Way and Works Branch Activities

Metropolitan District

Melbourne Yard.—Mr. C. H. Fethney, Inspecting Engineer, reports as follows:—The first instalment of the Melbourne yard alterations was practically completed during January, and the four new suburban tracks, platforms, etc., together with the alterations to the various tracks in the yard, are now in full working order. The Railways Standing Committee have sanctioned the construction of the second stage, which provides for the construction of a country passenger platform 900ft. long, parallel to the new suburban platforms, and the construction of two tracks between Viaduct Junction and Franklin Street

The necessary booking accommodation and facilities for passengers and parcels will also be provided. Detailed plans are in course of preparation, large quantitiesof material are on order, and as soon as sufficient is on the ground a commencement will be made with the work. Additional office accommodation is being built at the outward goods shed, and substantial progress has been made up to date.

The Cowper-street Chaff and Produce Depot is being built for the purpose of handling the hay, chaff, straw and potato traffic in an independent area of the yard. The site selected faces the Victoria Dock, and extensive sheds, platforms, roadways and tracks are in course of construction. On the railway boundary a reinforced concrete retaining wall, 1075ft. long, is being built. The necessary filling is completed, and substantial progress has been made with the remainder of the work. It is hoped to have the depot ready for business towards the end of the year. To provide access from Flinders Street, a new wood-blocked road, 99ft. wide, is to be constructed. The wood blocks are arriving on the ground, and tenders are being invited for the actual construction.

At the Victoria Dock, the Melbourne Harbour Trust is carrying out extensive dock improvements, parallel to Dudley Street, for a length of about 4000ft. This work has necessitated the laying of three tracks with crossovers and connections on its entire length. The track laying was commenced in November, and is progressing as required to suit the Melbourne Harbour Trust's work.

Portions of the Melbourne Goods Yard are being wired, so that electric locomotives may be more conveniently used for suburban goods running, and a commencement will shortly be made with the erection of poles and alterations to track work.

Flinders Street Yard.—The extensive alterations to permit of the points in the Princes Bridge Yard being power operated are completed, and in many cases heavier material has been substituted. Further alterations in the sidings of the Flinders Street Yard are in progress to facilitate the working of trains in the Oakleigh-Williamstown group of sidings.

Newmarket Station.—Good progress is being made with the new brick station buildings and extensive alterations to platforms at the above station. The buildings on the Down side are partly in use, and on the Up side are well advanced. The new platform levels at this station are 1ft. 11in. above the existing ones, and the track is also raised a maximum of 12in. As the passenger and rail traffic must not be interrupted, the raising has presented some considerable difficulty, but this has been overcome, and the work is progressing satisfactorily.

New Bridge at Plenty Road, Clifton Hill.—In order to abolish the tramway level crossing at Plenty-road, it was decided to regrade the tracks and carry them overhead, on a single span steel bridge. Extensive embankments will be required on each side of the bridge, and, in order to allow for the extra width required, certain properties have been acquired, and extensive alterations to the railway boundaries are being carried out. The principal source of supply of filling will be Dudley Street Tip, and arrangements have been made for the steam shovel to commence operations. A temporary junction is in course of construction, and a commencement will be made shortly to build the brick abutments.

Regrading at Albert Park.—The regrading of Kerferd Road has been necessitated by the construction of a new electric tramway from Princes Bridge to Middle Park. The present bridge is single span, which will be altered to three spans, and to give the required head room the tracks will be raised a maximum amount of 5ft. 6in. above the existing level. It is anticipated that an early start will be made on the actual construction work.

[Note.—Reports dealing with works matters in Bendigo, Geelong, North Eastern, North Western, and Oakleigh districts will appear in our next issue.—Editor.]

Rolling Stock District Notes

Geelong District

Mr. J. Fowler, Acting District Rolling Stock Superintendent, in his report, says that the **Warrnambool bore water tests** for loco. use have been continued, and the following are the analyses of samples of scale removed from the boiler of engine using this water, deposits on lead plugs, bore water and Cannon Hill water:—

Two Samples of Scale from 355 "EE."

	After using Bore Water.	Sample drawn on 11/12/24.
Calcium Carbonate	35.8%	33.0%
Magnesium, Basic Carbonate	6.1%	—
Silica	9.4%	9.9%
Iron Oxide	5.5%	9.6%
Magnesium Hydrate	37.7%	45.8%
Sulphates, Chlorine, Copper and Organic Matter	Traces	Traces

The salt surrounding the lead plugs is Lead Chloride, probably due to the dissociation of Magnesium Chloride present in the water.

Bore Water, 6/1/25 Sample.

Composition of Total Solids.	Grains per Gallon.
Calcium Carbonate	19.7
Magnesium Carbonate	1.1
Magnesium Sulphate	2.4
Magnesium Chloride	8.2
Sodium Chloride	26.4
Organic, etc.	2.2
Total Solids	60.0

Hardness.	Expressed in Grains CaCO3 per gallon.
Total	31.6
Temporary	21.0
Permanent	10.6
Calcium	19.7
Magnesium	11.9

This water does not foam, but the very high permanent hardness makes it extremely corrosive.

Bore Water, 23/8/22 Sample.

Composition of Total Solids.	Grains per Gallon.
Calcium Carbonate	19.9
Magnesium Carbonate	2.2
Magnesium Sulphate	2.8
Magnesium Chloride	2.1
Sodium Chloride	48.0
Organic, etc.	18.0
Total Solids	93.0

Hardness.	Expressed in Grains CaCO3 per Gallon.	
Total	27.0	
Temporary	22.5	
Permanent	4.5	Foams slightly
Calcium	19.9	
Magnesium	7.1	

Cannon Hill, 21/8/22 Sample.

Composition of Total Solids.	Grains per Gallon.
Calcium Carbonate	15.5
Calcium Sulphate	3.1
Calcium Chloride	1.4
Magnesium Chloride	4.8
Sodium Chloride	25.4
Organic, etc.	22.8
Total Solids	73.0

Hardness.	Expressed in Grains. CaCO3 per Gallon.	
Total	24.0	
Temporary	15.5	
Permanent	8.5	Does not foam
Calcium	19.1	
Magnesium	4.9	

To try out the results of mixing this water with Koroit and Camperdown Waters, as might at times obtain in ordinary running of trains, trials were made on Engines running Mixed trains to Hamilton, and Goods trains to Geelong, and Drivers concerned reported that results were satisfactory, there being practically an absence of priming as a result of the mixing of the above waters.

Derinallum Water Supply. — Engines of goods trains running on Gheringhap-Maroona line, between Cressy and Maroona, watered at Cressy, Lismore, and Tatyoon. During rough weather conditions, it was necessary for Down trains to pick up a water truck at Pura Pura to ensure a supply of water to Tatyoon. The reservoir at Lismore is comparatively small, and the supply consequently was not a continuous one. To improve the water supply and ensure satisfactory supply, a reservoir with a capacity of 20 million gallons has been constructed, and on the 18th February, 1925, the water was laid on at Derinallum station, and made available for engines, thus removing the likelihood of traffic interruptions resulting from shortage of water.

—❖—

Bendigo District

Mr. J. McIvor, District Rolling Stock Superintendent, advises that during the month of March the wheat traffic in this district was maintained. The increase in the mileage for the month, as compared with a similar period of 1924, was approximately 22 per cent. Most of the wheat has been cleared from all the lines, with the exception of the Ultima and Sea Lake lines, and during the month efforts were concentrated on the Korong Vale section, where there are 13 engines engaged in the wheat traffic alone.

To convey a faint idea of the wide extent of this district, there are 31 engines working at out-stations, which represents about 40 per cent. of the total engines available locally; the total number of employes controlled by the timekeeping staff at the depot being nearly 400, and they are responsible for the time of men stationed at points varying from 50 to 140 miles distant.

We are a happy family, and I am pleased to say that each employe in this district endeavours to do his best for the Department.

Engine 592 "DD," fitted with a Penberthy ejector, or steam jet pump, for syphoning water from alongside the line, has been placed in running on the Balranald construction work, with a view to testing the suitability of the arrangement.

[Note.—Both Ballarat and Dandenong districts, R.S. Notes, will appear in our next issue.—Editor.]

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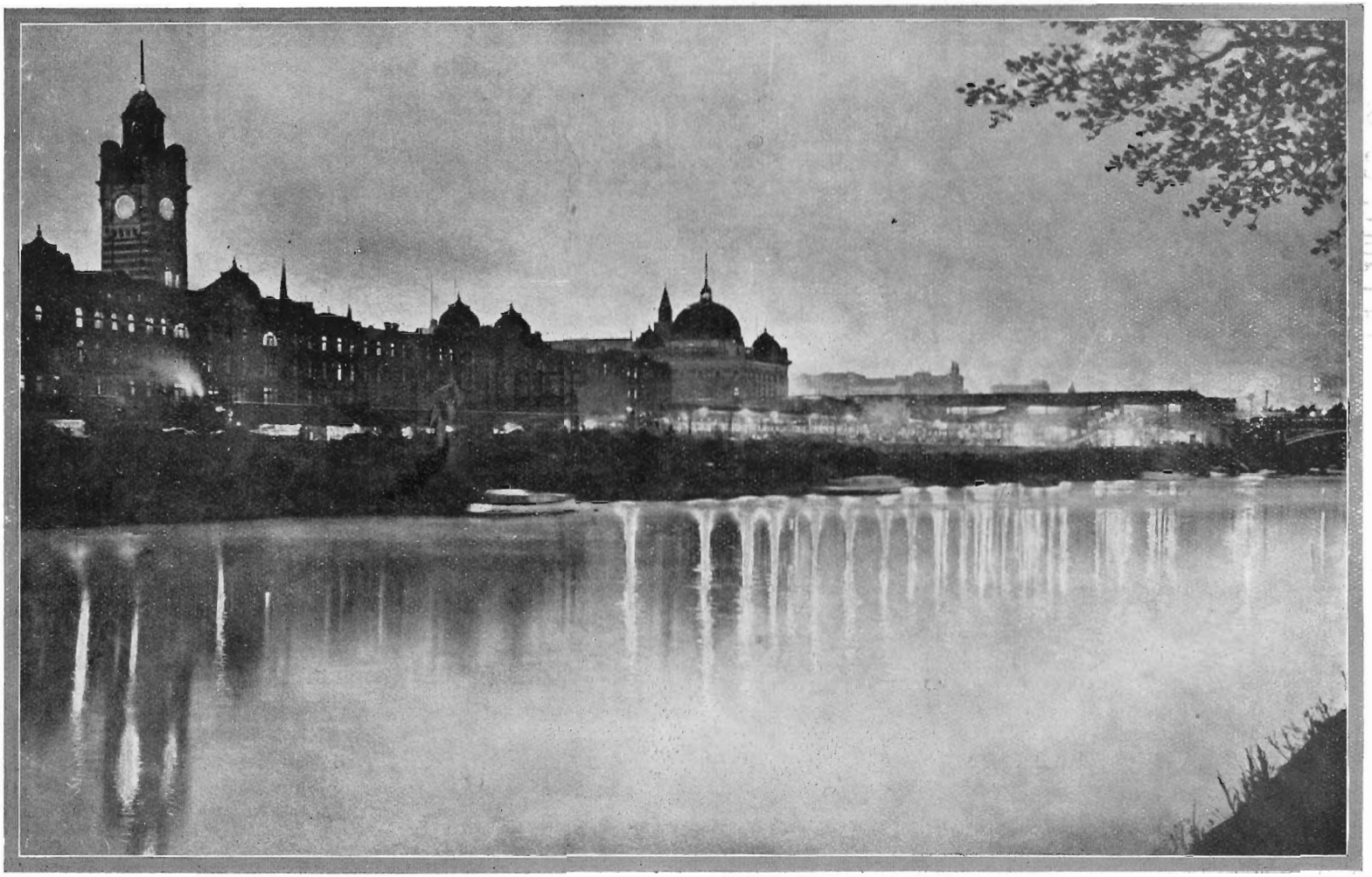
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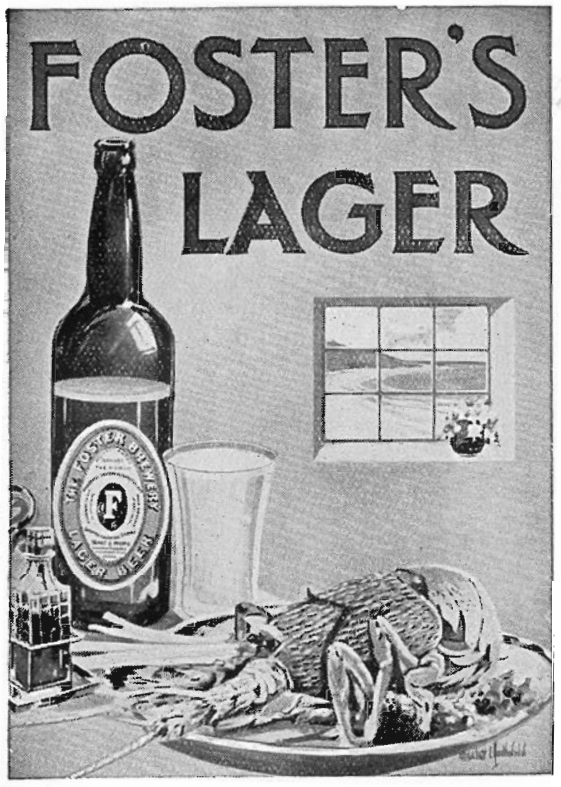
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Evening Shadows, Flinders-street Station, Yarra River in the Foreground.

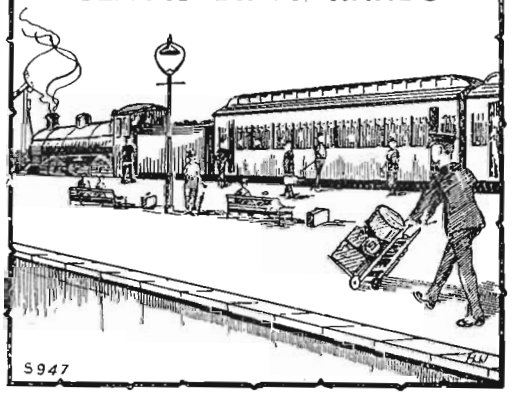
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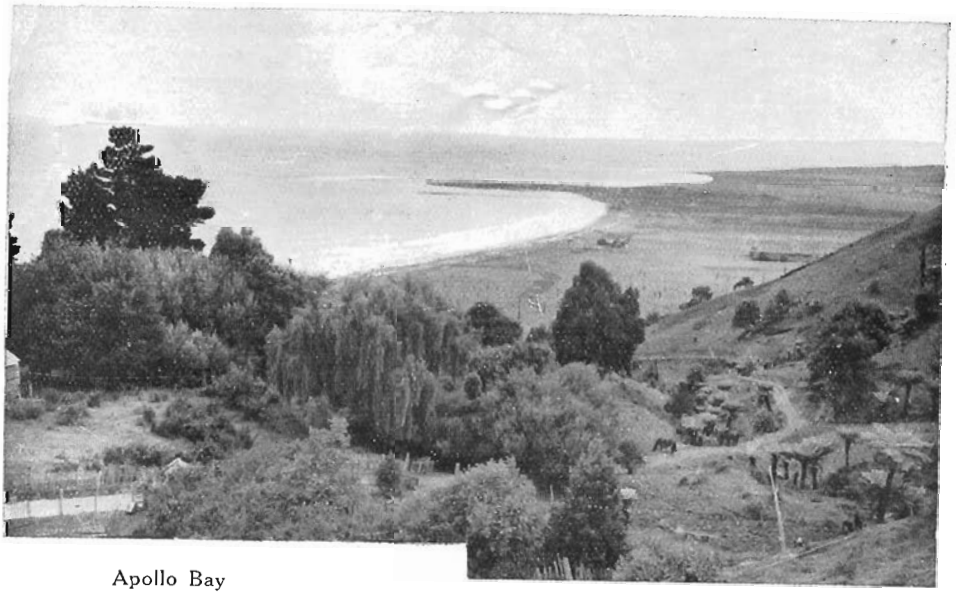


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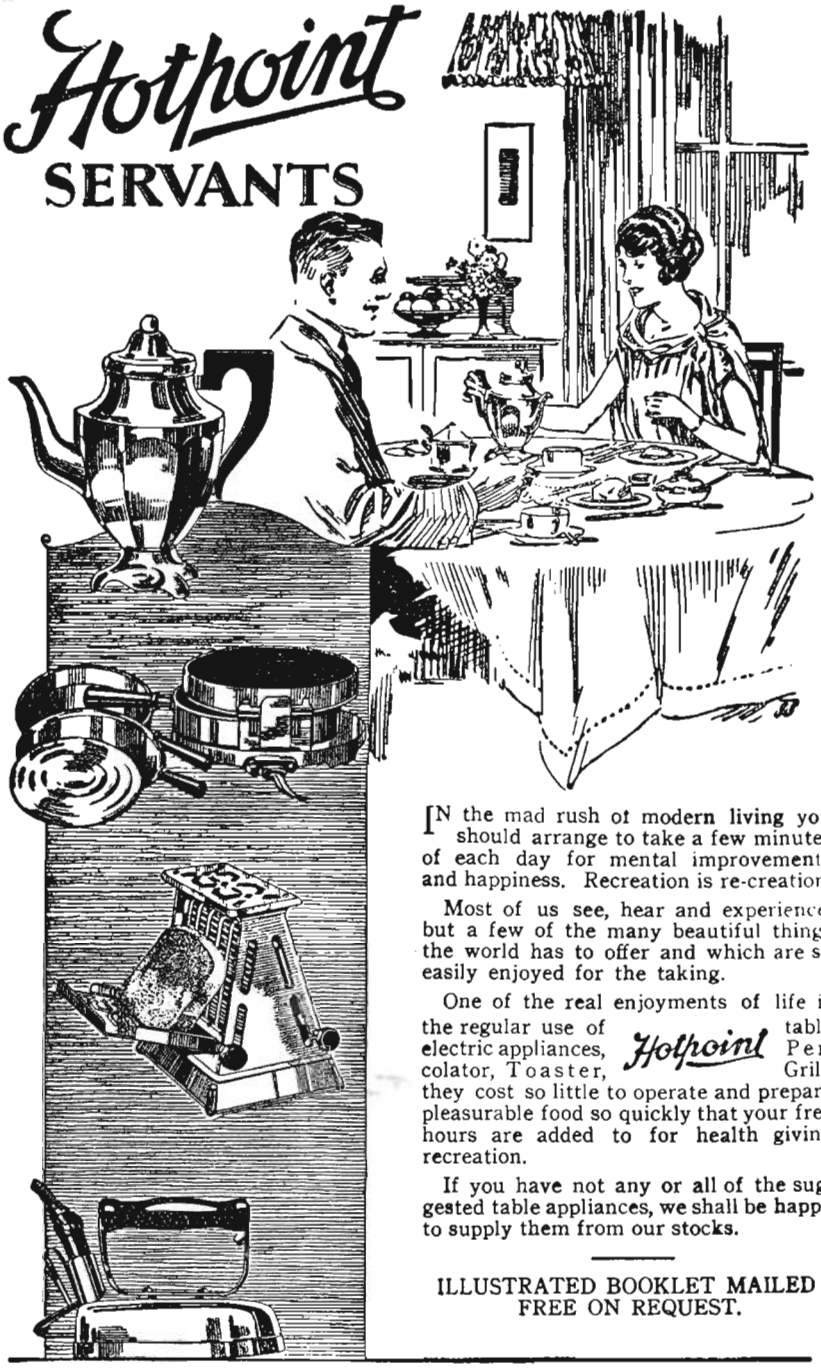
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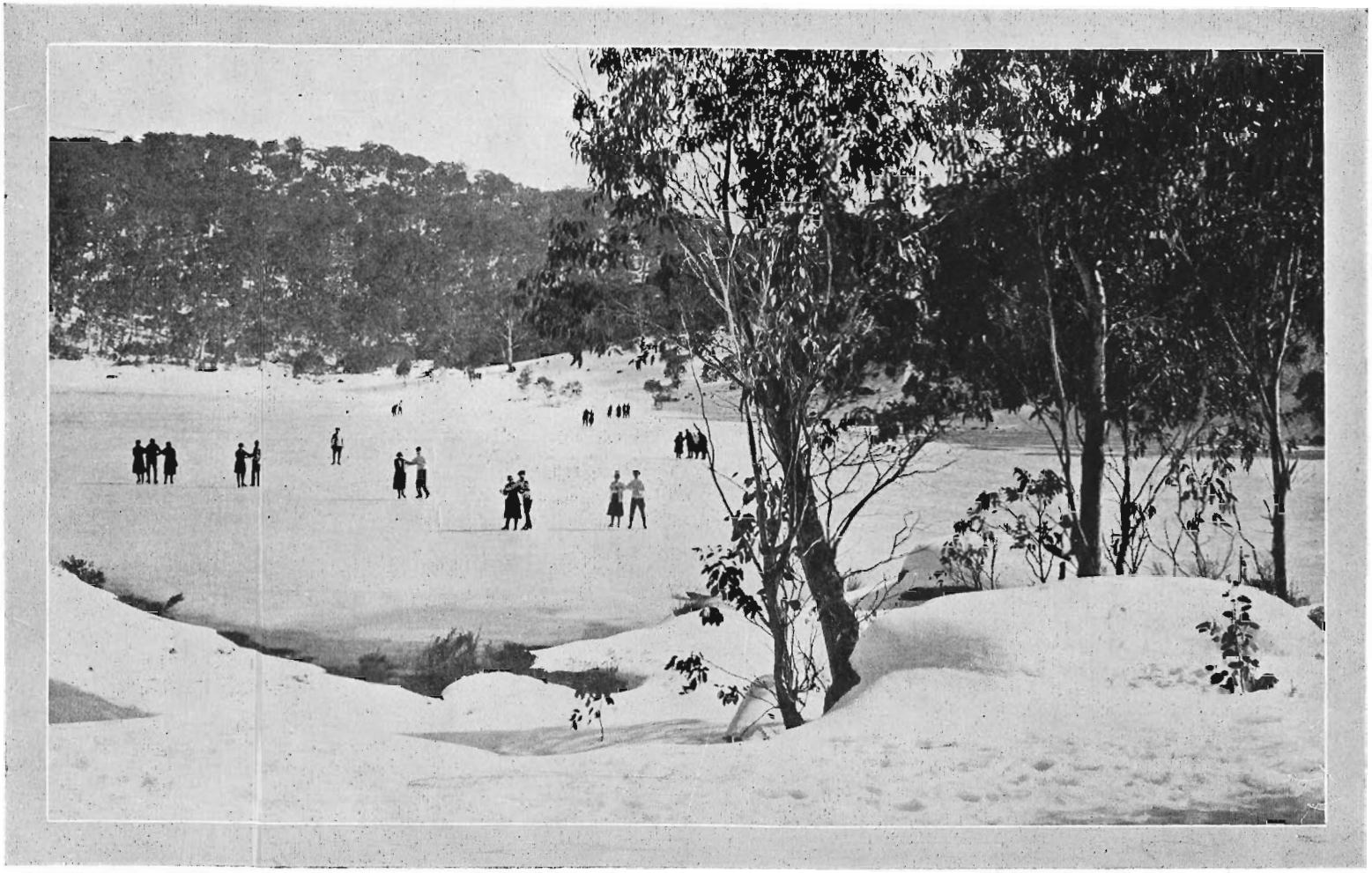
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THE VICTORIAN RAILWAYS MAGAZINE

JUNE, 1925

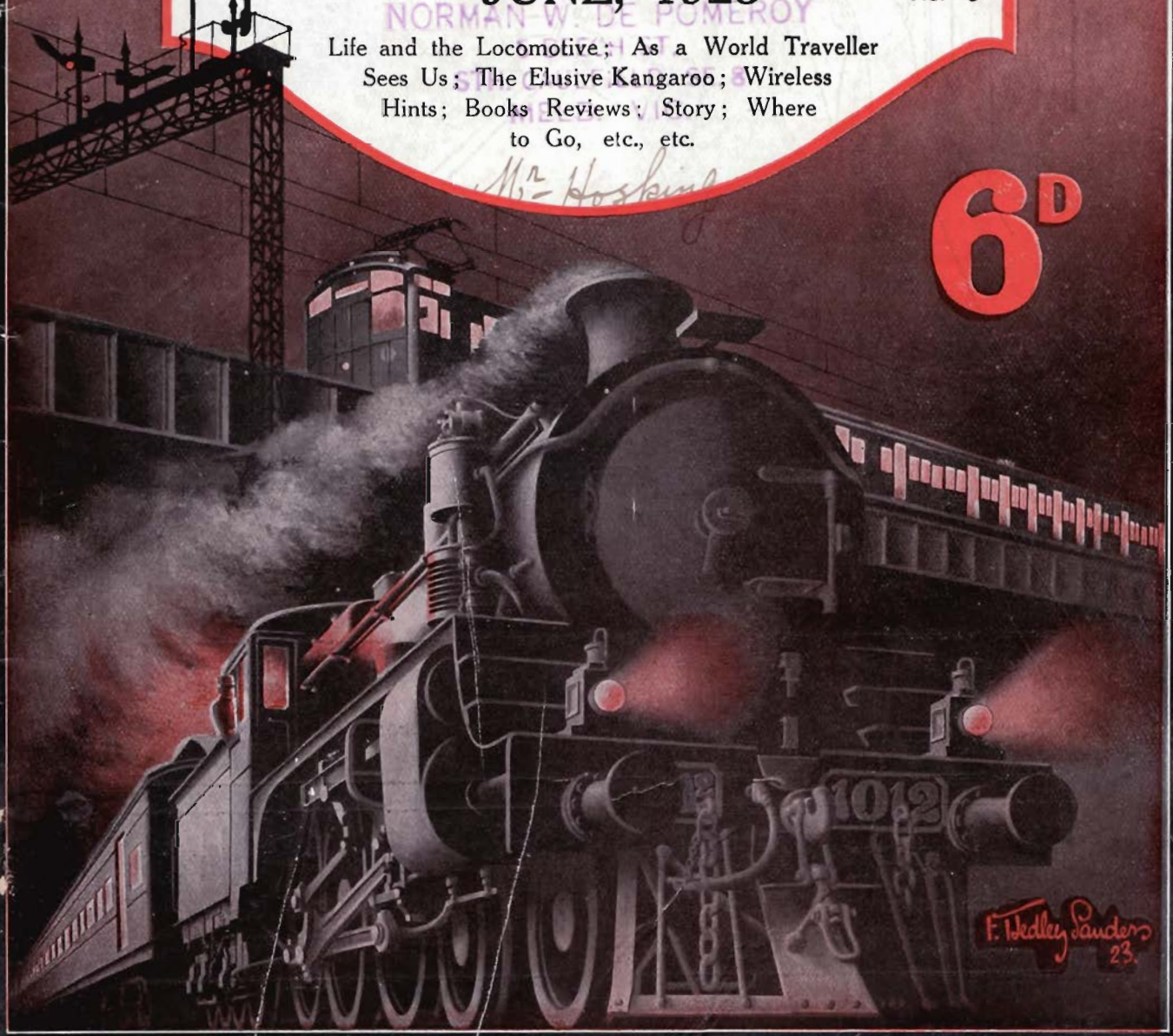
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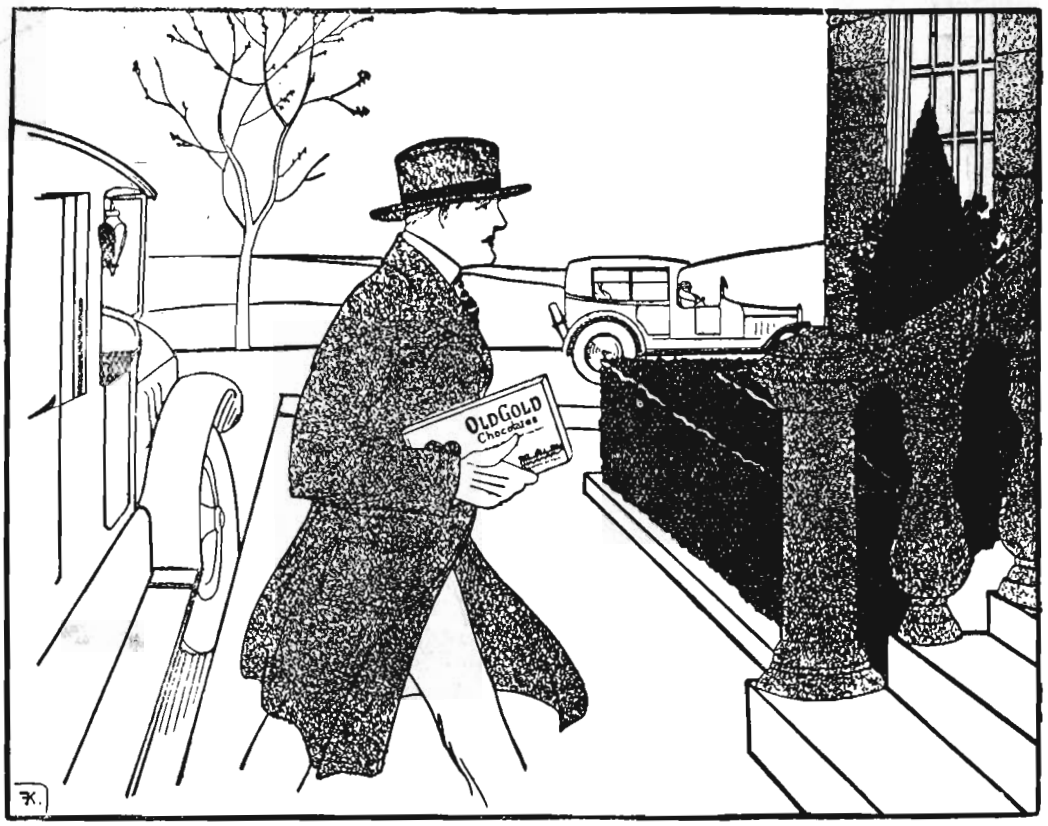
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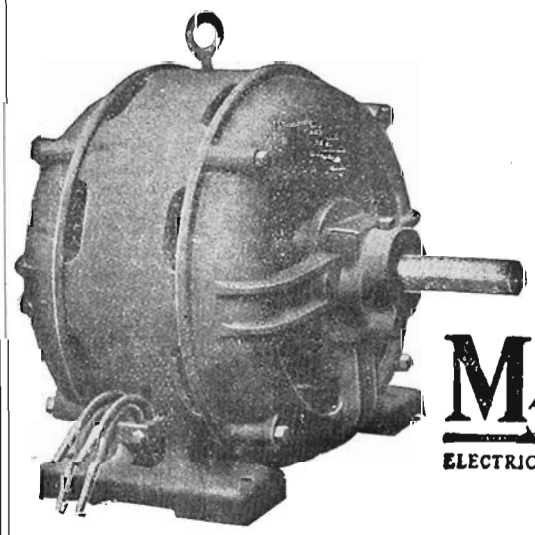
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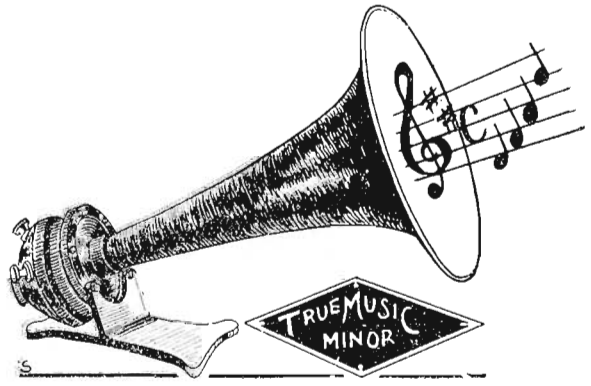


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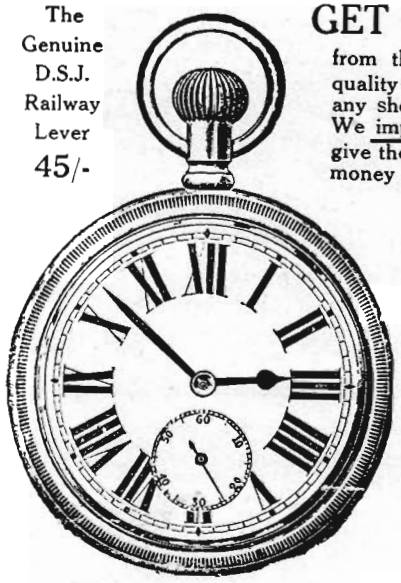
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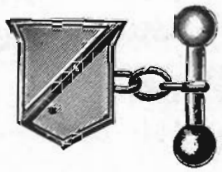
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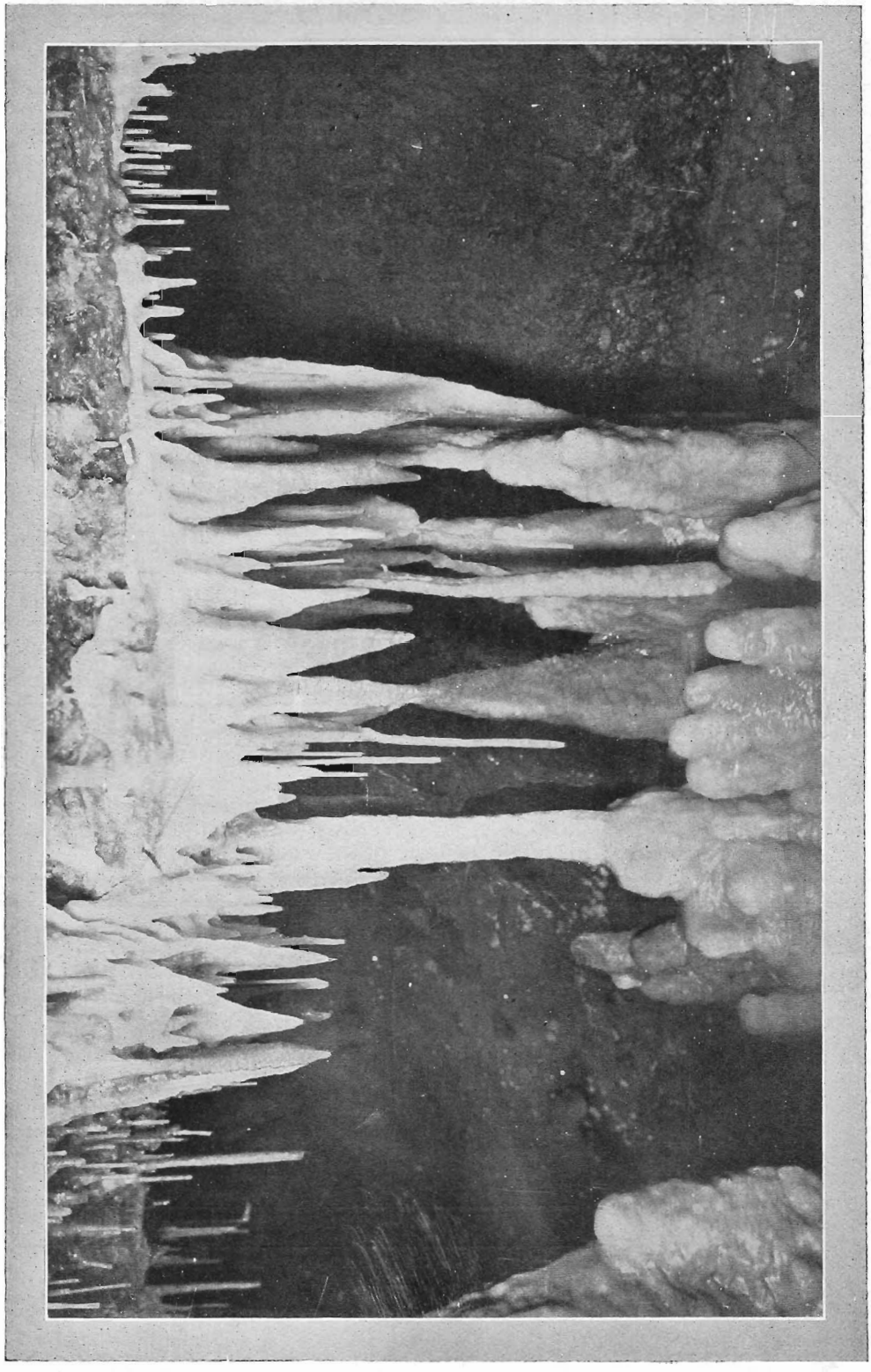
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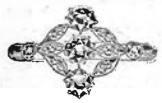
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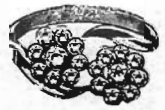
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Department of Defence, Navy Office,
Melbourne. 16th March, 1925.

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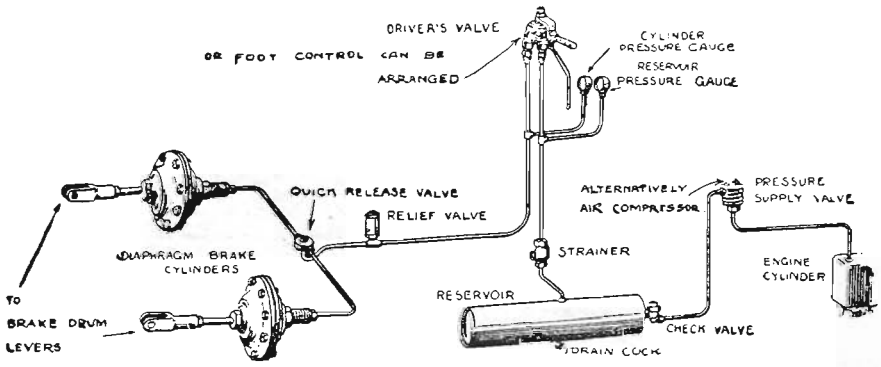


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Articles and reports on matters of interest to employes, short stories, verse, etc., photographs and pen-and-ink sketches, suitable for reproduction, are invited from employes and others willing to help. They should be sent to reach J. D. Michie, Editor, "Victorian Railways Magazine," Room 6, Railway Institute, Station Buildings, Flinders-street, Melbourne, not later than the 15th of each month Correspondence relating thereto is carried free over the Victorian Railways.

* * *

Matter for publication should bear the signature of contributor, and should state whether it is to appear over his name or a nom-de-plume.

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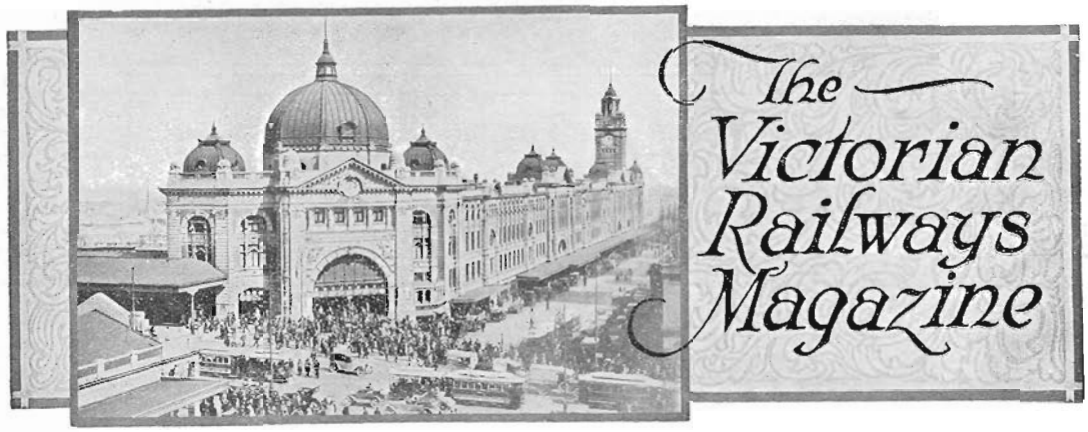
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FLINDERS STREET STATION, MELBOURNE.

Life and the Locomotive

If in our spare moments of reverie—with our mood attuned thereto (for the mood is the essential thing)—we wander "fancy free" into a trainless world, a great wonder will possess us that once there was such a world, and, indeed, may be again. Yet we shall feel in our dreams that in this last connection history will not repeat itself—in the sense of a trainless world being a backward one. If the train as we know it is to go, it only will be so because supplanted by the aeroplane fleet and the automobile, and thus mark the further climb of civilisation.

As we peer into the future, we shall imaginatively see that if the train as we know it becomes obsolete, its displacers will, after all, be trains of another sort. In any case, this possible transformation is far off, while it is not unlikely that there will be no displacement, but merely supplemental improvement. At all events, for years and years the train of to-day will have its place and purpose.

There are those who maintain that amongst the few really big civilising influences the train is near the top, especially if the growth of civilisation be taken to imply the spreading of it. These enthusiasts point to the fact that even in the Old World such a scheme as the Bagdad Railway is comparatively new of accomplishment, and that its making means vast consequence not only nationally, but continentally.

Wherever, indeed, railway communication is established between given points, mankind mounts higher commercially, and therefore in its all-round standards. The "linking-up" provided by the world's great railway systems has taken humanity upward and onward, alike in economic and intellectual advancement. Despite other means and marvels of locomotion, the train of to-day is being, perhaps feverishly, adopted and applied in Asia and Africa as never before; nor are there any signs of Europe and America "letting slide" the use of the train increasingly.

What a picture to-day's greatness of land locomotion makes in contrast with the past! Touching all modern life at almost its very fulcrum, what a difference would its disappearance bring.

True, mankind seems to have had ships far back into the centuries; but then ships—even in their up-to-date shape—are necessarily for the few, and in the days agone were more so. The train democratised travel. In the expansion of trade, curiously enough, it was the train that opened-up those vast interiors the sea and its ships could barely influence; and it was the train, too, that connected coast with coast.

When the world had no trains, the people were isolated, lived apart, were dependent upon their own resources for life and enjoyment. Much as the Romans did for Italy and their Empire in the building of monumental public highways—overcoming mountains and rivers—they did it for the purposes of conquest chiefly, and not for the delights of the public. Even in the Middle Ages to travel was a great and daring adventure. But for the stimulus in England of the Crusades, the spread of knowledge could hardly have proceeded, so loth to leave their homes were the people generally. Incuriosity was once as marked as is curiosity nowadays.

It is a far cry from the Romans to Charles II., and yet in the latter's reign there was a pretty formidable movement against the innovation known as the stage-coach. Macaulay tells us with what vehemence it was argued that a coach between London and Exeter would be fatal to "the noble art of horsemanship," the inn-trade for mounted travellers be ruined, the Thames lose its importance as a thoroughfare, and so on.

The train in its well-nigh miraculous advent had more formidable opposition to encounter. Luckily, progress cannot be hindered in the long run. Like the trains, it moves.

The Elusive Kangaroo

By John W. Raper

(The author of this little sketch is a prominent humorist and after-dinner speaker in the United States, and is connected with the Cleveland Press, one of the 38 newspapers in the Scripps-Howard syndicate. He has been in Australia for several months on a special mission for the United Press of America, and has been writing letters to the Scripps-Howard papers, telling their readers about Australia and Australians.

This particular sketch was written specially for "The Victorian Railways Magazine.").

From early boyhood I have read of kangaroos. Indeed, one of the earliest books of which I have any clear memory was about kangaroos. I recall quite distinctly that there was in this book a picture of a kangaroo hunt, which was taking place on a partially cleared piece of ground that was decorated with fallen trees, the squatter, or settler, or jackaroo, whose business it was to split them into firewood not having had sufficient time to finish the chore.

Some eight or ten thousand kangaroos, this number being my boyhood impression, and not an actual count, were being chased by two gallant Australians, who were swinging their hats, and undoubtedly cheering the kangaroos and urging them to greater speed, to make the chase more exciting, which I am bound to say, was a most sportsmanlike act. The kangaroos were doing their best. Some of them had been overtaken by the horsemen, others were hopping at top speed on ground that was free from obstacles, others were hurdling the fallen tress. I recall distinctly that the two horsemen were not picking their way over smooth ground, and I can still see their horses, soaring like birds over the logs.

The author of this book said the hunt was staged in Australia. He did not say "probably Australia," nor "possibly Australia." He made the perfectly flat unqualified statement that it was in Australia.

Many times since I first read that book I have seen statements in works of fiction, geographics, zoologies, and various books of travel and of scientific nature that there were kangaroos in Australia.

There was also much oral testimony to the same effect. From time to time I have met in America many Australian men who said that what I had read in books was absolutely true. Some of them, which I must say do them justice, said they had not seen any for two or three days previous to their departure from their homes, but they assured me the country was filled with them. One man, I remember, said to me, "They are so common that at home men stand on street corners selling them. They're thicker than newsboys. All day long you hear them calling—Kangaroos! Kangaroos! Fine healthy kangaroos!"

"And at what price do they sell?" I asked.

"Sixpence apiece in the country towns," he replied, "but, naturally, they are higher in Melbourne. Sell for a shilling there, though sometimes when the dealers don't want to carry the stock over Sunday they sell 'em for less."

Is it any wonder I believed there were kangaroos in Australia? You can imagine my surprise when I landed in Sydney and found no kangaroos in the streets. I asked a policeman what had happened that had scared them away, and he looked at me with



Little Mary with her pet Kangaroo.

a blank expression, and suggested that if I wished to see living, breathing, hopping kangaroos, I should go to the zoological gardens. "But I dare say," he added, "that if you wish to see a picture of one, you'll find it in some of the libraries. Perhaps the newspaper offices have some pictures."

I was greatly disappointed, but hope revived when I met a naturalist, who said, "Oh, you won't find kangaroos in the cities any more. The street selling became such a nuisance that the city authorities forbade it some months ago. But wait until you take a railway trip, and pass through the bush. You'll see 'em by the millions. The chances are that your train will be delayed by them swarming on the tracks. They're a terrible nuisance to the railways."

Well, I went up to Queensland. I watched first on one side of the track, then the other, for several hours. But no kangaroos. So I appealed to my fellow passengers in the compartment.

"It's funny," said one of them, "but I was just about to remark on the fact that we had not seen any. Something has happened I am sure."

"That's right, something has happened," volunteered another passenger, "They were so thick along this line that the army was called out, and the soldiers drove them back ten or fifteen miles."

"The army?" I asked, "Cavalry or infantry?"

"Neither. Artillery."

"But how could artillery keep up with anything so fast as a kangaroo?"

"It couldn't," he said, "It shelled them. Scared 'em away."

It was a frightful disappointment, but everybody assured me that if I went to the "outback" of Queensland I would see more kangaroos than sheep. "I hope you are fortunate enough to see a kangaroo manoeuvre," said one of my fellow passengers. "Ever hear of one? No? It's a most peculiar thing."

"At irregular intervals, the kangaroos of various parts of the country assemble at one point—sort of conclave or convention. They come in countless thousands. It's a rare sight to see them on the roads, especially at the intersection of two roads. The State has to keep traffic cops at such points."

Alas, no kangaroo did I see in the Queensland "outback."

Next I travelled several thousand miles by train and motor in New South Wales, then Victoria and South Australia—but no kangaroos. I was becoming fearful that kangaroos were altogether mythical, when an invitation came to accompany the Victorian Railway Commissioners on their inspection trip over the south-western lines.

"Any kangaroos in that country?" I asked.

"Kangaroos!" echoed the gentleman who presented the invitation. "Two to every gum-tree."

It was near midnight when I boarded the Commissioners' special train, and was introduced to Guard Sydney Dalton, whom I hereby nominate for the title K.C.G.—Knight of the Careful Guards—I took Dalton to one side for a short heart to heart, man to man, conversation, which proved a bit discouraging. Yes, he said, there had once been kangaroos along the lines we were to travel, but they had been driven into the bush by the kookaburras, and we might travel four or five hours without sighting any, but if by chance we should run into a herd that night, he would call me.

I find in my diary these entries:—

"First day out—No kangaroos."

"Second day out—ditto."

There was another guest beside myself on the train, S. G. Oettle, of the South African Railways, and on the third day I confided to him that the ambition of my life was to see a kangaroo hopping merrily through the bush, vibrant with the thrills that only liberty can arouse in man or beast. Mr. Oettle immediately confided to me that the same ambition burned within his breast, whereupon we agreed to notify each other if either of us sighted one of the millions of kangaroos which we knew were roaming the forests and paddocks. Shortly after our agreement was made I walked up to the locomotive—at Heywood, I think—to pay my respects to Ted Burnell, our driver, and Harry Devine, our fireman.

"Did you see the 'roos this morning?" asked Ted.

"Roos? You mean kangaroos?" I gasped.

"Sure, we ran into a great swarm of them," he replied. "It was about 7 o'clock."

Did you ever hear of worse luck? Here was I, a Yankee, who had travelled 13,000 miles to see a kangaroo, and we had encountered a swarm—and I was shaving, instead of looking out the window.

"How many were there?" I asked in the tone of a sadly discouraged man.

"Two, I beileve, weren't there, Harry?"

"Yes, two," said Harry, "I'm positive. I counted them twice."

While we were at breakfast the next morning, Jack Frenchman, our chef, came rushing into the dining car.

"Engineer telephones there are kangaroos on the track!" he cried.

Bing, bing, went the South African and United States delegates to the observation platform. Did we see them? Hump.

* * *

A week later I rode with my host, Mr. T. A. McPherson, from Urana to his sheep station near there. As we stepped out of the car I saw in his back yard a moving object, strange, and yet with something about it that made it seem familiar.

"What's that? What's that?" I asked, all excited.

"That? Oh, that's our pet kangaroo," he answered.

"Imported or home grown?"

"Home grown."

"Not from Denmark? Nor Canada?"

"No," said Mr. McPherson, "He's a native. They are becoming a bit scarce in the settled parts of Australia, but there are millions—"

Just then Mr. McPherson's little daughter, Mary, came running up.

"Did you see Toby?" she asked, "He's my pet kangaroo. Don't you want to play with him?"

* * *

The moral of this is—

Never hunt kangaroos with a brass band.

A man should learn to detect and watch that gleam of light which flashes across his mind from within, more than the lustre of the firmament of bards and sages. Yet he dismisses without notice his thought, because it is his. —Emerson.

Things We Are Talking About

The Efficiency of The Victorian Railways

Known the World Over.

Mr. S. E. Fay, a traveller on the "Orama," who arrived from England last month on his way to take over the position of operating and equipment assistant on the new railway board in New Zealand, had a few nice things to say about the Victorian Railways while he was in Melbourne.

He said that "the efficiency of the Victorian Railways was known in every part of the world." Speaking from his own experience, he saw no reason why Government control should not be as successful as private enterprise in running railways, provided departmental methods kept pace with the initiative and resources of private concerns. Mr. Fay added that Victoria was very fortunate in having "such an experienced and enterprising Commissioner as Mr. Clapp."

—❖—

Opening of the Patchewollock Line

Developing the Mallee.

On May 4th the Minister for Railways (Mr. Eggleston) officially opened the newly constructed railway line from Hopetoun to Patchewollock; thus the treasure-house of Victoria's resources has been further unlocked, making available for the farmer a large tract of invaluable land hitherto (because there was no railway there) regarded as a wilderness. The growing of wheat, fruit, etc., will now be possible, as well as the opening up of new markets for our merchants, so that the district will be brought into contact with the consuming centres, including the export trade. The line is 27 miles long, and runs northward from Hopetoun towards Underbool on the Murrayville Line, from which it is distant about 20 miles. The Act authorising the construction of the railway was passed by Parliament towards the end of 1922, and construction work was begun on September 4th, 1923. The total constructional cost was £111,450, or about £4130 a mile. Stations have been located at Burroin, Dattuck, Yarto, Willa and Patchew llock, and the service to be provided will consist of a mixed train on the "down" on Wednesdays and Saturdays, and another on the "up" on Mondays and Thursdays.

The line will open up some of the finest wheat producing country in Victoria, serving an area of approximately 250,000 acres. The State Rivers and Water Supply Commission has completed the construction channels in the district for the distribution of water for domestic and stock purposes, and, with the construction of the line and the consequent reduction in the difficulties of transport, it is confidently expected that there will be a great increase in the acreage planted by farmers.

—❖—

New Suburban Railways

The Warrandyte and Bulla Projects.

The Railways Standing Committee last month heard evidence regarding the proposed suburban railway line to Warrandyte, the route of which is interesting several municipalities. Two of the routes suggested are through Kew, and another through Victoria Park and thence along the valley of the Yarra.

Cr. Howie, of the Camberwell Council, favours a route through East Camberwell, or else the extension of the present Kew line, and he recommended accordingly in his evidence before the Standing Committee.

Another project for the construction of a railway line from Newmarket to Bulla, which "has been under consideration" for some considerable time, is now engaging the attention of the Standing Committee, it being urged that the construction of such a line in this prosperous district would increase settlement and open up large tracts of land.

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The "Better Farming" Train

Tour of the Castlemaine-Bendigo-Kooloonong Line.

On Monday, 11th May, the "Better Farming" Train left Melbourne on a tour of the Castlemaine-Bendigo-Kooloonong district. It was equipped with exhibits covering all phases of the agricultural industries carried on in the districts visited, and a staff of agricultural experts gave a series of lectures to large and enthusiastic audiences at each town visited. The usual domestic economy and infant welfare section was included in the train, and proved most popular.

The following is the complete time-table of the train, showing the dates and towns at which it stopped:—

Castlemaine, May 11; Raywood, May 12; Mitiamo, May 13; Kerang, May 14; Nyah, May 15; Kooloonong, May 16 (morning); Piangil, May 16 (afternoon); Swan Hill, May 18; Tresco, May 19; Pyramid, May 20; Dingee, May 21; Bendigo, May 22.

Beneficial Rains

Promising Start for Record Season.

If followed by good seasonal falls, the value of the heavy, soaking rain which fell all over Victoria, the Riverina and South Australia last month, may be estimated at approximately £100,000,000, which is, roughly, the value of the primary products of that area.

All anxiety in the rural districts has been relieved by the steady falls in Victoria, New South Wales and South Australia, and the season has had one of the best starts on record. Cropping is in full swing everywhere, a good lambing season is assured, and the dairy prospects have vastly improved.

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New Winter Time Table

In Operation from 18th May.

The new winter table for all lines was brought into operation as from 18th May, and the Winter Sunday time table on the tourist lines, such as Healesville and Warburton, came into operation on the following Sunday, 24th May.

Numerous alterations in train schedules have been made on the different lines and fully advertised in the Press. Travellers are advised to examine the public folder or sheet time-table before travelling.

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Claims Notes

Substantial Decrease Recorded During April.

The Department continues to record a satisfactory decrease in the number of claims preferred in respect of pillaged and damaged goods.

During the month of April this year, 835 claims were paid to the extent of £1769/11/9. This result compares very favourably with the corresponding figures for April, 1924, when 1007 claims were paid, the amount involved being £2530/17/3.

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Live Stock Notes

A Slight Decrease During April.

During the month of April this year the Railways loaded 7548 trucks of live stock, compared with 7883 for the same month in 1924—being a decrease of 335 trucks for the month.

A comparison, however, of the total number of trucks of live stock handled since the beginning of the financial year shows that the progressive figures for the ten months, July to April, 1924-25 period, are 4145 in excess of the preceding period.

Tourist Bureau Notes

Activities During March.

Mr. J. C. Boyce, Government Tourist Officer, reports that during the month of March escorted tours were conducted to Mt. Buffalo and Gippsland Lakes. The Mt. Buffalo tour was patronised by 28 members, and yielded £234 in revenue, compared with 11 members and £92 for a corresponding tour in March of last year. The Gippsland Lakes tour was availed of by 46 members, and the revenue amounted to £391. By a singular coincidence, these figures are identical with the tour to the Gippsland Lakes in March of 1924.

During the month correspondence was particularly heavy in anticipation of the Easter holidays, and several hundred invitation cards were distributed to people desirous of visiting the "Better Farming Train." Subsequently many of these visitors returned and expressed themselves as highly pleased with the general arrangement of the train, and the thoughtfulness of the Commissioners in enabling metropolitan residents to see at first hand what is being done for the man on the land.

On Saturday, 28th March, the last special train in connection with the Daylesford cheap trips was run. Bookings on these trips throughout the season have been consistently heavy. (Full details of this series of cheap trips appear in this issue.)

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Special Cheap Trips to Daylesford and Queensland

Another Successful Season.

Figures have recently been compiled showing the result of last season's special cheap excursions to Daylesford and Queenscliff. These excursions are run every Saturday from Melbourne to Daylesford, and from Geelong and South Geelong to Queenscliff. Last season they commenced on 15th November and concluded on March 28th. The results of the series of excursions were highly satisfactory. A total of 2866 passengers, who yielded £1657 10/- in revenue, travelled on the Daylesford trips during the season, representing an average of 169 passengers and £97/10/- revenue each trip. Similar figures for the preceding season (1923-24) were 157 and £93/3/4. The average revenue per train mile during the 1924-25 season was 12/11, compared with 12/4 the year before.

An even larger increase occurred in the traffic between Geelong and Queenscliff. The total number of passengers for the season was 6463, and the amount of revenue involved was £761 4/9. This represented an average per train of 281 passengers and £33/3/- revenue, compared with 255 passengers and £30/14/5 the year before. The average revenue per train mile was 14/9 during the last series, compared with 13/6 for the 1923-24 season. The highest one-day total was on January 1st,

when three special trains were necessary to accommodate the large number of 1960 passengers who travelled to Queenscliff on that date, railway revenue benefiting to the extent of £228/2/8.

The Upper Murray Railway

Heavy Gradients.

During a recent visit of the Victorian Railways Standing Committee to the Upper Murray, it was made apparent that, altogether, apart from the question of the extension of the line to the head of settlement on the Murray with the object of meeting any extension that may be decided upon by the N.S.W. Government from Tumbarumba or Holbrook, the existing line afforded no possibility of paying its way, owing to the steep gradients between Tallangatta and Cudgewa.

Unless engines of the heaviest type are employed, it is now impossible for a single engine to pull an average goods train to Shelley (the highest railway station in Victoria), and the committee was a witness to the necessity of the train having to be pulled up the highest points in sections. Sometimes the engine has to make three trips to bring the complete train to the highest point. In this way the heavy losses on the line are accounted for.

It is understood that the most acceptable proposal to remedy this state of affairs is the deviation of the line along the Tallangatta Valley, which is well settled, and the cutting of a tunnel between Tallangatta and Shelley. A service to Shelley by the new route extending to Corryong, and the ultimate extension to Towong and Tintaldra, on the Murray, would bring the Victorian system within about 30 miles of the New South Wales terminus at Tumbarumba. The Corryong-Tintaldra proposition is said to have been more favourably viewed than the suggested Cudgewa railway extension.

The South Melbourne Electric Tramway

Alterations to Kerferd Road Railway Bridge.

Owing to the construction of the electric tramway from Melbourne to Middle Park, certain alterations to the Kerferd Road bridge, Albert Park, have become necessary. The existing height between the road and the bottom of the arch was not sufficient to allow a tram to pass, and the railway tracks are accordingly being raised 6ft., and the number of spans of the bridge increased from one to three. Two spans will be used for the ordinary vehicular traffic, and the third one, that nearest St. Kilda, for the new tramway.

The Railways Department commenced work at the beginning of last month, ninety men being employed on the job, and, in view of the fact that there is a six-minute service on the St. Kilda line, the bulk of the lifting had to be done at night. Arrangements were, therefore, made for a night shift to be continuously employed until the lifting was completed. The necessary filling is being obtained from the steam shovel at Dudley Street, North Melbourne.

Contracts were let for the supply of the new steel superstructure, and a commencement is to be made with the construction of the second new brick pier, a new brick abutment at the St. Kilda end, and also the necessary alterations to the abutment at the Melbourne end.

How To Do It

A very fine illustration of the interest some of our S.M's. take in the welfare of the lads committed to their care has been brought under notice.

A prominent officer had occasion to visit a suburban station and took the opportunity to question a Lad Porter regarding his progress in the Service. Amongst the matters touched upon was the lad's pay, and the cost of his board: "6/6 a day, sir, and I pay 25/- a week," was the reply.

"Can you keep yourself on that?" was the officer's next question, to which the S.M., who was an interested listener, replied, "Oh, yes, and I see that he saves £1 every pay day as well."

The S.M. then explained that he encouraged every one of his lads to open a Savings Bank account, and the bank book had to be shown to him every pay day so that he could be satisfied that the amount agreed upon had been deposited.

This is surely a splendid instance of thoughtful interest in the welfare of the lads, who, in a few years, will take a more important part in the work of this big Department, and it is published so that others to whom the thought may not have occurred, may probably be led to realise, not only their responsibility, but the privilege which is theirs in assisting to develop and train the future men of the Railway Service.

It may be mentioned that this S.M.'s juniors know how to compile the usual periodical returns, and even the Accounts Current, if entrusted to them, is accurately made out.

Stop to think, but don't stop thinking.

Every year is leap year for pedestrians.

Safety cuts out worry.

Famous last words: "I think I can make it."

Be wreckless and not reckless.

Angels are made at railroad crossings.

The careless man may be happy, but not for long.

Victorian Railways Revenue for March, 1925

	1924.	1925.	Increase. 1925.
Passengers	£485,322 12 5½	£4,651,121 0 3	—
Parcels, etc.	41,875 4 3	43,409 18 4	£1,534 14 1
H., C. and Dogs	4,596 15 6	4,943 7 0	346 11 6
Mails	4,905 11 2	4,960 8 7	54 17 5
Goods	444,640 4 9½	536,740 0 6	92,099 15 8½
Live Stock	46,926 18 2	44,943 8 9	—
Telegraph	391 18 7	364 15 4	—
Power	18,670 2 11	17,704 11 9	—
Rentals	10,049 1 11	11,072 3 10	1,023 1 11
Miscellaneous	822 1 0½	974 0 6	151 19 5½
Advertising	2,264 4 9	3,233 3 8	968 18 11
Dining Car Service	1,964 6 8	2,064 1 1	99 14 5
Refreshment Room Services	29,877 15 9½	33,707 8 2	3,829 12 4½
Bookstalls	—	5,128 9 3	5,128 9 3
	£1,092,306 18 0	£1,174,366 17 0	£105,237 15 0½
Increase for Month of March, 1925			£82,059 19 0
Increase from 1st July, 1924, to 31st March, 1925			£537,710 9 4½

The Fuel Conservation Movement and Its Results

A Considerable Saving Effected

The Victorian Railways Department has of recent years concentrated on a Fuel Conservation Movement, appealing for the co-operation of the staff to cut down running expenses to a minimum. Towards the end of 1923, figures were prepared showing the result of this movement during the initial year of the campaign. It was somewhat difficult to arrive at an accurate estimate of the saving in fuel which had resulted, as several factors, such as the elimination of suburban steam running and a marked increase in goods train loads, had arisen which would all tend to increase the consumption of coal per mile. On the other hand, the number of superheated engines was increased from 178 to 195, which circumstance would, of course, assist in fuel economy.

After taking all these factors into consideration, however, the Assistant Chief Mechanical Engineer (Mr. N. C. Harris) came to the conclusion "that the Fuel Conservation Movement has resulted in a saving of at least ½ lb. of coal per 100 ton miles. **This improvement is equivalent to 500 tons of coal per month, or approximately £10,000 per annum,** which figure is regarded as a conservative estimate of the gross economy due to Fuel Conservation propaganda."

In July of last year the influence of the Movement was again reviewed. The following are extracts from a memorandum from Mr. Harris to the Chief Mechanical Engineer on the subject:—

Apart from the influence of the fuel conservation movement, certain other factors have influenced coal figures during the first five months of 1924 in comparison with the same period of the two previous years.

(1) From 31/12/23 to 31/5/24 the number of superheated engines increased from 195 to 201. The corresponding number in October, 1922, when the fuel conservation movement was initiated, was 178. This factor would assist in reducing the coal used per 100 ton miles.

(2) Since December, 1922, there has been practically no suburban steam traffic. Prior to that date a good deal of steam ton mileage was earned at low cost in fuel.

(3) Standing time of engines under steam for January to May, 1922, was 70,708 hours. In 1923 this figure fell to 61,979, but increased in 1924 to 65,052. It should be stated, however, that the total ton mileage handled was about 5 per cent. greater this year than in 1923, and about 6 per cent. less than in 1922.

(4) The proportion of shunting to all steam mileage increased from 14.8 per cent. in 1922 to 17.2 per cent. in 1923, and to 18.2 per cent. in the present year.

(5) Owing to very poor quality of firewood supplied in recent months to certain depots, engines have had to be lit up earlier, and more coal has been used in lighting up.

These four factors would all detrimentally affect recent performances.

When all these phases of the matter were considered, the opinion was expressed that "the improvements of 1924 relative to 1923 have been somewhat greater than 2 per cent., and should this gain be kept up, **economy at the rate of about £9000 per annum should be maintained.**"

It is thus evident that the co-operation of the staff in this great movement is having satisfactory results—results which should act as a stimulus to still greater achievement. Further, apart altogether from the economies which can be identified, there can be little doubt that the Fuel Conservation Meetings have in most cases created a more harmonious relationship between officers and employes. Many matters having only the barest connection with fuel economy are discussed, and frequently minor grievances are ventilated and rectified. It is, therefore, felt that the Fuel Conservation Movement is gradually producing a better understanding between officers and employes, which cannot fail to react to the advantage of the Department.

Transportation District Notes

Metropolitan District

Mr. T. W. J. Cox, Metropolitan Superintendent, reports as follows:—With the advent of the football season, the Railway Department is again called upon to transport the army of supporters to the various football grounds in the Metropolitan area. The admittance of three additional teams to the League this year appears to have caused a greater spread of traffic than in former years.

Additional facilities for handling the increased traffic have been provided at Victoria Park, Glenferrie and West Footscray.

An enormous crowd travelled to West Footscray on Saturday, 9th May, to witness the Footscray Football Club play its first match on their own ground under League conditions. Seven train loads of followers were transported to West Footscray in good time to witness the commencement of the match, and seven trains were again required for the return traffic.

Healesville.—Mr. Middleton, S.M., Healesville, advises that good headway is being made with the Maroondah Dam.

Last month the Department transported 23,000 bags of cement for this great scheme, with a discrepancy of only one bag.

In all, there will be 68,000 tons of sand and 552,000 bags of cement required for the construction of the work.

For the purpose of conveying the sand and cement from the Healesville Station to the works, an aerial ropeway has been constructed capable of delivering at the rate of 15 tons per hour. There are 84 buckets on the ropeway, each having a capacity for 7½ cubic feet of sand or 6 bags of cement. This ropeway has worked continuously, and trucks have thereby been discharged promptly and congestion avoided. The Department, in turn, has provided a prompt and regular delivery of material.

The dam, when completed, will be:—

Total height—135ft. above river level

Length on top—946ft

Depth of water—72ft

Thickness at base—111ft

Thickness on top—16ft

and will form a reservoir 7½ miles in circumference.

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Melbourne Goods

Mr. T. R. L. Sexton, Goods Superintendent, reports that the agricultural produce received at Melbourne Goods for the month of April, 1925, as compared with the corresponding period of last year, was as follows:—

Commodity.	April, 1924.	April, 1925.	Inc.	Dec.
Wheat	3,128	5,680	2,552	
Flour	24,874	31,440	6,566	
Bran	3,214	5,521	2,307	
Pollard	1,939	1,993	54	
Oats	59,840	71,665	11,825	
Peas	5,381	6,325	944	
Beans	337	266		71
Barley	9,818	6,012		3,806
Malt	3,621	5,239	1,618	
Maize	1,571	7,561	1,618	
Chicory	101	220	119	
Potatoes	177,756	105,326		72,430
Onions	44,001	32,117		11,884
Carrots	1,762	585		1,177
Grass Seeds	1,285	308		977
Chaff	178,876	146,613		32,263
Hops		341	341	
Sharps	50	187	137	
Beans	385			385
Rye	198	274	76	
Linseed	466	108		358
Garlic	13			13

The increase in the number of bales of wool received for April, 1925, as compared with April last year is 3612 bales, and the increase for the season 61,226 bales.

Number of bales:—1924, 180,430; 1925, 241,656.

During the month of April, 1925, the following ships sent their cargo to the Shipping Shed, Montague:—

S.S. Ormuz	40,000	cubic feet of cargo
S.S. Jervis Bay	58,040	,, ,,
S.S. Euripides	26,160	,, ,,
S.S. "Khiva	73,600	,, ,,
S.S. Oroma	63,200	,, ,,
S.S. Moldavia	104,000	,, ,,
S.S. Suevic	128,000	,, ,,
S.S. Bullernan	4,640	,, ,,
S.S. Jervis Bay, ex Queensland	760	,, ,,

The outwards shipping consisted of 27,520 cubic feet. With the advent of the new ships, S.S. Mooltan, S.S. Maloja, S.S. Oronsay, and S.S. Orama, we appear to be getting more ships, but smaller cargoes.

76,000 packages were received and handed over to Customs authorities on 5000 gate passes. Approximate ships' revenue, £3359.

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Ballarat District

Mr. T. H. Maddern, District Superintendent, Ballarat, reports that Commissioners Messrs. Clapp and Shannon completed their annual tour of the western district during the month of May. The stations presented a neat and tidy appearance, and it was the chairman's pleasing duty to personally congratulate quite a number of the staff on the good order and neatness which was noticeable in a good number of station premises. It was observed that the signal lever frames in particular showed up brightly, and further encouragement was given to the staff workers.

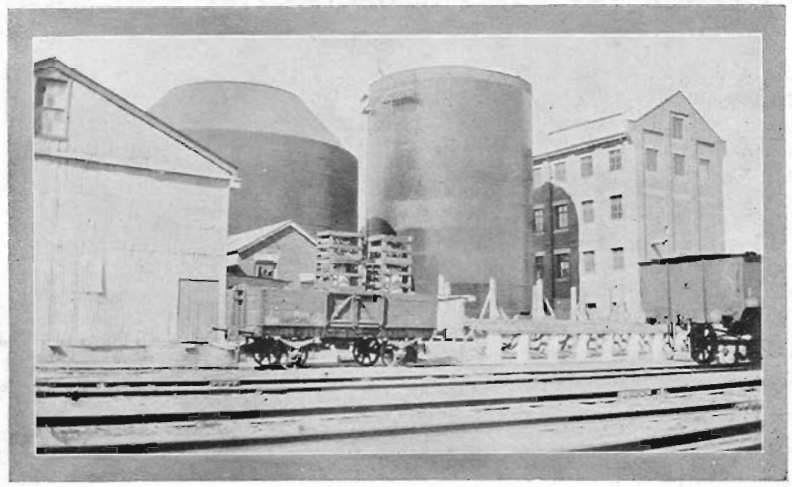
A comparative return of the revenue from the district for the month of April is as follows:—

Year.	Revenue.	Increase.
1924	£123,164	
1925	£152,050	£28,886

It is indeed gratifying to know that the revenue has an upward tendency, and this is reflected in the increased train service that has been necessary to cater for the larger volume of traffic offering for conveyance over the line.

An inspection of the wheat areas in the Rainbow, Minyip and Marnoo districts disclosed that mice troubles were arising, and a combined effort has been made to clear up the stacks for the agents. A progressive policy was followed, and practically the whole of the grain has been transported to the seaboard and the flour mills.

The monthly fuel conservation meeting was held at Dimboola in the last week in April, and full membership of the committee was present, with quite a number of visitors, including the Outdoor Superintendent, Mr. J. Fitzpatrick. Keen interest was evinced in the discussions, and the guest of the day, in expressing his pleasure at being present, mentioned that he had very lively recollections of the district of which he had been Superintendent some few years back. He was subsequently motored to Rainbow and Warracknabeal, and displayed keen interest in the efforts of the staff to keep the station premises in a neat and tidy condition.



View of the new flour mill which has recently been erected at Murtoa for Messrs. Thomas and Sons Pty. Ltd. The mill is not yet in operation, but is nearing completion. The old mill is shown on the left of the picture, whilst a truck of machinery may be seen standing at the mill platform awaiting discharge.

Bendigo District

Mr. W. Tredennick, District Superintendent, reports as follows:—The rush of the wheat traffic is over now and only 200,000 bags remain on hand at stations, 4,100,000 bags having been transported to the seaboard and various milling companies. The total is over a million bags in excess of last year's harvest. The figures for the various lines are:—Kulwin, 1,604,763; Robinvale, 1,156,761; Kooloonong, 665,483; Deniliquin (including 66,000 off the Balranald line), 575,000; Cohuna, 271,832 bags; the balance being made up by small lots off the Wallan line, etc.

The harvest was a very good one, and sufficient land has been prepared to ensure an equally good yield this season, provided that conditions remain favourable.

It is recorded with great pleasure that the staff have given excellent service in the transport of the harvest; men of all branches have co-operated in a fine spirit to obtain the best results.

Autumn Leaves.—Passengers who have travelled between Bendigo and Castlemaine recently cannot but have admired the beautiful display of autumn leaves contiguous to the line. The display was of such beauty that it was worthy of a special trip, even from a long distance, to behold.

Railway Institute.—The local institute is progressing on right lines. In addition to seven (7) educational classes, a tennis club has been formed, and within a few months of formation the members raised sufficient funds to lay down a first-class court. Institute members have two teams competing in the Bendigo Carpet Bowls Tourney, and have arranged a series of winter dances.

Fuel Conservation.—During April a fuel conservation meeting was held at Bendigo, at which Mr. Robert, of the central committee, attended. The attendance, discussion and suggestions made were quite up to the usual high level.

Border Lines.—The growth of business on the Echuca-Deniliquin line is a very healthy sign for the future. The town of Deniliquin is expanding, and many new houses are in course of erection. A leading publican has purchased his next-door site, and is extending his hotel to meet the increased requirements of customers. The cutting up of adjacent estates assures us of a much larger revenue from this line in the near future. The effect of the "through" rates and fares is most marked, and the people have a real appreciation


Scenes of Boolara District.
Fishing in Little Morwell River, Boolara.
Soldiers' Memorial Park Gates, Boolara.
View of Hill near Boolara showing Fox-Gloves in bloom, growing well on hill.
Swimming in Little Morwell River, Boolara.
Feeding turkeys on M'Stewats Farm, Boolara.
Some of M'Stewats dairy herd, Boolara.

of them, combined with a faster and more punctual service.

At Murrabit and Robinvale the bridge building work is progressing to schedule, and at the former place a considerable settlement already exists. The Murrabit settlers are devoting considerable attention to the rearing of pigs.

At Kooloonong the Construction Branch is gathering equipment and material preparatory to extending this line seven (7) miles to Boundary Bend.

The recent opening of Tooleybuc Bridge will have an appreciable effect on the business at Piangil next season.

The Balranald line is extending steadily, and the big camp of employes was shifted from Balranald Junction to the Wakool about the end of April.

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Eastern and South-Eastern District

Mr. J. G. Lee, District Superintendent, reports the following:—

Trafalgar.—The first show of the Central Gippsland Agricultural Society, held at Trafalgar, was most successful. The exhibits were numerous and of high quality. A profit of £300 resulted.

A company is being formed to develop metal deposits and the timber industry in this district. Nearly £30,000 has been spent on the project.

Maffra.—The beet season is now in full swing, and approximately 7000 tons have been treated to date.

The Thompson and Glengarry Rivers are now being stocked with fish. This should be good news to anglers.

Bunyip.—Representatives of the Ballarat By-Products Company are endeavouring to interest the local potato growers in the scheme for utilising unsaleable potatoes in the production of starch, glucose, potato flour, etc.

The Domestic Arts and Baby Health Demonstration.—The demonstrations were well attended during the recent tour in this district, and the lectures much appreciated. The beneficial result should be far reaching.

Bairnsdale District.—Fine falls of rain have been experienced in this district. Over 2in. of rain have been registered, and the prospcts for a good season are very bright.

Boolarra.—Situated about a quarter of a mile from the Boolarra Railway Station is a fitting memorial to the Fallen Soldiers, namely, a park of 45 acres, at the entrance to which are four pillars of polished Harcourt granite, to which are attached the gates. On one of these pillars are engraved the names of nineteen late residents who lost their lives in the war.

Money raised by public subscriptions amounted to approximately £1300, of which £550 was spent in purchasing the land, and £350 on the gateway, the balance being spent in forming and fencing football and cricket grounds, also racecourse and buildings.

Up-to-date about £1650 has been spent, the balance of the money being obtained from sports meetings which have now become annual events.

The Boolarra people are justly proud of their park, more especially as the money subscribed was obtained from the small population of 400.

A photograph of the gates, with other photographs of the Boolarra district, appears on another page.

North Mirboo.—North Mirboo War Memorial Higher Elementary School—The North Mirboo people were happy in their choice of a Higher Elementary School to stand for all time as a lasting memorial to the great service rendered, not only to this State, but to the whole world, by our soldiers.



The new School.

This handsome building, which is considered one of the best Higher Elementary Schools in the State, was opened by Sir Alexander Peacock, Minister for Education, a few days ago, and the ceremony was attended by a large concourse of people.

Although there are only 1600 people in the Mirboo Shire, over 200 enlistments took place. The shire is also proud of the fact that on each occasion when loans were being raised it contributed the full quota of loan money. Towards the cost of the building the district people contributed £1000 and eight acres of land.

The only other place in Victoria where a similar war memorial has been erected is Mysia.

The State has now 14 elementary schools, and only one of them is in Melbourne. There are 33 high schools, only 6 of these being in Melbourne.

A bronze tablet bearing the following inscription:—"Mirboo North and District Memorial School, 1914-18. Dedicated to the memory of those who served in the Great War" —was unveiled by Mrs. Verdon, who had four sons at the front, two of whom lost their lives there, whilst a third has since died from war effects.

Dandenong.—A very successful start has been made by the Broadlands Milk Products Co. Ltd., and operations are now in full swing. A detailed account of the activities of this progressive company will be furnished at a later date.

A public telephone cabinet has been installed at the local railway station.

Jumbunna.—The farm and home products show recently held at Kongwak was a great success.

The manager of the Butter Factory Company reports that the cream received for the fortnight was 20 tons 3 cwt., and the butter manufactured 10 tons 1 cwt. The price paid for butter fat was 1/3¾ per pound.

Lindenow.—Maize picking is general throughout the district, but the crops are not as heavy as last year.

Nowa Nowa.—The season for netting fish opened in the Lake Tyers waters at the beginning of this month. Very fair hauls of fish have been made.

Large quantities of wattle bark have been sent away from the local station during the last few weeks. There is more to be trucked.

The rainfall for April was 498 points.

Kilmany.—The residents have asked the Minister for Lands to have 102 acres at Bald Hill permanently reserved as a recreation reserve and racecourse site.

Sale.—Some fine samples of pears of the Coronia variety have been grown at Mr. Johnson Peart's orchard, on the Sarsfield-road; five pears weighed 8 lbs. 4 ozs.

In its unimproved state and being overrun with rabbits, the land on which these pears were grown was looked upon as a hopeless proposition from a settlement point of view. But, cleared of timber and made vermin proof, it has been demonstrated that for small crops of fruit, it could be successfully worked in competition with higher priced land.

Sale.—The tender of the Australian Wood Pipe Company for the supply of wood pipes at a cost of £1340 has been accepted by the Sale Council in connection with the furtherance of the extension of the water scheme. The work of extension is to be completed in eight weeks.

Geelong District

Mr. A. G. Fletcher, District Superintendent, advises that the wheat traffic at Geelong, up to 8/5/25, as compared with corresponding period of last year, is as follows:—

	1923-24 Season.	1924-25 Season.
No. of bags in stacks ..	354,761	534,296
No. of bags shipped	1,156,548	2,866,977
Total to 8th May	1,511,309	3,401,273

The shipping of wheat from Portland is just being completed when loading operations with the motor ship "Rigel" are finished. A total of approximately 819,000 bags having been despatched from Portland during the current season.

It is anticipated that traffic in wheat at Geelong will now become heavier, owing to the termination of shipping at Portland, and that, in consequence, the total number of bags which will be dealt with at Geelong this season will be in the vicinity of 4,000,000. During the month of April 18 vessels were dealt with in respect to wheat shipments, and it is anticipated that a similar number will be handled during the month of May.

The coal traffic handled during April this year constitutes a record for Geelong. Particulars for April for past three years are as under:—

	1923.	1924.	1925.
No. of boats	2	4	6
Tonnage discharged ..	8,962	13,688	27,011

The Warrnambool races were held on 5th, 6th and 7th May, and attendances were well up to the usual average. Everything passed off satisfactorily, all specials were despatched well to time, and the co-operation between various branches responsible for the handling of the traffic was excellent.

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Seymour District

Mr. H. E. Russell, District Superintendent, says that in many of the northern areas lambing is already in full swing, and suitable green feed for the ewes is essential to ensure sturdy development of lambs. With the bright sunny days now being experienced, there is still considerable warmth in the ground, and grass and crops would soon respond to a good downpour.

It is interesting to note that Wimmera methods of fallowing have now been almost universally adopted throughout this territory, and the results have been distinctly beneficial. There is a very distinct relationship between the size of the wheat crop and the manner in which the fallow is cultivated, and in this connection it is worthy of mention that in the annual crop and fallow competition held in the Elmore district, that Mr. T. Houlden, Senr., this year secured the highest number of points

for the crop on the paddock which last year gained first place in the fallow competition.

The bulk of the manure has now been transported, but isolated lots will be moved up to about the middle of June.

Tobacco Growing.—As the King and Ovens Valley Districts have come to be regarded as the sole producers of tobacco in the north-eastern district, the advent of the industry in the Goulburn Valley will come somewhat as a surprise to many. Conviction resulting from extensive experience has caused Mr. J. Sandilands, of Mundoona, near Tallygaroopna, to affirm that the whole of the Goulburn Valley is admirably adapted for the successful raising of tobacco of the best quality. Mr. Sandilands has been engaged in tobacco culture for some time, and was previously located on the Happy Valley Estate, in the Ovens Valley, but, like all others engaged in the industry in that district, was seriously handicapped by the prevalence of blue mould, due to the moist climate, and in those circumstances most difficult to combat. In the Goulburn Valley he said the conditions were different. The climate was much drier, and with proper cultivation and due care little or no trouble would be experienced with the bogey of blue mould, as it was proved beyond doubt that atmospheric conditions had a much greater influence on this sensitive plant than the soil. Eight acres were put under cultivation at Mundoora, and it is anticipated that about 4 tons of high-grade leaf will be cured, and which is regarded as a most gratifying result. It is interesting to note that four acres consisted of loam, and the other half clay, and the latter produced the better results. Mr. Sandilands states that he considers the irrigation areas around Shepparton are specially adapted for tobacco growing. With proper care the water could be conveyed to the roots of the plants only, and the leaves thus preserved from contact with other than rain.

Fresh Fruit Industry.—With the exception of isolated lots of hard fruits, this traffic has now practically ceased, and in the next issue I will give detailed figures as to the handling of the crop. The present time is a very busy one with orchardists, who are engaged in cultivating the orchards, replacing dead, diseased or unsuitable trees, planting young trees, and waging the eternal war against innumerable insect, blight and fungi pests.

Figures to hand from the Shepparton Cannery disclose that during the past season a total of 7000 tons of fruit processed, producing 6 200 000 2 lb. tins of canned fruits, as against 4,440,726 tins the previous season. For this output 19,200 bags of sugar were required, and 1400 tons of tin plate was converted into containers on the premises. The bulk of the pack has already been disposed of at a very satisfactory figure, and the first batch of 1,200,000 tins for the United Kingdom is now being railed for export. It is interesting to note that 288,000 tins are also booked for New Zealand. Mr. Peart, the capable manager of this flourishing enterprise, is leaving for America at an early date, in order to make a close study of the conditions in California and other centres, and to acquire full information as to American methods of processing, grading and packing, etc.

During last season the Kyabram Cannery Company also dealt with 2353 tons of apricots, peaches, pears, etc., and put up 2,500,000 tins, as against 1,600,000 tins in 1924, and 1,100,000 tins in 1923, from which the steady growth of the industry will be noted. In addition, 120 tons of fruit pulped for jam making during the off season.

The whole of the tin containers used at both places being manufactured in the Shepparton works, where it estimated that if placed end to end the number turned out last season would stretch for a distance of 460 miles.

A movement is now on foot to establish a co-operative cannery company at Tatura, which is the centre of a big fruit-growing district—one grower alone last season having a pack of 30,000 cases.

Dairying Industry.—The dry autumn is reflected in the falling off in cream, milk and butter output, and many of the herds are now being hand fed.

Wool Traffic.—The following are the figures showing a comparison of the traffic handled during the past two seasons:—

	1923-24.	1924-25.
Bales	74,620	95,462
Bags	9,405	10,393
Fadges	390	314

Wheat Traffic.—Up to 8/5/25 a total of 2,272,713 bags have been railed, as against 1,125,801 bags for corresponding period last year. Wheat stacked at stations, 162,000.

Transporting the Wheat

Satisfactory Railway Position.

Up to Saturday, May 16, the Railways Department had transported 12,560,506 bags of wheat to the seaboard for the current season, which commenced on December 16. This is an increase of 4,715,835 bags, compared with the amount transported for the corresponding period of last season. The number of bags still at country stations at the close of loading operations on May 16 was 1,940,955. This shows the department to be in a much better position than this time last year, when 2,653,712 bags had still to be transported. Wheat transported this season amounts to 43,504,950 bushels, approximately 12,000,000 bushels more than last year.

The Wimmera Centre

The town of Dimboola, situated in the heart of the Wimmera district, may be said to be only a small township. It is not always the size of a town, however, that denotes progress; in this case it is the big agricultural output of the surrounding country that matters. The land of the Wimmera district is noted for its fine wheat-producing qualities, statistical returns showing that the harvest just garnered has greatly exceeded that of any previous year in the number of bushels reaped.

Within a radius of some 15 to 20 miles, Dimboola is recognised as a shopping centre: thus its growing importance to some extent may be gauged. The Wimmera River, which flows past near the station, is famous for its natural beauty, and with the advent of the fishing season, scores of expectant sportsmen are to be found fishing from the bridges and the weir in quest of perch and trout. An average catch consists of 10 to 15 perch, together with several trout, so that it can safely be said that the natural resources of such a district are almost unlimited.



A view of the Western Bank of the Wimmera, near Dimboola.

During past months the busy grain season made a rigorous test upon the working capability of the station staff, the members of which rose capably to the situation, no hitch occurring. Special mention must be made of Mr. J. Travers, S.M., who ably conducted the work. He is an officer who possesses the happy knack of always being in the proper place at the right time. His quiet, forceful manner, combined with unusual tact in handling his staff, accomplishes much; and it is apparent to all who know him that his ideals as to comradeship and understanding of his fellowmen are not superficial. Mr. Travers, who was stationed at Warragul for two years prior to being transferred to Dimboola in January last, is a stationmaster than whom no other S.M. in the Victorian Railways is held in higher esteem.

Messrs. Stanistreet and Cuskelly were at times hard pressed to cope with the busy wheat traffic, and Mr. Lawley, the correspondence and parcels clerk, had his hands full in attending to the needs of the public. We must not omit to mention Messrs. Hegarty, Morganti and others, who prefer to work quietly, plodding along with hopes of promotion ahead, which doubtless will come to those who wait and work with an interest equalling that of our highly esteemed Commissioners, from Mr. Clapp downwards, including Railway officers and the men generally.

Cleanliness and Health

Cleanliness is next to healthfulness; as well as godliness. Disease and dirt are not strange bed-fellows.

Dust and dirt is produced on almost all kinds of work and in shops. A worker cannot very well avoid soiling his clothes, face and hands. He need not keep them that way, however.

Don't wear your ordinary street clothing while at work. Get proper cap, overalls, etc., and wear them during work.

Don't neglect to scrub your hands well. Use plenty of soap and water when you are through with your work, and especially before touching food. A great many cases of lead and other poisoning are due to eating lunch with hands soiled with poisonous dust.

Don't neglect to wash thoroughly before leaving the shop. You needn't advertise the kind of work you do by its appearance upon your body and clothes.

Use an individual drinking cup. Disease is often spread through the common drinking cup.

Don't fail to take a hot shower or tub bath at least once a week.

Keep your hair clean. If necessary, wear a cap while at work.

A clean body makes a healthy body and a healthy mind.



Bayside Beauty Spots

Around the shores of Port Phillip and on the minor bays in it are many charming watering places to which at holiday times and during the summer season flock thousands of visitors by all the available means of transport.

At each locality thus patronised suitable accommodation is provided for tourists, and at many of these places camps are formed in the shelter of the tea-tree, and numbers of these temporary residents travel to and fro daily between the camp and their work, while others spend only the week-ends in enjoyment of the sea breezes and bathing.

Carrum.—Distant about 22 miles from Melbourne, and reached by electric train in 53 minutes, has a beautiful bathing beach and boating facilities, and also good flathead fishing. The Government reserve known as Keast Park may be used by picinic parties, and hot water is available.

Frankston.—About 26 miles from Melbourne, enjoys an excellent climate. The town is well built, with numerous hotels and boarding houses, and, consequently, capable of accommodating a large number of visitors.

Mornington.—Is situated on a beautiful foreshore, about 35 miles from the city, and is one of the most popular of Victorian watering places. Within a few minutes' walk from the town are several picturesque and safe bathing beaches, and facilities for sport of all kinds are available, accommodation at the hotels and boarding houses is plentiful, and suited to the requirements of all classes. The sheltered position of the town gives it an equable climate, and as a seaside resort it is all that could be desired.

Mount Martha.—About 4 miles from Mornington, is another tourist resort with suitable accommodation for visitors. From the Mount a beautiful view extending over Arthur's Seat, near Dromana, and Port Phillip Bay is obtained.

Dromana.—Situated about 11 miles from Mornington, has a daily motor service to and from that town. The time occupied either way is about forty minutes. Owing to its sheltered position on the south-eastern shore of the bay, Dromana enjoys a mild climate, its broad expanse of water frontage tempering the north wind alike in winter and summer. The substantial jetty provides safe berthage for visiting steamers, and in close proximity first-class hotel and boardinghouse accommodation is obtainable. Tennis courts and golf links are available for those who desire to take part in these games.

Rosebud and Rye.—The motor which runs daily between Mornington and Sorrento passes through Rosebud, three miles below Dromana, a fishing village, with tennis court, public library, and postal facilities. On the roadside is the Rosebud lighthouse, an object of great interest to visitors.

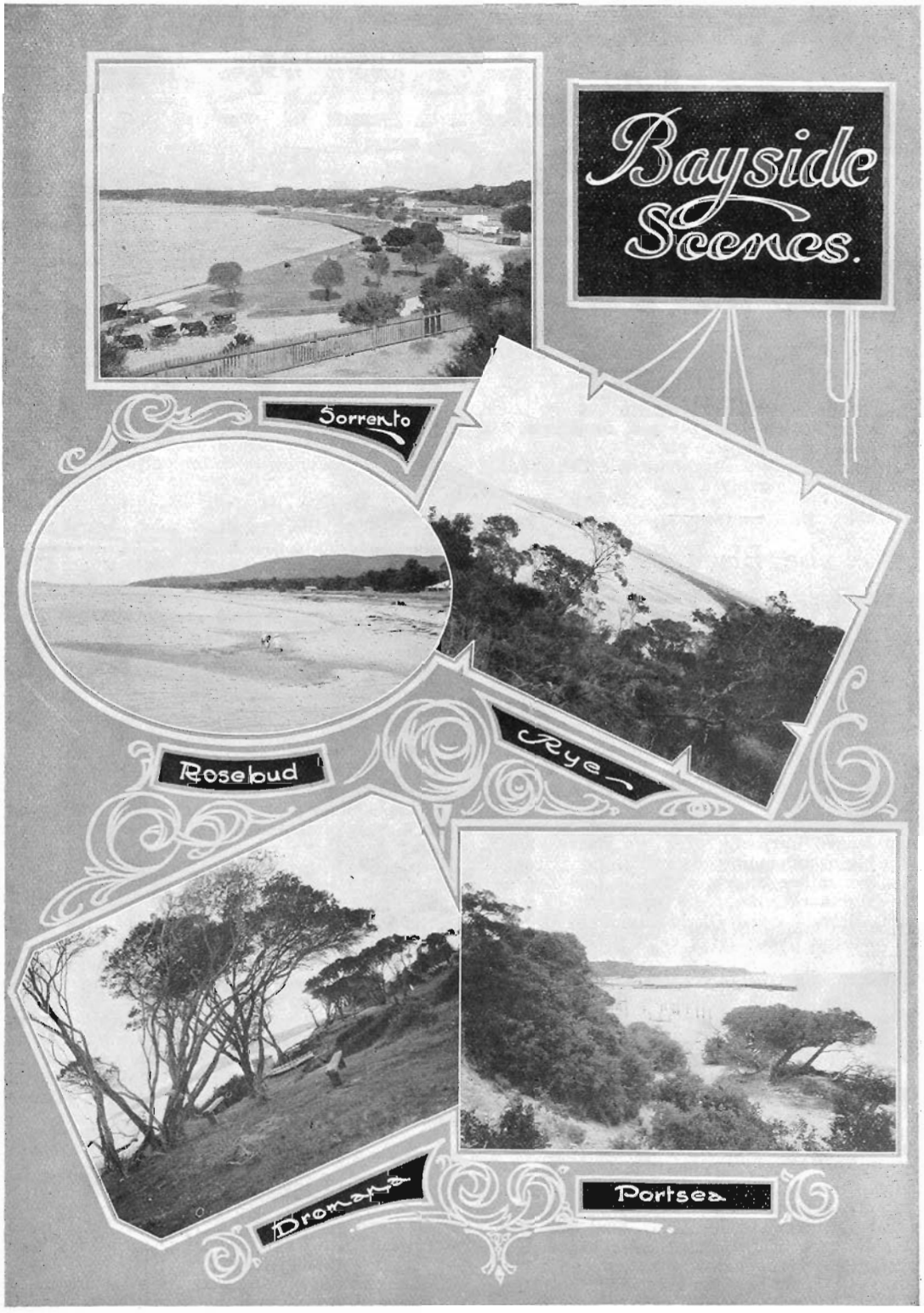
Six miles further south is the township of Rye, with post office, hotel, general store and boarding house.

Sorrento.—Is reached by rail and motor via Mornington, or by steamers making regular trips during the summer months. This watering place is becoming very popular with tourists on account of its many scenic attractions, and for the excellence of the arrangements available at the local houses of accommodation. Near the pier is the park, delightfully situated in an area overlooking the bay, and a favourite resort for picnickers. There are also public tennis courts, golf links, public library and extensive public baths for the enjoyment of visitors to Sorrento. Lying on the southern shore of Port Phillip Bay this favourite watering place is sheltered by a high, narrow ridge across which cars run, carrying passengers to a terminus on the Back Beach on the open, rugged shores of Bass Strait. Fishing and bathing may be indulged in in the deep, rocky pools on the foreshore.

Portsea.—The last settlement on the bay in this direction is Portsea, two miles beyond Sorrento, and close to Point Nepean, one of the two fortified headlands commanding this entrance to Port Phillip. From the high ridge at the back of this resort extensive views of the surrounding district may be obtained. During the summer season cars meet the steamers at Sorrento and convey passengers to Portsea, where two hotels and a boarding house afford comfortable accommodation.

Portsea is also the terminus of the motor service running daily to and from Mornington.

During the season through tourist excursion tickets at reduced fare are issued from Melbourne to the above-mentioned places.



You will enjoy looking at other pictures of this kind on pages iv., vi., x. and xii.



THE CHILDREN'S PAGE.



If I Knew

If I knew the box where the smiles are kept,
No matter how large the key,
Or strong the bolt, I would try so hard,
'Twould open, I know, for me.
Then over the land and the sea, broadcast,
I'd scatter the smiles to play,
That the children's faces might hold them fast
For many and many a day.

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The Black Swan

Gladys clapped her hands with delight when she saw the tiny yellow ducklings. When they were old enough she was allowed to go with Betty to see them have their first swim. The joy of the yellow youngsters as they splashed merrily about was only equalled by Gladys' cries of pleasure.

"How they love it!" she called. "It must be nice to be a duck, Betty!" Betty said she supposed people did think so, since they called you "a duck" when they wanted to please you.

Just then Gladys gave a startled cry and Betty looked hurriedly over the water. She saw a big swan coming towards the ducklings. It looked rather angry, and she, too, felt a little frightened.

"Oh, Betty!" cried Gladys, in distress, "it will hurt the tiny things; can't we get them away?"

She ran close to the water; then gave a cry of relief and joy, for the swan only looked curiously at the ducklings and swam proudly past.

Every morning afterwards Gladys took the ducklings' food to the water, but she always tried to drive the swan back, because she was afraid it would eat the little birds' meal.

One day as she was going to the pond she had a terrible fright. A surly-looking terrier suddenly ran out from some bushes near and began chasing the ducks, who happened to be waddling on the bank. They flew into the water in great fear, and Gladys grew cold with terror when she saw the dog leap after them. She screamed for help, and, as if in answer to her cries, the big swan came rapidly swimming towards the dog. It hissed loudly in anger and struck at the terrier with its wing. The dog gave a howl, and at once the swan turned to the frightened ducklings, and picking them up in her beak she placed them upon her back and swam quickly off. The dog appeared to stop to get over the blow and the surprise of his attack. He then returned slowly to land and disappeared with his tail between his legs.

"Oh, you dear, brave swan!" cried Gladys, her eyes filling with tears of joy and gratitude.

Ever after that the big swan always shared the best of the ducklings' food. And when they were quite grown-up ducks Gladys never went to see them without a "dainty" for their brave defender.

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Own Up

It was at the school examination in arithmetic, and Tom felt particularly dull at figures that morning. Clever Jack sat alongside him. and Tom said, "Jack, I can't do the thing." They were great friends, so Jack said, "Just look over mine." And that is what he did: he copied Jack's sums. The end of the story is this—Tom and Jack divided the prize; they were far above everybody else. When they were called up to receive the arithmetic prize Tom felt miserable, and he said, "Please, sir, I don't deserve this prize. Please, sir, I copied." And his face was red and his eyes were filled with tears. But by bravely owning up to his fault he learnt a better lesson than all the sums in the world could have taught him. When you have done wrong, own up. It is best to be brave enough never to do wrong, but if you have done wrong and are going to be punished for it, don't be a coward the second time. Bear it like a man, the smart soon disappears. But the shame of having lied lasts on.

—❖—

Just My Luck!

If the boy who exclaims, "Just my luck," were truthful, he would say, "Just my laziness," or "Just my inattention."

Luck is waiting for something to turn up.

Labour, with keen eyes and strong will, will turn up something.

Luck lies in bed and wishes the postman would bring him news of a legacy.

Labour turns out at six o'clock, and with a busy pen or ringing hammer lays the foundation of a competence.

Luck whines.
Labour whistles.
Luck relies on chances.
Labour on character.
Luck slips down to indigence.
Labour strides upward to independence.

"Luck," in the Bible sense, is a good old English word: "I wish you good luck in the name of the Lord." But "luck," with no thought of Providence, is a bad word.

—❖—

Youthful Jack: "Oh, mother, I do love cake! It's awful nice."

Mother (reprovingly): "You should not say you 'love' cake—say 'like.' Do not say 'awful'—say 'very.' Do not say 'nice'—say 'good.' And, by the way, the word 'oh' should be omitted. Now, my dear, repeat the sentence correctly."

Jack: "I like cake; it's very good."

Mother: "That's better."

Jack (with an air of disgust): "It sounds as if I was only talking 'bout bread."

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The First Twenty Years

Live as long as you may, the first twenty years form the larger part of your life. They appear so when they are passing; they seem so when we look back on them; and they take up more room in our memory than all the years that come after them.

Take good care of the first twenty years of your life. On the use which you make of them your happiness and usefulness in after years will very largely depend. See that they are spent in learning right habits and cultivating good tastes.

—❖—

A teacher asked her class to name five different members of the "cat" family. Nobody answered, till at last one little girl raised her hand.

"Well?" said the teacher, encouragingly.

"Father cat, mother cat, and three little kittens!"

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The Bee

Busy little buzzing bee,
Fly to that tall flowering tree;
Bring some honey back to me,
And I'll eat it at my tea.

—❖—

Perspective

The near thing,
That's the dear thing,
Is so hard for us to see.

While the far thing,
Like some star thing,
Lures with its mystery.

—Arthur G. Smith.

Theory and Practice

"Why, this idea of slowing up at railway crossings is all foolishness. It stands to reason that if you are going 30 miles an hour you will cross the street twice as quickly as if you were going fifteen miles an hour, and will, therefore, stand only half as much chance of being hit. Now, as I approach this railway crossing, I am going forty miles an hour, so—."

The funeral will be held next Thursday.

—"Life."

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Some Collector

"Roy," a famous collecting dog, who was for seven years a public favourite at the Euston Railway Station, in England, was placed on the "retired" list in November last. He began this work shortly before the end of the war, and up to his retirement had collected no less than £3102 for the London Midland and Scottish Railway Benevolent Fund. Among his patrons were thousands of famous personages, including members of the Royal Family. On several occasions, indeed, he had put in a "command appearance" before His Majesty the King to receive the honour of a contribution. "Roy" is stated to be about 13 years old, and is of mixed Newfoundland and Scotch Collie ancestry. He was succeeded by "Rags," a Smithfield sheep dog.

"Roy" was given comfortable quarters at the house of a member of the railway staff, but got away seven times. Each time he was found at a different place, but always at a railway station. He recently found his way back to Euston; and it has been decided to let him remain there in his old kennel, which is next door to that of "Rags," his successor. He receives a liberal allowance of meal and dog biscuit daily. "Rags" has started off well, having in three or four weeks collected over £60.—S.A.R.

Maxims to Remember

Whoever is satisfied with what he does will progress no more.—Marden.

* * *

Courage is the thing: all goes if courage goes.—Barrie.

* * *

Example is the school of mankind; and they will learn at no other.—Burke.

* * *

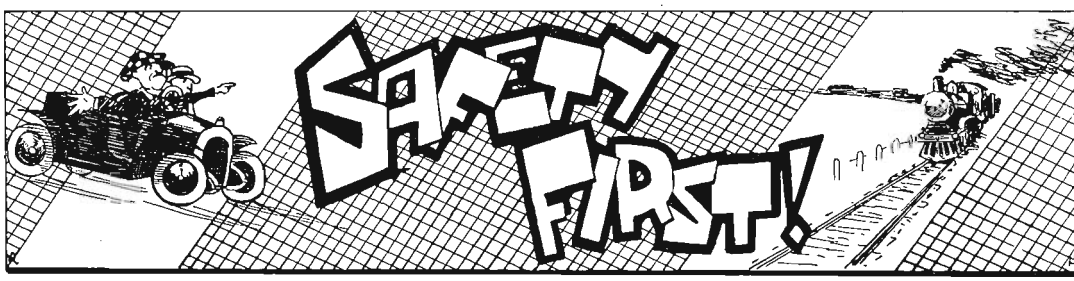
No man's knowledge, here, can go beyond his experience.—Locke.

* * *

No man was ever great by imitation.—Johnson.

* * *

Build not upon foundations of the past,
Nor bank upon the promise of to-morrow's dawn,
For those who pass the daily task, the jobs that lay at hand,
Miss the reward they bring, and live to mourn.—Ivor Black.



The Habit of Carelessness

Accidents do not "just happen," neither are they part of any pre-ordained fate that the gods of fortunte have wished on us. For every accident that ever occurred, be it in the workshops or on the street, or at Railway crossings or in connection with Railway work, etc., there is a very definite chain of events and circumstances logically linked together in such a manner as to produce that which is passed to us under the misnomer "ACCIDENT."

Frequently men will be heard to say such as "I met with an accident to-day. A piece of material I was carrying slipped out of my hands and fell on my foot. I was out of luck." Yet an analysis of this occurrence will prove, as it does every eight out of ten cases, that the outstanding causative factor in the whole procedure was downright carelessness. Carelessness on the part of the very individual who suffered the injury.

The term "CARELESSNESS" in itself is rather broad, far reaching and indefinite. It is usually applied in a general way when specific terms and descriptions would be more fitting and appropriate. It covers many acts of commission and omission, and is the result of persisting in innumerable deviations from the straight and narrow path of caution. After a while the mental fabric is densely woven with little threads that are created by each indulgence or repetition. Mental impression is made. Habit is formed. Every lapse of attention in the performance of our daily duties permits the turning of the thought to this well-beaten track. This track is easier to slide into than to get out of, and soon the one digressing falls a victim elsewhere.

"All that a man hath will he give for his life," came down to us centuries ago, but as conditions have changed, so has man's attitude in regard to another's life—for men are beginning to look upon other men's lives from the same viewpoint that they look upon their own. Out of this feeling has come the SAFETY FIRST IDEA.

SAFETY involves many things, if we really make Safety a first consideration. Men who, in their daily occupations, are constantly accustomed to danger, become so familiar with it as not to recognise it well enough—they are constantly taking too great chances. While modern civilisation has raised the value of human life it has at the same time increased the dangers.

Back of the SAFETY FIRST MOVEMENT stands the Management, doing everything in the power of human beings to minimise the danger incident to transporation. To be successful we must have harmony and enthusiasm among the men who do the work in the shops. Organisation and enthusiastic support of the men who have won all the victories of history —in war and education—have always been forthcoming, and always will.



Leave that last page until you get home.



Horticultural Notes

Flower Garden and Shrubbery

Doubtless, all enthusiasts have read through the rose catalogues, and decided on the additions for the present planting seasons. When your roses arrive from the nurseryman, care should be taken at all times to avoid exposing the roots to wind and sun. A good plan is to keep them covered with wet sacks. If the package should have been delayed for any reason in transit, a deep trench should be dug and the roses placed lengthwise in it and buried. In a few days' time, if lifted, they will be found to have recovered. Deep planting should be avoided, and four or five inches will be found deep enough. Do not allow manure to come into contact with the roots. All standard roses should be firmly staked; it is well to perform this operation before planting, so as to avoid interfering with the roots in any way. Shoots issuing from the stem itself should, as a rule, be avoided, as they are very apt to produce flower buds, too early and persistently, and seldom make good plants.

Bush House or Fernery

At this season of the year the bush house begins to lose its beauty to a great extent, owing to the fact that so many of the plants have finished blooming.

Gloxinias are past their best by now, and they must be gradually dried off by withholding water as the leaves turn yellow. When the foliage has entirely decayed, remove it, and store the bulbs away for the winter in their pots. They may be placed under the greenhouse staging, the pots being laid on their sides. Leaves which were layered in the summer for increasing the stock will soon decay, and the young bulbils will then be seen. They must be left in the pans as they are, keeping them quite dry until they are started in the spring.

Cyclamens do better when kept in a cool house, and the same applies to the Calceolarias. They need to have plenty of fresh air, and to be kept growing. These plants are worthy substitutes for places recently gay with the many-coloured Gloxinias and Begonias.

Plants that are subject to scale, such as Palms, Aspidistras, Circuligo, Aucubas, etc., should be thoroughly examined, and if it is in any way detected they should be washed with kerosene emulsion. This not only destroys the scale, but prevents for some considerable time any further encroachment of this pest. Plants should not be watered from this time onward in a haphazard manner, but only when required; they do not dry so quickly now as in summer.

The Kitchen Garden

During the present month, it will be necessary to perform a lot of work keeping down weeds. Owing to the high prices prevailing for all foodstuffs, there is no doubt that the cultivation of vegetables generally will be given much more attention than in the past.

Potatoes will be coming out of the ground this month, and the land, if well treated to a dressing of manure, should be in fine tilth for subsequent successional sowings. Potato plants which have been struck by frost seldom repay further attention. The sooner the tubers are lifted the better, for the ground is wanted for other purposes.

Successional sowings of Broad Beans and Peas may now be made, and if judgment in planting is used, the results will be greatly appreciated later on.

Thin out young plants of Carrots, Parsnips, and Beetroot, as soon as they are large enough. Frequent light dustings of soot will be found effective in keeping away slugs until the plants are strong enough to withstand their attacks. The use of liquid manures with these crops is not advisable, particularly so in regard to Carrots.

A few plants of Rhubarb could be put out with advantage. They do best in a well-drained plot, with the plants spaced about 3ft. apart, and the crowns covered with an inch or two of soil.

Preparations should be made about the middle of the month for raising Tomatoes and plants of this kind on a hotbed. Turn the manure well two or three times, and if at all dry, thoroughly moisten. Build the bed up well, and allow it to stand two or three days to settle, and then build up again three or four feet in height. Keep the top off the frame for a few days to allow the strong fumes to escape. Should the heat commence to fail, the manure from the projecting sides must be removed and replaced with fresh.

As a World Traveller Sees Us

What Courtesy Is

For the past twenty-five years I have been something of a traveller. I have ridden on all of the systems in Great Britain, on through trains and locals, fast and slow, between the principal cities and to the nooks and corners.

I have travelled by rail in every State in the United States and in every part of Canada, in special trains, transcontinental limiteds, locals and freight trains. I believe that my own experience in railway travel and conversations with hundreds of fellow travellers have enabled me to see from the passenger's viewpoint and to tell what he demands most and what counts most with him.

IT IS COURTESY—AND COURTESY WITHOUT FRIGIDITY.

A man may be absolutely courteous so far as his utterances are concerned. He may answer all your questions correctly and in perfectly proper language, but in a sort of a South Pole manner that chills you to the bone and leads to the feeling that you have been treated with a commercial courtesy, a sort of a perfunctory courtesy that is extended simply because it is made compulsory by orders from head-quarters.

That kind of courtesy never counts a great deal with the man who receives it, or, let us say, with the customer who receives it, for, after all, the man who travels is as much the customer of a railway as the buyer of a suit of clothes is the customer of the clothier.

What the traveller wants is courtesy with a little affability thrown in, courtesy with a pleasant face and a pleasant tone.

I do not suppose there is any traveller who desires the man in the booking office, or at the gate, or the conductor or the guard to stop work to shake hands with him and to crack his face with smiles and say, "How do you do, sir? I am more than pleased to see you riding on our line." Not all all. But he does enjoy a courtesy that makes him feel the railway man really and truly welcomes him as a passenger.

Just how many miles I have ridden on the Victorian Railways I cannot tell without a time-table, and there is none at hand. Nor can I guess at the number of employes I have met. But I have covered a great deal of ground and met many men, and I am more than glad to report that my experiences have been most pleasant.

Everywhere I have gone I have felt that the Railwaymen were really glad I was riding with them, and, notwithstanding the fact that I returned my thanks as we travelled together, I should like to take this opportunity to thank them again for having added to the pleasure of my journeys.

A number of things have impressed me on my visit to Victoria—the neatness of the stations, the flower beds along the platforms, the dining room and refreshment accommodation, the progressive spirit of the system, and all that—but what has impressed me more than anything else is the opportunity that is offered to the employe of the Victorian Railways to be of service to his State, and in being of service to his State to be of service to Australia.

It is a wonderful opportunity. It is quite possible that the man on the job, the man with the opportunity at his hand, does not see it looming up in the tremendous proportions that it appears in the eyes of a stranger from another country.

To me it appears to be the most important feature of the railway work.

You have a fine railway system in Victoria. It is not perfect—you know that as well, no doubt better, than I do. But I have been able to see where it has been growing better, and I can see where it will continue to grow better.

I can see plainly some of the bigger achievements in transportation that will be to the credit of the Victorian organisation within the next few years. Far greater than any of those achievements, however, will be the service to the State and to the Commonwealth.

It goes without saying that the material prosperity of Victoria is dependent upon the Railways. That is true of every country. In Victoria, State ownership makes them an institution. They form one of the most important parts of the national foundation.

Their success or failure means more than the success or failure of a private enterprise, and the responsibility lies upon the men who are operating them.

From what I have seen of them in our pleasant meetings along the line I am confident that they are carrying it safely.

Good luck in the patriotic work, and may we meet again.

JOHN W. RAPER.

"Safety First" and the International Motor Show

The recent International Motor Show held at the Exhibition Buildings, Melbourne, from the 30th April till 9th May, afforded the Commissioners a golden opportunity for bringing under the notice of motor users the many virtues to be gained by the exercise of vigilance and care as an aid to safety, and in this connection arrangements were made for the display of about 100 "Cross Crossings Cautiously" posters, as well as a number of companion posters issued by the National Safety Council of America.

These posters were displayed in prominent positions throughout the entire building, while advantage was also taken of the space in front of the organ gallery platform for exhibiting a very fine array of attractive posters.

Immediately over the entrance doors of the Exhibition two large calico signs conveying the following messages were erected:—

TWO POINTS OF VIEW.

1st Citizen:
"Collins Street and Swanston Street crossing — terribly dangerous. It should be regraded!"

2nd Citizen:
"What nonsense—spending money like that when all that's needed is a little care by road users."

TWO POINTS OF VIEW.

1st Citizen:
"Blank Street and suburbia railway crossing — terribly dangerous. It should be regraded!"

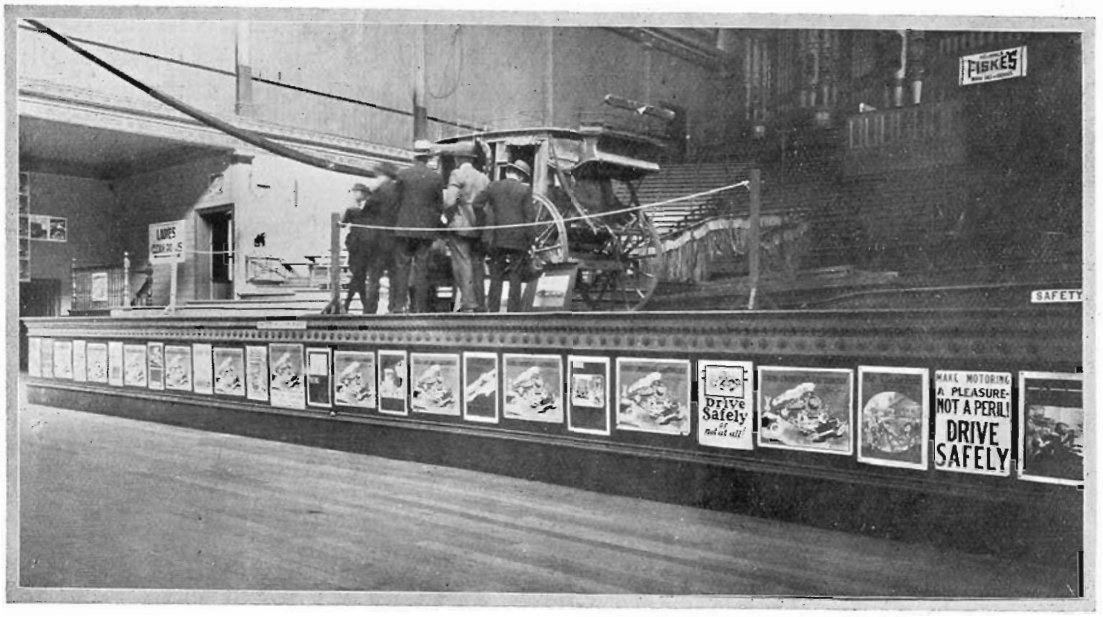
2nd Citizen:
"Quite right. All railway crossings should be regraded."

Prior to the commencement of the Show, about 200 level-crossing posters and upwards of 150,000 copies of the miniature sticker were distributed to motor proprietors who had stands at the Exhibition, and each was asked to make use of the posters to the best advantage, and to place the stickers on catalogues, hand-bills, or other propaganda distributed by them in connection with their particular display.

Altogether about 85,000 people visited the Show, and it is pleasing to know that letters of appreciation of the Department's effort in the "Safety First" Movement have been received by the Commissioners.



Calico signs exhibited on wall immediately over entrance doors at east end of building.



Posters displayed in front of stage immediately under organ gallery platform. One of Cobb's old carriages is on platform.

Rolls Royce Refinement

In motor cars the name Rolls Royce has somehow become to suggest the superlative in motor car construction. So outstanding seems its superiority that the name has been used in other lines. We hear, for instance, the term "Rolls Royce of Radio Reception." No matter, therefore, how limited one's conception of motor car excellence may be, the name Rolls Royce conjures up in our minds efficiency, service, beauty and refinement, and creates within us an appetite of respect for this masterpiece of machinery.

Now, if you owned a Rolls Royce, you should expect to possess a full appreciation of efficiency, service, beauty, refinement and respect that would befit such an ownership. You would not expect to have the windscreen begrimed with dirt, nor the upholstering covered with dust, nor the mechanism filthy with grease-dirt, nor, in fact, any part of this magnificent machine presenting an appearance unworthy of its "station."

There are at the Newport, Jolimont, Bendigo and Ballarat Workshops, and at all of the electric power houses, machines that cost thousands of pounds. These machines are the Rolls Royces of machine tools and power plants, and are truly the embodiment of the highest and best in the machine tool builders' art.

If the machine you are operating be a "Rolls Royce" or a "Ford," there is no reason why you should allow it to become dirty and grimy or present an untidy appearance through the floor being covered with chips, pieces of iron, unused tools and spare parts. If the appearance of your machine is not in keeping with the name it bears, ask yourself the reason for such lack of neatness and poor appearance, and, if you are honest about the matter, you will probably find that the mechanic running it is utterly lacking in that taste of refinement that should go with it.



Posters displayed on south wall immediately over approach to stage platform.

Therefore, whether your machine be a "Rolls Royce" or a "Ford," make its appearance, as well as the work it does, reflect your sentiment and your refinement.

Good Service Brings Appreciation



As a daily traveller and holder of a first-class yearly ticket to Ivanhoe I think it my duty to bring under your notice the efficiency of a member of your staff who is employed at the Clifton Hill Railway Station. I refer to a youth approximately 20 years of age.

It is quite a treat to see him handle a train, and observe his courteous manner to travellers, and never at any time have I heard the destination of a train announced so clearly and distinctly as is done by this youth. It is quite the topic of conversation among travellers to stations beyond the "Hill."

You generally get all the complaints possible through the Press, but I felt the efficiency of this lad should be brought before you. Please excuse the length at which I have written. Mr. Wilson, a director of Myer's, to whom I mentioned this matter, said you were the gentleman under whose notice such a case might be brought.—**From Ormond Baker, Esq., "Ormond," Livingstone-street, Ivanhoe, 9/4/25, to the Chairman of the Betterment Board.**

Note.—To the Railway Commissioners themselves, the lad mentioned in the foregoing letter, as well as to the staff generally, such a finely expressed appreciation of the manner in which this lad carries out his duties is a treasured document indeed, and furnishes an incentive to one and all to always do their duty in the right way.—Editor.

I wish to express my appreciation of the speedy and safe removal of my truck of furniture from Junee, N.S.W., to Tatura, Vic. The truck left Junee at 5 p.m. on Wednesday, and arrived at Tatura at 2 p.m. on Friday, with every article intact. This effective transport reflects great credit on the Railway Department.—**From Mr. T. W. Stratton, 98 Green-street, Richmond, to the Outdoor Superintendent, Spencer-street, 18/2/25.**

My directors have requested me to inform you of their keen appreciation of your attention to the requirements of the Irymple Branch.

They also tender their thanks to you and your staff for the assistance rendered to the shipping department, and trust that the amicable relations existing will continue.—**From the Branch Manager (Mr. H. L. Cutts), Aurora Packing Co. Pty. Ltd., Fresh and Dried Fruit Packers, Irymple, 20/3/25, to Mr. Gallagher, Stationmaster, Irymple.**

I wish to return to you my best thanks and also to the staff both here and at Spencer-street for uniform courtesy and skilful handling of my flower boxes. When I tell you that I won five firsts, including champion bloom in the show, you will understand that I appreciate to the full the direction and skilful handling necessary to that end.—**From Mr. P. Gilhooley, 35 Clyde-lane, Ballarat, to the District Superintendent, Ballarat.**

I have been requested by the captain of 1st Seymour Girl Guides to bring under your notice the courtesy extended to our troop by the Stationmaster at Yea. We had a sick Guide on board, and changing trains at Yea was very difficult indeed. In fact, had it not been for the consideration shown by the Stationmaster, we would have been unable to board the train in such a crush. Such courtesy is indeed pleasurable to meet nowaday.—**With Greetings from Lieut. Leah Waycott, 1st Seymour Girl Guides, 15/4/25, to the Railways Commissioners.**

I beg to specially thank Mr. A. Millar, Stationmaster at Leongatha, and the officers under him for the valued assistance and courtesy extended to me as organiser of the arrangements in connection with the Schools' Excursion run from Leongatha to Royal Park (Zoo), and later the "Reso" Train during the month of March last. I appreciate their assistance very much.—**From Mr. Geo. F. Michael, Shire Secretary and Organiser, Shire Hall, Shire of Woorayl, 1/5/25, to the Railways Commissioners.**

I desire to bring under notice what I regard as an instance of most honest and faithful service rendered to her employers as well as to one of the travelling public. On the 25th of April last I entered Bendigo Station for the purpose of joining the train to Melbourne. Prior to taking my seat, however, I visited the cold drink and fruit stall, situated on the station premises, made some purchases, and inadvertently left my purse, containing £3/10/-, together with my railway ticket, on the stall. I had just secured a seat in the train, which was about due to start, when the young lady who had served me came up, after having searched the train, handed me my purse, etc., intact, I not knowing till then that I had lost it. I have since learned that the young lady's name was Miss Maggie Mara. She certainly did me a valuable service, for which I am very grateful. —**From Mrs. E. Newman, 41 Beaver-street, Essendon, 28/4/25, to Mr. E. W. Ingham, Submanager, Refreshment Rooms, Bendigo.**

"A2" writes in the "Warragul Guardian," 7/4/25, as follows:—"Probably there is no section on the Victorian Railways better manned at present than that between Warragul and Sale. The general travelling public are, of course, more conversant with the staffs of the passenger trains, but often a traveller on the

goods trains finds that the guards, as a whole, are a reasonable and considerate band of men. It is hard to find a traveller of the decent class who has not a good word of appreciation for the conductors, who are genuine samples of what the word really means. The little courtesies and kindly consideration shown, particularly to women and children—who always seem more or less in difficulties when travelling—have been remarked on by scores of observant travellers, while their bearing in the carrying out of their duties, often calling for a liberal measure of tact, is invariably patient and gentlemanly. At times their tempers are sorely taxed by the uncouth and unreasonable, and often indecent, behaviour of persons for whom the Commissioners have not as yet provided accommodation of a class which befits their conduct, but their handling of such cases is always accompanied by firmness and discretion, and an understanding of the feeling of the decent class of passengers.

Many a sincere "Thank you" has been heard from mothers travelling with young children and a complement of luggage, as the result of a timely and kindly act of assistance in perhaps the handling of the luggage, or the direction and information received from Mr. Conductor. The drivers and firemen, too, seem to be a cheerful, good-spirited lot of men, and, though one hears enough when the train is behind time, how few calculate the long runs of arrivals on time, and the many little things so easy to happen to upset the calculations of the driver, apart altogether from the huge and wonderful piece of mechanism throbbing at his touch, and every moment under his trained and watchful eye.

My husband and I were transferred from Darlimurla to Waaia last week, and we had to bring my father (who is an invalid) on a stretcher. Throughout the journey we met with nothing but the utmost kindness and consideration from every Railwayman we met.—Yours, etc., (Mrs.) L. SUTHERLAND, Waaia. —"Sun News Pictorial," 15/5/25.

Personality in the Railway Job

By A. E. Dunstan

The following clause may have often been heard by you. What is the matter with Jack Smith's men? They are the biggest grumblers I have come across—and it is true that they are. Therefore, it is very necessary for all officers-in-charge, supervisors and foremen, and all who are at the head of a body of men to exercise not only good supervision, but show a pleasing personality towards the individual, familiarise yourself with each man's peculiarities under your direction. The all-important question is: What is personality?

It is a word that cannot be explicitly defined, but there are a number of qualities in the individual which go to constitute it, the principal of which is an attitude that is fair all round, and to recognise there is generally merit on both sides of a discussion; this is most important, and if a man has a broadminded outlook on life he should not "scoff" at the idea of opposition that is trying to convince him that the result should be the other way; secondly, a cool head; and, thirdly, a kind heart and good feeling should be exercised by supervisors to the emplyoyes under their control. The supervisor or forman must always remember that he is only human like the others. Those three qualities are perhaps the main ones in the make-up of the word "PERSONALITY."

It is realised in every business that if the man at the helm is a "grouch" the whole crew is discontented, and if this man is so the confidence of the men in their chief is lost. As the "Railway Gazette," England, once put it, "If the battery of a motor car is weak, the efficiency and usefulness of the motor car is lost, and until the battery is renewed the car is useless for the purpose for which it was intended."

When personality is developed—principle follows. Signal gangs, all outside bodies, and office staffs should observe daily all the happenings and mistakes which may have occurred while they were on the job, and the next day these mistakes will be made right—it is widely known that success follows failure. Forty to fifty years ago men were driven to work, but now things have greatly changed. A leader who enters into his task in a fine spirit will find that his men will follow his example, while, on the other hand, the supervisor who is of the opinion that he is placed in the position merely to administer discipline is a driver, and meets with little or no success—in a word, he belongs to what is commonly known as the old school.

"To Know What To Do Is WISDOM

To Know How To Do It Is SKILL

To Do It As It Should Be Done Is SERVICE"

WIT & HUMOUR.

Mistress: You say you worked for the Thomsons. Can you prove that?

New Maid: Well, mum, I can show you some spoons and things with their initials on them.

—❖—

The janitor's little boy, very black, was nicknamed "Midnight" by his white friends. He didn't mind their calling him that, but when one day one of his own race exclaimed "Hello, Midnight!" he retorted indignantly, "You'se jes' about quarter to twelve yo'self."

—❖—

There are two kinds of men who never amount to anything and for whom the boss has no use. The one kind, those who cannot do as they are told; the other kind, those who can do nothing else.

—❖—

Sophy (who accepted Mr. Charles Fleetwood the night before): "Does Mr Fleetwood strike you as being a sensitive man, Pauline?"

Pauline (who doesn't know of the engagement): "Gracious, no! A man who has been rejected by four girls within six months, and gets fat on it, cannot be. Why, Sophy! what's the matter?"

—❖—

"Can you tell me where the automaton chessplayer is?" asked a gentleman of an attendant at an exhibition.

"Do ye mane the figure that plays games by itself, an' ye can't see anybody working it?"

"Yes, that's what I mean."

"Well, ye'd better wait a bit—he's gone out to dinner now."

—❖—

A doctor, prescribing for a baby, was sadly vexed by the officiousness of the child's feminine relatives, who tried all sorts of home remedies for it, saying in apology—

"We thought if they did no good, they would do no harm, doctor."

At the end of his patience, the doctor one morning called for a bowl, a spoon, and some fresh butter, and began stirring the latter round and round with an air of grave importance. The ladies gathered about him inquisitively, but he gave them no attention until at last, curiosity becoming rampant, they cried in chorus:—

"Oh, doctor, do tell us what you are going to do with the butter?"

Here was his chance. Facing them solemnly, he said, "I am going to grease the baby's elbow with it. It may not do any good, but it won't do any harm!"

Lady: "You know, I wish my portrait to be a total surprise for my husband."

Artist: "Yes, madame, I understand."

Lady: "And you will try not to have too strong a likeness, as I would not like him to recognise it at the first glance."

—❖—

When a merchant became bankrupt he put a sign on the door which read "Not in," and sat in his office to meditate on the uncertainties of business enterprise.

One of his creditors looked at it, gave a quiet sigh, and reading it "No Tin," turned away in despair.



THRIFT!

Cautious Traveller: Mon, I dinna sappose ye have a soiled or damaged ticket ye could let me have a little cheaper?



Joe Sticks Up the Coach

By "Old Hand."

Before I got work on the railways I was a boundary rider on a sheep station in the North-Eastern district. It was there that I met a lively young chap named Joe Brown, who was a rouseabout on the station, and for whom everybody had a feeling of good-natured contempt. We sort of liked Joe, but we didn't think he was quite all there, if you get what I mean.

Joe was full of grandiose ideas about himself, and what he couldn't do, if you believed him, was not worth entering in a note book for future reference. To give you the straight of it, Joe was a perfect wonder, a wizard, and a man who was never beaten at anything he undertook. When you take into consideration that Joe was barely 21 years of age, you can figure out for yourself what a braggart the young fellow was, and can wonder why he was earning only a pound a week and tucker in Woomagama station.

Strange to say there was a girl working at the homestead as a generally useful, who seemed struck on Joe. This Jessie Newcome was a good worker, too, and several of our older chaps had got the stony eye from her when we tried to sneak into her young affections. Joe, you see, was a big, handsome sort of lad, with curly black hair, and a shiny little beard, and a pair of flourishing moustaches, which made him appear a gay Lothario, if you know what I mean by that.

Joe was always talking about his great adventures in New South Wales, and we came to suspect that he got most of his ideas out of the sensational novels he picked up somewhere in the township. He used to lend these paper-covered books to Jessie, who had lately come from the Old Dart, and between them there grew up a love of adventure that very nearly consumed the pair of them. Joe was as puffed up with pride as a champion coloured pugilist. Always bragging about what he would do if he only got the chance of something big.

It was Bill Smith's idea that we chaps filled Joe's imagination with the doings of Ned Kelly. Bill was an amusing sort of chap from Wagga Wagga, and as he was the store-keeper on the station he had plenty of time to think up jokes on other people.

Bill used to get Joe in the store and praise Ned Kelly up to the skies. According to Bill this flaming bushranger was one of the world's heroes, but a hero who went wrong because he took life. A great bushranger should never kill anybody (said Bill), but should have the pluck of Ned Kelly and the courtesy of a young Lord Lovelace. Just the sort of gentleman you would be glad to have your valuables, because it was a privilege to meet him on the road.

We helped Bill by also ringing in yarns we had heard of gallant bushrangers, such as Moondyne Joe, in West Australia, who was a good friend to the poor settlers and only robbed the rich travellers of their ill-gotten wealth and flash jewellery.

When Joe responded one day that he could out-do any famous bushranger in courage and courtesy we knew he was rising to the bait.

Bill now turned his attention to Jessie, and told her that if Joe was worth his salt he would back up his words by deeds. He assured this simple maiden that Joe was now regarded as a coward by all the other hands on the station. He soon had her working on Joe, who got to the stage when he had to show Them. Now when you feel you have to show Them—meaning everybody—you are getting pretty mad and reckless.

Well, we learned Joe was going to stick up the mail coach from a certain town, but was not going to really steal anything, but merely bring the coach to a standstill, and then, courteously waving his hat to the passengers, order the driver to resume his journey. Joe said we could all be there at the appointed time. So we were, at 8 p.m. on an April evening. Jessie was with Bill, concealed behind a clump of gums. She was glad Joe was going to show us he was no coward.

I admit that to stick up a mailcoach, even in a playful mood, requires great courage. You see, the driver might not be in the joke, and you couldn't tell what he would do when bailed up by a young fellow armed with a revolver.

But to make sure that there would be no tragedy, Bill had insisted upon an empty revolver—and, besides, he had written privately a note to Jim Kelly, the coachdriver, telling him what was going to happen to him on that April evening, and why.

When the coach came into sight around the bend in the road, and was heading straight for our hiding place, the amateur bushranger stepped out into the moonlight and cried out, "Hold your horses, Kelly, I've got you covered."

And what did Kelly do? Why, he simply got down off the box seat, and to the delight of the passengers—two pretty girls and a commercial traveller—he rushes at Joe, and gives him a terrible hiding.

Poor Joe, the adventure had a sorry ending. We fairly laughed him off Woomagama station.

But Jessie went with him. She was an awful sticker, that girl, and she married him as soon as he got another job. The pair of them worked in the kitchen of a leading hotel in Albury.

The Honeymoon Trip

The sun never shone upon a lovelier morning than that which ushered in the wedding day of Billiger McSwat and Lobelia Grubb.

Far away in the dreamy distance stretched a landscape that seemed to tremble and vibrate in the mellow haze of the golden April day, as if the unseen spirits that inhabit the air were beating it with fairy wings in the irrepressible exuberance of overflowing life and joy.

Billiger and Lobelia McSwat had just started on their wedding journey.

Animated by the sincere and laudable purpose of affording no indication in their manner, apparel, or behaviour that they were taking such a trip, Billiger wore a suit of new black broadcloth, with a lavender necktie, and Lobelia was attired in a silk dress of a delicate lilac tint, with no conspicuous ornaments except a large solitaire ring on one of the fingers of her left hand, and a few orange blossoms modestly and becomingly arranged in her Parisian travelling hat. They sat on the luxurious cushions of a saloon carriage, Billiger's arm resting carelessly on the back of the seat occupied by his lovely bride, and Lobelia leaning towards Billiger in the easy, tender, confiding manner of the Secretary of a Young Ladies' Society for the Dissemination of Useful Knowledge, accompanying an elder brother on a shopping expedition.

"Billiger," faltered the bride, turning her beautiful eyes trustingly to his, "nobody would suspect that we are—that we have just been—that we are on our—do you think?"

"Certainly not, Lobelia," affirmed Billiger, with great positiveness, as he smiled fondly and reassuringly upon her.

"They think we are brother and sister, Billiger, or at least we are old married—"

"Oranges!" exclaimed a voice. The train had pulled up at a station.

"Lobelia, my love," he said tenderly, "would you like some oranges?"

"If you like, dear," she replied, trustingly.

Billiger put his hand into his pocket.

Then he put his other hand into his other pocket, and his face turned an ashen grey.

"Lobelia!" he said hoarsely. "I—I have left my pocket book, with my money and tickets, in my other trousers! Have you any money with you? Quick! Here comes the guard!"

"I think I have, Billiger," said Lobelia.

She put her hand into her pocket, and turned pale.

"Billiger," she exclaimed, piteously, "I have left my purse in my other dress!"

The station at which the train had stopped was only seven miles from home. Billiger and Lobelia McSwat got out, the ecstatic bridegroom persuaded a grasping, sordid monopolist who kept a motor garage to accept his gold watch as security for the hire of a motor car and driver, and Mr. and Mrs. McSwat drove home in pensive silence through the balmy autumnal landscape, which the mellowed rays of the golden April sun bathed in a sea of molten glory.

If the story of the first day of Billiger and Lobelia's wedding journey serves as a warning to others, it will not have been written by the sorrowing historian in vain.

Australia's Future

An Optimistic Speech by Sir Joseph Carruthers.

"Everyone should be optimistic about the future of Australia, and look at the brighter side of things, and not mope over the gloomy aspects that nowadays are too much stressed," said Sir Joseph Carruthers, when officially opening the Braidwood (N.S.W.) Jubilee Show recently. "If we look back 100 years, it is always the bright side we see. In 1825, our white population was only 52,505 people in the whole of Australia. To-day the white population is 5,900,000, representing an increase of 114 times over the figures of a century ago. In the same period the population of the United States has increased from six millions to 115 millions, or a matter of only 22 times in the century, an increase which bears no comparison with that of Australia, which relatively has been five times as great. Thus it is seen that our increase in population has been marvellous, probably the greatest of any country in the world.

"Taking live stock, the number of head of cattle has increased from 134,519 in 1825, to 13,300,000 in 1925—an increase of 99 times, while the sheep have increased from 237,622 to 80 millions, or a matter of 350 times. In 1825 Australia exported 411,600 lb. of wool, valued at £36,000. Last year we produced 570,075,400 lb. of wool, of the value of £56,200,000. This represents an increase of 1560 times in the value of our wool production in the course of 100 years. This year our wool production is estimated to be 30 per cent. greater in quantity than last year, and will realise over £80,000,000, or more than 2000 times the value of the wool clip of 1825.

"Taking the value of Australian total production," Sir Joseph added, "it has made enormous strides. Although no reliable estimates are available for the year 1825, it is certain that the total value of the country's production in that year did not exceed £500,000. In 1871, when the first estimate was made, the production had reached £46,700,000. In 1923, there was a further increase of £382,200,000, and this year the value is estimated to approach 500 millions—a total 1000 times as great as that of 100 years ago."



N.S.W. Railway Apprentices' Visit to Melbourne

To Play Cricket and Tennis Against V. Railways Apprentices.

During the Easter holidays twenty-two apprentices of the N.S.W. Railways and Tramways, under the guidance of Mr. Napier, the Director of Education in the N.S.W. Railways and Tramways Institute, played the second annual cricket and tennis matches against representatives of the Victorian apprentices.

The visitors, who arrived on the Thursday in Easter week, were welcomed at the V.R.I. by Mr. W. Phelan, Vice-pres., in the absence of Mr. J. S. Rees. In the evening they were the guests of the Victorians at a Theatre Party at the Athenaeum, where "Cappy Ricks" was enjoyed by quite a large party.

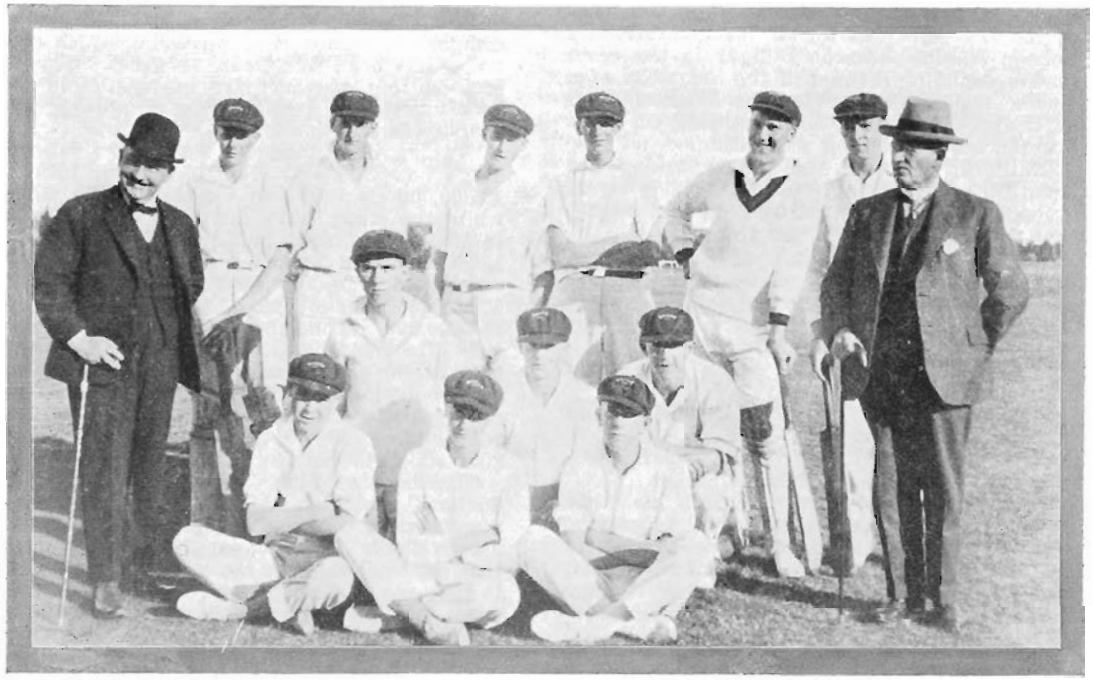
On Easter Saturday the cricket match was played at Royal Park, and was won by the Victorians by 10 wickets. The President of the Institute (Mr. J. S. Rees), with Mrs. Rees, and several members of the V.R.I. Women's Social Committee, were present, and were responsible for making the lunch and afternoon tea a success.

After the cricket match a delightful evening was spent at the "Wattle Path," St. Kilda, and the dancing and fun at our most popular beach will be remembered by the visitors.

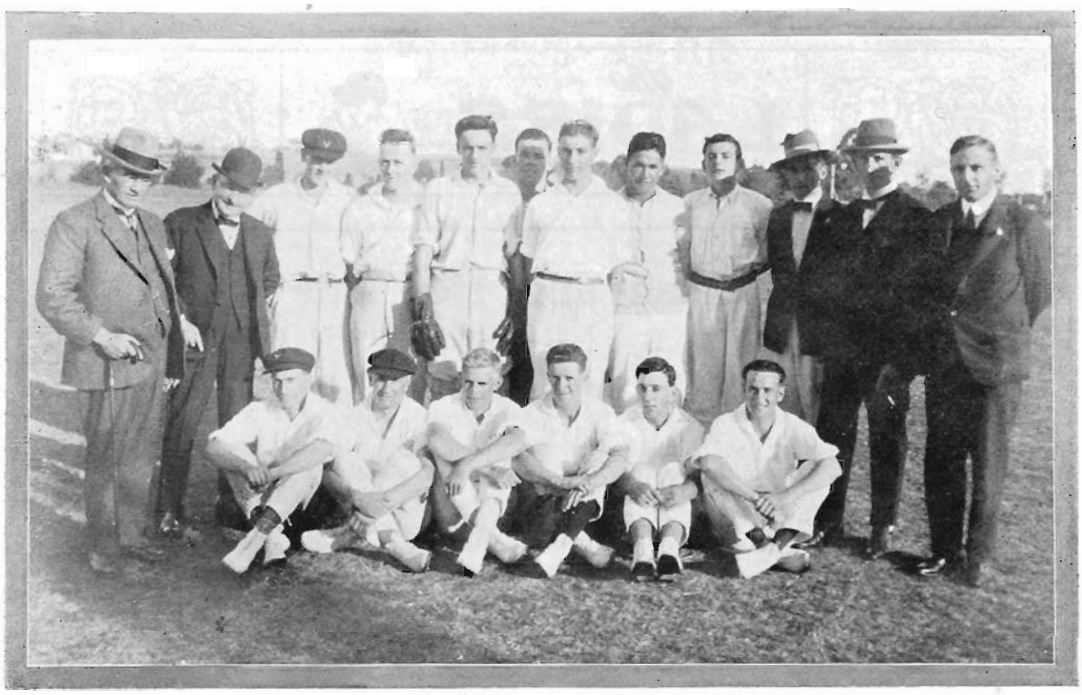
A party of about 60 journeyed to Cockatoo on Easter Sunday, with a large and well prepared hamper. The success of the picnic was due to the untiring efforts of the members of the Women's Social Committee. Amongst those present were Mr. and Mrs. Napier, Mr. and Mrs. Kaiser, Mr. and Mrs. Dowsett, Mr. and Mrs. Neilsen, Mr. and Mrs. O. Nillson, and Mr. Galbraith, Gen. Sec., V.R.I. Mr. Napier, on behalf of the visitors, thanked the Victorians for the splendid time given them, and invited the Victorians over to Sydney next Christmas.

The tennis matches were played at Newport, lunch and afternoon tea being provided at the Victorian Railways Technical College. The N.S.W. team proved too strong for our boys, and won the match comfortably by 17 rubbers to 1.

The trip was concluded by a visit of inspection to the Newport Workshops, keen interest being taken in the various activities. Mr. Taylor, Assistant Workshops Manager, and Mr. Grimshaw were instrumental in making the visit instructive. It was noticeable that our apprentices took pride in showing their visitors many of the interesting features of the workshops.—O.E.N.



N.S.W. TEAM.—Messrs. J. S. Rees (President V.R.I.) standing on left, and Mr. Napier (Director of Education, N.S.W. R. & T.I.), Manager of Team, on right.



VICTORIAN TEAM.—Messrs. Napier and Rees standing on left; Messrs. Dowsett (Chairman V.R.I. Social Committee) and E. O. Nillson (V.R. Technical College) on right.

Proposed Formation of Victorian Railways Golf Club

Correspondence has passed between the New South Wales Government Railways Institute and the Victorian Railways Institute, with a view to engaging in Interstate games of golf amongst Railwaymen. The Director of the New South Wales Institute (Mr. Cumming) makes the following suggestion:—

"At the last Council meeting, it was decided to accept a team, and the date suggested is bank holiday, Monday, 3rd August, 1925.

"In regard to the programme, it is proposed that if possible a team from the Sydney Institute, as well as one from Melbourne, meet at Junee and play a triangular match in conjunction with the Junee Institute, i.e., each game will be played by one from each team, and as far as the local players are concerned they will be prepared to accommodate any number up to 15.

"In the event of either of the Sydney or Victorian teams being short, the local Club could provide emergencies.

"I shall be glad to know if this will be acceptable."

During the currency of the game at Junee, the question of the continuance of these Interstate visits can be discussed, and the foundation of a Railway Golf Club in Victoria arranged. Officers and employes desirous of taking part in this game in August next should send forward their names to the General Secretary of the Victorian Railways Institute, and if at all possible a meeting of intended players will be held.

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The Ouyen Railways Cricketers have won their way into the finals of the Ouyen District Cricket Competitions by defeating Ouyen N.W. on Saturday, 25th April. Railways—1st innings, 88; 2nd, 90; Ouyen N.W.—1st innings, 64; 2nd, 37. Gardiner 43, Sly (captain) 32, Ross 27 were the best Railway batsmen. Brodie, Ross, Gardiner, Twist and Wills bowled well.

On 9th May, the final was to be played by Ouyen "B" (victors from Ouyen "A" in semi-final) and Railways. As the leading position throughout the season has been held only by the two teams that were left for the finals, an interesting game was anticipated.—C. C. Beuthin.

—❖—

Victorian Railways Rifle Club Notes

By Red and Green.

Little of note has eventuated since the last notes were written. P. Thurlow is leading so far in the Club Championship, and to date it seems as if he has a mortgage on it this season. L. Tippens, C. H. Watson, and "Pat" Wilson have been returned as winners of the recent Club shoots, but nothing sensational in the matter of scores has been recorded. The executive have been making a forward move in two important matters, i.e., the amalgamation scheme and the Milne Shield Interstate Competition. It is on the cards that in respect to the latter item the Milne Shield will be fired for in October next, at a date close to the Sydney meeting. But much work remains yet before this date can be accepted definitely.

The Secretary (Mr. J. Buttle) and Captain (Mr. G. Waugh) are experiencing much difficulty in getting the members to fire their musketry. This is an important matter, and on this depends the subsequent grants from the Defence Department (monetary and ammunition), which are necessary for the efficient and successful working of the Club. This course has to be fired over 3, 5 and 600 yds., and must be completed not later than the 30th of June, so should this meet the eye of any member who has not fired at any or either of these ranges will he make a special effort to get in touch with the Secretary so that arrangements can be made for such member firing the course, or such part of it as may be necessary. The least members can do for the Club is to complete this course.

The LADIES.



Woman and Her Arts

By "Housewife"

Some skirts are shorter and apparently tighter than ever, the universal adoption of the godet or pleated inset panel alone making them a practical proposition for walking purposes. With these exceedingly short skirts the tube outline continues, and straight slim contours are the fashion.

But there are other frocks which lean distinctly towards the more picturesquely feminine line. The skirts are a trifle longer; the bodices a trifle fuller, and the waists more decidedly a trifle higher. They are very charming—these "little" frocks with waistlines and laces and pretty fluffy frills. There is one especially attractive model made of taffetas in the new willow green shade. The neat waist is encircled by a broad silver galonsash embroidered in dark and light green thread; the berthe and the puff sleeves are in open silver lace, and this also has the pattern outlined in green. A demure circlet of green leaves is to be worn round the fair shingled head of the fortunate wearer; and on her feet silvery-grey silk stockings and green and silver brocade shoes with silver buckles.

Paris still considers brown or black to be the correct thing for walking suits and frocks. Some beautiful new shades of green have been introduced. The Parisienne will have, perhaps, one green gown to half a dozen black or brown ones. Green, she declares, is a shade that gets known; you cannot wear it many times; whereas black or brown is safe for any length of time.

The new brown is beautiful enough to make one want to live in it indefinitely. It is difficult to describe, except that it has some of the tones and shimmering effects of a gold-fish! It is so charming a shade that many of the elect are using it for indoor, as well as personal, decoration. I saw a delicious lounge in which this gold-fish color had been used, with a deep misty purple in the hangings and covers, with marvellous effect.

Plaids and checks—also in very small quantities—are smiled upon by the arbiters of fashion. Plaid taffetas is used as vest and collar and a deep hem on the fourreau, while the remainder of the gown is in plain taffetas or crepe de chine or marccain. The flat pleats which are let in the sides of plain skirts are often of plain or check material, the predominating tone coinciding with the color of the frock.

Most of the nicest afternoon frocks are made with long sleeves, drawn into little ribbon cuffs at the wrist, or tapering over the knuckles in a Bernhardt point, or floating loosely in a bell shape from the elbow. They need not necessarily be of the same material as the gown; in fact, the dressmakers seem to prefer lace or transparent georgette or chiffon sleeves on the more substantial materials.

The Inner Man and Woman

Ratafia Mould.

Ingredients—1½ ozs. cornflour, 2 ozs. sugar, 2 ozs. citron, 2 ozs. ratafia biscuits, 1 pint milk, 1 glass sherry. Method—Cut up the citron, put into a basin with the ratafias, and soak in the sherry. Boil the milk with the sugar; thicken with the cornflour, and add to the other ingredients. Colour pink. Set in a mould. Turn out and serve with custard.

Riz a l'Imperatrice.

Ingredients—2 ozs. white rice, 3 ozs. sugar, ½ oz. gelatine. 1 pint milk, ¼ pint cream, ½ teaspoon vanilla essence. Method—Prepare the mould with jelly as for Charlotte Russe, but coating the sides of the mould also with jelly. Simmer the rice gently in three-quarter pint of the milk, until the milk is absorbed, but not too stiff; add the sugar and allow to cool.

Dissolve the gelatine in the rest of the milk, but do not boil. Allow to cool. Whip the cream and stir into the rice with the vanilla, add the gelatine and pour into the prepared mould to set. Dip into hot water a moment to loosen the jelly and turn out.

Macaroni and Tomato Soup.

Ingredients—1 quart stock, 1 lb. tomatoes, 3 ozs. macaroni, 1 onion, 1 oz. dripping, pepper, salt. Method—Break the macaroni into small pieces and put into a saucepan with the stock, tomato, and sliced onion. Simmer till tender. Rub through a sieve. Reheat and season. A ham bone may be added to the stock.

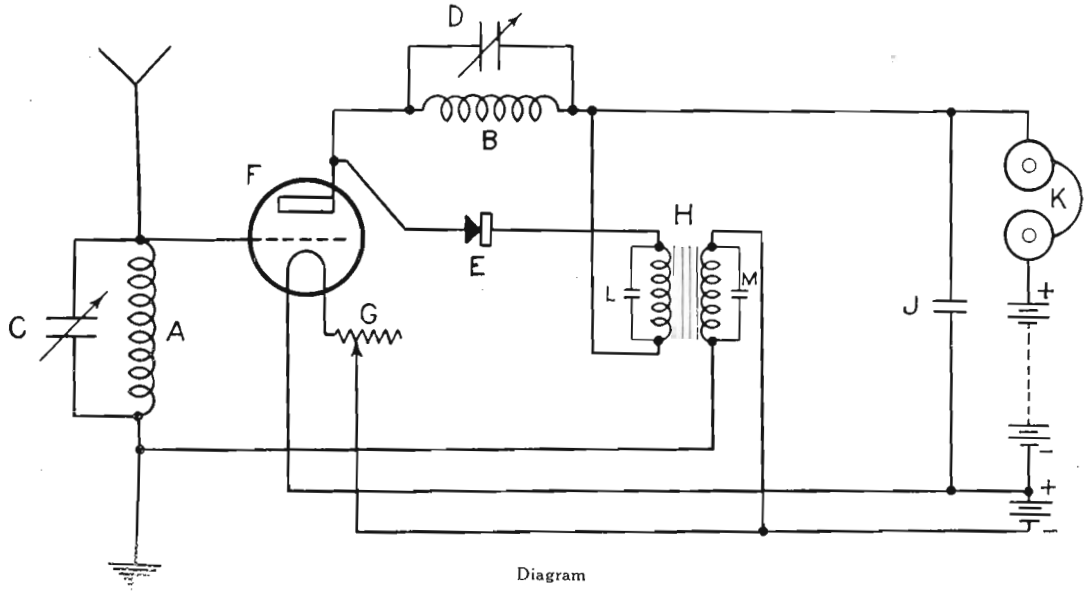
Wireless Hints

In the previous articles the functions and operations of wireless receiving sets have been explained, and in the last issue particulars are given of how to make an efficient broadcast wireless receiver. It is now proposed to describe the simplest form of receiver for long distance reception, which has the merits of cheapness and efficiency, and which will enable those who already possess a crystal set to extend its range at very small expense.

It is well known that a thermionic valve is able to amplify both audio and radio frequencies at one and the same time, and it is therefore possible to use one valve to do the work that is generally done by two. This very desirable feature is limited to amplifying valves, and is made use of in dual amplification, or, as they are more popularly called, sets, and, without one being unduly optimistic, it is reasonable to expect to be able to tune in some of the main Interstate stations at good head phone strength, and local broadcast stations on the loud speaker.

Many experimenters have a tendency to avoid using reflex circuits presumably on account of their complexity, but whilst this is a feature in some of the two or three valve reflex circuits the particular circuit described is not unduly so. The only disadvantage of this type of circuit being that it is critical in its adjustment, which objection is outweighed to such an extent by other considerations that it need not be taken into serious consideration, and after a little experience no difficulty in this direction will arise.

The coil (A) in the aerial circuit is tuned by means of the condenser (c), and the oscilla-



Diagram

"reflex circuits." This type of circuit is sometimes referred to, rather unkindly, as the poor man's circuit, but, notwithstanding this somewhat opprobrious title, its economical features alone are not the only recommendation for it being worthy of consideration.

In the case of the enthusiast who now has a crystal set, and desires to increase its range and efficiency with a minimum of expenditure, or for the person who wishes to obtain the maximum value for his money, the particulars of a single valve and crystal reflex receiving set with circuit diagram are given below. The set, if made up strictly to specification, will give results at least equal to a two valver. Where separate valves are used for radio and audio amplifiers, and can be recommended with every confidence as one that will form a happy medium between a crystal set and the more elaborate and expensive three or four valve

tions received from the aerial are impressed on the grid on the valve (f), and are then amplified at radio frequency by means of this valve, combined with the action of the tuned anode, which consists of a plug in coil (b) tuned with a .0003 M.F. condenser (d). From the plate of the valve these amplified oscillations reach the detector (e), where they are rectified, when, as the primary of the audio frequency transformer (h) is in the detector circuit, these rectified impulses are transferred into the transformer secondary circuit at a higher amplitude, as the transformer is a step up, these impulses are then impressed on the grid of the valve again to be amplified as audio frequency, whence they are transferred to the telephones and reproduced as sound. A fixed condenser (j) of about .001 M.F. capacity, commonly known as the "reservoir condenser," is placed in the circuit as shown, and its func-

tion is to permit of rapid changes in the valve of the plate current, which would otherwise be impeded by the resistance of the phones and "B" battery.

Fixed condensers L (.001 M.F.) and M (.0003 M.F.) are shunted across the primary and secondary respectively of the audio frequency transformer (h), to form a by pass for the H.F. currents, and prevent distortion.

If desired, the coils (a) and (b) may be mounted together on a two coil holder, in which case it is advisable to tune the set with the coils as far apart as possible, and if the set shows any tendency to howl vigorously (which is a characteristic of this class of set), this may be overcome probably by reversing the wiring of the primary of the transformer. Then the coils may be moved closer together to get reaction.

Trouble is sometimes experienced on account of the valve rectifing, and this is most probable caused by the valve functioning on the incorrect portion of its characteristic curve. Efforts must be made to overcome this by trying reversing the "A" battery, and careful attention to the values of the different fixed condensers.

E.G.G.

Telephone and Telegraph Engineer.

Standardization in our Industries

The report in the March issue of this magazine of a lecture by Sir G. H. Knibbs, Director of the Commonwealth Institute of Science and Industry, is a reminder of an important subject, especially where it draws attention to the research which is being carried on in Great Britain, America and Germany, and that the knowledge of metals and their alloys had advanced by leaps and bounds.

It is a fact that in America there are about 300 bodies interested in standardization projects, and the possibilities of concerted action by Government, universities and industries, aiming at simplification of dimensions and design of manufactories and the standardization of materials is of vast importance to a country's industrial progress.

It is impossible for Australia with advancing industries to neglect this great science of standardization and research. Untold waste in production and industrial chaos is largely caused by the lack of uniformity even inside a lot of our workshops as well as between different workshops of the same industry. Producers and consumers alike are indifferent regarding the principles of intelligent standardization.

It is necessary that our standards should be as accurate as possible, and the help of such institutes as that with which Sir G. H. Knibbs is connected seems to be necessary.

As an instance of the need for standardization, we may take the modern engineering industry. Machine tools are now coming into common use in our workshops, which can turn out work in large volume with complete accuracy. Any quantity of pieces can be machined with the last piece not larger nor smaller than the first by thousands of an inch, and measuring machines are made for use in toolrooms of machine shops that compare jobs or gauges for errors of a hundred-thousandth of an inch with standards of accuracy.

The point of this statement is—Who is to supply the standards, so that the work of one shop will fit the work of another? Or, that our work will be interchangeable with the product of Great Britain or other countries. Limit gauges are in use in advanced shops. These are made in pairs with a difference between them of a thousandth of an inch, one of the pair to fit in or over a machined job, the other not to do so, leaving the job accurate to within those thousandths of an inch.

In other countries, Bureaux of Engineering Standards have supplied limits for fits, that is, running fits, driving fits, force fits, to which limit gauges of different sizes may be made. In Australia, where limit gauges are slowly coming into use in up-to-date production shops, it is necessary that each must not be allowed to work off their own standards of fits and dimensions, as then they will lose a lot of the economic value of intelligent standardization.

This also applies to the production of materials of all kinds, steel and its alloys, copper and its alloys, such as brass, gunmetal and bronze, as well as lime, cement, the mixing of concrete, the values of various timbers, and all other materials that enter into a country's production very often only on their own vague names.

All materials and standards of measurement and dimension must be tested by an authoritative bureau, and standardized for the benefit of the consumer as well as for more economic production.—E.G.B.

"THE RIGHT WAY WINS THE RIGHT OF WAY"



Two "Best Sellers" of the Moment

By DELTA

"The Thundering Herd"

Zane Grey is an author for the many who like stories for their own sake, and not for any other reason. Zane Grey has his public, and it admires him tremendously. It is a large public, as proportionately large in Australia as in America, Zane Grey can tell a good yarn—which is all that matters to his army of worshippers—and not a few authors envy him his success and popularity. His books are not literature, but they are likeable.

* * *

"The Thundering Herd" is somewhat of a return to Zane Grey's earlier methods. The story smacks plentifully of the primitive, but it has its modern love romance, full of skilfully-done interest. The ideal boy makes his debut in the first chapter, and is followed with the advent of the ideal girl in the second chapter. Thereafter the effort of each to outwit the people and circumstances bent on keeping them apart is thrillingly described, and excitement succeeds excitement ere the course of true love—which, as you know, never runs smooth (in books)—rewards the faithful, and leads to the survival of the fittest in affectionate triumph.

* * *

The thundering herd are the buffaloes, and much that is instructive and absorbing is told of them and their ways. These fine and wonderful, if blundering cattle race and stampede through a story which is also honeycombed with Indians and hunters of both. Buffaloes are hunted to the kill for the sake of their hides, and their chasers are termed "outfits," to one of which belonged Tom, our hero, and to a more villainous one, headed by a scoundrelly step-father, belonged our heroine, Milly. The author, like Milly, does not glory in the sacrifice of the harmless lives of the noble beasts. The opening of the book treats of a combat between old and young buffalo for the mastery of the herd. It is a graphic recital, reminiscent of Jack London, in the same vein and sphere.

* * *

As for the Indians, they are Cheyennes, Kiowas, Arapahoes and Comanches, etc., and we are introduced to them on the warpath and in fierce contest with the whites for supremacy. Tom Doan's boyhood (before and through the stirring years of the Rebellion) had been one that readily yielded in due time to the call of adventure and pioneering of the magnetic South-West. Here are all the ingredients for a tale of breathless hypnotism, and when it is remembered that wolves, coyotes, and Mexicans are blended with the "braves" and the hunters, manly ones and vicious (not to speak of the splendid women and the vile), and that there are also horsemanship and markmanship, it will be realised what materials Zane Grey has brought into juxtaposition for the appetite made keen by what it has fed upon in the same rich banqueting arena.

* * *

There comes the stage in the unfolding of the plot when Nemesis visits Jett and his mistress—thoroughly bad—who are murdered by two others of the gang in resentment of being deprived of their share of ill-gotten gains. The pair are overhead by the "outfit's" fifth member, Catlee—the offsider, as it were—conspiring to now share Milly between them, "same as the rest of the outfit." Catlee has become friend of Milly, and so—

"Milly heard quick, rustling footsteps behind her. Catlee appeared round the waggon, with a gun levelled low in his right hand. Follonsbee saw him first, and let out a startled exclamation. Pruitt jerked up. Then he froze.

"Howdy, men!" was Catlee's greeting, in voice these companions evidently had never heard him use before.

Fallonsbee uttered a gasp of amazed conviction.

"Andy! I **told** you!"

Pruitt scarcely moved a muscle, unless in the flicker of an eyelash. He did not change expression. He hissed out, "Who'n hell are you, **now?**" That was his swift acceptance of Follonsbee's reiterated hints.

"Small matter," replied Catlee, as with weapon quiveringly extended he sheered round squarely in front of Pruitt, "but if it'd please you to be acquainted with me at this late day, you can bow to Sam Davis."

"Ahuh! Late pard of the Youngers," retorted Follonsbee, going white in the face.

"Reckon I'm used to hard company," whipped out Catlee, stingingly, "but never yet took to sharin' innocent little girls!"

* * *

How Catlee kills both Pruitt and Follonsbee, and is himself killed, is as arrestively recounted—

"Milly's set gaze wavered. A silence intervened. Her lungs seemed to expand. The appalling fixidity of her attention broke with a shock, and she looked for Catlee. He lay on the ground beside the camp fire. His hand twitched—released the smoking gun. Milly leaped out of the waggon and ran to him.

She knelt. His hat was off; his face vague, changing. The gray storm of his eyes seemed fading.

"Oh—oh—Catlee!" cried Milly, poignantly.

"Good luck," he whispered. His lips set, his eyelids fluttered—all his body quivered to a relaxation. He had been shot through the breast.

"My God! how awful! . . . He's dead! They're all dead. I'm left alone. It's over. . . Brave Catlee! Oh, he saved me! . . . But what can I do? I——"

Milly's outburst was silenced by the shrill neigh of one of the horses hitched to the waggon. It

was a neigh that heralded sight or scent of another horse. Wild and sharp then pealed out a whistling answer from across the river."

* * *

Mounted Indians! Thenceforward the intrepid maid faced loneliness and dangers until, in her boy's clothes, she reaches civilisation and safety. Meanwhile, Tom had tried and tried to find her—at last hopelessly concluding that she had been scalped by Indians. Over a year has to elapse before the reunion makes everything right, and crowns love with happiness and a new life of ranch-farming. (Our copy, 6s. 6d., from Robertson and Mullen.)

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"The Green Hat"

"The Green Hat," by Michael Arlen, is subtitled "a romance for a few people," but is being read by many people. For ten months edition after edition has been called for. A story of modern times, a colouring is given to events which is redolent of the manner of ye olde-tyme romances. The book is a study of a woman of "easy virtue," who maintains her beauty and, what's more, her fineness, but who, being a March, is "never let off anything," though more sinned against than sinning.

* * *

"The Green Hat" is powerful in its indictment of choosing career before love. In concern of his son Napier's future, the baronet had kept his son from marrying Iris. When in the end it is all being reckoned up, Sir Maurice defends his position vigorously, and in the tug-of-war exclaims:—

"You may go, Napier. I am asking you to go, boy! And you, Iris March. You and I, Napier, must part from to-night. For some time, at least. You will prefer that, too. You have every right to be angry with me, according to your lights. I gambled—for your future, boy—and I have lost. I am not sorry to have tried. I am sorry to have lost. Now you may be as angry as you like—but go!"

* * *

Refusing to go, Napier puts another strong point of view:

"And I've been trying lately to understand the point of view that makes men admirable in your eyes, sir—and I can't get near it. It seems to mean sacrificing all the things that are worth while to all the things that aren't worth while. You sacrificed Iris for what you call my future, my career. Weigh Iris on one side and on the other my future, my career, now that I am thirty! You sacrificed my happiness to the ghastly vanity of making our name something in this world. You call that 'working for my future,' sir. And I call it the cruel sort of humbug which has dragged God knows how many decent people into a beastly, futile unhappiness. Here I am at thirty, a nothing without even the excuse of being a happy nothing, a nothing liked by other nothings, and successful among other nothings; a nothing wrapped round by the putrefying little rules of the gentlemanly tradition. And, my God, they are putrefying, and I bless the England that has at last found us out. And if they hadn't been putrefying, sir, and if we hadn't been going rotten with them, you couldn't have taken advantage of the fact that Iris naver funked anything."

* * *

To the woman Iris the Knight had argued thus:—

"Now I am a man of the world, Iris. Unlike Napier, as you know. And what sort of a woman are you? Tell me that. I have known many bad women. I have liked some. I have liked you, Iris. You know that. But this isn't badness. Damn it, girl, this is evil! There aren't any words in English to describe what we think of a woman who comes wantonly between a man and his wife, a man and his career. I'm not saying anything of your having come between Napier and me. He looked at me this morning as though he hated me. But leave me out. You are smashing a man's career, and you have stolen a man from his wife. What sort of a woman are you, Iris? Tell us that."

* * *

But before the battle of giant antagonisms which ended in calamity, the story had unfolded entertainingly and smartly, and in this province had gripped by its intellectual quality as much as by its arrestive style towards society generally. Aphorisms and epigrams punctuate a telling attractiveness of treatment that suggests much and seems to reveal little. Incidentally, there are descriptive patches of this calibre:

"And now we tore up a dark, endless boulevard, even as a shifty maggot in a pit of darkness. But surely this was the murderer's Paris, here lived the fathers and grandfathers of Apaches, here were born the daughters of the drinkers of blood and the sons of the mothers of crime. It stretched never-ending between lamps fixed at astronomical distances, and on each side tall naked trees thrashed the shadows of very high black walls. They hid from the world, the people of this boulevard of the high walls, and who shall say that they had no reason to hide?"

* * *

Michael Arlen is an author who, since the war, has risen swiftly and greatly to fame.

News Notes

Ancestry

C. Marius to the Romans, on their hesitating to appoint him general in the expedition against Jugurtha, merely on account of his extraction.

The glory of ancestors casts a light, indeed, upon their posterity; but it only serves to show what the descendants are. It alike exhibits to public view their degeneracy and their worth. I own I cannot boast of the deeds of my forefathers; but I hope I may answer the cavils of the patricians, by standing up in defence of what I have myself done. Observe now, my countrymen, the injustice of the patricians. They arrogate to themselves honours on account of the exploits done by their forefathers, while they will not allow me the due praise for performing the very same sort of actions in my own person. He has no statues, they cry, of his family. He can trace no venerable line of ancestors. What then? Is it matter of more praise to disgrace our illustrious ancestors, than to become illustrious by our own good behaviour? What if I can show no statues of my family! I can show the standards, the armour, the trappings, which I have myself taken from the vanquished. I can show the scars of those wounds which I received by facing the enemies of my country. These are my statues. These are the honours I boast of; not left me by inheritance, as theirs, but earned by toil, by abstinence, by valour, amidst clouds of dust and seas of blood; scenes of action, where those effeminate patricians, who endeavour, by indirect means, to depreciate me in your esteem, have never dared to show their face.—Sallust.

The World's Total Railway Mileage

The grand total railroad mileage of the world, according to latest statistics compiled, is as follows:—

North and South America	371,741
Europe	228,641
Asia	77,741
Africa	33,629
Australia	29,203
	741,175

The United States, with 251,437, has more than all of Europe. Canada has 39,540, and Mexico 16,443. In Europe, Germany leads with 35,823, then come France with 33,281, and Great Britain with 24,396. Russia has 30,800 miles in Europe, and 6556 in Asia. British East India has more than half the total of Asia with 40,490 miles.

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Chinese Railway Precautions

Protecting the Revenue.

Drastic measures are being taken by the Mukden authorities to prevent soldiers from abusing privileges of travel on the Peking-Mukden Railway (China). Five soldiers and one railway policeman are to be detailed to each train to inspect passengers, especially soldier passengers, who are forbidden to travel without tickets, carry contraband, occupy seats in first-class coaches, sleeping or dining cars, or behave in a disorderly way.

A second-class car and a third-class car are to be attached to each train exclusively for the military men, so as to prevent the latter from mixing with ordinary passengers. No military commander is allowed to commandeer cars, and no special train or special car is allowed to run unless with the express permission of the authorities.

The soldiers charged with the duty of inspecting passengers shall be liable to be court-marshalled and shot if they are found guilty of carrying contraband, abetting smuggling or committing other crimes. The soldier inspectors are to be courteous to passengers, and to pay special attention to the protection of foreigners.

To prevent overcrowding, the number of second and third-class tickets is to be limited to the accommodation available on the train. Whenever possible, extra cars are to be added to the train if the number of passengers warrants additional accommodation. A number of other soldiers are to accompany each train to afford due protection to passengers.

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New Chinese Railway Bridge

The time is drawing near for the Yellow River crossing of the Peking-Hankow railway (China) to be replaced by a new bridge. Various plans have been suggested by experienced engineers. Many of them advocate cutting down the width of the river.

Dr. John R. Freeman recommended a narrowing to one-sixth of the original dimensions, while Dr. J. A. D. Waddell, who was in China in 1921, proposed a reduction of 50 per cent. According to an estimate made by the latter, the most economical way of bridging the river at that width would be the building of a succession of plate-girder spans resting on concrete shafts and supported by open boxes filled with concrete, enclosing the upper ends of very long built-up wooden piles, each pier being surrounded by a mattress as a protection against scour.

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The Eternal Feminine

The Interstate Commerce Commission, U.S.A., has given permission to Helen L. Welsh, assistant secretary of the El Paso and South-western Railway, to serve as a director of the Southern Pacific Company, the Central Pacific Railroad.

This marks the first time the commission has ever granted this permission to a woman.

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Optimism in Germany

At a meeting of the Allgemeine Electricitats Gesellschaft in Berlin some little time ago, Dr. Deutsch said that Germans could look hopefully to the future. They were only at the beginning of the electrification of railways, and the prospect of construction of large power stations in many countries would be very favourable as soon as capital for such undertakings was available. The modernisation of German works, which had been in abeyance for the last ten years, had been resumed, and it would presumably prove a basis for continued employment.

Dr. Deutsch expressed the opinion that the close relationship of the company with the General Electric Co. Ltd., of New York, would be a considerable advantage, as there were placed at their disposal the inventions of that company.

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Railway Motor Buses in N.S.W.

The New South Wales Railway Commissioners approved last month of the purchase of six motor buses, to be run on the route between Spit-road Junction and Manly.

The Commissioners state that that operation of the line does not indicate "that they have entered the bus business, but the service, which will commence shortly, is for the convenience of travellers between the two points which it is not possible to connect with the tram service on account of the Spit Bridge, which will not carry trams."

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New Zealand Railway Surplus

The New Zealand Railways financial year closed with an excess of revenue over expenditure of £1,567,000. The revenue amounted to £7,112,000, compared with £6,984,000 the previous year. The expenditure totalled £5,545,000, compared with £5,403,000 last year.

First Aid and Ambulance Work

Treatment of Fractures

(Continued from April issue)

By F. W. Kaiser, Ambulance Officer, Victorian Railways.

Fracture of the lower jaw is another common accident. The result of a blow or a kick, and is generally compound into the mouth, the mucous membrane being very thin. The fracture is commonly situated near the centre of the horizontal section, though other parts of the bone are also liable to be broken.

The symptoms of the injury are, as a rule, very characteristic. The patient endeavours to hold the fragments together, and is generally supporting the jaw with his hand. He is unable to speak, and should he attempt to move the jaw, he may feel the crepitus produced by the broken ends of the bones grating against each other. On passing a finger along the teeth, an irregularity in their line will be detected, and there is bleeding from the mouth.

Treatment.—Take a bandage folded "medium," place the centre of it under the chin; take the one end over the head and bring it down on the other side on a level with the angle of the jaw; cross the two ends, bringing one around the chin and back of the neck, and tying with the other end at the side of the neck, thus firmly fixing the lower jaw to the upper one, and, in addition, pressing the broken ends of the bones into line.

To control the bleeding from the mouth, the patient should be given ice to suck, or have sips of cold water frequently, and should not be allowed to talk.

Fracture of the Collarbone (Clavicle).—The collarbone is more frequently broken than any other single bone in the body, and the injury is very commonly met with in children. It is generally the result of indirect violence, such as a fall on the shoulder, though it may be produced by direct violence, such as a blow, in which case the fracture is usually compound.

The fracture is frequently situated in the middle of the bone, and is of the oblique variety. As a result of muscular action, and the weight of the arm, the outer fragment is pulled downwards, forwards and inwards, so that the inner fragment rides on the outer one.

The signs and symptoms are very characteristic. The patient is seen supporting the elbow on the injured side, and any attempt at movement of the arm is accompanied by pain. On comparing the two shoulders, that on the injured side is lower than the sound one; it is also drawn forwards and inwards nearer to the middle line of the body. On passing the finger along the broken bone, a depression may be felt, followed by a prominence caused by the inner fragment overlapping the outer one.

Crepitus may be felt, but it is not necessary to observe this symptom, as the other signs are sufficient aids to a correct diagnosis. Briefly, the symptoms are:—

(a) Pain on attempting to move the arm.
(b) *Deformity.*
(c) *Drooping the shoulder.*

The treatment consists of supporting the arm, flexing it with the hand towards the opposite shoulder; then place the arm in a St. John arm sling. Place a pad in the armpit, and with a bandage folded broad, bind the arm firmly to the body.

Fracture of the Scapula.—Fracture of the shoulder is a rare accident, and the result of severe direct violence, such as crushing, and is commonly associated with other severe injuries, such as broken ribs.

The symptoms are severe pain, inability to use the arm, and bruising over the seat of injury.

The treatment consists in supporting the injured part with a broad bandage, and the arm placed in a St. John arm sling.

Fracture of the Ribs.—This accident is less common amongst young people, owing to the elasticity of the bones, but in old people where the bones become very brittle, even a severe fit of coughing may cause it.

In the majority of cases the injury is the result of direct violence, such as falling against the sharp corner of a table, or being struck a severe blow. The fracture occurs at the spot where the blow falls, and the sharp ends of the broken bone are drvien in, and may wound the pleura or covering of the lung, or even the lung itself.

The injury may also be caused by indirect violence, such as a squeeze or crush, in which case more than one rib is broken as a rule, and the fracture occurs about the middle of the bone.

The danger of the accident lies in the extent of which the organs contained in the chest are involved as any injury to the lung may result in inflammation of that organ, or the patient may die from internal bleeding.

There is generally the history of a blow or fall, and following this, the patient complains of pain at the seat of injury, which is generally aggravated by his attempting to take a long breath, or by pressing on the front of the chest. The breathing is shallow and catchy, as every breath causes pain, and the patient endeavours to keep the chest wall as quiet as possible. Sometimes the patient coughs up blood, which is a sure sign of the lung having been injured.

Treatment.—As the symptoms are produced by the movement of the chest wall, during breathing, the aim of treatment must largely lie in the direction of controlling these move-

ments as far as possible, and this is done by applying a broad bandage round the chest; if necessary, two or three bandages may be used, or a towel applied in the form of a binder.

The bandage should be applied during expiration, and tightly enough to prevent his taking a deep breath and to support his chest wall when coughing, but not so tightly as to make him feel uncomfortable, the patient's own feelings being the best guide to this point.

The arm of the injured side is then placed in a large arm sling.

Fracture of the Pelvis, or Haunch-bones, is the result of a severe crushing force, such as the passage of a wheel over the body, or a squeeze between the buffers of a railway carriage, and the seriousness or otherwise of the accident depends upon whether or not the bladder or intestines are involved. Should these escape, the patient usually does well.

The patient would probably be unable to sit up; he would complain of severe pain, or he might show symptoms of shock.

Treatment.—A broad bandage or binder should be applied firmly around the injured region, and the body kept rigid during removal. The shock must also be treated in the usual manner.

Fractures of the Upper Arm are commonly met with, and may be the result of direct violence, such as a blow, indirect violence from a fall on the elbow, or muscular action, as in throwing a ball.

The fracture may be situated in any part of the bone, the most common site being at the junction of the middle and upper thirds, and is generally of the oblique variety.

Symptoms.—The main indication is shortening of the arm, the position taken by the broken ends of the bone depending on the seat of injury, and the several muscles which act on the two fragments and also upon the line of fracture.

When the fracture is situated high up, the upper fragment is drawn outwards, and the lower fragment inwards. On the other hand, when the break is near the middle of the bone, the reverse state of affairs exists. In addition to the shortening and consequent deformity, there is inability to move the arm, and pain at the seat of injury. Crepitus may be discovered during the necessary manipulations, but should not be looked for when the other symptoms indicated are present. The symptoms then are:—

(a) Shortening of the upper arm.
(b) Deformity.
(c) Inability to use the limb.
(d) Pain.

Treatment consists in fixing the two fragments of the bone in splints, and supporting in a small arm sling.

Two splints are sufficient, as a rule, one applied to the inner side of the arm, and extending from the arm pit to the elbow; the other being applied to the outer side of the limb extending from the shoulder to elbow.

The splints should be about the width of the arm, and must be carefully padded, special care being taken that they do not press directly on the bony prominences at the elbow.

Improvised splints may be made of the covers of books, newspapers, brown paper folded, or straw bottle covers.

Before the splints are applied, an assistant standing behind the patient (who should be seated on a chair) fixes the fragments by grasping the injured arm at the shoulder and elbow. He may apply a slight amount of extension by steadily and gently pulling the elbow downwards to relieve the pressure of the sharp ends of the bones on the soft parts, and whilst this extension is being kept up, the splints are applied, and firmly fixed to the arm by two bandages folded narrow, and placed one above, and the other below the seat of fracture.

Finally, the forearm is bent at a right angle to the upper arm, and placed in a small arm sling, allowing the elbow to hang freely, as any support afforded to this joint would tend to push the lower fragments upwards, and consequently accentuate the tendency to shortening, which already exists.

(To be continued.)

Friendship

"Friendship is the evening shadow
Which strengthens with time's setting sun,
So we prize the olden friendship,
While we keep the newly won."

Every act of ours influences some other life. The person who takes a cross face and surly manner into the world with him, must remember that he does just so much towards making his companions cross and surly too, while a kind manner is so contagious there is no resisting it.

—❖—

The manufacturer can give the farmer what he needs to be a good farmer, and the farmer and other producers of raw materials can give the manufacturer what he needs to be a good manufacturer. Then with transporation as a messenger, we shall have a stable and a sound system on built service.

—❖—

There is nothing in the world like friendship. There is no man who has had such friends as I, so many, so fine, so various, so multiform, so prone to laughter, so strong in affection, and so permanent, so trustworthy, so courteous, so stern with vices, and so blind to faults or folly, so apt to make jokes and to understand them.—Rupert Brooke.

Co-operation

A competition in essays on Co-operation was recently instituted by the "Railway Age," U.S.A., and resulted in the putting forth of some very fine efforts. In a paper on this subject by Ward W. Adair, of the New York Y.M.C.A., the author outlines the endeavours made by one railway company to promote a greater spirit of friendliness between the various members of the railway staff.

This company engaged a thoroughly trained man, whose experience included a term of years as a passenger brakeman, and another term as a Railroad Y.M.C.A. Secretary, to spend about three weeks at each division point, talking in a heart to heart way with little groups, and with men in their homes, in reference to the betterment of human relationships. The response is stated to have been of the finest kind.

Among the subjects discussed were the following:—

(1) Responsibility.—The necessity of placing duty above everything else for the sake of a man's life and position, that of his fellow employes, the lives of passengers, and the protection of property.

(2) Truth.—Real manhood embodies a willingness to tell the truth, even though it be told at times to a man's own disadvantage.

"To thine own self be true,
And it must follow as the night the day,
Thou canst not then be false to any man.'

(3) The Right Use of Time When Off Duty.—"The problem of a man's temptations is the problem of his leisure time." It is important that facilities be provided for the pleasant and profitable use of leisure time in order to combat evil forces that are always at work.

(4) Doing Away with Adverse Criticism.—One of the worst vices of the railroad service is the "knocking" that so often characterises careless conversation. Talk up the things you can commend, instead of talking down the things you are tempted to criticise.

(5) Clean Living and Clean Speech.—Loose habits of speech incite to loose methods of living. These can be counteracted by the formation of right habits. "The best way to get rid of a bad habit is to form a good one."

(6) Honesty.—A few thieves bring reproach on a large number of honest railroad men. No honest man can be passive in the presence of such an evil as thieving, but must do his part to help catch the thief.

(7) Sobriety.—The worst enemy of successful railroad operation is alcohol. No man has a right to try to operate a train or an engine when his mind is befuddled by strong drink.

(8) The "Get-Together" Idea.—The frequent meeting of officers and employes in friendly contact as a means of fostering mutual understanding, and of forming personal friendships.

(9) The Veterans' Association.—The promotion, among men who have been at least fifteen years in the service, of an organisation, with a programme for the betterment of human relationships. The constant endeavour on the part of the older men to exert a proper influence on the young men coming into the service. Frequent meetings of the Veterans' Association for the consideration of constructive programmes, as well as for outings and entertainments intended to promote "the family spirit" on the railroad.

* * *

This programme was energetically promoted for about twelve months, and culminated in a notable "Get-together" in one of the largest theatres of the great city in the district. It was indeed a "pleasant Sunday afternoon"; and the programme was preceded by a great reception, in which the officers and their families met the men and their families in delightful social fellowship.

The final paragraph of the author's paper is well worth quoting:—

"Co-operation will come by the pathway of goodwill, when kindly railroad officers, and friendly knights of the iron rail, embrace every opportunity to 'get together' in wholesome fellowship, where they endeavour to understand each other's problems, and where they join hands for the working out of their great enterprise."—S.A.R.

See Victoria First

How often do we think that distant fields
Look greener than the pastures near at hand—
That travel in another country yields
More pleasure than a tour of our own land.
But ere we rush away across the sea,
When we for scenic beauty are athirst,
'Tis well to pause awhile, and graciously
Decide that we should "See Victoria First."

We've everything that mountain, hill and dale
Might give a landscape artist for a theme;
Our seascapes, too, might very well unveil
A hundred subjects for a poet's dream.
And yet we're loth to take advice from those
Who in the world of travel are well versed;
We think that they assume a friendly pose
When they advise us: "See Victoria First."

But what they say we'll soon believe is true
When we have seen at sunrise all aglow,
The wondrous mountain grandeur of the view
That's visioned from the heights of Buffalo.
And there are other spots of beauty rare,
Throughout our Southern Austral State dispersed,
Which teach us that, before we go elsewhere,
We certainly should "See Victoria First."

—A. G. Lumsden.

11/3/25.

Victorian Railways Institute

Lecture Season

Mr. C. R. Long, M.A., author of "Stories of Australian Exploration," etc., will open the 1925 Lecture Season at the Victorian Railways Institute on 11th June. Subject, "The Digging Days" (illustrated with lantern views).

Synopsis.

Hargrave's Discovery of Australia's First Gold Field, Bathurst, N.S.W., February, 1851. Discoveries in Victoria—Anderson's Creek (July), Clunes, Buninyong, Ballarat, Castlemaine, Bendigo, Beechworth, the Buckland—Effects—Life on the Diggings—The Licence to Dig—The Eureka Stockade—The Development of the Industry.

Thursday, June 18th.

Mr. Jas. Alex. Smith, Victorian Institute of Engineers, "National and International Australian Railway Issues" (illustrated by lantern slides and graphs).

Synopsis:—

Australia's Place in the World Scheme.
The East.
Defence.

Internal Relations:—

Unifying Intent.
Eliminating the Arbitrary.
Introducing the True.
The Great Work Accomplished and Its Purpose.

Thursday, June 25th.

Mr. G. S. Brown, M.C., M.A., Dip. Edn., Oxon., London, Melbourne (Vice-Principal Teachers' College), "Some Chapters from the History of the United States" (illustrated).

Thursday, July 2nd.

Mr. E. R. Peacock, "Travels in Turkey, Bulgaria, Macedonia, Greece, Servia, Central and Eastern Europe, Poland and Russia" (illustrated).

A lecture will be delivered every Thursday evening thereafter during the winter months. Members of the Institute are invited to attend these interesting discoveries, and to bring their friends with them. **Admission free.**

—❖—

Presentation of Picture to the Institute

Mr. F. C. Peel, of the Stores Purchasing Agent's Office, Spencer-street, has donated a very fine gift to the Institute in the form of a photograph of "Govett's Leap," situated in the Blue Mountains, New South Wales. His kindness is greatly appreciated by the Council of the Institute, and the picture, after being remounted to conform with the other scenic photographs hung on the walls, will be hung in the Institute rooms.

Bookkeeping Classes

A book-keeping course will commence on Tuesday, 30th June, at 8 p.m.

Members of the Institute who intend joining this class are requested to register early, as it is particularly desired that they should be present at the first meeting. Fee for the course (six months), 10/6.

—❖—

Membership Subscriptions

bers from whom deductions were not made on account membership subscriptions on March 21st pay roll are hereby notified that their subscriptions to June 30th next will be deducted from pay roll for period ended May 30th—pay day, June 4th.

—❖—

V.R.I. Musical Society

The Musical Society has vacancies for male voices, and good singers, who can read music, should make application for membership. Rehearsals are held in the Council Room of the Institute on Tuesday evenings, at 8 p.m., and on such occasions enthusiastic applicants may interview the Conductor, Mr. Gregor Wood. Written enquiries should be addressed to Mr. R. E. Fuller, Hon. Sec. Musical Society, c/o Chief Engineer of Signals and Telegraph, who will gladly supply the desired information.

—❖—

Institute Weekly Dances

For some time past the Ladies' Social Committee of the Victorian Railways Institute has organised a series of weekly dances, which are held in the Institute Concert Hall every Wednesday night. These dances have become very popular, but it is felt that they deserve larger attendances than they have attracted in the past.

The music is supplied by Ken Hallam's Jazz Orchestra, which needs no introduction to Melbourne jazzers (it is guaranteed to make "anything short of an Egyptian mummy fidget its toes"), an excellent floor is provided, and a few hours' enjoyment is thus assured for the modest sum of 1/6.

These dances are run for Railwaymen and their friends, and it is the aim of the Ladies' Social Committee to see them become a recognised feature of the social side of Railway life.

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Country Centres

Maryborough

Since my last report things have been very quiet. The social activities have abounded and the dances and euchres are now well patronised.

The billiard room is still the scene of many good games, and from the number of members who vie with one another in the use of the "stick" it is anticipated that another record year will be established. The tobacco cabinet is well patronised.

Through the kindness of the District Superintendent, Mr. A. J. Morris, various railway magazines from America and England are now being tabled for use of members. The library is being constantly renewed and is meeting the heavy demand upon it.

The series of lectures for Maryborough have been arranged and the syllabus printed. Prominent men in the literary world are billed to lecture here this year, amongst whom are Pro. D. B. Copland, M.A., D.Sc., and Mr. Gordon Wood, M.A., F.R.G.S. These lectures will be held under the auspices of the University Extension Board in conjunction with the Institute, and will be open to the general public. As the outcome of organisation many public men locally are associated with these lectures and have stated in interviews that they recognise the vast amount of good and the far-reaching influence such have had on those who attended a similar series last year.

The various classes are progressing and much good work is being done by the instructors.

The outdoor sub-committee is planning to have the grounds surrounding the hall brought up-to-date, and when the whole scheme is finished it should present a pretty spot with a croquet lawn nestling behind a galaxy of flowers and two tennis courts on the outskirts.

It is with regret that it is announced that Mr. W. Bishop, who has been custodian of the rooms for the last three years—in fact, since the Institute Rooms were opened—has resigned. His untiring interest and efficient control of the billiard rooms, cabinet, finances, etc., has made him popular among local members. His successor, Mr. Brennan has, since his appointment, ably carried on the duties.

Also recently noted, with regret and happiness, is the transfer and promotion of our hon. chairman, Mr. A. J. Morris, District Superintendent. To-day, on behalf of the Institute Committee, Mrs. Morris was presented with a very neat umbrella by Mr. J. Garbett, chairman. This was as a token of the very high esteem in which Mrs. Morris was held here and also in recognition of her good work as chairman of Ladies' Committee. A suitable presentation will shortly be made Mr. Morris.

—❖—

VICTORIAN RAILWAYS INSTITUTE.

AMATEUR BOXING AND WRESTLING COMPETITIONS.

Open to All Amateurs Resident in Victoria.

Commencing FRIDAY, 19th JUNE, 1925.

NOMINATIONS, accompanied by a signed statutory declaration as to Amateur Status, and a deposit of Ten Shillings as guarantee of bona fides of Entrant, must reach the General Secretary, Victorian Railways Institute, 3rd floor, Flinders-street Station Buildings, not later than SATURDAY, 13th JUNE, 1925.

COMPETITIONS IN ALL WEIGHTS.

Valuable Trophies will be Presented to Winners.

Victorian Railways Institute

ANNUAL ELECTION

of

COUNCILLORS

for the

VICTORIAN RAILWAYS INSTITUTE

(Seventeen (17) to be elected)

AUDITORS

(Two (2) to be elected)

Nominations are Invited

Nominations must be in the hands of the General Secretary not later than

SATURDAY, 1st AUGUST, 1925.

The following Extract from the Constitution relating to Elections and Nominations is published for the information of Members:—

(a) Any two members qualified to vote may nominate as a Candidate for election to the Council any member eligible for nomination by giving notice thereof in writing to the Secretary, accompaned by the written consent of the Candidate, not less than 28 days prior to the Annual Meeting, such nomination and consent to be made in the form set out in Appendix "A" of the Rules.

ELECTIONS.

56. The Members of the Council (other than those appointed by the Commissioners) shall be elected annually by ballot, in accordance with the procedure and conditions specified hereunder:

60a. No person shall be eligible to be nominated to the Council unless he be an active member of the Institute and has been such for at least the previous twelve months and has paid his subscription up to date.

71. Two Auditors, not members of the Council, shall be elected at each Annual Meeting.

72. The nomination and election of Auditor shall be carried out as far as practicable in the manner prescribed for the nomination and election of members of the Council.

Nomination Forms may be obtained at the Secretary's Office.

A. GALBRAITH, General Secretary.

NORMAN W. DE POMEROY 5 ELEANOR ST. STH. CAULFIELD SE.8 MELB. VIC.

A Victorian Mountain Paradise

The Ideal Home for Winter Sports.

To the great majority of our people, Mt. Buller (6080ft. high), and situated 20 miles due east of Mansfield, up to the present has remained merely a geographical feature—a place on the map. However, during last winter considerable attention was focussed on this little known mountain as the result of visits from parties organised by the newly formed Ski Club of Victoria, who inspected its slopes, and reported in the most enthusiastic manner regarding the unparalleled facilities for winter sports. For some time previous the residents of Mansfield and district had been endeavouring to make generally known the wonderful scenic beauties of this region, and its claim to be the St. Moritz of the South.

Much valuable pioneer work has been done by the Mansfield Progress Association, and in the near future an accommodation hut is to be erected. Adjacent to the site are ski-ing grounds, which, in the words of Mr. G. D. Langridge of the Victorian Ski Club, are a veritable paradise. From the hut, trips can be made along the summit of the ranges, commanding an extensive view of both the valleys of the Delatite and Howqua Rivers—a magnificent panorama of hill and dale, forest and stream, stretching away into the hazy distance with a grandeur unsurpassed.

Mt. Buller enjoys natural advantages which in the course of time will make it the rendezvous of all followers of the winter sport. It is deeply snow covered throughout six months of the year, and the accessibility of its wide, open slopes is an added attraction. Vast extents of clear, deep snow fields provide thrilling scope for ski-ing—that most exhilarating of all snow sports, while the possibilities for tobogganing are unlimited, as will be seen from the illustrations on another page.

Mansfield is distant 131 miles by rail from Melbourne, and the line winding through the beautiful Upper Goulburn country from Tallarook makes the trip an added attraction. After leaving Mansfield, the road passes through Merrijig, and follows the winding, fern clad banks of the beautiful Delatite River for a distance of 17 miles, after which the track, passing through magnificent scenery, leads you to the summit of Buller.

As a summer resort, this region is a sylvan paradise, and, with the passage of time, the advantages of "seeing Victoria first" will be more fully appreciated. The whole country is of a pristine loveliness, and virgin forest and picturesque fern gullies gladden the heart of the tourist. The Delatite River, and its tributary streams, has long been famous for its trout, and the fishing is some of the best in the State.

The Mount is comparatively easy of ascent, and the tracks are of such a steady grade that touring parties, whether on foot or horseback, can gain the summit in comfort and without difficulty. The work of clearing and grading the new Government track recently pegged out has been undertaken by the Mansfield Progress Association, and in the steepest part the grade will not exceed more than 1 in 6. It is anticipated that two accommodation huts will be available next season—one at the foot and one at the summit.

A good motor road is available to Merrijig, and the tourist traffic is well catered for by local Mansfield garages at the usual rates.

Evolution of Railway Travel

Travel, as a means of broadening the mental horizon, has no substitute. Yet railway travel is barely one hundred years old. Before Stephenson's first passenger train, for thousands of years the world's people had been plodding over beaten paths, climbing mountains, driving pack teams, riding in coaches and carts. Suddenly, as if in response to increasingly universal desire and need, the first railway locomotive was seen running on rails, and mankind was astonished. It may be said that the era of travel, for the masses as well as the classes, began from that date.

Various Pars

Every man is better for a period of work under the open sky.

* * *

The highest use of capital is not to make more money, but to make money do more service for the betterment of life.

* * *

A man is paid for a day's work of eight hours, and he is expected to work during those eight hours. If he is an engineer, and finishes a run in four hours, then he works at whatever else may be in demand for the next four hours.

* * *

The man who is too set to change is dead already. The funeral is a mere detail.

* * *

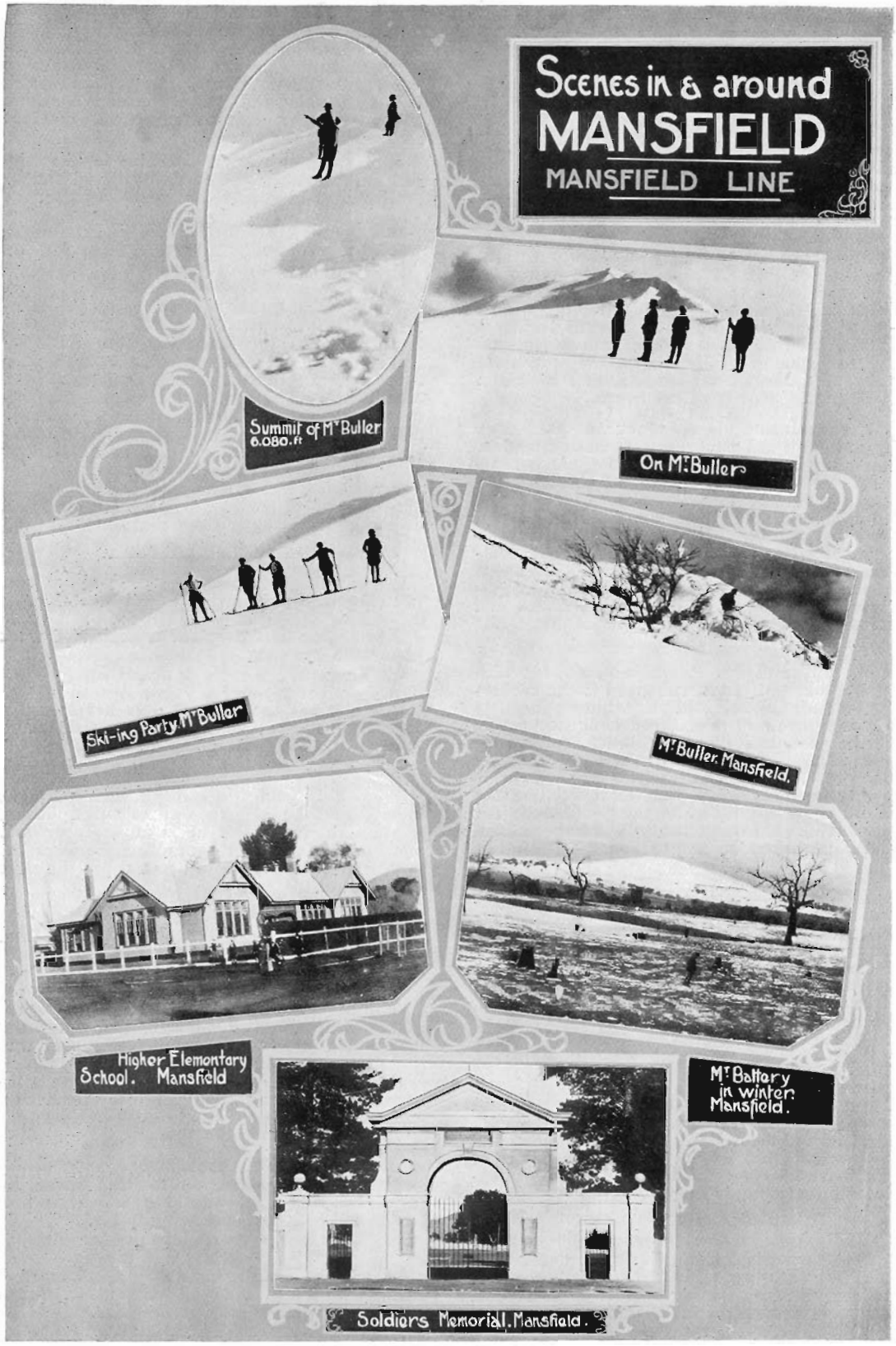
The best social spirit is evidenced by some act which cost the management something and which benefits all. That is the only way to prove good intentions and win respect. Propaganda, bulletins, lectures—they are nothing. It is the right act sincerely done that counts.

* * *

The new is always thought odd, and some of us are so constituted that we can never get over thinking that anything which is new must be odd and probably queer.

* * *

A car on a siding is not just a car on a siding. It is a great big question mark. Someone has to know why it is there.


Scenes in & around
MANSFIELD
MANSFIELD LINE
Summit of Mt Buller
6,080. ft
On Mt. Buller
Ski-ing Party Mt Buller
Mt Buller. Mansfield.
Higher Elementary
School. Mansfield
Mt Battery
in winter
Mansfield.
Soldiers Memorial. Mansfield.

WHO'S WHO In The Victorian Railways.



Mr. W. D. Morgan

Mr. W. D. Morgan, present Assistant Chief Storekeeper, is 55 years of age, and has been associated with the Stores Branch during the whole of his 39 years of service in the Department.

He entered the service as a supernumerary messenger in the Stores Branch in 1886, being first employed in the Plant Yard at Newport, and on 4th January, 1887, he was appointed to the permanent staff as a junior clerk, since when he has never looked back, but has steadily climbed to the second most responsible position in his branch. He has occupied most of the more important positions in the branch, and was for some considerable time Stores Purchasing Agent.

Mr. Morgan has done much to foster the aim of the Stores Branch to be in a position to supply all requirements to consuming branches just when and where they are required. The Stores Branch has extended its activities considerably of late—a new storehouse is in course of erection at Spotswood, as well as a Reclamation Depot, and in January, 1922, the Printing and Stationery Branch was placed under the control of the Stores Branch—and these additional activities have, as would be expected, greatly increased administrative responsibilities, but with a Chief Storekeeper of Mr. Coleman's calibre, and an Assistant of Mr. Morgan's ability and experience, there should be no apprehension that the Stores Branch will do other than continue to maintain its present high standard of efficiency.



Mr. S. P. Jones

Mr. S. P. Jones has been Assistant Chief Engineer of Signals and Telegraphs since 1st March, 1923. He was first employed at the Telegraph Workshops as a supernumerary lad labourer, being appointed to the permanent staff as an engineering student on 1st September, 1899. While occupying this position he attended the University and gained his degree of Bachelor of Civil Engineering. Towards the end of 1903 he was appointed draftsman, and three years later became engineering assistant. Then followed promotion to the position of Assistant Engineer (Class 1), and subsequently, in 1922, to Signal and Telegraph Maintenance Engineer. He had acted in this latter capacity for only a few months when he was appointed to his present position, being 44 years of age at the time.

Mr. Jones is of a retiring and unassuming disposition, but the most casual conversation cannot fail to impress one with his quiet efficiency, while those who have been associated with him in his official capacity for any length of time need no introduction to his profound technical knowledge of railway engineering matters generally, and signalling matters in particular. At the time of the Richmond railway smash, the regular University lecturer, Professor Higgins, was a member of the board of inquiry which investigated that accident, and Mr. Jones was one of the two railway officers deputed to give lectures at the University in his absence.



Mr. D. H. Falconer

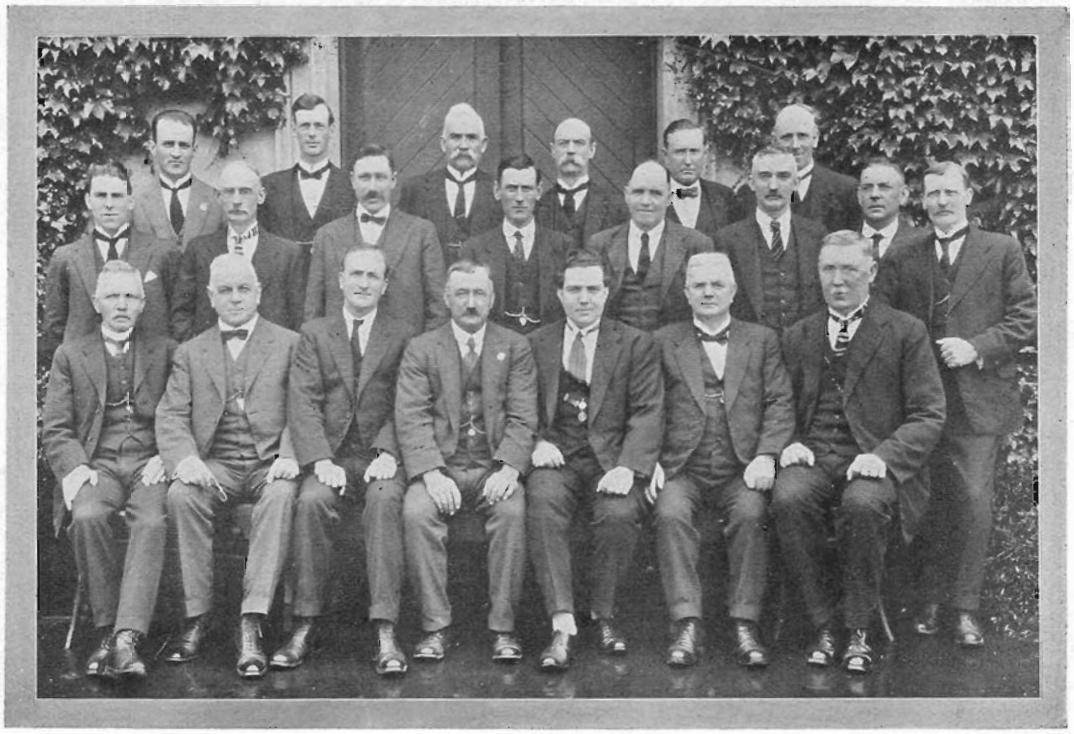
Mr. D. H. Falconer, who is now in his 55th year, was appointed Chief Inspector of Audit in 1922. He is a native of Warrnambool, and entered the Department as a lad in the Audit Office on 6th August, 1885. He has been associated with the Audit Branch during the whole of his railway career, and has worked his way from the lowest to the second most important position in his branch. After appointment as Audit Inspector in 1914, he was promoted to Senior Audit Inspector in 1919, attaining his present position three years later.

The Department is singularly fortunate in having at the head of an important branch of the Service like the Auditor of Receipts, two such experienced officers as Mr. G. K. Low, the Chief, and Mr. Falconer, his Assistant.

The natural expansion of the Department in recent years has been as noticeable in the Audit of Receipts Office as in other branches of the Service, but Mr. Falconer's quiet and effective capability has enabled him to assist Mr. Low to a great extent in the thousand and one difficulties that are of daily occurrence in a big railway branch, and to take control of the branch in Mr. Low's absence.

Mr. Falconer's career of achievement, therefore, furnishes another striking example of the Department's ability to secure the right man for the right job whenever he's wanted.

Ballarat Railway Carnival Committee



BACK ROW (Left to Right)—W. G. Robinson, N. Wass, W. James, G. Widdop, E. Jackson (D.R.S.S.), W. Williams.
CENTRE ROW—P. R. Stevenson, T. Dally, J. White, W. Hollioak, J. Knott, F. Duke, M G. Dunn, W. Hunter.
FRONT ROW—E. Baker, T. Moss (S.M.), E. Cook (Vice-President), H. Doodt (President), R. G. Caddell (Hon. Secretary), J. Dunn (Treasurer), J. Henry. In absentia—C. Kisler, E. W. Pike.

The above illustration shows the present Railway Carnival Committee of Railwaymen at Ballarat. The first meeting held by the Carnival Committee, which devotes its efforts solely to raising funds for the Ballarat Orphanage, was held in the East Loco. Sheds some 34 years ago, and since that date the magnificent sum of £10,000 has been raised and presented to charitable institutions, this sum being raised solely by the efforts of Ballarat rail men.

As Committeemen, those with the biggest number of years to their credit are Messrs. J. N. Dunn (passenger guard) and Mr. E. Baker (foundation member) since retired from the Service.

Mr. Dunn is the present treasurer to the Committee, and has held that office for 15 years, whilst his colleague (Mr. E. Baker) was president for 12 years in succession.

Of the £10,000 raised £6000 has been handed direct to the Ballarat Orphanage. The money is used by the Orphanage authorities as they think fit, unless otherwise requested by the Carnival Committee. A few examples of how the money is spent are as follows:—

During 1923 sufficient money was raised to present the Superintendent of the Orphanage with a motor car which has for long been a necessity. The following year, when the Orphanage authorities decided to purchase a new set of band instruments. the Railway men again took their lead. and have purchased a complete new set of silver instruments, valued at £600, which they have presented to the institution. On the last Sunday in May of this year the Carnival Committee will hand over the result of last year's efforts. This cheque represents the sum of £331, and establishes a new record, as it is the largest amount that has been presented to the Orphanage in any one year. As the Ballarat Orphanage instituted an appeal for £8000 before the end of the Committee's financial year, it was found necessary to go into recess for the last two months, otherwise the cheque would have been much larger. Railwaymen as a whole are supporting the appeal through their respective chiefs.

Many other appeals have been made by the Carnival Committee for deserving and individual cases, and sums such as £75, £80 and £125 have been raised. It was the custom in past years for the Rail-men to hold a gala day on the King's Birthday, and it was always claimed by the Railwaymen as "Their Day."

The present office-bearers are:—

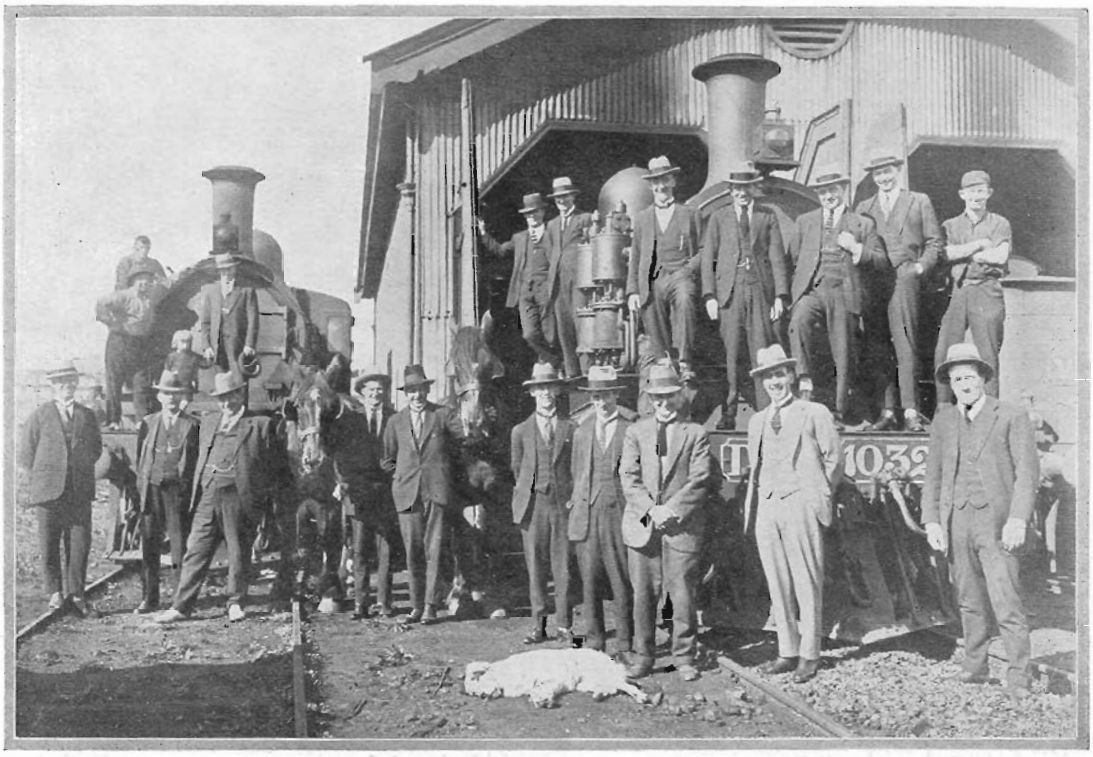
President, Mr. H. Doodt, who, by the way, is a very energetic ticket seller. Last year's sales amounted to over £40, whilst this year he has eclipsed all previous records.

Vice-President: Mr. E. Cook.

Hon. Secretary: Mr. R. G. Caddell. Mr. Caddell took over the secretaryship from Mr. A. Reynolds, who had been a guard prior to his retirement some five years ago. Since his appointment as secretary, Mr. Caddell's ability has not been questioned. Some idea of his organising and secretarial abilities may be gained from the fact that the Railway Department has "loaned" Mr. Caddell to the Orphanage Diamond Jubilee Appeal for two months as secretary and organiser to the appeal. The appeal has been launched for £8000, and has been in operation six weeks, and up to the present over £6000 has been raised.

Treasurer: Mr. J. N. Dunn.

The president for 1923 was Mr. J. Henry, that being his second year in that office. He is another earnest worker. Other live wires on the Committee are Mr. W. James, Custodian of the Institute at Ballarat, and Mr. J. White, who acts as secretary when the occasion arises.



Staff at Portland—After having completed transport of wheat harvest.

Acknowledgement—M.S. Andrews, Photo., Portl'd

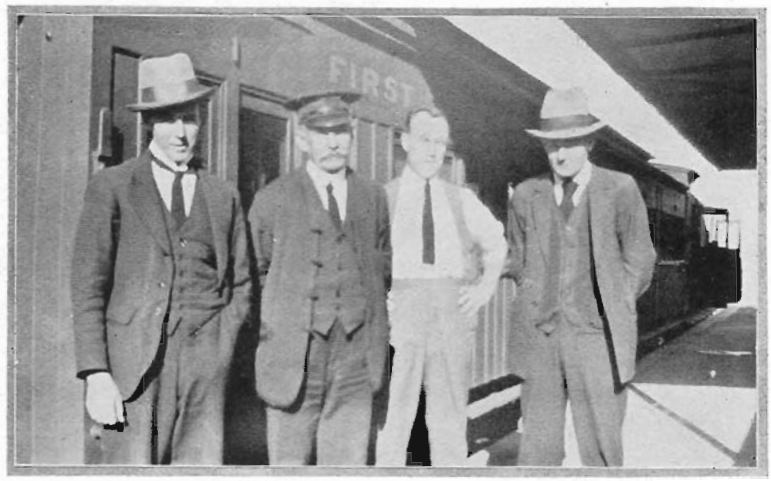
My Present Job

Many Railwaymen with whom I have come in contact are of opinion that their services are worth more than they receive for them, and, in consequence, are inclined to lose interest in their present position. This is a very wrong view. The only way in which we shall rise to greater heights is by close attention to our present task; by doing it conscientiously and thoroughly, and displaying the greatest interest in it. Our present job is a responsible one. Every Railwayman should think to himself—my job is THE job; I must study it and work out the best way of accomplishing it satisfactorily.

Some of us think that our present job is but a small one, and, logically, this is right—for what a big service it is, but we should remember that by doing it well we are playing our part, which is just as essential as any higher officer's, towards keeping the State's biggest concern working smoothly; and, therefore, each man's job is a necessary cog in the wheel of organisation and plain sailing.

Our advancement in status is somewhat comparable with our human organism. In our infancy we first learn to crawl, and by displaying interest and energy we soon accomplish this—and bigger things; we learn to walk and run, and to our jobs the same analogy may be applied. Do your present job well. Interest yourself in it and all the time you will be improving yourself and making yourself better fitted when an opportunity for advancement occurs. And your competency for a higher position is established by the manner in which you carry out your present job.

If one takes the view that he is worth more than he actually receives and becomes dissatisfied on this account, he is doing himself more harm than anyone else. He will begin to lose interest in his job, and work will seem to bore him, and yet he will not be benefiting himself financially. We should also remember that arbitration is the best means of reconciliation—not the laying down of tools or doing our job half-heartedly.—J.F.M.



SOME OF THE STAFF, DIMBOOLA.

Left to Right—
Messrs. Lawler, J. Travers, S.M., Stanistreet, Cuskelly.

Our First Cross Word Puzzle

Try Your Hand.

Cross-word puzzles have become a craze practically throughout the world. With this issue we are submitting our first. It has been compiled by the president of the Institute, who, in sending it in, says, "I don't think much of it, but it should do for a start."

The president's idea, with which we agree, is that cross-word puzzles will help to further popularise "The Magazine." Mr. Rees suggests that there are so many railway phrases that railway cross words should be comparatively easy of compilation, and of much interest to railway men generally.

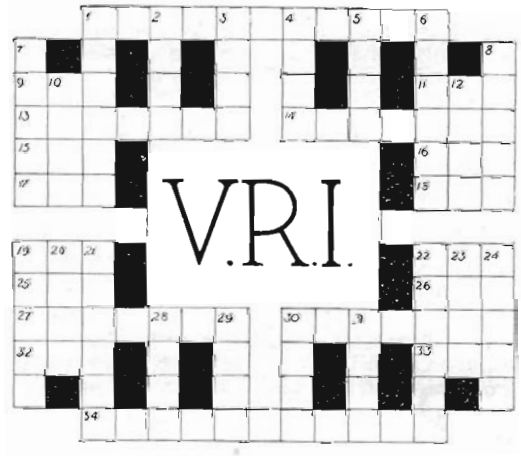
In our next issue the solution of this first puzzle will be given, and we cordially invite other members of the service to submit puzzles. The puzzles should be made out in blank, for re-production, and the definitions sent in at the same time on a separate sheet of paper for checking purposes by the Editor, who will, of course, have to be in a position to determine that the puzzle is in proper order. Now then, try your hand at this new and interesting pastime!

ACROSS.

1. Victoria's best asset (two words).
9. Rubbish (colloq.).
11. A public building (initials).
13. What all of us should strive to possess.
14. Division of the globe comprehending the islands in the Southern Pacific.
15. Dash dot dash, dot, dash dash.
16. Conjunction.
17. An organ of sight.
18. Boy's name (abb.).
19. The Crown Solicitor's job.
22. A railway officer who is here, there, and everywhere (initials).
25. A wing (Latin).
26. Students' term for University.
27. The third in command.
30. One whose success is a fine example to railway apprentices.
32. A word used in signing for another.
33. The boss of the "Road" (initials).
34. An all important slogan in railway working (two words).

DOWN.

1. How we should make every effort to run our trains (two words).
2. An Australasian Railways telegraph code word.
3. A great number of men.
4. An important branch of the service.
5. A measurement of land.
6. Something a railway man is always on the look out for.
7. Attached to every train.
8. Of paramount importance in truck despatching.
10. The duty of all.
12. A species of timber used in railway car construction.
19. To show the way.
20. A plant of medicinal importance.
21. A whale-horse.
22. What axle boxes often do (two words).
23. A Mount Buffalo attraction.
24. To hash.
28. A duffer.
29. A gate or door (Scot).
30. Something safeguarded by a proper observance of 34 across.
31. Christian name of a former Minister of Railways.



Personal.

Important Reshuffling of Positions Follows Mr. Harris' Retirement

Following on the retirement of Mr. C. J. Harris, formerly Superintendent of Refreshment Services, and the transfer of his assistant, Mr. E. Richard, at his own request, to his old position as District Engineer at Bendigo, an important reshuffling of positions has taken place in both the Refreshment Branch and the Secretary's Branch.



Mr. W. D. Bracher



Mr. A. Whitaker

Mr. W. D. Bracher, Special Officer to the Commissioners, succeeds Mr. Harris as Superintendent of Refreshment Services, and his position is in turn filled by Mr. V. F. Letcher, formerly Secretary to the Chairman. Mr. C. H. Holmes, of the Secretary's Branch, has been appointed to fill Mr. Letcher's position, while Mr. A. Whitaker, who was Chief Clerk in the Refreshment Branch, has been promoted Assistant Superintendent of Refreshment Services.

Mr. W. D. Bracher, the new head of the Refreshment Branch, is a most capable and experienced officer. He was appointed clerk in the Transportation Branch on April 1, 1901, being transferred to the Secretary's Branch ten years later. He was appointed first class on July 1, 1918, and special officer a year afterwards. When Mr. Harris retired, he held the position of Special Officer to the Commissioners and Secretary to the Electrification Committee. He also occupied the position of Railways representative on the Motor Omnibus Advisory Board.

Mr. A. Whitaker, L.I.C.A., entered the Service on October 24, 1920, as a junior clerk in the Accountancy Branch, having experience in practically every division of that branch. He was transferred in 1920 to the Refreshment Services Branch, when it was first constituted, and so evident was his ability that he was advanced from fifth class clerk to chief clerk—a remarkable achievement. He was in charge of the accountancy work relating to the refreshment rooms, and has been largely responsible for the office system and accounting generally in the branch.

Mr. V. F. Letcher, who succeeds Mr. Bracher, has an enviable record of rapid promotion in the Service. He entered the Department in 1910 as a junior clerk in the Claims Agent's Office, being afterwards selected by the then Claims Agent (Mr. H. W. Hawkeswood) to act as his personal clerk. Following on transfer to the Secretary's Branch, he was in turn secretary to the Stores Board and personal clerk to the late Mr. E. B. Jones; clerk to ex-Commissioner Mr. Miscamble; secretary to the late Mr. C. E. Norman; and clerk to Mr. Commissioner Shannon. He occupied the position of secretary to Mr. H. W. Clapp for the last 4½ years.

Mr. C. H. Holmes, who takes over Mr. Letcher's former duties, joined the Service in 1910. After distinguished war service (when he was awarded the M.C.), Mr. Holmes resumed duty in the Department in 1920, being appointed personal clerk to Mr. Commissioner Shannon, a position which he held for three years. He was promoted Assistant Special Staff Officer, conducting the Departmental side of cases before the Board of Discipline, and,



Mr. C. H. Holmes



Mr. V. F. Letcher

on relinquishing that position, acted as advocate for the Department on the Railways Classification Board for the best part of 12 months, while Mr. P. J. Carolan was engaged on Arbitration Court work.

Railways Assistant Publicity Officer

Appointment of Mr. H. R. Gollan.



Mr. H. R. Gollan

The Victorian Railways Commissioners have appointed an Assistant Publicity Officer, in the person of Mr. H. R. Gollan, well known in Australian literary and journalistic circles.

Mr. Gollan took up the duties of his new position on May 5th, and will be attached to the Betterment Board, of which the chairman is Mr. A. E. Hyland, who is responsible for railways advertising and publicity, as well as the numerous other activities of the Betterment Board.

Mr. Gollan has had a varied experience in metropolitan journalism as political reporter for the "Argus" and the "Evening Sun," and also as sub-editor on the latter paper.

He enlisted as a private in the 8th Light Horse Regiment in 1914, at the outbreak of the war, and returned five years later as a captain, having been awarded the D.S.O. and the M.C. for service with the infantry in France. He was also three times mentioned in despatches.

The Department has thus been fortunate enough to secure the services not only of a distinguished and experienced literary man, but also of a very gallant soldier, and, on behalf of the railwaymen of the State, the "Magazine" wishes Mr. Gollan every success in his new position.

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Mr. J. A. Russell, chief clerk in the Time Tables Room, Head Office, has received many congratulations on his daughter's success in gaining one of the four prizes offered in the recently-conducted "Herald" Radio Voice Contest. Miss Russell secured the £25 prize donated by Messrs. Buckley & Nunn for the best female singer engaged in business.

—❖—

Mr. Jesse Dowsett, known to the older generation of railwaymen as a passenger guard stationed at Bendigo, was a visitor to that district recently and, notwithstanding his advanced age—83—he is still hale and full of interesting reminiscences. He says there have been many changes in recent years, especially in respect to safe working, but it was evident that he regarded the old days, old ways and old mates with deep affection.

Mr. Dowsett is given credit, with the police, for the capture of Ned Kelly, of bushranging fame, and for the part he took in the capture Mr. Dowsett was promoted to the position of passenger guard by the Department and given a substantial reward by the Government.

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. It is with regret that we have to announce that **Mr. A. D. B. Walker,** Officer in Charge, Shipping Shed, Melbourne Goods, has been on the sick list for a long while, necessitating his having to undergo an operation which we hope will be the means of restoring his health. It is hoped he may make a speedy recovery.

—❖—

It is with pleasure that we note that **Mr. R. Mullaly,** Clerk, Melbourne Goods, is about again after having passed successfully through an operation for appendicitis.

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During the past month numerous changes in the personnel of the staff at stations in the Geelong District have taken place, the principal transfers of S.M.'s being as follow:—Mr. J. H. McKeown, from Relieving Staff to Brankholme on May 5, 1925; Mr. J. Clancy, from Toolamba to North Geelong on May 9, 1925; Mr. T. Lambie, from Yarram to Cressy, April 17, 1925; Mr. G. H. Lamprell, from Wonthaggi to Terang, April 28, 1925; Mr. M. Lorenz, from Glenthompson to Glenrowan; Mr. A. T. Booth, from Terang to Camperdown, April 23, 1925; Mr. J. Moroney, from Branxholme to Warburton, April 23, 1925; Mr. J. H. Hosking, from Portland to Bairnsdale, April 27, 1925; Mr. W. Rogers, S.M., Coleraine, to Traffic Inspector, Geelong, April 28, 1925; Mr. A. H. Game, Traffic Inspector, Geelong, to Train Running Officer, Ballarat.

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Mr. J. F. Hally

Mr. J. F. Hally, eldest son of Mr. E. F. Hally, instructor of the V.R. Institute class in "Station Accounts and Management," we are pleased to note, recently had the degree of Bachelor of Law (LL.B.) conferred upon him. Mr. Hally was educated at St. Patrick's College, and at the age of 16 years entered the Federal Government Service, from which he has now resigned in order to serve his articles with Messrs. Frank Brennan and Co., solicitors, Queen-st., City.

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On the occasion of **Mr. Game's** departure from Geelong to take up duty as Train Running Officer, Ballarat, a pleasing function was held in the District Superintendent's Office, Geelong, on 9th ult. Mr. Fletcher, District

NORMAN W. DE POMEROY
5 BEECH ST.
STH. CAULFIELD. S.E.8
MELB. VIC.

Superintendent, was in the chair, and presented Mr. Game, on behalf of the staff, with a travelling rug and a pipe. During the course of his remarks the chairman expressed regret at losing Mr. Game; there could be no doubt, however, that he would prove his worth in his new vocation, as was evidenced by the satisfactory results of his supervision of the Easter traffic in this district during the absence of Mr. Killeen, T.R.O., on annual leave. Similar sentiments were also spoken by Messrs. J. Lysaght (S.M. Geelong), W. Killeen (T.R.O.), and C. P. Golden (Chief Clerk), on behalf of Geelong, Train Running Room and District Superintendent's Office Staff respectively. Mr. Game suitably responded.

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A pleasant function recently took place at Maryborough, when the guards, together with the comrades of **Guard Mr. A. Hickey,** assembled to witness the presentation of a valuable travelling bag to him on the eve of his departure on transfer to Echuca. Mr. Hickey has been most popular among his fellows, and carries with him their best wishes.

—❖—

Mr. Jack Pauline, Lad Porter, who had been stationed at Parkdale for some time back, received an enthusiastic send-off from there the other day, on the occasion of his transfer to Mentone.

Councillor Blanche, in presenting him with a silver hunting watch as a token of esteem, said, on behalf of the subscribers, that Mr. Pauline carried with him the best wishes of the local residents, all of whom regretted losing his services, as he had at all times shown consideration and courtesy to the patrons of the Railways. They wished him prosperity and success in his future career.

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Warragul.—A pleasant social evening was held here recently, the occasion being a farewell to Mr. J. E. Blackall, the popular night officer of Warragul station. The function was held at J. A. Brown's Marble Cafe, and about 50 were present, including railwaymen and townspeople.

During the course of the evening the guest was presented with a handsome leather suitcase.

Mr. Curran, in making the presentation, referred to Mr. Blackall's recent organising success in making the Railway Benefit Ball something to be remembered for many years in Warragul.

Others to testify to the guest's popularity were Mr. Williams (S.M.), Mr. Jaensch (driver in charge), and many other railway comrades.

Mr. Ryan, on behalf of the public, gave one of his inimitable speeches, and expressed the hope that further promotion would come Mr. Blackall's way. Mr. Hardie, Mr. Hallett, and Mr. Dainty also spoke, and all expressed gratitude towards the railway staff of Warragul for their unfailing courtesy.

The chairman, (Mr. Oliver) proposed the toast of "The King," and other toasts were "Our Guest," "The Stationmaster," "The Host and Hostess," "Chairman," and "Artists."

Mr. Blackall was greeted with loud applause on rising to respond to the toast in his honour and to thank the donors for the function and present. He said he was usually garrulous, but on this occasion he was overwhelmed by the very fine present, together with the enjoyable evening and the nice things the various speakers had said of him. Never had he worked with better mates, and he assured them all he could not find words to express his gratitude for their kindness.

Harmony was provided by Messrs. Johns, Stevens, Hill, Curran and Nugent, while Mr. Blackall and Mr. Schonfeldt gave a few humorous items, which were much appreciated. Mrs. Curran proved a capable accompaniste.

Auld Lang Syne terminated a very happy gathering.

Wedding Bells

A large gathering of the pupils and friends of **Miss Moverley,** Instructress in Elocution and Dramatic Art at the Railways Institute, held a gift night for her in the Institute Hall on April 2, 1925, on the eve of her marriage to Mr. J. Alexander Brown, when a most delightful evening was spent by all present.

Mr. T. Flanagan presented a kitchen tea on behalf of the pupils, and Mr. Galbraith, General Secretary of the Institute, in a few words expressed the Council's appreciation of Miss Moverley's hard and conscientious work on behalf of her pupils. Mr. Brown, in responding on behalf of Miss Moverley, thanked the assembly for the many beautiful as well as useful presents which they had given her.

Musical items were rendered by Misses Addie Strain, Hazel Lloyd, Malva McMillan, Dulcie Cherry, and by special request Miss Moverley recited the "Pipes of Troon." Mr. T. Downie and Mr. J. Alexander Brown also rendered several vocal items, including duets, which were very much appreciated.

The happy pair received many hearty congratulations and good wishes for their future happiness.

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A pleasing function took place in the Train Running Office, Dandenong, on Wednesday, 6th May, when the staff gathered to make a presentation to Mr. E. S. O'Connor on the eve of his marriage.

Mr. L. K. Missen, Assistant Train Running Officer, in presenting Mr. O'Connor with a handsome service tray, spoke in no uncertain terms of the high esteem in which Mr. O'Connor was held and wished Mr. and Mrs. O'Connor long life and every happiness. Representatives from the District Superintendent's Office, Loco. Branch, Stationmaster's Staff and Telegraphists also spoke.

Mr. O'Connor, in a few well-chosen words, suitably responded.

On the occasion of his marriage, which took place on the 11th April, 1925, **Mr. L. G. Carey**, Clerk, Perishable Shed Office, Melbourne Goods, was the recipient of some useful presents from his colleagues as a mark of their esteem.

Mr. Corbett, Officer in Charge, who made the presentation, enumerated the good qualities of Mr. Carey. Mr. Carey suitably responded.

Retirements

Mr. Phillip O'Grady, the well-known and popular guard of the Mornington train, having reached the retiring age on 4th May, severed his connection with the Railways after 42 years' service. Prior to his transfer to Mornington some years ago Mr. O'Grady for many years occupied the position of yardsman at Seymour, where he was very popular with the townspeople and his railway comrades alike.

In the Mechanics' Institute, Mornington, on the 1st ult. the townspeople, together with the local railway staff, assembled to say au revoir to Mr. and Mrs. O'Grady. Cr. Andrews, shire president, who presided, made some very complimentary references to Mr. O'Grady—that he



Mr. A. Wain



Mr. P. O'Grady

had been a most obliging and courteous railwayman in every particular, as well as a popular townsman, and they were very sorry to lose him. He had much pleasure, on behalf of the subscribers, in handing over to the guest a handsome solid leather trunk, and a beautiful toilet set to Mrs. O'Grady, as tokens of esteem.

Messrs. W. S. Cook (solicitor), Gill (commercial traveller), C. and F. Linley (ex-councillor), C. Griffith (of Two Bays Nurseries), and Mr. D. Walsh (stationmaster) spoke regarding the likeable qualities of Mr. O'Grady. Mrs. Gill and Mrs. Adams, who had organised the function, deserve credit for the tasteful manner in which they decorated the hall. Vocal and instrumental items were rendered by various performers. Miss Steedman officiated at the piano. Mr. and Mrs. O'Grady purpose taking up their residence in Sydney.

Mr. Alex. Wain, Stationmaster, Flinders Street, severed his connection with the Department the other day. Mr. Wain was one of the most popular of stationmasters, and made many friends during his 43 years of service in the Railways. The staff at Flinders Street met and gave him a most enthusiastic send-off. Mr. Cox, Metropolitan Superintendent, who presided over the gathering, made eulogistic references to the long and honourable career he had had, that he was a painstaking and efficient officer, whom the Service could ill spare. Mr. Sullivan, Assistant Metropolitan Superintendent, and others present added very complimentary remarks about the guest, after which the chairman, on behalf of the subscribers, presented Mr. Wain with a wallet of notes, together with a hand bag for Mrs. Wain, with good wishes for their future happiness. Mr. Wain suitably responded.

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Mr. H. R. Jones, Signalman, Maryborough, and **Mr. P. Brock** have both resigned from the Railways Service in order to enter into business. They were each presented with a travelling bag from their comrades, as a mark of esteem.

On Twelve Months' Leave

Mr. W. S. James, Clerk, a member of the staff of the District Superintendent's Office, Dandenong, has been granted 12 months' leave of absence, and sailed for England per the s.s. "Persic" on Thursday, April 30. The staff join in wishing Mr. James bon voyage and a successful trip.

Last Mile Post

DEATH OF MR. A. M. TAYLOR.

It was with deep regret that railwaymen, as well as a wide circle of his friends, heard of the death of Mr. A. M. Taylor, general secretary of the Australian Railways Union, Victorian Branch, which occurred on the 6th ult. at the early age of 43 years. Although it was known that his health had been failing for some months past, no one suspected that the end was so near, and coming so suddenly as it did the sad news came as a shock. Deceased was deservedly popular throughout the Railway Service, and the many letters, telegrams and floral tributes which were received prior to the funeral bore testimony as to the high esteem in which he was held.

The funeral was largely attended, thus a fitting tribute was paid to one who had been a popular personality. The pall-bearers were:—His Honour Judge Winneke (Chairman of the Railways Classification Board), Messrs. D. Cameron (Chairman, Commissioners' Staff Board), D. L. McNamara, M.L.C. (A.L.P.), E. J. Holloway (T.H.C), Hon. G. M. Prendergast, M.L.A. (Leader, State Labour Party), Watson (A.N.A.), P. J. Carolan (Railways

Commissioners' Office), J. Lynch (Secretary to Minister of Railways), J. Lemmon, M.L.A., E. L. Wilson (Victorian Football League), J. F. Chapple (General President, A.R.U.), B. A. White (State President-elect, Victorian Branch, A.R.U.).

Included amongst the many who attended the funeral were the following additional representatives:—Messrs. W. E. Keast (G.P. and F.A.), P. Meares (Acting Chief Clerk, Transportation Branch), R. Easterby (Chief Clerk, W. and W. Branch), T. Beary (Safe Working Officer), J. Miller, W. R. Mann (Classification Board), J. Taylor (Assistant Manager, Newport Shops), G. Redfern (Foreman, Newport Shops), Mathieson (Loco. Enginemen), Walsh (Ballarat Loco.), and many other representatives of public bodies.

To Mrs. Taylor and family, and the sorrowing relatives, we extend our deep sympathy.

First Aid Knowledge on the English Railways

"When an ambulance or stretcher is requisitioned in case of a railway accident, it should be accompanied by an efficient certificated first aid man fully equipped." This was a rider appended to the jury's verdict at an inquest recently held by Dr. Waldo, J.P., the City Coroner, London, who, in summing up, said it was of first importance to the public that every police constable, including railway constables, should be obliged to obtain a certificate in first aid. He added also that at least one employe in each railway gang should be a qualified ambulance worker.

Dr. Waldo has previously expressed his high appreciation of the ambulance movement, and in a letter to the "Railway Gazette" he suggests that accidents and deaths of railway employes are becoming alarmingly frequent, and that many of them are preventable and unnecessary. A statement of this kind from such a quarter (says "First Aid") will doubtless receive thoughtful consideration by the railway authorities to see if something more cannot be done in connection with the safety and first aid work which they have encouraged so consistently in the past.

This question of accidents and accident prevention is one to which the General Manager of the Great Western Railway directs attention in a recent issue of the G.W.R. Magazine. He says, inter alia, "A very heavy proportion of the mishaps are due to laxity in regard to the observance of safe practices in the performance of ordinary operations in which there need not be any element of risk."

The Editor of the G.W.R. Magazine also has a special article, "S.O.S.," on the subject, in which he appeals to all concerned to check the increase in accidents.

Questions and Answers

Versine writes:—Having read your article on points, I would like to ask if you, or some of your readers, would give me an idea as to the proper method to be followed when fixing the lever of a pair of throw-over points, so that the lever will occupy the same altitude above the ground in either position, the blades being properly closed?

Answer.—We presume Versine alludes to the Ford throw-over lever. The pull rod and throw-over lever should be coupled up, the blades adjusted to half way, viz., 2¼in. from running edge of either stockrail (assuming the points have the standard throw of 4½in.). The lever is then placed to perpendicular position; the quadrant is adjusted so that the notches are equidistant from lever; the cast base is then secured to the timbers with coach screws. It will then be found that ball portion of the lever is the same distance off the ground in either position. In actual practice it will be necessary to make an allowance on the pull rod side to prevent the ball of lever resting on it when in that position.

S.L. asks:—Which is the healthier footwear, shoes or boots?

Answer.—For the average person under ordinary conditions, present-day medical opinion undoubtedly favours the shoe, as being lighter and therefore less tiring, affording freer play to the complicated anatomy of the foot and pressing less hardly on the blood vessels.

Against this, however, boots have an advantage in wet weather, and are, of course, almost a necessity to those with weak ankles. It is, however, probable that we could all be trained to the use of shoes—and with advantage.

What is Success?

It's doing your job the best you can and being just to your fellow man; it's making money, but holding friends, and staying true to your airs and ends; it's figuring how and learning why; and looking forward and thinking high; and dreaming a little and doing much; it's keeping always in closest touch with what is finest in word and deed; it's being thorough, yet making speed; it's daring blithely the field of chance, while making your work a brave romance; it's going onward despite defeat, and fighting staunchily but keeping sweet. It's being clean, and it's playing fair; it's laughing lightly at Dame Despair; it's looking up at the stars above, and drinking deeply of life and love; it's struggling on with the will to win, but taking loss with a cheerful grin. It's sharing sorrow and work and mirth, and making better this dear old earth; it's serving, striving, through strain and stress. It's doing your noblest—that's SUCCESS.

Way and Works Branch Activities

Metropolitan District

Progress of Works.

Extension of Electrification to Ferntree Gully and Lilydale.

The Chief Engineer of Way and Works reports that satisfactory progress is still being maintained on the provision and erection of poles on the extension of electrification of the Ferntree Gully line. Approximately 4½ miles of track is now ready for wiring, and has been handed over to the Overhead Electrical Superintendent.

All poles have been delivered for both the extension to the Gully and Lilydale; steel structures required at Upper Ferntree Gully Yard are being manufactured at the Signals Workshops, and will be ready for erection when required; steel brackets for the support of wiring are being manufactured by the Way and Works Workshops, and sufficient of these to complete the 4½ miles of poles have been delivered to the Overhead Electrical Superintendent.

Western District

Mr. A. K. Bartel, District Engineer, reports that relaying work has now been completed on the Geelong to Melbourne line, and the track is now being lifted and improved between Colac and Port Fairy. A short length of line near Werribee was relaid with new 80 lb. rails, 45 feet long. The use of serviceable blades for closures during the progress of the work proved very economical, obviating the frequent cutting and boring of rails to form closures.

The work of relaying on the Beech Forest line is completed, and the work of strengthening the track between Geelong and Port Fairy by the provision of additional sleepers in bad places is nearly finished. Two extra gangs are at present employed in lifting and strengthening between Colac and Port Fairy, and ordinary track gangs Newport to Port Fairy have also been temporarily strengthened with the same object in view, viz., to effect the improvement essential to maintain the track in sufficiently good condition to allow of the speed of 60 m.p.h. now set down for this line.

Two small permanent bridges were recently constructed under the line; one near Crossley and the other between Pura Pura and Nerrin Nerrin. In each case there was found to be insufficient waterway during periods of heavy rainfall. At Gorae station, between Heywood and Portland, a large cool storage shed is being erected by the Fruit Growers' Association, and when completed it will be capable of holding 65,000 cases of fruit. This is the largest shed of this description in the district, and its erection will stimulate the growing of fruit in the neighbourhood on what has been regarded in the past as poor land of little value.

For some time past Portland has been very busy, owing to the shipment of wheat therefrom. The wheat was transported from the Wimmera, via Balmoral, and the line—recently strengthened—stood the strain remarkably well. The traffic over same has now practically ceased.

The provision of high loading platform and extension of siding at Moutajup is completed. The facing only of the platform was provided by this Department, and the residents placed the necessary filling. The work of altering points for siding extension was completed on the 29th ult.

At Poorneet a high loading platform has been provided. In this case also the Department provided only the facing and metalling—the filling being carried out by the local residents.

The removal of superstructures of recently filled-in bridges on the Forrest line is well in hand.

The provision of a septic tank is in hand at Warrnambool. It is unnecessary to dwell on the convenience and desirability of such a facility.

At Camperdown, Colac and Hamilton, alterations and renewals are being effected at the loco sheds. The work at Camperdown (alterations) has been completed, and at Colac a shed ex Mordialloc is being erected—the work nearing completion. The loco shed at Hamilton was recently demolished by storm, and 75 per cent. of the work of re-erecting same has now been done.

With the close of the financial year drawing near, every effort is being put forth to complete the program of sleeper renewals as per estimates.

The exceptionally heavy wheat and coal traffic at Geelong pier (previously mentioned) has been the cause of postponement of extensive renewals of pier sidings, and also the work of reconditioning portion of the street over which the sidings are laid, until the traffic slackens. To carry out this work at the present time would not only cause serious congestion of traffic, but would be needlessly expensive.

Northern District

Mr. E. Richard, District Engineer, Bendigo, advises as follows:—The concentrated use of trucks to deliver wheat from northern areas to the seaboard has prevented the work of ballasting tracks and re-sleepering from being put into effect. The easing of the truck position, however, now makes this work possible, and as trucks of material come to hand the work will proceed.

During the dry period gangs were busily engaged in the "keep bolts tight" campaign, and much effective work in the tightening of fastenings has been accomplished, and the work done reflects much credit on the efforts of the permanent way staff.

The aim, "Every bolt a tight one," has been kept in view, and the slogan for the district is henceforth, "Keep bolts tight."

During the last month a most interesting historical fact was created by the ultimate removal of all double headed rails from the main running tracks between Melbourne and Bendigo. This type of rail has been in running since the line was built in 1862, and it is only after a period of over 60 years that the type of rail, which is still largely used on British tracks, has been superseded by that which is of Australian standard, and which is more commonly recognised by the public.

The work of adjusting rails which creep along in the direction of traffic on double lines of way, and which has been very pronounced on some portions of the line between Melbourne and Bendigo, thereby causing sleepers to become skewed to the track and causing joints to become too tight, preventing proper expansion, has been gradually proceeded with.

Maintenance works have been pushed on with, and much needed repair work completed throughout the district, whilst other improvements such as:—

Argyle—Provision of cart dock
Tooborac—Provision of cart dock
Epsom—Improved shelter accommodation
Boort.—Extending parcels office
Lockington—Duplication of sheep races
Mitiamo—Additional accommodation for Refreshment Room Staff
Ninda—Provision of fibro plaster lining of partition in lieu of galvanised corrugated iron in D.R
Nyarrin—Provision of fibro plaster lining of partition in lieu of galvanised corrugated iron in D.R

Quambatook—Provision of ash pits

have been completed; whilst such important work as:—

Bendigo—Sewering of station buildings; improvements to trucking yards
Echuca—Renewals to wharf
Kerang—Erection of two (2) Departmental residences
Echuca—Erection of two (2) Departmental residences

have been put in hand

Bridge gangs have been busily employed in repairs to bridges throughout the district

North-Western District

Mr. A. J. Ward, District Engineer, Ballarat, in his report of the works activities for the month of May, advises that the work of relaying portion of the double headed rails between Warrenheip and Navigator, on the Ballarat to Geelong line, is well in hand, and the work is proceeding at the rate of about three-quarters of a mile per week. It is intended to relay altogether six (6) miles of the down track by the end of June.

The provision of the new dock at Ararat for Hamilton trains is nearly completed, and the extension of 300ft. of the main line platform has been in use for some time.

An office and yard have been erected this month for the Road Foreman at Murtoa; the buildings were removed from Sunshine, which since the beginning of the year has ceased to be a road foreman's depot.

Alterations to the booking office and entrance at Horsham are well in hand, and will be completed in June.

A goods shed is in course of erection at Detpa.

Operations were started at the Bet Bet ballast pits, and gravel is being loaded at the rate of 1800 cubic yards per week, half of which goes to the State Rivers and Water Supply Commission at Mildura for the purpose of the construction of locks on the Murray River. The remainder is being used for track ballast, and ballasting operations are in hand between Maryborough and Birchip.

Large renewals to the water supply at Ballarat East loco depot have just been completed, and this should afford considerable relief from the trouble arising from burst pipes, which previously were a source of considerable inconvenience.

The track gangs have been particularly busy putting in sleepers and repairing and lifting the track, and the "Tight Bolt" campaign has resulted in considerable improvement in track conditions.

The interior of the Ballarat Station has been receiving attention, and the renovations have made a marked improvement in the genral appearance of the platforms.

The erection of four (4) concrete houses for employes at Ouyen is well in hand, and should be completed shortly.

The provision of crossing facilities and a dead-end siding at Ballan were brought into use during May.

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Eastern District

Mr. M. A. Remfry, District Engineer, reports that the general maintenance of tracks, buildings, bridges, etc., has been carried out during the month, and weed poisoning has been completed throughout the district with good effect. Special efforts have been made in painting station buildings, etc., particularly in the

Metropolitan area, and augmented gangs have been employed on this work. Owing to the restriction on use of trucks consequent on busy wheat season, sleepers were not coming to hand in any quantities earlier in the month, but the position in this regard has considerably improved in the past three weeks, and supplies are now more satisfactory, and urgent renewals in the metropolitan area are proceeding. Ballasting of tracks is well forward, and during the month the lines from Caulfield to Morwell, Stony Point, and branches were completed. Relaying of six miles of track between Moe and Morwell, relaying of Northcote loop with 100 lb. rails, and relaying of track at Richmond completed. A private siding has been put in at Fish Creek in connection with tram line from Country Roads Board gravel pits, and this will provide means for getting a large quantity of road making material, also a private siding has been put in at Epping for a private quarry, from which a very large output of metal of good quality is expected.

The work of preparing tracks, Ringwood-Ferntree Gully and Croydon-Lilydale, for electrification, is well advanced, and right up to schedule. Reconditioning of tracks on St. Kilda line and St. Kilda-Brighton tramway just on completion.

Two subways for pedestrian traffic have been provided, and brought into use at Bamfield-street, Sandringham, and Northcote Stations, and these will greatly relieve the level crossing problem in these parts.

The new station at Dublin-road, Ringwood East, was completed and brought into use, having been officially opened on the 16th May.

The work of altering the turnout on Oakleigh track at South Yarra so as to replace 18ft. blade with 30ft. blade was carried out, and this will provide for higher speed and easier running.

In order to provide for the running of "C" class engines on the Wonthaggi line heavier (80 lb.) points and crossings will have to be provided, and this work is well in hand, and will be completed before the end of June.

During the month, owing to the welcome downpour of rain, two slips were encountered at Orbost and Walhalla, but these did not prove to be of a very serious nature, and were promptly dealt with by the local gangs.

Rolling Stock District Notes

Metropolitan District

Mr. W. H. Deasey, Metropolitan R.S. Superintendent, reports that the period just passed has been a very busy one in the Metropolitan District. The transport of the season's wheat is not nearly finished, and in addition, the Easter passenger traffic had to be met. This traffic was exceptionally large this year, and to supply engine power for it the North Melbourne Loco. Depôt was taxed to its utmost. It reflects great credit on the supervision at the depôt when it is known that engines which were doing continuous goods work were withdrawn and placed on fast passenger trains and ran successfully; 254 goods and passenger trains were rostered on the busiest day, and all demands were met, with a few delays in supplying engines for goods trains due to giving preference to passenger demands.

Taking everything into consideration, it was a most creditable performance, and I had much pleasure in sending a commendatory note to the depôt, expressing my appreciation of the good work performed by all concerned. During the holidays extra supervision was necessary at Spencer Street, Flinders Street and Fern Tree Gully. The traffic to Fern Tree Gully on Easter Monday was exceptionally heavy, 17 trains were run, besides three empty car specials for return week-end traffic.

Engine "C" 16, fitted with a Superior blower is in daily running, and is being closely watched to note the effects on the tubes. Tests to date show this apparatus is giving good results.

Engine 944 "A2" is under a test at present, fitted with the Forster under-feed system of lubrication. The test has not been in duration long enough to form as opinion as to whether it is successful or not. This engine is running the 12.45 p.m. main line passenger train daily.

The Fuel Conservation Movement in the Metropolitan District is in a very sound position. Up to the present 265 suggestions have been received, a good percentage of which have been adopted.

The members seem to realise that they can benefit their own conditions as well as the Department by bringing along suggestions, therefore greater interest is being taken in the movement.

In cases where the suggestion has been adopted, it is then dealt with by the Betterment Board, and in several instances bonuses have been granted.

Percentage of delays due to Rolling Stock Branch of trains run for the February period were:—

Passenger	0.57
Mixed	0.43

Ballarat District

Mr. E. Jackson, District Rolling Stock Superintendent, advises that a perusal of English and American railway magazines of recent date indicates that serious consideration is

being given by the management of all systems to the matter of a more successful and economical running of their locomotives. The contributing factors being dealt with are:—1. Pooled and assigned power. 2. Running shed practice. 3. Efficiency of running shed and workshops staff. 4. Lubrication.

All the world over the disturbing factors are identical, but remedial measures must necessarily be determined by local conditions and requirements. Mr. E. Von Berger, an officer of the Illinois Central Railroad, Chicago, contributes an article in the "Railway Age" of 25/10/'24, in which he takes up the cudgels on behalf of the policy of assigning engines to regular enginemen and saverely criticises the practice of pooling, and in support of his contention produces figures convincingly in favour of the assignment policy. He quotes the following for the 12 months ended December, 1923:—

Illinois Central.

Engines	1,790
Total loco. mileage	58,060,076
Average miles per engine per year ..	32,436
Maintenance costs per engine	26.53 cents

The best figures under the pooling system are shown by the New York Central:—

New York Central.

Engines	3,440
Total loco. mileage	90,599,869
Average mileage per engine per year .	26,337
Maintenance costs per engine	29.64 cents

Under the assigned system Mr. Berger points out that, whilst the enginemen are off between shifts, the engine can be, and is, used for other runs if power cannot be otherwise supplied.

The pooling referred to means giving enginemen long runs. Perhaps four sets or more men may handle the engine before it reached its destination. He refers to the personal interest taken by the enginemen in assigned power, who insist on every minor defect that develops being promptly attended to, and refers to the personal interest in their regular engine, expressed in the words "MY ENGINE," as worth millions to the company. On the other hand, in the "Railway Age" of 18th and 25th October, 1924, reference is made to the fact that the Union Pacific, who established long runs (pooling) a year or more ago, have been obliged to review their running shed practice. Prior to the inauguration of long runs, engines were held for repairs as necessarily arose, and experience showed that too much dependence was being placed on the enginemen's reports as to the condition of the engines. A monthly inspection is now made by a competent officer, and excellent results are claimed, both on the score of cost and a reduction of engine failures, and the system is recommended to other railroads for consideration. This divergence of opinion, as expressed by our American friends, should lead us to review our own system of operations, not in the light of American but of Victorian conditions.

[Portion of Mr. Jackson's report is being held for our next issue.—Ed.]

Bendigo District

Mr. J. McLeod, District Rolling Stock Superintendent, advises that during the month of April the grain traffic was heavy. The increase in the mileage run over that of the corresponding month of last year was approximately 20 per cent. The average mileage run for all engines in the district, including those under repairs, was approximately 80 miles per day, whilst the average daily mileage for each engine actually in running was over 100 miles per day.

The pounds per mile of coal consumed per running engine was slightly in excess of other months, brought about by a larger percentage of Victorian coal being supplied. The miles per pint of cylinder and bearing oil per engine was slightly increased.

The Easter traffic, although confined to a few days, was very heavy, and, with one or two exceptions, passenger running was satisfactory.

Trouble was experienced during the month with the water supplies on the Ultima and Wycheproof lines, necessitating the use of water trucks between Korong Vale and Ultima, which resulted in a number of cases when loading had to be dumped at stations.

One hundred and forty three mixed trains ran late for the month, and of that number the Rolling Stock Branch was responsible for fourteen of them, which, under the then prevailing conditions in the district, appears to be fairly satisfactory.

In company with the District Superintendent and other officers, the route of the new line from Balranald was traversed.

Consequent on the appointment of a second train examiner at Echuca, the repair vehicles between Echuca and Tatura are now attended to by one of the examiners from Echuca.

The rail motors in the district performed satisfactory service, and with one exception the gallons consumed per train miles run was satisfactory.

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Dandenong District

Mr. J. W. Carter, District Rolling Stock Superintendent, reports that during the month the traffic on the Eastern and South-Eastern sections has been fairly heavy, especially during the Easter holidays. Owing to the holidays and the stoppages at the State coal mines the goods traffic on the State Mine to Nyora and Nyora to Melbourne sections has fluctuated. The daily output from the coal mines at State Mine when working full shifts has been large, approaching up to 2228 tons per day. The output of coal from the McBride tunnel is still increasing.

The Maffra Beet Works are in full swing again. Great excitement has been caused in the district owing to the rush of hot water at the Boola Boola Oil Boring Works. They are

working at a depth of 1870ft., and the rush of hot water from the bore comes out at 147 degrees Fahr. Several specimens of stone have been forced up the bore showing signs of minerals.

The performances of the rail motor operating between Orbost and Bairnsdale have been very satisfactory.

Engines fitted with flange lubricators are giving every satisfaction.

During the month of March, 1925, the coal consumed by engine running in this district showed an increase of 7.3 lb. per mile, compared with February, 1925, but the locomotive mileage increased by 14,484. This increase may be explained by the fact that during February, 1925, large quantities of Maitland coal were used owing to the strike at the State coal mines.

The morale of the staff has been excellent and engines are kept in good condition.

The Fuel Conservation meetings have been well attended, and some very excellent suggestions have been brought forward and keen discussions taken place.

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Geelong District

Mr. J. Fowler, District Rolling Stock Superintendent, advises that the engine shed at Hamilton having been blown down during a severe storm, the erection of a temporary shed to meet requirements pending provision of a new loco. depôt has been practically completed.

Colac.—The erection of a shed to accommodate one broad gauge engine at Colac is nearing completion.

Warrnambool.—For some months a test of bore water has been in progress on the pilot engine at Warrnambool, and the results obtained show that this water was of similar quality to that previously used. With the use of Warrnambool water very heavy scaling occurs in loco. boilers, and to improve this condition, and also to minimise, if not eliminate, priming, trials have been commenced with Dearborn compound to treat the water, the method adopted being the insertion of the compound, which is in solid form, through the wash-out plug holes into the water spaces after boiler has been washed out.

During the month of March in the South-Western District 96 minutes were regained in running of passenger trains and 357 minutes in running of mixed trains by the Rolling Stock Branch.

Owing to the long dry spell which had been experienced until recently, the quality of water at several watering stations in the district became very inferior, adversely affecting engine performances by reason of increased priming and the supply of engine power on account of the necessity for more frequent washing-out and changing of water.

Seymour District

Mr. M. Ryan, District Rolling Stock Superintendent, says that for a number of years a steam plant was the operating factor for driving the machinery in the turnery at the Seymour Loco. Depôt, but quite recently this plant has been substituted by electric power, which is obtained from the Seymour Shire Council's power house. The speed and power being constant and always available by turning on the switch, makes the machinery more efficient and economical. In the turnery is fitted a 7 h.p. motor made by the British Thompson-Houston Co., Rugby, England, and by shafting and belting it drives all the machinery, which includes a tool lathe 12in. centres, another lathe 6in. centres, planing machine 3ft. 6in. stroke, a 13in. shaping machine, also a drilling and screwing machine and a 3ft. 6in. by 7in. grindstone. The above machines are so arranged that they can either be used separately or conjointly. Another 10 h.p. motor by the same maker is also installed to drive a 7in. by 6in. Ingersoll Rand air compressor, capable of raising 100 lb. per square inch, which is the blowing off point of the air storage reservoir. A decided advantage is thus gained in having a good air pressure, ample air being available for drop pit work and forges, also for testing Westinghouse brake gear on cars and trucks when examinations have been attended to. Previous to the introduction of the electric drive a locomotive had to be employed to obtain air for drop pit work and the testing of Westinghouse brakes in R.G. dock, so that a considerable saving is gained by the use of the motor.

The following is a statement showing the number of engines and mileage run during the months of December, 1923, January, 1924, and February, in comparison with the mileage run for December, 1924, January, 1925, and February, 1925, at the Benalla Depôt. Taking into consideration the engine power available for each period and the increased milage obtained from lesser number of engines for the latter period is interesting, and reflects credit on the management of the depôt, also on the spirit of co-operation displayed by the enginemen, mechanics and shed hands, without which the result could not have been achieved.

Hereunder is a list of the total number of each class of engines at the depôt and the total mileage for each month for the two periods and the average mileage for each engine per month:—

	December.		January.		February.	
	1923.	1924.	1924.	1925.	1924.	1925.
A2	16	13	16	13	14	13
DD	12	10	12	10	12	10
NG	2	2	2	2	2	2
R	3	2	3	2	3	2
V	3	1	3	1	3	1
DDe	1	2	1	2	1	2
D	1	1	—	1	—	1
Y	—	1	—	1	—	1
K	—	1	—	1	—	1
Total miles—	38	33	37	33	35	33
	76,088	85,685	81,987	88,319	74,512	74,942
Aver. miles per engine for each month—	2002.3	2596.5	2215.8	2676.3	2128.9	2270.9

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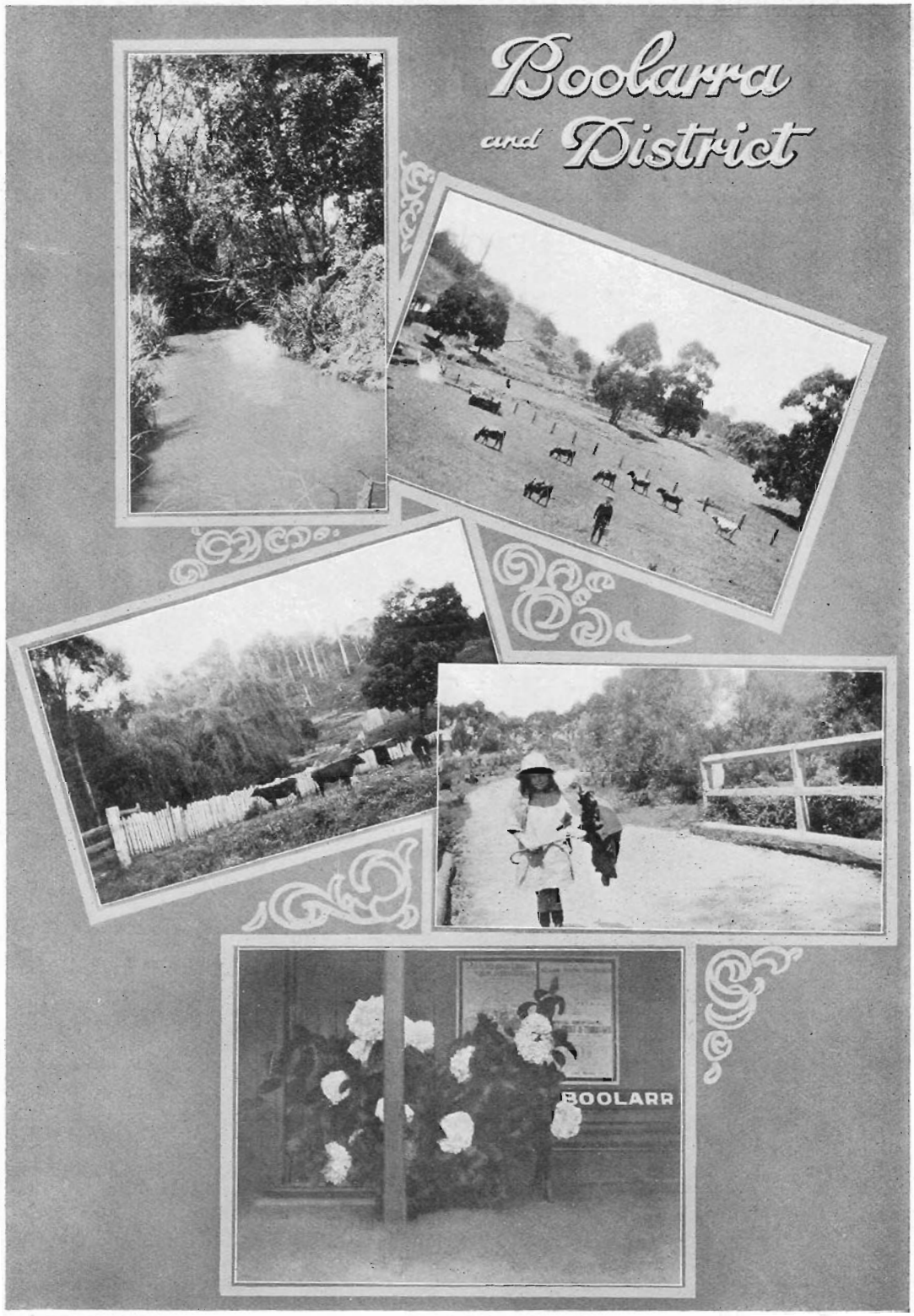
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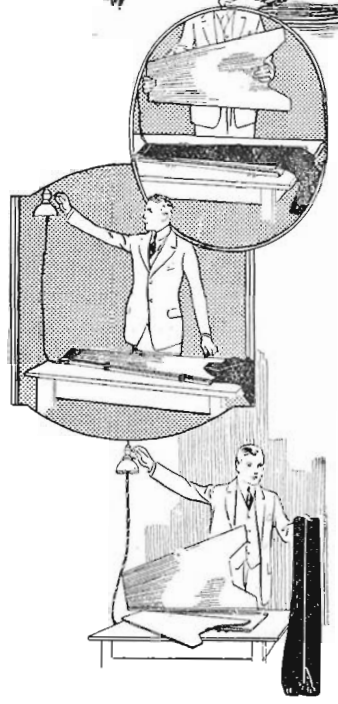
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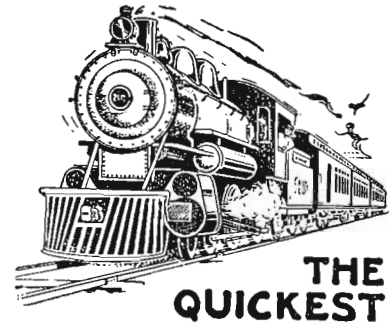
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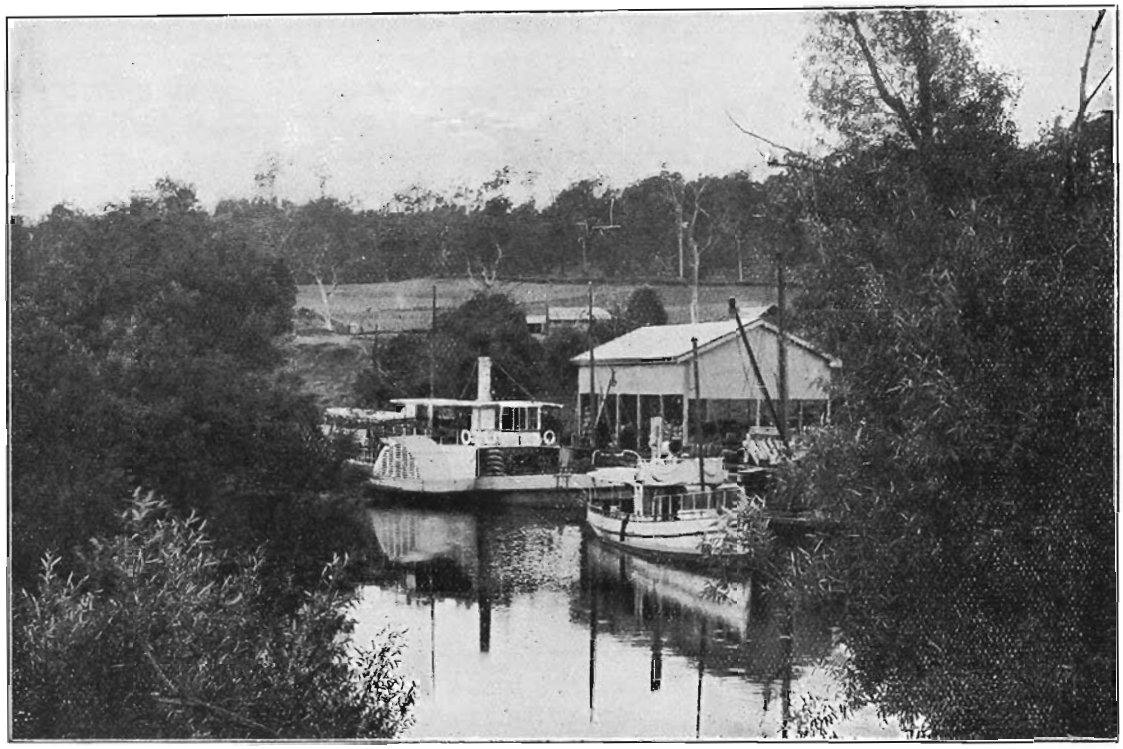
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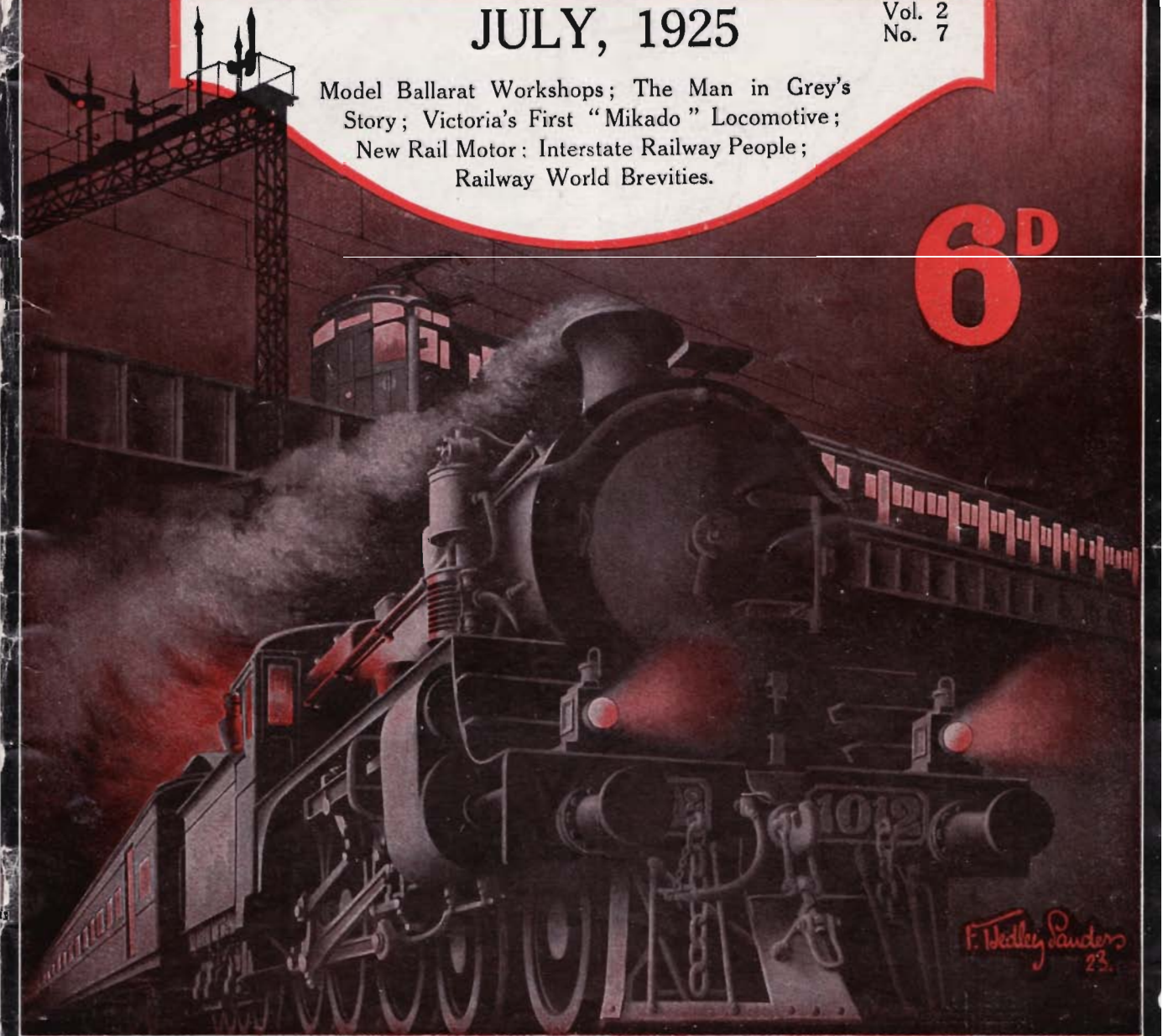
THE VICTORIAN RAILWAYS MAGAZINE

JULY, 1925

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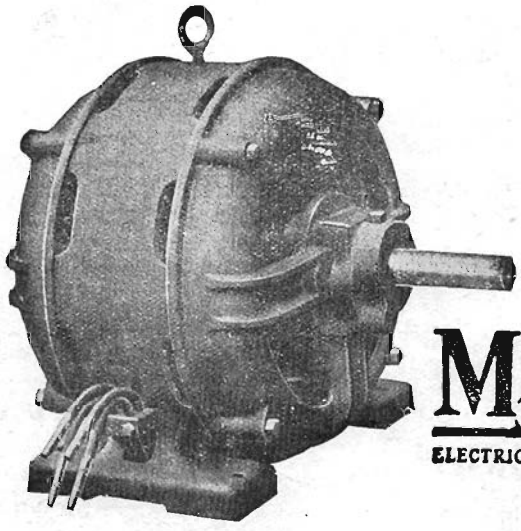
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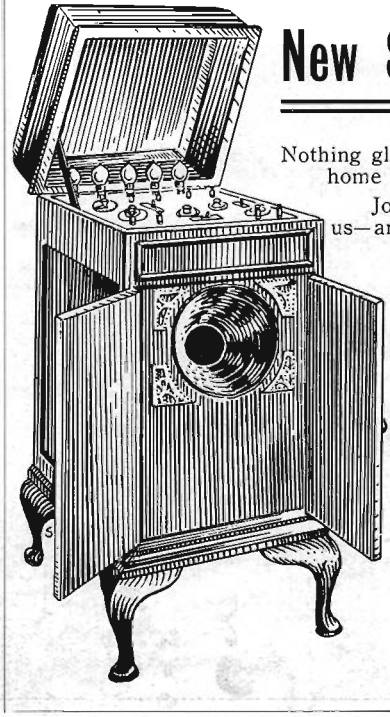
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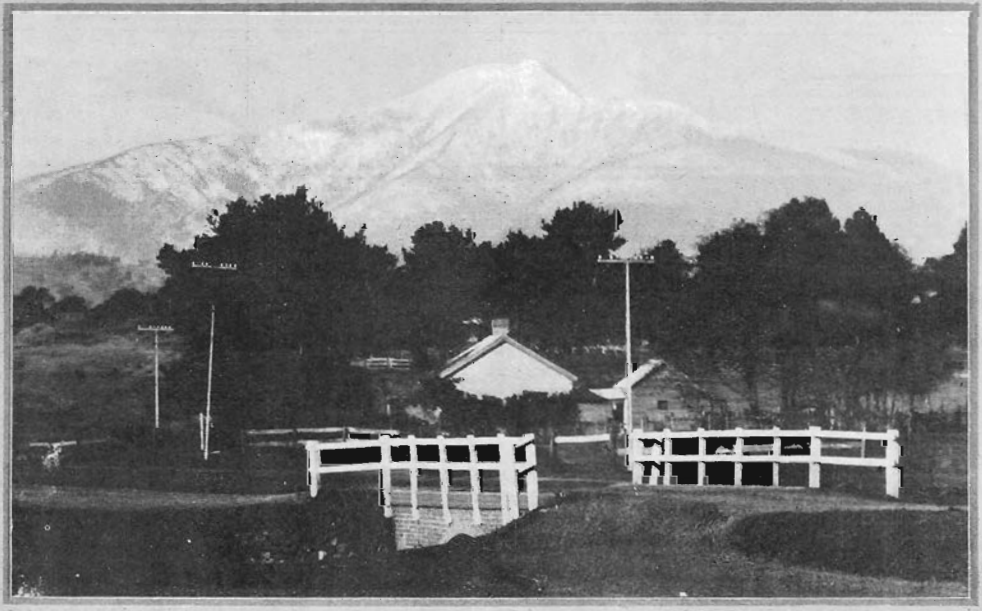
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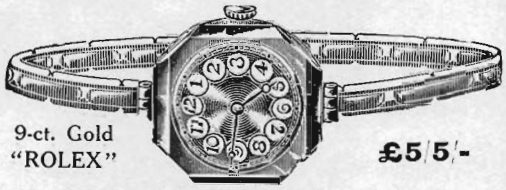
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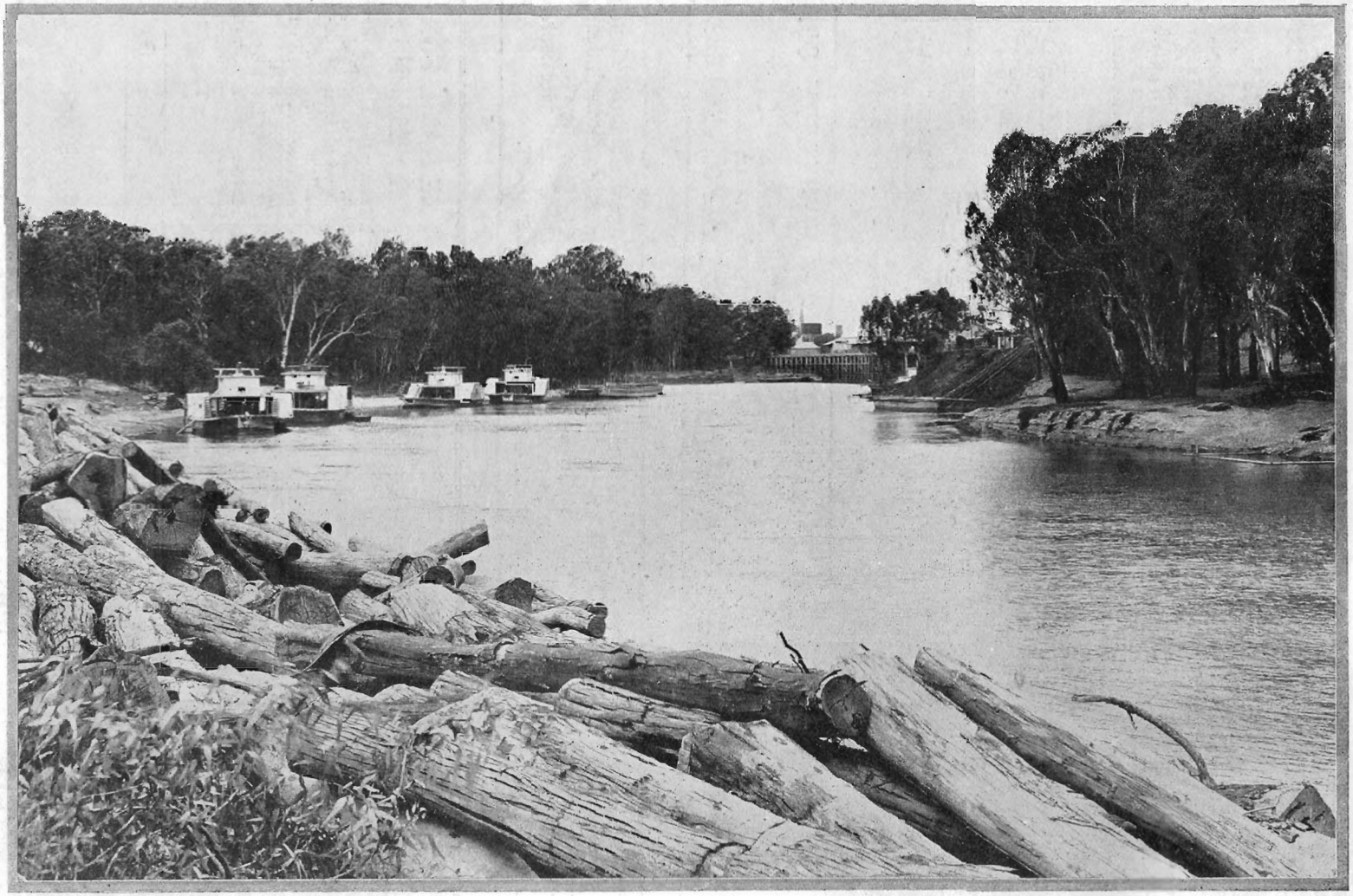
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The Victorian Railways Magazine, July, 1925.

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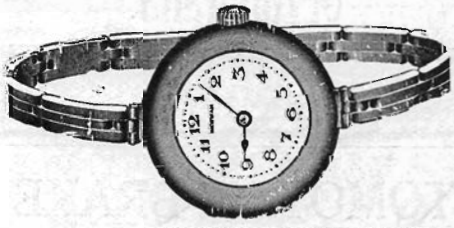
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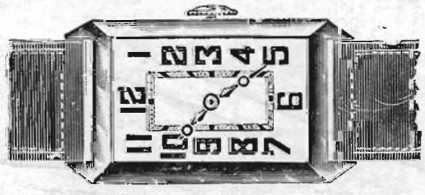
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THE NAVY SAYS:—

COMMONWEALTH OF AUSTRALIA,
Department of Defence, Navy Office,
Melbourne. 16th March, 1925.

Dear Sir,

With reference to this office letter of 30th October, I am directed to inform you that trials of the sample of "Penetrene" supplied by your Agents in New South Wales to the Naval Store Officer, Sydney, have been duly carried out with satisfactory results. It is therefore proposed to adopt this mixture for Dockyard use at Garden Island forthwith.

Further consideration is being given to the use of "PENETRENE" in H.M.A. Ships and other Naval Establishments.

Yours faithfully.
(Sgd.) G. L. MACANDIE,
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The Evolution of Banking

IT is difficult to trace the actual beginning of banking, but the interchange of goods between the people even from prehistoric times has gradually led up to the present highly efficient system of banking in vogue throughout the world. The generally accepted derivation of the word Bank is from the Italian word banco—a bench, from the fact that the Jews of Lombardy used benches in the market places for the exchange of money and bills. However interesting the history of the evolution of banking may be one conclusion is undoubted, that the present-days ystem is most highly efficient and comprehensive—yet even in these days of intense organisation it is rarely indeed that you will find a bank which so efficiently and comprehensively combines every phase of banking, general or savings, as your own national Bank the ...

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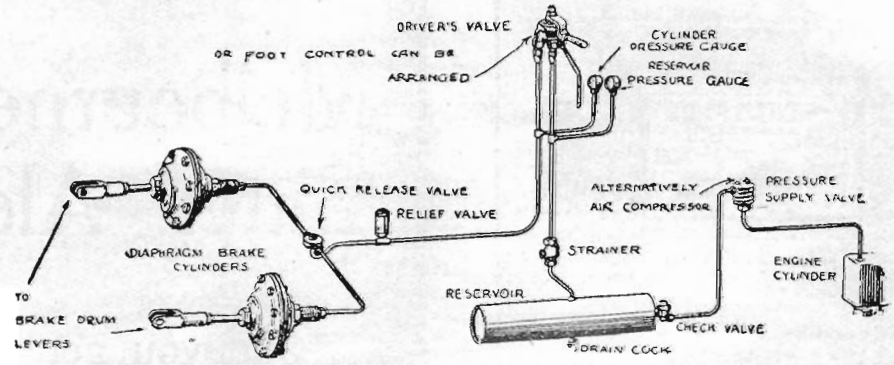


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The
Victorian Railways Magazine

Vol. II.—No. 7. Melbourne, July 1925 Published Monthly Price: SIXPENCE

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The usual Budget of Special Features—

CHILDREN'S PAGE
WHERE TO GO
HORTICULTURAL NOTES
WIT AND HUMOR
RAILWAYMEN IN SPORT
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It is delivered free to all members of the Victorian Railways Institute.

Articles and reports on matters of interest to employes, short stories and verse, photographs and pen-and-ink sketches, suitable for reproduction, are invited from employes and others willing to help. They should be sent to reach the Editor, "Victorian Railways Magazine," Room 6, Railway Institute, Station Buildings, Flinders-street, Melbourne, not later than the 15th of each month. Correspondence relating thereto is carried free over the Victorian Railways.

Matter for publication should bear the signature of contributor, and should state whether it is to appear over his name or a nom-de-plume.

Articles published in the "Magazine" express the views of the contributors, and are not to be accepted as coming from the Administration unless this is specifically stated.

All enquiries, except on advertising matters, should be addressed to the Editor.

Telephone enquiries to Central 5480; or Railways 174.

For advertising rates, application should be made to the Railways Advertising Division, Savings Bank Buildings, corner of Spencer and Collins-streets, Melbourne.

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Watch out for the Special American Fleet Number next Month.



The Victorian Railways Magazine

FLINDERS STREET STATION, MELBOURNE.

Governments and Railways

In a recent article we ventured to present a non-political case for nationalised railways, not so much against the theory of private ownership as against the charge of public inefficiency. We were able to demonstrate that efficiency was as marked under public ownership as under private control, and that on this ground, at any rate, the critics of Government railways had no reason to complain.

We have since been interested in seeking statistical support and authoritative opinion on the question of Government control. It is as interesting to us, as we believe it will be to our readers, to find that the share of the world's railways owned by Governments is progressively increasing. The share, as proved by authorities consulted by the "Trade Record," "is in 1923 about 35 per cent. against approximately 33 per cent. in 1913, 28 per cent. in 1906, and 24 per cent. in 1896."

The statistics on the proportion of Government ownership are also instructive. According to the "Literary Digest" (U.S.A.) in Europe, as a whole, about 50 per cent. of the railroads are Governmentally owned, in South America approximately 33 per cent., in Africa 50 per cent., in Asia 70 per cent., in Australasia 90 per cent., and in North America, exclusive of the United States, about 49 per cent.

In the United States and Great Britain, as is well known, Government ownership of railways does not exist, and this is also true of Spain. On the other hand, in the newly erected country of Poland, all railways are owned by the Government; in Germany about 92 per cent.; Italy approximately 73 per cent.; Belgium, 59 per cent.; and in France about 22 per cent.

Outside of Europe conditions also differ widely. In India, including the native States, the share owned or controlled by the Government is about 85 per cent., Japan 67 per cent., Canada approximately 50 per cent., British South Africa 82 per cent., and British Australasia 98 per cent.

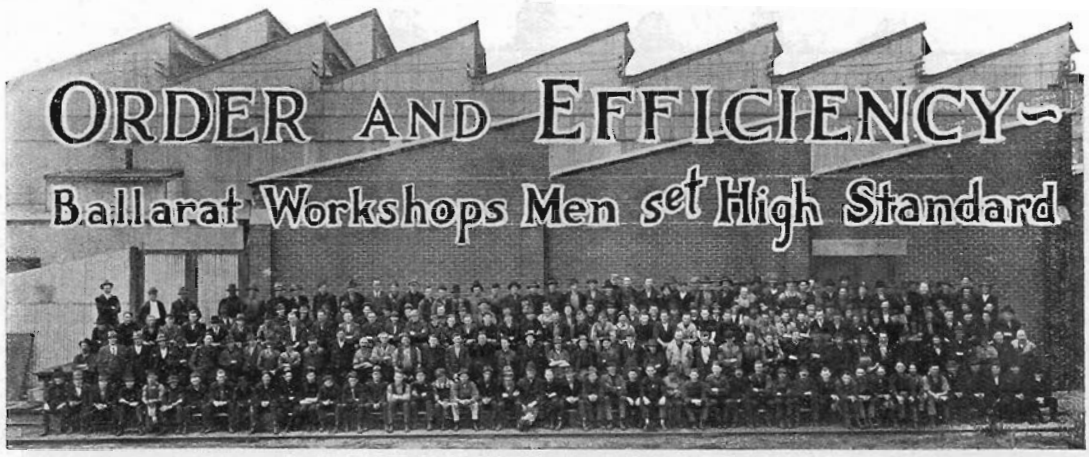
That on all counts Australasia's percentage is highest in two calculations speaks eloquently of its foremost position in what is clearly the trend universally.

In this connection we have been intrigued by reading a brief history of our railways from the pen of James Fraser, C.M.G., Chief Commissioner for Railways, N.S.W. He declares boldly that "The history of railways in Australia is a stirring story of engineering skill and endurance, with notable achievements and successes, marking its progress."

What has a strong relation to Australia is a defence of the Canadian Governmental system by Sir Henry Thornton, one of the world's greatest railroad managers, who in meeting certain criticisms observed: "It is true that our railway is not earning its fixed charges. That, however, is not a condition inherent to State ownership. It is exactly the same condition which has, and which will, confront every railway system built into a new country for purposes of development and settlement in advance of population."

Sir Henry disposed of another favourite argument of the critics when he said: "I can say with safety that we have demonstrated on the Canadian National system that a railway, owned and operated by the State, may have, and does have, just as loyal, enthusiastic and efficient officers as those of any privately-owned road." That answers the plea that all men become "slackers" the moment they enter Government employ.

Railway officials here have had to meet objectionable sneers of the sort, but on the facts and the results everything points to a very fine standard of honour and efficiency throughout our service. Our Commissioners themselves would, we dare to say, affrm with the certitude of a Thornton that men in a great Government enterprise are as provenly efficient, loyal and enthusiastic as elsewhere.



ORDER AND EFFICIENCY—

Ballarat Workshops Men set High Standard

That cleanliness and order lead to efficiency has been proved by the personnel of the Railway Worshops at Ballarat. Inside and out in every branch the shops are a model of regularity and cleanliness. The men are proud of their shops, and their pride is justified.

WHEN every man on a workshop staff is keen on keeping his immediate surroundings tidy and clean, the net result is a workshop of which the whole staff may be proud. That this state of affairs leads to efficient work has been proved at Ballarat, where the workshops are a credit to the men and to the service generally.

The men as a body were quick to see the advantages which would accrue as the result of clean and orderly surroundings for their work. They were eager, therefore, to put their shoulder to the wheel, and to co-operate with the management for the maintenance of a high standard.

"Our aim has been to give the men the best and cleanest means of working," Mr. McGregor, the manager, says. "If their surroundings are orderly and clean, the men realise they can do better work. We have proved that. Of course, there have been a few men who would have it otherwise, but careful supervision has kept the right idea uppermost."

Trifles Make Perfection

There is an old saying that trifles make perfection, and that perfection is no trifle. This seems to have been the guiding principle in the management at Ballarat. No detail has been too small to ensure the desired end.

Come for a tour round the shops, and note the conditions under which the men work. The administrative offices are surrounded by attractive garden beds. No heaps of equipment or material lying about. The adjoining tracks are clear of lumber, and the exterior of the shops gives no indication of the class of work going on inside.

One is impressed on entering the machine shop by the method and organisation everywhere. The floor is spotless. It is swept every day. Each man is responsible for the absolute cleanliness of his machine. The base or foundation of each machine is painted white. Dirt cannot settle there unnoticed. Tools cannot be lost in the darkness of the corners. This white margin is renewed each year. It is an inexpensive process, the waste from the oxy-acetylene apparatus being used. Trays underneath the machines ensure that no oil drops on the floor to catch dust, and cause a mess.

Keep Things Off the Ground

The unwritten law in the machine shop, and throughout the whole building, is that material and tools must be kept off the ground. Thus there are racks for almost everything. The racks are made to a uniform design, with turned-up ends on the arms, which support the material.

Here is a rack for spanners and other tools. Everything at hand. Previously, these were laid against the wall in the corner of the shop, which was a hiding-place for dirt and vermin—and frequently for valuable tools as well.

Scrap material is not just thrown anywhere, to accumulate and be forgotten. Barrels are placed at frequent intervals, plainly marked "Scrap." They are emptied at the main collecting dump outside, and the material classified each day.

In the erecting shop the same standard of cleanliness is maintained, though this is a harder job, owing to the condition of the working parts as they are taken from the locomotives brought in for overhaul. The men term this the "eyesore of the establishment." Though this is dirty work, the steps taken minimise considerably the disorder and dirt which would otherwise result.

Sawdust is freely scattered on the ground surrounding the pit. The dirty parts are laid on this, as they are removed, and are also sprinkled with sawdust. Very little grease gets on the floor by this method.

Critics who believe that there is a go-as-you-please style in every Government department would be disillusioned by a visit to the workshop yard at Ballarat. Its spic and span



BALLARAT WORKSHOPS STAFF.—Front Row (left to right)—J. Frees, Leading Hand Fitter; C. Thompson, Foreman Boilermaker; T. G. Smith, Foreman Turner; D. McGregor, Manager; J. Armstrong, Acting Foreman Fitter; J. Cameron, Foreman Blacksmith; S. Spiers, Clerk; A. Lethborg, Leading Hand Coppersmith. Back Row (left to right)—H. Austin, Leading Hand Fitter; L. Bailey, Acting Leading Hand Painter; T. Kendrick, Leading Hand Fitter; C. Embling, Acting Leading Hand Fitter; H. Glass, Clerk; G. Stewart, Storeman in Charge; W. Nicholls, Apprentice Assisting in Foreman's Offices; W. Hunter, Leading Hand Car and Waggon Builder.

condition would put the yard of many private undertakings to shame.

On a truck-high platform are specially-constructed bins for the reception of the scrap collected from the shops each day. Each variety has its special bin. Provision is made for cast iron, spring steel, mild steel, and miscellaneous. As the bins become full, the scrap is loaded into trucks, and despatched to Newport.

Scrap material which is likely to be of further use is neatly stacked and classified in special racks. Any class or length of material can be selected in a few minutes. Everything is off the ground. There are no unsightly heaps through which a man would have to search.

But the feature of these model shops is undoubtedly the oil store. Many dairies could well learn a lesson from this branch. It is as neat and clean as the most fastidious housewife could wish. Meals could be eaten off the shining concrete floor if this were necessary. It is opened for the general issue of oils only once a day, and that at a specified time. The oil cupboard in the workshops is in a similar splendid condition of cleanliness.

Oil containers of a uniform design are supplied by pipes leading from the bulk tanks outside the oil store. All containers are covered, and even the funnels have covers. Dirt and dust is an enemy here, to be routed as soon as it appears. Under the well-ordered arrangement in this oil store there is little chance of it showing. There is an entire absence of smell. All the containers stand in trays. Each is clearly labelled, and shines like the brasswork on the smartest cruiser in the navy. Bulk paints are also kept in this store.

One suspects that these conditions have been specially staged for the benefit of the visitor, but the men extend an open invitation to visit the workshops at any time.

Usually one of the dirtiest corners of a workshop is the boiling down room, where the parts of locos. and carriages are washed in caustic soda before being handed over to the workmen for repair. This corner at Ballarat is the exception. No disorder or dirt here. Sawdust on the floor, the surroundings scrupulously clean, walls painted white, and everything in its place.

Even in a clean workshop one expects to find some neglected or forgotten corner. The searcher would have a difficult task at Ballarat. In the compressor room the compressors could be used as armchairs, they are so clean. The weighing shed and the turntable are the acme of neatness, while "Polly," the yard loco-crane, struts round with all the pride of the latest Mikado.

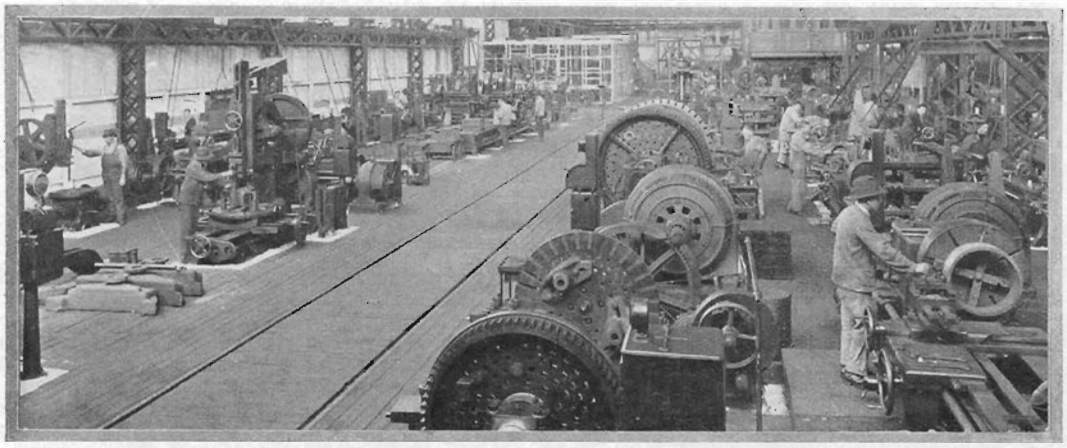
Don't run away with the idea that the men at Ballarat are doing nothing but cleaning up. Their record of achievement in loco. repairs refutes such a suggestion. Since January 1, more than 500 vehicles, including 32 locomotives, have passed through the various branches. In addition, two new tenders were made for the new N. class engines. There were also seven spare boilers in for overhaul.

Such a record as this proves that cleanliness and orderliness are conducive to the greatest efficiency, whether in the workshops, on the station, in the rolling stock, or anywhere on railway premises.

Benefits from this system of absolute cleanliness are not all on the side of the Railways Department. The men themselves have much to gain.

Ask the men at Ballarat Workshops—they know.

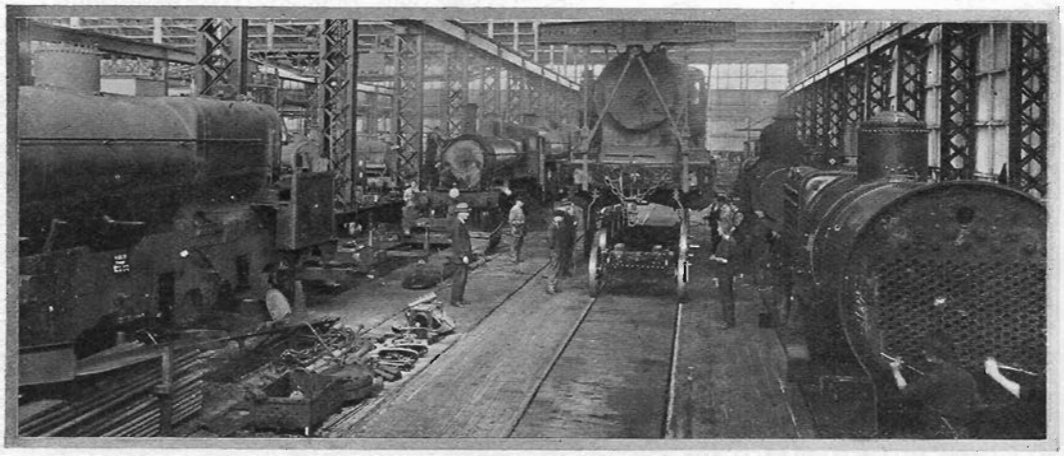
Interior Views Ballarat Railway Workshops



Here is the Machine Shop, with the Tool Store in the distance.



A View in the Brakeshop. Note the Neatness and Order.



A Bay in the Engine Erecting Shop. Electric Cranes are lifting a Locomotive on to its Wheels.

(Other views on page 404)

Things We Are Talking About

Welcome Criticism—Tourist Resort Publicity Rate—Coroner Criticises Careless Pedestrians—Ten Suggestions a Day.

Welcome Criticism

Time was when criticism was stifled by a policy of silence, but, as a famous cartoonist says, "them days is gone forever." The modern way to disarm criticism is to invite the critic to speak his mind, and to offer his ideas for consideration.

This policy, so far as the Victorian Railways are concerned, has met with a measure of success. No complaint, however small, is left unanswered, and every effort is made to give an answer before the complaint gets wings and flys abroad to do untold harm.

Critics should be fair to us, however, and help us to trace and rectify genuine grievances. Complaints couched in vague or general terms lead nowhere. Railwaymen as a body have a genuine desire to make amends if they have done wrong, and the Commissioners have shown that they are eager to acknowledge responsibility when they are at fault, and to put matters right. Time and place of an alleged offence will assist in locating the cause of complaint.

—❖—

Publicity Rate for Resorts

Actual and potential tourist resorts in England now have the power to levy a rate on ratepayers for the purpose of developing and advertising the tourist attractions of the district.

This should assist in bringing short-sighted citizens into line with their public-spirited fellow-townspeople, who have worked unaided in the past to keep the merits of the district before the tourist public.

Whether similar power should be given tourist towns in Victoria is a matter for our legislators, but it would certainly be welcomed by every ratepayer with real vision who lives in one or other of our beauty spots, and who, with others like himself, has been trying for years, with limited funds, to effect improvements, and attract tourists for the benefit of all concerned.

Railwaymen have more than a passing interest in this matter. The Railways Commissioners have already spent considerable sums on tourist advertising, and are willing to do more, realising that the prosperity of the resort means also the prosperity of the Railways.

More than one progress or tourist association in Victoria is watching with interest the experiment of a publicity rate in English towns.

Coroner Criticises Careless Pedestrians

Careless pedestrians were criticised on May 18th by the Coroner (Mr. Berriman) when inquiring into the death of Catherine Cohen, 78, who was run over and killed by a motor truck in Johnston-street, Collingwood, on May 11th. "If there was anyone to blame it was deceased," he said. "It behoves every person, when crossing a road, to take reasonable care, especially, as in the case of this woman, she was crossing the road when it was raining, and with her umbrella up."

Also, on June 2nd, Mr. Berriman said:—"Until the public are educated to take more precautions when nearing and crossing intersections, there must be deaths. I think that this motor-cyclist, when approaching the street crossing, did not take sufficient precaution by reducing his speed."

To which we say, "Hear, hear," because, when a Coroner says such a thing he means it, and he lays down a principle which applies with equal strength to the railway crossing.

—❖—

Spider Stops a Train

How an electric train was stopped by a spider was related by Mr. A. E. Pell, substation district engineer of the electrification branch of the Victorian Railways, when lecturing recently to members of the Australian Institute of Engineers (Melbourne Division).

At the Springvale automatic substation some time ago, said Mr. Pell, a tarantula spider crawled upon a certain portion of the delicate control, and, touching two pieces of apparatus at the same time, an arc was formed causing a short-circuit, which temporarily disorganised the station, and, incidentally, stopped a train.

—❖—

New Station at Eaglemont

Residents having agreed to contribute £500 towards the cost of providing a new station midway between Ivanhoe and Heidelberg, the Commissioners will make provision in the Railway Loan Application Bill for the work to be proceeded with.

Land for the erection of a caretaker's residence has also been made available, free of cost, by district residents.

It is expected that the Railways Loan Application Bill will be passed by Parliament towards the end of the year. If this is so, the work of constructing the new station should be commenced during December or January.

Where the Revenue came from in April, 1925

	1924.	1925.	Increase. 1925.
Passengers	£197,724 15 2½	£495,990 17 3	
Parcels, etc.	43,182 5 7½	43,243 14 0	61 9 7½
H., C. and Dogs	3,811 19 2½	4,235 4 8	423 5 5½
Mails	4,938 11 11	4,960 8 7	21 16 8
Goods	410,202 4 10½	447,102 3 5	36,899 18 6½
Live Stock	37,545 18 11	37,209 3 6	
Telegraph			
Power	15,742 6 2	17,494 19 2	1,752 13 0
Rentals	9,963 17 6	11,845 18 6	1,882 1 0
Miscellaneous	1,017 15 9	1,366 6 2½	348 10 5½
Advertising	2,220 5 4	3,500 6 8	1,280 1 4
Dining Car Service	1,990 0 11	2,055 5 9	65 4 10
Refreshment Room Services	30,598 6 3	36,310 0 10	5,711 14 7
Bookstalls		5,690 15 10	5,690 15 10
	£1,058,938 7 8	£1,111,005 4 4½	£54,137 11 4

Increase for the month of April, 1925, £52,066/17/11½.

Increase from 1st July, 1924, to 30th April, 1925, £589,777/7/4.

Local Pride in Railway Activity

Ballarat Chamber of Commerce recently visited the Railway Workshops at Ballarat North. Members expressed surprise at what they saw. Some said they had no idea of the magnitude of the work. It was certainly an education for the majority of the party.

One result of the visit is that those business men now have a pride in the railway establishment in their midst, and have a new conception of the railways as an institution.

This is a development desired by every railwayman, and everything we can do to foster it should be done. The Victorian Railways are a huge concern, of which every Railwayman in the State has a right to be proud.

Don't miss an opportunity of telling all you know about them. Carry on the good work. We find that when our friends outside understand the size and complexities of our job they become our understanding and helpful supporters.

Ten Suggestions a Day

After 11 years, the Great Western Railway (Eng.) has reviewed its suggestion scheme, and has come to the conclusion that it has saved them thousands of pounds, says the "Manchester Guardian."

There are 117,000 employes, and as many as 20 suggestions have been received in one day.

In the Victorian Railways there are 27,000 men employed, and the average number of suggestions received in a day is 10. It will thus be seen that Victorian railwaymen have a better average for suggestions than the men of the Great Western Company. With approximately one-fourth the pay roll of the Great Western, Victoria receives just half the number of suggestions received by the big English company.

Railwaymen and Public Life

Several newspapers have used a recent weekly notice from the Railway Commissioners as a text for enlarging on the possibilities of railwaymen taking part in the public life of their district. The notice referred to pointed out the desirability for railwaymen becoming identified with local progress.

One newspaper went so far as to say that hitherto it had been understood that railwaymen had been debarred from becoming leaders in local societies and clubs. There never has been such a regulation, but there has been an inclination among railwaymen themselves to stand aloof. This may have been due to the nature of our work, but even this should not keep us from close association with the people of the district—apart from business.

The Commissioners' message struck a telling note. Contact in our private capacity with the people in their every-day activities will make friends for us. It is easier to do business with friends than strangers.

New Zealand Railways

One of the features of the report on the New Zealand Railways by Sir Sam Fay and Sir Vincent Raven, is the recommendation that the New Zealand Railways Department have its own financial system completely divorced from the Treasury.

The scheme suggested provides for management by a board of three, for the re-organisation of the districts and for effective decentralisation of work. The whole system was found to be suffering from concentration of detailed control at headquarters. The Commissioners found the workshops to be antiquated and to require reorganisation.

It is urged that the Railways Department extend its publicity work, issue an official railway journal, provide facilities for educating and training railwaymen, select officers for regular tours in other countries, and inaugurate a "Safety First" campaign.

Advertising and Railway Publicity

Pertinent comments and suggestions are contained in this article. Railwaymen do some remarkable things at times of which little is heard. If your Branch is doing anything striking, take steps to make it known through the Betterment Board.

AS the railways offer the principal and generally the most convenient method of travel, they are not in the same position as the merchant who must sell his goods to make a living. There is consequently not the same obligation laid upon them to advertise their wares.

This fact was emphasised by the Publicity Agent of the Great Western Railway (Mr. D. Richards) in the course of a recent lecture in London, says the "Railway Gazette."

"Being sensible people, however, the railways realised that advantages must accrue from telling the people about their services," added Mr. Richards, "and they spent considerable sums in advertising their trains, their fares, and their facilities in general."

"My chief criticism of railway advertising is that, speaking generally, the railways do not tell the public either sufficiently lucidly or fully enough about the service they have to offer. The public is often in entire ignorance of the many things a railway can do, and a great deal of the money the railways spend could be spent to much better purpose by employing different methods."

It was true that the average person about to make a journey had to rely either upon private enterprise to give him the information or go to the railway station to get it. Where, for instance, could one find official lists of fares? They did not exist even in the official time-tables of the companies.

The railway poster possessed a value peculiar to itself, but you could not expect to tell the public all you wanted to, or even to induce any part of the public to travel by means of the poster alone.

Mr. Richards declared that, in his view, railway companies had been much too prone to put all, or nearly all, their eggs in one basket. The newspapers had recently given a great deal of space to the conveyance of a large electrical generator by road, but he was sure that railway companies constantly carried loads at least as awkward and dangerous without half the fuss. A live publicity department would make important capital of the stories connected with these undertakings.

Dealing with the advertising of tourist resorts, Mr. Richards claimed that "the railways had done more for many resorts than the resorts had done for themselves." Now that towns had power to rate for publicity purposes, he felt sure that advertising work by the towns and railways acting in conjunction would assume wider proportions.



Two of a consignment of ten of the Kintrak motor buses sent from Melbourne to Sydney on the Victorian Railways. The electric crane in Spencer Street Yard is here seen lifting one bus into the truck.

Buffalo Tours De Luxe

Railways New 27-Passenger Sedan

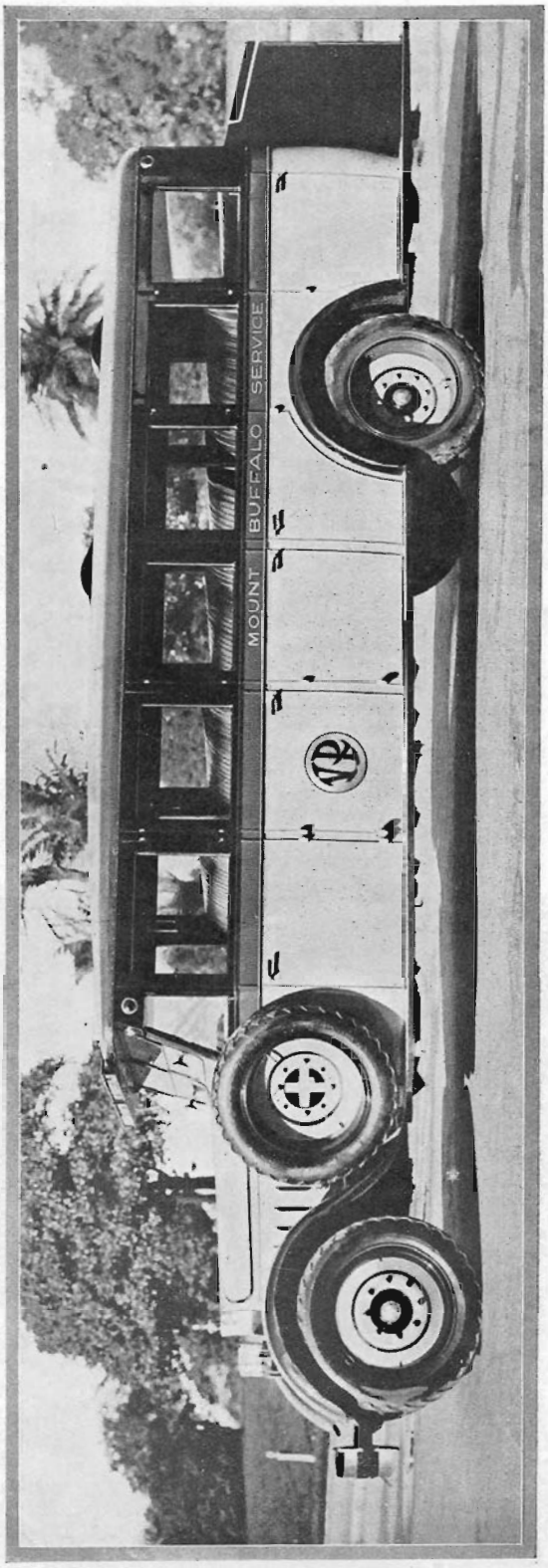
THE determination of the Victorian Railways Commissioners to give the highest level of service for visitors to the celebrated Mount Buffalo tourist resort in north-eastern Victoria has meant more than the extensive alterations and improvements now approaching completion at the well-known Chalet, which looks out over the mountains from the soaring granite heights of Buffalo.

The Commissioners have just accepted delivery of a fine 27-passenger Sedan (photograph herewith). Driven by a 50 horse-power engine, splendidly sprung and fitted with pneumatic tyres, luxuriously upholstered and equipped with a heating system deriving heat from the engine exhaust, this magnificent car will enable the trip to be done from the railway to Mount Buffalo in the minimum time that safety permits and in perfect comfort.

The car, which has a White engine and chassis, is equipped with an Australian-made body. It is fitted with fine plate-glass windows, commanding sweeping panoramic views in all directions, and capable of being lowered and raised by a most convenient fitting. A capacious boot at the rear of the car receives the passengers' luggage.

Generally, this car will be used for communication to and from the Chalet, and the train at Porepunkah or Bright, but it will also be available for providing connection in special circumstances with Wangaratta, on the main North-Eastern line, and we can easily see the day coming when many inter-State travellers will break the journey at Wangaratta, and take a trip of a day or two, perhaps over a week-end, to Mount Buffalo.

With such a superior means of travel, running in conjunction with the fine expresses to the north-east, a trip to Mount Buffalo should have an irresistible appeal. The enterprise of the Commissioners cannot fail to evoke widespread appreciation, especially from tourists.



This is Our New Petrol Rail Motor

Designed and Built in Victoria.

TRIAL runs have just been carried out with a new and improved type of rail motor, designed by engineers of the Victorian Railways, and built at Newport Workshops.

Compared with the type of rail motor already in use in Victoria, the new car is much larger and more powerful, and includes provision of a lavatory and better accommodation generally. The seats are well upholstered with reversible backs.

The new car weighs approximately 14 tons, compared with 6½ tons in the case of the original rail motors, and is carried on two bogies instead of a long, rigid wheel-base.

The engine and clutch were purchased from Leyland Motors Pty. Ltd., and the lighting equipment from Stone and Co., both of England. The car is equipped with air brake, the compressor and driver's valve having been purchased from the Westinghouse Brake Co. The remainder of the equipment was fabricated in Australia.

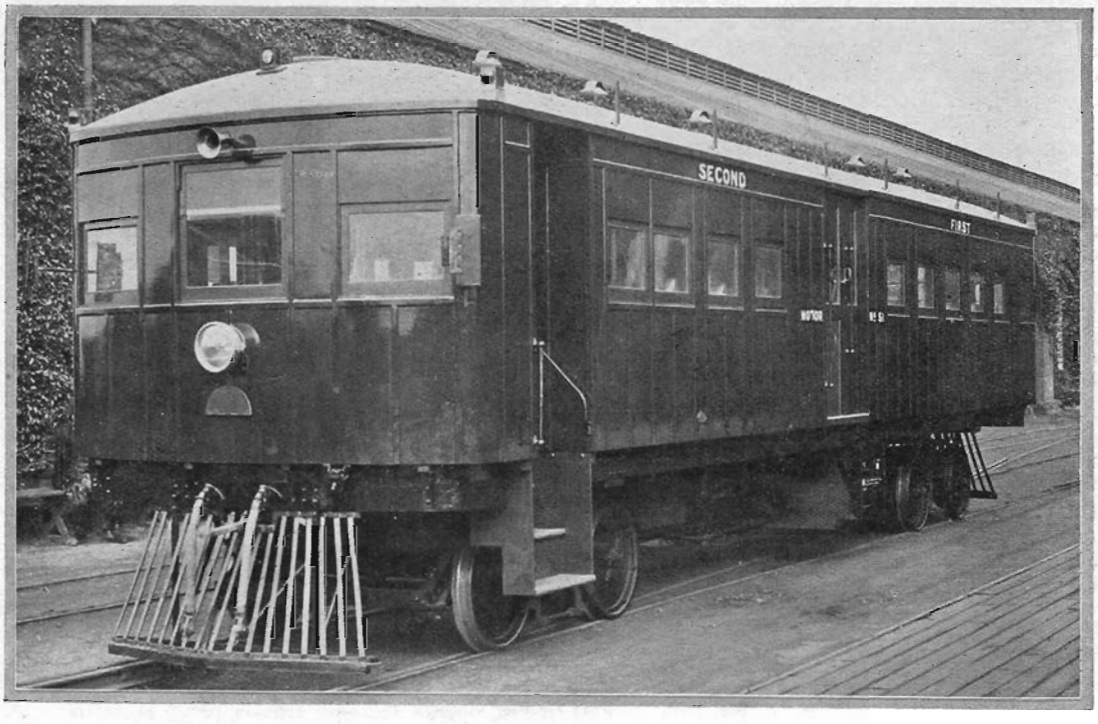
The drive is quite original, the power being transmitted from the engine through a three-speed gear-box to both axles of one bogie.

Another novel feature is the use of a reversible fan for driving air through the radiator tubes whichever way the motor is going.

The new cars are designed for operation from either end, and in either direction, so that the use of turntables becomes unnecessary. The speed will be somewhat higher than the present rail motors, but the difference will probably not exceed five miles an hour, as it is intended still to haul a trailer for carrying heavy baggage, mails, newspapers, and general van goods.

The total length of the car is 42ft., and the total seating capacity will be 56, about equally divided between first and second classes.

It is proposed immediately to proceed with the construction of a further three cars similar to the one described, and should these prove as successful as it is anticipated, it will become possible to operate rail motors successfully on several lines where the business offering is beyond the capacity of the earlier type. It is expected that the overall cost of operating these cars will not exceed 2s. 6d. a mile, including interest, depreciation, and allowance for overhauls and supervision.



Brevities in the Railway World

Events are always moving in the Railway World. Here are a few points of interest, culled at random from our contemporaries, from which you may glean an idea.

Fastest Train in World.—The crack flyer of the Canadian Pacific Railway, the Trans-Canada, the fastest transcontinental train in the world, made its first trip on May 17, leaving Montreal at 7.30 p.m., for Vancouver, arriving there 88½ hours later.

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Porter's Courageous Action. — As a train was leaving the Bowden railway station, between Adelaide and Port Adelaide, on May 11, a young woman on the down platform shouted out that a man was lying on the line. A junior porter named Shannon jumped from the platform, and moved the man, who was apparently unconscious, clear of the track, over which the train passed almost immediately.

—❖—

Eliminating Buffers. — The London and North-Eastern Railway has decided to construct all new trains, including main line sleeping cars, restaurant cars and suburban trains on the "articulated" principle, says the "Times" weekly edition. In place of the old buffers between carriages the wheels and bogies are made to serve more than one coach, the ends of two bodies resting on one bogie. In addition to greater comfort, this principle enables more carriages to line up at a platform.

—❖—

Comfort on Canadian Railways. — Cable messages announce that Mr. E. E. Keep, a Melbourne solicitor, has arrived in London after travelling via Canada. He told interviewers that the Australian railway authorities should study the Canadian railways, which employed superior rolling stock and ensured the comfort of passengers instead of lavishing money on elaborate restaurants and stations. It is not known whether Mr. Keep had the Victorian railways in mind when he made these remarks, but it will be interesting to hear his amplification when he returns.

—❖—

Henry Ford's Railway.—Seven principles of administration are laid down by Henry Ford for the conduct of his railway, the Detroit, Toledo, and Ironton. They are: (1) To operate in the simplest manner possible; (2) to pay wages commensurate with the character of service rendered, and sufficiently high to attract desirable men; (3) to ensure that every employe is surrounded by wholesome environment; (4) to maintain neatness and orderliness; (5) to keep every man busy; (6) to avoid waste in every form; and (7) to instil safety into every operation. The entire railway is idle on Sundays.

Our Wide Circulation.—The "Victorian Railways Magazine" goes to all corners of the globe. The "South African Railways and Harbours Magazine" recently printed from our pages a humorous cartoon regarding criticism of railway work.

—❖—

Adelaide 'Bus War. — The S.A. Railways Department has decided to build a fleet of double-decker motor 'buses, each accommodating 80 persons, to travel between Adelaide and Glenelg. The 'buses will be put together at the Islington workshops.

—❖—

Comfort on Freight Trains.—With a view to providing more comfort and efficiency in freight trains, the South Australian Railways Department is constructing new truck vans of modern type. Sleeping accommodation and conveniences for cooking are provided. The vans will cost, approximately, £1000 each, and are being built at the Islington Workshops. Chasses for railways motor 'buses as "feeders" to the railways are also being constructed.

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On the Social Side.—Workmen in the Ballarat railway workshops are a happy crowd. They believe in the dictum that all work and no play makes for dullness. Their cricket team has a formidable eleven, which has carried off the district shield on two occasions. Once a year the team plays a team from the Head Office, Melbourne, either at Ballarat or in Melbourne. An annual picnic and a concert are also held. All the talent for the entertainment is contributed by the staff, and is a most successful function. There are also welfare activities among the personnel at the workshop. The men hope that a luncheon-room will be one of the early additions.

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Victoria's Virility.—In the April issue of the English "Railway Gazette" reference is made to a recent visit by a member of the staff to Victoria. In a paragraph headed "Victoria's Virility," the writer points out that railway business in this State is developing substantially, and he was greatly struck with the extreme virility of the administration. "Around Melbourne they have an electrically-operated suburban service of which Victoria undoubtedly has reason to be proud. In the endeavour to attract business, Victoria has gone far both by means of carefully-planned schemes, by advertising, and by the running of 'Better Farming" and National Resources Development Trains, which have been instrumental in encouraging agriculture and consequently more railway traffic."

"Better Farming" Train Sidelights

Heifers and Harmony.

Cattle and crops do not occupy the whole of the time of the Better Farming Train Staff. There is a lighter side, and the organising officer (Mr. C. Mullany) sees much that is of more than passing interest.

A publican on the initial tour of the "Better Farming" train, desirous of having a suitable memento for the occasion, unavailingly offered £5 to one of the staff for his distinguishing button.

Two Irishmen were discussing the "Better Farming" train. One was openly antagonistic on account of the vivid orange colour which makes it so conspicuous on the countryside. His scruples were only overcome when he was reminded by his countryman that even the yellow train could not proceed until it received permission from the little green flag of the guard.

Hardly Worth Her Feed.

The grade cow carried on the train is a good-looker, so far as dairy cows go, and £10 was offered for her by a would-be purchaser until he heard her record, which shows she is scarcely worth the feed she consumes.

A feature of the tours has been the wholehearted efforts of stationmasters and the railway staff generally to do their part in making the visit of the train a success. Shunters and the track force, who are indispensable in making all ready for inspections, take a most gratifying interest in seeing that their work is efficiently done.

Heifers and harmony. What a conjunction, yet it happens when Dr. W. A. N. Robertson, expert in stock, and senior officer of the Agricultural Department on the train, waves a capable baton over the heads of the community singers on the home stretch of the last day's run.

On the last tour of the train, four officers of the Education Department paid a visit to the train while it was demonstrating at Bendigo. The party included the Acting Director (Mr. M. P. Hansen), the Assistant Chief Inspector of Secondary Schools (Dr. J. A. Leach), the Chief Clerk (Mr. Webster), and the Chief Accountant (Mr. J. P. Jensen). These gentlemen were surprised and pleased at the wonderfully educative influence of the whole project.

Keep On Striving

"The best verse hasn't been rhymed yet,
The best house hasn't been planned,
The highest peak hasn't been climbed yet,
The mightiest rivers aren't spanned;
Don't worry and fret, faint-hearted,
The chances are just begun,
For the best jobs haven't been started,
The best work hasn't been done."

Fuel Conservation

Novel Economy Slogan.

"A scoop of coal dumped with the ashes in the clinker pit every time a fire is cleaned on a Northern Pacific locomotive would waste 15,000 dols. (£3000) a year. A single pound of coal wasted daily in each station stove would cost 7000 dols. (£1400) a year. Savings in similar amounts may be effected with proper attention." So read the announcement of a fuel economy slogan contest open to every Northern Pacific (U.S.A.) employe.



During the contest 2100 slogans from nearly 450 participants were submitted. The winner of the first prize of 50 dols. (£12/10/-) was J. J. Schmidt. His slogan, accompanied by a triangular design about which the words are attractively grouped for display purposes, is shown in the illustration. The second prize slogan was "Coal, burn it as your own."

Every Man Can Help.

Do you know that meetings are now being held monthly in each district to consider ways in which fuel may be conserved or saved?

Attend whichever of these meetings you can. You will be interested in what will be said, and do not hesitate to give the meeting the benefit of any thoughts you have. They may help wonderfully.

Though some of you may not realise it, each one of you can assist in this movement.

Helpful ideas and suggestions will be appreciated.

Let us all get together and strive to cut out all possible waste, whether it be in coal, oil, or any other material we use.

Thrift is such a simple thing and it means so much. It is the foundation of sucess in business, of contentment in the home.

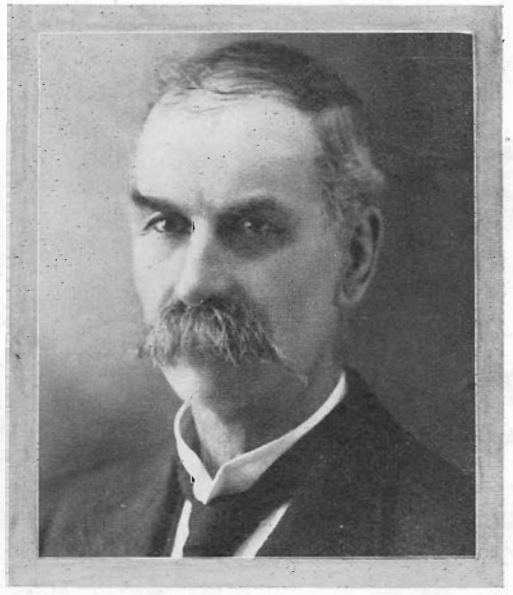
Enthusiasm is the fuel that makes things hum. Enthusiasm for safety is the biggest thing in industry to-day.

Interesting Railway People

"Don" McGregor Has Ridden the Same Bicycle for 25 Years.

"DON" McGREGOR was only a youth when he first went to work in the Phoenix foundry at Ballarat. He was the eldest of six brothers. Family finances were low, and he must needs have his education curtailed, and be sent out to add his quota.

That was more than 40 years ago, and Mr. McGregor, now manager of the Railway Workshops at Ballarat, looks back on that experience as one of the best in his life. He does not hesitate to tell you that this early training fitted him for his present position.



Things were booming in the engineering trade when he started. The Phoenix was working night and day. Young McGregor frequently worked till 5 a.m., and then tramped across the hills to a mine in which his father had a working interest. There he would work the pump engine for several hours, so that the mine would be dry when the men came on at 8 a.m. The tramp home afterwards was nothing to this young Scotchman. A few hours' sleep, and then ready for the night shift at the foundry again.

In 1886 Mr. McGregor, or Mac, as he is known among his men, entered the service of the Railway Department. He passed through the junior grades in the shops at Maryborough, Stawell, Ballarat, Korumburra, went back to Stawell as foreman, then to Bendigo as foreman, and afterwards manager. Now he is manager of one of the finest shops in the State.

"I have been with locomotives practically all my life," Mr. McGregor explains. "In fact, I did three months on the footplate as a fireman. That gave me a wonderful insight into what the driver of a locomotive requires."

Forty years in the one service does not pass without incident, and time has not dulled Mr. McGregor's powers of recollection.

Public affairs have benefited wherever Mr. McGregor's work has called him. He is high up in the Masonic world, has been a member of more than one school committee, was a leading Caledonian, and periodically appeared in the kilts, until a few wears ago. He has been a member of the Old Colonists' Club in Ballarat for 37 years.

For 25 years he rode the same bicycle to work. Its place was taken last week by a new machine.

"I'm looking forward to another 25 years with this one," Mr. McGregor says, with a smile.

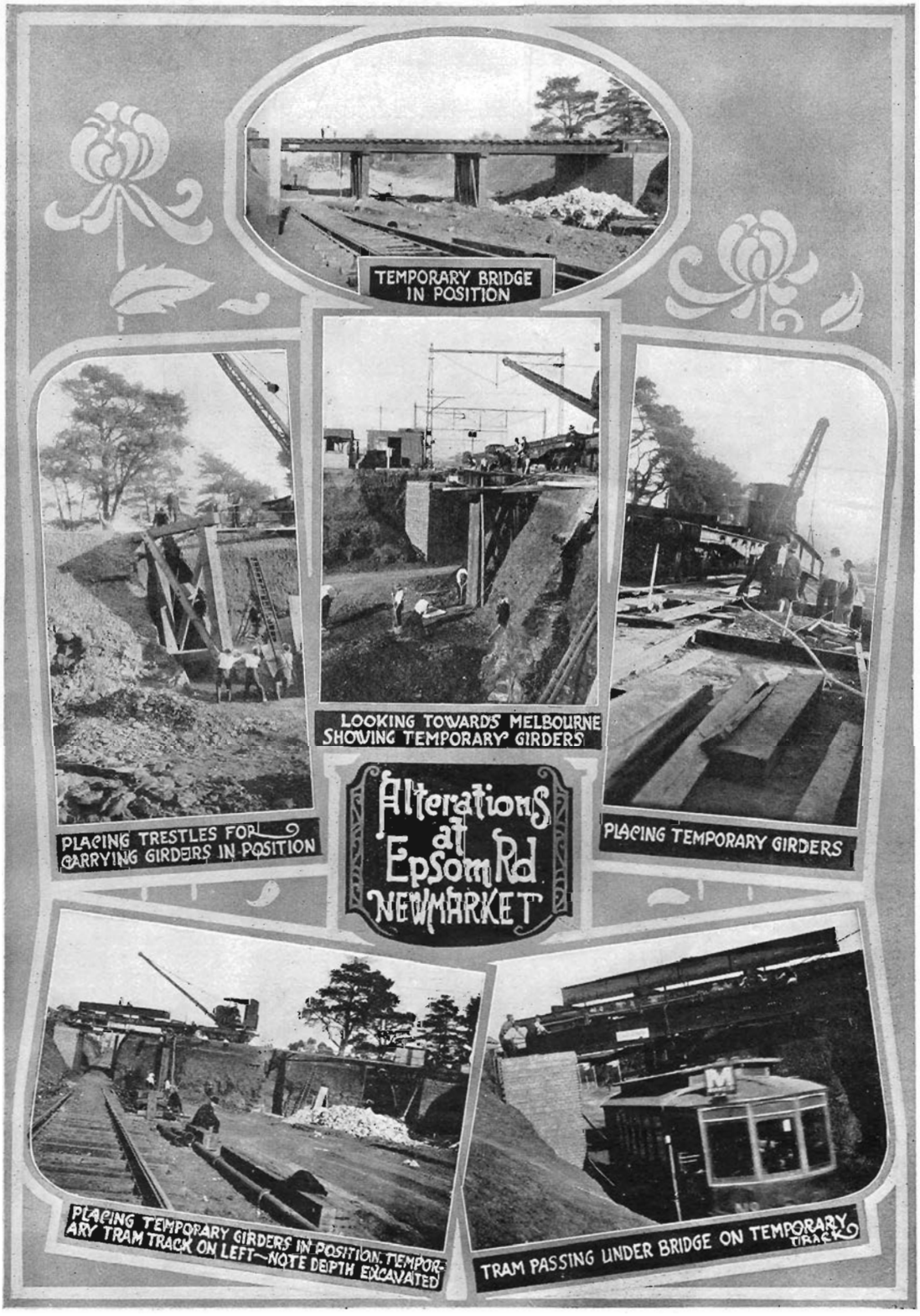
The Twentieth Century Ltd. has a Maid and Manicurist

MABEL FITTS, the coloured maid and manicurist on the Twentieth Century Limited, from Chicago to New York, has held down her present position for 18 years.

She is exceptional in many ways. She has studied beauty culture, first aid, dietetics, taken courses in character analysis and memory training, and she reads constantly in books, magazines, and newspapers of the sort that develop alertness and intelligence.

As a result she is an interesting conversationalist. While she did Lloyd George's nails she talked with him of Lincoln. She and Paderewski had a discussion on music. Jack Dempsey explained the Carpentier fight to her. She has served Roosevelt and Taft and many other celebrities.

She can talk intelligently, and does, if one wants her to talk. But she can be silent, too, as the occasion demands. Which shows tact. Natural tact.


TEMPORARY BRIDGE IN POSITION
LOOKING TOWARDS MELBOURNE SHOWING TEMPORARY GIRDERS
PLACING TRESTLES FOR CARRYING GIRDERS IN POSITION
PLACING TEMPORARY GIRDERS
Alterations at Epsom Rd NEWMARKET
PLACING TEMPORARY GIRDERS IN POSITION. TEMPORARY TRAM TRACK ON LEFT—NOTE DEPTH EXCAVATED
TRAM PASSING UNDER BRIDGE ON TEMPORARY TRACK

Epsom Road Crossing Being Abolished

Big Construction Work in Progress

FOR many years the level crossing at Epsom Road, on the Show Grounds and Flemington Racecourse line, has been a source of complaint, inasmuch as the heavy road traffic on race, show, and special days had to be completely suspended to permit of the uninterrupted running of the electric train services. The position was made more acute when a double track tramway was taken across, and, in order to ensure the safe working of the fast and frequent electric trains, elaborate safeguards were necessary, including a signal-box and special manning of the gates. As occasion required the tram services also were terminated on each side of the crossing.

Epsom Road is a busy thoroughfare, carrying a good deal of live stock traffic to and from the Newmarket Sale Yards and the Abattoirs, in addition to the ordinary traffic of a main road, and it was decided some two years ago to call a conference of the bodies concerned, so that some practical steps for its abolition could be taken. It was finally agreed that the level crossing should be abolished, that a bridge over the tram tracks should be substituted, and that the interested parties should contribute on an agreed percentage basis to the cost, the actual construction work to be carried out by the Railway Department. When everything had been practically settled, the question was raised by the Melbourne City Council as to whether the road should not be constructed 10 feet wider than the existing one, so that provision could be made for a double track tramway and width enough between it and the kerb for two streams of vehicular traffic on either side. This was also agreed to, the plans were altered to suit, and the actual construction work was finally commenced in October, 1924.

Temporary Rail Supports

The first procedure was to place temporary rail supports under the tracks, in order that headings could be driven through for the two brick abutments. The one at the Melbourne end was pushed on with, and on its completion sufficient excavation was taken out to permit of a single line tramway track being taken through, thus enabling the Department to abolish the level crossing of tramway over railway lines in time for the Newmarket race meeting. The other abutment was then proceeded with, and a temporary bridge, built from obsolete girders released from other bridges, was constructed, allowing the whole of the material for approaches, etc., to be removed without further interruption. Work is at the present time in progress on forming the roadways and placing tramway track in its permanent position, which works are being carried out by the bodies concerned.

A contract has been let for the fabrication of the steel girders and columns, which are of a very massive character. The design of the bridge is a long central span, with supporting columns on the kerb line, so that the whole roadway space is clear, and two small spans at each end over the footpath. There will be three girders to each span, and in consequence of the bridge being on a heavy skew, the main span girders are 77ft. 6in. long.

The total weight of steelwork will be 130 tons, and the heaviest girder will weigh 28 tons. Over a quarter of a million bricks have been used in the abutments, together with about 1,000 bags of cement. The total amount of material excavated is 20,000 cubic yards, of which 3,000 cubic yards has been in rock, necessitating the liberal use of explosives. Extensive alterations to electrification structures, wiring, signalling, etc., have been made, and a new signal-box has been built. Further alterations are in progress to the frontage of the Royal Agricultural Society, and to the Victoria Racing Club's fences, entrances, and driveways.

Councils Are Contributing

Delivery of the permanent girders is promised early in August, and it is anticipated that the bridge and associated works will be completed and in use before the next Show Week.

The contributing bodies to the cost of constructing the new subway are the Railway Department, Melbourne City Council, Essendon City Council, Royal Agricultural Society, Tramway Board, and the Victoria Racing Club, the Department's contribution being 25 per cent. of the total.

When completed, a further step will have been taken in the abolition, wherever practicable, of level crossings, and it is anticipated that the bridge will be a great public convenience and will meet requirements for many years to come.

Have you any idea of the work entailed in preparing a train for a journey? The interesting story will be told in the August issue of the Victorian Railways Magazine.

Other features will include articles on how a youth may enter the service of the Railways Department, and the prospects for advancement; another railwayman will tell why his job is important, and interesting facts will also be given on the system of distinguishing lights on the front of trains.

Pithy Points from Dandenong

Notes issued to his staff by the District Superintendent at Dandenong (Mr. J. G. Lee) have almost a universal value. Here are a few extracts:—

There are many things our customers are entitled to know—tell them frankly.

If any of our patrons ask for a concession that it is not customary to grant, or is contrary to the regulations—tell them politely the reasons for your refusal. The public are, as a rule, reasonable, and your explanation will be appreciated.

When you notice persons on the platform waiting for friends, or intending to travel, and you are aware that the incoming train is behind time, advise these people when the train is likely to arrive.

If a passenger loses his luggage, do not stare at him and grin—it is no grinning matter to him. Get busy, help him to find it, and you make one more friend for the railways.

If we can please at least one customer a week, it is worth the trouble. A kind action costs nothing.

Enterprising Stationmaster

Noticing in the press that a resident of his town was about to leave to reside in Melbourne a country railwayman recently got into touch with the resident, with the object of putting before him the advantage of transport of his furniture by rail.

It was learned that arrangements had already been entered into for the removal of the furniture by motor lorry. On the railwayman promising that if the removal was entrusted to the railways he would personally undertake the packing and stowing, the owner cancelled his negotiations with the motor firm, and delivered a truckload of furniture to the local station.

No effort was spared with the packing, and when the consignment left the railwayman rang up the owner and told him what had been done. A tribute of thanks was received.

This is a fine, enterprising spirit by a railwayman, which has been duly noted, and favourably commented upon. It is the action which would be taken by a live businessman for his employer. Such actions as these place the railways in a favourable light, result in revenue, and do untold good by the advertisement which such service brings.

He Makes Travellers Feel at Home on the Trains

"MY job," said F. A. Travers, who was recently appointed official host for the Southern Pacific Railroad at San Francisco, "is to make the traveller feel at home when he rides on our trains. Nowadays successful hotelkeepers realise that in dealing with their guests it is desirable to create a friendly atmosphere. They employ trained men to give the service a personal and human



touch. We have merely taken a leaf from the hotelkeepers' book, and successfully applied it to rail-roading."

Travers is at the service of all passengers on his line; but his chief concern is for the inexperienced, the ill, the aged, mothers travelling with children, and children travelling alone. "The average traveller," he observed, "needs little encouragement to make him feel at home. A few words as to his needs and comfort are usually enough to establish a friendly footing. But there are many people who fear a journey of any length, as a vexing and complicated problem. These are the ones to whom I devote most of my time.

"If I can place these folk at ease, and make them realise that travelling is not such a difficult undertaking, they feel that they have found a friend in me, and in the company. Ten chances to one they will relax and enjoy the journey a heap more than they would otherwise, feeling confident that they will reach their destination without mishap.

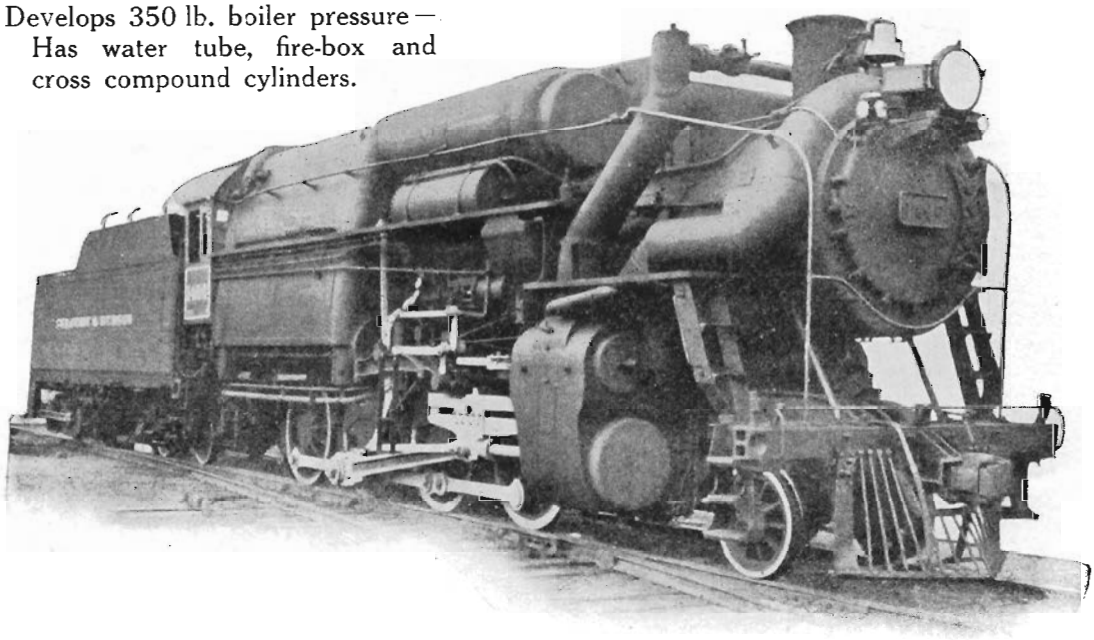
He Addresses Passengers by Name

"In order to get in direct contact with my 'guests,' I usually travel a short distance on a train out of San Francisco. I stay on board long enough to get acquainted with the passengers, and to find out if everybody is satisfied and happy. If special attention is needed in a particular case, I make definite arrangements to provide it. Then I catch one of our incoming trains, and find out how its passengers have fared.

"It is easy enough to ascertain the names of many prospective passengers, from hotels, steamship lines, and from other sources, besides those provided in our own offices. Having learned his seat, berth, or section, I call upon the occupant, address him by name, and inquire if there is anything I can do to add to the pleasure of his journey. I find that calling a man by his own name gives him a pleasant feeling of importance, and has the effect of creating friendly relations at once.

New High Pressure Locomotive

Develops 350 lb. boiler pressure—Has water tube, fire-box and cross compound cylinders.



THIS interesting locomotive has been built by the Delaware and Hudson Company (U.S.A.), "to determine what can be accomplished in the way of a better production and utilisation of fuel heat, and the use of a higher steam pressure, with its added expansion properties." It is named the "Horatio Allen."

This principle has been adopted in combination with the development of maximum hauling power in the most simplified form, of a modern steam locomotive, consisting of two cylinders and four pairs of driving wheels. It is calculated, by the use of steam and 350 lbs. per square inch pressure, in double expansion cylinders, that there will be a considerable saving in fuel consumption per unit of work done by the locomotive when working in compound gear, as compared with the ordinary single-expansion locomotive.

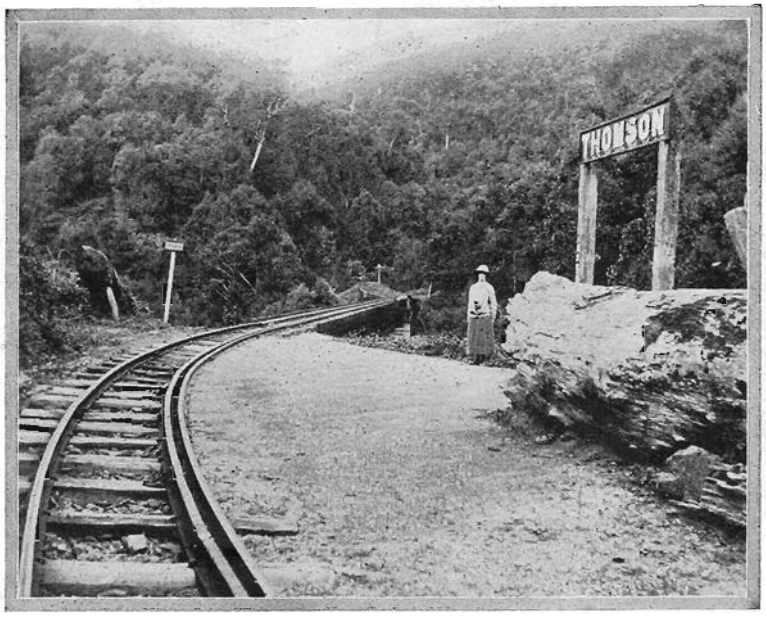
The calculated improvements in economy, which are expected from this design, are 15 per cent. less fuel per drawbar horse-power-hour from the increase in pressure; a reduction of 12 per cent. in fuel per drawbar horse-power-hour attributable to the boiler, because of the generation of 75 per cent. instead of 40 per cent. of the steam in the firebox, and the improved circulation in the water-tube type of construction, and a reduction of 17 per cent. in fuel by compound expansion in the cylinders.

The principal dimensions and proportions of the locomotive are as follow:—

Table of Dimensions, Weights and Proportions.

Type of locomotive	2-8-0
Service	Freight
Cylinders, diameter & stroke	23½in. and 41in. by 30in.
Valve gear, type	Young
Valves, piston type, size	H.P.—12in.; L.P.—14in
Maximum travel	9in.
Weights in working order:	
On drivers	133·21 tons
On front truck	22·09 tons
Total engine	155·35 tons
Tender	88·303 tons
Wheel bases:	
Driving	18ft.
Rigid	18ft.
Total engine	29ft.
Total engine and tender	65ft. 7¾in.
Wheels, diameter outside tyres:	
Driving	57in.
Front truck	30in.
Boiler:	
Type	Combined water and fire tube
Steam pressure	350 lb.
Fuel, kind	Bituminous and anthracite mixed
Diameter, first ring, inside	64¾in.
Firebox, length and width	137in. by 74⅝in.
Arch tubes, number and diameter	6—3½in.
Fire tubes, number and diameter	145—2in.
Fire flues, number and diameter	42—5½in.
Length over tube sheets	15ft.
Grate area	71.4 sq. ft.
Heating surfaces:	
Firebox	1,124 sq. ft.
Arch tubes	63 sq. ft.
Tubes	1,132 sq. ft.
Flues	881 sq. ft.
Total evaporative	3,200 sq. ft.
Superheating	579 sq. ft.
Comb. evaporative and superheating	3,779 sq. ft.
Tender:	
Water capacity	9,000 gal.
Fuel capacity	15¼ tons

Which is Victoria's Smallest Station?



DAVID, a station in the Eastern district of the State has been declared to be the smallest station in the State. T.S.M., Noel Sullivan, of Walhalla, contests David's claim. He enters Thomson, on his line for the competition.

Thomson station comprises a log and a name board.

Mars During its Recent Near Approach

The Latest Observations.

Results are now forthcoming of observations of Mars, made chiefly with the great American telescopes, during the planet's recent near approach. At the Lowell Observatory, Arizona, photographs taken in yellow light show seasonal changes, clouds, and snow. Radiation measures were made at this station as well as at Mount Wilson Observatory, California, where the 100-inch reflector was used. The vegetal areas, which grow, mature, and decay with the march of the seasons, are warmer than the light regions. The mornings are cooler than the evenings. Temperature increases with the advent of summer. The Martian climate is decidedly cooler than ours, temperature, except in the tropics, being below freezing-point. Here, however, the Lowell observers think that the climate is similar to a cool, sunny, terrestrial day, with the thermometer at 60 degrees Fahr., while in the equatorial deserts temperature may be as high as that of the Sahara. From photographs taken at the Lick Observatory with three different colour filters, Dr. W. H. Wright concludes that the atmosphere is far denser than hitherto supposed, and that its height is 120 miles.

The elements and compounds in the atmosphere might easily overcome the extreme cold at night, and provide a safe abode for red-blooded organisms. Thus life on Mars is still regarded as possible.

"You'll Have to Wait"

Few, if any, railway officers, says the "Railway Age," permit actual discourtesy to visitors, whether they are sales representatives or business men looking for traffic information. This is a negative virtue, however. Why not in every office make it positive, and take steps to accord the maximum of courtesy? The question of whether it is worth while to save time and cultivate the good opinions of callers who may be prospective customers need not be discussed here. The fact is that few railway offices are so well-conducted that at least a little more care, thoughtfulness and courtesy cannot be extended to visitors.

The type of man, woman, or boy at the information desk is highly important. He is the initial point of contact, and if he is quiet, respectful, and alert to see that the visitor is getting as prompt attention as possible, the visitor can but feel that this reflects the attitude of the head of the department and of the railroad. So much depends on the way a thing is said. One boy returns with a card and says, "Mr. Smith is busy just now, will you wait?" Another in a brusque tone of voice says. "You'll have to wait!" with an inflection which indicates that he doesn't care how long; the visitor's time is of no consequence, anyhow.

Cross Crossings Cautiously

Crossing crossings carelessly causes collisions, catastrophes, calamities, cripples, crutches, caskets, crape, confinement, and court costs.

Why My Job Is Important

The Official in Grey

This is the first of a series of articles by men engaged in different branches of the Victorian Railways. The 27,000 employees are each a link in the great chain of organisation, and each link is important. Mr. G. D. Carmichael, the Station Director at Spencer Street, Melbourne, here tells why he considers his work is important to the general scheme of service.

BY G. D. CARMICHAEL.

ONE hesitates to say that his job is more important than another in this great Department of ours, but those of us who are enthusiastic concerning the service we render must have a sense of pride in our particular job if we are to put the best into it.

I will say, however, that the work of the Station Directors (or Officials in Grey) at Flinders and Spencer Street stations is of great importance, coming as it does in direct contact with the travelling public.

We Station Directors are proud of our work. We have been likened to lighthouses, pointing the way to destinations, referred to as being as scientific as cash registers, and even declared to be more accurate than bookmakers, because we give the straight tip for starters.

At any rate, we are out to answer all inquiries to the best of our ability. This has often to be done under trying circumstances, but we must not appear ruffled. Judging by the number of inquiries which we receive in a day, it is little wonder that we have come to look upon ourselves as filling a definite niche, and to be an important part of the service.

We are asked all sorts of questions concerning trains, and also on other subjects which can hardly be said to come within the realms of a Station Director.

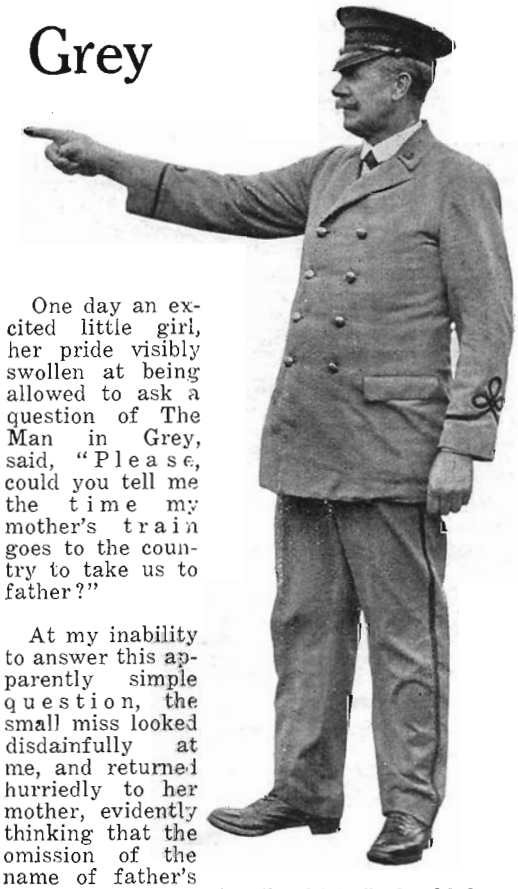
For instance, I have been asked for tips for the winner of the Melbourne Cup, to mind a baby while the mother bought her ticket, and for directions concerning lodgings in the city. I have tried to answer every question which has been put to me, but must admit that some, other than those referring to railways, have been beyond me.

"When does the express go?" once questioned a young woman leading two small children by the hand.

"Which express, Madam?" I asked.

"The Melbourne express, of course," she replied, with dignity.

As tactfully as I could, I explained that there were five expresses, which all left Melbourne, and that unless she would tell me where she wanted to go I could not advise her of her right platform. We are becoming accustomed to this question now. It is usually asked by people from Sydney, who forget for the moment that they are not on the Central Station in their own city.



One day an excited little girl, her pride visibly swollen at being allowed to ask a question of The Man in Grey, said, "Please, could you tell me the time my mother's train goes to the country to take us to father?"

At my inability to answer this apparently simple question, the small miss looked disdainfully at me, and returned hurriedly to her mother, evidently thinking that the omission of the name of father's town was a mere detail which I should have been able to overcome.

In addition to being the giver of information, the Official in Grey is often the recipient. I have been advised to put more raisins in the raisin bread made by the Department, also to alter the train schedules to suit the convenience of an individual.

Of course, the questions asked of us are mostly connected with the times of departure of trains. Members of the public could help us a great deal by being explicit with their questions. Naming the destination should be the basis of every inquiry. It is possible that a man wanting to go to Violet Town asks what time the Sydney express goes, and is told. He knows both are on the same route. He buys a ticket, but too late he finds out that the express does not stop at Violet Town. Mention of Violet Town in the question would have prevented an annoying mistake.

It is an interesting position. People hang on the words of the Men in Grey. We say about three, and the anxious ones go their way quite easy in their minds.

Yes, I am convinced that my job is important, and worth putting the best work into. Anyway, I'm pretty sure the public think so. Look at the way they come to me.

The Editor of the "Railways Magazine" must think it is important, too, because he asked me to write this article.

Standard Types of Locomotives

Why is our new Locomotive called the "Mikado" type? What is an Atlantic type? Perhaps you have asked these questions. Here is the explanation:—

FREIGHT locomotives generally have a two-wheel lead truck—to help support the front end and guide the locomotives around curves—under the forward end of the boiler or the smoke-box; driving wheels of a relatively small diameter—usually 63in., or under; the rear end of the boiler and the firebox are either supported on a separate rear frame or cradle carried on a two-wheel trailer truck, or, when without trailer trucks, on an extension of the frames. The large proportion of the total weight resting on the driving wheels provides for the large factor of adhesion and tractive effort necessary to haul the long heavy trains which are now so common in American freight traffic.

The types of locomotives commonly included in this class, and now in general use in America, are:—Consolidation, 2-8-0; Mikado, 2-8-2; Santa Fe, 2-10-2; and the Mallet type. Other types used to some extent, but not now being built in any great numbers, are:—Mogul, 2-6-0; Prairie, 2-6-2—sometimes also used in passenger service; Decapod, 2-10-0; Pacific type, 4-6-2; and Mountain type, 4-8-2—both originally designed for passenger service, but sometimes used for fast freight service.

The Mogul type—2-6-0—when first built was so much in advance of any other type of motive power then in use that the name "Mogul" was chosen as indicating its superiority in the railroad field. This is no longer the case, many larger more recent types of locomotives having practically supplanted the Mogul type; some are still in use, but very few are now being built.

Consolidation Types.

The Consolidation type—2-8-0—was first built in 1866, and is still used in freight service on many of the railroads of the United States, and in other countries. This type is similar to the Mogul type, with the addition of another pair of driving wheels. The greater length of the boiler and firebox gives an increased steaming capacity; the increase in weight and power gives a greater adhesion and tractive effort.

The Mikado type—2-8-2—is a step in advance of the Consolidation type—2-8-0—having the same number of driving wheels, and, in addition, a two-wheel trailer truck under the firebox. This arrangement gives the advantages of a wide firebox in conjunction with a large boiler; the resulting high steaming capacity permits of a more sustained use in heavy service. This type was first built for use in Japan from whence the name "Mikado" was derived. It is used very extensively in American practice.

The Santa Fe type—2-10-2—is a step forward from the Mikado type in the direction of heavier motive power. It has an additional pair of driving wheels, which provides for a greater length of boiler and firebox, with the result that greater steam capacity and tractive effort is obtained. This type was first built in 1903 for use on the Atchison, Topeka, and Santa Fe, and for that reason was designated the "Santa Fe" type. It is the heaviest of the non-articulated types, and is in use on many railroads in the United States, but is not much used in other countries.

Passenger Locomotives

Passenger locomotives are provided with a four-wheel lead truck to give greater security in rounding curves at the high speeds attained in modern passenger service; have two, three, or four pairs of driving wheels of large diameter—generally over 63in.; practically of recent construction, the rear frame supporting the firebox, is carried on a two-wheel trailer truck. The types now in use on American railroads which are included in this class are:—Atlantic—4-4-2—many still in service, but not now being built to any extent; Pacific—4-6-2; and Mountain—4-8-2. Both of the latter types are also often adapted for fast freight service. Ten-wheel — 4-6-0 — and some eight-wheel, or "American"—4-4-0—passenger locomotives are also still in use on some railroads.

The Atlantic type—4-4-2—locomotive was designed for high-speed passenger service. It is a modification of its predecessor, the Columbia type—2-4-2—which was evolved from the still older eight-wheel—4-4-0—locomotive, which for many years was standard on American railroads, both for passenger and freight service, and thus became known as the American type. The term "Atlantic" was derived from the fact that it was first used on the line between Camden and Atlantic City.

The Pacific type—4-6-2—locomotive is a development from the Atlantic type, simply having three pairs of driving wheels instead of two and consequently a larger boiler and firebox with the attendant increase in steam capacity and higher tractive effort. This type is used very extensively in passenger service and sometimes in fast freight service.

The Mountain type—4-8-2—locomotive was first built in the year 1911, and used in passenger service on the mountain grades of the Clifton Forge Division of the Chesapeake and Ohio—hence the name. It was designed to provide a greater tractive effort than could be obtained from the Pacific type, and is similar to it, but has an additional pair of driving wheels. The use of a very large boiler and firebox provides a high steam capacity. It is the largest type of passenger locomotive built, and is now in extensive use in heavy passenger service—also in fast freight service.

Personal.

A large and representative gathering of railwaymen recently met at the Maryborough station to say au revoir to **Mr. A. J. Morris,** District Superintendent, Maryborough, who was leaving to transfer to the North-Eastern District. The chair was taken by Mr. J. A. Roberts, Chief Clerk, and he was supported by Messrs. Gleeson, S.M., and Kendall, Works Foreman. Owing to the function having been arranged at short notice, Messrs. Hinds, District R.S. Superintendent; Roscholler, Train Running Officer; and Neumann, Traffic Inspector, were unable to reach Maryborough in time.

Mr. Roberts, on behalf of the railroad men in the Midland District, presented Mr. Morris with a sportsman's gun as a memento of the esteem in which he was held. On behalf of Mrs. Morris and himself he returned thanks for the kind way they had farewelled them, as well as for the loyal assistance they had at all times given him.

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Many important changes in the personnel of the Bendigo District staff have taken place recently. **Mr. Wadelton,** Traffic Inspector, has been transferred to Seymour as Train Running Officer; **Mr. Harley,** S.M., goes from Wycheproof to Nyora; **Mr. Kroschel,** S.M., from Nandaly to Dennis; and **Mr. Cugley,** S.M., from Lake Boga to Diggers Rest.

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Mr. A. Peart, Stationmaster at Korong Vale for some years, has been promoted and transferred to Newmarket. On the eve of his departure he was entertained by the local townspeople and presented with a gold watch in recognition of his services whilst at Korong Vale, and Mrs. Peart was also the recipient of a useful present.

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Mr. J. Kearney, S.M., Richmond, is another officer who set out recently on a sight-seeing expedition to Europe and the Isles.

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Mr. Robert Williamson, the popular and genial relieving stationmaster, has taken an extended holiday and left for the cold country recently. He expects to be away about 8 months.

—❖—

Mr. Johns, Loco Running Officer for the Western District, severed his connection with the Victorian Railways Department on 26th June last. Mr. Johns has practically spent the whole of his railway service in the Ballarat District, with the exception of two months in Melbourne during Mr. Kevin Smith's regime in Ballarat. In November, 1882, he started as an engine cleaner, passed through the ranks as fireman, driver, and eventually having driven every class of train with the exception of the Royal train.



Mr. Johns

From there he was promoted to the position of Night Depot Foreman at Ballarat. From this position he went to Loco Running Officer, at Maryborough and then transferred to Ballarat.

The many friends of **Mr. L. H. Barrett,** clerk in charge of the Suburban Time Tables, Head Office, will be pleased to learn that he is making satisfactory progress after a very serious operation. He has been on sick leave for more than a month.

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During the month of May two well-known stationmasters were transferred to the South-Western District. **Mr. L. G. Bentley** left Tyabb to take charge of Glenthompson; and **Mr. J. J. McCarthy,** who has been stationmaster at Beveridge for some time, assumed control at Coleraine.

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Mr. A. B. Jones, formerly a well-known member of the Staff, Melbourne Yards, now on the retired list, and member of the first council of the V.R. Institute, is just now on a visit to the Old Country.

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Mr. M. Lalor



Mr. A. B. Jones

General satisfaction is expressed at the promotion of **Mr. W. L. Middleton,** S.M., Healesville to Werribee, and **Mr. M. L. Lalor,** S.M., Frankston to Traffic Inspector, c/o District Superintendent, Dandenong. Both are efficient officers, and in addition to giving their best service to the Department, were keenly interested in all local movements.

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There have been several changes in the personnel of the Rolling Stock staff in the Bendigo district recently. **Mr. McLeod,** the Superintendent, is on annual leave, and is being relieved by **Mr. R. White. Mr. Scorer,** Depot Foreman, has gone to Dandenong, and his place has been filled by **Mr. Harries. Mr. Dean,** leading hand fitter at the Depot for a great number of years, and who is one of the pioneers of the Bendigo Locomotive Shed, has retired. His place is filled by **Mr. G. Critten,** of North Melbourne. **Mr. Laidlaw,** night depot foreman, has also retired, and **Mr. A. Jenkins,** of Seymour, has taken his place.

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Reunion of Railway Officers

Officers of the Department who had been associated with Mr. T. M. Burke in his railway days recently tendered him a dinner and smoke night at Phair's Hotel. The evening was spent in recounting happenings that befel the several officers in their work-a-day lives. It was mentioned that the average salary would be about £97/10/- per annum.

The arrangements were in the hands of Mr. Jack Cahir, of the Telegraph Branch. Noticed among the guests were:—Messrs. W. A. Brennan (now of the "Argus" staff), G. Little, P. Meares, T. Boyce, T.

McGlade, W. Reid, Cox, Alwyn Valentine (who occupied the chair), Jim Johnston, Peate, A. Collier, Lucas, Bill Johnson, and Frank Lillie. A very fine musical programme was contributed to by F. Reid, W. Cox, Norman Leslie and Alex Wotherspoon.

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Mr. H. Cambridge, R.S.M., who has been attached to the Head Office for many years, has just severed his connection with the Department after 38 years.

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Mr. J. R. Ball, retired Chief Surveyor of the London, Midland and Scottish Railway Company, who is making a tour of the world, arrived in Sydney by the "Orsova" last month. He will spend some time in the Commonwealth.

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Mr. W. A. Philips, who has been stationed at Mentone as signalman for some time, has resigned, and it is understood is entering into business for himself. He was a popular official, and will be missed by his many friends.

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Mr. W. J. Boyd, clerk, Toorak, resigned from the Department to enter into business in the commercial world.

—— ❖ ——

Mr. R. Donovan, porter, of Flinders-street, resigned recently to enter into business.

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Mr. S. J. Sutherland, Stationmaster, Nathalia, now on 12 months' leave of absence, has settled at Finley, N.S.W.



Three Daughters of Mr. J. McIver, of the Seymour Staff. (See also photograph above.)

The Last Mile Post

It is with regret we have to report the death of **Mr. J. J. McLean,** electric crane operator, at the Montague Shipping Shed.

On the 4th of June he was descending from the platform of the crane in the Shipping Shed Yard for lunch, but missed his footing and fell a distance of about 30ft. to the roadway below, the resulting injuries causing his death within a few hours.

Should Hair be Bobbed?



Above are Muriel, Clarice, and Rene McIver, daughters of Mr. J. McIver, of the Seymour Staff. Each girl has a beautiful head of hair. They are proud of it, and would not bob it for worlds. (See the other picture in left-hand bottom corner.)

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Amongst the deaths of retired railwaymen recently reported, is that of Mr. Thomas O'Connor, who was for many years one of the best known stationmasters in the Service.

We tender our deepest sympathy to Mr. John O'Connor, of the Metropolitan Superintendent's Office, and the bereaved family.

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Deep regret has been expressed amongst a wide circle of railwaymen at the news of the death of **Fireman J. R. Jobe,** of the Bendigo Rolling Stock Staff.

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Profound regret was expressed at the news of the sudden demise of **Paddy Smyth,** the Acting Block and Signal Inspector, with the very distinctive speaking voice and the genial personality. Mr. Smyth, who enjoyed robust health, submitted himself for a minor operation and died whilst under the anaesthetic.

Bereavement Card.

As daughters of the late Mr. Henry James Willey, retired stationmaster, late of Moe, we desire to express our deep appreciation of the kindness shown by personal visits during our father's serious illness, and later by letters of sympathy, telegrams, floral tributes, etc., sent by railwaymen generally, among these our special thanks being due to the staff of Room 193, Railway Building; Mr. Tassell, S.M., Sale, and staff, including Mr. Stone, passenger guard; Mr. Thompson, conductor; and Mr. Cook, road master; also Mr. McLean, S.M., Moe, and staff.—(Signed) Miss I. WILLEY.

It is a good thing to be rich and a good thing to be strong, but it is a better thing to be loved of many friends.



A Holiday Trip Along the Murray

To those who would see Australia in an aspect new and strange, but infinitely pleasant and interesting, there is a charm in a holiday trip along the Murray, which has a peculiarity all its own, and the evidence of potential wealth at every bend, will strengthen faith in the future of the Commonwealth, and help to broaden the vision.

For a restful, health-giving tour of educational value there is nothing to compare with a voyage along this noble stream, which, in the length of its course, and particularly in the fertility of the land through which it flows, may well challenge comparison with many of the big rivers of the world.

The choice of many trips is afforded by the rail and river combination, of train and well-equipped paddle steamer, and as time is limited or in plenty, so may the journey be shortened or extended to suit the convenience of the excursionist.

Australia's Greatest Waterway

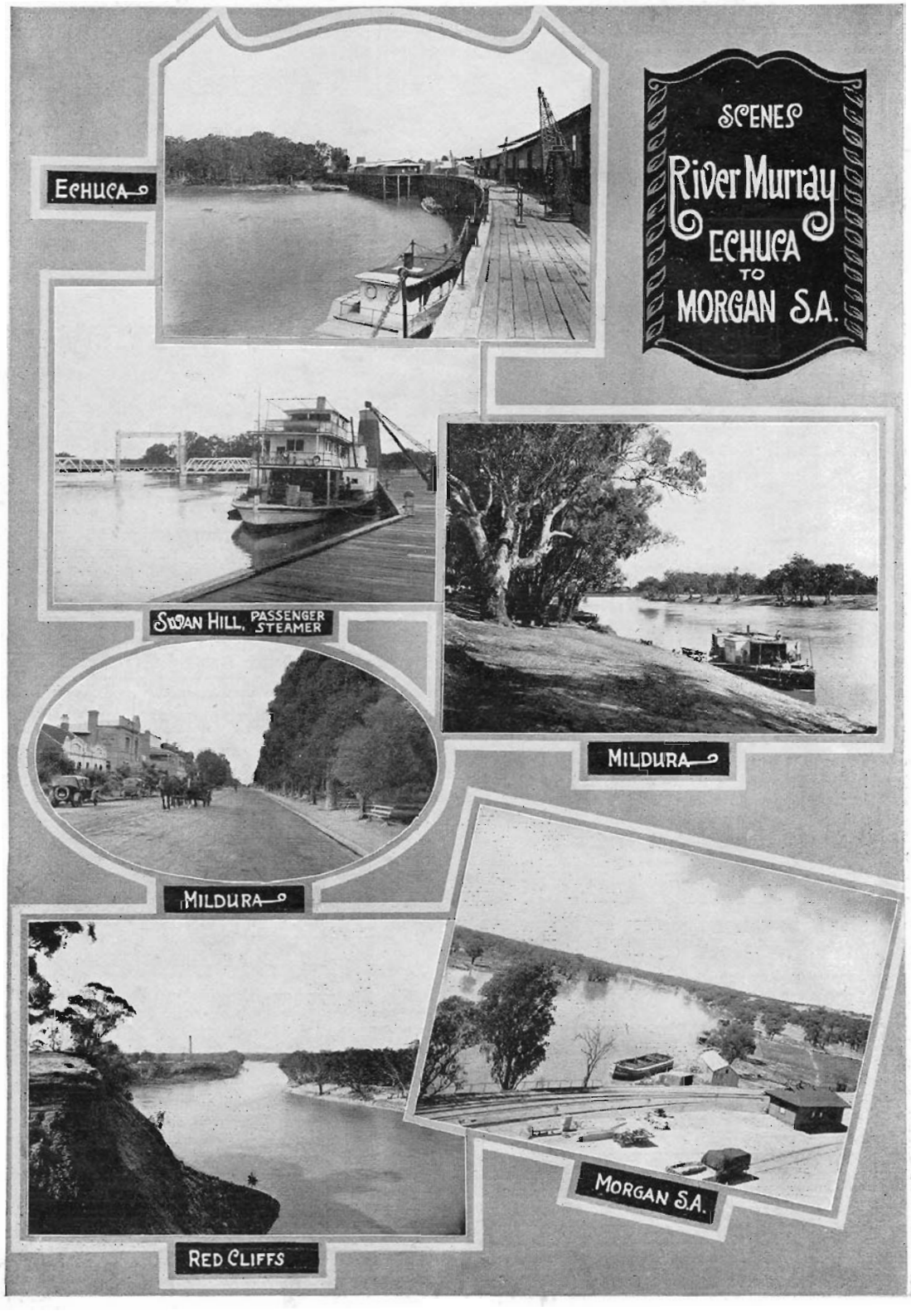
By embarking at Swan Hill, a large and progressive town, on the Victorian bank of the river, and disembarking at Murray Bridge, on the overland rail route between Melbourne and Adelaide, you can make a river journey of eight hundred miles along Australia's greatest waterway, and return with a great regard for the pleasing attractions which the river offers.

On leaving Swan Hill, the vessel glides along between banks that change in everything but their unfailing interest. Steeply fringing cliffs give way to grass-covered slopes and huge gums, solid and shapely, line the banks, and form a stately avenue to beautify the steamer's track. Many points are passed, points dignified with names, and which, to the casual traveller, provide interesting diversions on the river journey. Stoppages are made during the progress of the trip at all sorts of unlikely places; to land or take aboard passengers or cargo, by farmsteads on the slopes, or on high grounds, rising steeply from the water's edge; by wool or wheat stacked for shipment on the bank; by fishermen's or wood-cutters' camp, or by some small, unpretentious dwelling, while the canoe-shaped patch left bare of bark on many a gum tree brings to mind the memory of the dusky people by whom the river, with fish and fowl in all its winding ways, once was held in lief.

Of the larger river ports of call, the most interesting is perhaps Mildura, the earliest and still foremost Victorian irrigation settlement, where, with the aid of motor cars, the waiting time can be profitably spent in viewing the evidences of prosperity which never fail to impress the visitor. Passengers are given an opportunity to explore the township of Wentworth, at the junction of the Murray and Darling. Renmark, South Australia's principal irrigation settlement, fringes the river bank, and the vineyards and plantations, for which the district is famous, rise on the sandy slopes overlooking the valley. The approach to Berri, where orchards and orange groves extend right to the water's edge, is a pleasant one. Waikerie is a picturesque sight, with its orchards standing back from the river on high ground. Morgan is the most important South Australian shipping town on the Murray. Its fine wharf and railway station are close together, and the rested traveller is here in rail communication with the South Australian capital. Murray Bridge, within sixty miles of Adelaide, is the terminal port for river shipping.

Plenty of Human Interest

On the voyage, the human interest is not wanting, and your luck will be sadly out if you do not make the acquaintance of some congenial spirit, whom the journey shall transform into a friend, and in the still night, when darkness has closed upon the quiet beauties of the evening, and the tall gums show white and weird and spectral, picked out amid the gloom by the electric headlight of the boat, and the glamour of Romance enwraps you wholly, you shall sit on the hurricane deck with him—or, maybe, her—and listen while some instrument, manipulated by a good-natured supercargo, discourses music that, amid the bewitching associations of the night, seems heavenly. You shall think the brief night all too short, and vow that no trip known to you is more to be enjoyed than one in a well-appointed river steamer on the Murray.



You will enjoy looking at other pictures of this kind on pages iv., vi., x. and xii.

Electrolysis is Explained Here

By Mr. C. G. H. McDonald, Acting Chief Electrical Engineer, Victorian Railways

IT is quite the custom nowadays to ascribe all corrosion found in cables, water and gas mains to the effects of electrolysis, and, further than that, to ascribe all electrolytic action to current flowing from the negative rails of tramway and railway systems. All other causes are overlooked or else ignored, but the fact remains that a considerable amount of corrosion takes place, due to the action of local currents or earth currents or to the presence of corrosive materials in the soil. Frequently local currents and corrosive soil elements go hand in hand, but such is not always the case.

As far as the electric railway and tramway services are concerned traffic practically ceases by 1 a.m., and the rotary converters are shut down. Thereafter no direct current is flowing in the rails. Nevertheless, tests have proved that electric currents are actually flowing in different locations within the metropolitan area. Such currents have been located in water pipes, and it is evident that where they leave the pipes corrosion will occur.

Creating Currents

Currents of this nature may be created in many ways. Changes of temperature between the different ground strata cause currents of varying strengths to flow. Changes in intensity of the earth's magnetic field bring about the same result. But probably one of the most common causes is chemical action. It is a well-known fact that if two dissimilar metals are placed in an acid or alkaline solution and connected together outside the solution, an electric current will be produced, and this current will tend to eat away one of the metals. Such a result can easily be obtained if the pipes of different material are placed in soil carrying an acid or in some cases an alkaline solution.

A galvanised pipe and an iron pipe, if buried in soil suitable for electrolytic action, that is soil containing acids or alkalis in solution, may cause local currents to circulate between the two. If a lead sheathed cable or another pipe is in a suitable position, the current will flow through it. Corrosion will occur at the point where the current leaves this carrier.

It has, however, long been recognised that corrosion of buried pipes and cables will be considerably hastened by the presence of return currents from tram and railway systems.

To eliminate such currents a vast amount of experimental work has been carried out, and numerous expensive schemes have been tried.

Briefly speaking, the problem is to provide a path of negligible resistance from all points where the current enters the running rail after it has passed through the motors, thence back to the substation. While apparently quite simple in theory, it is impossible in practice.

The running rails being made of steel offer a comparatively high resistance to the current flow. The fish plate between the rails offers a still higher resistance, and the combined resistance of steel and fish plate has a tendency to make the current seek an easier path. To obviate this the running rails are bonded together by copper bonds welded to the rails ends, and at convenient points the different sets of rails are crossbonded.

As long as all the bonds are intact, the running rails then form a path of comparatively low resistance, and there is no great tendency for the current to seek an alternative path.

But a broken bond means a high resistance and leakage current develops at once.

On small tramway systems, negative feeders have been tried with comparatively successful results. The negative feeders are simply heavy copper cables, connected at suitable points to the rails.

Leakage of current from the running rails can be prevented to a very great extent by having the rails insulated. This has been carried out on all suburban electrified lines, the ballast having been removed from the contact with the rail surface. The steel rails thus rest on the wooden sleeper only, which is under normal circumstances a good insulator. At level crossings where such a course is impracticable the rails are insulated from the adjacent soil by wooden packing.

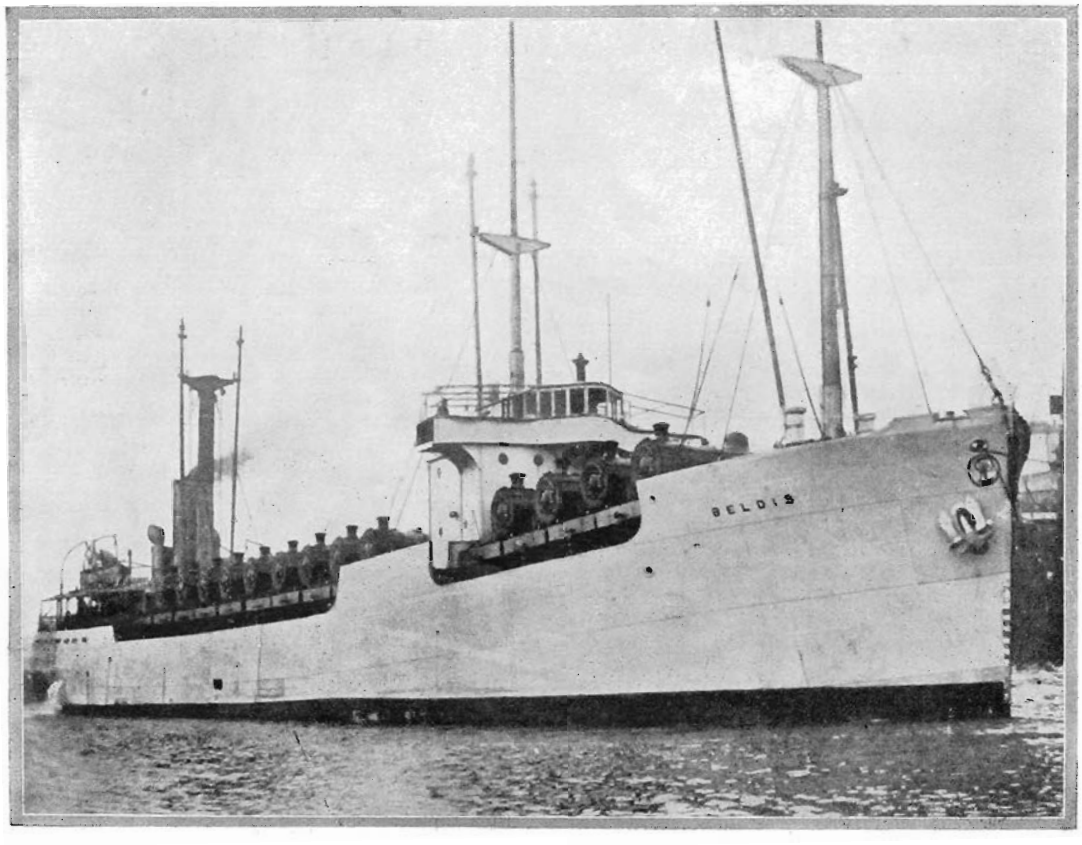
From an operating standpoint it is necessary to note that sidings, whether frequently used or not used at all, should be as carefully insulated as the main running rails.

Tramways More Likely to Suffer

Tramway systems are more likely to suffer from the effects of rail leakage than railway systems except in such cases where the rails are protected by stone sets, and laid in wood blocked or asphalted roads.

On a few tramway systems current leakage is prevented to a certain extent by the use of rotating machines known as negative boosters. The negative booster is connected to the rail and may be said to act similarly to a vacuum pump, that is, it lowers the potential in the rail below that of the earth and prevents the current leaking away.

Under certain circumstances negative boosters have proved beneficial, but in other cases have accentuated the trouble. Lowering the potential of the rail causes it to act as an electric drain from the surrounding country, and currents which otherwise would have continued to flow through pipes and cable sheaths have been deviated to the rail, and have actually set up instead of prevented corrosion. The negative booster system is also expensive both in installation and in operation.



AN IMPOSING LOAD.—This picture shows the arrival of the s.s. "Beldis" at Calcutta, with a load of 13 locomotives, shipped in service condition from England to India, for use on the East India Railways.

Commonwealth Statistics

The combined public debt of the Commonwealth and States, according to the quarterly bulletin just issued by the Federal Statistician, amounts to £1,027,247,000. The public debt of the Commonwealth at March 31st, this year, was £431,883,235, and that of the States was £595,364,487 at June 30th, 1924.

The total revenue of the several States during 1923-24 was £93,101,428, and the expenditure £93,456,453 from revenue and £29,414,190 from loan funds.

The liabilities of the cheque-paying banks for the quarter ended December 31st were £311,305,027, the assets being £335,585,027 at the same date.

Crossing in front of a train is like standing with one foot in the grave and trying to kick yourself with the other.

"British" Australia

According to no less an authority than the Commonwealth Statistician, Australia as a community is probably more British than Britain herself. Giving evidence before the Royal Commission on Western Australia's disabilities, Mr. Wickens said the experience of America in regard to immigration should warn Australia of the need for keeping her community, as far as possible, the pure British type which it was at present. He did not think it desirable for the Commonwealth to go outside Britain for immigrants. The amalgamation of peoples of various races had never been satisfactory. Australia probably was the most British community in the world—even more British than Great Britain herself—and the amalgamation of people from outside races, such as had taken place in America, would be most undesirable. He considered young British immigrants were the most suitable for Australia.

"Good will is the disposition of the pleased customer to return to the place where he has been well treated."

Good Service Brings Appreciation



The Commissioners' Letter-bag continues to bring a big budget of letters of appreciation. This is indeed gratifying. Publication of the letters herewith is some small recognition of the services rendered by those concerned.

Railways Unjustly Blamed

Complaints were recently made by a railway customer in Bairnsdale that an urgent consignment of goods had not reached him.

He had been informed by the sender, he said, that the railways accepted the goods on Wednesdays only, and that, as the consignment had missed that day, it could not be sent forward for another week.

The District Superintendent got in touch with the sender with the object of having the goods sent on by the next train. Imagine his surprise when the sender declared that he could not send the goods until Tuesday of the following week.

The man in Bairnsdale was at once informed of the facts. He wrote a strong letter to the sender, saying that if he again put the blame on the railways when it was entirely his own fault, their business relations would cease.

Governor Inspects Dining Car Depot

So impressed were the Governor (Lord Stradbroke) and Lady Stradbroke when they visited the Dining Car Depot of the Victorian Railways on May 29th that they expressed a desire to sample some of the products of the bakery.

It was this desire which accounted for the visit of the Depot Manager (Mr. L. McClelland) to State Government House, on the following day with a hamper, containing raisin bread, cakes, and other dainties prepared by his men.

On the day of the inspection, Their Excellencies were accompanied by the Chairman of the Commissioners (Mr. H. W. Clapp), the Secretary for Railways (Mr. E. C. Eyers), and the Chief Mechanical Engineer (Mr. A. E. Smith).

I wish to thank you for the privilege of viewing the Newport Workshops. My son and I spent a most instructive time there on Thursday afternoon, and came away filled with wonder at the "completeness" of the works.

While writing, may I mention, on behalf of my husband, myself, and a party of friends, our appreciation of the unfailing courtesy and helpfulness of the train and station staffs at Belgrave and Gembrook. We spent ten days at the former place at Easter, and during that time, with friends coming and going, we had occasion to make many inquiries regarding arrival and departure of trains. We always received the same cheerful help.

On the day we visited Gembrook, the Station Master there was very kind, and directed us to a lady who removed from my sister's eye a piece of grit which had blown in from the engine, and was causing her much pain.

The cleanliness of these stations is perfect, and although lacking the advantage of sewerage, the ladies' retiring rooms are the cleanest I have ever seen anywhere .— **Olive O'Brien, 66 Fitzwilliam-street, Kew.**

Superb Dining Service

Victoria prides itself on the excellence of its dining service on the interstate expresses, but it is pleasing to receive tributes from overseas visitors.

"The dining car services in Victoria are superb," said one gentleman to the car steward as they travelled north recently. "We thought we did the thing properly in America, but Victoria's dining car meals are equal to, if not better than, anything I have experienced in my own country."

Making allowance for courtesy on the part of this visitor, we can still feel we have something to be proud of.

On behalf of this club I wish to express to you our appreciation of the courtesy shown by your officials to us during our recent trip to Ballarat, and also in arranging special football trains, etc., at commencement of football season. You will understand that it is a relief to my Committee to have this help from you, as we have such a large following.—**From the Secretary, the Footscray Football Club, 13 Central-av., Footscray.**

I should like to express my warmest appreciation for the most courteous and honest treatment I received from members of your Dandenong staff, and/or others connected with the return of a valuable kit bag I left in one of your suburban trains. Received bag next morning intact.—(Sgd.) **GEO. F. SMITH, State Savings Bank, Elizabeth-st.**

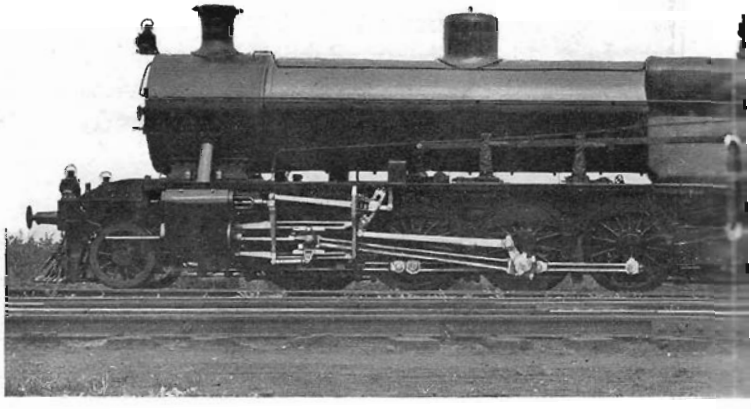
My daughter left a handbag containing her week's pay and valuables in the train at North Brighton. Discovering her loss, she told the Station Master, who got busy with the telephone to such good effect that she was in possession of her property, intact, in half an hour. I wish to record my appreciation for their courtesy and promptness.—**"Potluck," in the Sun Pictorial, 27/5/25.**

S.M., Port Fairy. — Just a line to let you know my furniture arrived at Bairnsdale in excellent condition. I am indeed pleased with the care and efficient packing you gave it at Port Fairy.—**R. Kelso, 12/5/25, Bairnsdale.**

Victoria puts its First "Mikad

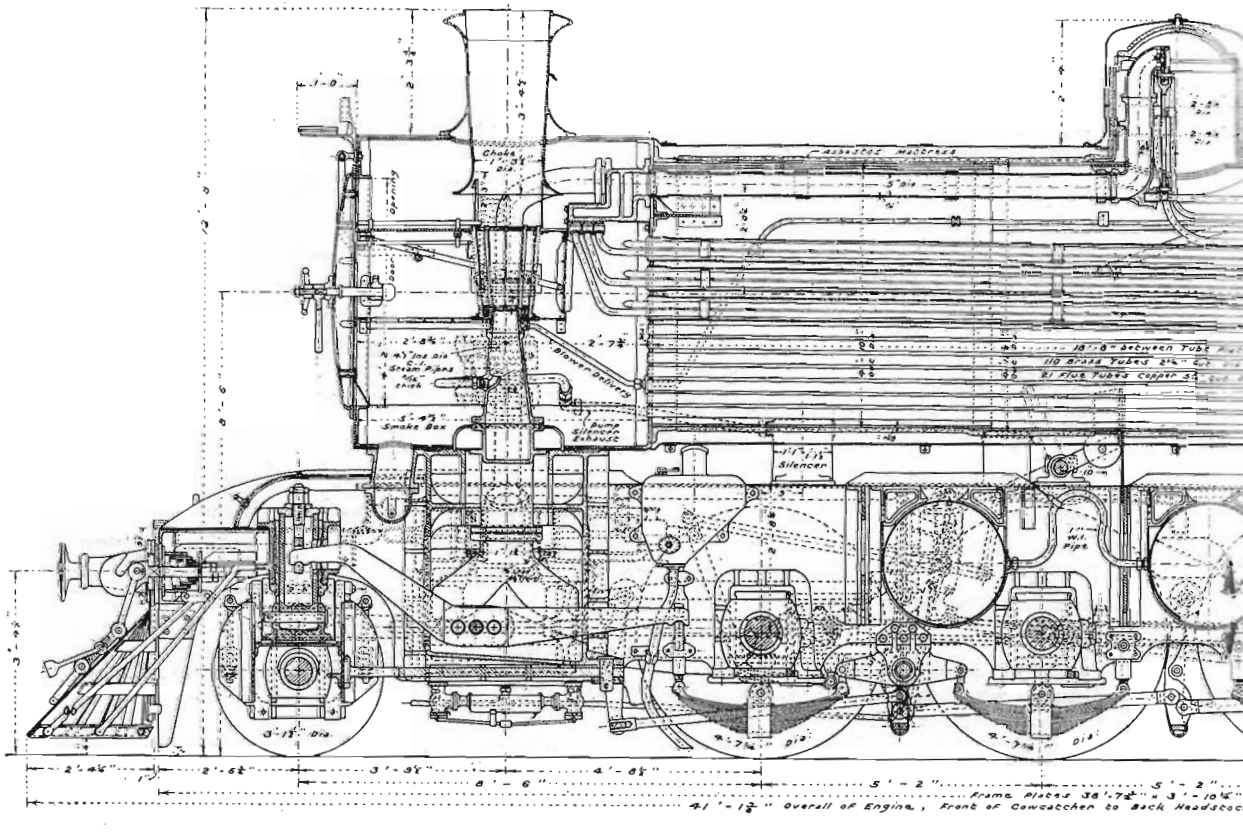
Why "Mikado?"

On page 366 is an article explaining why this type of locomotive is called the "Mikado." Details are also given of types of locomotives used in other parts of the world.

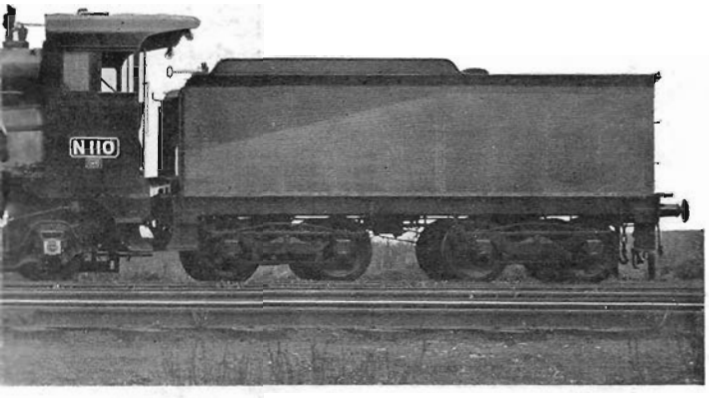


OVERALL DIMENSIONS—Wheel Base, Engine, 31
57 ft. 4⅜ in.; Overall, Buffers, Engine and Te
Tender Buffers, 67 ft. 1⅞ in.

Details of this Locomoti



do" Locomotive on the Rails

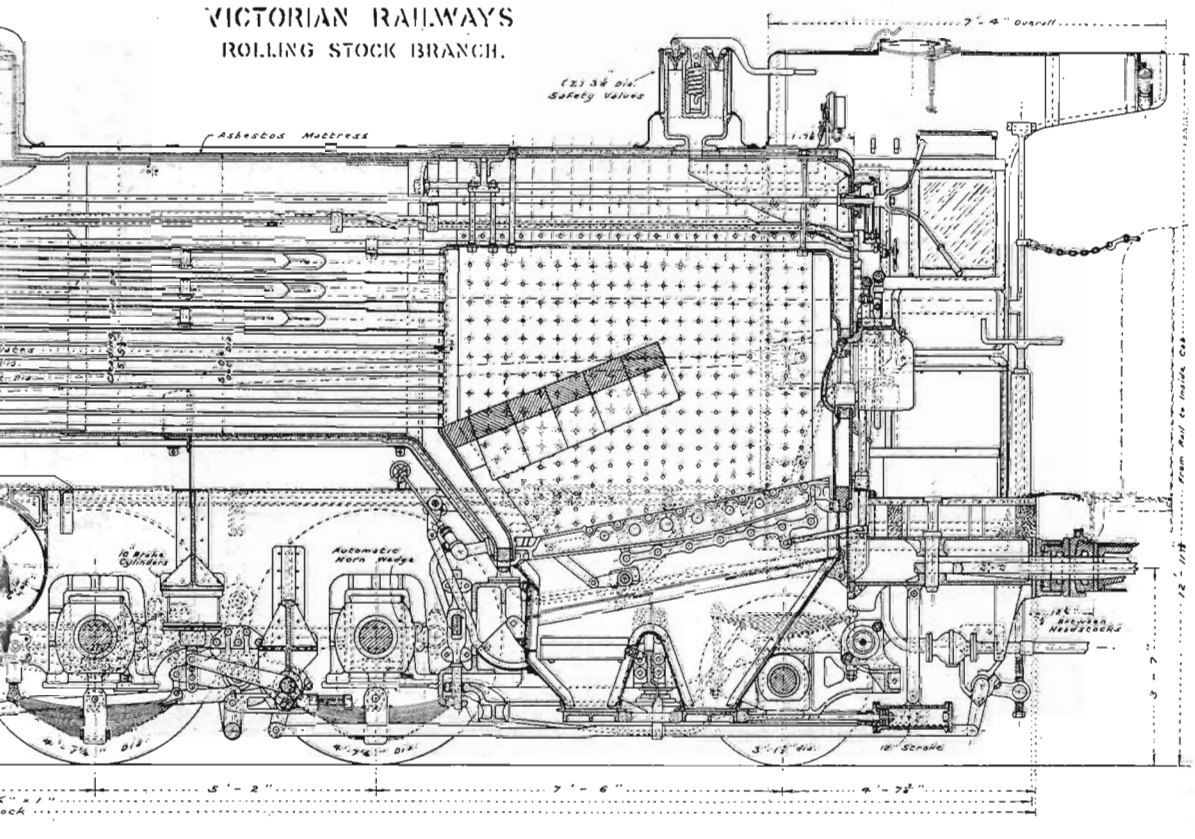


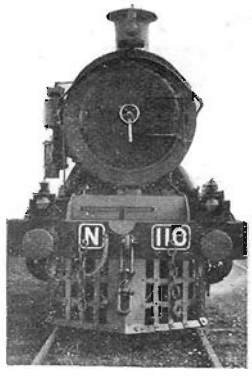
Our Own Make

This "Mikado" type engine was designed by the Victorian Railways, and was built at the Railway Workshops, Newport, Victoria. It is the first of this type built in Australia.

31 ft. 6 in.; Wheel Base, Engine and Tender, Tender, 66 ft. 6½ in.; Overall, Cowcatcher and

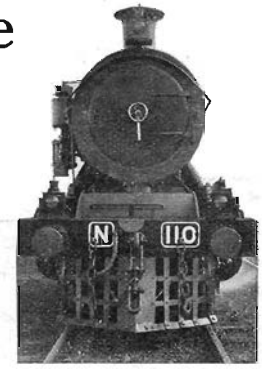
tive are on page 376.





New "Mikado" Engine

Designed and Built in Victoria



Mr. A. E. Smith, Chief Mechanical Engineer, Victorian Railways, here describes the main features of his latest Locomotive

A new type of locomotive, known as the "Mikado," or, in railway parlance, the 2-8-2 wheel arrangement, has been added to the Victorian Railways.

This engine was designed by Victorian Railways Engineers, and manufactured at the Newport Workshops, from whence it was recently despatched under its own steam, to the North Melbourne Locomotive Depot, to undergo the necessary trials.

The wheel arrangement is similar (except as regards the trailing radial truck) as well as the motion and all under-frame and under-gear, to the "K" class, but the boiler is much larger, and, according to the Commissioners' instructions, has been so arranged that when the necessity for a change to the 4ft. 8½in. gauge arises, the least alteration will have to be made.

For this reason the fire-box was arranged above the frames and brought out to the full width admissible.

Modern features of design have been incorporated, including piston valves and the Walschaert valve gear.

Suitable for Heavy Goods Traffic

The tractive power is 26,960 lbs., which is about that of the A2, which hauls the Sydney Express; thus it is suitable for heavy goods traffic, as the load on each axle has been so proportioned that it can be run on the highest lines.

The tender is of the self-trimming type, as adopted in the tenders of the "C" class engines.

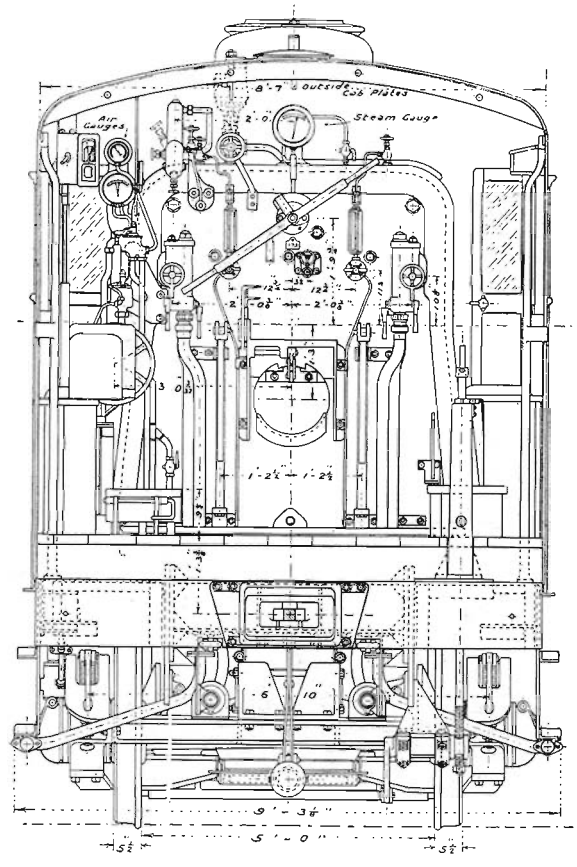
It differs from any other engine constructed in Victoria in that it has a radial trailing truck which is compensated with the main engine driving wheels; so that the wheel-base is very flexible and easily accommodated to curves. It is fitted with the chime whistle, which has a very distinctive sound.

The following particulars indicate its proportions:—Heating surface, 2120 square feet; diameter of cylinders, 20in.; stroke, 26in.; diameter of driving wheels, 4ft. 6in.; grate area, 30 square feet; tender capacity—water 4,660 gallons, fuel 6½ tons; length of wheel base, 57ft. 5¼in.; length overall, 66ft. 7¼in.; total weight (roadworthy), 119 tons 14 cwts. 0 qrs.; tractive power, 26,960 lbs. (175 lbs. steam pressure).

Flange lubricators are fitted on the pony wheels to prevent wear of the flanges when rounding curves, as well as to reduce wear on the rails.

Shaker grates are fitted to the firebox, also hopper ash-pans, the discharge doors of which are operated by compressed air.

A drum-type smoke-box is attached to a cast-steel saddle fixed between the frames near the cylinders. Pop safety valves of modern design are also fitted to the boiler



Rear View, looking into the Cab of the New Mikado Locomotive.

The You Yangs are Worth a Visit

By Mr. A. E. HYLAND

(Chairman Railways Betterment Board)

FOR YEARS I have seen the You Yangs standing on the distant skyline. I have passed them in the Geelong and Ballarat trains, and I have seen them from the Bay. It was not until a few weeks ago that I set foot upon them.

With the Chairman of the Staff Board (Mr. D. Cameron), I plodded along the road from Lara, plunged through the thick wattle forest at the foot of Flinders Peak, and then after an easy climb along the well-graded, but badly-conditioned track, we reach the top.

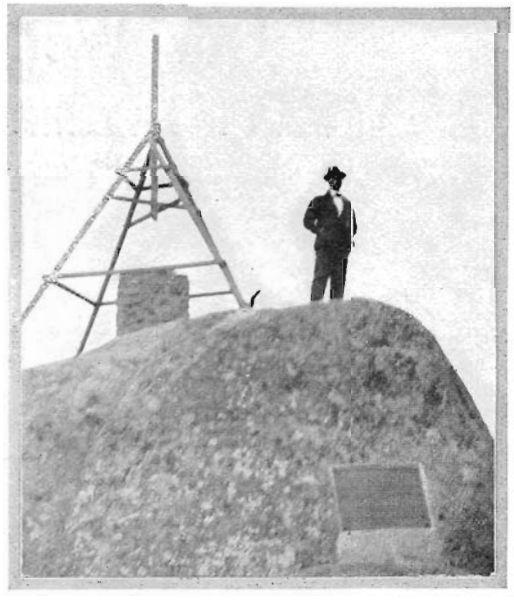
The You Yangs themselves are just big hills, with trees that seem to exist in spite of Nature rather than because of it, with age-worn granite rocks which swing the mind for a moment away into antiquity. These rocks and these hills, the geologists tell us, are immensely old, perhaps 40,000,000 years.

At times it hardly seemed to be worth while making the trip. One could not help contrasting these somewhat unattractive slopes with other heights, but all these impressions were forgotten at the top. Here, from the very rock where we now stood, Captain Matthew Flinders, R.N., on May 1, 1802, surveyed the Bay—a fact recorded on the tablet inserted in the granite by the National Parks Association.

The outlook from here is remarkable. By our very feet is broad expansive Port Phillip Bay, and to the northward Hobson's Bay. Still further away is mighty Melbourne, gleaming in the sun, and seeming to lie at the foot of Mount Dandenong, although we know quite well Mount Dandenong is many miles beyond.

We look to the south over Geelong, by clear and lovely Corio Bay, and we behold in a vision of the future what a splendid city Geelong will be as one of the world's greatest ports, and as a throbbing centre of manufacturing industry.

Why on earth, on such a day, and in such a place, we were the only people, I cannot say. Such a vantage point deserves to be known far and wide, and no one can do too much to popularise it. Bit by bit unattractive spots can be cut out, ornamental trees planted, paths made, shelters provided at the top, water supply attended to, and everything else done to make the You Yangs, which are the only mountains for a long distance in this part of the country, attractive for holiday-makers and a week-end resort for thousands of happy people.



Mr. A. E. Hyland standing on Flinders Rock on the You Yangs, from which Flinders surveyed Port Phillip Bay in 1802.



Mr. D. Cameron standing before the Flinders Memorial Tablet, on the You Yangs. The senseless craze for writing names on every prominent peak is in evidence again here.

Our Wonderful Mallee

It was Quite a Different Story Fifty Years Ago

(By District Superintendent)

On the 25th March, 1875, the following paragraph appeared in the Melbourne "Herald":—

"A public meeting will be held in Sandhurst to-night to protest against South Australian squatters getting 2,000,000 acres of land in the Mallee scrub for pastoral purposes. A resolution will be moved asking the Crown not to alienate possibly auriferous land, but to lease it at a nominal rental."

Even so long ago the citizens of Bendigo were concerned about the future of the Mallee. But the Mallee of those days is quite a different picture to the Mallee of to-day. The cry is no longer heard: "Is the Mallee worth saving?" To-day the Mallee is saved.

If a straight line were drawn from Swan Hill to Serviceton, the land north of the line would comprise the Mallee. Mr. Cattanach, chairman State Rivers and Water Supply Commission, informs us that "the Mallee consists of eleven (11) million acres, and of this eight (8) millions have been settled, and that the wheat production last year was approximately twenty-seven (27) million bushels." To show how thoroughly the settlers are doing their job, it is interesting to learn that two and a half (2½) million sheep are owned by them, and these animals mean the difference between success and failure in settling this part of Victoria as a wheat growing area.

Four and a Half Pounds

It is estimated that the annual output of wool, wheat and stock from the Mallee is valued at four and a half million pounds (£4,500,000), and this, with the income from other sources, divided amongst the 150,000 inhabitants, would mean a fairly decent income per inhabitant. To the present, however, equal division of income is not the rule in this northern part, and there are some who are still struggling on the bread line, but their day for a little surplus is assured—if they persevere.

There are 2000 soldier settlers in the Mallee, with an average holding of 750 acres, five to six hundred of which is cleared. Every settler has a home, not necessarily a Queen Anne villa, but still, a home, eight (8) horses and the necessary farming implements. The value of the horses and implements held by each soldier settler is approximately £850. In a few instances the soldiers own tractors. I am informed on excellent authority that the value of stock, machinery, and improvements held by the soldier settlers in the Mallee is about one and three-quarter millions sterling.

The methods of cultivation are improving each year. To fallow the land is now the rule and not the exception. As previously stated, fallow and sheep have solved the Mallee problem.

It is estimated that prior to the closer settlement, the value of the Mallee was about three (3) millions; to-day's valuation is fifty-five (55) millions. The States Rivers Authorities, working steadily and without advertisement, have reticulated the Mallee with 4500 miles of water channels, and this, with the privately owned channels, give the district 7500 miles of channels in which is carried, from various sources, water which has increased the value of the Mallee lands by £2 per acre. Railways and roads combined have been responsible for a like increase in land values.

There have been failures amongst the Mallee settlers, but the percentage is very small indeed. Anyone having taken up a virgin Mallee block, cleared, cultivated and become properly established on it will realise that he has pioneered. Still, the greater the difficulties the greater the joy of achievement.

Success is Now Assured

The success of the Mallee is assured, and many farmers from districts where wheat land values are high are flocking north and taking up blocks in the Mallee area.

Just recently a commercial traveller and a softgoods salesman bought a Mallee farm, and are enjoying their new occupation. I know, too, of an early settler who had an exceptionally bad run of seasons, drought after drought being experienced, but he stuck it, notwithstanding that for some time his diet consisted of bran and treacle, but eventually better fortune came his way. To-day his farm is let on the share system whilst he is visiting England, and, I trust, boosting the Mallee and Australia.

The Mallee is sure to be a great country. The rainfall—averaging thirteen (13) inches—is good. The class of settler is right. The land improves with each working. Stock thrive on Mallee lands, and Mallee wheat is keenly competed for by millers.

Telephones and wireless bring the settlers into the wider circle of the world's affairs.

There is now no further need for councils to petition the Crown "not to alienate possible auriferous land." The present need is for Victorians to get a proper appreciation of the value of their northern possession.

Buffet Waggon for Country Stations

Eliminates Need for Women and Children to Leave the Train

TO meet the needs of women and children travelling on long-distance trains, the Railway Commissioners have introduced a buffet waggon for the supply of light refreshments through carriage windows. This travelling restaurant has been placed in commission on the platform at Seymour. If it meets with the approval of the travelling public, the system will be extended to other busy stations.

The waggon, built of Australian blackwood, is capable of supplying 50 passengers. Provision is made for the supply of tea, bread and butter, buttered scones, cake, meat pies, and sandwiches, which will be sold at the ordinary refreshment room tariff.

Plates and saucers are carried in enclosed racks, fitted with lids to prevent contamination from dust. The tea cups are held between clips in an inverted position, so that flies and dust cannot reach the insides. Spoons, knives and forks are carried in a drawer fitted with suitable divisions. Tea is made in an aluminium urn fitted with an electroplated tap, and consists of an infusion of tea from a muslin tea bag. Sugar is served in dainty sealed paper envelopes. Milk is supplied from an electro-plated container, which is scalded out after each service. The eatables are carried on two enclosed shelves, having sliding glass doors fitted in front of the waggon.

As the primary function of the buffet waggon is to serve women and children, the attendance of a waitress, trained in the Railway Refreshment Service, and wearing attractive uniform, will be appreciated by the public.



District Transportation Activities

Metropolitan District

KING'S BIRTHDAY.—Adverse weather conditions affected the King's Birthday traffic this year. On the Saturday preceding King's Birthday, 41,482 passengers travelled from Flinders-street as against 42,546 for the corresponding day last year, but, although the number of passengers decreased this year, the revenue slightly increased, the figures being £2,943 last year as against £3038 this year.

A decrease in both passengers and revenue occurred on King's Birthday, when 34,581 passengers returned a revenue of £1558, as against 24,804 passengers for £1723 last year.

North-Eastern District

According to Mr. H. E. Russell, District Superintendent, Seymour, reports from every part of the North-Eastern and Goulburn Valley District indicate another record harvest. A state of feverish activity throughout the agricultural areas followed the copious rainfall, and the acreage under crop should equal that of last year.

Advice from the sheep-raising centres indicates that the very high percentage of lambs is being maintained. Any anxiety that previously existed in regard to the shortage of green feed has now been allayed.

Interesting statistics are now available in regard to last season's fresh fruit crop, disclosing that a total of 1,112,005 cases was railed from Goulburn Valley stations. Included in this total were 20,330 cases, forwarded in small lots of one, two and three cases. To transport this huge crop a total of 3510 louvres, 50 "I" and 2 "T" trucks was required.

The dry autumn benefited the citrus groves, and so far there has been very little burst fruit on the trees. The crop is now being placed on the market, but the growers are somewhat disappointed at the prices; this is attributed to the fact that the market is over-supplied with immature fruit.

A large proportion of the firewood for Melbourne and suburbs comes from this district, and during May 1720 trucks were railed to Melbourne, the net tonnage being 16,400 tons.

Eastern and South-Eastern District

An optimistic report comes from Mr. R. Stanistreet, Acting District Superintendent, Dandenong:—

Surveying work on the Latrobe River will shortly be completed, and some of the rich river flats along its banks may be reclaimed for settlers. At Traralgon, trout-stripping is in progress, and splendid results have been obtained.

A sample of East Gippsland honey, which was included in a gold medal exhibit of the Agricultural Department at the Panama Exhibition and the British Empire Exhibition, has resulted in an order for 400 tons of honey being received at Sale.

The distributing channels in connection with the Glenmaggie irrigation scheme are being extended in the direction of Sale, and water is expected about the middle of July. It is proposed, in the initial stage, to irrigate 8000 or 9000 acres of suitable land between Montgomery and Sale. The expenditure of about £20,000 will be necessary for the proposed alterations and additions to the Gippsland Hospital, which is to be converted into a base hospital.

North-Western District

Mr. Gleeson, Acting District Superintendent, reports that the fruit crop in Mildura district is not quite up to expectations, but the quality is better and prices should be higher. Government inspectors have been appointed, and in some cases fruit has been returned to growers to be dried properly. It is now essential that fruit be properly dried, and growers, on their fruit being refused at one shed, will not be able to sell to another shed.

As a result of recent rain, landowners have been busily engaged plowing, fallowing and seeding. The Talbot and Bung Bong Quarries Co. are having their siding at Bung Bong extended in order that trucks can be expeditiously handled. A request has also been made by the company for a similar extension at Talbot.

The Cool Stores at Maryborough is under new management, and a large quantity of fruit is being stored there.

The new line from Merbein to Abbotsford has been completed, and the extension of the Werrimill line to The Hut is nearing completion. This line will open up very fine mallee land.

Northern and Midland Districts

Mr. W. Tredinnick, District Superintendent, reports beneficial rain throughout his district. The prospects are good for another favourable season. The acreage under cultivation is expected to equal that of last year. The harvest will be considerably increased on the Bairnaid line this year as a result of the recent cutting-up of large estates.

Last season's wheat harvest has been transported and the final figures indicate a record of 4,500,000 bags, of which 4,330,000 bags were transported by rail from this district.

On all sides one hears favourable comment on the progressive step taken by the Agricultural and Railway Departments in running the Better Farming Train through the Northern district.

The Commissioners visited the stations between Harcourt and Bendigo early in June, and inspected the North Bendigo Workshops. At Harcourt the manager of the Fruit Supply Society gave a display of apple grading and packing.

Mr. Harley, stationmaster at Wycheproof, sends word that there is activity in the building trade in the town. During the past grain season 160,000 bags of wheat were handled at the station, this being the heaviest since the 1913-14 season.

South-Western District

Mr. A. G. Fletcher, District Superintendent, Geelong, reports that the number of bags of wheat which have reached Geelong now approximates the 4,000,000 mark. The following is the total number of bags handled at Geelong each season from 1920 to date:—1920, 3,917,754 bags; 1921, 3,209,231 bags; 1922, 2,602,824 bags; 1923, 1,949,254 bags; 1924, 1,751,367 bags; up to 9/6/25, 3,955,030 bags (including 463,490 still stacked at stations).

Right throughout the South-Western District there have been exceptionally heavy crops of mushrooms, and frequently during the past month very satisfactory results have been received by the gatherers—it being a well-known fact that numbers of those gathering the fungus growth have been rewarded for their efforts by as much as £50 per week. On the Gheringhap-Maroona line it was observed that paddocks were a mass of white with the mushrooms, and almost daily the van of the 3.5 p.m. mixed ex-Maroona has been stacked to the roof with boxes.

Western District

The District Superintendent (Mr. T. H. Maddern) reports that the wheat traffic from the district has been very successfully handled.

An increase in the grain traffic was clearly evidenced by the April figures as follows:—

	Apr. this Year.	Apr. last Year.
Goods Train Mileage ..	60,402	47,063
Truck Mileage	438,597	529,804
Average weight of Train	419	437
Standing Time (hours)	17.3	19.7

Rolling Stock District Notes

Metropolitan District

Traffic being almost normal, a number of engines and men have been returned from the Country Depots to North Melbourne. The engines at the depot now number 187 as against 167 in May.

An electric hot water equipment, consisting of a 20-gallon container, fitted with a 3000 Watt's heater, for pre-heating, and a 2-gallon urn for boiling water is to be installed at North Melbourne Loco Depot. This is being provided for the convenience of the employees on night and afternoon shifts.

North-Eastern District

The rail motor on the Benalla-Yarrawonga service has now been in running for two years, and has had only one serious failure, due to burst water jacket. It has seating capacity for 37, while the four-wheel trailer seats 26 passengers.

The motor has been most successful, and according to the Superintendent (Mr. M. Ryan) much of this success is attributable to the ability of Driver Johansen and his assistants.

The bulk of the grain having now been handled, traffic is becoming more normal. Football specials are run every Saturday, the enthusiasm of the barrackers in this district being quite as keen as that evidenced by metropolitan partisans.

Northern District

At last the heavy rush of the wheat traffic is finished, and for the next two or three months the traffic will be normal. During the month of May the running was not quite so satisfactory, due to water conditions. This invariably happens in the Bendigo district towards the end of the Summer season, when the Department's reservoirs become low, and the water needs freshening by further supplies.

The mileage run during May was again in excess of the corresponding month of the previous year.

A very successful Fuel Conservation meeting was held at Wycheproof during May. This was the first occasion the Bendigo Committee has held a meeting at that station.

South-Western District

On the 8th May the loading of wheat at Portland was completed, and the extra enginemen and engines placed at Portland and Hamilton for this traffic were withdrawn.

Despite the fact that during the latter portion of this traffic the dry spell greatly affected the quality of the water supplies for engines in this running, very good work was performed by the Rolling Stock men in keeping the engines running.

The two "K" engines and some of the "DD" engines at times ran 208 miles for the day.

A rail motor and trailer has been placed on the Hamilton-Warrnambool Line, to run in place of the mixed train. The motor service commenced on the 1st June, and to handle the goods' work of the line a goods train has been scheduled three days weekly.

North-Western District

The busy season traffic is now practically over in this district, and it is very gratifying to note the efficient manner in which the very heavy traffic was handled. Generally speaking, very satisfactory results were obtained from the locomotives. A good deal of this success was due to the use of the "Dearborn" Anti-Foam Compound. The close co-operation of Transportation and Rolling Stock Staff also materially helped in the successful handling of the traffic.

Rail motors are now in operation in four sections of the district, and these have resulted in very satisfactory services at a minimum cost.

Eastern District

During May the traffic has been fairly heavy. The traffic on the Orbost line is increasing, owing to recent floods and the removal of cattle to Melbourne. Football specials are plentiful on Saturdays on both the Eastern and South-Eastern sections.

The State coal mines have been kept going steadily for the month, the output of coal being approximately 2000 tons per day.

The performances of the rail motor operating between Orbost and Bairnsdale have been very satisfactory.

During the month of May, 1925, 3356 minutes were gained by drivers in the Traralgon district.

Western District

Mr. E. Jackson, Rolling Stock Superintendent, sends the following:—

The Illinois Central Railroad, advocating the assigned as against the pooled engine, believe that engines can be kept in a perfect state of repair at economical cost by depending entirely on the men operating the engines to book the necessary repairs. On the other hand, other railway companies who are pooling their engines say they have too long depended on the men to keep the engine in good order, and as a result have introduced a monthly inspection, which, it is claimed, is giving excellent results.

Those who are conversant with running methods will agree that assigned and pooled engines must of necessity be dealt with by different practice. Our branch line engines are assigned. Our passenger engines are also assigned for part of the year, but during the wheat transport period all depot engines are pooled more or less. We are thus really working on the pooled system.

Personally, I am much impressed with the monthly inspection which has been adopted in America under the pooled system. Prior to coming into shed a competent travelling officer should ride on engine and note all defects, a list of which should be handed to the foreman. The leading hand mechanic would then make his examination on its arrival at the shed. The engine could be put in such a condition that it could reasonably be expected to run successfully for another month without attention, excepting, of course, minor running defects.



Better Farming Train on Tour

Progress of Way and Works Undertakings

Eastern District

Every effort is being made to complete the maintenance programme for the current year and improve the appearance of stations and tracks. On the Port Melbourne Line provision is being made to deal with the crowds that are expected during the visit of the American Fleet, and similar work has been done at Victoria Park and Glenferrie to cope with the large crowds attending football matches.

At Eltham, portion of the platform has been roofed over in order to protect passengers and parcels being transferred from steam to electric trains and vice-versa.

Owing to the rapid expansion of the outer suburban traffic a new signal box is being erected at Glenhuntly, which will greatly facilitate the movements of traffic along Glenhuntly-road and provide better and more extensive office accommodation.

At Yallourn the temporary structures have been removed to make room for the new station buildings, and employes' residences, which are being erected by the Electricity Commission.

The work of drainage of electric street railway from St. Kilda to Brighton, on which a special gang has been employed for some time, is approaching completion, and shortly the whole of the line will rest on a well-drained road bed.

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Western District

Weed poisoning is still being carried forward, and has given improved results since the advent of the present showery weather.

The tight bolt campaign has been vigorously carried forward, with the result that thousands of defective bolts have been scrapped. A temporary armistice has now been called, pending the supply of more ammunition in the form of spring washers, and on receipt of these hostilities will again be opened against the defective and loose bolts.

Additional lifting gangs have also been put on to complete the work of improving the Newport to Port Fairy line on which passenger trains are permitted to run at 60 m.p.h., consequently a high standard of maintenance is essential.

The judging of lengths for the munificent prize money now provided is in hand, and considerable interest is being shown by trackmen in this competition. It is the aim to encourage trackmen to improve the standard of their length by working in a systematic and intelligent manner, as, no matter how hard a gang may work, if it is in a loose, unsystematic way, no improvement is ever apparent.

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North-Western District

The work of relaying the double-headed track between Warrenheip and Meredith is proceeding satisfactorily, and ballasting operations have been completed between Maryborough and Birchip. It is intended in July to continue operations between Castlemaine and Maryborough and Maryborough to Ballarat.

The increased supply of sleepers during June has permitted activity in the work of lifting the track. The result of the Tight Bolt Campaign has been most successful, while the policy of cleaning out all cuttings and drains, which was put into operation earlier in the year, has proved of great benefit to the tracks.

The removal of scrub and trees, etc., for the improvement of the view at public road crossings has received attention, and the position in this respect is generally satisfactory.

In preparation for the running of "C" class locomotives between Castlemaine and Donald and between Maryborough and Ballarat, the work of strengthening and remodelling bridges is in hand.

Northern District

The work of ballasting on the Swan Hill and Ultima Lines has been pushed on, now that trucks have been made available. Additional tenders are being invited for the supply of 10,000 cubic yards from White Hills and Kangaroo to enable this work to be performed before the demand for trucks becomes more insistent.

The better running of trains over the lines is evidence of the good work performed by the track force generally, with regard to the tightening of track fastenings. The special campaign has clearly driven home the need for care and attention to rail joints. The work of adjusting creep on the double tracks has been continued, which, with the provision of rail anchors, will make for even better running conditions.

Improvements are being effected at Lancefield; the sanitary accommodation and lamp room being modernised, whilst much needed additional yard space is being added to the station quarters. The effects of "good housekeeping" are being exemplified by the improved facilities provided at the Woodend Works Depot. The sewering of the station buildings at Castlemaine, with the provision of treatment by the septic tank installation, has been commenced. The sewering of the station premises at Bendigo is well in hand. At present the long sewer along the station approach is being constructed. As this pipe line is up to seventeen feet below the surface of the road, and the excavation is in reef rock, the work is necessarily arduous and lengthy.

Renewals to Echuca wharf, bridge over Campaspe at Axedale, and that over Loddon at Kerang, which were all of an extensive nature, have now been completed.

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North-Eastern District

The work of renewing superstructure of bridges near Wangaratta is proceeding. One was rolled into position on Sunday, 7th, the second on 14th, and the third on 21st June. The fourth superstructure will be placed in position by steam cranes.

The Telegraph Office, Seymour, has been extended, and the staff are pleased with the increased accommodation. Additional bedrooms are being provided at Shepparton Refreshment Rooms.

The construction of dock and siding for N.S.W. rail motor at Tocumwal is nearly completed. A 6000 gallon tank has been provided at coal stage, Wangaratta, and the water crane at "down" end is to be removed.

At Coburg the booking hall has been widened, while enlarged telephone cabins have been provided in Flinders-street Yard for the Brighton, Oakleigh, Coburg and Box Hill Sections.

A Siding has been constructed for Stanley Quarries Limited on the Newport-Sunshine Loop Line. Track work for new Goliath crane at Log Mill, Newport Workshops, is now complete. As sleepers are coming to hand more satisfactorily, five special gangs are employed in re-sleepering in various parts of the district and in re ballasting between Mangalore and Murchison East. Ballast is being obtained from Consols Siding, Lilliput, where a grab is employed for loading purposes.

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Ford's Geelong Works

BOX HILL.—Mr. Hehir, S.M., Box Hill, advises that an order for three and a half millions of bricks has been placed with the Standard Brick Co. of Box Hill by the Ford Motor Co., Geelong.

Roughly, about 1000 truck loads of bricks will be despatched from Box Hill in connection with this order.

A start has been made with the construction of the private siding from North Shore to the site of the proposed Ford motor factory. It is anticipated that the siding will be completed shortly.



Althea came to me with misery in her violet eyes, and her rosebud mouth drooping.

"I hate this shameless trading," she said, a little reproachfully. "Take me away somewhere; I want to feel wholesome."

"Your nerves are out like the quills on an angry porcupine," I replied, "and what you want is a little of the air of Bohemia. Let's go to that green cafe and have some white Burgundy and a small bird."

"Faugh!" cried Althea, with loathing. "I detest cafes and sham Bohemianism. I want something made by God; something not fashioned by unclean hands. Oh, don't you understand?"

I had never before seen Althea in this difficult mood, but I knew that she was sometimes sick of the walk-into-my-parlour business we two had built up in the city.

"Flowers?" I queried.

Althea's pretty lips parted in a ravishing smile, and a glad light visited her eyes. Althea is but nineteen, and easily becomes enthusiastic.

"Yes, it is flowers I desire. But not out of a shop. Take me to those dreaming places of yours in the Botanical Gardens. I'll run and put on my toque while you 'phone for a taxi."

So we went speeding in luxury through the gloomy streets, Althea nestling close to me and cooing like a dove. As we rushed along the Avenue towards the Temple of the Winds the sun pierced the clouds, and Althea, stepping a little later from the cab, was glorified by a bright ray.

"You're in the limelight," I shouted.

"Don't be stagey, please. I feel as if touched by the finger of God."

I had not the heart to make a cynical retort, though I was forced to the opinion that Althea was a little above herself that day.

"Let's enter the Garden of Eden," she said; "we'll be the modern Adam and Eve, and you'll tell me about the flowers. But are there any flowers now?"

"Yes," I said, hopefully, "I shall find you blooms enough to garland your mood, and I shall tell you the rosary of the charms of the new Althea."

"No compliments, by special request. Let's to the flowers."

I was thankful at the very gates of Eden that we found the tiny, golden, star-like flowers of the Winter Jasmine. Then the Lantana, carpeting the rockeries, bloomed a welcome.

"Ah, here we are," said I; "this is better than some flowers," and I pointed to the vivid green points on the dark, shiny, serrated foliage of the Bunya Bunya Pine. "You would think," I went on, "that this is a season of death, but here is exhibited nature in the act of rejuvenescence. I grant you that that oak near by is shedding its Autumn glories, and that those poplars over there are shivering in their nakedness, but for me the Bunya Bunya has always typified immortality. It grows on and on, becoming more glorious with age. And whenever I see this Bunya I conjure up a picture of aboriginals dancing at a feast under its wide branches. Some day I'll tell you the tale of the feast of the Bunya Bunya."

"Why not now?" asked Althea.

"Because there is not sun enough for me to bask in it," I replied. "Let's go further."

"And here," interjected Althea, "is a homely scarlet geranium of the ruddy, cheerful kind that bloomed about our kitchen doors. Do you know what scarlet geraniums stand for in the language of flowers?"

"No."

"Ignoramus. Well, they mean the comforting of those sick at heart and universal kindness."

"There is a tree," I said, pointing to a fine old palm, "the spectacle of which is bitten into my memory. I saw it first in the Bible. It was the dominating feature of an oasis, and whenever I pass this one I hear the whispering of the pilgrims to Mecca, and imagine them seated at a frugal meal of dates and camels' milk."

"Here," said Althea, pulling me away by the arm from the old palm, "are the flowers of history, the red rose of Lancaster, and the white rose of York, almost entwined. To be sure, they are rather off their colours, poor dears, but I am glad they waited for us."

Althea, strangely comforted, leaned against my right shoulder as we sat near the lily pond.

"Have I ever told you," I said, after a long pause in the conversation, "of the spirit of these gardens? I have often seen it when I have been here alone in the dusk. It always appears in the form of a woman, a graceful matron, like a mother of the Gracchi, and in her face there is peace and goodwill of an overflowing tenderness for tired city people like ourselves."

I looked for approval at Althea. She was sleeping happily on my shoulder.



He who hesitates is hit.

"Safety First"—a conspiracy to rob the doctor, hospital, and undertaker.

Yesterday Jim was a healthy jay-walker—now he's awfully run down.

He who takes chances usually takes one too many.

Look before you weep.

Chance travels on crutches.

One good leg is worth a pile of crutches.

When you are reckless you are wrong—get right.

Constant caution keeps the undertaker guessing.

To Those Who Use Motor Tricycles

Do you always obtain the requisite form before leaving a station; or, if you intend to start from an unattended platform, do you obtain the form before coming out on the train?

Or do you risk it, relying upon hearing trouble approaching? Do you know that on a down grade even a goods train — if not steaming hard—could overtake you, and you would not hear it until too late?

Do you keep within the regulation speed, or do you drive recklessly? It does not take a very large stone, especially on a level crossing, to upset you, and if you come off the rails when travelling at 30 miles an hour, you are likely to get hurt.

You think that your motor will jump any pair of runaway catch points, but it won't do it every time, and the time when it fails to do so you will have trouble.

Look at the setting of your wheels before starting; it may save you a nasty spill.

If you have a "passenger" on the front seat, see that he holds the handle rail, otherwise he has nothing to save him if your vehicle leaves the road.

You may be strong and feel that you can throw your trike about when putting it on and taking it off the road; but stronger men than you have been hurt internally with much lighter weights.

Weigh your machine, and you will be surprised.

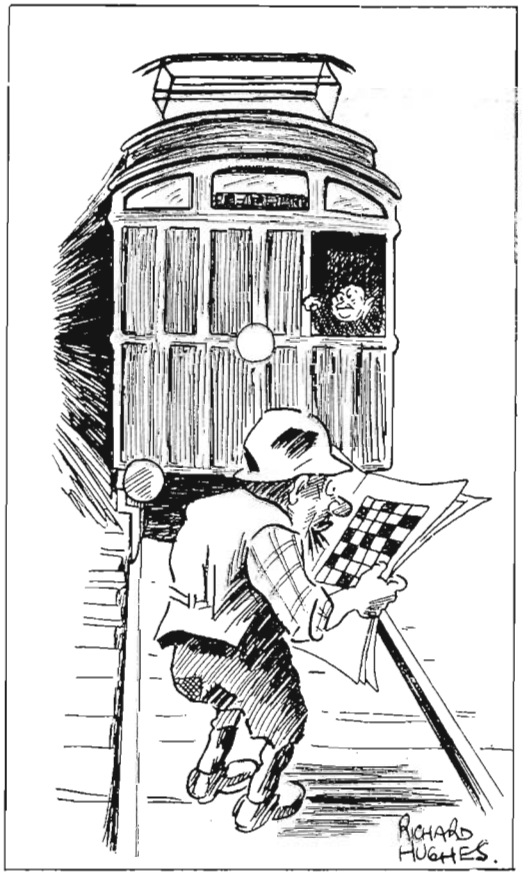
When you make a Safety rule—keep it! This applies to all grades of the Service.

About Habits

"Sow an act," says the old proverb, "and you reap a habit." Careless habits are the result of thoughtless acts. Many of us consider ourselves free men. But we are not. We are really the bond slaves of habits formed in earlier days.

The formation of a habit is an insidious process. It creeps into our daily life almost unawares, and almost before we are conscious of it, we have adopted methods that gravely influence after life.

With this consideration in view, how necessary it is to take careful stock of our habits, to devote a portion of our time to self-examination, and self-criticism, and, above all, to cultivate the "Safety First" habit.



It's not much good "stopping" If you don't "look and listen."



The Jack Londons—Jack's Work Goes Marching On

By DELTA

A re-reading of "Martin Eden," by Jack London, is well worth while in these days of analytical probing of the problems of life. It is a treatment that touches rock-bottom. London wrote purposeful novels, of which this is one, that will long live because of the combined simplicity and strength of them. In this category are "Before Adam" and "The Iron Heel."

In the world of adventure London's works are as topnotch as they are numerous. "The Call of the Wild," for instance, is really a classic. "Burning Daylight" and "The Sea Wolf," not to speak of the Alaskan and South Sea stories, are marvels of thrilling grip, well-done as literature, too.

But, to finish with "Martin Eden," it seemed to me so fresh as a transcript of modern society that it would surely have been a big "seller" if published to-day as a new novel. It is not altogether pleasant, but is profound, with a dash of pessimism, and perhaps a tragical streak of the philosophy of despair, that add piquancy to its naked method of diagnosis. Of the struggle for success as writer it is almost an epic.

London is a great writer, make no question of that. He is a rare writer, a philosopher and a psychologist, with a marvellous realistic genius, firm-based all of it, with all his quantitative and qualitative brilliancy, upon working-class aspirations. He is of, by and for the people of the abyss. He knows, them, feels for them, would uplift them. He knows, too, their history and their evolution and their destiny. He is all sympathy and yet all sternness in relation to them. His literary excellences are of his heredity and environment—or, if you like, his excellences come of his clear comprehension of life and letters.

These references are really the prelude to mentioning an article on "Mrs. Jack London," in the "Australian Woman's Mirror," which article conveyed the interesting information that Mrs. London—herself an author of prowess and charm—has concluded the unfinished novel, "Cherry," left by her talented husband, and that it is soon to be here. It should make a particular appeal to Australians because in Australia Mr. and Mrs. London closely studied the White Australian question and knew Pacific problems and people intimately.

Two New Novels.

If you are able to enter into the spirit of Jack Kahane's "The Gay Intrigue," you will enjoy its irony and mystery, and the fun of both. Slightly reminiscent of the one-time popular "Frenchy" school the story is chiefly about a dashing hero and beautiful heroine, who love at first sight, despite the masks of the ball. If, in the thick of the romantic affair the lady turns out to be both married and a princess, with a fine patriotic passion for Italy, you love neither her nor the story any the less for its added flavourful thrills. With the discovery that the husband-prince is not quite the patriot at first conceived, and instead is by way of being somewhat of a humbug, there isn't much regret with his assassination, but something of relief—and humour—with the "way out" thus fortuitously presented. There is a side-line of diplomatic intrigue that is a bit captivating, and likewise some admirable characterisation with a background of caricature. Of skating on the surface in the worldly-genial manner "The Gay Intrigue" is an admirable model, and a not too badly-mixed inky cocktail for idle moments.

In a different category, delightful and wholesome, is a young people's story by the inimitable Jane Abbot. "Laugning Last" is its title, and in this presentation of the incubus of greatness the likeable authoress is at her best. Somehow as the book is read—and grown-up though one be, he or she can interestingly find enjoyment in the skilful pages—there is recalled the play of "The Truth About Blayds," so talently staged by Irene Vanbrugh and Dion Boucicault. The plot turns on the fate and feelings of four daughters left in poor circumstances on the death of their father, poet of prowess with many admirers. The home of the poet beomes a shrine for the sentimental sightseers and other worshippers—but it is too much for Sidney, who finally revolts with good effect upon her sisters three, all deciding in the finish to make their own life. Situations that lead to this are pleasantly sketched in a well-told tale of homely merit. The pictures of the Middletown branch of the League of American Poets—full of good intentions but terribly interfering—are excellent.

Both these fresh novels are to hand from the well-known and enterprising firm of Robertson & Mullens Limited, Melbourne.

Carriage of Goods

Railway's Case Presented by the Commissioners.

Commenting on the published statements of delegates who attended a conference held at the office of the Melbourne Chamber of Commerce on June 10, the Railway Commissioners said that, notwithstanding the explanation of the conditions under which goods are carried on the railways that appeared in the press recently, there still appeared to be a misunderstanding of the position. The remarks indicated that the Commissioners did not accept the liability of a common carrier. This was a wrong view, as the Commissioners were bound by the Carriers' Act, and must accept goods for carriage in the terms of the Act, if so desired by the sender.

There was, however, nothing in the Carriers' Act which precluded the Commissioners from making a special contract with the consignor, under which, in consideration of certain valuable concessions, the consignor agreed to relieve the Commissioners from the ordinary liability of a common carrier. Consequently, the Commissioners, generally speaking, had two rates for the carriage of goods, one the Commissioners' risk rate, which involved the Commissioners in the ordinary liability of a common carrier, and the other the lower owner's risk rate, which relieved the Commissioners of all liability for loss, detention, injury, delay or damage, except upon proof of wilful misconduct on the part of their employes.

Supported by Local Opinion.

Prior to 1921, the exception included wilful negligence, but to conform to the general practice of other railway systems in Australia, and that obtaining in Great Britain, the words "wilful negligence" are now omitted, and the Commissioners are supported by legal opinion with respect to their powers to make special contracts with their clients, but it remains with the courts, if appealed to, to say whether such contracts are just and reasonable.

The statement attributed to the chairman of the conference, that it was now necessary to prove wilful misconduct by the railway employes before a claim would be paid when goods are carried at Commissioners' risk, is incorrect, as this condition only exists in respect of goods carried at the owner's risk rate.

The Commissioners dispute the allegation that customers of the Department are unable to obtain any redress for loss of goods carried at the Commissioners' risk. Many claims are, however, received for loss of, or damage to, goods carried at owner's risk, but as such goods are carried at reduced rates in consideration of the owner relieving the Commissioners of their liability as common carriers, claims of this character are naturally declined unless there has been wilful misconduct.

In order that there may be no misunderstanding in this regard in future the Commissioners have now provided separate consignment notes for goods carried at Commissioners' and at owner's risk.

Citrus Fruit Campaign

Need for Railwaymen's Co-operation.

All the slogans for increasing interest in the fruit campaigns are familiar to railwaymen in Victoria. They indicate the interest and strenuous effort by the Commissioners to help the primary producer in this State.

Every railwayman should help in such movements; the reason is obvious. The Railways are dependent upon the country for their existence, in addition to being under a patriotic obligation to assist the country's advancement. It is, therefore, to the personal interest of every individual railwayman to stimulate industry so that the railways may increase their business. If the primary industries are flourishing, then the railways will flourish also, and the railwaymen who depend upon the railways for their positions will benefit.

Last year the citrus growers were very considerably helped by the Railway Department's campaign. During the year which ended on January 1, 1925, there were consigned to Melbourne from country stations 287,772 cases of oranges and 45,079 cases of lemons. This represents a considerable amount to the growers, who have expressed their keen appreciation of the help given them by the railwaymen.

The Commissioners are most anxious that every railwayman throughout the State will again give hearty and practical support to the campaign this season. There are about 8000 acres under citrus in Victoria, and it is expected that the crop will yield about 250,000 cases. All of these cannot be exported, so it will be again necessary to stimulate the home demand.

A most important point to remember is that a market for one whole citrus crop is here in Victoria. We Victorians ourselves are to blame if the sales of oranges, lemons, mandarins and grape fruit are not satisfactory. Every one of us should eat a little every day, and the problem would be solved.

Every Railwayman Should Help.

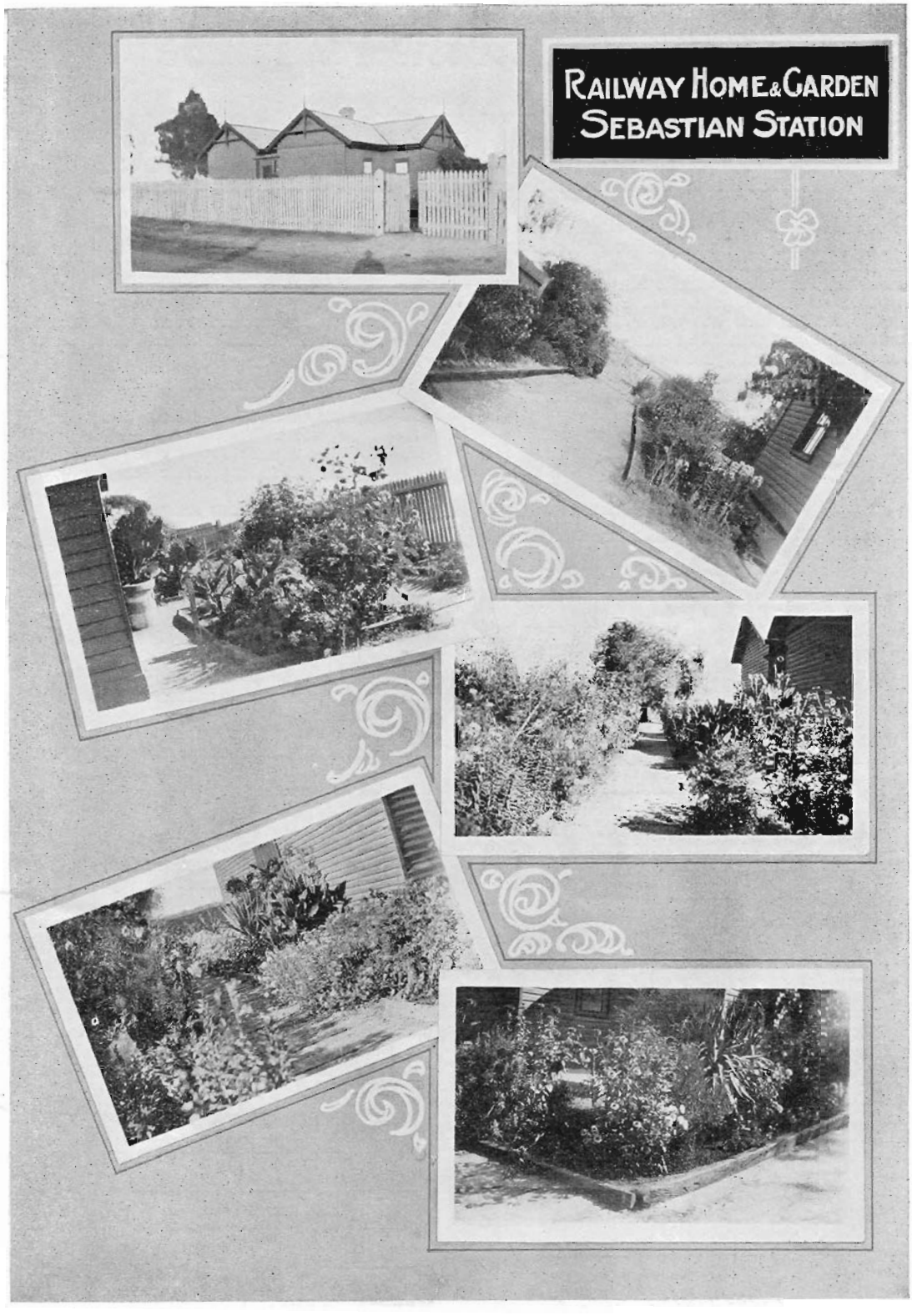
No one should be discouraged if things do not go exactly as he would like. Last year, unfortunately, one enthusiastic stationmaster was discouraged because, when he had gone to considerable trouble to obtain orders for 42 cases of oranges, he was charged 12/- a case instead of 11/-, as set out in the official pamphlet. The discrepancy arose apparently because he did not quote the pamphlet, which specified 11/-. Finally, as a concession to the Commissioners, the company refunded the 1/- a case, but the stationmaster was so irritated that he sent the money back. This considerably embarrassed the Commissioners.

We can sympathise with this stationmaster. We know how humiliating it is when we have been forced into a position to fight for our rights, to find in the end that they have been conceded with ill grace.

It is not right, however, that personal feeling should injure the splendid cause for which the Eat More Fruit campaigns were initiated. These incidents will occur even with the best of organisation. We should look upon them with a generous eye, eliminating the personal feeling and looking toward the bigger object in view.

Transport of Furniture

It is with appreciation of the efforts of the staff generally that the great improvement effected during the last 12 months in the transit of furniture is noted. For some considerable time past it has been the practice at Melbourne Goods to manufacture "straw packing bags" for the purpose of protecting furniture. The Goods stowers at Melbourne Goods are impressed with the results obtained when they use these straw packing bags, and efforts made to prevent damage to furniture will be realised when it is known that upwards of 600 or more "straw packing bags" are used each day at Melbourne Goods.



Repairer Mr. P. J. Heneberry's Departmental Residence and corners of his Garden at Sebastian. He divided 1st prize for best-kept D.R. and surroundings with Gatekeeper Mr. J. Hammill, Nth. Bendigo.

Railways Crossword Puzzle

Sharpen Your Wits on This in Your Spare Time

The solution of the Crossword Puzzle submitted by Mr. J. S. Rees, President of the Institute, which we published in our last issue, appears on this page, together with a second puzzle which Mr. H. W. Pithie, the well-known S.M., at present in charge of Montague, has been good enough to send us. It should help to brush up your knowledge of the whereabouts of railway stations in Victoria.



We will publish the solution of this second puzzle next month, and invite further puzzles from those willing to help.

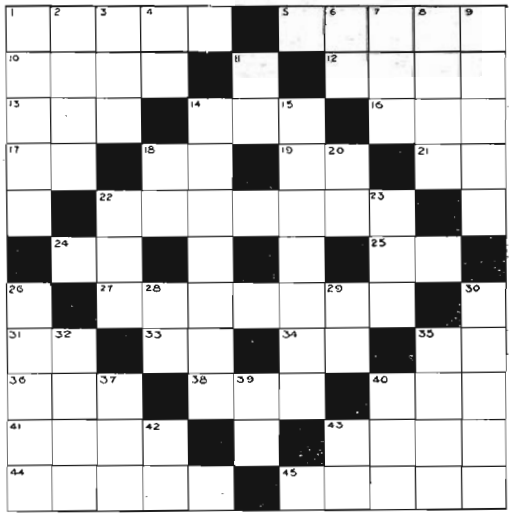
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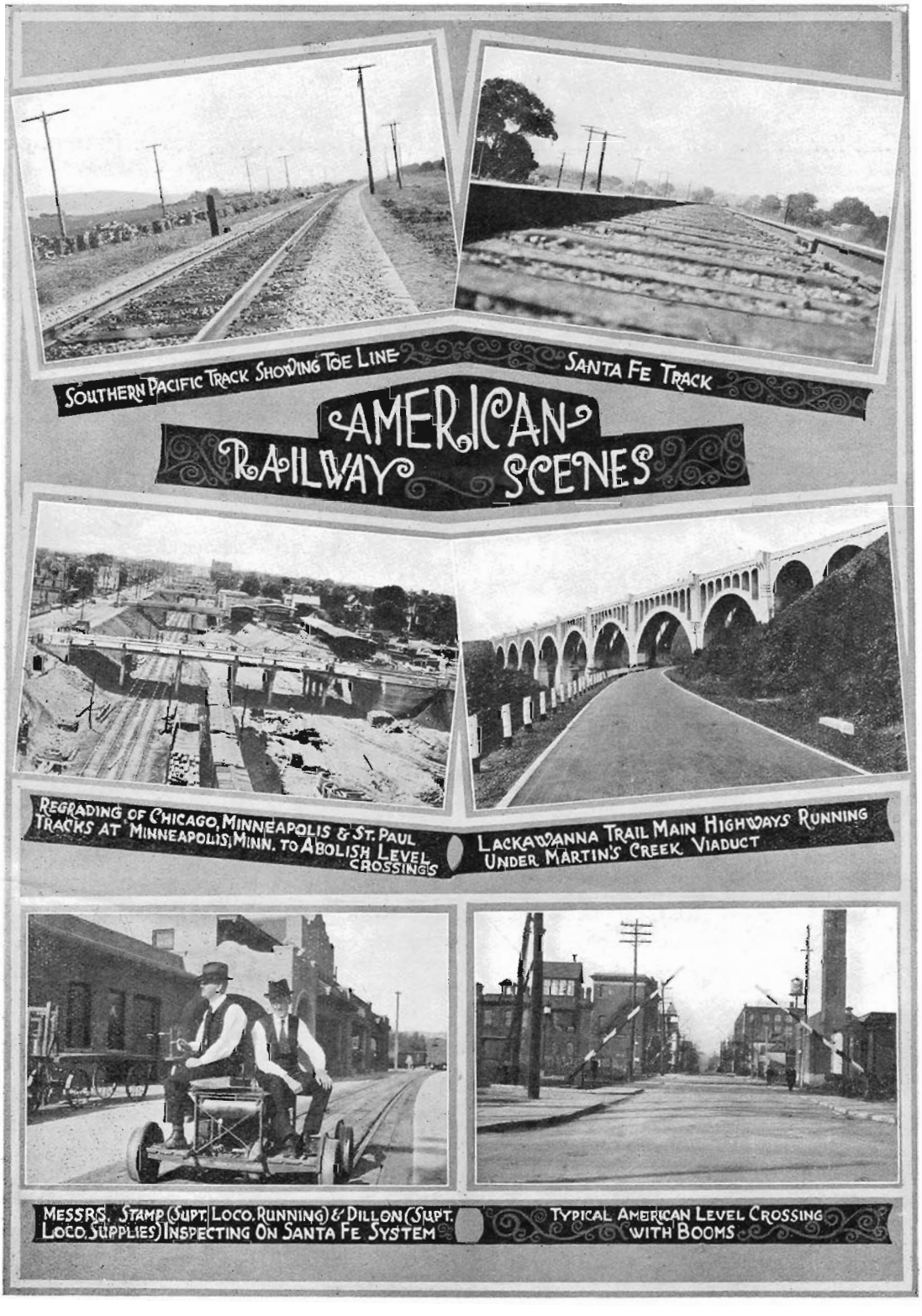
Across.

1.—Station in Western Victoria.
5.—Station in North-Eastern Victoria.
10.—Code word.
12.—Tusk of an animal.
13.—To cut short.
14.—A vehicle.
16.—Kitchen utensil.
17.—Girls' name (abb.)
18.—A station's call on Morse.
19.—Aloft.
21.—Pronoun (pl.).
22—Suburban station.
24.—Negative.
25.—One.
27.—Station nearer Ballarat than Sale.
31.—Near.
33.—Preposition.
34.—Month of year (abb.).
35.—Personal pronoun.
36.—Small flat fish.
38.—Quick inclination of the head.
40.—Part of a cat.
41.—Code word.
43.—Trusty.
44.—Station 250 miles north of Melbourne.
45.—Station in South-Eastern Victoria.

Down.

1.—Station in South-Western Vic.
2.—Code word.
3.—To tear asunder.
4.—A class of rolling stock (carriage).
6.—Preposition.
7.—Part of knee when seated.
8.—To bite.
9.—Station in South-Eastern Victoria.
11.—Thanks.
14.—Suburban station.
15.—Caretaker station in the suburbs.
18.—A title (abb.).
20.—Father.
22.—Pawn (coll.).
23.—Name given to a horse.
26.—Station in North-Eastern Victoria.
28.—Pronoun.
29.—No-one-in-charge (abb.).
30.—Station not far from the Murray.
32.—Code word.
35.—Girl's name.
37.—Part of bridle.
39.—On service (abb.).
40.—To make close inspection.
42.—A well-known class of engine.
43.—Distinguished letters of an important form




SOUTHERN PACIFIC TRACK SHOWING TOE LINE
SANTA FE TRACK
AMERICAN RAILWAY SCENES
REGRADING OF CHICAGO, MINNEAPOLIS & ST. PAUL TRACKS AT MINNEAPOLIS, MINN. TO ABOLISH LEVEL CROSSINGS
LACKAWANNA TRAIL MAIN HIGHWAYS RUNNING UNDER MARTIN'S CREEK VIADUCT
MESSRS. STAMP (SUPT. LOCO. RUNNING) & DILLON (SUPT. LOCO. SUPPLIES) INSPECTING ON SANTA FE SYSTEM
TYPICAL AMERICAN LEVEL CROSSING WITH BOOMS

Design of Railway Tracks

What Mr. J. M. Ashworth, Assistant C.E. of Way and Works, Saw in America

Mr. J. M. Ashworth, the Assistant Chief Engineer of Way and Works, recently delivered, at the Lecture Hall, Batman-avenue, an interesting lecture on the Design of Railway Tracks.

Mr. Ashworth was one of a delegation of railway officers who recently investigated railway conditions in Canada, and the United States, and the lecture was profusely illustrated by a remarkable series of photographs taken by the lecturer during the trip.

From the old-time strips of iron laid on wooden stringers to the present steel rail, weighing up to 140 lbs. per yard, is a long cry, and the various types of tracks in the process of development were shown and discussed.

Railway tracks, said the lecturer, consist of the rails and fishplates, the sleepers or ties, and the ballast.

The rails provide a wearing surface, and act as a beam to distribute the wheel loads to the sleepers.

The sleepers tie the rail to gauge, and distribute the load on the ballast.

The ballast transfers the applied load over a large surface of the formation or roadbed, holds the track in line and surface, provides drainage, and gives elasticity to the roadbed.

Since 1909, with the use of heavier rails to carry the ever increasing loads, a single type has been adopted for rails of 90 lb. upwards, and it is believed that no vital principle that should govern rail design has been sacrificed.

The stresses in rails have been investigated under service conditions, and, in addition to stress due to static load, the stress due to speed, curvature, type of locomotive, and condition of track have been definitely determined.

Stresses on Curved Track

The investigations show that the stresses on curved track are very much higher than on straight track, also that the increase with speed is about double the increase with speed on straights.

American Engineers consider the investigations have clearly demonstrated the desirability of providing a heavier rail on curves, also that for high speeds rail not less than 100 lb. should be provided for axle loads about 60 000 lbs., or 27 tons, and not less than 110 lbs. for axle loads of about 65,000 lbs., or 29½ tons.

The rail joint is at the best the weak element in the rail, so much so that even to-day it practically determines the life of the rail.

No detail of track has been given more attention, and it is almost impossible to think or say anything new about it.

The very prevalent idea that the space left for expansion is the cause of joint troubles is erroneous. This has been proved by sawing shallow gaps in the rail head at the middle of the rail with no effect, which explains why bevelled joints, mitred joints, and lapped joints are useless.

Wood is the most satisfactory material for sleepers, and will be used as long as it can be obtained.

The kind of wood is important, the elements being, strength to resist bending and crushing, toughness to resist splitting, adhesiveness to resist spike pulling, and hardness to resist mechanical wear and abrasion. In its hardwoods, Australia possesses the best timber in the world for sleepers.

An Anxious Job

It is not possible to design a sleeper or calculate its dimensions, as is done, for instance, with bridge members.

The dimensions adopted almost universally for important lines are 5in. to 6in. thick by 9in. to 10in. wide by 8ft. 6in. to 9ft. long.

There is no more anxious job than endeavouring to maintain track in good order for normal speeds on a poorly ballasted line.

Primarily the track structure should support the heaviest weight borne by any wheel —that is, by the driving wheels of the locomotive.

In America, locomotives with axle loads of 60,000 lbs., or 27 long tons, and 70.000 lbs.. or 31 tons, are in common use, and of 78,000 lbs., or 35 tons, on a few lines. In Great Britain and Australia the heaviest axle load is 48.000 lbs.. or 21½ tons, which is the heaviest axle load in any country outside America. The axle loads are distributed by the rail to the sleepers, and thence to the ballast, and, assuming the whole load on one sleeper, the possible pressures on the ballast may be indicated by dividing the axle loads by the area of the sleeper.

The bearing surface of a sleeper 10in. wide by 8ft. 6in. long is seven square feet, consequently, assuming equal distribution. the average static load per square foot on the ballast would be in America. 4 to 5 tons, and in Great Britain and Australia 3 tons.

The maximum pressure per square foot on the ballast may be stated at 3 to 4 tons in Great Britain and Australia, and 5 to 6 tons in America.

The ballast transfers this pressure on to the formation. distributing it over a larger area according to the depth and kind of ballast.

WIT & HUMOUR.

On a Scottish railway: Irate passenger, as train steams out, to Porter on platform carrying a trunk:—

"Why didna ye poot ma tr-unk in the tr-rain, ye blitherin idiot?"

Porter: "Och, mon, there's mair sense in yer tr-runk than there is in yer heid. Yer in the wrang tr-rain!"

—— ❖ ——

Conductor to Passenger: "And where are you going?"

Passenger: "Yes, I'm going home."

—— ❖ ——

"Ah, the Americans are a funny lot. Once in the train an American got in and put his feet on my lap!"

"What did you do?"

"What could I? I don't know a word of American!"

—— ❖ ——

Two battered old wrecks were sitting on a seat in the park, when one remarked: "I'm a man who never took advice from anybody."

"Put it there, brother," said the second. "I'm a man who followed everybody's advice."

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The Last Thing He Did.

"How in the world did it happen?" asked the proprietor of the mill, as he viewed the wreck after the explosion. "Who was to blame?"

"Well, you see, sir," replied the foreman, "it was this way. Bill went into the mixing room, probably thinking of something else, and struck a match by mistake. He——"

"Struck a match!" exclaimed the proprietor, in amazement. "I should have thought that would have been the last thing on earth he'd do."

"It was, sir!" was the calm rejoinder of the foreman.

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Revoked.

An experienced golfer in a fit of generosity invited a novice to take part in a game. The novice, to the expert's dismay, ploughed up the ground at every stroke.

After one particularly vigorous dig, the expert remarked:

"You've revoked!"

"We are playing golf, not whist," replied the novice.

"Yes," said the golfer, "but you have played a spade when you should have played a club."

A comedian lent a brother actor two shillings, and when he made a demand for the sum, the debtor, turning peevishly from him, said, "Hang it! I'll pay you to-day in some shape or other." The comedian replied: "Let it be as like two shillings as you can."

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A hungry traveller put his head out of the window as the train pulled up at a country station and called, "Here, boy, take this shilling and get me a sandwich, will you? And, by the way, here's another shilling, get a sandwich for yourself also."

The boy darted away, and returned just as the train was moving. He ran to the traveller, handed him one shilling, and said, "Here's your shilling back, mister. They only had one sandwich left."



Short-Tempered Passenger (as porter accidentally brushes him in passing and moves on with an apology): Why—don't yer look where yer goin', yer clumsy big——!!! ???——yer awkward——!!!!——????——, etc., etc.

Sarcastic Porter: Oh, sir, please do tell me where yer preachin' next Sunday. I should so like to 'ear yer when yer at yer best.



Horticultural Notes for July

This is a season which brings to rose growers a period when they can exercise their own individual ideas as to what the right treatment of a rose plant should be. Some enthusiasts will note the results of different styles of pruning on each separate plant; but now, with some thousands of varieties in existence, that becomes a task for only those who have the time to observe and keep record of the various results. For general acceptance, some fairly universal rules have to be adopted. The principal of these is that the weaker and more delicate the plant the harder it must be pruned; in contrast, the stronger and more vigorous it is the less severely should it be cut back.

Vegetable Garden

Preparation of the ground must necessarily play an important part in the work to be done in the vegetable garden this month. In order to do justice to seeds, every attention should be given in the winter to thoroughly preparing the soil by manuring, trenching and arranging of beds. Ground intended for Onions, Cauliflowers, Peas, Beans, and Turnips should be liberally manured and deeply stirred.

Broad Beans. — Broad Beans should be planted 3½ to 4in. deep, with 18 to 24in. between the drills and 4in. between the seeds.

Kidney Beans.—Planting should be about 2in. deep, 2 to 4in. apart, in the drill, and 18 to 27in. apart in the rows. One pound will plant 150 to 200ft. of drill.

Peas.—Peas may be sown in a flat drill from 2in. to 3in. in depth, according to soil, in stiff soil shallow, and in light soil deep. Dwarf varieties should be sown in rows 18in. to 2ft. apart, and tall varieties farther apart, according to height. Early Peas require 1 lb. to 70ft. of drill, and late varieties 1 lb. to 85ft. of drill.

Turnips.—One ounce may be sown to 200ft. of drill ½in. deep. The drills should be 12in. apart. The plants should be thinned to 5 to 9in. apart, according to variety.

Carrots.—One ounce of seed will be required for 300ft. of drill. The drills should be ¾in. to 1in. in depth, and 12in. apart. The young plants may be thinned out gradually to 5, 6 or 8in. apart, according to season and variety.

Onions.—One ounce of seed is needed for 200ft. of drill. The drills should be 1in. deep and 9 to 12in. apart. Autumn-sown varieties need not be thinned if for salading purposes, but they may be transplanted to the above distance, and grown on for bulbing purposes.

Lettuce.—Lettuce may be sown at the rate of ¼ oz. to 160ft. of drill, the drills being ½in. deep and 9 to 12in. apart. The plants may be thinned or transplanted 6 or 8in. apart, according to variety.

Cauliflowers.—Early dwarf varieties should be planted from 12in. to 15in. between plants, and 18in. between the rows; mid-season varieties 18in. between the plants and 27in. between the rows; and late varieties on very rich soil may be given 3in. more each way. The plants should be earthed up as in the case of cabbage.

Broccoli. — Strong young plants should be planted in rows, leaving 18in. between the plants and 27in. between the rows. The crop should be earthed up as in the case of cabbages.

Borecole or Kale.—Plant in rows as in the case of Broccoli.

Leeks.—Leeks may be sown in drills as in the case of Onions. They may be thinned out or transplanted, leaving 4 to 6in. between the plant and 12 to 15in. between the rows.

Celery.—A double row may be planted 9in. apart each way in a trench 9in. deep. A liberal dressing of well-decayed rich manure should be dug into the bottom. The soil may be heaped on the sides and used for blanching purposes later. The plants are usually earthed up three times during the season.

Wireless Hints for Amateurs

How to Buy a Receiving Set

The previous articles on Wireless in this Magazine have been mainly for the information of those who have already a wireless set, and for those who would like to construct their own, as a matter of interest and a saving in expense. There are many, however, who have not the time at their disposal or the inclination to assemble the apparatus, yet propose to have a wireless set, and wish to know the best way to go about it. Many persons view wireless as a craze, or a hobby, for the moment, that one will soon tire of, and that the results are only equal to that of a poor phonograph. Wireless is not a craze, but a fascinating hobby, and a source of entertainment that is rapidly becoming a necessity of every-day life. A person without a wireless set is missing one of the pleasures of life, and one which may be purchased comparatively cheap. Not only you, but your wife, family, and friends will find infinite enjoyment in listening-in to the broadcasted programmes. Thousands of people in Australia to-day are sitting at home with the air all around them full of sweet music, yet are oblivious to it all. Mornings, afternoons, and evenings and at night, not only one, but many, broadcasting stations are operating, and interest is never lacking.

What Apparatus You Require

The kind of apparatus you require depends largely upon where you are, and the amount you wish to limit your expenditure to. You can listen-in either with telephones or a loud-speaker; telephones give very clear speech and music results, but do not satisfy the majority, as the number listening-in is confined to the number of telephones in use; it is not possible to move about, and the pleasures of the listener-in is marred by the knowledge that there are others not sharing his enjoyment.

A loud speaker properly used will give very good results.

Crystal sets are very simple, and may be purchased very cheaply; their range, with certainty, is about 20 miles, and unless you are located within this distance of a broadcasting station, their use is not recommended. Loud speakers cannot be operated from a crystal set alone, but good reception is possible with the use of telephone receivers.

Wireless valve sets are much more flexible, but require the use of a valve or a number of valves, which require batteries to operate them. A valve is similar to an electric light bulb, and has a life about as long; they play the part of a crystal, and, in addition, amplify the signals—it being quite possible to amplify the music to an extent that is greater than the original.

Obtain Advice from a Friend

The drawback with valve sets is the "A" or filament battery; preferably this should be an accumulator, although for some types of valves dry cells may be used; but in view of the maintenance costs cannot be recommended for continuous use. The initial cost of accumulators is greater, and they have to be charged at intervals, depending, of course, on their capacity and use.

When buying a wireless set, if you are not able to technically judge for yourself, deal from a firm of repute, and even then seek the advice of a wireless friend if possible.

The great boom in wireless has had the result of making many mushroom experts, who design sets, without having the knowledge of even the elementary principles, and who do not understand the technical construction of the apparatus. Manufacturers, too, are inclined to exaggerate the ranges and qualities of their apparatus, and here is where your wireless friend will prove helpful.—E.G.G.

Radio and the Railwayman

Railwaymen will be interested in some statements made by Mr. G. Y. Allen, of the Radio Department of the Westinghouse Electric Company, during an address on "Railroad Radio" before the New York Railroad Club recently.

Mr. Allen stated that, through the use of modern developments in radio, it was now possible to operate electric trains from a central control office, and obviate the need for any train crew at all.

"I do not advocate the elimination of the motorman, conductor and crew, for no mechanical device, however perfect, can take the place of human intelligence," declared Mr. Allen. "It is now feasible, however, through a combination of automatic control and radio supervisory control, to start a train without a crew from a station, run it at full speed over clear tracks, slow it down or stop it, in accordance with the signals of an automatic block signalling system, start it up again, when the signal's clear, stop it at its next station-stop, and open its doors.

The LADIES.



Woman and Her Arts

By "Housewife"

In Paris it would appear that dead white dresses are much in evidence at evening functions. Since in nearly every instance a brilliant hued, deeply fringed shawl, in the Spanish manner, though not of Spanish origin, completes the ensemble, this offers a sufficient explanation of the white vogue. Nothing sets off these flamboyant colourings like a dead white background.

Black still maintains its prestige, both for day and evening wear. And magpie ensembles are more wonderful than ever. White satin allied to black was responsible for one lovely creation for smart restaurant wear. A two-tiered skirt of black satin enhanced the gleaming beauty of a long white satin casaquin bodice, cut en pointe on the hips, with a centre jabot frill of diaphanous black mousseline-de-soie running down its entire length. The long, fitting sleeves were finished with a frill of the mousseline.

Afternoon frocks are often made with box pleats instead of the former knife-pleating. The new mode is illustrated in nearly all the silk jersey models seen at the Riviera. There is more fulness in the bodice section, a Russian blouse effect being achieved in front, while the back of the dress is straight, and box-pleated from neck to hem.

That attention to detail which has won for French women the special tributes of their generous feminine compeers in other lands is now illustrated in the newest handbag of Fashion to match the gown or suit with which it is carried. Whatsoever the decorative note of the main ensemble the bag faithfully reproduces it—in bead broderies, or coloured leather motifs to match the patent leather belt that is a feature of so many of the newest coat-frocks.

In Paris the real old-fashioned veil—covering the face tightly, and knotted at the back of the hat in the manner of old is conspicuously in the new mode. All sorts of brown nets—notably a chestnut shade—are the favoured choice.

Apropos of veils, there is a veritable little war of hats proceeding. The fight for supremacy is between the high-crowned Directoire, and the softer three-cornered model with accentuated centre point in front that is still further emphasised by a little tuft of soft-fronded feathers. The milliners recommend the new tricorne as the last word in chic.

The Inner Man and Woman

Fruit Filling for Sandwiches.

½ cup chopped raisins, ½ tablespoon lemon juice, ½ cup chopped walnuts. Mix raisins and walnuts, and moisten with lemon juice.

Raisin Bread Sandwiches.

Peel and slice oranges and cut slices into fourths. Place on pieces of buttered raisin bread, spread with mayonnaise mixed with candied cherries and add top slice of bread.

Candied Orange Peel Sandwiches.

¼ cup crystallised ginger, ¼ cup blanched almonds, ¼ cup candied cherries, ½ cup mayonnaise. Mince orange peel, ginger, cherries and almonds and mix with mayonnaise. Spread on whole-wheat bread.

Toasted Marmalade Sandwiches.

Spread thin slices of bread with butter and orange marmalade. Put slices together, toast, cut in halves crosswise, and serve hot.

Orange Cream Toast.

1 teaspoon cornstarch, 1 tablespoon cold water, juice 1 orange, ¼ cup orange pulp, few grains salt, sugar, cinnamon. Mix cornstarch and cold water; add orange juice, and boil, stirring constantly, for five minutes. Add orange pulp and salt, pour over buttered toast, and sprinkle with sugar and cinnamon.

Potato Recipes.

Potatoes—plain boiled, mashed, roast, fried, or saute—appear with monotonous regularity on the table, but when other vegetables are scarce and expensive, it is well to vary the menu, and serve potatoes as a "dressed" vegetable.

Potato Cake.

Boil sufficient potatoes, in their jackets. Peel and mash them well with a little milk and the yolk of an egg. Put into a saucepan with a little butter, salt, and pepper. Stir the mixture over the fire continually until it becomes thick and smooth. Butter a mould and sprinkle over it some bread crumbs. Put in the potatoes, and bake in a slow oven. Turn out carefully when done, and serve.



THE CHILDREN'S PAGE.



A Soliloquy

The ice floes break in the Hudson,
And pass on the swift ebb tide,
As the Spring comes back to the city
And the heights of Morningside.

And the dusty streets of Manhattan
Are touched with a flame of gold,
When the salt wind springs from the ocean,
And men shall forget the cold.

But here in the Southland sunny,
'Neath the trees forever green,
Where the Northern Spring is known not
Nor the Northern frost-bite keen.

I muse as the flowers perish
At the fading of the year;
In the months I have known as Springtime
Which land shall I hold more dear?

The land of my birth and people,
Or the land of my childhood days,
One I have loved forever,
The other, my heart must praise.

For the grace of her green-robed spring-tide,
For her regal Autumn gold,
For the friends I have left behind me,
And the welcome never cold.

Both lands shall be dear forever,
And Time shall read me aright,
The riddle of which is the dearer,
The land of my chief delight.

—Isabel Williams.

14 Mackay avenue, Glenhuntly.

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Frisky and His Friends

He was only an ordinary squirrel, shy as the rest of his woodland companions, until Ralph took the notion to tame him.

With a quick dart he would seize the nut placed upon the ground to entice him, and having carried it to a safe hiding place, return for another.

One day the nut was not in its accustomed place, but Frisky's bright eyes made a discovery. Half-way up the legs of the strange-looking creature near him was something resembling the nut he was in search of, and he darted up, tucked it away, and was off like the wind. The next time he got two.

After several of these journeys, the strange object from which Frisky seized the waiting nut moved a bit, and Frisky vanished and was not seen again that day. Ralph was not discouraged, however. He did not expect to tame a squirrel in one day or a week.

In less than a month Frisky had become so well acquainted with his two-legged friend, that he would wait patiently while Ralph cracked the nut and hid it inside his collar or up his sleeve.

After Frisky had found the nut, he usually perched upon Ralph's shoulder, and once upon his head, where Cousin Ned discovered him one day enjoying, with evident relish and in happy security, his noon repast.

Ralph then made the joyful discovery that his little woodland friend really knew him and trusted him.

His Cousin Ned, although well supplied with nuts, could not coax Frisky to dive into strange pockets or perch upon strange shoulders.

After school commenced in the autumn, Ralph used to get up half an hour earlier that he might have time to visit his pretty pet, who was always waiting, sometimes upon the stone wall with his bushy tail spread over his back, and sometimes upon the ground, whence a loud chattering call would always disclose his whereabouts.

"Oh, dear!" thought Ralph, as he hurried along one morning, "there's Frisky, and I haven't a nut."

Frisky evidently had been waiting some time.

"Chut, chut, chut!" he was scolding, as he ran to and fro.

Now what do you suppose Ralph did? He saw an apple on the ground—a little, hard, red apple. He picked it up and dropped it slyly into his other pocket. When Frisky found it he seemed to think it a new kind of nut.

So excited was he with his treasure that he settled himself in Ralph's trembling little hand, and proceeded to crack his queer nut. It was a long way to the little black seeds, but Frisky found them at last. What he did not lose he ate; and those he ate seemed to satisfy him as well as if their shells had been harder.

As cold weather approached Frisky's visits grew less frequent, and he finally went into his winter quarters in the tree trunk.

Ralph intends to be on hand again in the spring, however, with an extra supply of patience—and nuts.

Railwaymen's Homes

Commendations for Neat Dwellings.

Prizes have been awarded by the Railways Commissioners to daily paid employes who kept their departmental residences neat and presentable during 1924.

The following is a list of prize-winners; those bracketed received commendatory entries on their history sheets; the others received prizes of £3/10/- each:—

Flinders Street, North Melbourne, Newport.—P. O'Brien, Gatekeeper, Moonee Ponds (Mrs. E. Wilson, Gatekeeper, Croxton); S. Turner, Storeman, Oakleigh (H. Coster, Repairer, Mornington). Lilydale.—W. H. Jones, Repairer, Wandin (G. Jacobs, Repairer, Tunstall). Sale.—W. Davis, Driver, Bairnsdale (J. P. Moriarty, Ganger, Toongabbie). Korumburra.—W. Kipling, Fitter's Assistant, State Mine (W. A. Tomlinson, Repairer, Loch). Seymour.—T. H. Tilton, Ganger, Euroa (Miss C. McLean, Gatekeeper, Seymour). Wangaratta.—D. Nolan, Ganger, Lima (A. Mullins, Sup. Repairer, Oxley). Shepparton.—(C. M. Schonnell, Driver, Toolamba). Cressy.—F. W. Donelly, Sup. Repairer Mininera (A. Pellatt, Ganger, Mininera). Ararat.—G. Graham, Driver, Navarre (F. J. Waites, Ganger, Ben Nevis). Hamilton.—W. H. Sullivan, Ganger, Dartmoor (G. A. Pocock, Sup. Repairer, Kanawalla). Horsham.—H. C. Burt, Guard, Jeparit (J. G. Reeves, Fireman, Jeparit). Bendigo.—M. J. Keating, Repairer, Kotta, and J. Broughton, Signalman, North Bendigo, equal, first; J. Hammill, Gatekeeper, North Bendigo and P. J. Henneberry, Repairer, Sebastian, equal, first. Woodend.—G. King, Guard, Lancefield (W. G. Glover, Fireman, Redesdale). Maryborough.—F. J. Marshall, Repairer, Carapooee (T. O'Reilly, Ganger, Donald). Ballarat.—H. Hateley, Ganger, Lal Lal (J. T. Kiely, Repairer, Learmonth). Korong Vale.—A. F. Weatheritt, Ganger, Korong Vale (C. M. Killeen, Driver-in-charge, Korong Vale). Ouyen.—(E. Murphy, Driver-in-charge, Ouyen).

Notes from Various Sources

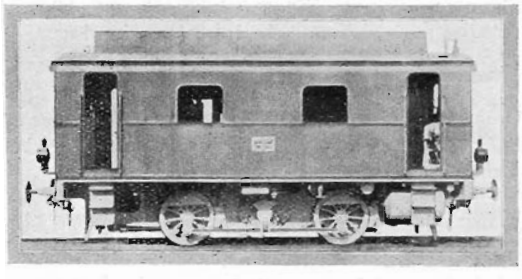
The month of May this year saw a substantial increase in the live stock traffic handled by the Department, compared with the same period in 1924.

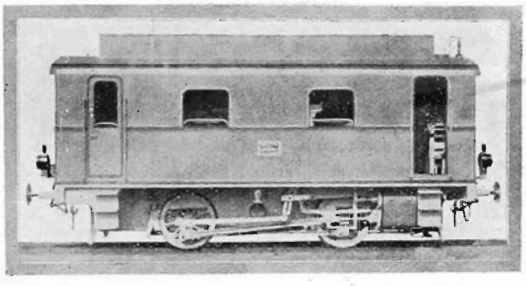
This year 7374 trucks were loaded during May, the corresponding figure for that month last year being 6428. This represents an increase of 946 trucks for the month.

During the month of May this year the number of claims preferred against the Department was 2259. Of this total, 1000 were paid to the extent of £2040.

The corresponding figures for the same month last year were:—1897 claims preferred; 1102 paid; amount involved, £2597.

New Diesel Experimental Locomotives





The Diesel locomotives illustrated herewith have been built experimentally by the Berliner Maschinenbeau Company. The one on the left is equipped with hydraulic transmission mechanism, and has been designed for shunting purposes on railways and in the yards of industrial companies.

Power is transmitted to a jack shaft between the coupled wheels, and, as seen in the photograph, fly cranks are mounted on the ends of the shafts with the crank pins of which the coupling rods engage, and thus impart movement to the wheels of the locomotive. The hydraulic gear is of the Schwartzkopff-Huwiler pattern. It consists of primary and secondary pumps, the primary one being driven by the shaft of the Diesel engine. A special device ensures the variation of the acting vane areas in both pumps to suit the required speeds.

The locomotive on the right has outside cylinders and driving mechanism, which in appearance and proportions approximate to those employed for steam drive. As a matter of fact, however, the locomotive is operated by means of compressed and heated exhaust gases from the Diesel engine. This method,

Doings at the Victorian Railways Institute

Women's Social Committee

"Help Us to Help Our Boys"

All too few, we feel sure, are aware of the excellent work being done for the Institute by the Women's Social Committee, or, as it is becoming more generally known, the "HELP US TO HELP OUR BOYS" Committee.

This Committee, presided over by Mrs. J. S. Rees, the wife of the President of the Institute, came into being somewhere about two years ago to assist, in the name of the Institute, in the Appeal then being made on behalf of the Queen Victoria Hospital. The wonderful success of the Committee on this occasion, when it raised nearly £900, and spent only £5 in doing it, has often been commented upon in very grateful and flattering terms, as, indeed, it well deserved to be. So significant was the success gained, that the ladies were asked not to disband but to remain as a permanent adjunct in Railway Institute work, and, notwithstanding the vast amount of work entailed, from which the ladies get no personal enjoyment, other than that of doing good for others, they most unselfishly agreed.

This means that the Institute has now a well-organised piece of machinery (if the ladies will permit us so to refer to them) capable of dealing, at practically a moment's notice, with any charity movement that the council of the Institute may decide to pass on to them, and so save itself the bother of organisation and consequent office charges. Everything is done by the Committee in the name of the Institute, which, therefore, gets the kudos. The Committee has for some time now been conducting a dance every Wednesday night in the Concert Hall of the Institute. These dances are solely for railway people and their friends; tickets are not broadcasted, with the result that the patronage is purely railway, and of a fine standard.

As we write, the Committee is in the throes of the Eye and Ear Hospital Appeal. At the Meadow Fete, held on Boat Race Day, the ladies had a very fine railway stall, and are hopeful, as a result of their sales at the stall and the disposal of raffle tickets and buttons, to hand over to this deserving Appeal a very considerable sum of money. We heartily wish the Committee continued success in its very fine efforts, and feel sure we are right in saying that the Council is grateful for the work being done in the name of the Institute, and is proud to have such enthusiastic workers in its field.

The third term of the Educational Classes at the Victorian Railways Institute, Melbourne, and at Country Centres, commenced on 29th June.

The attendance at Classes during the first and second terms of the year has been highly satisfactory, and it is to be hoped that this will continue, so that students may be well prepared for examination at the close of the year.

Correspondence Course Students eligible to sit for V.R.I. Examinations.—Correspondence Course students in Algebra, Arithmetic, English, Engine Working and Westinghouse Brake, Safeworking, Station Accounts and Management, and Shorthand, are advised that those who have answered and sent in for correction not less than 55 per cent. of the total number of papers in the Course during any year, shall be eligible to sit for V.R.I. Examinations at the close of that year. The total number of papers in each Correspondence Course is as follows:—Safeworking, 76; Station Accounts and Management, 70; Algebra, 30; English, 25; Arithmetic, 25; Shorthand, 25; Engine Working and Westinghouse Brake, 20.

Permanent Way Maintenance and Construction Correspondence Course:—Repairers, platelayers, leading platelayers and track gangers who are desirous of obtaining promotion should interest themselves in the Correspondence Course of tuition dealing with Permanent Way, Maintenance and Construction.

451 Permanent Way Men have studied this course to their advantage—WHY NOT YOU?

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AMATEUR MUSICAL AND ELOCUTIONARY COMPETITIONS will be held in the Institute Concert Hall, commencing Saturday, 5th September. Competitions are purely amateur, and open to—

1. All financial members of the Institute.
2. Wives, sons and daughters of financial members of the Institute.
3. All who are assisting the Melbourne or any of the Country Centre Institute Societies, even though they be non-members.
4. A series of competitions open to the general public and Institute members alike, vide Conditions 1, 2, 3, will be held and termed "All-comers' Event."

Events open to Competitors under Conditions 1, 2, 3, will be termed "Institute Event."

Syllabus of events, entry forms, etc., obtainable from the Victorian Railways Institute Office, third floor, Flinders-street Station Building, Melbourne.

Entries Close Monday, 27th July, 1925.

The following have generously contributed to the Prize Fund for the above competitions:—

Messrs. David Syme & Co. Pty. Ltd., "The Age"	£10	10	0
"The Herald and Weekly Times" Ltd., Melbourne	10	10	0
The Vacuum Oil Co. Pty. Ltd., Melb.	10	10	0
Marrickville Margarine Co. Ltd., Melb.	2	2	0
Messrs. Moran & Cato Pty. Ltd., Fitzroy	2	2	0
Messrs. Patterson, Shugg Pty. Ltd., Melbourne	1	1	0
Messrs. J. J. King Pty. Ltd., Melbourne	1	1	0
Messrs. E. L. Morton Pty. Ltd., Melbourne	1	1	0
The Eagle, Globe and Steel Co., Melb.	0	10	6
Mr. E. A. Parr, donation of books value	3	3	0
Messrs. Robertson & Mullen Pty. Ltd., books valued	2	2	0

Donation in kind from:—Messrs. Henry Berry Pty. Ltd., Melbourne; Messrs. Victor Leggo and Co., Melbourne; Messrs. Wilson, Mackinnon Pty. Ltd. ("The Argus").

Mr. Geo. Batchelor, bookseller, Melbourne, has donated £5 worth of books.

Mr. N. H. Seward has donated a set of drawing instruments.

Messrs. John Sharp and Co. have donated five folding chairs.

Classes in Modern Languages.— Under Dr. A. E. Nordeck, late Senior Master of Languages at the Grammar School, Toowoomba, and at South Port, Queensland, classes in Modern Languages, including French, German, Spanish and Japanese, are held at the Institute Class Rooms, Melbourne, on Monday, Tuesday, and Wednesday evenings, at 7.30 p.m.

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LECTURE SEASON, 1925—THURSDAY EVENINGS.

July 2nd.—Mr. E. R. Peacock, "The Birth of a New Era" (illustrated).
July 9th.—Mr. J. C. Boyce, Government Tourist Officer, "A Travel Talk on Victoria" (illustrated).
July 16th.—Mr. G. S. Browne, M.C., M.A., "The Story of South Africa" (illustrated).
July 23rd.—Mr. F. Smiley, "Old Coaching Days" (illustrated).
July 30th.—Dr Pritchard, D.Sc., "Victorian Scenery" (illustrated).

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New Instructor Appointed.—Those members who are attending the Institute Class in Electricity and Magnetism will be interested to learn of the appointment of an Assistant Instructor. The class is now divided into the Elementary Course and the Advanced Course, with the popular Mr. R. S. Connolly, of the Electrical Branch, as Head Instructor.

Mr. Connolly's assistant is Mr. E. G. Thompson, a well-known engineer in the same branch, whose wide knowledge of electrical engineering will now be placed at the disposal of the students attending this class.

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Ambitious Railwaymen.—A request for the formation of a class in Engine Working and Westinghouse Brake at Hamilton was received last month by the Institute Council. Fourteen enginemen signed this request, and the matter is being inquired into by the Council, who are naturally most anxious that the class should be arranged.

Following on Hamilton's request, a similar application was received from some of the staff at Traralgon, where other ambitious railwaymen are desirous of improving their knowledge.

These examples of enthusiasm and keenness from the far corners of the State should act as a stimulus to those employes who already have educational facilities provided for them at the Institute. The Melbourne class in this subject is held at the Institute on Wednesdays at 7 p.m., and Thursdays, at 10 a.m., and is free to all members of the Institute. The third term was commenced on the 29th of last month.

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Better Pictures for the Institute.—The old "Butcher" machine, which has been used for screening pictures in the Institute for a long time past, is to be replaced by an up-to-date Simplex Projector.

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ENCOURAGING THE RAILWAY APPRENTICE.

GENEROSITY OF THE RAILWAY PROFESSIONAL OFFICERS' ASSOCIATION.

In order to encourage railway employes and others to adopt professional work, the Association of Railway Professional Officers of Australia has generously donated an annual prize of £5/5/- to the Institute, to be awarded under the following conditions:—

1.—The prize donated by the Association of Railway Professional Officers of Australia (Victorian Branch) shall be an annual one of the value of £5/5/-, and shall be known as the Professional Officers' Association Prize.

2.—The prize shall be given each year to the third year apprentice who obtains the highest marks in the Technical College examination, provided he is not successful in winning a Departmental or other prize.

3.—The prize shall not be awarded in money, but shall be paid to defray the cost of technical books, a technical course or equipment.

4.—In the event of any difficulty arising in the interpretation of the above, discretion is to be allowed the Victorian Railways Institute, whose decision will be final.

The prize has been won by Apprentices H. Bromley and K. Cousin, who tied for second place in the final examination for Third Year Apprentices, held at the end of last year, each obtaining 840 marks out of a possible 1000. Apprentice J. Samsom obtained highest marks, but was ineligible, as he was awarded a "free" place at the Melbourne University.

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PIANOFORTE RECITAL.—Mr. R. W. Brown, Instructor in Pianoforte at the Melbourne Institute, held a pianoforte recital in the Institute Concert Hall recently, assisted by Miss Kathleen Fitzpatrick (Soprano), Mr Tom Downie (Tenor), and Mr. J. Alexander Brown (baritone). There was a large audience, and the various items were highly appreciated. Mr. Brown's pianoforte contributions were most enthusiastically applauded.

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MUSICAL SOCIETY.

The Railways Institute Musical Society gave its second concert of the year on Saturday, 13th June, and a very pleasing reception was given to its efforts. The hall was filled to its capacity with an audience which showed hearty approval of the good things presented. Music lovers are now becoming aware of the quality of these concerts, and continued success should follow the Society's efforts. Encores were plentiful. The following was the programme:—

Chorus—"Gloria" .. .. Mozart
Musical Society.

Aria—"Infelice" (Ernani) .. .. Verdi
Mr. James Hill.

Violin Solos—
(a) "Intermezzo" .. .. Mascagni
(b) "Turkish March" .. .. Kreisler-Beethoven
Master Kingsley Parkes.

Part Song—"How Beautiful is Night" .. Hamblett
Musical Society (Ladies' Voices).

Song—"The Nightingale and the Rose" Thompson
Miss Violet Jackson.

Recitation—
"Why Ah-Ming & Co. Went Back" .. Hansell
Miss Louie Dunn.

Part Song "The Bells of St. Michael's Tower" .. Sir R. P. Stewart
Musical Society.

Irish Folk Songs—
(a) "Cradle Song" .. .. Gilbert Esplin
(b) "'Tis the Last Rose of Summer" .. .. .. Sir R. P. Stewart
(c) "A Place in Thy Memory." Sir R. P. Stewart
Musical Society.

Song—"Toreador's Song" (Carmen) .. .. Bizet
Mr. James Hill.

Violin Solo—"Valse Brilliant" .. Kreisler-Beethoven
Master Kingsley Parkes.

Chorus—"The Bandit" (Ernani) .. .. Verdi
Musical Society (Male Voices).

Song—"Love Was Meant to Make Us Glad" .. .. .. E. German
Miss Violet Jackson

Recitation—"Urry" .. .. Dennis
Miss Louie Dunn.

Part Song—
"The Sea Hath Its Pearls" .. .. Pinsuti
Musical Society.

The concert was, as usual, conducted by Mr. Gregor Wood, who is to be congratulated upon the programme presented, and Mr. Reg. W. Brown, the Society's pianist, who skilfully played all accompaniments.

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MILITARY BAND RECITAL BROADCASTED.—On Monday evening, 15th June, the Victorian Railways Military Band gave a very successful recital in the Institute Concert Hall, which, through the agency of 3LO, was broadcasted for the entertainment of listeners-in.

The trial was so successful in every way that it is proposed to broadcast these recitals regularly in future.

DANCING.—A dancing class has been formed at the Institute, with Miss Dorothy Gladstone as Instructress. Miss Gladstone is known as a most successful teacher. She would be pleased to meet by appointment prospective pupils, as well as parents who might desire to place their children under her tuition. Either call or write to her, c/o Victorian Railways Institute, Flinders-street, City.

LIBRARY.—The Library continues to maintain its reputation as one of the most popular adjuncts to the Institute. During the month of May this year a total of 574 volumes was added to the already closely packed shelves, while 15,229 exchanges were recorded. This latter figure is 362 in excess of the number of exchanges for the same month in 1924.

The reports received from Country Centre Areas show a decided increase in the number of book exchanges from local library bookcases. It is hoped that Country Members will continue to make the fullest possible use of bookcases established within the Institute rooms at Ballarat, Benalla, Bendigo, Geelong, Maryborough, Seymour and Stawell.

In future the Central Library will close for holidays on Christmas Day, Boxing Day, New Year's Day, Good Friday and Easter Monday. On all other public or proclaimed holidays the Library will remain open.

The Library also will open daily at 10 a.m. instead of 10.30 a.m., and remain open until 9 p.m., as usual. On Saturday the Library will open at 10 a.m. and close at 1.30 p.m., and reopen again at 6 p.m. until 9 p.m.

Members in the country who are Library Book Borrowers, are asked to assist the Institute in preserving the utility of the Library Books, by returning books for exchange, in the paper cartons which have recently been brought into use. Already we have a distinct advantage to the Library by using the cartons to preserve the books from damage in transit, as well as to protect them from being pilfered.

VICTORIAN RAILWAYS MILITARY BAND.—The Commissioners have consented to provide 21 new uniforms to the Military Band. With care, the uniforms of bandsmen are expected to last six years.

CLASS REGISTRATION FEE.—The Council has decided that for the class year commencing January, 1926, the Class Registration Fee shall be one shilling per class instead of as at present, namely, three shillings, for any three educational classes.

The Council has decided to instal a new Automatic hot water service attached to the bath and shower within the Institute, for the benefit of members of the Gymnastic Classes. This should prove a boon to students.

PRESENTATION OF PICTURE OF "GOVETT'S LEAP," BLUE MOUNTAINS, N.S.W.—Mr. F. C. Peel, of the Stores Purchasing Agent's Office, Spencer-st., has presented a large photographic picture of the abovenamed scenery. This picture is being cleaned, suitably mounted, and framed, and will afterwards be hung in the Institute Rooms.
Alexander Brown (baritone).

INTER-CLUB BOXING AND WRESTLING COMPETITIONS, between students of the Young Men's Christian Association and the Victorian Railways Institute Gymnasia, were held in the Institute Gymnasium on Tuesday evening, May 26th. Contests were held in the various weights, with the following results:—

Wrestling.

Feather.—E. J. Lawrence (V.R.I.) defeated L. Warner (Y.M.C.A.); **Light**—J. H. Harding (V.R.I.) defeated H. Farrow (Y.M.C.A.); **Welter**—B. Heare (V.R.I.) defeated G. Bowen (Y.M.C.A.); **Welter**—F. Allen (V.R.I.) defeated J. Cowen (Y.M.C.A.); **Middle**—H. Morris (Y.M.C.A.) defeated T. Bolger (V.R.I.); **Middle**—A. Kerr (Y.M.C.A.) defeated G. McGrath (V.R.I.); **Middle**—J. Muldoon (V.R.I.) defeated A. McIlaffie (Y.M.C.A.).

Boxing.

Bantam—J. W. Haines (V.R.I.) defeated A. Cawthorne (Y.M.C.A.); **Feather**—E. Newton (V.R.I.) defeated M. McIntosh (Y.M.C.A.); **Light**—G. Teagle (V.R.I.) defeated L. Smith (Y.M.C.A.).

Exhibitions were given by Institute competitors.

Welter-weight boxing between L. Stephens and D. Ryan.

Catch-weight boxing between G. Teagle and M. Thomas.

THE RETIRED RAILWAYMEN'S CLUB COMMITTEE is organising a social gathering amongst retired railwaymen and their wives, to be held in the Institute Concert Hall on Thursday afternoon, the 2nd July. The Institute Council has granted the use of the hall and its equipment. The Women's Social Committee is assisting in the entertainment of the visitors, and the General Secretary is preparing a musical programme for the afternoon.

COUNTRY CENTRES.

MARYBOROUGH.—The New Centre Area Committee has been augmented by the appointment to honorary positions in the persons of Senior Railway Officers attached to the Centre, for the year 1925, as follows:—Mr. H. E. Russell, District Superintendent, honorary chairman; Mr. E. Hinds, District Rolling Stock Superintendent, hon. vice-chairman; Mr. T. Gleeson, Stationmaster, hon. vice-chairman; Mr. R. Dawson, Depot Foreman, hon. vice-chairman; Mr. J. Crawford, Sub-manager, Refreshment Rd., hon. vice-chairman.

GEELONG.—Mr. J. Hyatt, fireman, Loco. Depot, Geelong, has been again appointed by Council as Honorary Secretary of the Geelong Centre for the ensuing year. Mr. Hyatt has filled the position for the past two years, with success and benefit to the Centre.

BENALLA LADIES have during recent months been working energetically in the interests of Institute activities, and the result of their efforts is that £10/10/- has been raised, which will be devoted towards the completion of the Local Institute tennis court. A movement is on foot to organise a tennis club, with the active support of the ladies, and when expenditure has been met and the club firmly established, it is the intention of the ladies then to devote their energies towards the provision of a croquet lawn and the formation of a croquet club.

Council has approved of the provision of a third billiard table at Bendigo Institute rooms, and a second billiard table at Benalla Institute rooms, and an order has been placed with Messrs. Alcock and Co. for an NJ design full-sized table at each Centre. When the tables have been erected at the respective Centres, it is hoped that the local members will avail themselves of the additional facility.

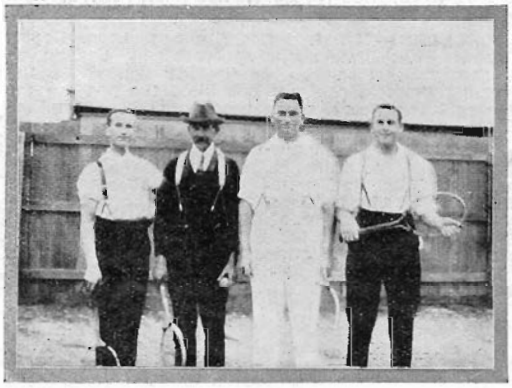
ANSWERS TO CORRESPONDENTS.

H.R.G.—The sound of a locomotive whistle is of higher pitch as the locomotive approaches the listener and falls in pitch as it recedes from the listener. The reason for this is that as the train is approaching more sound waves or vibrations reach the ear per second than when the train is stationary. As the train passes the listener and recedes the number of waves per second decreases. Pitch depends upon the number of waves or vibrations per second reaching the ear.

"J.D." asks why typewriter keys are not set in alphabetical order.—It is a question of speed in working. Certain letters and combinations of letters are used much more frequently than others, and these are arranged in the most accessible places in the middle of the keyboard. Around the edges are the letters and characters which are used less frequently. The typist who types correctly uses all his (or her) fingers. It is almost impossible to get up a good speed without doing this. Certain letters are allotted to each finger, and, when the keyboard was planned care had to be taken that the strongest fingers had charge of the letters most frequently used.



THE TELEGRAPH AND TRAIN RUNNING TENNIS CLUB is desirous of arranging matches with other branches in the Department. Courts can be hired on Saturday afternoons. Arrangements can be made with secretary, Room 217, or ring Auto 337. The Club's Doubles Handicap Tourney, just concluded, resulted in a win for Jones and Ryan, defeating O'Brien and Perry, 6—3, 0—6, 6—4. A Singles Tourney for trophy is now being played off.—R. M. KYDD, Hon. Secretary.



The above is a group of four tennis players engaged in a challenge tennis match between Chelsea Council Chambers Staff and Chelsea Railway Station Staff, in which the Railways were defeated.

Left to Right—Messrs. Hibberd and Scott, of Council Chambers Staff; Mr. Cullough (stationmaster), and Mr. F. Wilson, clerk, of Chelsea Railway Station.

This was one of the many challenges played with the different business people of the town, many of whom are spectators.

GYMNASIUM—RECORD-BREAKING EVENTS.—Inter-Gymnasium competitions will be conducted in the Institute Gymnasium during the Class Session, in the following athletic exercises:—Five-Minutes Skip, Ten-Minutes Skip, The Greatest Number of Skips without a Break, chinning the Bar, Standing Broad Jump, Running Broad Jump, Standing Hop, Step and Jump, Running Hop, Step and Jump, Running High Jump, The Greatest Number of Times Across the Ladder (one rung at a time), Climbing the Rope Hand over Hand, Running High Jump (with spring board).

Watch the Weekly Notice for dates to be advertised.

THE OUYEN RAILWAY CRICKET CLUB played its final match for the season on the Ouyen Cricket Ground. About 100 spectators witnessed the match, which was an interesting game. The railwaymen played splendid cricket and outclassed the town team in the first innings; the fielding was brilliant, not a chance being missed. As they were up against men who represented Ouyen district in Melbourne for Country Cricket Week, a hard game was expected.

First Innings—Town Team, 41; Railways, 105.

Second Innings—Town Team, 102; Railways, 3 for 52.

Railways winning by 7 wickets.

Railways best batsmen for the season were:—D. Brodie, 20.3; Evans, 16.4; Gardiner, 16.0.

Best bowlers were:—Twist, Bordie, Gardiner, Ross. W. Evans has proved himself a good wicketkeeper, having kept the wickets throughout the season for the Railways, and also in Melbourne during Country Cricket Week, when he made 72 runs against Kyabram. He was the only Railwayman from Ouyen to take part in Country Cricket Week.—C. C. BEUTHIN.

NORTH SUBURBAN RAILWAY FOOTBALL COMPETITIONS.

These are played by four teams from the following sections:—Jolimont to Clifton Hill; Westgarth to Hurst Bridge; North Carlton to Reservoir; and North Melbourne to Fawkner. The first match played on the 18th May resulted as follows:—

Clifton Hill Club: 3 goals 7 behinds versus Reservoir Club, 4 goals 9 behinds.

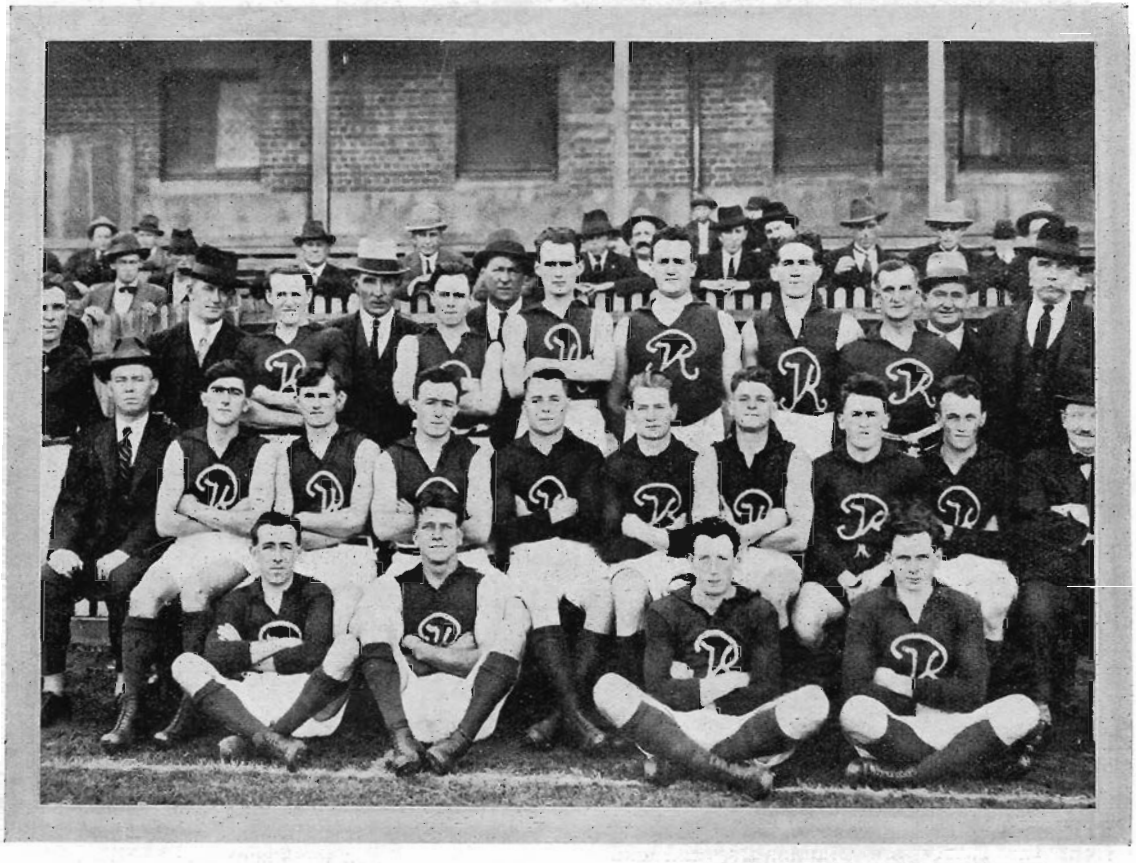
Heidelberg Club, 5 goals 4 behinds versus Coburg Club, 3 goals 16 behinds.

The results of the second match played were:—
Reservoir Club, 9 goals 10 behinds versus Heidelberg Club, 1 goal 2 behinds.
Coburg Club, 6 goals 3 behinds versus Clifton Hill Club, 7 goals 13 behinds.
The position of each club is as follows:—

	Matches Played.	Possible Pts.	Pts. Scored.	Per cent.
Reservoir Club ..	2	8	8	100
Clifton Hill Club	2	8	4	50
Coburg Club ..	2	8	2	25
Heidelberg Club	2	8	2	25

R. SINCLAIR, Hon. Sec.

FOOTBALL.—On 18th May the newly-formed North Suburban Staff Association was successfully opened with the meeting of the Heidelberg and Coburg lines at Heidelberg. After a friendly and exciting contest Heidelberg proved victorious by 5 goals 4 behinds, 34 points; to 3 goals 15 behinds, 33 points. In the last quarter Coburg kicked 2.3 to 3 behinds, and just failed to wipe off their deficit. Best players for Heidelberg were:—Wells (3 goals), Dwyer, Leach, Woodman, Middleton and Gardiner.—W. P. K.



Victorian Railways Football Team.

RAILWAYS INTERSTATE FOOTBALL CARNIVAL.

Victoria Wins the "Nash" Shield for the Seventh Time.

Every year Australian railway football teams compete for the "Nash" shield (valued at £250). The competing teams, up to the present, have been Victoria, South Australia and New South Wales, and, up to last season Victoria had won the shield six times, and drawn once with South Australia, who have two wins to their credit. Although displaying improved form each year, New South Wales have not yet succeeded in winning the shield on any occasion.

The football carnival was held in Melbourne this year, from 21st to 28th April. Next year it will be held in New South Wales. The Victorian Football League gave a reception to the three carnival teams at the League rooms, with Sir Baldwin Spencer in the chair. The late Mr. A. Taylor, secretary of the Victorian Branch of the A.R.U., and formerly a Carlton delegate to the Victorian Football League, was also in attendance.

On 22nd April, South Australia played New South Wales on the Richmond ground and won rather easily. In the evening, the visiting teams, together with the Victorian players, were entertained at the Stadium.

The following day no football was played, but the teams visited the Newport power-house and workshops, and lunched at the dining rooms. In the evening the interstate conference was held, and also a euchre party at the North Melbourne Town Hall.

On Friday, 24th, Victoria defeated South Australia at Richmond, the scores being:—Victoria, 19 goals 11 behinds, South Australia 6 goals 5 behinds. A Theatre Party at the Tivoli was arranged for the evening.

A dinner was given at the Bay View Hotel, Kensington, on the Saturday to over 100 persons. Among those who attended were Messrs. M. J. Canny, General Superintendent; T. F. Brennan, Chief Accountant; J. S. Rees, Chief Clerk and President of the Institute; and A. Galbraith, General Secretary.

On Monday the final match between Victoria and New South Wales brought the carnival to a conclusion. Victoria scored another comfortable win, and thus recorded their seventh victory.

The following were appointed officers of the Victorian Railways Football Club for the ensuing year:

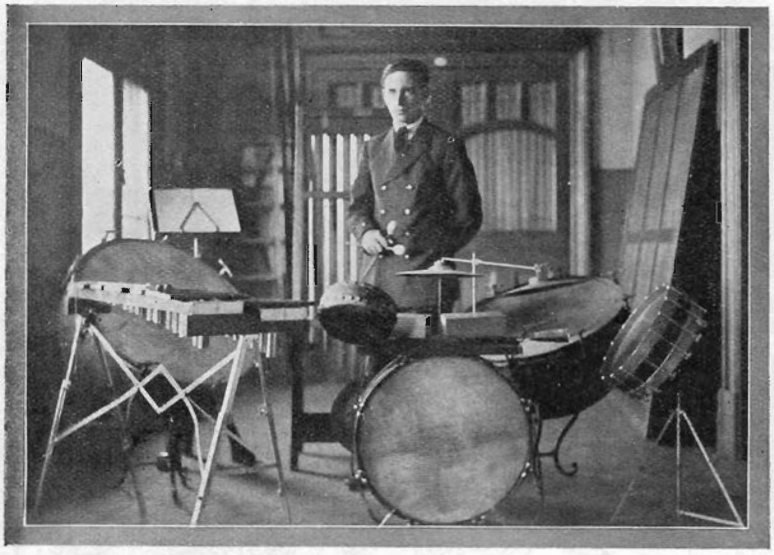
President and Treasurer: D. P. Ryan.

Vice-Presidents: E. Davies, P. Cahill, J. Kavanagh, A. Sillett and J. Sullivan.

Hon. Secretary: W. A. Clifford.
Assistant Secretaries: W. E. Darvall and J. Fisher.

Committee: G. Callesen, J. Leo, A. Neal, W. Laidlaw, J. Yawkins, R. Hill, A. Morgan, D. Sleeth, T. Michell, J. Blair, A. Lehman and C. Mullins.

W.E.D.



MR. R. JILLARD

Capable Drummer of the Newport Workshops Brass Band

What's in a Name?

Here's an Interesting Collection from the Railway Pay-roll

A perusal of the "Government Gazette"—"a list of all persons (exclusive of supernumeraries) employed in the Railway Service on the 1st day of January, 1923"—lends additional weight to that hoary old query which heads this paragraph. The 19,057 names which confront the reader are illuminating and educative.

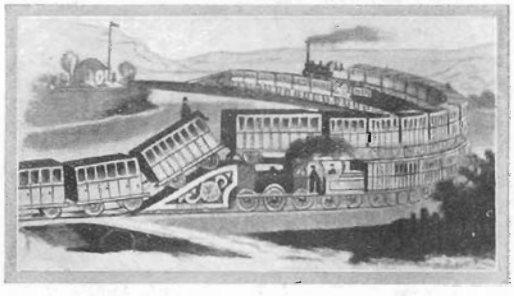
The Smith tribe, of course, is in the ascendant, there being three pages of that name—195 all told. Then comes the Williamses with 138, while the Browns, with 129, just beat the Joneses, who muster 127, for third place. The Wilsons number 97.

It is somewhat disappointing to find that there are not many fruit names amongst Victorian railwaymen. 8 employes are grouped under the name of Cherry, and there are 2 Lemons, 2 Oranges, 1 Plum, and 1 Peach. There are, however, 6 Orchards. Diligent searching reveals a lengthy list of distinguished titles. We find 41 Kings, 1 Prince, 9 Earls, 4 Lords, 7 Dukes, 3 Nobles, 31 Knights, and 2 Squires. Then comes an array of ecclesiastics—9 Popes, 15 Bishops, 6 Parsons, 3 Nunns, 8 Abbotts, 16 Deans, 9 Sextons, 1 Priest, 1 Prior, and 5 Deacons.

Apparently there is no colour line in the Service—129 Browns, 73 Whites, 44 Greens, 33 Grays, and 28 Blacks; and, by exercising a certain amount of patience, the seeker for knowledge finds that there is quite a variety of trades and professions in the Department. There are 44 Cooks, 5 Drapers, 10 Farmers, 10 Barbers, 8 Shepherds, 16 Butlers, 14 Pages, 34 Bakers, 27 Fishers, 3 Goldsmiths, 16 Porters (although, peculiarly enough, not one of them happens to be employed in that capacity in the Service), 6 Drivers, 24 Carters, 2 Butchers, 49 Millers, 16 Masons, 4 Salters, 9 Potters, 26 Hunters, 1 Sadler, 1 Purser, 1 Shearer, 3 Dyers, 3 Sherriffs, and 1 Steward.

The Service seems to boast a fair amount of cricketing talent also. There are 2 Gilligans, 2 Tates, 7 Hobbses, 2 Sutcliffes, 13 Douglases, 16 Chapmans, 3 Woolleys, 1 Hearne, 6 Bryans, 6 Freemans, 9 Howells, 52 Collins, 1 Bardsley,

The "Railway Age" of America says, "It cannot be repeated too often that there are, broadly speaking, two ways to win public favour. One is to treat Railway patrons well. The other is constantly to give to the public the facts about Railway business that it wants to know and ought to know."



NO MORE DOUBLE TRACKS.—An artist in the German paper, "Hanomag," here solves the problem of the cost of double track construction.

How to Test Your Ability

Of the making of many intelligent tests there is no end; but the tests most exploited require the co-operation of trained psychologists or efficiency experts. It remained for the Kansas City Teachers' College to devise a kind of rule-of-thumb test that each individual may apply to himself or herself, without the embarrassment of publicity. The method, as published in the Kansas City "Star Magazine," consists of answering a series of simple questions, or groups of questions, ten in number, giving a grade of three for each group if you are above the average; two if you are average; and one if you are below the average. Thirty would therefore be a perfect score, and twenty an average score. The cogent objection might be made that one's self-analysis may be vitiated by egotism or by undue modesty. We do not see ourselves as others see us. It might be helpful, after one has answered the questions, to have some intimate check the answers. Here are the questions:—

(1) Neatness—Are my habits of personal cleanliness the best? Do I dress suitably? Do I keep my personal effects orderly?

(2) Broadmindedness—Am I ready to recognise worth in others? Have I respect for the opinions and beliefs of others? Have I the ability to consider both sides of a question?

(3) Courtesy—Do I try to manifest a real spirit of thoughtful, kindly helpfulness? Do I avoid practices that make me conspicuous?

(4) Dependability—Am I punctual in meeting all engagements and agreements? Am I trustworthy about meeting obligations to the best of my ability?

(5) Loyalty—Have I a sense of responsibility for the welfare of the business with which I am connected? Do I make my personal interests secondary to my business interests? Have I a real respect for my occupation?

(6) Co-operation—Have I an ability and willingness to work with others? Have I a real desire to be helpful in all situations?

(7) Leadership—Have I the ability to plan and carry out projects of various sorts? Have I the ability to win the allegiance and co-operation of others?

(8) Honesty and Sincerity—Have I the strength to be honest under all circumstances? Am I straightforward and unaffected?

(9) Perseverance—Have I the ability to stay with a task until it is finished? Have I a tenacity of purpose, even against great odds?

(10) Self-Control—Have I the ability to hold the mastery of myself under trying circumstances? Have I the ability to be pleasant and considerate, even though others are unfair or irritable?

Co-operation Saves Work—Save Coal!

Save a Shovelful of Coal Each Mile.

Say It—and Do It—With a Smile.

Careful Operation Abolishes Loss.

Written in a State of Emotion

Strange documents find their way to the Railways Department at times, but one of the strangest was that received recently in the form of a testimonial attached to the application of a man for employment.

In its original state this is how it read:—

"I can proudly state that I have known my friend, Mr. A——, for the past eight years, and he stands pre-eminent as regards refinements, from every imaginable standpoint, he surpasses all others I have ever met, possssing a faculty seldom found among gentlemen.

"I am writing these lines in a perfect state of emotion, as I feel it almost impossible to express my innermost feelings of him, his ability is unapproachable.

"I can recommend him to anyone in search of a bosom friend."



NO TEDIOUS JOURNEYS THERE.—American railway companies are meeting the crossword puzzle craze by providing dictionaries for the use of passengers working out the puzzles while travelling.

"A Little Talk on Poultry."—This is the title of a booklet which has just been issued by the Vacuum Oil Company Proprietary Limited. The booklet has been written in an interesting manner round the fundamentals of the poultry breeder's business, and will undoubtedly be of great service to the breeder. It includes articles on the selection of stock, breeding hints, egg production and artificial incubation. All of these subjects are of special interest to the breeder. The authors of the articles are men of high standing in the poultry world. Anything they have said in the booklet can, therefore, be accepted as authoritative. A copy of "A Little Talk on Poultry" can be had on application to the local branch of the Vacuum Oil Company Pty. Ltd.

The May issue of the official monthly magazine of the Melbourne Y.M.C.A. ("Melbourne's Manhood") appears in an enlarged and improved form; the front page of the cover presenting a striking yellow and brown colour design, in which an illustration of the Association's new building is artistically introduced.

At The RAILWAY WORKSHOPS BALLARAT NORTH



CUPBOARD IN THE PAINTSHOP



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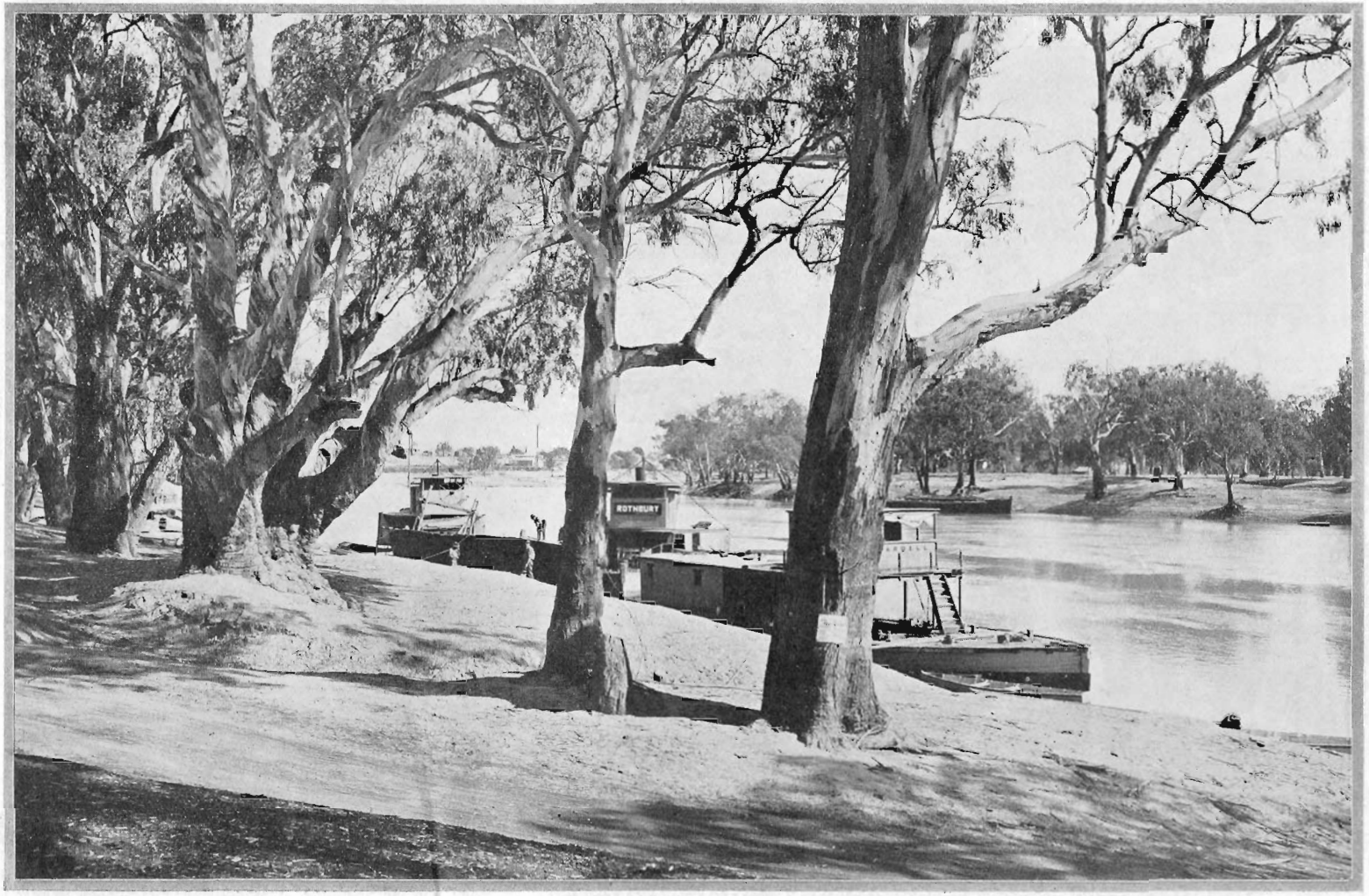
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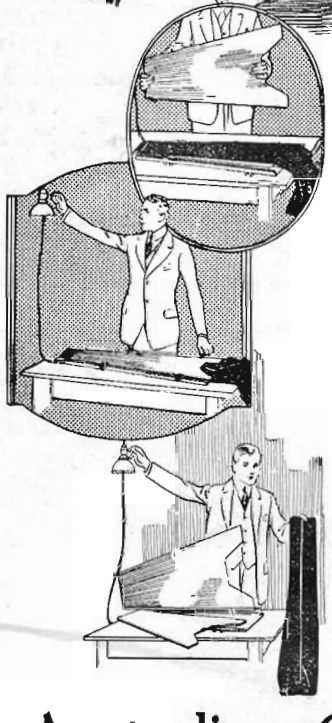


Murray River at Mildura.

The Victorian Railways Magazine, July, 1925.



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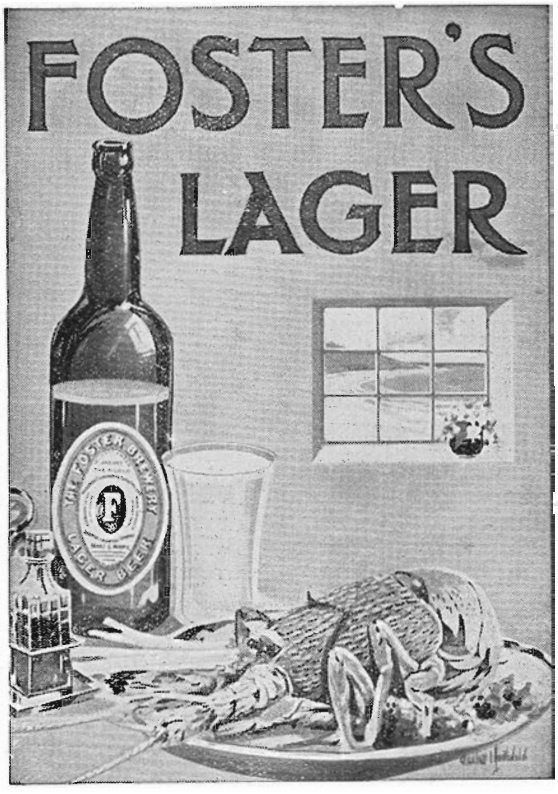
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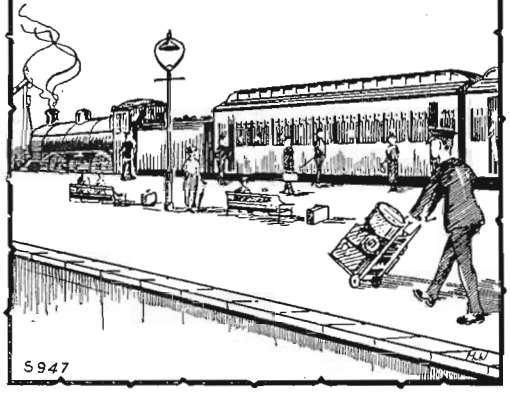


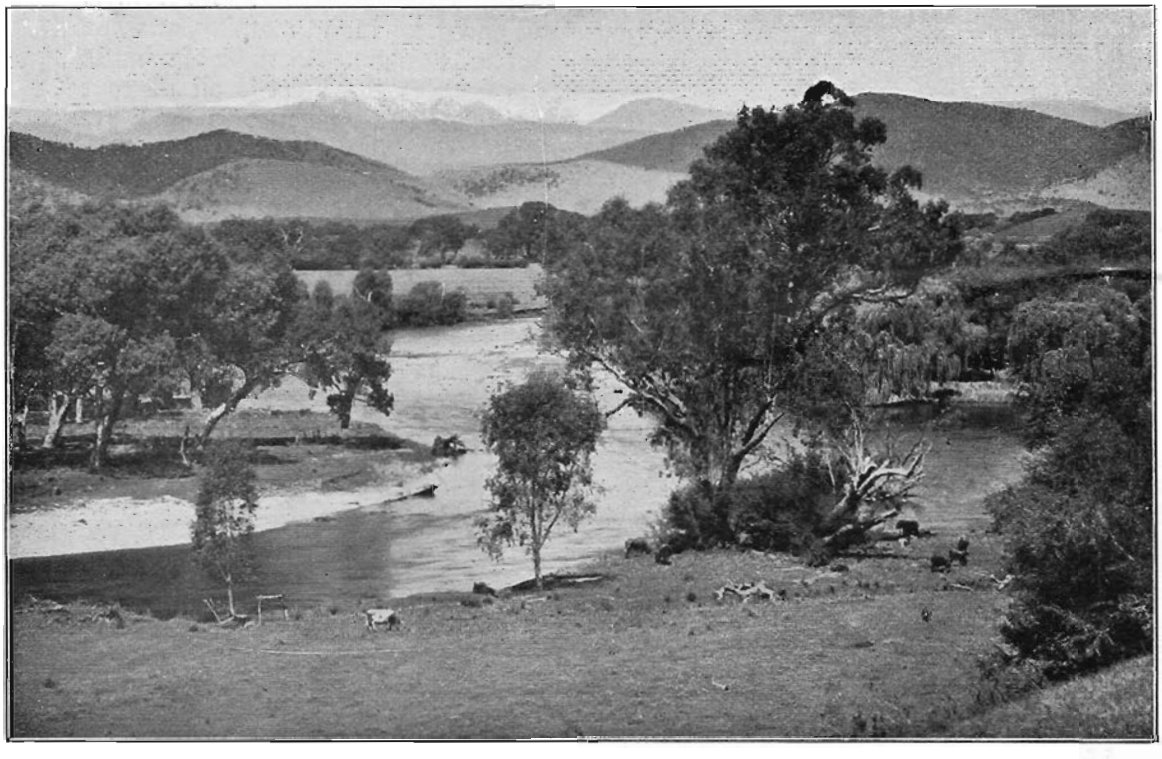
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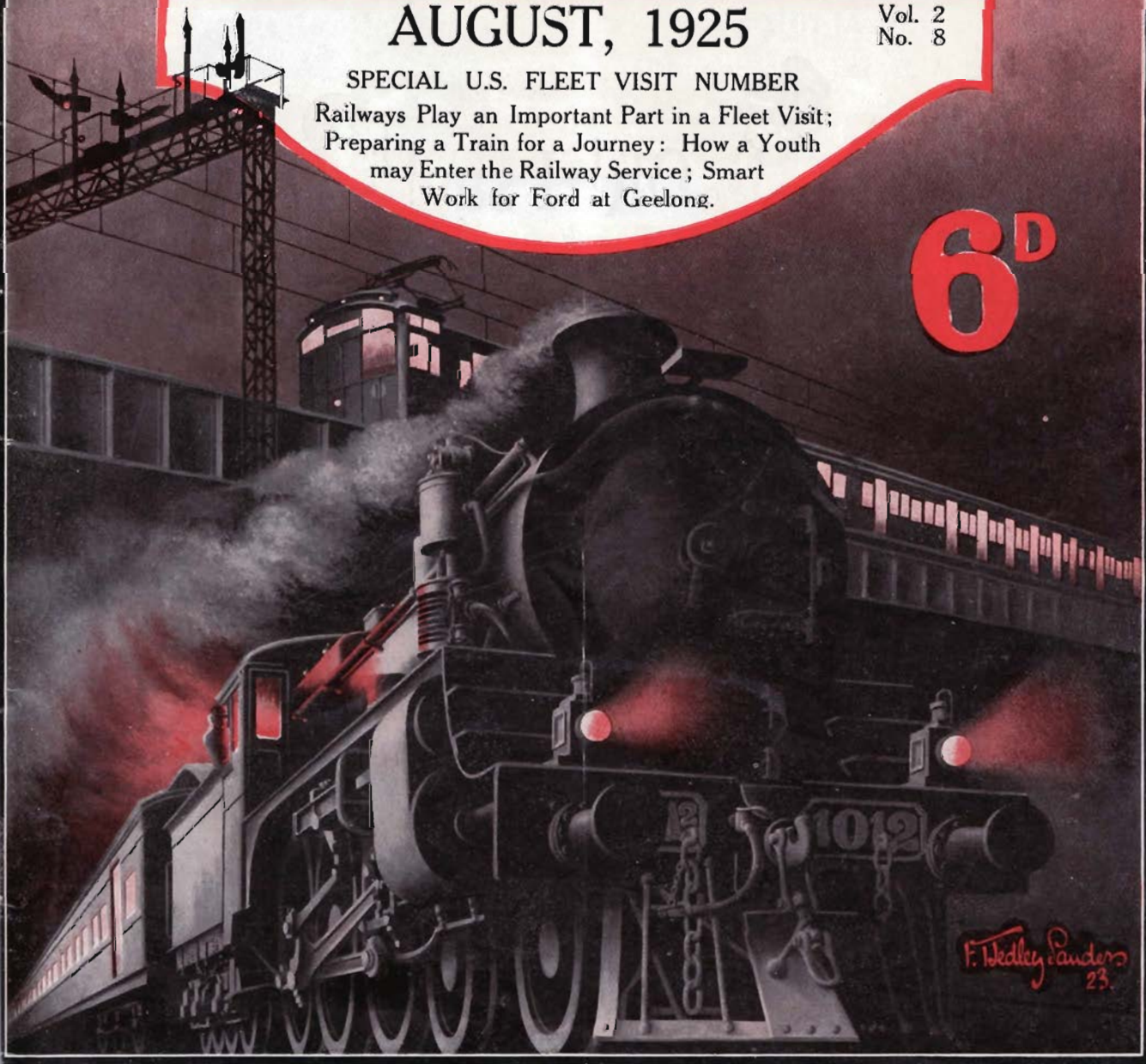
AUGUST, 1925

Vol. 2
No. 8

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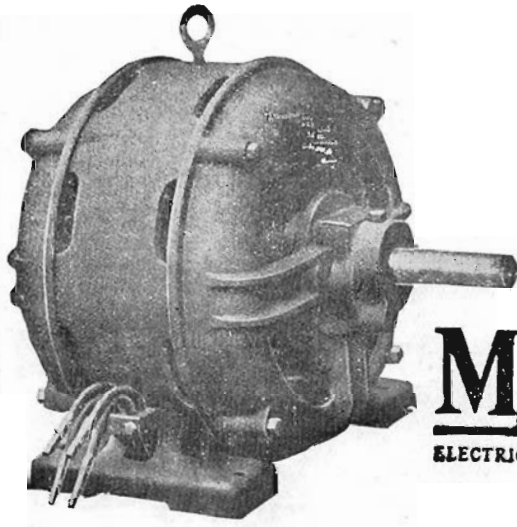
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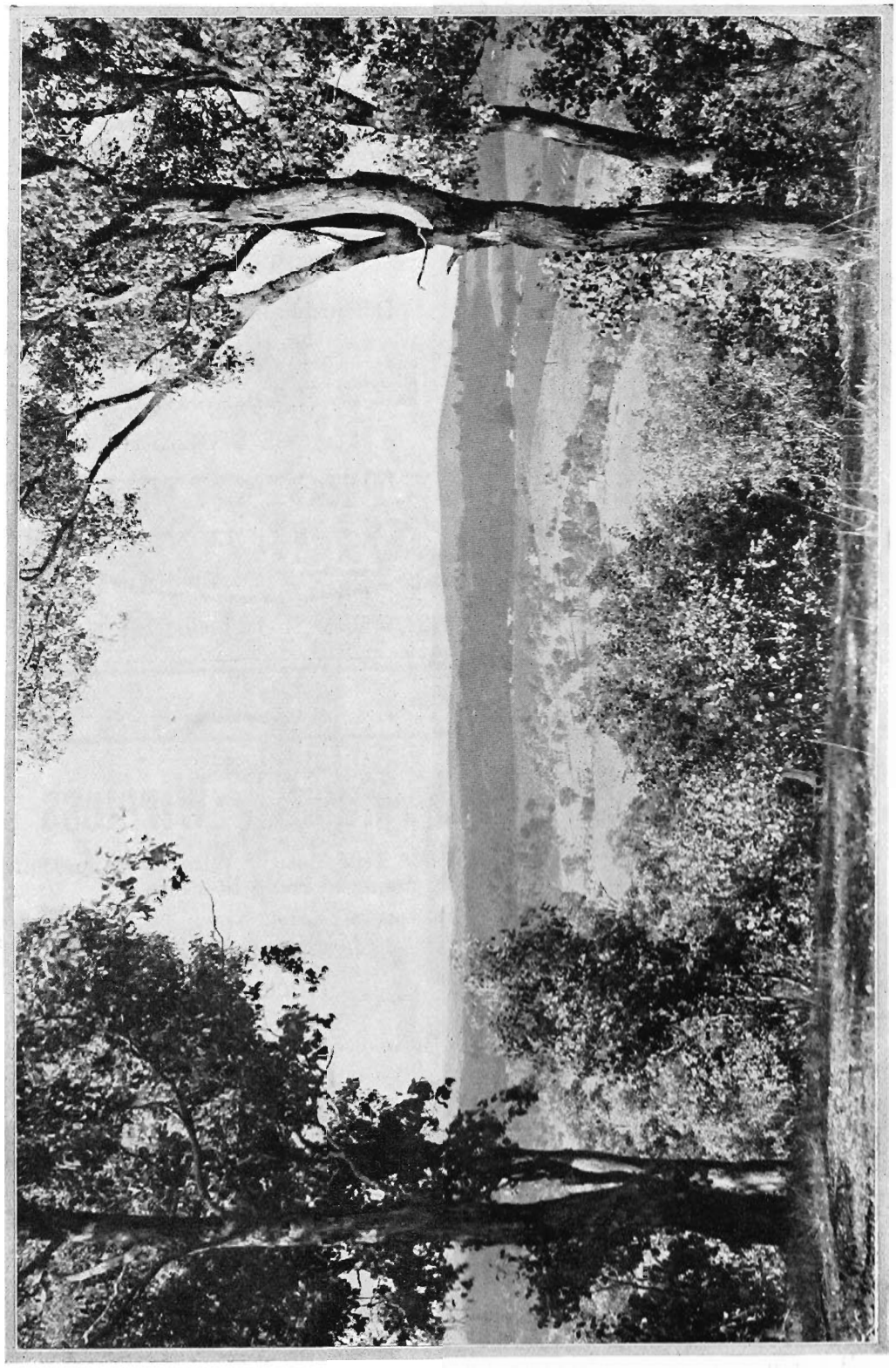
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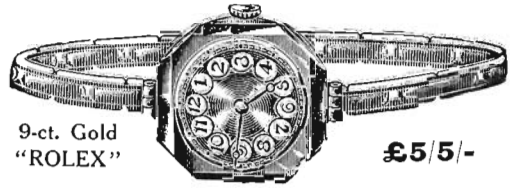
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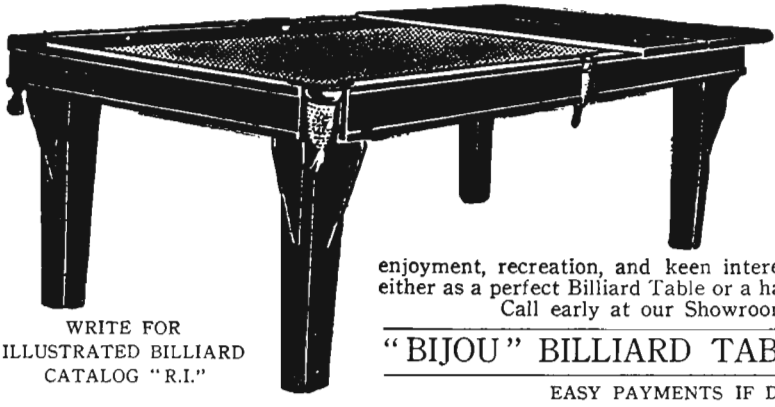
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(Sgd.) G. L. MACANDIE,
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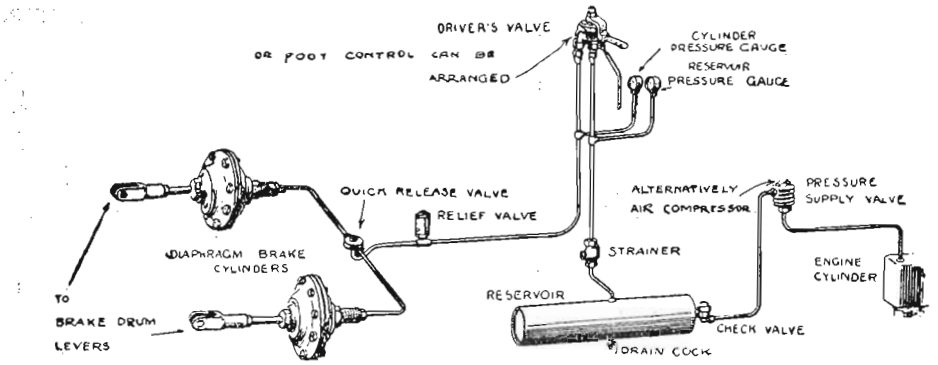


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The
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Vol. II.—No. 8. Melbourne, August 1925 Published Monthly Price: SIXPENCE

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Matter for publication should bear the signature of contributor, and should state whether it is to appear over his name or a nom-de-plume.

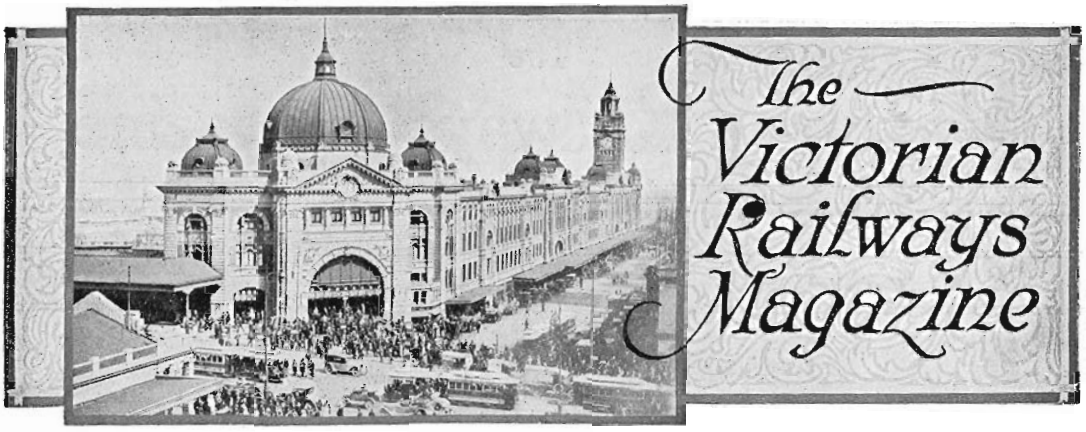
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Symbolism of the Fleet

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* * *

America and Australia have much in common. They came from the same parent stock. They are both the product of the power for colonization that is the heritage of their race. Their tradition, temperament, language and aspirations are alike. Their interests racially are mutual. The future of each of them lies in the Pacific.

* * *

In any review of the past, in any contemplation of the future, America and Australia are linked in the bonds of brotherhood. There may possibly be points of conflict, yet there will indissolubly remain the decisive fundamental unity of racial affinity, joined to which there are the vital influences of (1) Pacific mutuality, and (2) similarity of interests and ideas in the morrow of developments.

* * *

On behalf of the railway service of this State, we welcome the Fleet to our shores. It is a right royal welcome we offer, and it includes not only the beautiful ships but the masters of them, by which we mean the 10,000 men, from the Commander down, who guide and work them.

* * *

Our own little place in the hour's carnival of joy and hospitality is to say that the Commissioners, staffs, and all railwaymen cordially greet the Fleet as guests the greater because they hail from a noble nation whose railways are a triumph of genius. In inventiveness and initiative, skill and size, America's railway achievements are well-nigh unsurpassable. We pay tribute to the representatives of their great prowess and performance.

* * *

We do not minimise the efficiency and marvels of the railway system and sights of "the States" when we say that we too have States and railway systems, the study of which may recompense our visitors. We know that they will readily concede this, but do invite them to sample unequalled journeys and sights for their souls' sake and esthetic experience, believing that the unique addition to all they have radiantly seen will prove pleasant and profitable.

Thousands Travelled on Our Trains to See the Fleet

Long before the American Fleet arrived in Victorian waters, officers of the Victorian Railway Department were grappling with the transportation problems which the visiting fleet brought with it. Thousands of people were carried to see the warships, and to take part in the festivities. The transport of the Fleet personnel was also a big matter.

OF course, the experience gained on the occasions of other fleets was drawn on to help in forming the railway plans for the latest visit.

Transportation of people in large numbers comfortably and expeditiously was the most important problem, and very careful estimates were made of the numbers likely to be carried to the various points where the crowds gathered to see the fleet arrive, and take part in the welcoming festivities.

Under the supervision of the Chief Time Tables Officer (Mr. H. Cooke), carefully planned schedules for thousands of extra train miles were prepared. Special staffs had to be detailed for this work.

Imagine what this means when these trains have to be run in addition to the normal services for the conduct of the every-day business life of the community. Special trains must be graphed, so they will fit in to the minute with the general running, and this entails much careful calculation.

Not only had provision to be made for carrying metropolitan residents to the bayside to see the fleet, but special trains had to be run from the country to enable country people to arrive in Melbourne for the festivities. Crews had to be provided for these trains, special excursion fares worked out, and a thousand and one details attended to before anything was committed to paper and the final train programmes issued.

A special train was run to Mornington, and another to Queenscliff, on the morning of arrival to enable people to see the fleet steaming up the bay.

In addition, special transport arrangements were made for the fleet personnel. When it is remembered that there were 38 vessels in Melbourne, with a complement of approximately 11,000 men, and that at least 4500 of them were released every day, it will be recognised that this aspect of the transport problem was stupendous.



ADMIRAL ROBERT COONTZ, COMMANDER-IN-CHIEF, U.S. NAVY.

The Admiral is a man in the prime of life, having been born in 1864. Graduating from the U.S. Naval Academy in 1885, he was a Commander in 1905, and Rear-Admiral in 1917. He served with distinction in the Spanish-American War. He has created a profound impression in Victoria by his utterances.

All men from the warships were carried free, and special facilities had to be provided to enable the men to be transported quickly to the city. The times of their release from the vessels had to be ascertained, and the necessary station staff had to be on duty and the trains and crews ready at that time. Arrangements had also to be made for the disposal of the empty trains, so that those which followed would not be hindered.

Station accommodation must be looked to at a time like this, so that the handling of the large masses of people would not be hampered. Adequate booking facilities were arranged, special and additional barrier gates provided, and parking accommodation arranged for trains. The expected volume of traffic on the lines necessitated the printing of thousands of extra tickets.

Naturally, the huge volume of traffic was concentrated on the St. Kilda, Port Melbourne and Williamstown lines, whence the people



Sketch showing the United States Battleship "Pennsylvania," the largest of the warships of the American Fleet now visiting Australia, as she would appear if placed in Collins-street, Melbourne.

went to inspect the ships. St. Kilda was also the attraction for thousands of sailors and visitors because of the special facilities for amusement.

Before anything was done, it was necessary to go fully into the proposed railway programme to ascertain the cost. For this purpose, a committee, consisting of the Chairman of the Betterment Board (Mr. Hyland), the Chief Time Tables Officer (Mr. H. Cooke), and the Assistant General Passenger and Freight Agent (Mr. J. McClelland), discussed matters at length. Their recommendations for free travel for the visiting officers and men, and for special tours, were adopted.

The special tours were to enable the visiting officers and men to see something of our inland districts. The most extensive tour was for the officers visiting the provincial cities and the Sugarloaf Weir, The tour included Alexandra, Shepparton, Echuca, Bendigo, Castlemaine, Maryborough, Ballarat, Geelong and Camperdown.

The organisation of the Reso (National Resources Development) train was brought into operation for this tour, and much the same procedure followed as for the Reso train, the only difference being that visiting American Fleet officers were carried instead of Victorian business men. Arrangements for this trip were made by the Chairman of the Betterment Board (Mr. A. E. Hyland), who also went in charge of the train.

Special tours were also arranged for the men, and they were taken to Korumburra, Warragul, Ballarat, Moe, Bendigo, Belgrave, Ferntree Gully, and other tourist resorts.

Another complimentary excursion for engineering officers was run to Yallourn, to enable the visitors to view the great electricity works there.

To direct attention to the facilities for travel to Melbourne to see the fleet, and for city residents to travel to the bayside, the Railways Commissioners produced an attractive poster, a copy of which is reproduced on another page. An informative booklet was also prepared as a guide for the officers and men of the fleet to the principal points of interest in Melbourne and within the State. Sufficient copies of this booklet were published to enable each man to send several copies to friends in America.

All ranks of the American Fleet have been loud in their praise of the measure of hospitality shown them. They have expressed admiration for our country, and hundreds of them declared that they had no idea that Victoria was such a productive and progressive State. More than one has expressed the opinion that the Australians know a great deal more about the United States than the Americans know about Australia.

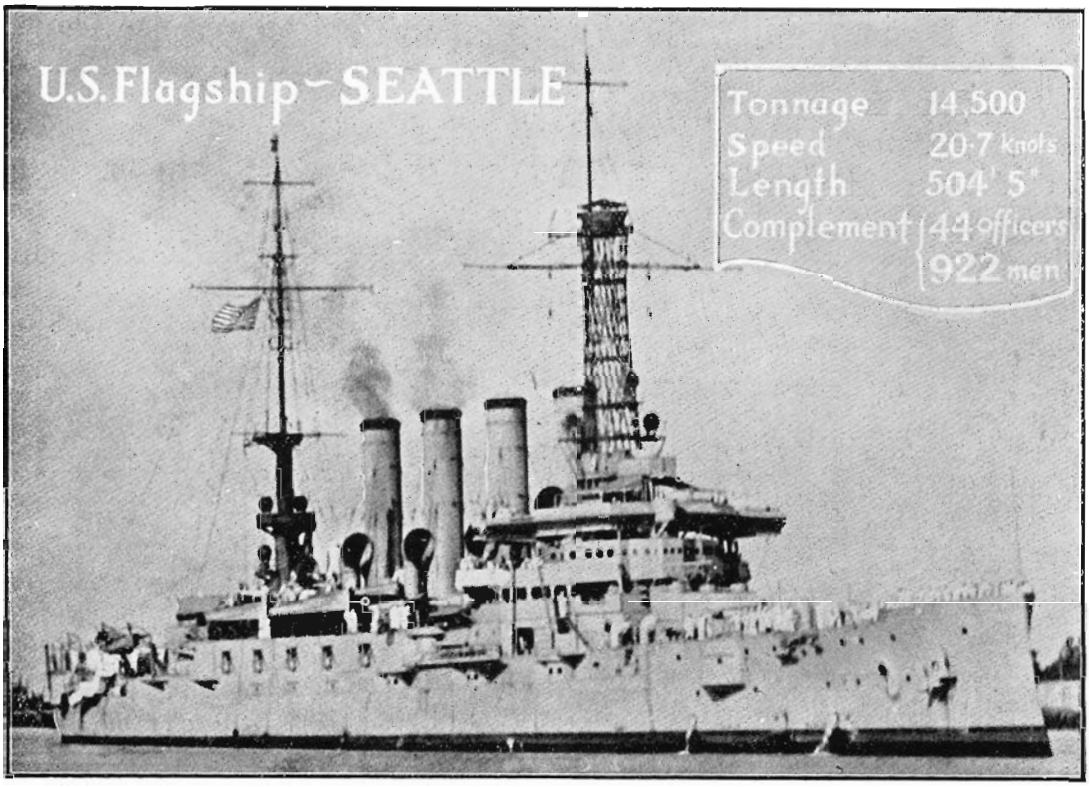
Great Advertisement for Victoria

The visit of the fleet, if it has done nothing else, has been a wonderful advertisement for Victoria. The spotlight of publicity has been thrown upon us for the world to see. Each of the 11,000 men of the fleet is actively advertising this country of ours long before he returns to America. Pamphlets, postcards, pictures, and souvenirs of every description illustrative of the life in Victoria, are already on the water telling the home folk of what the men of the fleet have seen. This information will be supplemented by verbal accounts when the men at length return home.

Railwaymen, though extra tasks have been put upon them during the visit of the fleet, have co-operated willingly for the smooth running of the transport arrangements, and if by this means they have helped to make the visitors feel at home during their stay, they will feel that they have done something to cement the bonds of friendship between the two great countries—Australia and the United States of America.



Sketch showing H.M.S. "Hood," Flagship of the British Squadron, which visited Melbourne last year, as she would appear if placed in Collins-street, Melbourne.



Photographs by courtesy "The Herald."

Here are Some Interesting Facts Concerning the Visiting Fleet

So popular in America was the prospect of the visit to Australia of the fleet that the Navy Department was compelled to suspend all enlistments for about three months to stem the flow of recruits who wanted to make the trip.

* * *

Coming to Australia, the fleet took a cruising formation of a huge arrow, nearly 10 miles long, with the cruisers as the point of advance, the destroyers next, then the auxiliaries, the battleships making up the rear.

* * *

The speed of the fleet en route to Australia was about 11 knots. This limitation was necessary to ensure economy of fuel.

* * *

Twenty civilians, newspaper men, magazine writers, novelists, photographers, geographers, and marine artists are travelling on the Seattle to tell the world of the cruise and about Australia.

* * *

This great cruise was planned to take place in 1915, but was cancelled, because of the outbreak of the Great War.

* * *

Most of the men in the fleet are men in their "twenties." They are full of spirits, eager for fun, and out to learn all they can about our country.

Five tankers, carrying more than 50,000 tons of oil fuel, are accompanying the fleet, and the operation of refilling empty tanks on the warships will be tested under active service conditions.

* * *

The flagship of the fleet is the cruiser Seattle, 14,500 tons. She has a length of 504 feet 5 inches, and a speed of 20.7 knots. Her draft is 26 feet 11 inches.

* * *

On board the Seattle are 53 officers and 645 men. This is not the largest crew carried on any one vessel. The Pennsylvania, Oklahoma, and Nevada each carry 74 officers and 1200 men.

* * *

The Pennsylvania (31,400 tons) is the largest of the visiting vessels. She is, however, 900 tons less than the California, which is going to Sydney.

* * *

It is interesting to note that the draught of the H.M.S. "Hood' is slightly less than that of the "Pennsylvania." The draught of the "Hood" is 28½ft., and that of the "Pennsylvania" 28.56ft.

New Railway Works Recommended

Ten Reports of the Parliamentary Standing Committee on Railways were submitted to Parliament on August 8th

THE Committee approved of the purchase by the Railways Commissioners of land between Richmond and South Yarra, and between Richmond and Burnley, for the purpose of providing additional tracks. The number of tracks from Jolimont Junction to Richmond will be increased from 6 to 10, and between Richmond and South Yarra from 4 to 6, and from Richmond to Hawthorn, from 2 to 4.

It is also proposed to rebuild the Richmond station, making provision for platforms 30 feet wide instead of 20 feet, and substituting ramps for the existing long flights of steps.

In connection with the re-arrangement of the Melbourne railway yard, the Railways Department will transfer to the Harbour Trust more than 130 acres of land at the southern end of the railway coal canal, forming the site for the new Appleton Dock, adjoining Victoria Dock, and will receive from the Harbour Trust eight acres of land between Cowper-street and the Spencer-street railway yard.

Because of the much larger area being acquired by the Harbour Trust, the transfer is made conditional upon the Trust providing at least two coal berths for the use of the Railway Department at Victoria Dock.

The Committee does not recommend a line to serve the Doncaster, Templestowe, and Warrandyte districts. Fourteen different routes were investigated.

Though the Committee does not approve of the proposed route for the Port Fairy to Macarthur railway, through Yambuk and Orford, it recommends that, as its recent inquiry was restricted to one route only, the matter might be again referred to it with power to suggest any new route to connect with the existing system.

On the question of the Mallee railway extension (Millewa line) the Committee considers that further railway extensions will be warranted when more settlement has occurred along the existing line.

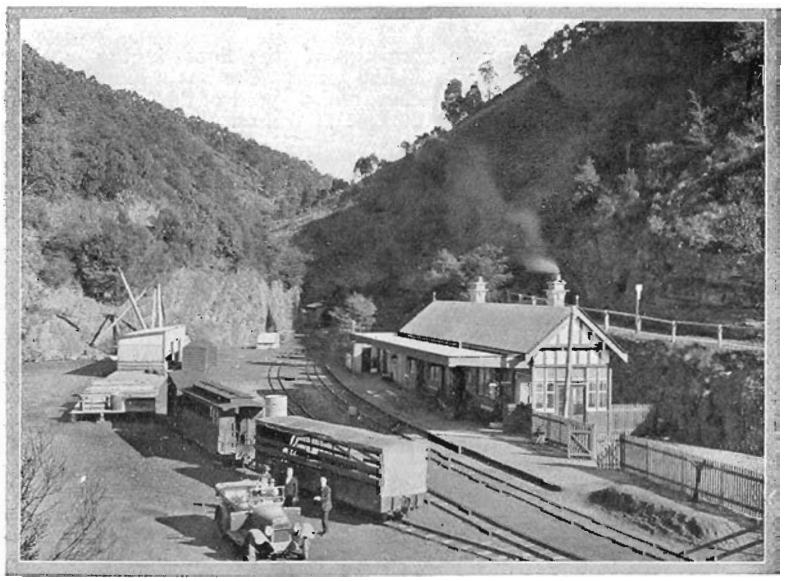
The proposed line for connecting with the districts of Corack, Granite Flat, and Wooroonook with the existing railway would involve a loss, and having regard to the very limited area of new land to be served, the Committee does not recommend the line.

The Committee is of the opinion that, owing to the limited area of rich Mallee land between the numerous stony ranges along the route of the proposed Corryong, Towong, Tintaldra, and Walwa line, it is insufficient to warrant any extension of the line from Cudgewa.

It is recommended that the line from Red Hill, on the Mornington Peninsula, be extended, as a developmental railway, four miles to a point between Red Hill South and Baldry's Corner.

Construction of the Kulwin and River Murray districts connecting railway is not recommended.

The Committee explains that the Glenroy-Albion railway proposal of the Commissioners is being held in abeyance, pending a decision of the Ministry regarding the removal of the Newmarket live stock sale-yards, and that the proposal will be investigated in conjunction with the proposed Keilor-Bulla railway, as the routes intersect each other.



BUILT OVER A CREEK.

Walhalla Station is perhaps the only station in the State which is built in such a peculiar position. It is built over Stringer's Creek. At flood times the waters swirl underneath the station buildings.

This station is on the 2ft. 6in. gauge line. The buildings nestle among the hills, where once miners gathered in hundreds in search of gold. The district is noted for its beauty, and attracts hundreds of tourists each year.

Things We Are Talking About

Big Export Figures - Railwaymen Vindicated—Railways Film for General Exhibition - Settlers' Fine Example Broadcasting Safety First.

Victoria's Exports Booming

FIGURES supplied by the Department of Agriculture giving particulars of the total quantities and values of produce exported overseas from Victoria show that the total value amounted to £21,938,482, for the year 1924-25, against £13,176,663 for the preceding year.

The value of wheat was £9 691,740, and of flour £2,574,633, against £3,775,874 for wheat and £2,348,725 for flour for the preceding year. Milk products, butter, cheese and milk represent a total value of £5 212,484, as compared with £3 873,031 for the year 1923-24.

Fruit in all forms, fresh, dried, canned, and jam, totalled £2,608,544, against £2,064,748 for the previous year. Meat in all forms, mutton, lamb beef, veal, preserved and sundries, totalled £1,147,331 in value, against £742,545 the year before.

Railwaymen in all branches are vitally affected by the quantity of our primary products. Good seasons mean greater railway activity, and, consequently, greater opportunities for development, which reacts to the good of everyone.

Be Proud of Your Service

RAILWAYMEN should take a pride in their personal appearance. They are the direct representatives of the Commissioners on the station on which they are working.

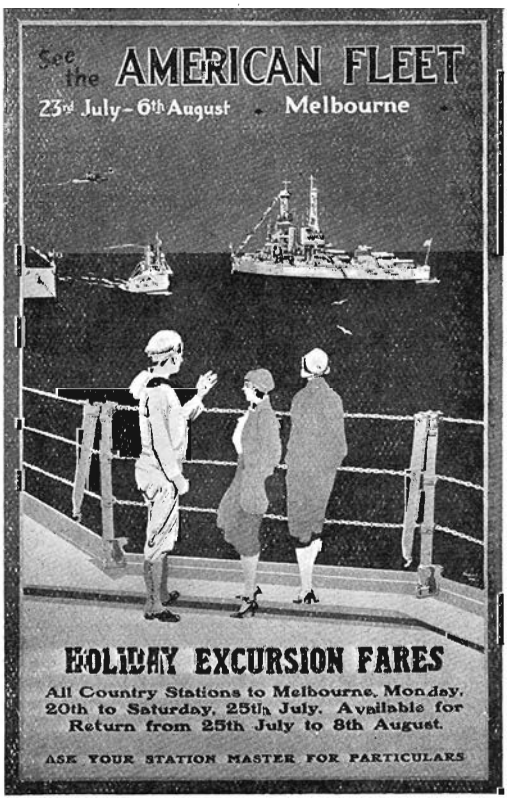
Stationmasters and Porters are some of the few railwaymen with which the local people come in contact. Residents are inclined, therefore, to judge the whole Service by the appearance and conduct of the station staffs.

Uniforms are provided for the purpose of distinguishing railwaymen as such. Abuse of the uniform by allowing it to become ill-conditioned and dirty is a reflection on the Service. The public respects a man who is smart in appearance. It denotes efficiency. Let us look after our uniforms as if they were our own.

Broadcasting Safety First

MODERN publicity brings everything possible to its aid. The publicity section of the Betterment Board has now invoked the aid of wireless for the promulgation of a short series of talks on Safety First.

The initial talk was given on July 22, when the Assistant Publicity Officer (Mr. H. R. Gollan) spoke from 3LO. These talks will be given each Wednesday evening until further notice.



The Attractive Poster which was issued by the Victorian Railways Department to induce travel from the country to Melbourne to see the American Fleet.

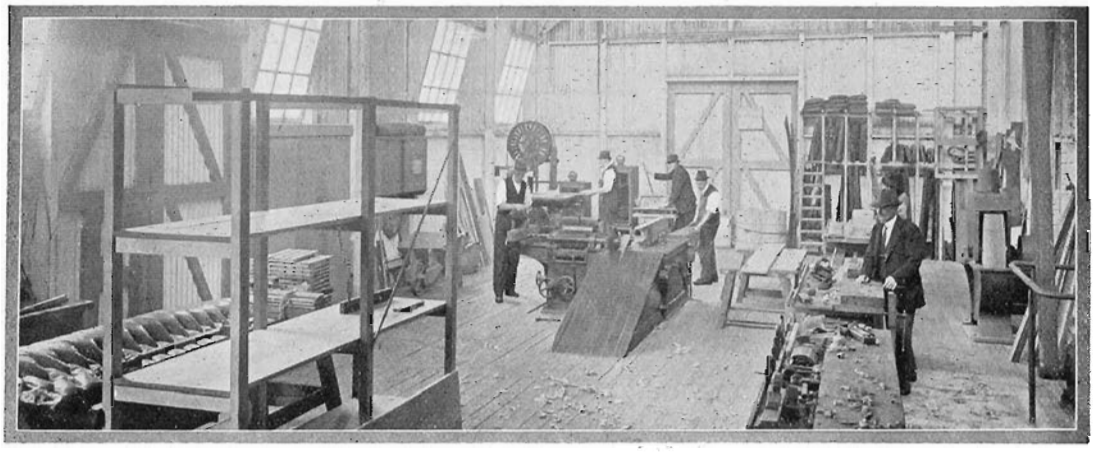
Take an Interest in the Lads

YOU will lose nothing by taking an interest in the lads working under you. They have got their feet on the first rungs of the Railway ladder, and are looking to those higher up to give them a helping hand.

Remember, you were a lad yourself once! My, how you did appreciate the kind word and the helpful and patient instruction.

Stationmaster W. J. Scriven, Greensborough, is showing a fine spirit by the way in which he is assisting the lads who become associated with him. Porters T. Bennett, J. Hanson-Kohn and T. Horman have passed in safe-working and telegraphy largely as a result of Mr. Scriven's assistance—given in his own time and at his own home.

These lads will have a lot to thank Mr. Scriven for when some day they are high up in the service, as they are surely destined to be.



The Carpenters' Shop in the splendidly equipped and well-conducted Ballarat Railway Workshops.

Help Us to Help Ourselves

SETTLERS in the Otway Forest have set a fine example of self-help which might well be emulated in more prosperous parts of the State.

Realising the need for a stock-trucking yard on their line, the settlers told the Railways Department that they would construct the yard and do the necessary filling if the Department put up the race and the necessary timber work against the line. The offer was accepted, and the work carried out at Yaugher.

To enable the work to be done expeditiously, the settlers took subscriptions from all who were likely to use the yard, and then let the contract to one man. The yard has proved a boon, and settlers from as far distant as Apollo Bay use it.

This evidence of public spirit is in striking contrast to that in some districts whence requests for sidings emanate.

Keeping Our House in Order

MARKED improvement in the cleanliness and condition of station premises was noticed by the Commissioners during their last tour on the Waubra, Skipton, Cressy-Irrewarra, Beech Forest, and Queenscliff lines.

Almost every officer in charge of a station seemed to be making an earnest effort to keep his station up to the high standard which has been set.

Queenscliff station has shown a great improvement. Moriac (already described in the "Magazine") has not fallen back from the splendid condition maintained in the last few years. Unceasing vigilance is the price of efficiency on railway property. It is little use giving the station a hurried clean-up once a year. The public appreciates clean surroundings, and has a higher regard for the service if our property is above reproach.

Railway Men Again Vindicated

"THE railways again," remarked a city business man when a consignment of ducks which he was expecting had not been received.

His remark was overhead by a railwayman, who at once asked for particulars. It transpired that the business man had been promised some ducks by a friend in the country. A telegram had been received saying the consignment had been sent, but the carrier was told there was nothing when he called at the station.

Immediate inquiry by the railwayman revealed that the ducks had been sent addressed personally to the man making the complaint. He had told the carrier to ask for the consignment in the name of his firm. The mistake was all on the side of the complainant. Thus were the railways again vindicated.

Moral.—Don't let remarks reflecting on the Service go unchallenged. If you do, they may never be adjusted. "Dig out" the cause of complaint. We have nothing to hide.

Have You Seen the Railway Film?

THE Railway Department possesses a splendid film of 6000 feet, which impressively portrays the magnitude of railway operations in Victoria. Growth of the system, from the building of the first railway line, to the present network, is shown by a series of cartoon maps.

Included in the picture are also views showing the construction of carriages and locomotives, at Newport Workshops, bridge building, the Melbourne electrified service, and handling the wheat traffic.

The Commissioners have decided to make the film available for screening by public bodies. Application should be made to the Chairman, Betterment Board, Victorian Railways, Spencer-street. A lecturer and operator will accompany the film.

High Speed Siding Construction at Geelong



Trucks of building material at the dead-end of the first siding completed for the Ford Works at Geelong

THERE has been quite a transformation at North Shore. Several months ago there was nothing but open paddocks; there are now extensive railway sidings, with huge buildings in course of construction. Immense steel frames have been lifted into position by means of great travelling cranes.

Work on the first siding commenced on May 22. It provided for a cutting up to 4ft. deep running the major portion of the length of the siding. This siding was required for taking in the material for the completion of the first section of the buildings. The first material was landed at the dead-end of the new siding on June 6, an especially smart piece of work by the construction staff and the officers in charge.

The siding layout provides for a loop line about 800 feet long, and three dead-ends, the buffer stops in each case being approximately 40 chains from the main line turnout at North Shore station.

On May 21 verbal instructions were received that the work was to be commenced forthwith, and that the first dead-end siding was to be available for the company on June 13. A special gang was landed on the job the same day, commenced operations next morning, and on Sunday, May 24, the main line points and crossings were put in.

Although practically three-quarters of the siding (No. 1) necessitated the excavation of large quantities of earth, trucks of building material were placed at the dead-end thereof on June 6, or exactly one week ahead of schedule time, and this, despite the fact that two days' work was lost owing to indecision on the part of the company as to the exact lay-out to be adopted.



Special-Ganger M. Kilmartin (left) and Roadmaster J. A. Hamilton (right).

Special provision had to be made for the carrying out of the work in the limited time given. It is doubtful if it could have been accomplished but for the splendid work of Special-Ganger M. Kilmartin, assisted by Roadmaster J. H. Hamilton, in an advisory capacity.

The officers of the company were intensely gratified with the expeditious completion of the work, which, however, was only rendered possible by the complete and cordial co-operation of the other branches of the Service.



Some of the Crew of the Commissioners' Special Train—(Left to right), Syd. Dalton (Commissioners' Special Guard), H. Devenell (Fireman), and E. Burnell (Driver).

New Alpine Guest House

A NEW Alpine Guest House was added to the attractive Victorian alpine region on July 11, when the Mount Feathertop Chalet Company Limited opened a bungalow as the forerunner to a chalet, which it is hoped to complete within the next year.

The bungalow is situated about 1000 feet from the summit, and has accommodation for 24 persons. It is close to the ski runs, has electric light, water supply, and other conveniences.

At the official opening on July 11, the Railways Commissioners were represented by the Assistant Publicity Officer (Mr. H. R. Gollan), who pointed out that the Commissioners appreciated being represented at the opening function. They had never posed as critics of the Feathertop venture, but welcomed it because it meant an accession to the publicity strength necessary to bring the alpine district to the highest point of tourist development. Every additional tourist house of high standing opened in the Alps meant additional travel over the railways serving the North-Eastern District.

The Alps—Australia's Playground

The Commissioners believed that in the Alps and the North-Eastern mountains generally, Victoria had a tourist asset that could compare favourably with most similar regions in other parts of the world. Their one wish was that the constant stream of tourists now going to the Buffalo Chalet would encourage others to go in for tourist accommodation of a high quality, and that the time would come when the Alps would be Australia's most notable playground.

For the Mount Feathertop venture, the Commissioners had nothing but the friendliest feelings, and they trusted that it would meet with every success.

Locomotive Evolution

RECENT attention has been focussed so strongly on the great forward strides in the development of internal combustion engines, aviation, radio and other interesting fields that the average person is apt to completely disregard one mechanical adjunct to our everyday life, the locomotive.

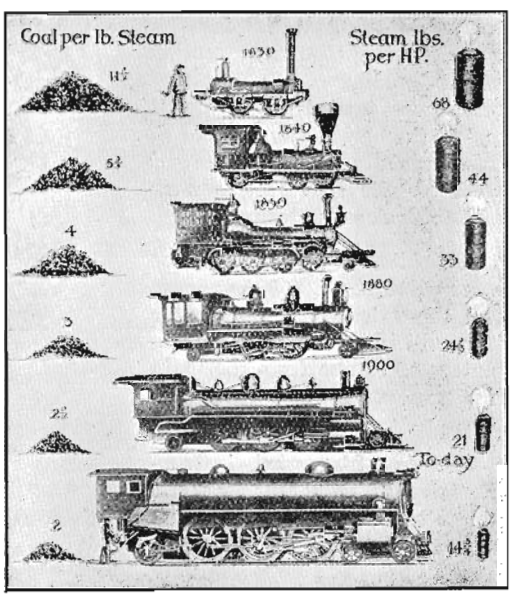
Truly, it does seem that even though we rely on these leviathans of the rails, we pay all too little attention to the development of this device, and only those directly in contact with the railroad industry realize what great improvements have been made in the design and construction of locomotives since 1830.

The illustration below shows the great forward steps which have been taken, dividing these steps into periods as indicated by the various dates. In the early days of railroad travel, using a locomotive such as illustrated 11½ pounds of coal were necessary to develop 1 pound of steam, and 68 pounds of steam had to be generated in order to obtain 1 horsepower of actual energy.

Two Pounds of Coal—One Pound of Steam

In a short period of 10 years, these figures were reduced greatly as indicated, and from that time on down to the present day we have slowly but surely perfected locomotives to a point where in the up-to-date engine only 2 pounds of coal are required per pound of steam, while only 14½ pounds of steam per hour develop 1 horsepower.

And yet even these giants are doomed to eventual oblivion by the turbine and Diesel locomotives, although it will be some years before our present day locomotives are entirely displaced for more efficient and powerful prime movers.—Dr. Stelzer, University of Vienna.



This Farmer Liked the Better Farming Train



Many rural workers do not realise that the Better Farming train is worth seeing until after it has left their district. That is why so many requests are received for return visits. There cannot be made until the other centres have been served, and this means a long wait. How the train impressed a practical man of the land is illustrated in the following article.

LIKE many others, I thought that the Better Farming train could be inspected in an hour or so. That is why I did not trouble to go to meet the train on the morning when it stopped at our town.

After lunch, I went into town, and at the station the first man I met was an old friend who lived 20 miles away. I expressed my surprise, and he said, "Oh, I came to have another look at the train."

"What!" I exclaimed; "is there such a lot to see that you cannot see it in an hour?" He replied, "You could not see and hear all there is to be seen and heard in a week."

And, Sir, that is true. The Better Farming train is a wonderful affair, and if ever anything was sent out of Melbourne worth while to the farmers the train is it. I got down just in time to hear the last lecture of the day, and that was on a thing we do not grow—citrus fruit; but the quiet, earnest manner in which the lecturer spoke convinced me that that man knew his job. The people standing around listened attentively—another good sign.

Evening Came All Too Soon

After that, I took a walk through the train, and marvelled again and again at its completeness and the enthusiasm of the men on it.

Evening came all too soon, and my wife and I had to get back home, but on the way we decided to drive to the train's next stopping place, just 26 miles away. I got up early next morning, and immediately after breakfast we were on the road. We made Lizzie hit out on the good going, and got to the station as the train pulled in.

The addresses of welcome over, the first lecture of the day was announced, and that was on milk testing and herd tests. We do not test our cows, but I was interested to hear how it was done. I was astonished to learn how many cows there were that did not pay their way, and began to think that our two were loafing on their job. Then there were lectures on lucerne and its cultivation, pickling wheat and fallowing.

"Swapped Experiences"

At lunch we "swapped" experiences. I told my wife of what I had seen and heard; she said she had spent the morning listening to the lady lecturers speak on the proper treatment of children, cooking and dressmaking, and that she would not have missed them for a great deal.

After lunch we took a stroll through the train, and it was simply wonderful to see the huge collection of exhibits, their variety, their completeness, and the attractive way in which they were staged. It certainly reflects great credit on the Agricultural Department and the Railway Department. I came out of that poultry truck determined to put our poultry-keeping on a better footing.

It was really a wonderful day, and I came home encouraged to do better with wheat and animals in future. The unassuming manner of the men on the train—you know, we are apt to think Government officials unapproachable, officious, and know-alls—their enthusiasm, their love of their work, their desire to help and to give information inspires one and urges me to advise every farmer who has the opportunity of visiting the Better Farming train to do so as often as he can, for I am sure he will learn something every time he goes.

I sincerely hope I can spend a day on the train on a future occasion. I would go a long way to again visit it.—(Reprinted from "Stock and Land.")

Every Train Has Distinguishing Lights on Its Front

Have you ever thought of how or why certain things are done on the Railways? Perhaps you take everything for granted, and then grumble at the system when circumstances upset the usual smooth running. The "Victorian Railways Magazine" wants to tell you the How and Why of everything on Your Railways. If there is anything you don't understand, ask us about it.

"AH! here comes our train," said my friend, as we waited on the suburban platform.

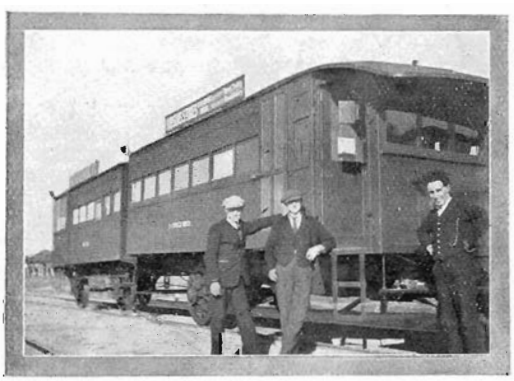
His tone was definite. There was no indicator to tell us which was our train of the many which passed through this station. The one then approaching some considerable distance away might turn off to any of the several lines which junctioned further along.

I was frankly puzzled. How did my friend know for sure that this was the train for our suburb? The Porter had not yet called out the train's destination, and we could not distinguish the sign on the front of the train.

But this friend of mine is a keen railwayman, and although his work does not require him to know anything about the system of distinguishing lights on the front of trains, he had picked it up. I was at once interested.

It had long puzzled me how the man in the signal-box at the entrance to Flinders-street station, controlling the flow of trains across the viaduct from Spencer-street, knew in sufficient time which train was coming so as to direct it to the right set of rails and the correct platform.

After having the method roughly outlined, it struck me that there might be hundreds of the regular users of our railways who would be interested in this matter.



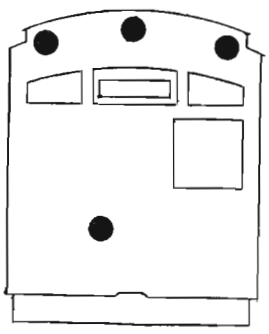
Rail Motor No. 3 and Motor Crew operating between Ouyen-Murrayville and Pinaroo.

Safe Working Officers of the Railways Department explain that the Signalman from the box can tell the correct line for any electric train by the lights displayed on the front portion of the train—on the driver's cabin. The character of steam trains—whether goods, passenger, or specials, can also be told from their lights. This system will be explained in a later article.

On the lines where automatic signalling is in force, it may be that a Signalman is depending on head signals alone to indicate the class and destination of trains.

Generally, the object of the distinguishing head signals is to ensure prompt and sufficient advice being given to stations in advance, in order that trains may be dealt with according to their importance, and also, as in the case of suburban trains, that Signalmen may be aware of the destination of the train before the train is sufficiently close for them to read the destination sign.

There are five positions for white lights on the front of electric trains, as shown in the accompanying sketch. Different combinations of these lights are used for each and every line on the suburban area.

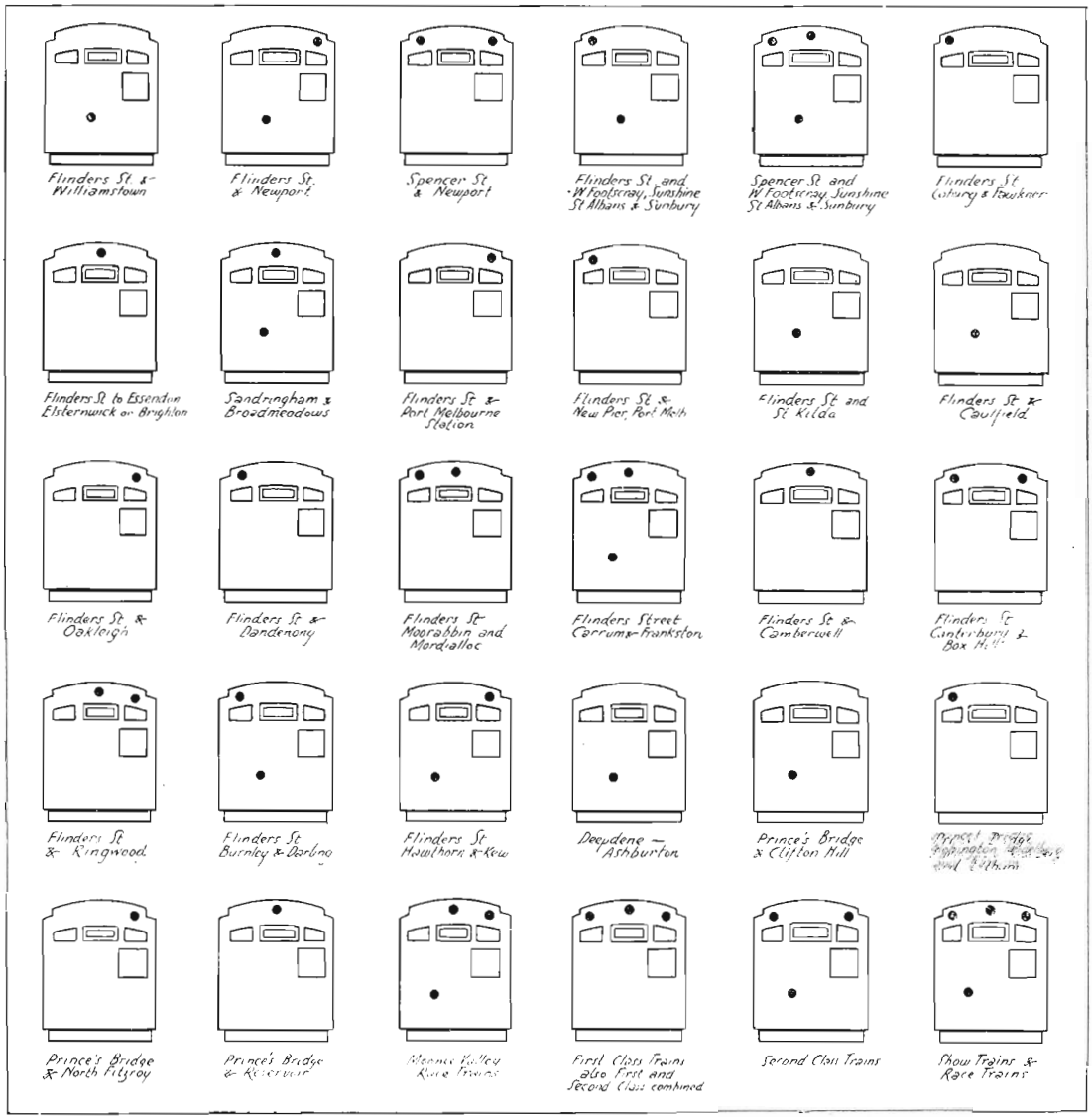


If you live on the Sandringham line, your train has only two lights on its front—the centre top and the bottom. You can pick it out from among those for all the suburban lines shown on the opposite page.

Look at these sketches, and fix in your mind the lights for the trains on your particular line.

Here's One Way of Knowing Your Train

(See Article on opposite page)



Send Your Photographs

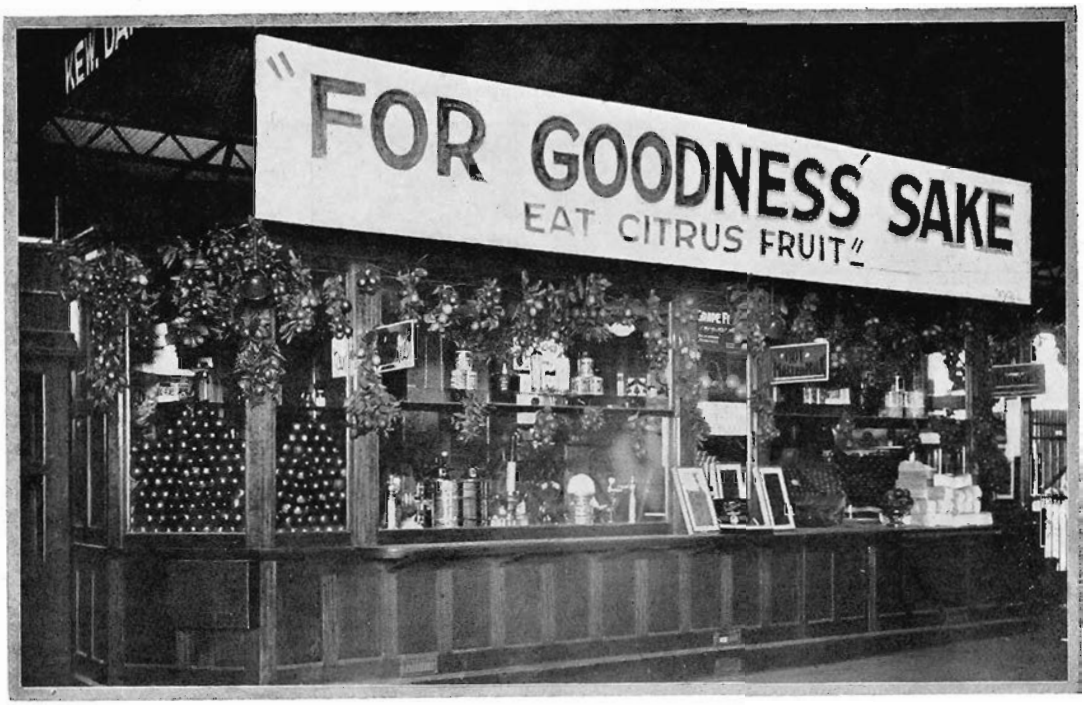
The Victorian Railways Magazine is always willing to publish photographs from railwaymen or others.. The photographs should have a railway interest.

Care will be taken of anything sent along. Address the photographs, together with a short description, to the Editor, Room 6, Victorian Railways Institute, Flinders St., Melbourne.

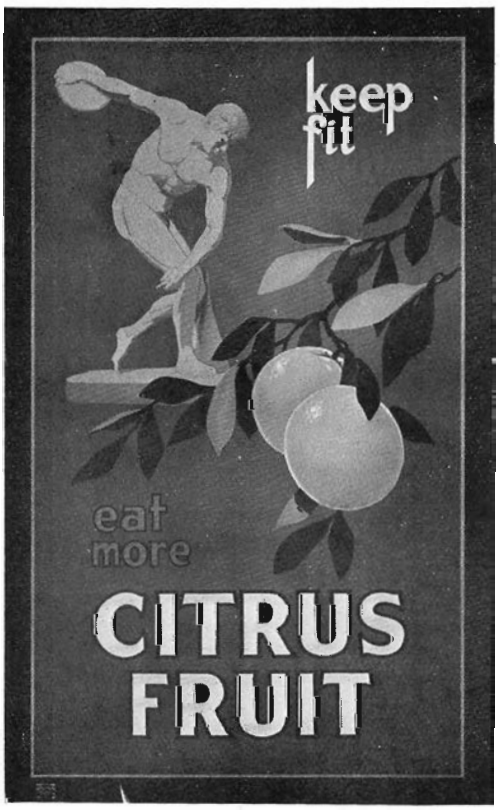
Mt. Buffalo Traffic Increase

The traffic to the Government Chalet at Mount Buffalo has increased so much of late that the Department has arranged for an extra train to run between Wangaratta and Bright on Wednesday evenings.

This train is timed to connect with the 4.30 Albury express from Melbourne. Visitors will remain at Bright overnight, and continue the journey to the Chalet on Thursday morning.



Specially Decorated Citrus Fruit Stall on the Main Concourse at Flinders-street, Station, Melbourne.





Citrus Campaign Posters issued by the Water Supply Commission and the Victorian Railways Department.

"He Who Runs May Read"

Here are the Slogans for this Year's Citrus Fruit Campaign

NO man has done more to popularise the slogan in Victoria than has the present Chairman of the Railway Commissioners (Mr. Clapp). His short, sharp, pithy messages have done much for the campaigns for which they have been written. The slogans are always couched in such terms that "he who runs may read."

The latest batch of slogans has just been issued in connection with the citrus campaign for the current season. The principal slogan is the one over the clocks at the main entrance to the Flinders Street Station. It reads:—

"Spark up! Get on the good health route;
Each day take home some citrus fruit."

The second slogan will be placed over the Elizabeth Street entrance to the Flinders Street Station. It reads:—

"Heed what wise physicians say,
Citrus fruits are Nature's way.
Take some home to-day."

At Spencer Street Station, the slogan will be:—

"Take home some citrus fruit to-night;
It's good for health and appetite."

Other slogans which will be placed in prominent positions on the stations will be:—

"Banish all internal ills,
Citrus fruits—no doctors' bills.
Take some home to-day."

"For those whose ills are chronic,
Citrus fruits supply the tonic.
Take some home to-day."

The other slogan, "For Goodness' Sake, Eat Citrus Fruit," is over the fruit stall at Flinders Street Station, and is shown on opposite page.

Striking posters have also been issued, as shown in the accompanying photographs. Both are unique, and convey a definite message; the one showing the man emptying the oranges into the case has excited much comment. More than one person has brought to the notice of departmental officers the "mistake" which they thought had been made in the top line. It was an intentional mistake, which has directed attention to the Citrus Fruit Campaign apart from the Eat More Fruit Campaign.

One of the posters was issued by the Railways Department and the other by the State Rivers and Water Supply Commission, which is vitally interested in the success of the soldier settlers it has placed in the irrigated areas. The Railways Department has also issued with the Water Commission, a splendid booklet, "Citrus Recipes for Everyday," containing 70 pages of excellent recipes for using citrus fruits in all manner of attractive ways.

A separate Special Order Form in the booklet enables the householder to order direct from the grower.

Ask your Stationmaster for one of these booklets. They will be a useful adjunct to the equipment of the modern kitchen.

Live Stock Notes

The total number of trucks of live stock handled by the Department during the month of June this year was 8284, compared with 6428 in June, 1924.

A substantial increase is shown in the final figures for the financial year. For the 12 months ended June, 1925, a total of 112,958 trucks was loaded by the Department; the corresponding figure for the previous 12 months being 106,275.

Claims Notes

During the month of June this year, 836 claims were paid by the Department to the extent of £1556.

This is an improvement on the figures for the same month in 1924, when the Department was involved in claims amounting in the aggregate to £2188.

Guard's Presence of Mind

Writing to the Railways Commissioners, Mr. Cecil Polmear, of the State Savings Bank, Elizabeth-street, Melbourne, brings to notice an action by Guard G. West on the St. Kilda station on June 29, which, it is considered, saved the life of one of the Lad Porters.

When closing the door of a moving train, the Porter slipped and fell between the train and the platform. He managed to catch hold of a car, but was not able to rise.

Guard West, who was walking down the platform to take charge of the next train, noticed this, and rushed along the train, telling the lad to hold on. Guard West also waved his green light, which resulted in the train being stopped.

"Although the lad was dragged 20 or 30 yards, I think that if the Guard had not been there to advise him, the lad's life would have been lost," says Mr. Polmear. "The action may have gone unnoticed, but being an eye witness, I think credit is due to Guard West for his prompt action and presence of mind."

—❖—

The following letter has been received by Mr. A. Robert, Stationmaster, Merbein:—You will be gratified to know, I am sure, that the furniture arrived on Saturday morning—or we got it then—in good order and condition—not a single breakage. This was entirely due to your skill; and I want to tell you how much I appreciate all you did for me when coming away.—**From the Rev. L. U. Alley, The Vicarage, Warracknabeal, 8/7/25.**

"A Thousand and One" Details

Few people ever give serious thought to the enormous amount of preparatory work necessary before a train can leave on a journey. To them the running of a train does not seem to be much of a job. Yet "a thousand and one things" have to be done by literally "a thousand and one" employes to ensure smooth running.

THE overalled figure of the Train Examiner, as he gravely taps undergear and scrutinises brakes and general train equipment, is familiar to everyone. But he is only one of the cogs, although a very important one, in the vast, smooth-working machine, that has to be set in action before the Guard can glance at his watch and wave his green flag.

With a high-class passenger service such as the Victorian Railways endeavour to run, numerous details of operation in connection with each train have come to be looked upon in the light of "second nature" by many of the employes.

In the case of one of our country expresses, for instance, the van or vans are first placed at the platform, so that an early start can be made with the stowing of parcels and goods, which are, of course, loaded in consecutive station order—first in, last out, and so on.

The carriages are then docked, having been previously thoroughly cleaned and inspected, and any missing equipment, such as towels and glasses, replaced. If there is a dining car on the train, it must be properly provisioned at the dining car depot.

Train is Carefully Examined

Meanwhile, the Driver has arrived at his depot, has signed on, and has learnt the number and class of the engine which will run the train. With the personal interest of the man whose life may depend on the condition of the engine, he makes a careful, painstaking and searching examination of every part of the locomotive.

He tests this brake, and he oils that wheel; he tightens a nut here and there, and he assures himself that he has all the tools which he may need. He then mounts the footplate, and awaits the signal which starts him out on to the track leading to the platform where the train is waiting.

It is necessary for the Engine Driver to have his engine attached to the train a specified period before the leaving time. This is necessary, so that the Train Examiners may have time to thoroughly inspect the couplings, test the brakes, and generally to see that the rolling stock is fit to take the road.

The Train Examiner's work entails three trips along the train; the first to see that the train is properly charged with air; the second, after the Driver has applied the brake, to see that the brake on each vehicle is working; and the third, after the Driver has released the brake, to see that the brake on each vehicle is released. On all passenger trains the Train Examiner also inspects the communication cord. He then gives "all correct" to the Driver.

While all this has been going on, the Guard, the Conductors, and the Porters have been doing their part. The Ticket Checkers have also made their appearance.

At this moment when things seem to have proceeded fairly satisfactorily, and the Driver is allowing himself the relaxation of a slight smile at the prospect of an unflurried and punctual start, there may be a sudden unexpected influx of passengers, for whom sufficient accommodation is not available.

Each Man Has His Part to Play

Out goes the engine, and in come two more cars, while the stand-by engine, which is always held in readiness for such a contingency, is also required to meet the increase in load.

The Train Examiner has completed his inspection, and has made his report to the Stationmaster—the busy official, who is responsible for the supervision of the whole of these arrangements; the elderly, stout passenger, who, strangely enough, always delays his arrival until the very second his train leaves, has burst excitedly on to the platform —his tie under his ear and his arms waving distractedly, and, to the accompainment of frenzied exhortations to "Hurry on, please," has scrambled breathlessly into the nearest carriage; a messenger has just dumped an armful of correspondence into the van; the Guard's flag flutters, his whistle blows, and the express glides out of the station on time.

But these are not all the things necessary to ensure the efficient running of a train. There are the track forces to see that the permanent way is sound. To omit them would be omitting what might be termed the very foundation on which transportation service rests. While these men do not take a part in the actual operation of any particular train, nevertheless their work, in the aggregate, is equally as important as that of any other group or class of railway employes.

From this it will be seen that practically every class of employe on a railway has either directly or indirectly something to do in connection with the operation of trains. Each man, from the executive and the administrative groups down, has his part to perform in keeping the wheels moving.

Interesting Railway People



T.S.M. Steele

Station Master with Long Record of Service

ONE of the many interesting men in the Victorian Railways Service is Travelling Stationmaster W. Steele, on the line between Ballarat and Waubra.

Joining the Service in 1889, he was successively at Geelong, Lethbridge, Lal Lal, Allansford, Port Fairy, Queenscliff, Camperdown, Birregurra, St. James, relieving in the metropolitan district, then to be Stationmaster at Ravenswood, Glenrowan, and then for four years and five months at Merbein.

"Yes, I have had some experiences in my time," says Mr. Steele. "I think the most exciting was during the great railway strike, when I was working as a Pilotman in the Melbourne Yard."

An incident in Mr. Steele's career happened a few weeks ago when he saw a hare run under a moving train, without being hurt. It was being chased by a greyhound dog in an adjoining paddock, and cut straight across the railway line, and under the train, which was travelling from Waubra to Ballarat at about 30 miles an hour. The hare got through safely, but the dog, which followed, was killed.

Driver for 13 Years on Colac-Beech Forest Line

FOR the last 13 years Driver J. Mott (on the right in the accompanying photo) has been driving on the narrow gauge line between Colac and Beech Forest. For nine successive years he has driven the Commissioners' special on the occasion of the annual inspection of the line.

"Yes, a lot has happened in those 13 years," Mott said, when I had the pleasure of riding with him on his footplate, recently. "When I first came on this line, the forest giants (huge trees) grew right at the edge of the track.

"Now you see what's happened," he added, as he pulled the whistle lever, and nodded towards the cleared areas and sapling growth at the side.

"Of course, the fires have been responsible for a lot of this, but the pioneers burnt a lot off without thinking of the timber needs of the future.

"Oh! well, I suppose the trees will grow again in another 20 years."

T. McQueen is Mott's Fireman. He is on the left of the picture herewith.



Fireman McQueen and Driver Mott



Driver Burnell

Engine-driver, Bandsman, and Soldier with a M.M.

MEET Ted Burnell, for four years driver of the Commissioners' special train, which travels every line in the State at least once a year.

Ted was once a Coal Tester at North Melbourne, but his experience as a Sergeant with the 10th Field Company Engineers of the A.I.F. taught him the value of smartness and efficiency as a stepping-stone to higher things.

He is not keen to talk of his war experiences, but his friends will tell you that he brought home a Military Medal as a reward for fine work in the Paschaendale battle.

In his hours of leisure Ted Burnell spends much time in the Victorian Railways Military Band, of which he has been a member for 20 years.

Ted nearly always handles the throttle on the Reso (National Resources Development) trains, and on most of the special tours to the Electricity Commission's works at Yallourn.

Any credit for the spic and span condition of his engine before starting out on a Commissioners' tour is given by Ted to his Fireman, Harry Devenel. Harry, on the other hand, says it is the team work that does it.

Interesting Railway People



Woman Has Charge of Station

WARNCOORT, on the Western District line, has the distinction of having in charge the only woman allowed to sign the station account current, and send it direct to the Auditor of Receipts.

Miss B. Foley is the Station Caretaker thus honoured, and it is because of her specially fine work during the 17 years she has had charge of this station.

With her sister, she does all the work for the station. If there is a tarpaulin to be folded, they fold it. They clean the points, and do all the cleaning of the station buildings. Miss Foley pastes up all the posters, and she never allows any creases in them.

"I do not give the Claims Agent much bother," Miss Foley says, "as I make a big effort to keep down the claims in every possible way, and to give the best possible service to the customers using my station.

There is Only One Job in Victoria Like This

HERE is a man with a unique position. Fred Chalwell is the snow sports equipment officer at the Government Chalet, Mount Buffalo. It is the only job of its kind in Victoria, and he is probably the only man in Australia employed full time on such work.

One has to be a snow sports expert if the equipment is to be kept in "apple pie" order, and the best advice given to the thousands of tourists who now visit the Chalet each year.

Fred Chalwell was born in the Australian Alps, and knows them like a book. He was on the skis at an early age, and can now be counted among the small number in Australia who are really expert. This gives him a great advantage in his present position.

A list of the contents of his store reads like the catalogue of a sports depot. There are 135 pairs of Norwegian skis, with sticks, 10 toboggans of the flexible flyer type, 6 of the Norwegian luge type, 25 Canadian steel toboggans, 86 sets of skates attached to boots, and two horse-drawn sledges. There is also a trailing set, for use behind sledges or horses.





Reg. Chadwick is Proud of His Buffalo Coach

THOUGH only eight weeks in the service of the Victorian Railways, and having nothing to do with trains, Reg. Chadwick, the driver of the magnificent motor coach to the Mount Buffalo Chalet, feels that he is a railwayman. The reason is, that he, or his coach, have come in for as much criticism as is sometimes measured out to railwaymen.

Reg. has driven the coach up and down the mountain road almost daily since he took it over. Hear what he says about the statements alleging that the coach has trouble in negotiating the curves:

"It is all nonsense," he says. "There has never been the slightest trouble, unless some people call the exercising of common-sense safety precautions as trouble. I will undertake to drive anyone up or down the mountain, by day or night, to give them a thoroughly enjoyable trip, and deliver them safely.

Chadwick knows what he is talking about. He was a driver for the Pioneer Tourist Co. for 4½ years, and has been all over Victoria and Tasmania. He is proud of his new bus, and likes his passengers to ask him questions concerning its many novel gadgets. Those who have ridden in it say they have never seen anything like it.

Why My Job Is Important

Incompetents Cannot Be Motormen

Mr. J. Gault, one of the most experienced Motormen in the Melbourne Suburban Service, tells how Motormen are trained and why their work is important.

IN my case, perhaps, this article could be more suitably titled: "Why My Present Job Is Important," as I have had previous experience in the Service as Cleaner, Shop's Laborer, Coal-stage Hand, Guard, Storeman, Fitter's Assistant, Fireman, and Driver. I naturally consider that my present job is the most important which I have held, but I can safely say that so I considered every one of the other jobs I have mentioned.

At first glance, there might appear to be no necessity for a Motorman to explain why his job is important. It will be obvious to a great many, I daresay, that the Motorman, directly responsible as he is for the safety of thousands of the public day after day, occupies a position of by no means mediocre importance in the Service.

On the other hand, there are probably many who regard the Motorman's duties as more or less nominal, and certainly carried on under very comfortable conditions.

The public catch a fleeting glimpse of us when the train glides by, sitting back and exerting no obvious effort as the train draws to a standstill, apparently not so much influenced by the Motorman as by its own volition. Only an experienced motorist can appreciate the judgment and skill necessary to stop a seven-car train, carrying 700 to 1000 passengers, and travelling at anything from 30 to 40 miles per hour, exactly at a definite stopping mark.

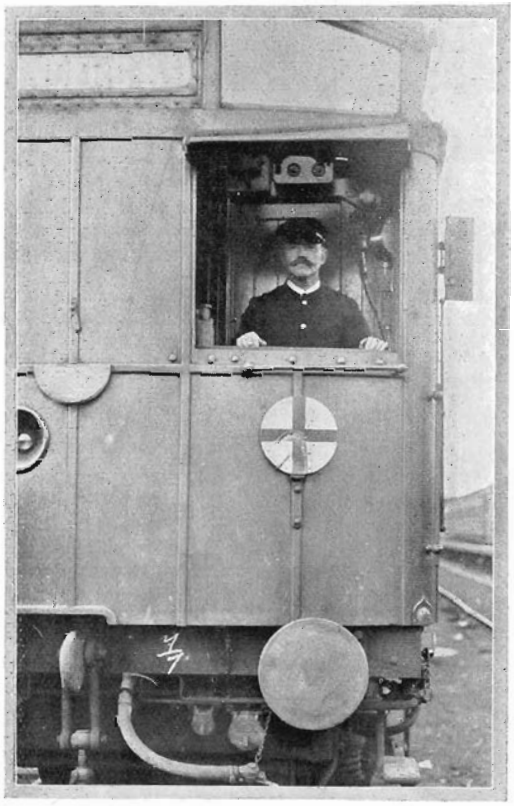
It takes the average person twenty years to pass into the position which I hold at present, in common with three hundred odd employes.

We attend two examinations in a Cleaner's duties to fit us for the position of Fireman. Then we have a two-days' written examination regarding the engine and brakes for the Driver, followed by another exhaustive examination on roads and signals. Four weeks' tuition on the electrical side of our work prepares us somewhat for the alarming list of 43 questions on breakdowns and safety operations which next confront us. And then the Electrical Running Inspector personally tests us for two hours with a running fire of technical queries covering the whole of our work.

If we emerge unscathed and earn the right to don the Motorman's cap, we are subject to frequent periodical re-examinations to see that we have forgotten none of our knowledge.

It will be seen that there's not much chance of an incompetent straying into the Motorman's ranks.

The signals must, of course, be noted and obeyed; the overhead and the tracks must be



carefully scrutinised; there must be a continual lookout for level crossings and the people who wander trustfully across with sublime confidence in our ability either to jump them or turn round and run the other way.

Then one eye has to be kept open for the Guard's signals; the air gauges in the cab need a frequent glance; and there is the possibility that has to be guarded against of our being turned on to a wrong line.

Again, we have the passengers who come to ask us questions through the window while the train is at a station, or who want to "see how they start these electric trains," and who stand right in front of the mirror, so that we can see a quantity of coat-collar, a bit of shirt and end of a tie, and haven't the faintest idea what the Guard is earnestly endeavouring to convey to us from the other end of the train.

No, a Motorman's job isn't an unimportant one.

Why Country Trains Leave Early

There Are Reasons for This—Have You Ever Thought Them Out?

"WHY on earth does the Railway Department make the time of departure for country trains so early in the morning?" asked the man at the head of the table in a querulous tone.

"Yes, it's absurd," chimed in Number Two. "Fancy making us get up in the dark to go to the city to catch a train."

"They could quite easily despatch the trains several hours later in the day, which would enable us to get to the station in reasonable time," added Number Three.

* * *

This conversation took place recently at the dinner table in a country hotel where I was staying. The party around the table did not know that I was a railwayman, and they carried on a tirade against the Railway Department for what they termed its lack of imagination in not thinking of the discomfort caused by the early despatch of country trains from Melbourne.

I did not join in the discussion at the time, but later singled out one of the gentlemen who had been loudest in his condemnation. I tried to explain to him the reasons why we made an early start with the despatch of country trains.

Perhaps you, too, Mr. Reader, have said some hard things concerning railwaymen and the system in general when you have risen from your cosy bed some winter's morning to catch a train for a country destination. The explanation I gave to this complainant may, therefore, be of interest to you.

Long Journeys for Country Trains

Most of the country trains have very long distances to go, and, although they start early in the morning, it is in most cases early afternoon before they reach their terminal.

It has always been the aim of the Railways Department to so arrange the train schedules that country people receive their papers and mails as early as possible in the day. Of course, early delivery cannot be arranged at the towns in distant parts, such as Mildura or Orbost, for example, but in other towns deliveries of mails or newspapers are usually effected in the forenoon or early afternoon. This enables urgent replies to be despatched by the returning train the same afternoon, if necessary.

Then there is the question of cost. Most of these morning country trains are made up of rolling stock which has to be used for returning trains which leave the country centres in the afternoon and reach the city late at night. Their late arrival at the country terminals would mean correspondingly later departure on the return journey to the city. Again, imagine what this would mean. Country trains which now arrive in Melbourne between 10 and 11 p.m. would perhaps not reach the city until 2 or 3 in the morning, after all suburban trains, trams and buses had ceased running. Stations along the line would have to be kept open and staffed to facilitate the passage of these trains. The cost would be enormous.

Of course, you may say, the obvious remedy is the provision of extra rolling stock and locomotives with the necessary crews for the despatch of trains from the country centres to the city at the present times, and allowing for later departure from the city in the morning. The idea seems all right, but have you considered the cost? An engine costs up to £11,000, and a carriage up to £4500.

Such a financial burden is more than the Railways Department could bear, and the huge expenditure would far outweigh the comparatively minor advantage of departure from the city to country destinations about 9 or 10 o'clock in the morning.

It is obviously impossible to please everybody. Trains which leave Melbourne early reach stations along the line and pick up passengers there at what may be termed "reasonable times." To despatch the trains later from Melbourne would mean picking up wayside passengers at what they would term "unreasonable times."

So that, when this matter is looked at in a reasonable light, it will be seen that the Department does not fix its country departure schedule with the one idea of causing discomfort to people by making them rise early—if this is any discomfort.

* * *

"Well, I suppose you are right," admitted my friend of the country hotel. "I never saw it in that way before."

It was with considerable satisfaction that I left that town, feeling that I had done something to place one branch of activity of our huge system in a more favourable light.

My only wish is that he passed the explanation on to his complaining companions. He said he would.

Winter Time is Heath Time

Have you ever noticed the beauty of the Australian heath? It has an attraction all its own. Housewives like it because it is so useful for decorating the room, and it lasts much longer than other flowers.

There are some beautiful heath resorts in Victoria which are well worth visiting. The Railways Department has again issued its annual heath poster, and is inviting the public to visit the best places.

Advice received from stationmasters indicate that heath may be obtained from the following places not far from the railway stations:—Whittlesea, Hurstbridge, Woori Yallock, Launching Place, Yarra Junction, Wesburn, Tecoma, Cockatoo, Gembrook, Beaconsfield, Officer.

Ratcatching is Really a Fine Art



Here's How the Railway Departmental Experts Carry On Their Work.

PERHAPS you have heard the interesting little tale about the rats and mice who convened a monster indignation meeting in order to lodge a formal protest against the installation of a large cat in the house where they had previously enjoyed a certain amount of freedom, and to discuss ways and means of combating the evil.

It will be remembered that a motion was carried unanimously to the effect "that a bell be tied round the neck of the cat, so that due warning would be given of the approach of the monster," but, owing to a very natural feeling of diffidence on the part of every member of the meeting, no action was taken in that direction.

If such a stir was occasioned in one household of rats by the arrival of one cat, it is difficult to imagine the stupendous upheaval that must have occurred throughout the entire rat colony of Victoria at the news of the official opening of the rat destruction campaign by the Victorian Railways Department in 1921.

At that time, the bubonic plague scare was concerning everyone, and the Railway Commissioners, alive to the importance of clearing Departmental property of rats, appointed two employes specially to act at rat-catchers. An active and effective offensive was carried on against the invading rodents.

Eight Specially Trained Fox Terriers.

The worst stage of the conflict was, of course, at the outset, the total number of rats killed during the first three months of the campaign being 3906.

The whole of the Departmental property throughout the State was combed by the two energetic experts, whose duty it is to now regularly patrol the cleared areas, and keep a watchful eye continually on the favourite hunting-grounds of the rat In this work they are assisted by eight specially trained fox-terriers and a liberal supply of poison. Baits are laid in suspected corners, always to the best advantage, but in an attractive form, which no rat could fail to appreciate.

The metropolitan area requires closer attention than country stations, and an elaborate system has been evolved to permit of the district receiving a regular inspection. The district is divided into 30 different sections, or " runs," to give them the technical designation, and each of these " runs " is thoroughly overhauled at least once every month, and more than once if necessary.

Further, raids, in which the trained fox-terriers figure prominently, are frequently carried out on such places as the Melbourne Goods and the Montague Shipping Shed, so that altogether there is a strong impression amongst the surviving rats that there's such a thing as over-doing an idea.

Dogs take a Personal Interest in their Job.

For energy, concentration and ability, the four fox-terriers located in the metropolitan area rival their master and his assistant. "Joker" and "Nell" seem to take a personal interest in their job, and each can be relied upon to go carefully through the interior of an entire shed, and leave no rat hole or nest undiscovered.

To watch one of them scraping out a rat hole and feverishly wriggling and nosing his way further and further towards his quarry, is to receive an education in the way in which a job can be done properly.

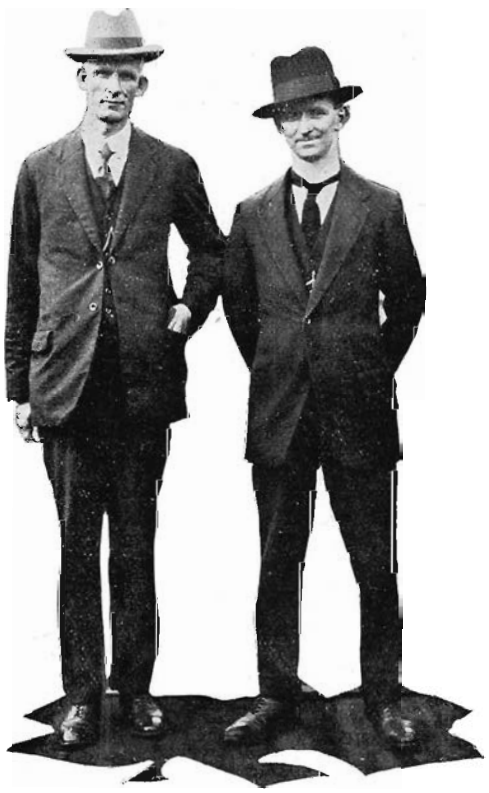
One of the biggest grievances of the Departmental rat catchers is that warehouses and premises adjacent to railway property are often alive with rats, and no attempt is made to destroy them, so that periodically they migrate to the perhaps more centrally-situated and better-provisioned Departmental property, when, of course, the work of shifting them has to be started all over again.

However, all things considered, there is a remarkable absence of rats on railway property, and anyone who has the slightest knowledge of the up-to-date methods of work adopted by the Departmental rat-catcher, his assistant, and their dogs, cannot help feeling convinced that conditions will never be otherwise.

Two More Officers for Overseas Tour

Strict attention to duty and painstaking care have brought Messrs. W. Grimshaw, one of the Workshops Foremen, Schedule Office, Newport Workshops, and W. R. James, Sub-Foreman Boilermaker, to notice. The Commissioners have decided to send them abroad for further experience in the railway systems of the world. They left for America on Tuesday, 14th July.

MR. GRIMSHAW entered the service of the Victorian Railways on May 26, 1898. He started as a Lad Laborer Electroplater, Newport, in a temporary capacity, then entered the permanent service as an Apprentice Fitter and Turner in 1900. He served



Messrs. Grimshaw (left) and James (right), who are being sent to America by the Railway Commissioners for further experience.

his apprenticeship at Newport, then went to North Melbourne about 1905 in the Running Shed as a Fitter, and returned to Newport after two years.

After a period of relieving at country depots, Mr. Grimshaw went back to Newport permanently about 1909, in which year he was married, then he started on engine construction.

He was made Leading Hand in 1910 on engine construction work, passed his Loco Foreman's examination in 1914, then went to Bendigo Workshops, when they were established about 1916, as Senior Leading Hand.

Mr. Grimshaw was at Bendigo from March, 1916, until January, 1917, when he was made Sub-Foreman of the Car and Waggon Shops, North Melbourne. He was there about twelve months, and was then appointed to the Rolling Stock train running room under Mr. Lorimer, ex-Superintendent of Locomotive Running. Mr. Grimshaw was engaged as Loco. Running Officer for about 12 months, and was appointed Foreman of engine construction at Newport, in 1919.

After some years in that capacity he was made Workshops Foreman, in which capacity he is still engaged.

Horticulture and gardening is Mr. Grimshaw's leading hobby. He has three boys—twins 15 years old, and one 8 years old. His brother Tom was the notable footballer, who played for South Melbourne; he is now an Engine-driver at North Melbourne. Another brother, George, played with Port Melbourne and Williamstown. Mr. Grimshaw's father was Foreman Boilermaker at Newport years ago.

Mr. W. R. James entered the Service on May 13, 1910, as a boy, in the Boiler Shop at Newport, and immediately commenced attendance at night school. On February 3, 1913, he became an Apprentice Boilermaker, and served an apprenticeship of five years, and attended the Workingmen's College, doing the three years' course provided by the the Railways Commissioners. He also studied assiduously at other times, and undertook a course of private tuition under Mr. H. J. Wigley, formerly of Williamstown.

Mr. James was appointed Acting Leading Hand on September 1, 1920, in charge of the Template Store and Steelwork for the electrification of the Melbourne Suburban Railways. He was appointed Leading Hand Boilermaker on December 1, 1923. On July 14, 1924, he was appointed as Sub-Foreman Boilermaker.

He is the eldest son of the late Mr. R. James, Stationmaster at Bright, and was born at Glenorchy. His hobby has been the study of bees, and he is a keen sportsman, being fond of a day in the fields with the shot gun.

Woman Drives to Mt. Buffalo Chalet in a Ford

She Had a Wonderful Time—Appreciates Comfortable Chalet Conveniences

By MISS DOROTHY HOY, in the "Ford News"

IT was the end of the tennis season, and members of our tennis club decided to celebrate it by taking a trip to Mount Buffalo. Leaving early in the morning in our little Ford de luxe, driven by myself, in company with a big car, we went through Yackandandah, and on to the Lower Gates of the Chalet, arriving there at 9.50 a.m

About three miles up the mountains we caught up to a big motor lorry carrying building materials to the Chalet. One wonders at the power of motor engines being able to climb that mountain with such a load on. We had to keep on pulling up behind it, as it travelled very slowly, and the road was too narrow for us to pass.

We were rather doubtful as to how the Ford would take the mountain, as she carried five passengers and their luggage. It is a climb of 16 miles, and you rise 1200ft. We were told that it would be low-gear for a Ford all the way.

However, we soon saw that our fears were groundless, as she just romped over a great part of it on top gear, only boiled once all the way up, and kept in front of the big car all the way.

It was a very happy party that arrived at the Chalet quite ready for the splendid lunch set before them.

The Chalet has always been run under splendid management, but lately the Victorian Railways have taken it over, and the present arrangements are excellent.

There is not a wish of the most fastidious person that is not provided for comfort and enjoyment from the big dining room, with its beautifully laid tables, to the comfortable lounges and big cosy chairs in the sitting room. And those great big glorious fires at night! The bedrooms are also so clean and comfortable.

After lunch, our party went out on Bent's Lookout, right in front of the Chalet, and the magnificence of it all astounded and appalled those who looked over that valley and straight down that 1200ft. for the first time.

Over one comes that breathless feeling of how big, how wonderful, how grand, how all uncomprehending it all is.

As to how those rocks came there, and as to how they stayed there, makes one marvel at the wonders of Nature and the God above who put those boulders there one on top of another.

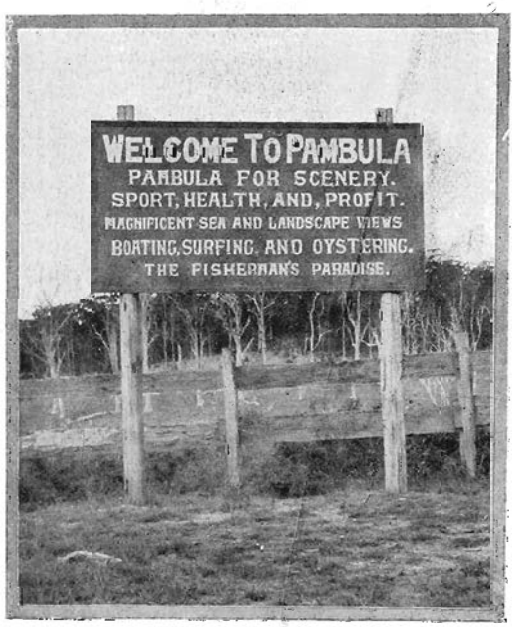
From there the party went to different lookouts, round by the Gorge, on to the Pulpit Rock, a very high pulpit indeed, 1170ft., and from there on to Mansfield's and Reed's Lookouts.

Of course, the tennis court was inspected by us with great interest, and each longed for their racquet and ball. The beautiful asphalt court appealed to us all. The beautifully served seven-course dinner at night was greatly enjoyed.

The whole party went off to bed early, but were up again at 5.30 next morning to see the sun rise. The effect well repaid them, for the dawn was wonderful.

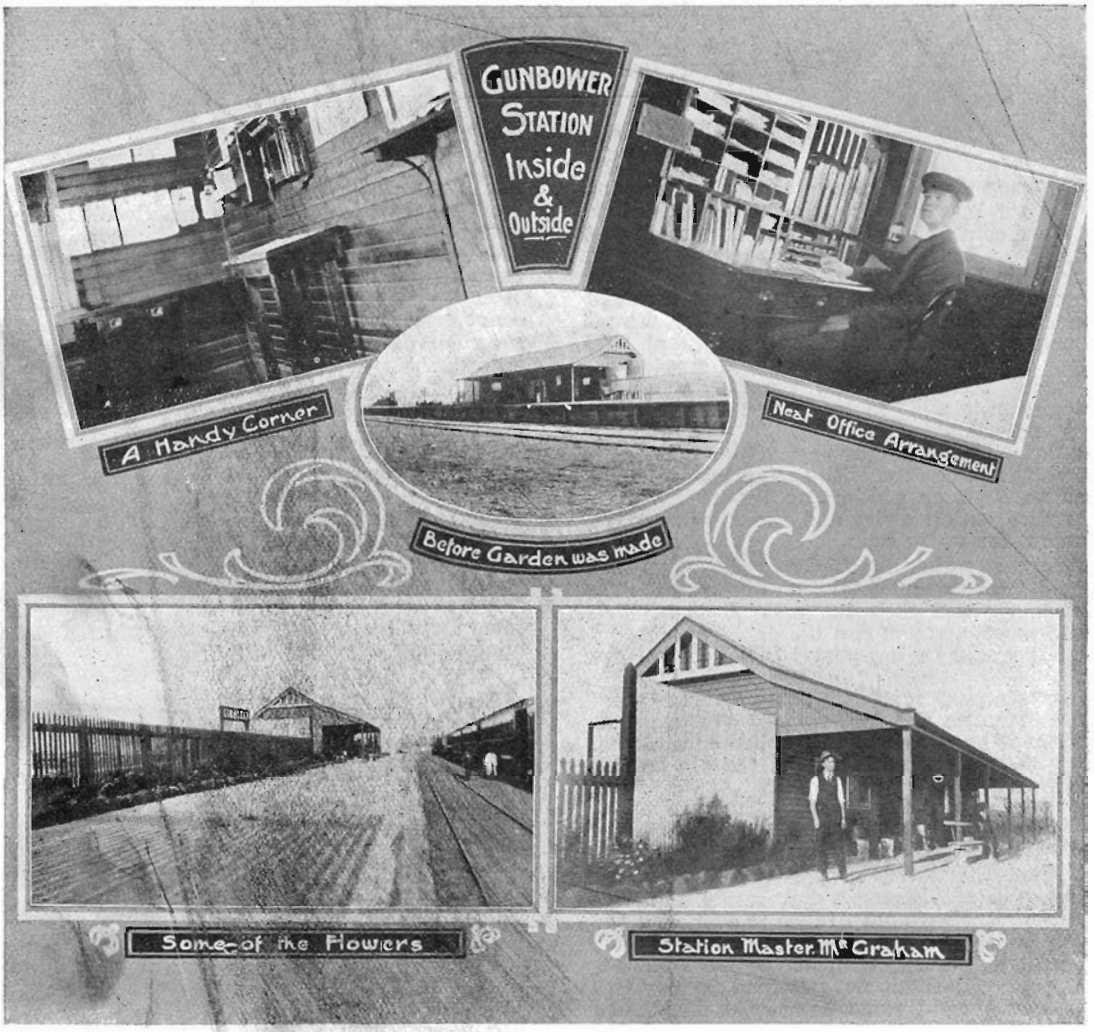
It was a glorious morning, and our party went for a brisk walk out to the Monolith, that strange, wonderful rock just balanced upon other rocks with over thirty steps straight up.

After another hurried visit to Bent's Lookout, the party started out on our return trip down the mountain, and the lower gates of the Chalet were reached quite safely.



This is the way Pambula, on the South Coast of New South Wales, welcomes tourists to share its beauties and attractions. The welcome board is on the Prince's Highway, and is the first greeting travellers from Victoria receive before entering the town. It is a splendid advertisement, and one that might be adopted with advantage by Victorian towns who have something to offer tourists.

Gunbower Station Sets a Fine Example



The entire change effected at this station during the past twelve months has been subject to much comment by travellers on the Cohuna Line. In common with most country stations in the north, the natural conditions existing for station decoration and tree planting are scant, both from the nature of soil and the rainfall points of view, nevertheless, the stationmaster (Mr. A. Graham) has overcome many obstacles, and instead of the desolate looking platform that existed twelve months ago, the next appearance of the platform and station entrances gives a most pleasing effect.

The platform from end to end is one mass of flower beds neatly arranged with rustic border edges of honeycomb stones, pyramids have been erected in the centre of each bed. Near the waiting rooms and S.M.'s office a beautiful display of pot plants is made, and in the yard leading to the platform sugar gums have been planted.

The interior of the office has not been neglected. Commencing with the delivery counter, the existing shelf was removed and in its place a neatly made rack was sub-divided to hold goods and parcels way-bills, truck book, coaching and goods rates book. In fact, everything that was previously exposed to public view is now entirely hidden.

A drop-hinged flap covers the rack, and on the inside of the flap appears the name of the stations to which goods are most frequently despatched, their rates, commodity numbers, the mileage and the commodity classification. All instructions, calendars, etc., have been neatly framed and placed on the walls, and on the S.M.'s table extra pigeon-holes for envelopes, acknowledgment cards and the smaller books have been made.

Everything is arranged so that the S.M. has every book readily available, and these conveniences makes his work a pleasure instead of a drudge.

Photographs of Railway interest are always welcomed by the Editor.

Brevities from the Railway World

Railwaymen are always interested in happenings and methods on other Railway systems. The following items have been taken from overseas and other State Magazines.

Small Accident Record.—During 1922 and 1923 the railway companies of Great Britain transported 1,700,000,000 passengers with but a loss of five lives as the result of train accident.

Train Announcement by Loud Speaker.—A four-horned loud speaker has been installed at St. Pancras Station, London, for announcing the platforms of departing trains, arrivals, and conveying other information to passengers.

Increase of Passenger Fares on German Railways.—In order to cover a prospective deficit of £900,000 in the current year, the German Railways Company has decided to increase its passenger fares by 10 per cent.

"Racehorse Locomotives."—Ten locomotives in England are to be named after notable racehorses in view of the speed capabilities usually associated therewith. They will run on the London North-Eastern Railway Company's line, says the "Railway Gazette."

Grasshoppers Poisoned on Railroad Tracks.—The authorities of Grimes County (U.S.A.) have been combating a plague of grasshoppers which threaten all young crop vegetation. The county officials have organized poisoning squads, which have been kept busy in putting an end to millions of the insects.

Oil as Locomotive Fuel.—It is interesting to note that some 45 corporate railroad organizations in U.S.A. are now using oil as fuel for locomotives. Nothing but the fact that sources of supply are too remote prevents many of the roads from giving up the use of coal.

Naming Locomotives in New South Wales.—The New South Wales Railways Department has decided to take action similar to that already followed in England to perpetuate the memory of railway employes who fell in the Great War. The latest type of passenger locomotive, "C36" class, is to be given a distinctive title in their memory.

First Ferry Train in Australia.—The first train ferry service in Australia is in operation in New South Wales. Previously a line 165 miles long, serving the far north coast, had no direct rail connection with Sydney, owing to the difficulty in constructing a bridge over the Clarence River at Grafton. This train ferry now carries trucks and brake vans of through passenger trains across the river.

Fuel Conservation.—As an indication of increased efficiency to which all employes contributed, the railroads in America used in 1924 14,400,000 tons of coal less than during 1920, the total saving in fuel being estimated at 44,000,000 dollars over that year. This statement bears closely upon added refinements in fuel handling and consumption, and also upon the co-operation of employes in fuel saving.—"Southern Pacific Bulletin."

The Level Crossing Problem.—The New Zealand Main Highways Board is circularising local bodies, asking for facts, figures, and opinions on the advisability of eliminating level crossings from the general highways scheme. If the main volume of opinion is in favour of elimination, a start will be made with the work over one or two of the main arterial roads. It is understood that subways will be adopted where at all possible, in favour of bridges.

All-Steel Cars.—One of the most marked advances, writes the "Scientific American," in the development of our railroads has been the introduction of all-steel cars not only for passenger, but also for freight service. Where the design was good and steel of the right quality, the steel car has proved itself to be a great success—so much so that all the important passenger trains consist entirely of steel cars. The success of the passenger car led inevitably to the use of steel for freight cars.

Cinema Cars on Czech Trains.—The Czecho-Slovak Ministry of Railways has approved of a project for running cinema cars on expresses on two of the main lines. A similar project is before the railway authorities in Germany, says the "Railway Gazette." The cars will be capable of accommodating 75 persons, and the programme, in the main, will be of an informative character, displaying the scenery, the industries, and other features of the country, which may be of interest to foreigners.

Engineman or Engineer.—The United States Civil Service Commission has adopted the use of the term "Engineman" in lieu of "Engineer," in advertising examinations for positions involving the operation, maintenance and repair of stationary or moving engines, but not requiring a professional education. "It is considered," says the "Railway Gazette," "that the replacement of the term 'Engineer' by an alternative which is less liable to confusion with professional engineering, will give satisfaction generally."

Extensions of Electrification

Equipment of the Ringwood-Upper Fern Tree Gully and Croydon-Lilydale Sections for Electric Traction is proceeding rapidly.

THE distance from Ringwood to Upper Fern Tree Gully is 7½ miles, and from Croydon to Lilydale 5 miles. The due date for the running of electric trains on the Upper Fern Tree Gully section is October 15, and on the Croydon-Lilydale section December 1.

The type of overhead construction is wood pole, similar to that adopted for the Ringwood to Croydon section.

Work on these two lines is proceeding so satisfactorily that there is no reason why the scheduled dates for electrical operation should not be adhered to.

On the Upper Fern Tree Gully line the erection of poles has been completed, and 30 per cent. of the traction lines and power transmission lines have been placed in position.

The substation siding at Lower Fern Tree Gully is in course of construction, and a commencement has been made on the foundations for the substation.

On the Croydon section the erection of poles has been commenced; the siding to the substation at Mooroolbark is in course of construction, while the substation itself will shortly be commenced.

Many advantages will accrue to the public as a result of the electrification of these lines. Chief among these will be the saving in time on the journey to and from the city.

Before the electric service was extended to Ringwood the time taken for the journey between Melbourne and Upper Fern Tree Gully was 88 minutes, but consequent on electrification, this time was reduced 21 minutes by running the steam trains express to Box Hill and Ringwood. The time now taken by electric trains to run to Ringwood is 41 minutes, and under electrification the journey to Upper Fern Tree Gully will occupy 58 minutes—a saving of 30 minutes when compared with the old steam service and 9 minutes with the present steam and electric service.

Comparing this with a similar distance on the Frankston line, the saving there by electrification over steam was 22 minutes. The times occupied in covering the same distance on the both lines under steam and electrification were as follows:—

Corresponding Distance.	Steam.	Electric.	Time Saved.
Frankston Line	77 min.	55 min.	22 min.
Upper Fern Tree Gully Line	88 min.	58 min.	30 min.

The through electric trains on week days and Saturdays will, of course, not run express to or from Melbourne and Box Hill as the present steam trains do, but, despite this, the time of the whole journey will occupy 58 minutes, nine minutes less by electric traction.

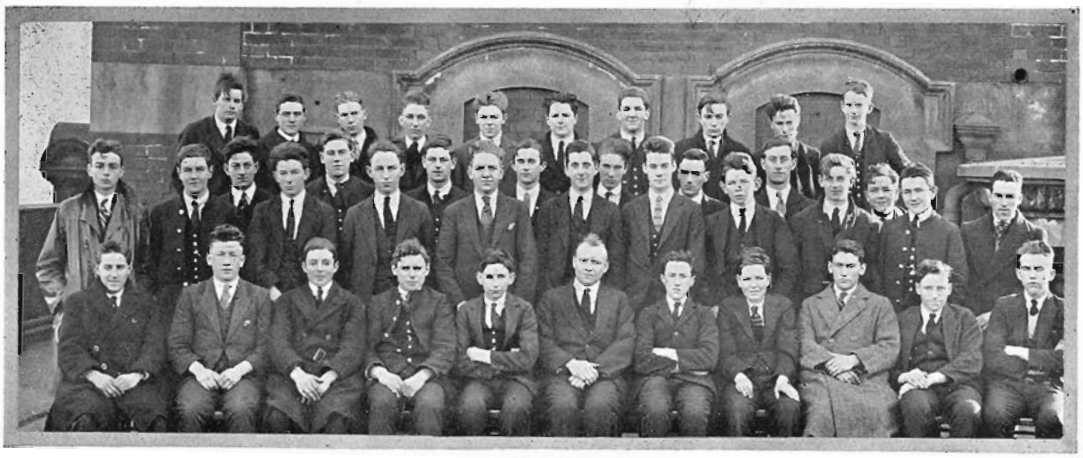
On Sundays and holidays, however, some of the trains will run express for portion of the journey, and a further saving of up to 10 minutes will be effected, the journey occupying 48 minutes.

Holidaymakers who love the hills and gullies will welcome the electrification of the Fern Tree Gully line because, in addition to a fast service, it will mean the abolition of the picnic-covered trucks, which have had to be used in past years at busy holiday times. See page X.

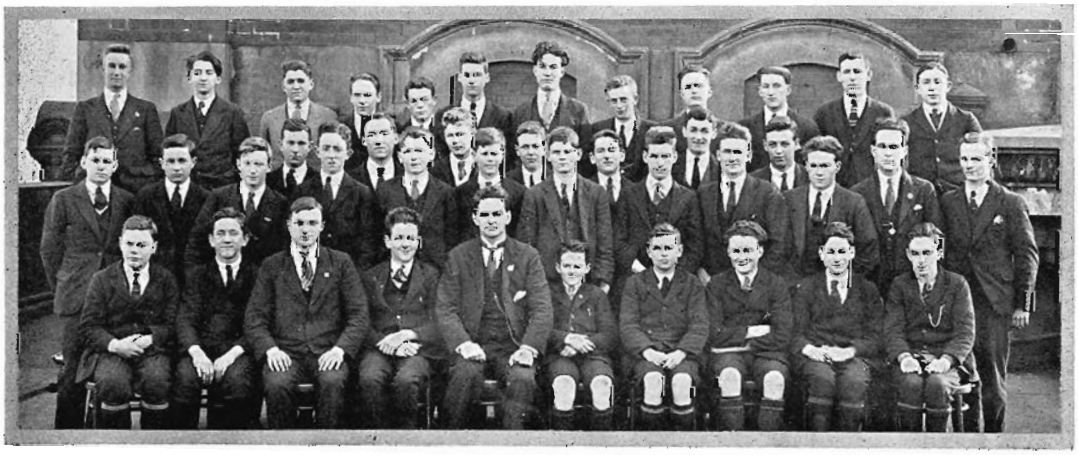


Transporting New Bread Delivery Carts on the Victorian Railways.—They are here seen being loaded on to the trucks in the Spencer-street Yard. Every care and attention is given to these vehicles to ensure their safe transit.

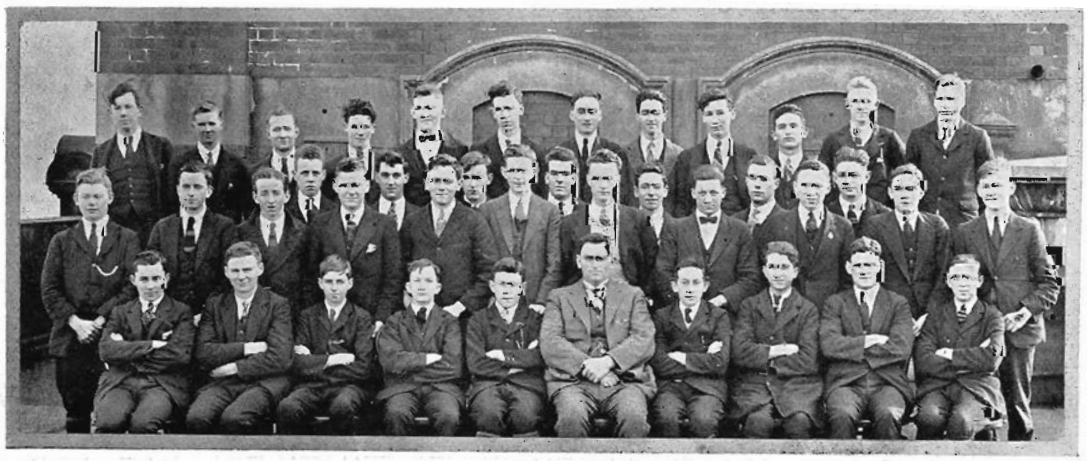
Sturdy Young Railwaymen in the Making



Class of lads who were instructed at the Workingmen's College under the supervision of Mr. P. Legg (in the centre).



This class was conducted at the Railways Institute. Mr. F. Arblaster in the centre.



Mr. A. McCullough had charge of this class at the Railways Institute.



This is a Chair Used by One of the Three Commissioners of the Victorian Railways. Every lad entering the Service may aspire to one day occupy this chair. There are numerous opportunities for lads with enterprise and ability.

Will this Chair s to one of t

Every year the Victorian Railways require you may a lad obtain one of these vacancies? article gives some idea of the requiren to enter the Service, and of his

(By Mr. D. CAMERON, Chairman of t

AS the largest industrial and commercial undertaking in the State, the Victorian Railways afford excellent opportunities for earnest lads who desire to obtain advancement, and at the same time render effective service to the community.

The records of the Department contain innumerable instances in which lads of humble origin from small country towns as well as the larger cities have risen to the highest positions in the Service and nobly played their part in the development of the department and the State.

Dozens of letters are received by the Railway Department each week from parents seeking information as to how they may embark their sons on a railway career.

Some people think that to secure employment it is necessary to have a "friend at Court." Others think that if they pay a premium they can place their sons in the Departmental Workshops.

These impressions are quite wrong. Parliament has wisely decreed that there shall be equal opportunity for all youths

Vacancies are Advertised.

Whenever additional youths are required on the permanent staff, posters containing full particulars of the vacancies are exhibited at all railway stations. Advertisements are also inserted in the principal newspapers. Application must be made on a printed form, which is supplied to candidates by the Secretary for Railways.

Assuming that his application is in order, each candidate is called upon to present himself before a Board of Selectors in Melbourne, or at some country centre in the district in which he resides. Free travelling facilities are afforded country applicants when appearing before the selectors.

The selectors are not permitted to acquaint themselves with the name of any candidates, and any person who endeavours to influence the selectors in favour of any candidate disqualifies such candidate.

The selectors are empowered to select not more than twice the number of candidates for the vacancies to be filled, and if the candidates who pass the qualifying examinations are in excess of the actual vacancies, a ballot is held to determine who shall be allotted the immediate vacancies. Those who are not successful in the ballot are eligible to fill vacancies which may arise during the subsequent 12 months.

After passing the selectors, the candidates are required to undergo the prescribed medical tests (physical, vision, hearing and colour sense). If successful in these tests, they are finally called upon to pass an educational examination.

Living Allowances Granted.

Lads who are obliged to reside away from home through the requirements of the Department are granted an allowance towards the cost of their board and lodging. The existing allowance is such as will bring the total remuneration of the lad up to £104 a year, or 6/6 a day.

To be eligible as pupil engineers or pupil architects, candidates must be between 16 and 19 years of age, and must have obtained the University School-Leaving Certificate, and be qualified to enter the University. These lads must enter into an undertaking to remain in the Service for at least three years after qualifying, or refund the value of the time allowed them while attending the University. Appointees are given time off without loss of pay to attend the University lectures and qualify for the Degree of Bachelor of Engineering or the Diploma of Architecture. If they graduate, they are appointed Engineering Assistants.

The age limit for the Junior Clerks' section is 14 to 17 years, and candidates are required to pass up to the 8th Grade State School Merit Certificate standard. Selected candidates who hold the School Intermediate or School Leaving Certificate of the University are exempt from educational examination.

Vacancies for Junior Clerks are advertised at regular intervals, and successful applicants who have the requisite ability and capacity

some day belong these Lads?

youths to fill positions within the Service. How .? What may be his future? The following irements necessary for a youth seeking his prospects once he is accepted.

of the Railways Department Staff Board)



can reach high administrative or supervisory positions in the Service, as well as to many other posts, such as Inspector or Stationmaster.

Junior Clerks who are appointed to the principal operating branch of the Service—the Transportation Branch—are placed in a Training School for some weeks, under the tuition of experienced officers.

Candidates for the position of Lad Porter must be between 14 and 20 years of age, and must pass the 7th Grade State School Examination, unless they hold a Merit Certificate, in which event they may be exempt from educational examination.

Lad Porters on appointment are also placed in a Training School for some time after appointment. If a Lad Porter is diligent, and chooses to qualify in Telegraphy, Safeworking, or other subjects, he is eligible in due course for promotion to numerous higher grades, such as Guard, Signalman, Assistant Stationmaster, Stationmaster, Block and Signal Inspector, Traffic Inspector, Train Running Officer, or Superintendent.

To be eligible as an apprentice in the Service, lads must be more than 14 and less than 18 years of age, and must pass up to the 7th Grade State School standard. Selected applicants who hold a Senior or Junior Certificate of an approved Technical School are exempt from educational examination.

Departmental Technical College.

During the first three years of this apprenticeship, the lads are required to undergo technical training for certain periods during working hours, either at the Departmental Technical College, at Newport, or, in the case of lads at Ballarat and Bendigo Workshops, at the local School of Mines. All the fees are paid by the Department, and monetary prizes are allocated each year to the most successful students.

At the end of the three years' technical course, the three apprentices in the higher trades are awarded scholarships which entitle them to take up the full day course at the Working Men's College for the Diploma of Mechanical or Electrical Engineering. This course covers a period of three years, during which time they are paid a salary of approximately £150 per annum. On gaining the Diploma, they are appointed Engineering Assistants, and are then eligible for advancement on the professional staff of the Department. The scholarship winners are required to sign an undertaking to remain in the Service for three years after qualifying for their diploma, if so required.

During the last few years, facilities have been provided for an apprentice to take up a Free Course in Engineering at the Melbourne University each year on practically the same terms as apply to scholarship winners.

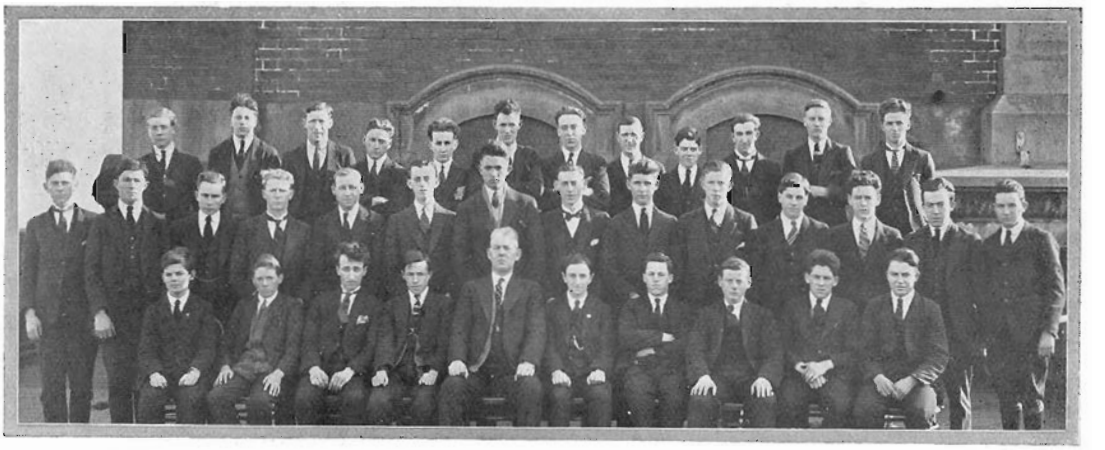
Unlimited Scope for Young Men.

The Department naturally requires a large number of employes in non-artisan grades in the workshops and other activities of the Service, and an appreciable number of Lad Labourers are required each year. For this grade applicants must be between 14 and 20 years of age, and pass an examination up to the 6th Grade State School standard.

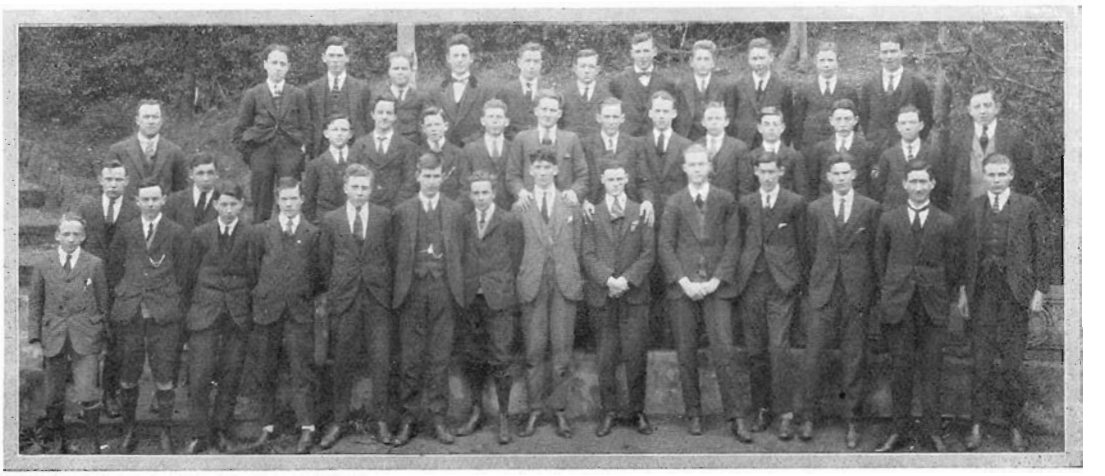
The minimum age for lads to become Engine Cleaners is 18 years, and candidates must pass an educational examination in Arithmetic, English, Reading and Writing, equivalent to the 6th Grade State School standard. Engine Cleaners are eligible for advancement to the position of Firemen, Engine Drivers, Travelling Foremen, Locomotive Running Officers, Enginemen Instructors, and District Superintendent.

It will thus be seen that there is unlimited scope for young men who desire to take up railroading in any of its many branches. Practically every trade and profession is represented in the Railway Department, and no lad who earnestly endeavours to progress will be held back. Enterprise and ideas are welcomed.

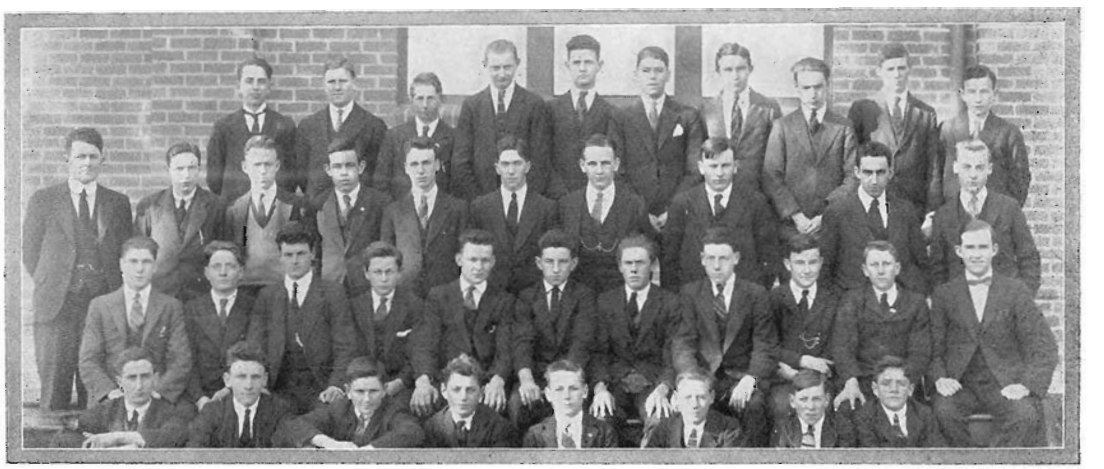
Here's Material for Making Good Railwaymen



Three classes were conducted recently at the Railway Institute for lads entering the Service of the Railways Department. This class was in charge of Mr. P. Cahill, Melbourne Centre.



BALLARAT CLASS—Mr. R. Stanistreet, Instructor (on the left).



BENDIGO CLASS—T. Mulcahey, Instructor (left hand end).

There Were 2703 Suggestions in 1924-25

THAT there are many inventive minds in the Victorian Railways Department is evidenced by the fact that, for the year which ended on June 30, 2703 suggestions were received by the Betterment Board from within the Service.

Of this number 553 were adopted, and 36 are being given a trial.

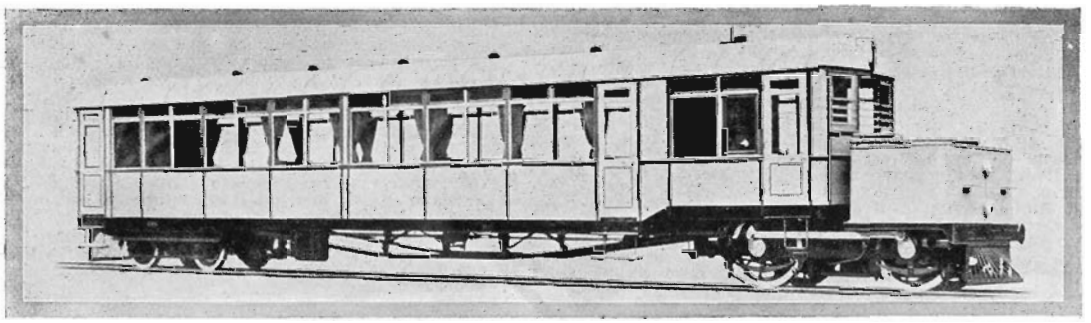
Since the inception of the Betterment Board, the total number of suggestions received has been 7799. Of these, 1151 have been adopted and 132 placed on trial. During the last year £3257 was paid in bonuses, and since the inception of the Board, £8658 has been paid.

Every encouragement is given by the Commissioners for men to submit their ideas for the improvement of the Service. Experience has proved that the man on the job can reasonably be expected to know more about it than other people.

Ample scope is provided within the Department for ideas on better working, especially in the Transportation Branch. Apply an analytical mind to your work—you will benefit, and the efficiency of the Service will be improved.

New Steam Car for New Zealand Railways

A modern "Clayton" steam rail car has been designed for handling light passenger traffic on the New Zealand Government Railways.



The vehicle has been designed as a means of handling passenger traffic on main lines during non-rush periods, and as an incentive for the exploitation of branch line services where competition with road passenger transport on economical lines is called for.

THIS new steam rail car combines the best practice in railway carriage manufacture and in steam engineering. The driving bogie wheel base is 7ft., the trailer bogie wheel base is 5ft. 6in., and the distance between the bogie centres is 42ft 'Curves of 3 chains radius can be negotiated with ease and safety. The over-all length of the coach, which is for a 3ft. 6in. gauge, is 55ft., the width 8ft. 2⅝in., and the height 11ft. 5½in.

The engine is mounted on bearings on the fore axle of the driving bogie, and is suspended by a link from one of the bogie cross-bearers.

A hardened steel pinion on the engine crank shaft drives a hardened steel spur wheel on the axle. The gears are generously proportioned, are totally enclosed, and run in oil.

The engine is of the two cylinder high pressure type, with all parts totally enclosed. The boiler is of the vertical water tube type, constructed to withstand a working pressure of 230 lbs. per square inch, and tested to 400 lbs. per square inch.

The tubes are straight, and are inclined upwards across the fire box, and the whole of the bars can be unbolted and dropped for examination at any time. The heating surface of the boiler is 51 square feet and the fire box area 3.27 square feet. Each cylinder is 6¾in. in diameter, and the piston rod is 10in.

Engine speeds of 350, 400 and 450 r.p.m. represent car speeds of 35, 40 and 45 m.p.h. respectively. Under average conditions, about four gallons of water are needed per train mile. A water tank of 550 gallons capacity and a coal hopper of 15 cwt. capacity are carried.

All controls are duplicated at the rear end, so that the car may be driven with equal facility in either direction, thus dispensing with the necessity for turntables.—"Railway Gazette."

Good Service Brings Appreciation



Outstanding instances of effort and interest taken by employes outside their regular duties in maintaining efficient, safe, and prompt operation of our vast railways system in this State are constantly being brought to notice. There is a regular "line of duty," but it is the little extras, willingly rendered, which win satisfied customers—our best advertisement.

I am instructed by the President, Hon. F. Brawn, to convey to you the appreciation of the Committee of the Ballarat Turf Club for the excellent arrangements made in connection with the transport of passengers and horses to the course on the occasion of their steeplechase meeting on June 3rd, 1925.

Our best thanks is also due to Mr. Maddern, District Superintendent, and his staff, for their part in the arrangements.—**To the Railways Commissioners from H. McGoldrick, Secretary, Ballarat Turf Club.**

Thanks very much indeed for your kindness to me in getting my plant put on passenger train on Saturday morning. I received it safely, and got delivery of it at once.—**From Miss McPherson, caterer, of Pakington-st., Geelong West, 11/5/25.**

Travelling recently on a very cold night from Melbourne to Morwell, I was taken suddenly ill. This was no sooner known on the train than kindly officials came to me. A fresh hot-water bottle was placed at my feet, and not until Morwell was reached did they remit their attention.—**"A Grateful Passenger."**

The Commissioners.—Some time ago I was travelling by the train leaving Maryborough at 6 a.m. for town. At that hour it was almost dark, and I gave, without my knowledge, the booking clerk (Mr. E. R. Jenner, who was unknown to me), two pounds instead of one.

He promptly pointed out my mistake, and returned me one pound. Now, I was totally unconscious of this error, and I wish to express my thanks to you for the honourable action of your booking clerk. **—E. E. Allen, Commonwealth Electoral Office, Maryborough.**

The Railways Commissioners.—Dear Sirs,—I have just left Emerald, where I was in business for the last six years.

We got practically the whole of our supplies by rail. During that period the staff at the local station, the guards and staff on the narrow gauge train, and the transfer staff at the Upper Gully Station, were most obliging.
Wm. M. Andreon, "The Red Store," Box Hill.

Mr. A. Johnston, stationmaster at Warrnambool. —I wish to thank you for the attention to our requirements regarding truck shunting, etc., during our visit to this port. It has been a pleasure to discharge our cargo here.—**From Costerfield, master, s.s. "Ihumata," 1/7/25.**

We desire to express our warmest appreciation for the service rendered to us during the unloading of the s.s. "Ihumata." Your good self and staff gave me every possible help to secure a speedy despatch of the boat.—**From the Co-operative Box Co. of Victoria Ltd., Warrnambool, 3/7/25.**

Dear Sir,—The Rev. T. C. Rentoul, Methodist missionary, had asked a friend to call at this office for his portable cinematograph, to be sent to Rochester on Saturday. The friend forgot. Mr Rentoul's meeting takes place to-night, Monday, at Rochester, and yesterday he telephoned from Rushworth to my private address, asking me to be good enough to send his machine on the first train this morning. Notwithstanding that the ordinary rules did not cover such a happening, I wish to inform you that first the telephone clerk, then the stationmaster, and finally the clerk at the cloakroom, were most obliging, and arranged to have the machine despatched with the early train.—**C. R. Herschells, managing director, Pathe Cinema, Flinders-street, Melbourne, 1/6/25.**

Satisfaction has been expressed by travellers from Melbourne using the late train to Warragul, which leaves Prince's Bridge at 6.30 p.m. This train used to reach Warragul as late as 2 a.m., but now runs punctually on time.—**The Age, June 15.**

I beg to express the appreciation of my Executive for the valuable aid received in connection with the railway arrangments to enable delegates to attend the Brisbane conference.

I interviewed Mr. J. H. Reilly, of the General Passenger and Freight Department, and asked that he might be good enough to arrange for through railway tickets and sleepers to Brisbane for delegates travelling from Perth, Adelaide and Melbourne respectively.

Mr. Reilly, with his usual courtesy, communicated took the necessary arrangements. He communicated with the Interstate Railway Departments, and in due course fixed up every detail satisfactorily.

The tickets and sleepers for the Victorian and Tasmanian Press delegates I obtained through the Tourist Bureau, where I saw Mr. Boyce, who with pleasure took the matter in hand, and carried it through with despatch.—**The Victorian Provincial Press Association, W. H. Waddell, Secretary.**

General Superintendent of Transportation, Victorian Railways.—We take this opportunity to sincerely thank you and your department for the excellent way in which you helped us in the execution of our contract for the cartage of wireless equipment to both Ballan and Rockbank.

We would like to specially commend the keen attention paid at that station by the Stationmaster (Mr. O'Donnell), and the Assistant Stationmaster (Mr. Westener).

Our foreman in charge at Rockbank also reports that very great assistance indeed was given him by the Stationmaster at that station.—**Maine Carrying Co. Pty. Ltd.**

To the R.S.M., Richmond.—I am instructed by the executive of the Australian Tramway Employes' Association to convey the very best thanks of the members of the branch to your staff, who rendered such valuable assistance in extricating Motorman Brown from the wrecked tram car, caused by a collision with another car, on the night of May 30.—**John D. Abfalter, Secretary.**

The Stationmaster, Warrnambool. — At the last meeting of my Executive, complimentary references were made in regard to the able manner in which you and your staff managed the large quota of firemen and others who attended the annual demonstration. Personally, I desire to thank you and your staff for the courtesy extended to me, and for putting at my disposal a room in which I could interview various Brigades on their arrival.—**G. G. Humin, Secretary,** Victorian Country Fire Brigades' Annual Demonstration.

"Made of the Right Stuff"

Wonderful knowledge from the school of experience is being gained in America by Mr. E. V. Ryan, of the Victorian Railways Stores Branch. He is evidently made of the right stuff and will reflect credit on himself and our service.

WRITING from Huntington, West Virginia, U.S.A., Mr. Ryan says:—I completed my trip with the C. & O. supply train a fortnight ago, satisfied that this train is of immense value to any railroad that uses it.

My trip on it was an education in itself from a twofold standpoint. First, it revealed to me the system on which it was worked and its advantages. Second, it gave me the opportunity of viewing the inimitable and exquisite beauty of the scenery and the ingenious engineering feats found in West Virginia and Virginia. I watched the working of this train very closely, and it afforded me the opportunity to see and go through seven branch storehouses of this company, which, without exception, are a model of neatness.

The supply train is the means of preventing surplus stocks accumulating in these storehouses or at any section house along the track. Any obsolete or unnecessary articles are picked up by it and taken to the general storehouse at Huntington. This prevents untidy tracks; in fact, one could not help but notice the cleanliness and neatness that exist everywhere along the line.

Innovation in the Store System

It also serves as a replenishing source for gangs working along the track. It is an invaluable cog in the C. & O. store system, preventing delays, creating certainty, as a ganger or foreman knows exactly when to expect supplies, encouraging cleanliness and defeating procrastination.

An innovation to the store system here that has just been established is the practice of despatching goods that are urgently required by baggage cars. Two baggage cars are daily placed at the storehouse and loaded with urgently required articles. One car supplies points in an easterly direction, and the other takes care of places to the west. These cars are placed on a passenger train when loaded, and thus ensure quick despatch. If it were not for these cars, many places placed miles from here would be nearly a week receiving goods.

Since my return to Huntington after my trip with the supply train, I have been attached to an outside section which stocks all wood-car material.

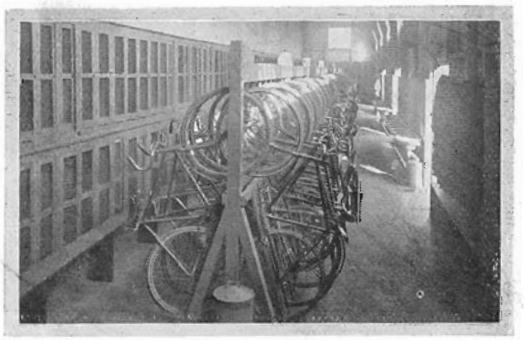
I feel I am giving satisfaction to my present employers, as on Monday last the General Storekeeper sent for me, and offered to provide me with permanent employment with this company. I explained how impossible this was, as I was not remaining permanently in U.S.A. He then informed me that on the first vacancy, I would be made a section storekeeper, which is a very responsible and enviable position. This gave me immense satisfaction, as I knew that I was not failing in my efforts to please or else this offer would not have been advanced. The position would be very responsible, but I know I can manage it, and I am now eagerly awaiting a vacancy. I like the C. & O. system, and I feel in no hurry to leave the company.

Likes America and Americans

The finest possession this company has is undoubtedly the unity and perfect harmony existing among the workers, which attain the highest results. Where these qualities predominate results must follow. I attribute this as responsible for the splendid assistance I have received from everyone; all have been very helpful and willing informers.

My contention is that it is to anyone's advantage to be receptive to the suggestions of his co-workers. Indeed, the measure of support that one gets is largely dependent on his willingness to solicit frankly the help of anyone who can possibly have a bearing on his work; consequently, I welcome the advice and help of all.

Apart from work, I like America and Americans very much. They are big-hearted and sociable, energetic and ambitious, altogether very likeable.



These are some of the 242 bicycles which men of the Ballarat Railway Workshops use to travel to and from their work. They have a special bicycle stable.

Send the Editor photographs of children of railwaymen for reproduction.

Have You Ever Travelled in a Pullman Sleeping Car?

During his recent tour of America, Mr. W. A. Boyd, R.S.M., arranged for a film to be sent to Australia depicting the construction and operation of the Pullman cars. The film was recently shown before Mr. Shannon, representing the Commissioners, and Departmental representatives.

All were keenly interested in the film. The opinion expressed, however, was that though more people could be carried in a Pullman sleeper than in the type in operation in Victoria, our sleepers were more comfortable and afforded greater privacy. It was not overlooked, however, that the customs in both countries were entirely different.

IN the course of an interview with a representative of the "Morning Post" (Eng.) recently, an American railway director remarked that America had learnt one lesson from English railways. He said that the English sleeping car was so superior to the American that they intended to copy the carriages used there. He added that American sleeping cars were most unhygienic.

"It is somewhat refreshing to read this definite expression of opinion from an American accustomed to the long open sleeping cars generally used on the railways of the United States and Canada," says the "Railway Gazette." "We have experienced the inconveniences of the open sleeper, and consider they are most uncomfortable and altogether devoid of the amenities of the compartment type.

"It was surprising to find that many American railwaymen expressed their preference for the type of sleeping car used on their railways. They further stated that, apart from the general merits of the design, their plan was the only possible one to enable them economically to maintain an efficient service for the long distances their trains have to travel."

"At the same time," the "Railway Gazette" adds, 'it is to be noted that in Australia, both on the transcontinental railway and on the main lines between the principal cities, where also long distances have to be negotiated, two and four-berth compartments are the general rule. Apart from the promiscuous mixing of the sexes, the American type of cars are most uncomfortable for dressing and undressing, and it is certain that they would never meet with the approval of those accustomed to the British type.



Starting his Rail Motor on the run to Ouyen, Murrayville and Pinaroo.

Reverse English

'Twas always my opinion I spoke English to a dot,
A grad. of Oxford, don't you know, and all that sort of rot.
But when I landed in the States, that wondrous freeman's land,
The beastly words I heard, by Jove, to illustrate, take "canned."

"Canned," old dear, in London means preserved, worth while to keep,
While here, reversed, to throw away, discharged, it's deuced deep;
A "chicken's" not a fowl, but a charming miss, a bit gone wild,
A "kid's" no goat, but means to spoof, and most times, fancy, a child.

The phrase to "beat it" is neither for a drum nor to strike,
But signifies a request for one to take a hike;
And when I heard "nobody home," the meaning seemed quite plain,
Imagine my surprise when told it referred to lack of brain.

A policemen there is called a "bull," I know not why nor how,
'Tis the same when one exaggerates, with us, the male of cow.
"Jay" applies to farming folks, and not at all a bird,
I could go on this way for hours, but what's the use, my word!

Railroad Electrification a Real Money Saver



Electricity is replacing steam in Mexico. This Electric Locomotive is used by El Potosi Mining Co.

RAILROAD men have noted with full appreciation of its significance the announcement by the Chicago, Milwaukee and St. Paul Railroad of America that it has thus far saved 12,400,000 dollars by operating electrically a total of 648 miles of main line track. This saving is spread over nearly nine years for 438 miles of the electrified line, and over nearly five years for the remaining 210 miles of electrified line.

At this rate it would appear that, within another three or four years, the original investment in electrification, amounting to 15,625,000 dollars, will be squared up.

Since 1916, when electrical operation first actually began on this mountain-crossing railroad, the net savings have totalled above a million dollars every year but one. In 1921, the bad year, the savings dropped to 671,000 dollars. In the best year of the period, the year previous, the net savings ran up to 1,928,000 dollars.

The traffic over this railroad, each way, consists of two heavy transcontinental passenger trains daily, with occasional special passenger and milk trains, and an average of four tonnage freight trains, with a local freight every second day. The freight traffic amounts to 15,000 gross tons daily.

Long, and at times severe, grades where the road passes over the mountain ranges of the continental divide have been negotiated with much greater facility by the big American General Electric gearless locomotives than was the case with the steam locomotives which they displaced. A distinctly unique element of saving is brought about by electrification has been the regenerative braking, by which the electric locomotives, on down grades, not only brake themselves, but generate power, instead of consuming it.

The road boasts of being the longest main line electrified railroad in the world. The report showing the savings resulted from electrification is the first of its kind to be issued.

Record Revenue for 1924-25

RAILWAY revenue increased in a remarkable manner during last financial year. Receipts amounted to the stupendous total of £12,465,923, a record for the Department.

Passenger traffic contributed £5,387,339; Goods, £5,064,085; Live Stock, £550,065; Parcels, £540.998; and Refreshment Services, £406,979. The Departmental tramways yielded £66,947.

The total revenue for the 1923-24 financial year was £11,847,414, when the tramways yielded £67,353.

Costs of Railway Construction

In its recent report to Parliament, the Railways Standing Committee expresses concern at the increasing costs for railway construction, especially light branch lines, and directs the attention of the Ministry to the fact that while stronger and heavier engines and larger truck stock are suitable for main lines where there is a continuous heavy traffic, their use militates against branch line construction.

Large trucks filled and transported comparatively infrequently make very poor service to outback settlers, besides encouraging road motor competition.

The committee is conferring with the Railways Commissioners with a view to securing better financial conditions for Victorian new lines.

Two Railwaymen With Varied Careers

Having wrestled twice with Hackenschmidt, Mr. G. S. Scott now wrestles with the problem of keeping Melbourne's Overhead Equipment in working order.

WHEN Messrs. Merz and McLellan, consulting engineers to the Victorian Railways, selected George Samuel Scott to act as special officer under Mr. E. P. Grove, in connection with the installation of the overhead electrical equipment for Melbourne's suburban railways, they probably didn't consider Mr. Scott's ability as a heavyweight wrestler in the light of a technical qualification for such an important and responsible position.



Mr. G. S. Scott.

Very likely they weren't at all concerned with the fact that he had twice wrestled with the gigantic Hackenschmidt in London, and had been runner-up in the 1911 All-World Tournament at the Alhambra.

Practical and unimaginative, with no consideration for the romantic glamour surrounding a famous international wrestler, the consulting engineers selected Mr. Scott solely because of his unique practical and varied experience in electrical engineering work.

Mr. Scott is the man who has charge of the Departmental motor fleet, as well as the general supervision of the suburban overhead equipment. His fleet of 40 motors and trucks (Fords, Chevrolets and Dodges) comprises emergency cars for the use of repair staff in the case of breakdown to the overhead equipment, motor trucks for Departmental use, and cars for the convenience of operating officers.

Two Bouts with the Champion.

Tall and broad-shouldered, with the carriage of an athlete, and a remarkably soft voice and quiet manner of speaking for such a big man, Mr. Scott has crammed much achievement into his 43 years of existence. A native of Cheshire, England, he was apprenticed at the age of 13 with the Walasey Ferries, and in 1898 joined the staff of Robert W. Blackwell. Here he had experience in the erection of overhead equipment for railways and tramways.

He still takes a keen interest in wrestling, although not in such an active form as in the days when his name was billed against the mighty Hackenschmidt's. By the bye, he is always very careful to emphasise that Hackenschmidt got the better of him in the two bouts that he had with the champion.

For 37 years Mr. J. C. Boyce has advised Victorians when and where to spend their Holidays.

TWO score years or so ago two boys who were destined to loom large in the public eye used to hand up their exercise books together in the same class at the Creswick Grammar School.

One was the genial, optimistic and well-known Alec Peacock, now Sir Alexander, Minister for Education and State Treasurer, and the other was the equally genial and optimistic and perhaps even better known John Clarkson Boyce, who was the first Railways Inquiry Officer in Australia. This position was created by the Victorian Railways at the time of the Melbourne International Centennial Exhibition in August, 1888.



Mr. J. C. Boyce.

In 1888 the Victorian Railways Commissioners had approved of a suggestion by Mr. W. F. Fitzpatrick, then stationmaster at Spencer-street, that a general railway inquiry office be opened on the main platform. Mr. Boyce was at that time employed in the S.M.'s office at Spencer-street. He had entered the Service at the age of 19, after preliminary business experience in Creswick, and, following on duty in the telegraph, suburban and main booking offices and the Outwards Parcels Office, had become stationmaster's clerk.

First Railways Inquiry Officer.

Such was the impression he had made on Mr. Fitzpatrick that he was at once selected to take charge of the first railway inquiry office when it was opened.

The innovation was a great success, and after seven years of existence the office was moved to Flinders-street Station, where Victorian and interstate booking facilities were provided. The office was later transferred to the foot of Elizabeth-street, and again removed from that position when the new Flinders-street station began to take shape.

Mr. Boyce's next headquarters were at the Princes Bridge corner of Flinders and Swanston-streets, and here he remained until December, 1908, when the Government Tourist Bureau was created, at the corner of Collins and Swanston-streets.

Mr. Boyce is hoping that it will be a long time before he has to move from the commodious offices now occupied in Queen's Walk.

New Railway Bridge Over Niagara Gorge

A new double-track steel arch bridge has been built across the gorge of the Niagara River for the Michigan Central Railroad Company. It is to replace the old cantilever bridge, which was erected in 1883, and strengthened 24 years ago by the addition of a middle truss with tower posts and pedestals.

THE new bridge is of the spandrel-braced, two-hinged class, very rigid and of handsome appearance. The bottom chord is a parabolic curve. The length of the centre span or arch is 640ft. from centre to centre of end pins. The bottom chord rises 105ft. above the normal level of the river, and the crown depth is 20ft.

There are sixteen panels of 40ft. in the arch and plate girder approach spans of 100ft. and 125ft. respectively connect with the cliffs on both sides of the river, the 125ft. approach span being on the New York side.

In general appearance the great new arch is far more massive than any bridge heretofore erected at Niagara, says "The Engineer." It contains 7500 tons of steel, of which quantity 4800 tons enter into the arch, bracings and castings, while 1500 tons are in the approach girder spans, street spans and back stays, and 1250 tons are in the floor.

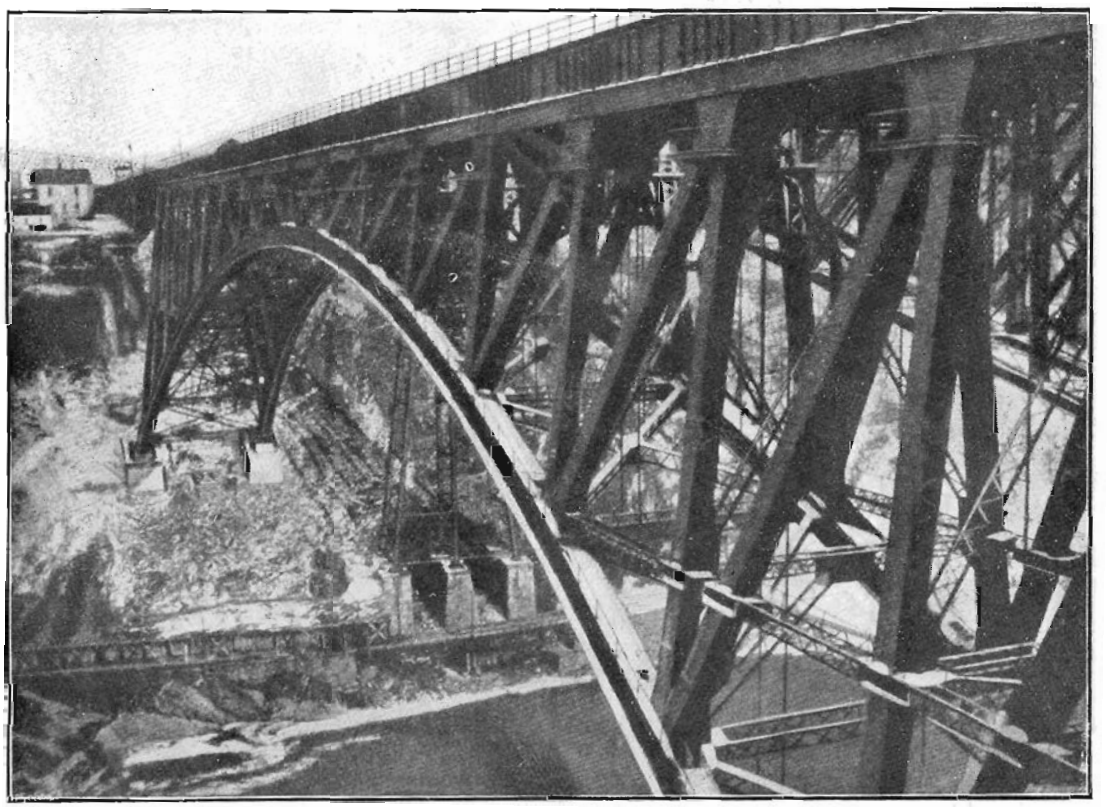
As compared with other Niagara bridges, the floor construction is unusual in that the entire floor rests on the top chord, and is not a part of the arch proper. A line of longitudinal girders was placed over the two top chords and transverse floor beams riveted at intervals between the girders, so that the deck stringers rest on the floor beams.

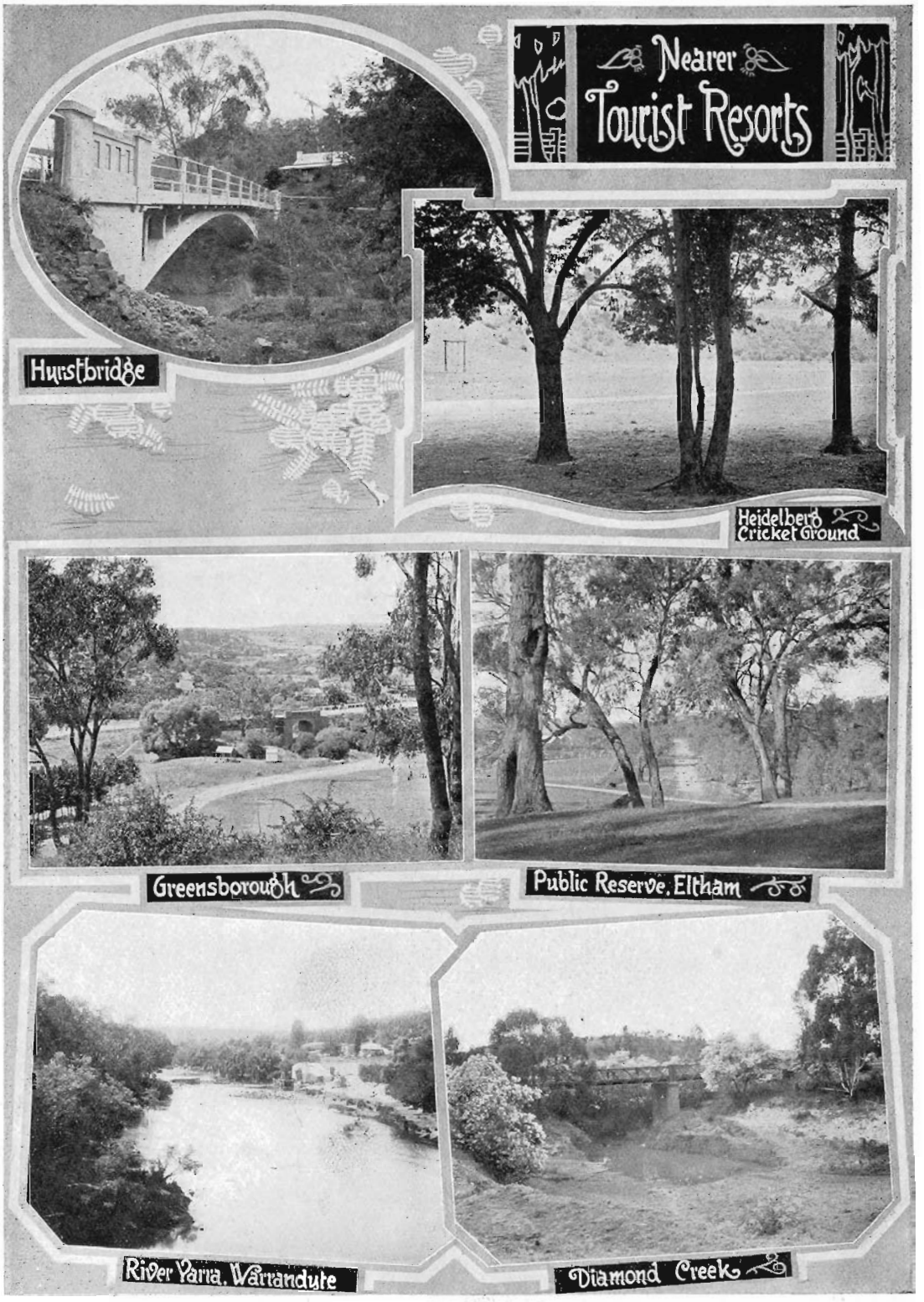
Work on the foundation of the abutments was commenced in June, 1923. The erection of the steel work was begun in the spring of 1924.

Except for the pin connections in the four short web posts in the middle section of the arch and the pins which form the skewback hinges, all connections on the new arch are riveted.

The new arch is the fourteenth bridge erected across the Niagara gorge, but of that number only four will be standing after the cantilever is razed. When that work is completed there will be three steel arches and one suspension bridge spanning the Niagara gorge, the suspension bridge being at Lewiston, 7 miles down stream.

The new arch, which is the heaviest yet built at Niagara, was formally opened for traffic on February 16, 1925.





You will enjoy looking at other pictures of this kind on pages iv., vi., x. and xii.



Resorts Adjacent to Melbourne

HEIDELBERG, lying on hills overlooking the Yarra, and with its slopes terraced with vineyards, derived its name from its supposed resemblance to the German town upon the Rhine. Now the vineyards are gone, and the hills are terraced with the comfortable residences of city business folk, set, in many instances, in well-kept gardens.

The charm of the river still remains, however, and is a never-failing attraction to hosts of visitors who find, along its winding course, numberless beauty spots within easy walking distance of stations—from Fairfield to Heidelberg—on the railway line on which comfortable and speedy electric trains provide a frequent service.

Close handy to Fairfield is Rudder Grange, a delightful riverside resort, with tea gardens and boatsheds, from which may be hired row boats and canoes for outings on the river in its upper reaches.

The seaside has no monopoly of aquatic sport, for here along the river ample opportunity is afforded for the enjoyment of boating, bathing, or fishing.

At Heidelberg, eight miles from Melbourne, and reached in a train-run of half an hour, is a hotel catering for the comfort of travellers, and from this centre start conveyances which carry passengers to Templestowe, four miles distant, and to Warrandyte, six miles further on.

The latter tiny village, planted alongside the river, has been from early colonial days the camping ground of artists, many of whom, now famous, have immortalised its beauty with pictures in oils and water colour. From here the return journey may be made by a 6-mile motor run to the Ringwood railway station, and thence by electric train service, 15 miles, to the city.

A mile by rail beyond Heidelberg is Rosanna, with a popular golf course, and the train passes through more countrified scenery as Greensborough, on the Plenty River, is approached. Along the course of the stream or in the hills through which it runs are many delightful spots suitable for picnickers.

Eltham, eight miles beyond Heidelberg, is reached in three-quarters of an hour from town, and lies between two streams—the Diamond Creek and the Yarra—and within easy walking distance of either. Enticing riverside nooks appeal to the day excursionist as suitable for picnics, and accommodation at a hotel and a couple of boarding houses is available for those making a longer stay in this restful rural environment.

The terminus of the line is at Hurstbridge, 23 miles from Melbourne, and lying at the junction of the two streams, Back Creek and Arthur's Creek, which here unite to form Diamond Creek, parallel to which runs the railway all the way from Eltham to Hurstbridge, the terminus, through country ablaze from early spring with the golden glory of the wattle, and later adorned with the blossom of all varieties of fruit trees with which the local orchards are stocked. Taylor's Lookout, an elevated point a quarter of a mile distant from the station, provides a panoramic view of the hill, valley and orchard beauty of the surrounding country. Picnic spots are plentiful for those desiring to spend a day in delightful bush surroundings, and fishing and shooting are available for sportsmen.

The Whittlesea Line

This line, which traverses part of the valley of the Plenty River, is popular with holiday makers, because of the beauty of many riverside nooks easily accessible from several of its stations, and also because the terminus at Whittlesea is the starting point for striking scenic attraction in the hills included in the watershed of portion of Melbourne's splendid water supply controlled by the Metropolitan Board of Works.

Distant a mile and a half from Yan Yean is the fine reservoir of the same name, a splendid sheet of water of 1360 acres in extent and having a circumference of over 11 miles. Two miles north is Howat's Lookout, whose elevated summit, 1000 feet above sea level, forms a vantage point overlooking this splendid sheet of water. A permit from the city office of the Metropolitan Board is necessary to enable visitors to enter the picturesque reserves in which it lies.

Among the many beauty spots lying out from the terminal station, Whittlesea, 26 miles from town, none are more worthy of a visit than the Toorourong reservoir, 4 miles away, and the cascades on Jack's Creek, 3 miles farther on; the track to the former continuing on through bush country along the banks of Jack's Creek to the cascades. Many other charming excursions may be made from Whittlesea, where hotel and other accommodation caters for those who may be tempted by the attraction of the district to extend their stay.

District Transportation Activities

South-Western District

Mr. A. G. Fletcher, District Superintendent, Geelong, reports that the Ford Motor Co.'s siding at North Shore is now in use. A fair number of loaded trucks are being received, containing building materials.

The wheat traffic has, of course, eased off considerably. Up to 7th July, 3,785,612 bags had been shipped, while 323,902 bags still await delivery.

For the six months ended June, 1925, the number of boats handled at the Railway Pier was 26, with a tonnage of 105,181. This compares favourably with the traffic for last year—24 ships, 103,672 tons.

Western District

Mr. M. A. Renfry, Relieving District Superintendent, reports that the agricultural prospects in the Ballarat district are favourable to a yield as good as that of last season.

The transport of wheat to the seaboard has now practically ceased, there being only 264,955 bags on hand at the various stations, of which Minyip and Jung have the largest stacks, viz., 52,000 and 44,000 respectively.

The harvest was considerably larger than last year, but the experience of previous years assisted materially, and the harvest has had a record transport. In several instances trucks were quoted as being loaded and consigned with wheat, discharged, and returned, and again loaded within two to three days; evidence of the prompt handling and discharge at the various wharves.

Melbourne Goods

Mr. T. R. L. Sexton, Goods Superintendent, reports that the agricultural produce received at Melbourne Goods during the month of June, 1925, as compared with the corresponding month of last year, was as follows:—

Commodity.	June, 1924.	June, 1925.	Increase.	Decrease.
Wheat	3,486	5,128	1,642	
Flour	24,021	20,925		3,096
Bran	2,120	2,186	66	
Pollard	787	504		283
Oats	40,843	13,197		27,646
Peas	420	2,114		206
Beans	564	519		45
Barley	6,086	4,517		1,569
Malt	5,783	3,024		2,759
Maize	7,177	5,961		1,216
Chicory	670	864	194	
Potatoes	144,217	108,100		36,117
Onions	41,285	19,242		22,043
Carrots	3,734	3,890	156	
Seeds	1,425	178		1,247
Chaff	138,802	159,043	20,241	
Millet	1,440	281		1,159

Northern District

Mr. W. Tredinnick, District Superintendent, Bendigo, reports that the improved type of rail motor which was placed into running on the Deniliquin line recently is very much appreciated by the travelling public.

The Echuca wharf is again open for traffic, and up to the present there has been a heavy outwards loading; when these notes are being read the wool clip will have been started, and there is every promise of it being a very heavy one. Last year one station landed a consignment of over 2000 bales at the wharf.

It is expected that the Balranald line will be opened for traffic at the end of the year. The opening of this new line will, of course, affect the volume of traffic from other lines, but with the cutting up of large estates in the Deniliquin and Mathoura districts there should not be any very appreciable falling off in revenue.

North-Eastern District

Mr. A. J. Morris, District Superintendent, Seymour, writes that the agricultural outlook throughout the whole of the North-Eastern and Goulburn Valley territory continues to be most promising. Light, soaking rains have fallen at intervals during the past month, followed by warm days, and the whole of the crops and pastures have made splendid growth, while late sowing was completed under ideal conditions. During the past week severe frosts have been experienced in many parts of the district, and will serve a good purpose in checking many of the insect and other pests that beset the farmer and fruit grower.

The firewood traffic was again very heavy during June, when a total of 1869 trucks were railed to Melbourne—net tonnage, 17,828 tons.

North-Western District

Mr. H. E. Russell, District Superintendent, Maryborough, reports that the manager of the Redcliffs Co-operative Packing Co. has received advice from the London agents of the company that the first sale of general average quality Smyrna sultanas, September shipment, was, on the basis of 42/- per cwt. c.i.f. This, it is understood, would mean about 52/- duty paid—an indication of the length Smyrna agents are prepared to go in order to retain London trade.

Australian sultanas in the sales ended July 2 brought prices ranging from 65/- to 76/-, the average price being 68/-. The quotation points to the necessity for Australian sultanas being cleared from the London market before the arrival of the Smyrna shipments if satisfactory prices are to be realised.

2,200 tons dried fruit have been despatched this season from Redcliffs, as compared with 460 tons for 1924. It is estimated that tonnage next year will reach 6,000 tons.

Outward goods from Guildford for six months ending June, 1925, totalled 4406 tons, revenue being £2,436, as compared with 904 tons and £218 revenue for similar period in 1924. The increase is due to the large quantity of gravel despatched by the State Rivers and Water Supply Commission to Redcliffs, Kyneton and Rupanyup. Although there has been a falling off in passenger traffic at Maryborough, due to the number travelling by motor car, the revenue for June shows an increase of £687, principally from increased goods traffic.

Eastern and South-Eastern District

Mr. R. J. Stanistreet, Acting District Superintendent, Dandenong, sends word that a new cool store company is being formed at Pakenham, with a capital of £15,000. Already applications are to hand for approximately 10,000 shares.

The results of the Better Farming Train are widespread throughout the Maffra District, and farmers are experimenting on lines suggested during the tour. Herd testing associations are being formed throughout both Eastern and South-Eastern Sections, and the standard of herds has been raised considerably.

The Fisheries Department has almost completed its distribution of brown and rainbow yearling trout for 1925. The district liberations to be carried out are 500 in the Mitchell River, at Lindenow; 1000 in the Dargo River, at Dargo; 1000 in the Wonnangatta River, and 500 in Freestones and George's Creek, Briagolong.

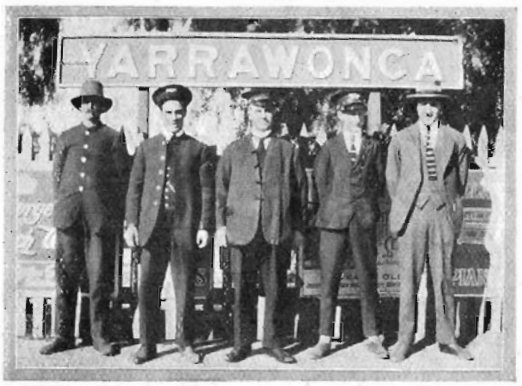
During the month a trial flood of water from Glenmaggie weir reached Boisdale by way of the irrigation channels.

The construction of a road bridge over the Avon River at Bushy Park has been begun. This bridge, when completed, will link up Briagolong, Bushy Park, and Valencia Creek with Boisdale.

Railway Centenary to be Celebrated in September

The Prime Minister (Mr. Bruce), in a Message to the "Electrical Times," Foresees Great Development in Transport Through the Newer Agency of Electrical Energy.

I am indeed interested to be reminded that September 27 of this year will mark the Centenary of the first railway to operate. The progress that has been made during the past century in railway matters generally is not sufficiently recognised, and there can be little doubt that the next century will witness a still greater development as the newer agency of electric force becomes more generally applied to the great problems of transport with which the various railway organisations of the world are concerned. I sincerely trust that the forthcoming Centenary Congress of the International Railways Association will be the means of further educating the public generally on the work of their railways and the important part that cheap transport plays in the development of any country, particularly a country with the wide areas of Australia.



SOME OF THE STAFF AT YARRAWONGA STATION
With the Stationmaster (Mr. A. R. Boston) in the centre.

Notes from Merbein

From the commencement of the season, beginning of February to the end of May, over 200,000 cases of dried fruits have been despatched by the four packing sheds, for overseas and local consumption, as well as several hundred tons of fresh fruit, representing over 4000 tons and £7000 in revenue. The local distillery is now receiving the last of the grapes for conversion into spirit, and large quantities of these are now being sent away.

Merbein is an extremely busy station, the revenue for the 12 months ended 31st May being £67,338, and now that the line has been extended as far as Abbotsford, within a couple of miles from Wentworth, N.S.W., seems certainly to justify the intention to make it the terminal depot, for which already an engine turntable and tank have been received, and quarters for employes have been erected.

Importance of Good Reading

The importance of reading, not slight stuff to get through the time, but the best that has been written, forces itself upon me more and more every year I live; it is living in good company, the best company, and people are generally quite keen enough or too keen about doing that, yet they will not do it in the simplest and most innocent manner by reading.

Power Signalling

The first installation of the remote control of outlying track points in Victoria is being made between Tallarook and Seymour, and will be completed and brought into operation this month.

The energy supply is 230 volt 50 cycle A.C. transmission transformed to 24, 12 and 6 volts before being rectified to direct current for the purposes of energising the signal and point motors, and the track supply respectively.

There are twelve sections, and the capacity of the tracks is consequently increased approximately 100 per cent.

The signals are lighted directly through the transformers, and the circuit is so arranged that should a failure of the A.C. supply occur, a relay will function and the signal lighting load will be supplied from the battery of accumulators at each location.

The layout of the junction points has been altered, and 30-foot blades have been laid to allow of greater speed through the Junction.



STAFF AT MERBEIN STATION

Standing: Left to right—H. Darbyshire (Yard Porter), G. Speed (Porter).

Sitting: (Left to right)—A. Chapman (Goods Clerk), A Robert (S.M.), C. Sunderland (Parcels Clerk).

Crossword Puzzle for August

Here's a Real Victorian Railway One.

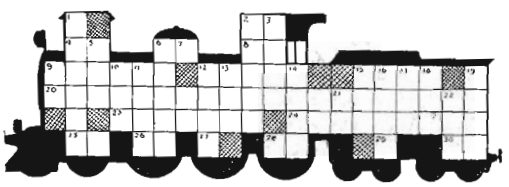
This month's Crossword Puzzle is by Mr. W. H. Heath, of the North Bendigo Workshops. When you solve it, you can say you know something about the Victorian Railways. The solution will appear in our September issue.

The solution of Mr. Pithie's Puzzle, which we published last month, is also shown on this page.

Clues for Mr. Heath's Puzzle.

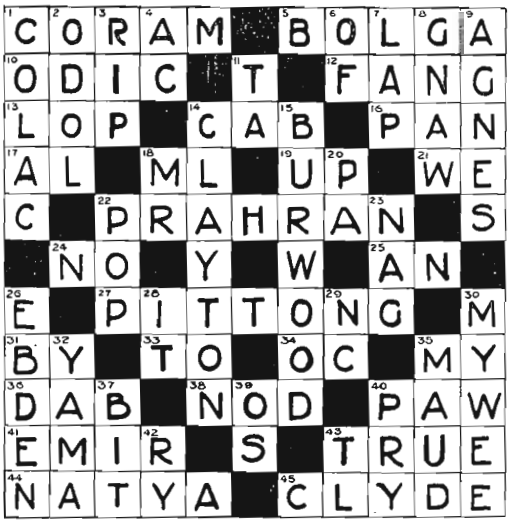
Across.

1.—A class of engine.
2.—The boss of the station.
4.—The form which we have to sign for our pay if away from work.
6.—Australian State with same railway gauge as Victoria (abb.).
8.—Thanks.
9.—How we are apt to get when the boss growls.
12.—To cause shame.
15.—To bat like Gregory.
20.—An abbreviation of an Australian State—its greatest asset—and a social and educational establishment—the whole, something every railwayman should be interested in.
23.—The railways couldn't get on without them.
24.—The man in the box.
25.—Class of engine almost extinct.
26.—Prefix meaning down.
27.—Class of engine now obsolete.
28.—How our correspondence travels.
29.—Class of engine.
30.—Return (abb.).



Down.

1.—What we don't get as often as we would like when transferred.
2.—Supports used in engine construction.
3.—A large body of workmen.
5.—The lamps that light the Melbourne Yard.
6.—A state under which effective transport would be essential.
7.—Class of engine.
9.—How "many and various" articles are carried (initials).
10.—Heavy freight transported from mines.
11.—Carried on every engine—never slips.



12.—Collective state of grain before harvest (pl.).
13.—Dash, dot, dot, dot; dot, dash; dot.
14.—Escaping steam does it.
15.—Station (abb.).
16.—What we must not call the other fellow—though he be wrong.
17.—Overhead telegraph lines (initials).
18.—Used in the office.
19.—Former Minister for Railways.
21.—Special Ganger (abb.).
22.—Used when setting down asphalt platforms.

Time is the essence of the contract so far as train running is concerned. The next issue of the "Magazine" will explain how standard time for the railways is obtained. There will also be an article on the four narrow gauge lines in Victoria; a description of a trip throughout Beech Forest; and impressions gained on tour with the Railway Commissioners. There will also be a fine collection of views of the remodelled Chalet at Mount Buffalo, now full of visitors for the winter season.

Other interesting points concerning the railways will be explained. Be sure you get your copy.

Progress of Way and Works Undertakings

North-Eastern District

General maintenance work thorughout the district is progressing satisfactorily, and various other improvements of an important character have been completed. These include the relaying of groups of crossing work in the Flinders-street yard, with 80 and 100 lb. in place of the existing 60 lb. material; reconstruction of footbridge at Seddon; provision of accommodation for shunters at Tottenham; extension of Pintsch gas sheds at Spencer-street, and of the telegraphic office at Seymour; and the provision of jarrah floors in paint shed, strengthening of piers of machine shop, and drainage of the foundry at Newport.

The renewal of the superstructure of three bridges near Wangaratta was completed during the month. These bridges were erected alongside the existing structures, and as the old superstructure was rolled out the new was rolled in, the work being carried out during week-end periods.

Eastern District

A start on the new financial year's renewal programme was made on the main line at Morwell, where the work of re-laying the track with 80 lb. rails is now well in hand. In other parts of the district renewals to sleepers, etc., are proceeding satisfactorily—the removal of truck restriction having considerably improved the position.

Keen rivalry exists in the competition for prize lengths, and judging in this connection is now in operation.

Additional sidings have been put in at Moorooolbark, Upper Ferntree Gully, Mooraduc, Sale and Bairnsdale, a new subway at Sandringham, a new overhead bridge at Toorak, and new concrete departmental residences for employes at Erica, Pakenham and Watsonia.

Serious floods occurred during the month in the Eastern portion of the district, and a number of slips and washaways took place on the Walhalla and Orbost lines. The situation was extremely bad on the Nowa Nowa-Orbost section, where 7½in. of rain were recorded in a few hours, and it appeared at times that communication with the main line would be cut off for some days, but owing to the strenuous efforts of the augmented working gangs, a train was got through in about 24 hours.

Northern District

During July general renovations to station buildings have been persevered with, and bridge gangs have continued the work of bridge renewals. Ballasting operations have been continued, and much-needed ballast has been distributed on the long northern lines.

The supply of sleepers is still coming to hand, and every endeavour is being made to have as many renewals as possible carried out before the coming busy season. Several bridges between Bendigo and Heathcote have been filled in and small capital works are in hand, and being satisfactorily pushed to completion. Extensive renovations are being carried out at the North Bendigo Workshops, these being the first general renovations to be effected at that location since these workshops were erected in 1915. The old timber platform facing at Macedon station has now been superseded by a modern pre-cast concrete facing.

Generally, the district is in excellent order, and the efforts put forth by members of the staff merit commendation.

Western District

The work of relaying the doubled-headed track with 80 lb. A.S. rails between Warrenheip and Yendon has been completed, as has been the ballasting of the tracks between Castlemaine and Maryborough, and Maryborough and Woomelang. The section between Ballarat and Maryborough is now receiving attention.

Satisfactory progress is still being made in obtaining ballast from the Bet Bet ballast pits, and regular supplies are being forwarded to the State Rivers and Water Supply Commission, in addition to the quantity used in this district.

The work of filling in bridges on the Maryborough-Avoca line, which was held up for some time on account of the shortage of trucks, has now been commenced; a special gang of thirty men with ballast train is employed; and satisfactory progress is now being made with the work.

The alteration to the booking office and entrance at Horsham has been completed.

North-Western Distrtct

The work of improving the main Newport to Port Fairy track is still being continued, three extra gangs being employed lifting and re-sleepering. During the last month additions, comprising a sheep drafting race and extra yard accommodation, were carried out to the stock yards at Westmere.

The work of improving the appearance of the Camperdown Station is now in hand, and on completion a marked improvement must be apparent.

With the running of A2 class locos. on the main South-Western line, it was found that the existing 18ft. logs in the P.C.R. crossings were unsatisfactory, and not suitable for the fast traffic. These are now being remodelled, and 11ft. logs substituted.

If the activities of the present can be taken as any criterion of the future, there should be great times ahead for both the Ford Company and Geelong.

Recently this Department acquired land, some 11¾ acres in extent, on the eastern shore of beautiful Lake Coragulac, for ballast purposes. A gang of men is now busy constructing a siding from the main Alvie line into this paddock, with a view of supplying ballast requirements for branch lines in this district.



At the end of the Beech Forest narrow gauge line is a natural buffer stop in the form of a tree. Perhaps you have heard the expression, "The line stops at a tree stump," when referring to a line which has been built to a place where there is no population. This saying is literally true so far as the Beech Forest Line is concerned. The tree is a massive forest giant, long since dead, but firmly rooted in the ground. It is in the station yard at Crowes.



Authors Have Left Some Strange Wills

By DELTA

Mr. James Conrad, the famous novelist, formerly a master mariner, who died aged 66, left estate of the gross value of £20,045, with net personalty £17,854.

Other celebrated novelists left the following amounts:—

Charles Dickens	£80,000
Charles Garvice	71,000
Miss Braddon	68,112
Mrs. Florence Barclay	33,749
W. D. Howells	33,000
George Meredith	32,000
Miss Edna Lyall	23,338
Mrs. Cragie ("John Oliver Hobbes")	24,502
Miss Marie Corelli	24,076
Manville Fenn	11,840
Mrs. Humphray Ward	11,308
Miss Rosa N. Carey	10,991
George Gissing	1,053

Ships that Aren't.

The "Ship of Souls" is a story that has an appeal for lovers of lonely and wild open spaces. Though its unhappy title suggests the gruesome character of Marryat's "Phantom Ship," the plot has nothing to do with ships other than symbolically.

The Indian legend runs that "the ship" ghostly rides the storms and blasts with a crew of Lost Souls.

Feeling a bit of a lost soul himself, the miserably-married millionaire, Langley Barnes, throws civilisation overboard, and seeks the far North of Canada in search of surcease of sorrow.

Here he falls in with the mysterious half-mad Garth and his two daughters, one lovely Christine, the other Annette, a half-breed.

Naturally, in the adventurous emptiness of the trading posts there are complications.

Barnes' emotional struggles, Annette's lust for him, the old trader's despotic fiat that Christine and Langley shall marry, all go to the manufacture of a powerful tale none the worse for its atmosphere of sombreness.

And as if to show the closeness of communication between romance and reality the aeroplane and the radio are introduced in order to take a hand in destiny. Listening-in frees Barnes and kills his wife at one and the same time, and on this amazing climax "all's well."

Emerson Hough, the author, has done better, good as is his depiction of the raw and red amid wintry trials and tempests. He gave the film world "The Covered Waggon."

Our copy is from Robertson and Mullen's, Melbourne; price 6/-.

The Blind Who See.

A romanticist to the finger tips, Donn Byrne is an artist too. The juncture is responsible for "Blind Raftery," a tale of Ireland in the time of Dean Swift.

Raftery is a blind poet and harpist, the pride and delight of the countryside. His ready skill in making verses, personal and patriotic, satiric and beautiful, is marvellous, but his personality is largely the explanation of his popularity. He is not only a singer, but a seer.

Where those who having eyes to see were blind, Raftery, whose eyes of themselves saw nought, saw the soul of Hilaria, the Spanish woman, and knew it unsoiled, spoiled as her body was considered for having been the plaything of the mean Welshman.

And so they were married under circumstances defty described. The story is of their wanderings together in affectionate companionship through the counties of Galway and Mayo, and of his melodies, and of the deeds of his servants, his grey shaggy wolf-dog, and his Connemara pony and packhorse—all joined in romantic adventures as far removed from the sensational modern way as possible, but with a thrill in them, and a beauty very very winning and stirring.

For the blind poet was a chivalrous gentleman, and his wife a lady of fine texture. Set moving together in the villain's hope of them being the scorn of the folks, they proved the greatness of true love, and made it triumphant over all its foes.

Donn Byrne is one of the talked-of writers of the day. He is an Irish-American, whose work has been praised by James Branch Cabell. His new story is based on reality, for in the eighteenth century there was actually an Irish poet named Blind Raftery.

A rare richness of language, in haunting prose and allusive swinging rhyme, characterises "Blind Raftery," which reaches us from Robertson and Mullen's, Melbourne, and is obtainable for 6/-.

METROPOLITAN RAILWAY PROBLEMS.

The Railways Department has appointed a Special Committee to report on the development of railways in the Melbourne metropolitan area.

The Committee is composed of the General Superintendent of Transportation (Mr. M. J. Canny), the Assistant Chief Engineer of Way and Works (Mr. J. A. Ashworth), the Inspecting Engineer (Mr. C. H. Fethney), and the Commissioners' Special Officer (Mr. V. F. Letcher).

The first investigation will be the Town Planning Commission's report, as it affects the railway services.

Rolling Stock District Notes

Metropolitan District

The Commissioners inspected the Fernlree Gully and Healesville lines recently, and expressed themselves as being pleased with the condition of the equipment.

The "K" engine usually employed on the Lilydale-Warburton service was in for examinations, and has since been returned.

The first of the "N" class type of engine is being broken in at North Melbourne, and is giving every satisfaction.

The last Fuel Conservation meeting, held in the office of the Superintendent of Melbourne Yards, was well attended, both by members and visitors, and proved most successful. All present entered fully into the discussions, the blackboard used for demonstrating purposes being well used, and is of great assistance and very helpful to demonstrate ideas upon. The timekeeping of passenger and mixed services is still being well maintained.

Northern District

During the month endeavour was made to overtake arrears of work which accumulated during the grain season, and a start was made to get the engines prepared and ready for the coming busy season.

A trial has been made of attaching an additional trailer to the rail motors running between Toolamba and Deniliquin, which means that the motor is now hauling two trailers. The innovation was most successful, and led to a test being made with the first of the double-ended type of rail motor on the same section. It is anticipated that the running will be as satisfactory as that of the smaller type.

Eastern District

During the month of June several improvements have been effected in the Eastrn District. At the Moe Station, yard and loco shed, electric light has been installed, which will improve the existing conditions considerably. At the Traralgon Depot, an electric drive and air compressor has been installed, and a new roof is being put on the engine shed.

Beneficial rains have fallen in the Gippsland District, resulting in the Pakenham Reservoir (which has been dry for several months) being replenished. This will enable engines to take water at that station, and relieve the congestion in the Dandenong yard.

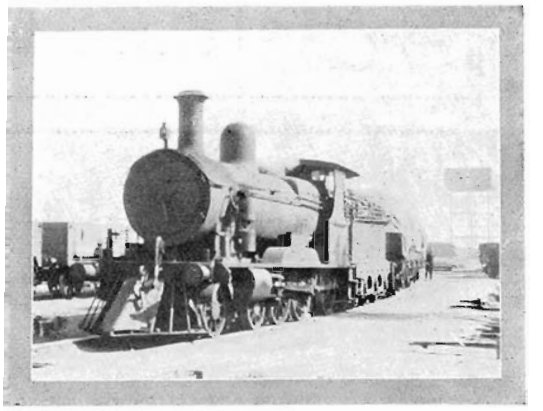
During the month considerable loss was caused to the Gippsland Co-operative Company's factory at Dandenong, through portion of it being destroyed by fire.

South-Western District

The rail motor, with trailer, recently placed on the Hamilton-Warrnambool line, has to date given very satisfactory service. Satisfactory progress is being made with trial at Warrnambool of Dearborn Anti-foaming and Anti-scaling Compounds. Where it was previously necessary to wash-out the pilot engine every other day, it has been found that at the end of a week's work with these compounds, the boiler was in sufficiently good condition to have continued working without washing-out.

With the last week of June came the withdrawal of the "C" and "K"engines from the regular wheat traffic, on which they had been engaged during the summer months. One "C" and one "K" engine are now stored at Geelong.

During the past month the hot wash-out plant at Geelong has been undergoing overhaul. The tanks of this plant have been thoroughly cleaned out and overhauled, and the hot washing-out has been carried out by means of a "W" class locomotive fitted up for this purpose.



South Australian Goods Engine at Semaphore South Australia.

Interesting figures are supplied by Mr. Gleeson, S.M., Yarraville, respecting the introduction of standards for use on trucks when despatching manures, etc. A considerable saving in regard to damaged manure has been effected.

For the five months ended 31st May, 1924, 104,544 tons of manure was despatched from Yarraville, with a loss of 39,556 bags. For the corresponding period this year 90,183 tons of manure was despatched, with a loss of only 3,481 bags. Although there was a slight falling off of the amount of manure despatched, mainly due to the higher grade of superphosphate being used, a saving of 36,075 bags resulted. These figures speak for themselves.

It is not generally known that Mr. C. A. Nobelius' nursery at Emerald is one of the largest nurseries in the Southern Hemisphere, and that already this season he has exported 196,000 plants, mostly apple, to the Argentine. These plants are despatched by rail from Emerald in cases measuring up to 40 cub. feet, and as the journey takes from nine to twelve weeks from nursery to orchard, it is necessary to pack the roots in sphagnum moss, which is procured from Sulphur Creek, Tasmania, where it grows to perfection. This moss is used on account of its capacity for holding moisture, which consequently keeps the young plants in a perfect condition for a long period. On arrival at Buenos Aires, a number of the plants are despatched by rail to distances up to two and three thousand miles from the sea-port.

The orchardists are demanding Victorian grown apple trees because they are all worked on Northern Sp stocks, thus making the trees blight-proof below the surface.

The Editor, "V.R. Magazine."

Dear Sir,—I notice in the current issue of the "V.R. Magazine" that you give me credit for the article, "Electrolysis Explained Here." This is an interesting and well-written article, and was done by Mr. R. S. Connolly, of this Branch, who prepared previous articles on this subject for your magazine, and I think it is only right that this gentleman should receive credit for the attention given to the preparation of these articles.

I should be glad, therefore, if you would kindly so arrange.

Yours faithfully,

C. H. G. McDONALD,

Actg. Chief Electrical Engineer.

The LADIES.



Homely Hints for Housewives

By "Housewife"

Twelve Rules for Mothers.

If a child does not eat the proper foods, it may be the mother's fault. Mothers should ask themselves the following questions to see if they are making any of the mistakes indicated:—

1. **Do you fret about what your child eats, and whether he is getting enough?** If so, very likely at every meal-time you make him the star actor in a little drama, and every child likes to be the centre of attention.

2. **Do you talk about his eating habits to other persons in his presence?** If so, any child would feel important, and want to keep up being different.

3. **Do you insist on feeding him after he is old enough to feed himself, just because it is easier than to teach him?** Better let him spill a little until he learns, than to become dependent and fretful.

4. **Is some one else in the family very particular about his foods?** Of course, a child likes to imitate older persons.

5. **Do you choose plain, nourishing, easily digested foods and cook them well?**

6. **Do you let your child taste everything that grown persons have?** A child used to having tea, coffee, and highly-seasoned foods and too many sweets has lost a healthy appetite.

7. **Do you serve food as attractively as you can, and not in too large quantities?**

8. **Do you feed your child regularly?** A child cannot go too long without food, but eating between meals means that his little stomach is overworked.

9. **Do you find that he sleeps poorly, is irritable, has violent tempers, or strange fears?** If so, not only his eating but his other habits are probably disarranged.

10. **Do you know that a child who is angry, fearful or worried cannot digest food properly?** Overcome the emotion first, and then let him eat.

11. **Do you create an unpleasant scene in an effort to make him eat?**

12. **Do you create jealousy by denying to one child what another has?** The child who is refused what the other children have should know why.

Don't Frighten Child with Doctor.

A physician who is a specialist in children's diseases recently declared his greatest bugbear is not scarlet fever, not any of the other awful children's diseases, but rather the fright germ the parents have implanted in the minds of the children before sickness comes.

Parents can easily prepare their children for operations, so that even the pain and discomfort will not take away their faith in the surgeon. The mother's explanation before and after a visit to the doctor's office will keep away fear and dread of that office.

False stories to scare children are in themselves crimes, but a false story about a doctor is much worse than about the "boogy man who'll get you if you don't watch out."

"The doctor is your friend, and he is coming to make you well." That is a real bedside story.

Kitchen Bath for Baby.

The kitchen is often the best place in which to bathe the baby. The room in which the baby is bathed should always be warm, and the kitchen may have a fire in it at any time. A kitchen table will serve nicely as a place to set the baby's tub, and bath articles. Another convenient place is the draining board of a sink, the bath blanket and basket being placed on the board and the tub in the sink.

Briquettes on the Better Farming Train.

Miss Campbell, who was in charge of the cooking demonstrations on the last tour of the Better Farming Train, reports that she used briquettes from Yallourn. Her experience was that they gave a splendid heat, and with the addition of two or three each time, the stove was kept at an even temperature. They were economical for labour, as they formed no soot, only a clean ash. Women in each town where demonstrations were given were very interested in seeing the briquettes in use.

Bright Sayings of Children.

Children say some funny things at times. If yours say anything at any time which strikes you as being peculiarly original, let our readers have it, and enjoy the joke with you. The Editor will be pleased to publish anything suitable.



To Our Young Readers

Dear Boys and Girls,—We wish to tell you that, in our next issue, this page will contain a letter from a person whom we will name "Uncle Ben," addressed to yourselves as well as to young folks generally.

We want you to watch for Uncle Ben's letter, read it carefully, so that you may be able to write him a nice, chatty answering letter in reply to what he says; at the same time mentioning some of your own experiences.

We will just love to receive a letter from each of you, because we in the Magazine office will not only be pleased to read all such letters, we will also print them on this page, so as to afford readers of the Victorian Railways Magazine an opportunity of reading them too. We are sure they will like them.

For the Sake of the Next One

"Why, auntie, I thought you finished!"

"So I have," returned Aunt Carrie, as, with a smile, she went on threading her needle. "I am only trying to smooth the way for the next one."

"Who, for instance?" questioned Will, curiously.

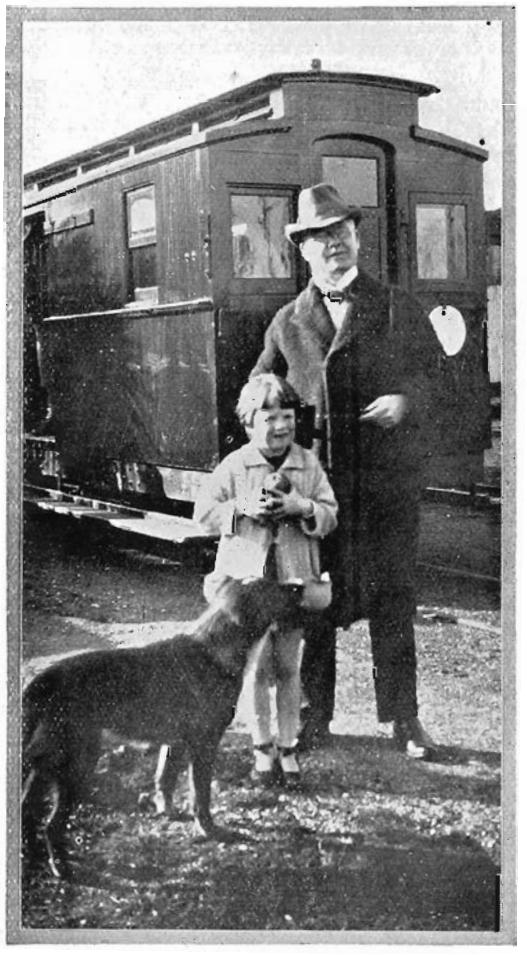
"Well, suppose that just as father is starting for business to-morrow morning he discovers that he is about to lose a button from his coat, and he can spare only about two minutes in which to have it sewed on. Don't you think that it would be quite a relief for mother to find her needle already threaded?"

"Of course, for I shouldn't think one could find that little bit of an eye at all if he were in a hurry. I had a dreadful time the other day when I wanted to mend my ball. I am sure I should have been glad to be your next one then."

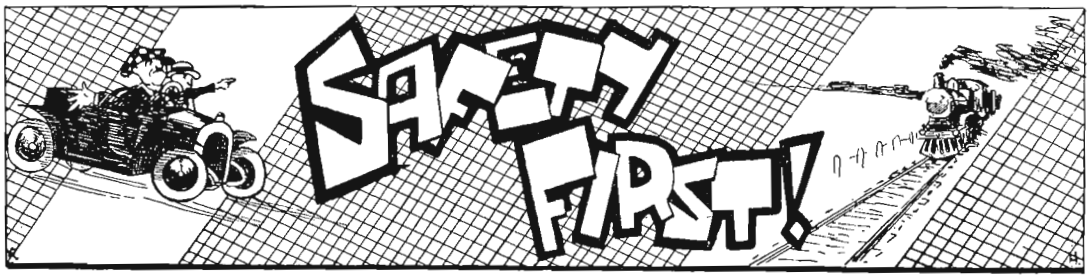
"Suppose, again, Will, that whoever dropped that piece of wood upon the cellar stairs had stopped to pick it up, remembering that someone else would be coming that way soon. Wouldn't it have been worth while? Just think how poor Bridget has suffered from her fall, and how the household has been inconvenienced."

"Yes, auntie, and if I had wiped up the water I spilled this noon, sister wouldn't have been obliged to change her dress when she was in such a hurry to get back to school; but a fellow will have to keep pretty wide awake to remember every time."

And, with a thoughtful expression on his boyish face, Will passed out of the house and towards the front gate, eating a banana as he went, but apparently engaged in deep thought. Reaching the pavement, he threw down the banana skin and proceeded on his way; but presently he turned and looked hard at the yellow object lying upon the pavement, and then, quickly retracing his steps, he picked it up and flung it far into the road, where no one would be likely to slip upon it.



Mr. Fitzpatrick, Outdoor Superintendent, always has a kind word for the children when he is on tour with the Commissioners. He is here seen after handing an apple to little Rene Ogle, at Crowes, the terminal of the Beech Forest Line. Rene is the daughter of Driver Ogle, working between Crowes and Beech Forest.



Some Safety Dont's for Files.

Next to the hammer and chisel, there is no more universal tool among mechanics than the file. In one or more of its thousands of forms it is used in almost every phase of industrial and fine arts. Its sizes and shapes are almost without limit.

The machinist, carpenter, millwright, plumber, surgeon, dentist, scuptor, all use files. It is general in its use. It is also too general in its misuse. Hence this reference to it.

When a machinist uses a file for a drift-pin and drives on it with a hammer, it is high time to yell. A file, to be efficient, must be hard—therefore brittle.

Don't use a file for a drift-pin.
Don't hit a file with a hammer.
Don't use a file for blocking up.
Don't use a file in a lathe tool post.
Don't try to cut a file in alligator shears.
Don't throw a file in mischievous horseplay.
Don't handle a file carelessly when working aloft.
Don't use a file as a lever.



WHY NOT?

Safety and Efficiency.

To gain an advantage in one direction, it is usually necessary to make a sacrifice in another.

The successful future is for the man who sacrifices present pleasures. The best article is for the purchaser who is willing to pay the price. To get the pie we must give up the penny.

But to have safety we need not sacrifice efficiency; and to have efficiency we need not be deprived of safety.

There are some persons, however, who feel that safety appliances and methods interfere with production—that they impair the efficiency of a plant, a shop, or a man.

If this were so, if the safety of the man could be gained only at the sacrifice of efficiency, then the sacrifice would have to be made, for the personal safety of the man is more important than speedy production.

But such a condition does not exist, and he who says that the practice of safety interferes with efficiency usually knows little about either.

Safety is really a **form** of **efficiency**, and one is not complete without the other.

The greatest factor in **safety** and in **efficiency** is **commonsense.** It doesn't cost a cent, but some people use it very sparingly.

We can have every safety appliance on the market and a bushel of good ideas, but they have their limitations. There must be a **commonsense co-operation** on the part of the man and the foreman.

Accidents in a shop are an **indication** of **inefficiency**. Care, thoroughness, alertness, skill, etc., are what produce efficiency, and are what make the shop safe. Their absence is what causes accidents.

Safety and **efficiency** really go hand in hand, and what affects one usually affects the other in a like manner.

The orderly, efficient shop is not the one that has the high accident rate.

And the **orderly, efficiency** man is the safe man.

And the man who has been thoroughly trained in his work never throws material around where he or others will fall over it. He doesn't use a monkey-wrench for a hammer. Neither does he leave things half-done, do his work in a half-hearted manner, nor allow his mind to wander from the work at hand.

He works **efficiently**, and he works **safely.**

WIT & HUMOUR.

Cows That Don't Pay.

At one of the towns during a recent tour of the Better Farming Train through Gippsland, the lecturer was delivering his address to a representative gathering of dairy farmers—the subject being "The Cows That Pay." After he had discoursed for some time on this, he announced: "Now we come to the cows that don't pay." The local storekeeper, who was also present, then spoke up: "Give it to them, mister," he exclaimed; "this place is full of them!"

* * *

Advice of an Old Cab-Driver to His Successor.

"Always know the exact time of the train your passenger wishes to take. Reach the station at the very last moment, so that he cannot dispute with you, whatever price you ask."

* * *

We hear a good deal about the "rage for speculation," but the rage generally comes after the speculation.

* * *

Nurse (to newly-arrived patient): "Have you got pyjamas?"
Patient: "No, sciatica."

* * *

Farmer: "Did you ever ride a horse before?"
Immigrant: "No, sir."
Farmer: "Well, take this one. Just the animal for you. Never been ridden before. You two can start together."

* * *

Jack: "Yes, I had a little balance in the bank, but I got engaged two months ago, and now——"
Maud: "Ah! Love makes the world go round?"
Jack: "Yes. But I didn't think it would go round so fast as to make me lose my balance!"

* * *

Youth: "Papa, what makes a man always give a woman a diamond engagement ring?"
Papa: "The woman."

* * *

Cabby (on receiving his right fare): "Oh, pray step in again, sir; I could ha' druv you a yard or two farther for this 'ere."

* * *

An Irishman complained to his physician that he stuffed him so much with drugs that he was sick a long time after he was well.

* * *

"It's a great comfort to be left alone," said an Irish lover, "especially when your sweetheart is wid ye."

Follow the Signs.

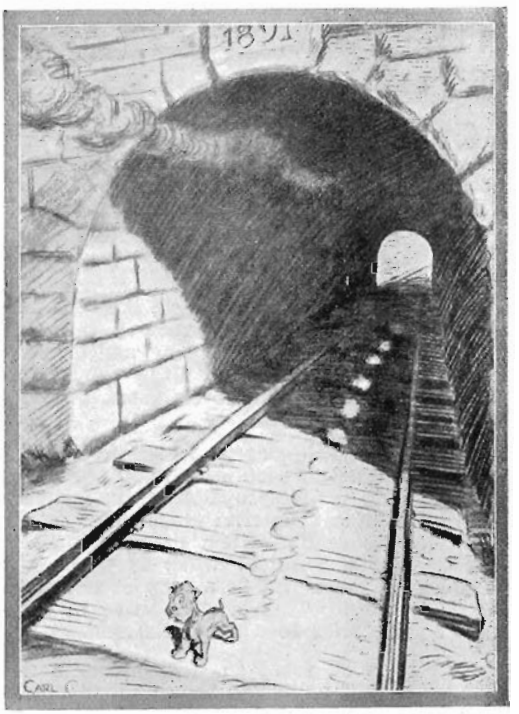
"My goodness," remarked the old gentleman as he stopped the young lad with the fine catch of trout. "You've had a very successful day, young man. Where did you catch all those fish?"

"Oh, you can't help finding the place. You just walk down that path marked 'Private,' and then crawl under the fence where there's a sign 'Strictly no admittance.' Then you keep right on till you come to a notice 'Trespassers prosecuted.' A few yards further on there's a fine pool in the river, marked 'No fishing allowed,' and there you are, sir!"

* * *

"My sister Maggie is a fortunate girl. She went to a party last night, and played blind man's buff all the evening. The gentlemen hunt round and find a girl, and then they must either find her or give her a shilling. Maggie came home with thirty shillings and a gold tie pin."

* * *



"I wonder where that big coward I chased in here went to?"

Wireless Hints for Amateurs

Electromagnetic and Wireless Waves Explained

THE theory generally accepted is, that electromagnetic waves are motions of the ether, the ether being an imaginary medium supposed to pervade all space and the interstices of the molecules of matter. Some scientists, however, do not concur with this, and are of opinion that the medium ether has been invented simply to fill a void for the express purpose of proving a theory that would otherwise be untenable.

Light waves are the most commonly known form of electromagnetic waves, and are similar in respect to wireless waves except in their period of vibration. Our eyes are tuned to respond to certain wave lengths of light, and the sense of sight or to see is produced. Other forms of light, such as X-rays, violet rays, etc., that have different periods of vibration do not affect our senses of sight.

Sound waves are not electro-magnetic waves, but are mechanical, and are originated by some disturbance in the atmosphere, their volume and length depending upon the character of the disturbance. These waves radiate in all directions from the source of disturbance, and like electro-magnetic waves become weaker the further they travel. When they impinge on the ear drum the sensation of sound is produced, provided that their character is such that the mechanism of the ear can adjust itself to obtain resonance. When electro-magnetic waves are received in a wireless set, the period of vibration is such that if they were converted to sound waves they would be beyond audibility. They are, however, transformed electrically in the receiving set to produce mechanical sound waves of such an order that are audible.

This short, ragged explanation will perhaps help us to form some conception of a wireless or electromagnetic wave which, it is assumed, is originated by a disturbance in the ether, caused by the rapidly charging and discharging of the aerial circuit at the transmitting station by the action of an electric current generator.

In an alternating current electric light circuit, the period of oscillation is 50 per second, but in wireless-wave-propagation the frequency of o cillation in the aerial reaches millions per second. At each reversal of current in the aerial wire a wireless wave is propagated, and leaves the aerial in a loop of current or electric strain. This electric wave or strain acts as a carrier to a magnetic field.

The lines of force in this magnetic field, being at right angles to the direction of electric strain, travel in an horizontal plane to the earth's surface, and polarity alternates successively with each wave. Wireless waves travel at a very high velocity—equalling that of light, and when an aerial wire obstructs or intercepts their path, the magnetic lines of force cut the vertical portion of the aerial wire at right angles, and so induce a current into the aerial circuit.

Only the vertical portion of an aerial receives energy from wireless waves, the top or flat portion acting in conjunction with the earth as a condenser to form a circuit in which the induced alternating current can circulate. The rate of propagation of these waves is referred to as the frequency of oscillation, and it is quite an easy matter to determine the length of a wave if we know its frequency of oscillation and speed.

It has been stated that wireless waves have the same velocity as light, which is approximately 186,000 miles per second, which is again equal to three hundred million metres per second (approx.). If then one million oscillations occur per second, it can readily be computed that the waves would be three hundred metres in length. Any circuit carrying an electric current must necessarily possess capacity and inductance, and it will, therefore, be understood that an aerial will have a natural wave length, as the wave length is the product of inductance and capacity.

Although the aerial will be collecting energy from all the passing electromagnetic waves at one and the same time, only the wave that is in resonance with the aerial circuit will be effectively received in the receiving set.

Formula to find wave lengths:—

$$\lambda = \frac{Y}{N}$$

$$\lambda \text{ (metres)} = \frac{300{,}000{,}000}{N \text{ (cycles/sec.)}}$$

—E.G.G.

Extra Copies

It may often happen that you would like extra copies of the Magazine to send to your friends. They are sure to be interested in your doings and in the activities of the great service with which you are connected.

Extra copies may always be obtained if you remit the money and postage to the Editor, Room 6, Railway Institute, Station Buildings, Flinders-street, Melbourne.

Personal.



Mr. ALFRED MATHEWS, ex retired Audit Inspector, who died recently.



Mr. G. BAYLEY, Boilermaker, Traralgon, has retired.



Mr. WM. GLEN, Stationmaster, Yarragon, has retired.



Mr. H. T. SMITH, Signalman, Brighton, who has won the J. C. M. Rolland Prize.

(Letterpress dealing with these men is below).

On the occasion of his retirement from the Railway Department, after over 40 years' service, **Mr. G. Bayley,** Boilermaker, at Traralgon Loco. Depot, was recently tendered a smoke social in the local Fire Brigade Hall. A large gathering attended this function. Mr. A. Ward, Depot Foreman, admirably filled the position of chairman. Mr. Bayley was presented with a handsome gold Elgin watch, suitably inscribed, and a fine Jaeger travelling rug for his wife.

Mr. Wm. Glen, S.M., Yarragon, has retired from the Department after 35 years' service, and intends to live at Garfield. He was a keen cricketer in his young days; his present hobby is motoring. We wish him long life and happiness in his journeys round and about Beautiful Victoria.

Mr. J. P. McKay, who has been Stationmaster at Lismore for some time, was presented with a wallet of notes by the townspeople on the eve of his transfer to Stratford. The happy relations which had always existed between him and the public were specially referred to by the several speakers, and Mr. McKay was tenderd the best of good wishes for his future.

Mr. G. A. Todner, of the Rolling Stock Accounts Branch, was successful at the November, 1924, Examinations held by the Federal Institute of Accountants, and has now qualified for the degree of Associate of the Institute, "A.F.I.A." This concludes a brilliant course by this member of the Institute Class, as he won first place in Victoria in the Intermediate Examination, and passed high on the list in the Final Examination.

Mr. H. J. Cruickshank, a popular member of the staff of the Chief Time Tables Officer, and formerly of the Live Stock Office, was recently presented with a teaset by his fellow employes on the occasion of his marriage. The presentation was made by Mr. H. Cooke, the Chief Time Tables Officer, whose good wishes for the happiness of Mr. Cruickshank and his wife were endorsed by Messrs. A. S. Williams, J. J. Meares and T. M. Kennedy.

Mr H. O'Hagan, Relieving Stationmaster in the South-Western District for some time past, was transferred to Chinkapook in June last. He has received many congratulations on the occasion of his marriage, which took place recently.

Mr. T. Sleeman, who has been Head Porter at Hamilton for a number of years, recently retired from the Service. He joined the Department on 2nd August, 1886, and had wide experience of railroading.

Mr. Frank Eastwood, late of District Superintendent's Office, Ballarat, has been transferred to the office of District Superintendent, Dandenong. This will mean promotion for Mr. Eastwood, and he is congratulated on his elevation to the 5th Class.

J. C. M. ROLLAND PRIZE.

In allotting the "J. C. M. Rolland" Prize for 1924, the Institute Council decided that the amount of the Prize, £5/5/-, be divided into two equal parts, one to be allotted amongst students in the Engineering section of study, viz., Mechancial Drawing, Engine Working and Westinghouse Brake, including Construction, and Electricity and Magnetism; the other portion to be allotted among students studying Railway Subjects, namely, Station Accounts and Management, Safe Working, and Permanent Way Construction and Maintenance.

Engineering Section.

Mr. G. W. Thompson, Fireman, Korumburra.

Mr. Thompson's Class History results are as follows:—

	Exam. Mks. Per cent.	Terms.	Mtgs.
1924—			
Engine Working (Senior)	42	4	40
Westinghouse Brake ,,	50	4	40
1923—			
Engine Working (Junior)	62	4	37
Westinghouse Brake ,,	39	4	37
1922—			
Engine Working (Junior)	73	4	41
Westinghouse Brake ,,	59	4	41

Railway Subjects.

Mr. H. J. Smith, Signalman, Brighton.

Mr. Smith's Class History result is:—

1924—			
Station Accounts and Management	74	4	37



The many friends of **Mr. W. Rogers,** Traffic Inspector, and formerly S.M. at Coleraine, will be pleased to learn that his eldest daughter, Eileen, was successful in her recent examination for music. The examination was held at Hamilton on 25th June, 1925, and Miss Rogers, who is only 16 years of age, secured the degree of A.L.C.M., with honours.

SEND-OFF TO MR. H. E. RUSSELL.

On the eve of his departure from Seymour, to take charge of the Maryborough District, **Mr. H. E. Russell,** District Superintendent, was the recipient of a handsome gold hunting watch. The presentation was in the hands of Mr. J. C. Boyd, S.M., who, in fitting terms, referred to the fine spirit of camaraderie that had been engendered by Mr. Russell during his administration of the District, and the very high esteem in which he was held by the whole of the staff.

Mr. Boyd took advantage of the opportunity to welcome **Mr. A. J. Morris,** Mr. Russell's successor, and, on behalf of the staff, assured him that no effort would be lacking to maintain the fine spirit of co-operation and loyal assistance that had characterised the working of the section in the past.

Mr. A. Cavan, Way and Works, on behalf of the A.R.U., expressed appreciation of the consideration extended by Mr. Russell at all times, and voiced regret at his departure.

Mr. T. Neal, speaking for the Office Staff, wished Mr. Russell the best of good luck in his new sphere, and trusted that he would carry away pleasant recollections of his sojourn at Seymour.

Mr. E. L. Davis endorsed the remarks of previous speakers, and referred to Mr. Russell's good qualities, both as a man and an officer.

Mr. Russell said that his charge of the North-Eastern District had been rendered entirely pleasurable at all times owing to the very fine type of railwaymen he had as colleagues. From the time he took over the District, loyal assistance had been rendered by the whole of the staff, and he felt genuine regret at saying good-bye to such a host of good friends. He was sure that Mr. Morris would find the staff second to none, and knew that they would continue to give Mr. Morris the same loyal support which he had always been fortunate enough to receive.

Mr. Morris declared that he greatly appreciated the kindly feeling which had prompted his invitation to attend the presentation. As a District Officer, he fully appreciated the genuine feeling underlying their remarks in regard to Mr. Russell. He wished to thank them for their good wishes and assurances of support and co-operation.

The many railway friends of **Mr. J. Wallace Ross,** A.I.C.A., A.C.A.A., etc., formerly of the Stores Branch, now practising as a Public Accountant in Melbourne, will be pleased to hear that he has been appointed one of the Auditors of the accounts of the State Savings Bank, and just prior to that learned that his fellow accountants had done him the honour of electing him as Australasian Auditor for the Commonwealth Institute of Accountants, following on a term as Auditor for the Victorian State Division of the Institute

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Mr. Geo. Westle, formerly Clerk-in-charg of the Ballarat Parcels Office, recently underwent a serious operation in the Caulfield Military Hospital. He is making satisfactory progress, but it will be fully two months before he is well enough to resume duty.

Mr. T. H. Maddern, District Superintendent, Ballarat, has been confined to his room for a few days by illness, and expressions of regret and wishes for a speedy recovery have been heard from all quarters.

Many changes in the personnel of the staff of the District Superintendent have taken place during the past few weeks at Ballarat. **Mr. M. Enright,** who was Chief Clerk, has been transferred to Port Melbourne, as S.M., his place being filled by **Mr. Troughton,** of Seymour. **Mr. McConnel,** Train Running Officer, has been transferred to Head Office, and in his place is **Mr. Game,** who was Traffic Inspector in the Geelong District. The position of Traffic Inspector, which for some six months was occupied by **Mr. Page,** has now been filled by the appointment of **Mr. W. Abraham.**

Mr. F. Eastwood, who has been in charge of the truck supply for this district for the past two years, has also made his departure, and now "signs on" at the District Superintendent's Office, Dandenong. His position has been filled by the appointment of **Mr. E. R. Jenner,** from Maryborough.

Mr. E. W Pike, who has been for some time stationed in the Cressy-Rokewood district as Foreman of Railway Works, has been promoted to Class 2, and transferred to the charge of the Wangaratta district Mr. Pike has taken a keen interest in the Railway Institute in Ballarat, of which he is President. He also organised and captained the Railway Cricket Club in Ballarat. While in Cressy he was elected Vice-President and Delegate of the Football Club, and took an active part in all the social and sporting events of the district, especially where they were concerned in charitable efforts.

On the eve of his departure from Coleraine, **Mr. W. Rogers,** S.M., who was transferred to the position of Traffic Inspector, South-Western District, was tendered a send-off by the District residents. The function took place in the Coleraine Mechanics' Hall, and the attendance numbered 500. Mr. J. W. Trangmar, who occupied the chair, referred eulogistically to the esteem in which their departing guest was held by the district residents.

The chairman presented Mr. Rogers with a wallet of notes, whilst Mr. H. Pottage handed Mr. Rogers a travelling rug on behalf of the railway staff and carriers; and presentations were then made to Mrs. Rogers and each member of the family.

On the occasion of his recent transfer to Ballarat, **Mr. W. Troughton,** Chief Clerk in the District Superintendent's Office, Seymour, was tendered a little send-off by the staff.

Mr. Russll, District Superintendent, spoke in eulogistic terms of Mr. Troughton's many good qualities, and, on behalf of the staff, presented him with a set of razors in case and a tobacco pouch.

Mr. M. Ryan, District R.S. Superintendent, Seymour, is on annual leave, and has expressed his intention of spending it on his "bit of dirt" up in the Mallee. "Uncle Mike," as he is familiarly known throughout the District, is a man of many parts, and is able to dissertate at length on the reproductive qualities of various soils, the merits of the free use of superphosphates, the advantages of top dressing, and the pedigrees of wheat.

Distinguishing Badges for Staff

Satisfaction has been expressed by railwaymen at the issue of distinguishing cap badges for the respective positions on station staffs.

"Yes, it certainly gives a fellow a status," proudly remarked one smart young operating porter at a country station which the Commissioners visited recently. "I am proud of my badge, because it indicates that I have qualified for a higher position in the Service."



INSTITUTE BOXING AND WRESTLING COMPETITIONS.—One of the most important amateur boxing and wrestling competitions held in Victoria is the annual competition conducted under the aegis of the Victorian Railways Institute, and open to all Victorian amateur athletes. This year's competitions were decided in the Institute Concert Hall, and extended over seven nights, commencing Friday, 19th June, and concluding Friday, 3rd July. The hall was crowded on each night. The contestants and winners of the finals were:—**Wrestling**—Bantam, F. W. Kelson won from F. A. Nuttman; Feather: H. Cousins won from H. McDonald; Light: F. Allen won from A. C. Boyle; Middle: T H Morris won from V. Foster; Welter: F. Allen won from J. Muldoon; Heavy: J. McKenna won from A. J. Scott. **Boxing**—Bantam: A. Macgarvey won from A. J. Peet; Feather: O. Thomas won from J. H. Pullin; Light: M. McIntosh won from C. J. Teagle; Welter: L. Stephens won from F. R. Dean; Middle: D. Ryan won from W. Nias.

INTER-CLASS GYMNASIUM COMPETITIONS—Keen enthusiasm on the part of all competitors marked the first Inter-Class Competition, held in the Institute Gymnasium on Monday evening, July 13th. The following are the results of the different competitions:—**Five-minute Skip:** 1, T. P. Thompson (Boxing), 1063 turns; 2, L. C. Stephens (Boxing), 916 turns; 3, J. McKenna (Wrestling), 837 turns. **Ten-minute Skip:** 1, T. P. Thompson (Boxing), 1754 turns; 2, E. Newton (Boxing), 1500 turns; 3, D. Ryan (Boxing), 1341 turns. **Chinning the Bar:** 1, Geo. Corkill (Physical Culture), 17 times; 2, J. McKenna (Wrestling), 14 times. **Standing Broad Jump:** 1, J. McKenna (Wrestling), 9ft. 2in. **Running Broad Jump:** 1, J. E. Dickson (Physical Culture), 16ft. 8in. **Standing Hop, Step and Jump:** 1, J. E. Dickson (Physical Culture), 24ft. 7½in. **Running Hop, Step and Jump:** 1, J. E. Dickson (Physical Culture), 33ft. 6in. **Running High Jump:** 1, J. E. Dickson (Physical Culture), 4ft. 9in.

So successful were these competitions that it is proposed to hold them regularly in future. Students are urged to train for, and compete in, as many events as possible. The name of the champion will in each section will be recorded on the Institute Record Board. Entry forms and particulars may be obtained from the Instructors in the Institute Gymnasium.

Roy Whittle, of the Ballarat Station Staff, has been making a name for himself in the athletic world. On June 13th, at Caulfield racecourse, he took part in the Victorian Junior Five-Mile Championship, and, out of over 250 starters, obtained second place, being beaten by J. Newman, who had track experience at the Olympic Games. Newman broke the record for this race by 22 seconds, whilst Roy lowered the time by 11 seconds. This was the first race that he had taken part in, and speaks well for his future as a runner. A fortnight later, he took part in his club's 2½-mile race, and from a back mark, 30 seconds, obtained second place, being beaten by a runner off 2 min. 45 sec. Incidentally, he broke the record for the course by 21 seconds. He has a host of friends on the station staff, and is the second member of the staff to bring honour to the station, the other being Jack Harrington, whose "history" was published in these columns some two months ago.

Some big hare drives have taken place in the immediate vicinity of Ballarat during the last month. On one occasion a party of 15 secured a "bag" of over 250 hares, and about as many pairs of rabbits, and hospitals are benefiting thereby

MILDURA RAILWAYS TENNIS CLUB—As the cricket season is now over, the Mildura railwaymen are now concentrating on their tennis court, which is in perfect condition, and have entered in an association, which will provide keen contests to those concerned. The club is in full swing now, the social side being well catered for.—W. P. DREW, Hon. Sec., R.T.C.

FOOTBALL.—Since reporting first two matches of the North Suburban Railways Football Competition, two more have been played, which resulted in two victories for the Reservoir Line Club. The scores of the matches were as follows:—

15th June.—Coburg Club, 4—2 v. Reservoir Club, 3—11; Clifton Hill Club, 6—11 v. Heidelberg, 3—4.

29th June.—Reservoir Club, 12—15 v. Clifton Hill 3—7; Coburg Club, 7—8 v. Heidelberg Club, 3—4.

Premiership List.

	Matches Played.	Won.	Lost.	Drawn.
Reservoir Club	5	5	—	—
Clifton Hill Club	5	3	2	—
Coburg Club	5	1	3	1
Heidelberg Club	5	—	4	1

R.S.

On 13th July, Heidelberg Section Railway F.C. and Reservoir Railway F.C. met at Heidelberg Football Ground. The game opened very fast and even, the scores at half-time being: Reservoir 2—3, Heidelberg 2—3. In the last quarter, Reservoir were a little better than Heidelberg, and ran out winners, after a very hard and exciting game, the final scores being: Reservoir, 4—8, 32 points; Heidelberg, 3—5, 23 points. Goalkickers for Reservoir: Flinn 2, Chynoweth 1, Fulton 1. Goalkickers for Heidelberg: Rouchier 2, Morelli 1.—P.M.

The Maryborough League Football Club is maintaining the reputation it gained last year, as it is still leading for the minor premiership of the Ballarat League Nine premiership games have been played, and the club has seven wins to its credit Railwaymen in Wood (capitain and coach), Chappell, Durie and Arnott are prominent playing members.



WINNERS OF RECENT BOXING CONTESTS AT V.R. INSTITUTE

Left to right—A. McGarvey (Bantam), O. M. Thomas (Feather) D. Ryan (Middle) M. McIntosh (Light) L. Stephens (Welter) unavoidably absent



Mr. F. R. Stevens, Assistant Train Running Officer, Maryborough, who is a great coursing enthusiast. He is here seen with his dog, Clear Captive, who won the Carisbrook Stakes at the recent Maryborough Coursing Meeting.

THE TELEGRAPH AND TRAIN RUNNING TENNIS CLUB held its first annual meeting on July 9th, and the following office-bearers were elected for the ensuing year:—President, W. J. McCarter; Vice-Presidents, Messrs. E. W. Lucas and H. E. Ingram; Committee, Messrs O'Brien, Edgcumbe and Black; Secretary and Treasurer, R. M. Kydd.

The club has just concluded a most successful year, and has a membership of 30. During the year 4 singles and 2 doubles club tourneys were played off and 3 inter-branch challenge matches, of which the club won 2.

The meeting unanimously decided to interview other branches, with a view to promoting an inter-branch competition to be played during the forthcoming summer.—R. M. KYDD, Hon. Sec.

MILDURA CRICKET CLUB.—At the commencement of the cricket season 1924-25 the Mildura railwaymen were up and at the game among the rest of the cricket enthusiasts. A club was formed, and at once were at it on the field. Although they were defeated a few times they never lacked enthusiasm, and some very enjoyable matches were played. One of the most enjoyable to the team was a visit to Ouyen in January to play the Ouyen railwaymen, and much to our credit we had a victory, the scores being: Ouyen (under Mr. Sly's captaincy), 138; and Mildura (under Mr. Carroll's captaincy), 151. During this week-end the Mildura team was treated with the best of hospitality by Ouyen, especially the railwaymen, by whom arrangements were made for a reception on arrival by way of a smoke social and a dinner the following day. The team arrived back with utmost praise to Ouyen comrades, which showed that the railwaymen in Mallee districts are out to make life as enjoyable as possible under the climatic conditions.

The next most important match of the season being the "wind-up" match by the Ouyen team visiting Mildura—(Ouyen, I might add, won the Ouyen and District Cricket Association premiership, for which they should be congratulated)—on 10th May, 1925, and played us on the Lock 11 ground. After a very good match the visitors had a win, thus making honours of the two teams even. After the match the visitors were then motored to Wentworth, N.S.W., 22 miles, and were entertained at a dinner in the leading hotel to appease their appetites, after a big day at cricket. After all had enjoyed themselves, the visitors were brought home to their respective places of stay while in Mildura.

The scores of the match were as follow :—

Ouyen.

H. Woods, bowled O'Callaghan	12
N. Gardiner, bowled Hadley	22
W. Evans, not out	17
A. Hall, run out	6
D Brodie, stumped Whitford, b. O'Callaghan	3
C. Johns, caught Hadley, bowled O'Callaghan	0
F. Clark, bowled Miller	0
J. Sheppardson, bowled O'Callaghan	3
J. Ballantyne, bowled O'Callaghan	0
J. O'Meara, bowled O'Callaghan	4
J Stephenson, bowled O'Callaghan	0
S. Byrnes, bowled Drew	5
Sundries	6
Total	78

Mildura.

P. Rowlands, bowled Gardner	21
V. Hadley, bowled Clark	11
C. Miller, bowled Gardiner	4
J. Whitford, bowled Gardiner	9
W. Tierney, bowled Woods	0
W. Drew, bowled Woods	4
A. O'Callaghan, bowled Woods	1
J. Cronin, bowled Woods	3
L. Fuller, caught and bowled Woods	1
J. Brooker, bowled Woods	0
W. Lacy, not out	0
F. Cummings, bowled Woods	0
Sundries	8
Total	62

Noted Bowlers: A. O'Callaghan, Mildura; H. Woods, Ouyen.

Don't Detain Goods Trains

Prompt Handling Means Reduced Working Costs.

In the following memo. to Station Masters, the Metropolitan Superintendent (Mr. T. W. J. Cox) mentions that the Commissioners have directed attention to the number of excessive shifts worked by train crews, due to delays en route, principally shunting and crossing trains. One instance is quoted, where a train was blocked 176 minutes at a station, and another for periods aggregating seven hours on the trip.

"I do not hesitate to say that a considerable annual reduction in working expenses would result if goods trains were more promptly and efficiently handled," Mr. Cox declares.

"We do not seem to appreciate the importance of a goods train. Every minute it is on the road it is burning coal and incurring other expenditure, just as surely as an express train, and everyone should be on the alert to see that it is not detained a moment longer than is actually required.

"Five minutes may not seem undue detention, but multiplied by 12 stations, an hour has been lost, and in consequence 'the goods' probably gets 'out of its stride,' and has to wait to cross a more important train. This may entail a further delay of half an hour, and so it goes on, until the 'seven hours' instance mentioned is easily realised.

Hints and Ideas

Make Your Posters Attractive

Nothing looks worse than a badly displayed poster. On a recent tour of the Commissioners it was noticed that some station staffs were not acquainted with the best methods of posting.

The following hints are given by the experts in the Victorian Railways Advertising Division:—

The poster to be stripped should be thoroughly soaked for ten minutes or so previously, by applying plenty of water to it with a brush or cloth—warm water being better if available.

A flat-ended putty knife is the correct tool to use for stripping, but an improvised one can be made from a piece of hoop iron, tin, or similar material.

It is essential that the whole of the board should be stripped and cleaned of old paper.

Paste for pasting should be made of flour. It is one of the most suitable fixatives. It should be used very thinly, as thick paste will tend to make the poster curl off the board.

The surface of the iron should be covered with paste applied by means of a brush. The poster, which, if creased, should be rolled and re-rolled a few times to take creases out, is then placed on the board face inwards. This will hold it in position till paste is applied evenly to the back of it. Take poster off, and holding it by the two top corners, square it into its correct position, then by means of a brush, paste it down, starting from the top and working across and downwards, in order to squeeze out air bubbles. If necessary, to lift to remove bubbles, start at one of lower corners, not at top.

Wipe the face of the poster clean with damp rag. Do not attempt to post on windy days, or you will find yourself in difficulties.

Method for Protecting Lamp Glasses

To protect lamp glasses being broken, the station staff at Waubra has adopted a device which may be found useful elsewhere.

Waubra is noted for high winds, and glasses were continually being blown from the shelves in the lamp room. This has now been prevented by placing the end of the glasses upright in a tin of sand. Breakages have been reduced to practically nil.

Better Farming Train Results

Extracts from Minutes of Officers' Conference held in the office of the District Superintendent, Bendigo, on June 25, 1925:—The chairman stated that in connection with the recent visit of the Better Farming Train, a herd testing association is being formed in the Swan Hill district. Right throughout the district people spoke very highly of the benefits derived from an inspection of this train.

The Secretary for Railways.—I am directed to convey to you the following resolution of this Council, which was unanimously carried at its last meeting held on the 23rd inst.:—"That the Director of Agriculture and the Railway Commissioners be written to and congratulated on the splendid equipment of the "Better Farming Train," which recently visited Cohuna and Gunbower. That, on behalf of the ratepayers of the Shire, their efforts to give the first-hand information on the spot is fully appreciated." Councillors further desire me to add that it is hoped that at some other opportune time another similar visit may be able to be arranged, and if possible, a greater period of time spent here in order to give farmers and others greater facilities for examining all the details of the train.—**F. R. Bloomfield, Secretary, Shire of Cohuna.**

Suburban Ticket Cabinets

Acting on a suggestion received by the Betterment Board, the Commissioners some time ago arranged that the fare boards on the ticket cabinets at suburban stations should be supplied with printed slips ruled off to suit the spacing of the ticket tubes.

The station names have been printed in bold type on the slips and hand stamps were supplied to the stations, so that the respective fares could be stamped on the slips in large figures.

Booking clerks find it of great advantage to have lists prepared showing the pro rata periodical ticket rates and the fares for the daily extension tickets, and in this connection our attention has been invited to the very satisfactory arrangement which has been introduced at Mont Albert by the stationmaster, Mr. R. G. Wilson.

Mr. Wilson had his list of pro rata and extension fares typed out and placed under a sheet of glass which rests in a flat position in the base of the ticket cabinet, which is nearest to the booking window.

This arrangement enables very easy reference at all times, and it looks neat.

Woollen Goods as Souvenirs

American sailors are keenly interested in woollen goods as souvenirs of their visit to Australia.

Woollen rugs which cost £3 or £4 in this country are worth up to £12 or £14 in America. The quality of the American rugs is not so good as those made in Victoria from wool grown in this State. The American product is rough, and does not possess that soft texture for which Victorian wool has become famous.

Generally, Americans are wonderfully impressed by Australian goods.

Last Mile Post

Old railwaymen will regret to learn of the death of **Alfred Mathews,** aged 83 years. Until quite recently he was hale and hearty, but an attack of pneumonia was more than even his robust constitution could withstand. Entering the Audit Office in 1869, and retiring in 1903, he was a participant in the growth of the department—a co-operator in its development. During his lengthy service as head of the Statistical Section, and afterwards as a Travelling Audit Inspector, he trained many who subsequently rose to prominent positions in his old branch.

It is with regret that the death of **Mr. P. Phelan,** Assistant Signal Adjuster, Colac, is reported. The deceased was a very popular employe along the Western District main line, and his end came very suddenly. He was working at Camperdown on the day of his death, and when returning to Colac in the van of No. 34 Passenger, appeared in his usual health. On the arrival of the train at Pomborneit, he was found apparently asleep, but when the van crew tried to rouse him, it was discovered that he had passed away. He leaves a widow to mourn his loss.

Victorian Railways Institute Activities

AMATEUR MUSICAL AND ELOCUTIONARY COMPETITIONS will be held in the Institute Concert Hall, commencing Saturday, 12th September. Competitions are purely amateur, and open to—

1. All financial members of the Institute.
2. Wives, sons and daughters of financial members of the Institute.
3. All who are assisting the Melbourne or any of the Country Centre Institute Societies, even though they be non-members.
4. A series of competitions open to the general public and Institute members alike, vide Conditions 1, 2, 3, will be held and termed "All-comers' Event."

Events open to Competitors under Conditions 1, 2, 3, will be termed "Institute Event."

Entries Close Monday, 3rd August, 1925.

LIST OF DONORS TO THE 1925 MUSICAL AND ELOCUTIONARY COMPETITIONS.

Messrs. David Syme and Co. (The "Age")	£10	10	0
The Vacuum Oil Co. Pty. Ltd.	10	10	0
The Herald and Weekly Times Ltd.	10	10	0
Messrs. T. Alcock and Co.	5	0	0
Messrs. Myers (Melbourne), goods value	3	3	0
Mr. E. A. Parr, Bookseller, books value	3	3	0
Mr. G. Batchelor, Bookseller, books value	5	0	0
Messrs. John Danks & Son Pty. Ltd.	2	2	0
The Marrickville Margarine Co.	2	2	0
Messrs. Moran & Cato Pty. Ltd.	2	2	0
Messrs. Holdenson & Nielson Pty. Ltd.	2	2	0
Hessrs. H. V. McKay Pty. Ltd., Sunshine	2	2	0
Messrs. Newman & Sons, Jewellers, trophy value	2	2	0
Messrs. Roberston & Mullens, books value	2	2	0
Messrs. Patterson & Shugg Pty. Ltd.	1	1	0
Mr. E. L. Morton, Stampmaker, Little Bourke-street	1	1	0
Mr. J. King, Paper Ruler	1	1	0
Messrs. Isaac Pitman & Sons	1	1	0
Messrs. J. McAlpin & Sons, Melbourne	1	1	0
Messrs. Allan & Co., Collins-street	1	1	0
Messrs. John Dickinson & Co., Latrobe-street	1	1	0
Mr. E. A. Classen (Pay Office), Spencer-street)	1	1	0
Mr. Max Wurcker	0	10	6
The Eagle & Globe Steel Co.	0	10	6
Nestle & Anglo-Swiss Milk Co., box of chocolates, value	0	10	6
Total	£71	19	6

Mr. N. H. Seward, set of drawing instruments.
Messrs. John Sharp & Sons, 5 folding chairs.
Messrs. T. B. Guest & Co., 1 dozen tins biscuits.
Messrs. Wilson, Mackinnon (The "Argus"), one year's subscription to the "Australasian."
Messrs. Henry Berry & Co., two 5 lb. tins tea.
Mr. A. J. Hanley, one book.

New Members.—During the month of June, 167 new members were enrolled at the Institute, the total membership now approaching the 11,000 mark.

Formation of Draught Club.—With Mr. J. S. Morcove, Clerk, of North Melbourne Loco, as honorary secretary, a Draught Club has recently been formed at the Institute. Members are cordially invited to join.

Lady Billiard Champion.—Miss Ruby Roberts, the world champion lady billiardist, recently paid a visit to the Institute Rooms at Seymour, and gave an exhibition game before a large attendance of members. The following evening she gave another exhibition at Benalla.

Institute Golf Club.—At its initial meeting, Mr. Brennan, Hon. President of the Institute, was appointed President of the newly-formed Institute Golf Club, with Mr. J. S. Rees as Vice-President. On 3rd August, a selected team will play N.S.W. railway golfers, at Junee, and then proceed to Sydney, where further games will be played.

The V.R.I. Dramatic Society, under the direction of Miss Winifred Moverley, will produce the well-known comedy, "Peg o' My Heart," in the Institute Concert Hall on Saturdays, 15th and 22nd, and Tuesday, 25th August, commencing 8 p.m. The cast includes Misses Agnes Casey and Addie Strain (who are championship winners at the A.N.A. Competitions and Ballarat South Street Competitions), Myrtle Gloster and Verna Stuart, and Messrs. T. M. Flanagan, Jack Murison, Billy Rees, Marcus Hayman, and J. C. Clarke.

On the 15th of July, appreciation of the great interest that he has taken in them was shown **Mr. A. McCullough** by the Lad Porters and Junior Clerks under his tuition and guidance in the Special Class of Instruction in the Institute. Mr. G. Balzary called on Mr. James Cassidy to make the presentation of a pipe to Mr. McCullough, on behalf of the rest of the class.

ATTENDANCE OF COUNCILLORS AT COUNCIL AND COMMITTEE MEETINGS.

From 1st September, 1924, to 30th June, 1925.

Name.	Attendance Possible.	Attendance Actual.
Rees, J. S.	21	16
Phelan, W.	29	21
Conlan, J.	30	25
Arthur, E. W.	44	9
Balmer, R.	28	28
Cameron, D.	38	31
Clark, H. W.	29	19
Classen, E. A.	42	26
Cobb, A.	21	18
*Curlett, M. A.	32	18
*Deveney, B. B.	23	11
Dowsett, G.	40	23
Eddy, H. D.	25	14
Guyot, R. A.	24	12
Evans, S. H.	24	17
*Falloon, B. E.	26	23
Forster, H. W. L.	33	27
Gallagher, D.	29	22
*Gault, J.	19	7
Hyland, A. E.	37	20
Kaiser, F. W.	37	30
Neilsen, J. A.	47	41
*O'Haire, S. J.	23	19
Richard, E.	24	10
*Ryan, D. P.	23	12
*Stewart, J. F.	24	10
Watson, W.	38	29

*Shiftmen.

BAND MUSIC.—Mr. A. Wallace, Conductor, Victorian Railways Military Band.—Permit me to congratulate you and your band on the beautiful music played last evening at the Institute. I am a listener-in 120 miles distant, and had I been an onlooker I could not have been more gratified; the music was lovely, and much appreciated by all in the room, and, of course, being acquainted with the Band, it made it more interesting to me, and it was preferred to anything else on the Wireless last night, and here I take the opportunity of congratulating you on your 32 years' service, admirably devoted to the cause of good music, whilst wishing you many more years of service.—Yours truly, J. A. MORGAN, Linton.

LIBRARY.—During the month of June more than 500 books were added to the Institute Library, which now comprises 41,735 volumes. There were 15,407 exchanges during the month.

Hours during which the Central Institute Library shall be open are from 10 a.m. to 9 p.m. on week days; and from 10 a.m. until 1.30 p.m. and 6 p.m. until 9 p.m. on Saturdays.

All members of the Institute are entitled to borrow books from the Library. If stationed in the metropolitan area, only one book at a time may be taken, except upon payment of an extra 3/- per annum, when a second book may be taken out. In country areas, where there is no branch of the Institute, two books at a time may be borrowed (carriage free by rail from Melbourne). Where there is a branch of the Institute, one book may be drawn from such branch and one from the Central Library.

All financial members of the Institute are entitled to these privileges.

Members are reminded that their extra library book subscriptions are now due, and payable at the office.

EXTRA SNOOKER SET AT SEYMOUR.—In an endeavour to make the Institute Billiard Room at Seymour Country Centre more attractive for members, an extra snooker set is being provided.



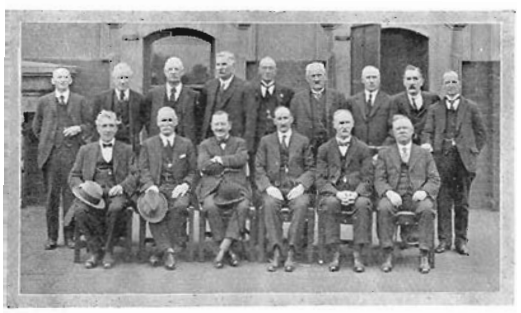
This picture shows the members of the Retired Railwaymen's Club being entertained in the Concert Hall of the Victorian Railways Institute.

RETIRED RAILYWAYMEN ENTERTAINED.

On Thursday afternoon, July 2nd, the Women's Social Committee of the Victorian Railways Institute tendered an enjoyable entertainment to the members of the Retired Railwaymen's Social Club, in the Institute Concert Hall. The hall was crowded, about 400 old railwaymen and their lady friends being in attendance.

The President of the Institute (Mr. J. S. Rees), in welcoming the assemblage, said that he desired to convey to them all the greetings of the Commissioners and Heads of Branches. The Commissioners were on tour, and were consequently unable to be present. As President of the Institute, Mr. Rees assured the members of the Club that the Council was very pleased to have had that afternoon arranged. Such a gathering of the pioneers of the Service was most interesting, and deserved every encouragement. It would add considerably to the interest and pleasure, he felt sure, if on future occasions arrangements were made for more of the present members of the Service to attend, if only to give the veterans an opportunity of explaining how the railways really should be run. (Laughter.) Mr. Rees also paid high tribute to the Women's Social Committee, which was always ready to help the Institute in entertainments of that kind.

During the afternoon a presentation was made to the retiring President of the Club, Mr. G. Phillips. The officers and committee of the Club for the ensuing year are:—President, J. B. Baker; Vice-Presidents, T. Cotter, J.P., and F. Pearce; Treasurer, E. Fitzgibbon; Secretary, M. Quinn; Committee, A. Anderson, J. Ward, W. Paul, J. Ryan, E. W. Proctor, J. Sanders, and D. Whelan; Auditors, H. J. Cadwallader and J. F. Boyle.



Retired Railwaymen's Club Committee

Mr. J. S. Rees President is sitting in front row. 3rd from left

DANCING.—Children love to dance; they revel in the rhythm and the movement. Exercise is one of the necessaries of life, and is there any exercise as pleasurable, profitable, and popular as dancing? As such, it is highly beneficial—it not only gives grace to the carriage, but also adds to the general health and physical development. Dancing is taught at the V.R. Institute, under the tuition of Miss Dorothy Gladstone.

BALLARAT ORPHANAGE APPEAL.—A pleasant surprise awaited those of the Ballarat Orphanage Committee, who met at the institution a few weeks ago. Mr. E. W. Pike, foreman of the railway works at Cressy, arrived to hand over a cheque for £26/7/6, being the proceeds of the recent football match and ball at Rokewood. Mr. Pike stated that the effort, which was arranged to assist the recent appeal, had been a success from every point of view.

In accepting the cheque, the President (Mr. A. W. Hager) conveyed the thanks of the Committee to Mr. Pike, who had worked splendidly for the appeal. This was only one of his efforts, for they had received previous cheques from him on behalf of their friends in the Rokewood and Cressy District.

Mr. Pike, in the course of a brief reply, said that his work for the orphanage had been a labour of love. He had enjoyed himself whilst carrying it out, and he knew that all his friends in the Cressy-Rokewood district had also derived pleasure in working for so worthy a cause.

If there is any question of railway or topical interest to which you desire an answer, write to the Editor of the "Magazine," Room 6, Institute Buildings, Flinders Street Railway Station, Melbourne.

LECTURE SEASON, 1925—Thursday Evening.

August 13th.—Mr. Frank Smiley, "Coaching Days." (Illustrated.) A thrilling and interesting description of the early days of coaching in Victoria. The discourse will be illustrated by luminous pictures, collected by Mr. Smiley during his long association with Cobb and Co.

August 20th.—Dr. H. Heaton, "Canadian Australian Contrasts."

August 27th.—Dr. H. Heaton, "Land Problems of Canada and Australia—A Contrast."

ENTRIES FOR MUSICAL COMPETITIONS CLOSE ON AUGUST 3.



What to Do in the Garden During August

Flower Cultivation

There is much to recommend in the setting aside of a plot of ground in the reserve garden, or vegetable quarter, for the purpose of cultivating suitable annuals to supply decorative material throughout the season. Serious raids are often made upon the flower garden, and as a matter of course much of the beauty and effect is lost, and this after infinite pains have been bestowed to produce a fine display. A row of sweet peas may well form the background of the cut flower department, and, provided the plants are liberally fed with liquid manure, and the soil is maintained in a moist condition at all times, there will be no necessity to draw upon or interfere with those in the flower garden proper.

Poppies should find a place in this reserve garden. The plants may be thinned to at least four apart each way, and, further, the ground must be loosened between them from time to time in the summer. The same applies to coreopsis, which is as elegant as it is profuse. The various varieties may be sown in drills this month, where they are intended to bloom, and be thinned to a foot apart. The surplus plants may be utilised to fill vacant sites in the herbaceous border, or to form any and brilliant groups in the shrubbery.

Stocks and Mignonette

Space must also be found for stocks and mignonette. The larkspurs should not be overlooked, and may be coupled with the clarkias in being very accommodating and very floriferous. They are usually sown very thickly, on account of the seeds being inexpensive; but we would emphasise the importance of allowing each plant from nine inches to a foot of space.

Petunias are showy and popular plants that make a very effective display. A small packet of seed will raise with care from 50 to 200 plants. The seed should be sown in gentle heat, the compost being loam and leaf soil in equal parts, with a little sand added to render the soil porous. The seed being very minute, great care must be exercised in sowing. The usual mode of prccedure is to mix the seed with a little sand to secure its equal and even distribution.

Carnations will require attention this month. Young plants may be set out, and those already in position may need to be staked and tied, and may be stimulated by light applications of manure provided the garden has not been recently heated in this respect.

Any plants which may be increased by division, such as Delphiniums, Perennial Phloxes, and the general run of perennials, should be seen to this month.

Vegetable Garden

This will be a very busy month in the vegetable garden. Those who are inclined to be venturesome may make a sowing of **French beans**, but it is just possible that disappointment may follow.

Early **tomatoes** may be started now. They do best when grown on supports, and, like cucumbers and marrows, will need shelter at night from frost. Successional sowings should be made of **peas** and **broad beans.**

Celery is one of the most important vegetables. For an early crop, a pinch of seed may be sown and placed under glass; when the seedlings are large enough, prick off into boxes, and by the time they are ready to set out they will be nice, sturdy plants.

Carrots should be sown now. They require a rich, deep, sandy soil, the deeper the better, so as to let the roots go down straight. If the soil is shallow, Short Horn varieties will be best. Improved Red Intermediate is a splendid carrot for deep soils — colour and shape are all that can be desired. Sow the seed in drills, 12 to 15 inches between the rows. The same treatment will suffice for parsnips, only the distance between the drill must be wider. Eighteen inches will be found sufficient, and the plants thinned to 6 or 7 inches. Beetroot also will do well under the same treatment.

Cabbages, Cauliflowers, and Brussels Sprouts may all be sown this month, and former sowings may take their places in the garden.

Parsley will be required with which to decorate the summer cold joints, and should be sown along the borderings early this month.

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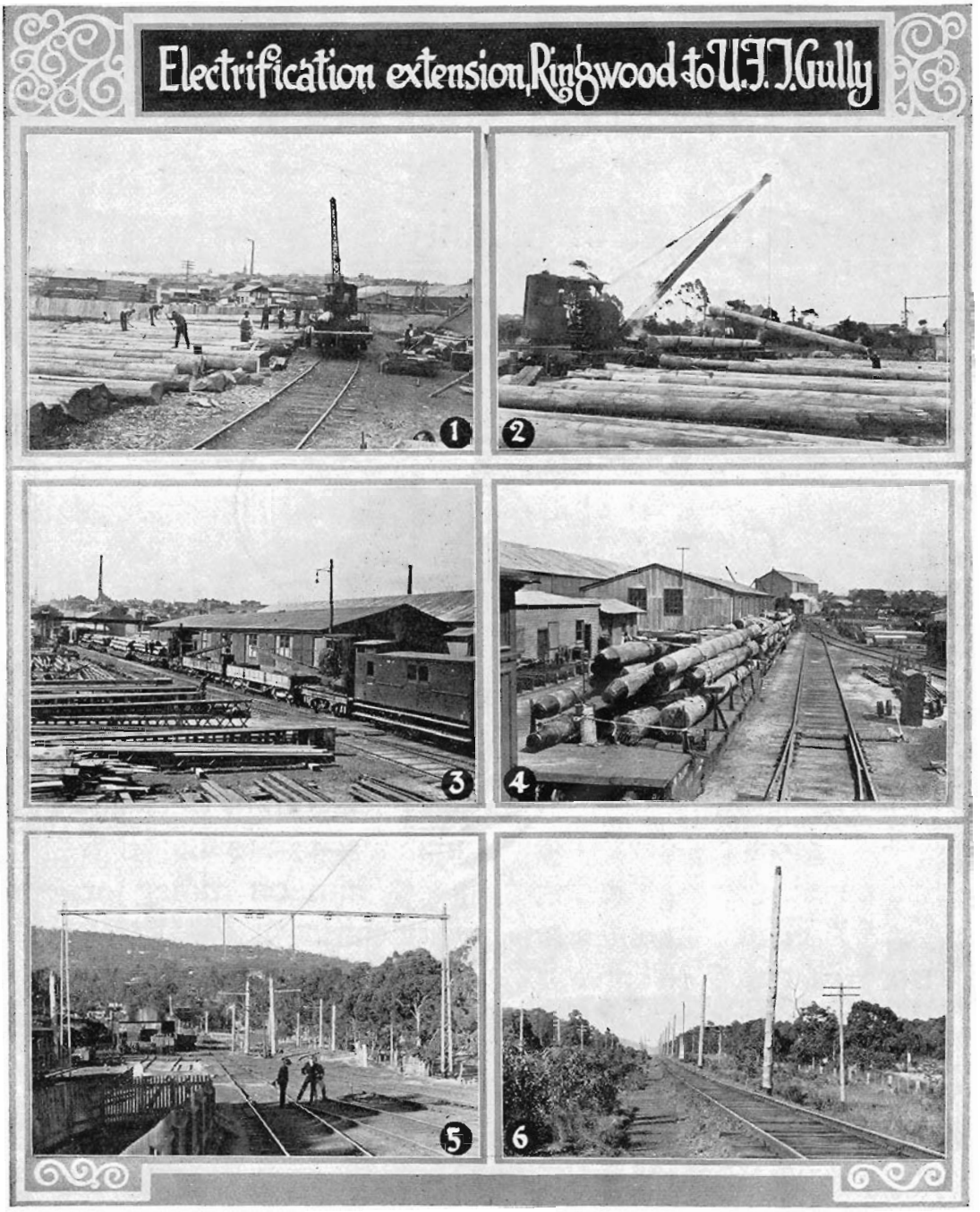
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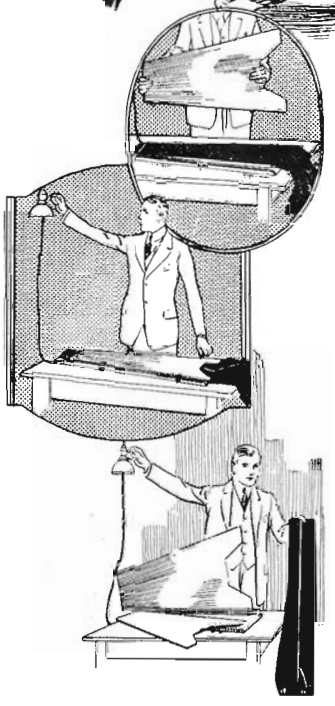
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Day and Night

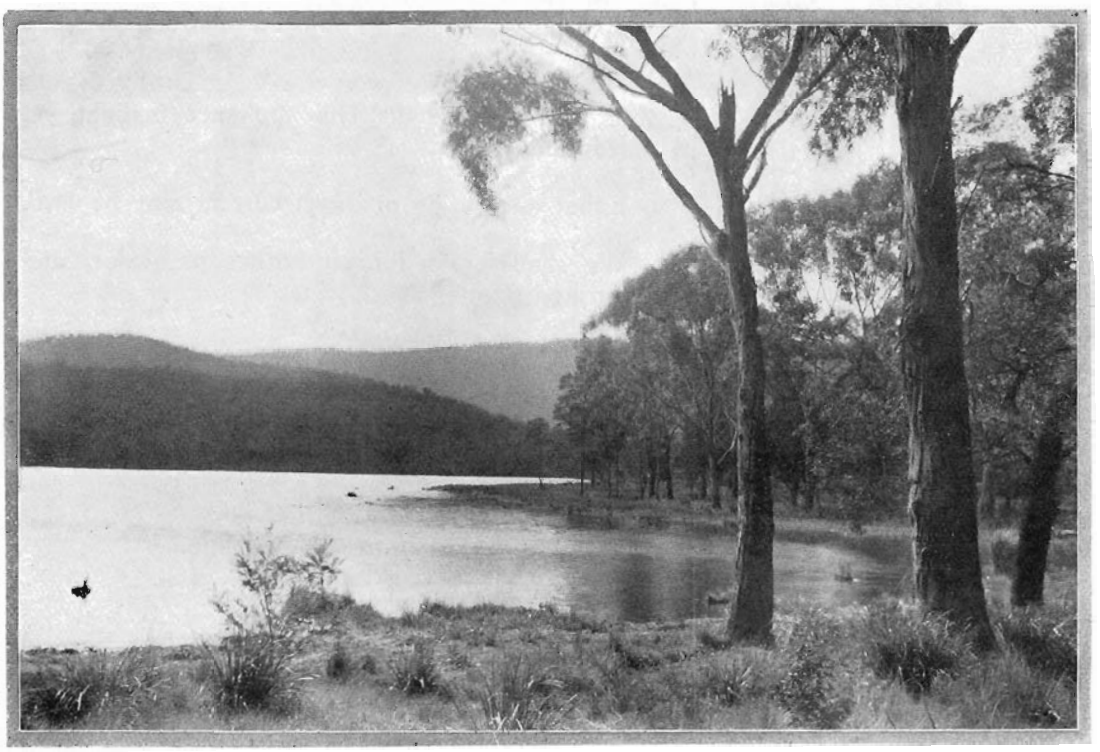
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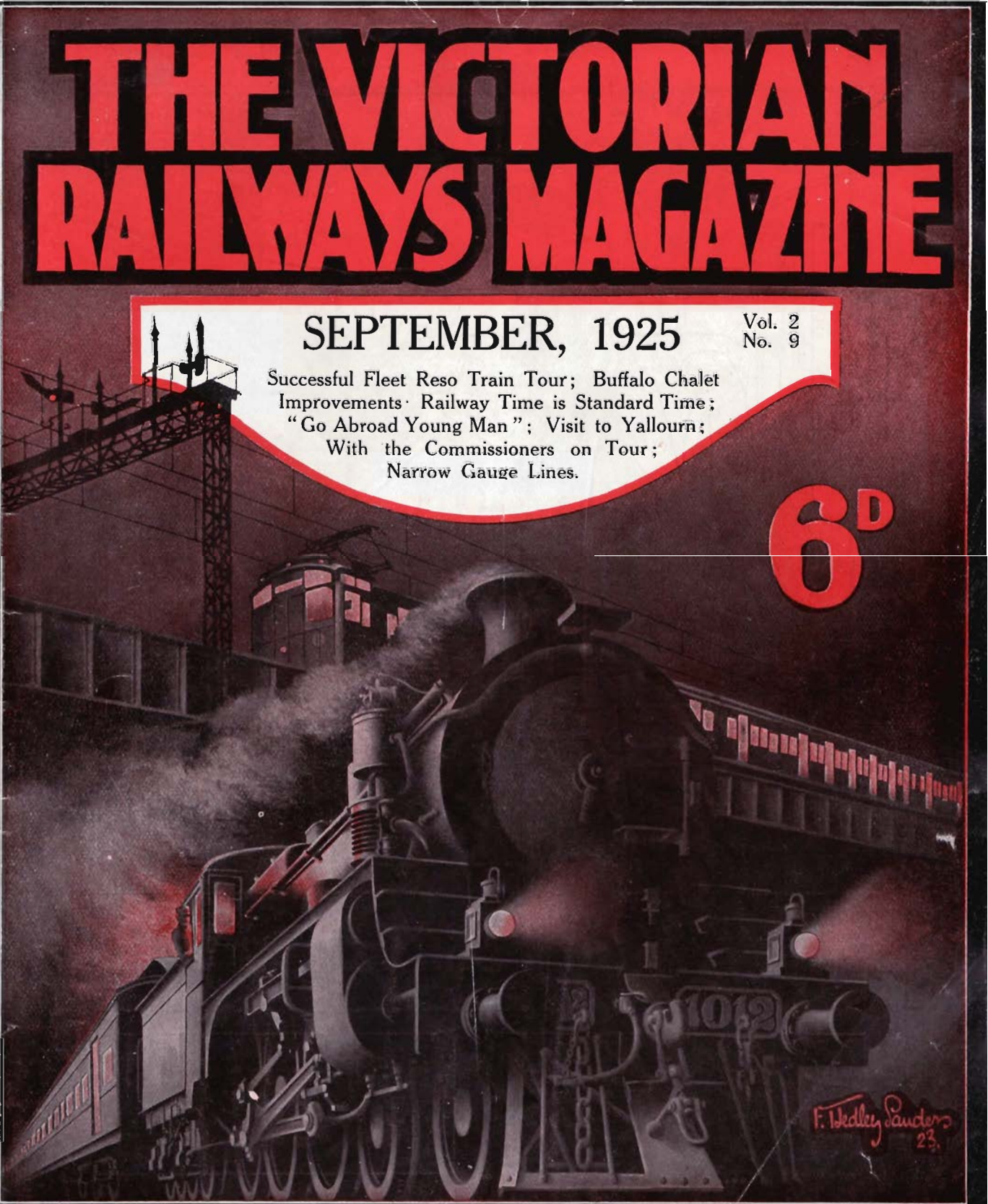
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SEPTEMBER, 1925

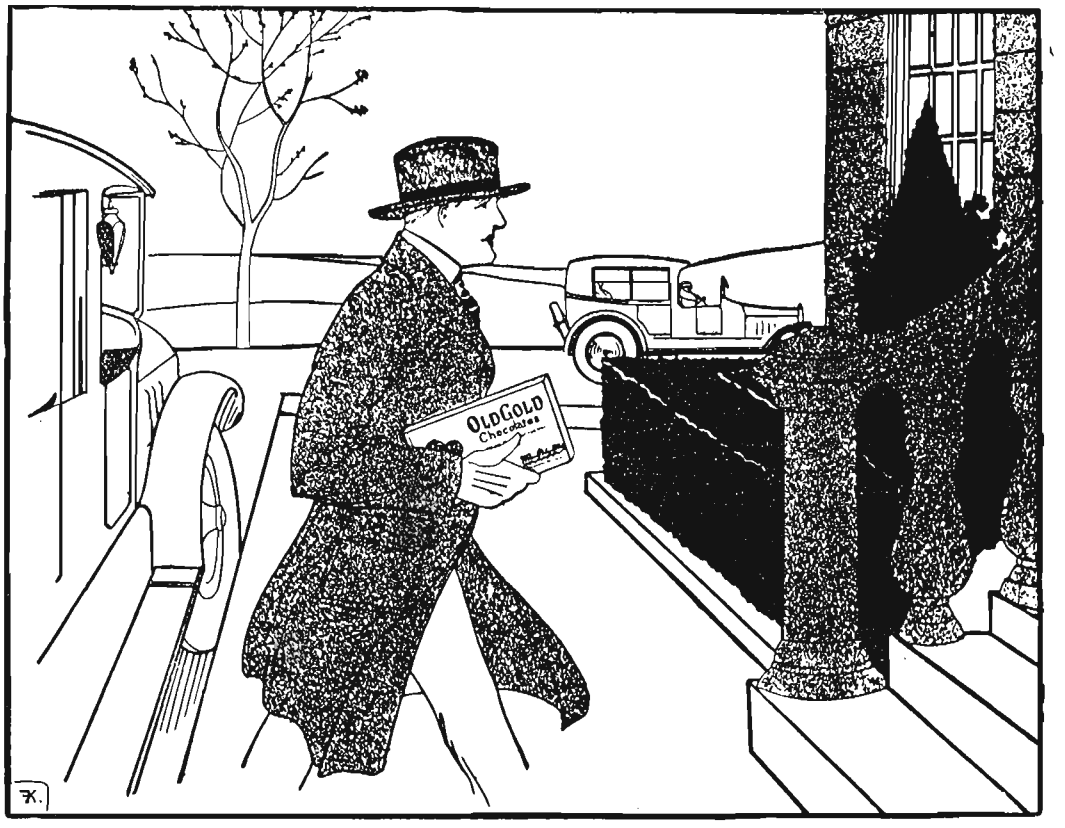
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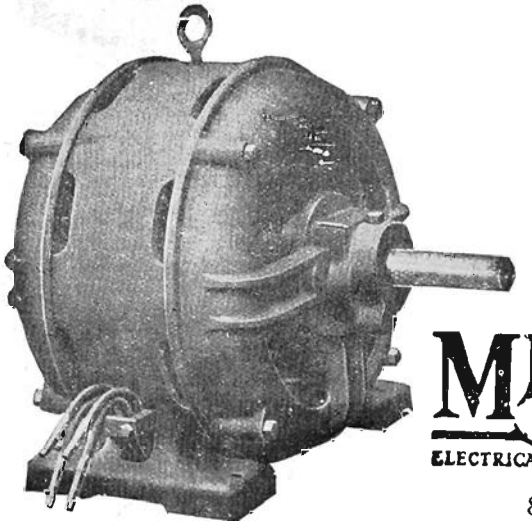
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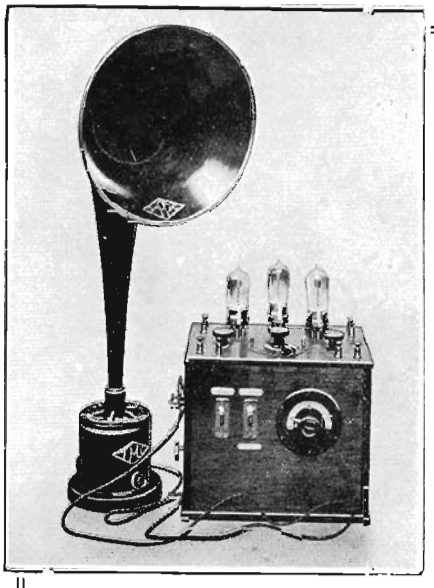
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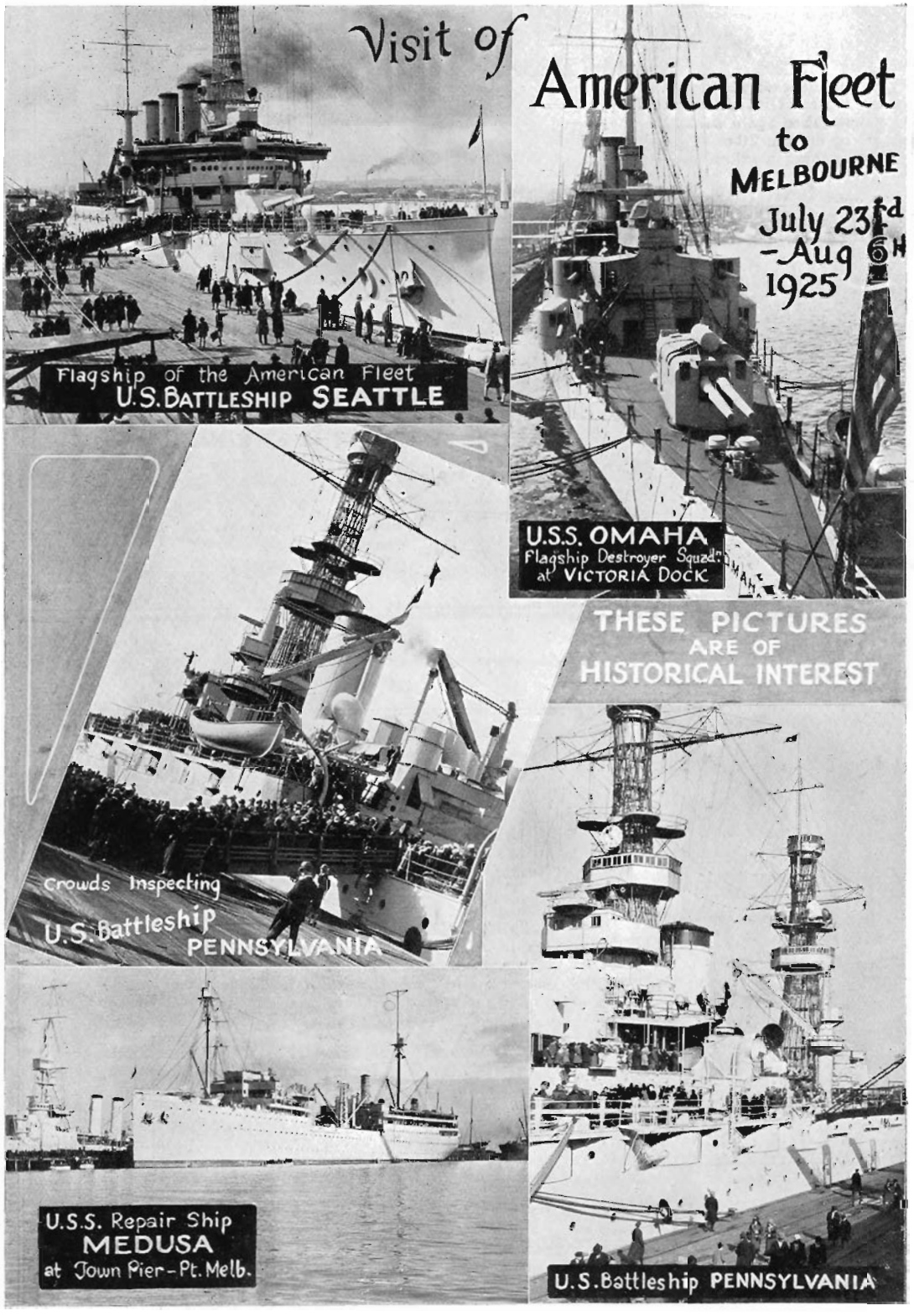
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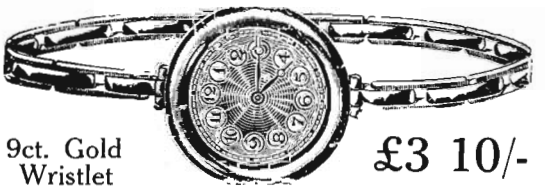
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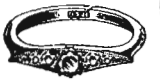
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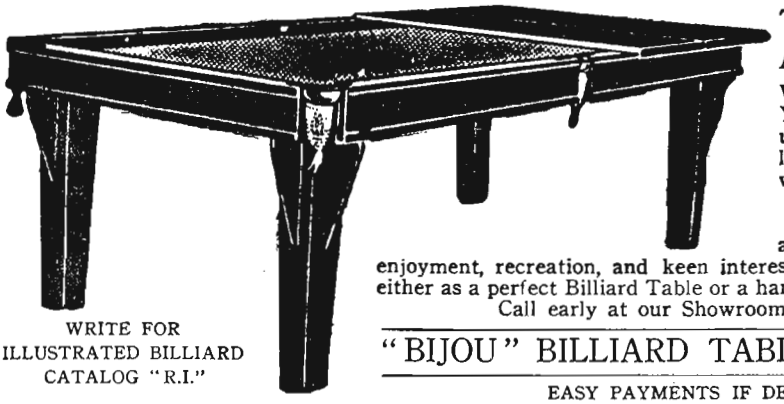
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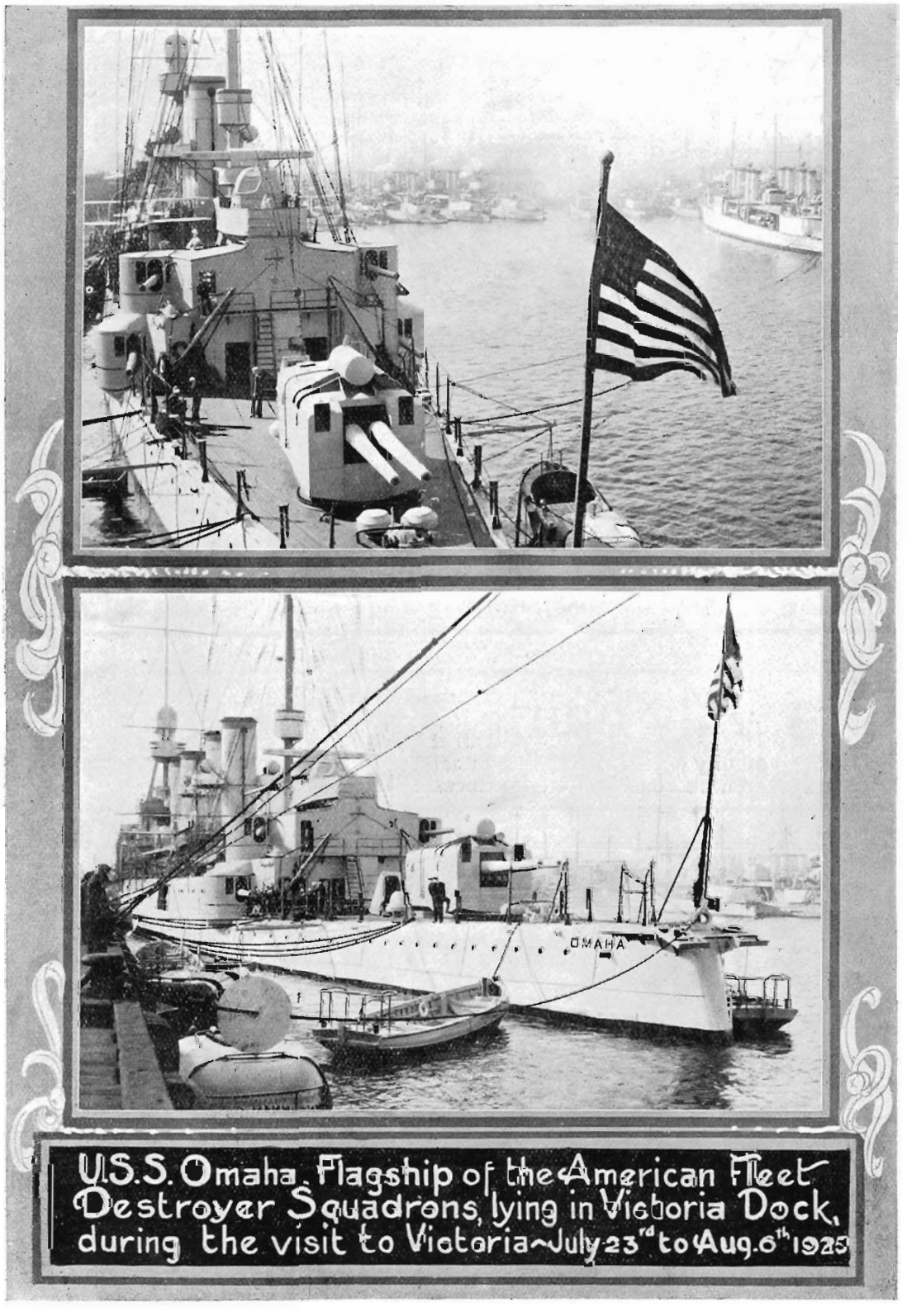
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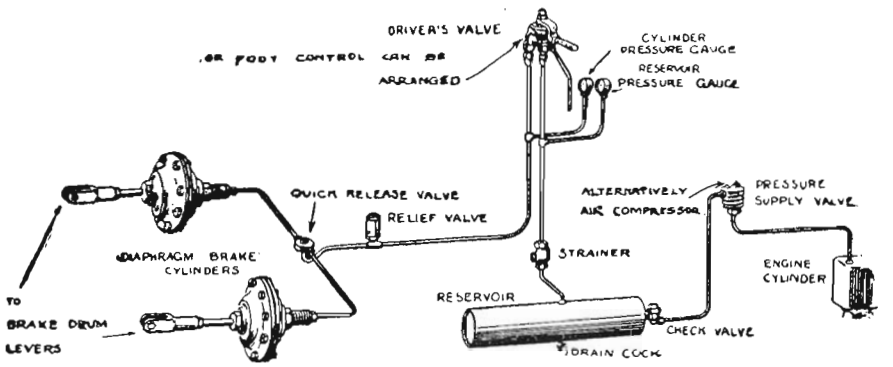


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The
Victorian Railways Magazine

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THE USUAL BUDGET OF REGULAR FEATURES



FLINDERS STREET STATION MELBOURNE.

TOPICS OF THE MONTH

Salesmanship

A PLEASANT method of approach will turn away a lot of wrath, and it is splendid equipment for the man seeking success.

The text is not our own. We admit that we heard it somewhere else. But it somehow created an impression and gave inspiration for one of this month's topics.

* * *

We as railwaymen are all salesmen. Our commodity is service, and our success as an organisation depends upon the way we offer that service. Cheerfulness is a sure way to people's hearts and their confidence.

The good salesman is an optimist—bright, cheerful, happy. The man with a grouch repels people: the man with a cheerful countenance is always in demand.

* * *

Salesmen must have confidence. Confidence comes from knowledge. Knowledge of what we are selling gives confidence in what we are selling. Knowledge of the policy and reputation of our service will give us confidence in that service.

Here are thoughts for railwaymen. The railways give us our means of living, and their success is ours.

Our Objective

WE believe that The Victorian Railways Magazine has a big future before it. We believe that it will reach a standard equal to any magazine published in any part of the world.

* * *

These may seem extravagant statements. We will not admit this. Our waggon has been hitched to these stars, and we are out to stay there and go higher. We want your help.

* * *

This issue contains as much interesting reading matter and as many illustrations as any other sixpenny magazine published in Australia. We will spare neither time nor trouble to make the Victorian Railways Magazine worthy of the splendid Service to which we have the honour to belong.

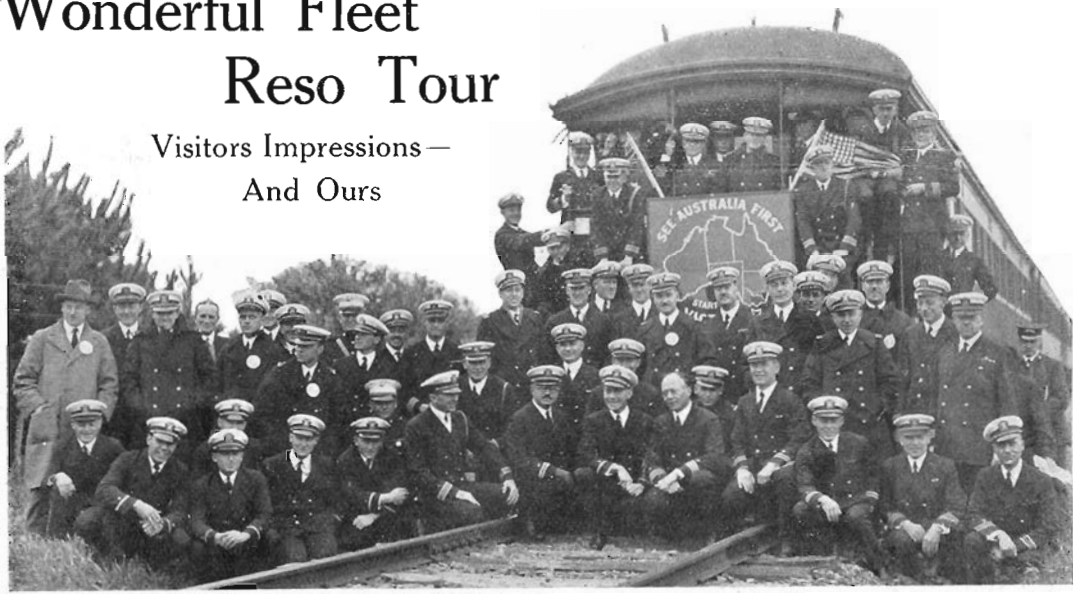
* * *

If everyone of our 12,000 readers passed his copy on with a recommendation for subscription we would considerably extend our sphere of influence. The bigger the sales the better our production. People are always interested in railways, and you would be doing them a service by showing them the interesting side of railway work.

We invite your attention to page xii.

Wonderful Fleet Reso Tour

Visitors Impressions— And Ours



If the visit of the American Fleet to Australia did nothing else, it removed a whole lot of misapprehension. There is no little satisfaction in the knowledge that the Victorian Railways played a considerable part in that removal, and perhaps the most striking service of the lot was performed by the "Reso" train, which took 62 American naval officers through inland Victoria.

(By A. E. H.)

"THESE YANKS seem to think they are the only ones who know anything. You can see that they think they are superior to everyone else!" This has been the thought of many Victorians, based upon casual acquaintance with some new-rich American tourists. "Where is your desert? I do not see any blacks about? I did not know you had trains and cities like this?" These and other similar comments revealed corresponding ignorance on the part of our visitors.

Our notions of the American people have been completely revised. We know that we must regard the representative American as a man that we are glad to meet, proud to know, and eager to remember.

The "Reso" train was due to pull out from Spencer Street at 2.15 a.m. on Wednesday, July 29. Every detail was up to concert pitch and a bit more, because we wanted to feel that not in one single trifling detail would we give our visitors the impression that we could not provide a 100 per cent. service.

Two Enthusiastic Stowaways

At midnight we speculated on how many would find the lure of the Governor-General's ball too strong for them. At 2.10 a.m. we discovered that three were missing, and in their stead were two enthusiastic stowaways, eager young men who had persistently hung on in the hope that someone would not turn up to make the trip.

"That was a dandy welcome at Alexandra," said one of the officers, yawning as a result of his 6.15 a.m. breakfast. The visitors had just come aboard the train after giving their war cry as a farewell to Alexandra, half startling the children in that quiet little town in the process. Here is the yell—Navy, Navy, Navy—N N N N—A A A A—V V V V—Y Y Y Y—Navy—Alexandra, Alexandra, Alexandra.

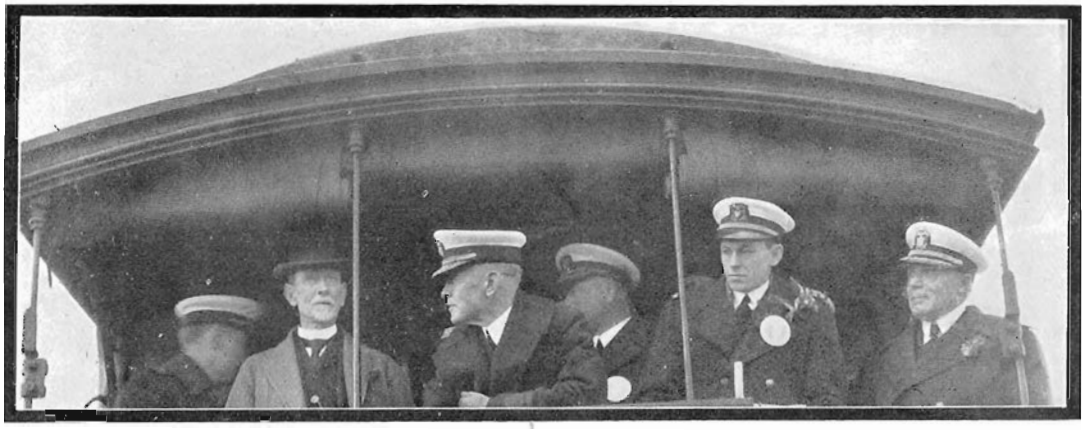
At Nagambie the children sang in quite a delightful way a number of patriotic airs, and a song of welcome, and the result was completely charming. There was no mistaking the gladness of the Nagambie people to see the visitors, who reached the last pinnacle of happiness when they were presented with a small kangaroo.

Band Struck a Fine Note

At each place much the same kind of thing was noticed—at Shepparton, where a huge crowd met the American visitors, and took them across country to Tatura in motor cars; at Ardmona, on the way to Tatura; at Tatura itself, and that night at Echuca.

All the town seemed to be at the Echuca station, and the band struck a very fine note by playing the American National Anthem. They were tired Americans who straggled back to the trains as late as 5 o'clock next morning from the Mayoress's ball. They were booked to see an exhibition of boomerang throwing at 7 a.m., but that seemed to be about the last straw, and very few of them could manage it.

A rush around the fine city of Bendigo, because less than two hours were available, was followed by a station platform reception by the Mayor at Maryborough. This Maryborough function was very hastily organised, but was very successful. The band played, the Mayor



Admiral Cole looking out from the rear platform of the Reso Train. Mr. Gordon, M.L.A., on the left, and Captain Laning, of the U.S.S. Pennsylvania, on the extreme right.

made a speech, the Admiral replied, the Navy war cry rent the air, Lieutenant Commander Hill met an uncle and a cousin, and the train was away again—all in 10 minutes.

It was impossible to spend more time in Ballarat because it was an afternoon visit, and the occasion happened to coincide with the date for a brilliant return ball given by the citizens of Ballarat to the Mayor. Lucas' Whitework Factory and the Myer Woollen Mills made great impressions, and the beauty of the city itself was freely commented upon.

The fair partners of the officers at the ball seemed to make a wonderful impression because it was terribly hard to get the visitors away, and on the train many were anxiously inquiring as to how they might conveniently reach Ballarat by ordinary trains from Melbourne.

Up in the North the weather had been fine and balmy. Down around Camperdown the air was very sharp and nippy. If our guests had not been affected before, they were now deeply touched, and they were not the only ones who were deeply touched by the extraordinary reception arrangements at Camperdown. It was good to see the crowd of citizens, the boy scouts, the band and the motor cars—they are quite normal features of such receptions—but there was something entirely irresistible in the appeal made by two long lines of little boys and girls who made an avenue from the station to the main street.

Two Sets of Impressions

Each little one was muffled and snugged up against the cold; each little hand waved an American or Australian flag; and every pink face looked towards the station with an air of eager expectancy. The cars drove past the children very slowly so that the Admiral and his officers could speak to them in passing.

The inspection of Geelong on the afternoon of Friday, July 31, completed one of the quickest and, at the same time, one of the most successful inspections that has ever been arranged in Victoria, and the travellers were brought back to the scheduled time at 7 p.m.

There are two sets of impressions to be recorded in connection with this tour—the American and our own.

So far as we are concerned we have to acknowledge that it was a privilege indeed to meet these men. Through them we seem to see as through a window a new America. The bootlegger, the corrupt financier, the unscrupulous politician, the worthless moving picture star, the wild two-gun man, now the chief advertising features of the United States, fade right away, and we look upon a country inhabited by men and women of just the type we like to meet and to know, who think much as we do, and who have much the same ideals and aspirations.

On their part they have discovered a country with a scanty population, but developing on lines with which they are well acquainted, with a landscape resembling their own, with cities and towns and country districts which, if they are to be believed, could almost have been lifted direct from any number of sections of America.

They Liked Our Mutton

They were particularly struck with the quality of our mutton. It appears that very few people in America eat mutton because it is not very palatable, but on the "Reso" train second helpings were the order of the day.

It was a matter of surprise to many of them to know that we have in Australia very little real desert, that most of Australia has a rainfall of 10in. or more, and that most of it can profitably be used for sheep and cattle growing.

The organisation of the "Reso" train and the manner in which it was run struck them very strongly. As students of organisation, they united in declaring it to be one of the most successfully planned and managed ventures they had ever seen or had anything to do with. The catering on the train, under the personal direction of Mr. L. McClelland, manager, Dining Car Depot, left nothing to be desired.

The outside motor trips, entertainments, and so on, were in the unfailing and untiring hands of Mr. W. Robert, and every man on the train worked like a champion.

It was doubtful whether, in the whole of the railways, a better team could have been got together, and if the railways have done no-

Admiral's Message to Victorian Railwaymen

CinC File No.

UNITED STATES FLEET
U. S. S. SEATTLE, Flagship

Melbourne, Victoria,
3 August 1925.

TO THE VICTORIAN RAILWAY MEN

Sixty Naval officers of the American Navy, of whom I was the senior, took a trip through the heart of Victoria in the finest train upon which it has been our privilege to travel.

The State of Victoria is wonderful. The people in their bountiful wholehearted, overwhelming hospitality kept us without sleep; fed us to the limit, and had it not been for the care taken of us by the crew of the "Reso" train, some of us, and I speak personally, might not have been here today; nor probably would this letter have been written.

WHY WAS THE CREW OF THE " RESO" TRAIN UPON THEIR TOES AND ABLE TO CARE FOR US AS THEY DID?

The answer in my opinion is team work, cooperation, a sure technical knowledge of what they are doing; and more than all else, a pride in the doing of it.

I recognize, of course, that we, this party of American Naval officers, were your guests on this particular occasion, and by reason of that fact you railway men throughout the State were all particularly careful in your cooperation, and proud to anticipate our every want and desire. Which indeed you did.

But over and above all this lies something which I think I may speak of with authority because I have been in the game of leading men for forty years. You railway men of Victoria have a priceless treasure in your midst. You have pride of achievement. You have glory of service, and above all you have the inspiring belief that " duty done is honor won".

KEEP IT.

W.C.COLE
Rear Admiral, U.S.Navy
Chief of Staff
UNITED STATES FLEET.

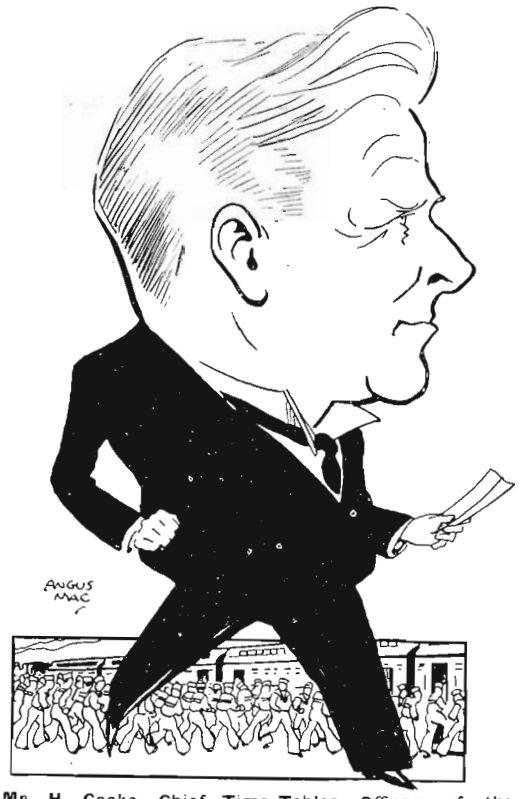
thing else they have left on the minds of 62 American officers an indelible impression of railway enterprise, comfort, and efficiency, of Victorian rural progress and hospitality, and they have been the means of advertising Victoria in a way which possibly could not be bettered, because every United States sailorman is an inveterate letter writer, and his letters are nearly always reprinted in his home town newspapers.

When the trip was just about over and the party was saying good-bye, there was one thing which nearly every visitor said in different words, and that was that the "Reso" train was easily the best item in the whole Victorian programme.

Record Fleet Traffic

1,500,000 Extra Passenger Journeys on our Suburban Trains

10,000 Country Visitors



Mr. H. Cooke, Chief Time-Tables Officer, of the Transportation Branch, whose frequent visits to the Navy Office on behalf of his Branch made him almost as familiar there as a member of the Navy Board.

ONE of the most pleasing features of the Fleet visit was the absence of injury through railway causes to any passenger, railwayman, or member of the visiting Fleet.

The heaviest day for traffic was on Sunday, July 29, when more than 50,000 people were carried between Flinders Street and Port Melbourne. More than 5000 travelled to Port Melbourne by other means, but returned on the trains.

Five trains were kept running continuously on the Port Melbourne line, and in order to despatch people as quickly as possible five out of every six trips were run express to Melbourne. The average time for these journeys was five and a half to six minutes. A five-minute service was inaugurated about 1 o'clock, and later in the afternoon this was supplemented to a three-minute service.

On Saturday, August 1, when the searchlight and fireworks display was given, tremendous crowds were transported from the city to the bay frontages, and about 9000 passengers returned by train from St. Kilda, having reached there by other means. On this night a three-minute service was maintained on the St. Kilda line.

Railwaymen of long experience say they have never seen such crowds at St. Kilda Station before. Though five booking clerks were at work, they were quite unable to cope with the rush of people returning to the city after the display, and officers off duty were requisitioned to sell tickets among the crowd in the vestibules. This was quite an unusual procedure—officers from Head Office in a jostling crowd selling tickets from their pockets. It was instrumental, nevertheless, in relieving congestion and facilitating the traffic. Nearly 9000 people were booked on this night at St. Kilda.

Rear-Admiral Cole, Chief of Staff of the United States Fleet, who was in charge of the party of American officers on the Reso Train, won the hearts of everyone with whom he came in contact. He soon made friends with the railwaymen.

"Come on into the picture," he called to the engine crew when a photograph was being taken of officers and train officials. "Don't be ashamed of your overalls. I have worn overalls, and was proud of them, too."

Estimates by departmental officers indicate that at least 1,500,000 passenger journeys were made on the Victorian Railways in excess of the normal traffic during Fleet fortnight. There were about 10,000 extra passengers carried from the country to Melbourne, and 2500 were specially carried to Queenscliff and Mornington to witness the Fleet's arrival.

For the 10 days ending July 31, seven days of which the Fleet were at Melbourne, passenger revenue increased by £17,000, compared with the same period for last year, while for the last seven days of the Fleet's visit it increased by £14,000. As a proportion of this increased, traffic would be due to extra interstate traffic, the general increase in passenger revenue due to the visit of the Fleet is estimated at approximately £25,000.

Snapshots of the Wonderful Fleet Reso Tour



(1) Rear-Admiral Cole, conversing with Special Guard Dalton. (2) Mr. Owen Jones, Chairman of the Forests Commission, explained the forest country. (3) Mr. A. E. Hyland, Officer-in-Charge of the train, holds the three-months' old kangaroo, presented at Nagambie. (4) Rear-Admiral Cole, after he had accepted the kangaroo. (5) Mr. J. S. Dethridge, member of the Water Supply Commission, points out the Goulburn Weir. (6) Mr. W. McConnell, Train Running Officer. (7) Bendigo gave the "Reso" train a hearty welcome. (8) Some of of the staff of the train. (Left to right): Special Guard Dalton, Mr. W. Robert (Officer-in-Charge of outdoor inspections), Mr. A. E. Hyland, Mr. L. McClelland (Manager, Dining Car Depot).

Things We Are Talking About

No-Accident-Record—New Pacific Loco.—Popular Lecture Sessions—Three More Mikados—Better Farming Train

Record Crowds—No Accidents

WHILE railwaymen have been congratulated on having so successfully transported the record crowds which flocked to the city during the recent visit of the American Fleet it is well to direct attention to the fact that the feat was accomplished without a single accident.

It is only when things happen dramatically that attention is directed to them. Human nature has an unfortunate penchant for forgetting the ninety and nine instances when events pass off smoothly and without incident.

This No-Accident-Transportation-Feat is one of which Victorian railwaymen have reason to be proud.

Help to Lift the Service

TRANSPORTATION is a human job. Men in this branch come more in contact with the travelling public than any other section of railwaymen.

It is from them, therefore, that the greatest number of suggestions should come for improved working conditions, which will result in better service. The Commissioners are looking to transportation men for ideas, and hoping they will come along. There is a wonderful field for improvement.

Contact with the people should give inspiration for betterment which will lift our service still higher.

Good Reports of the Mikado

THE Mikado locomotive is doing good work," reports the Rolling Stock Branch. "It is working at present on main line goods trains, and is operating very successfully. Smooth riding is one of its features."

This is indeed satisfactory. Every railwayman in the State takes a pride in our latest product, designed in the department and manufactured in our own workshops.

Three more Mikado locomotives are at present "on the stocks" at Newport. Two are nearly ready for their preliminary trials.

Lecture Sessions are Popular

INCREASING in popularity are the monthly lecture sessions held at the Lecture Hall, Jolimont. Railwaymen high up in the service have been explaining the work of their branches.

This is having a wonderful effect in letting men from each branch know and appreciate some of the other fellow's difficulties and accomplishments.

Success of the Rail Motors

SUCCESS is attending the rail motors, and reports of increased patronage come from practically all the districts where they are now installed.

A new service was inaugurated last month between Bendigo and Wallan. This has considerably reduced the time occupied on the journey between these two places.

Railway authorities all over the world are now recognising that the mixed train is a bugbear, and that to keep pace in this motor age they must give people quick transportation. Five years ago there were only 24,000 motor cars in Victoria. Now there are more than 80,000.

So Few Agricultural Students!

MR. CLAPP, Chairman of the Railways Commisioners, cannot understand why it is that Victoria has so few agricultural students. He told the railwaymen at the August lecture session that Kansas (U.S.A.), about the same size as Victoria, had 26,000 agricultural students, whereas we had only 260 in our two agricultural colleges.

It was hard to understand this, he said, when we had such wonderful natural resources. "I am going to put my boy into an agricultural college," Mr. Clapp declared, "because he has got the land fever. It is not a question of putting him in—I cannot keep him out.

"I go round to our colleges, but I don't see farmers' sons. Why is this? You can't tell me the farmer can't afford it."

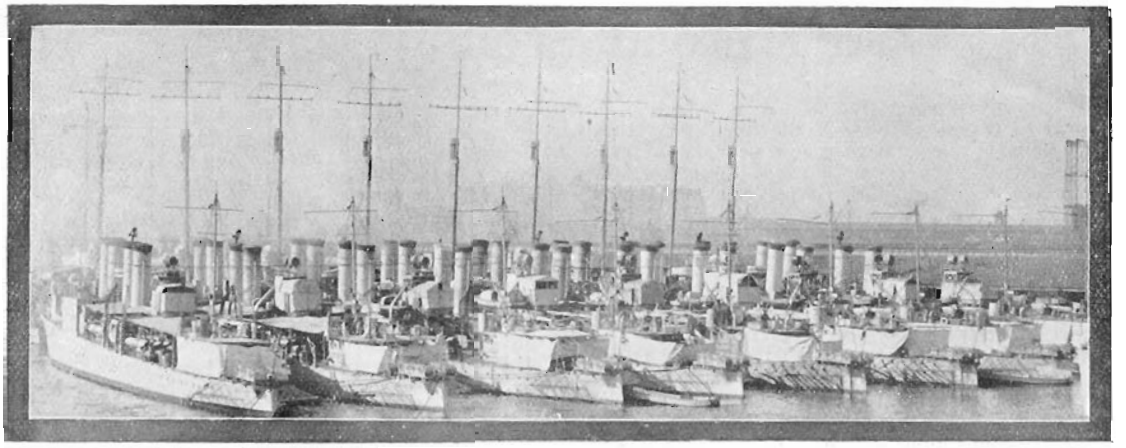
Did You Ever See a Pessimistic Hen?

YOU will find several references in this issue to the need for railways salesmanship—railwaymen becoming real salesmen for the service which the department has to offer.

Salesmanship is now developed to a fine art, and the railways must keep pace or suffer in the face of growing competition. On the question of going after business, the U.S.A. publication, "Business," has some apt remarks in its current issue:—

"Markets aren't found; they're created. Did you ever stop to think that hard times mean nothing to a hen? If the ground is hard, she scratches harder. If it's dry, she digs deeper. If she strikes a rock, she works round it. But she always digs worms, and turns them into hard-shelled profits."

Electrifying N.S.W. Railways.—The New South Wales Railways Commissioners have announced that they hoped to complete the electrification of their suburban railways systems to synchronise with the completion of the Sydney Harbour Bridge.



Here is a sight which Victoria Dock, Melbourne, has n ever seen before, and may never see again for many years. It shows some of the 28 destroyers who were berthed there during the visit of the American Fleet.

Railwaymen Are Appreciated

THERE has been more praise than criticism for Victorian railwaymen in recent months. There is evidence of public appreciation of our effort to render first-grade service.

It is becoming a common practice when the Commissioners are on tour for deputationists to bring the stationmaster before the Commissioners, and there testify to the amicable relationships which exist between the station staffs and district residents.

What better proof could there be of the contention that station men are becoming a definite part of the community in which they live, and are being respected and appreciated?

Our Own Pac fic Locomotive

THE Chief Mechanical Engineer (Mr. A. E. Smith) is considering plans for the construction of a Pacific type locomotive for use on the Victorian Railways.

An announcement to this effect was made by the Chairman of Commissioners (Mr. Clapp) in his recent talk to railwaymen. "I am quite satisfied that it will be satisfactory," Mr. Clapp said. "It will be built in our own workshops with as much material as we can buy in Australia."

Mr. Smith is at present unable to give details of construction beyond the fact that the "Pacific" will be of the three-cylinder type, with a tractive power of about 40,000lb. Our latest Mikado locomotive has a tractive power of 26,960 lb., and the "C" class locomotive 36,138 lb.

Wireless Talk on Safety First

SUCCESS has attended the series of wireless talks undertaken by the Publicity Section of the Betterment Board at the invitation of 3LO. "The Principles of Safety First," was the subject of the talk by the Assistant Publicity Officer (Mr. H. R. Gollan) on July 22. Mr. G. A. Curtis, member of the Betterment Board, spoke on "Safety First as Applied on the Railways," on July 29. The speaker on August 5 was Mr. C. Mullany on the subject, "How You Can Assist the Safety First Movement."

Better Farming Train on Tour

HAVING rested for a few months, the Better Farming Train has returned to the road—the first tour having been made to the North-Eastern district.

The tour extended from August 17 to 28; twelve centres were visited. There were enthusiastic receptions and hearty endorsements of the wisdom of taking the specialised knowledge within the Agricultural Department to the doors of the farmers.

Some people—even some railwaymen—cannot understand why the railways should have anything to do with a Better Farming Train. They forget that the Department depends, for the largest proportion of its business, on the primary producing areas. Upon the prosperity of these areas depends the prosperity of the railways—a matter of personal concern to every railwayman.

Balranald Railway

GOOD progress is being made with the construction of the railway in New South Wales from Balranald Junction to Balranald, which joins the Deniliquin line and connects with the Victorian railway system at Echuca. It was announced on August 12 that construction was sufficiently advanced to enable the construction branch to haul goods to and from the following stations in truck loads (minimum three tons) at owners' risk, and as construction work permitted:—Caloola, Womboota, Thyra, Bunaloo, Tantonan, Caldwell, Marah, Wakool, Burraboi, Jimaringle, Niemur and Dhuragoon. Until the line is handed over to the Commissioners all traffic carried over it shall be charged for as if the line were separate from the existing system.

Barnes Station.—The name of Balranald Junction station, on the border railways, has been changed to Barnes. The change is a tribute to Mr. S. Barnes, M.L.A., who was Minister for Railways when the line from Moama to Balranald was decided on, and who turned the first sod at the junction.

"Go Abroad, Young Man!"

"The greatest education of all is travel. I take a great delight in shoving a man out into the world to travel. I have been asked why it should be necessary to send young men abroad at all. My reply is, 'So that in a few years it will not be necessary to send abroad for our Chief Commissioners!' We seem to favor them because they come from abroad. That is why I say to the young railwayman, 'Go abroad!'"—Mr. Clapp.

IN a lecture chock full of interesting matter for railwaymen, the Chief Commissioner (Mr. Clapp) made these striking comments at the Jolimont Lecture Hall on August 6. They were backed up with other references to travel which railwaymen throughout the State will appreciate.

"We must help our boys to become the best railroad men," Mr. Clapp declared. "We must educate them to go abroad. I don't care where a person lives, be it England, France, America, or anywhere, he is provincial if he everlastingly stays in the one spot.

"Of course, it takes money. But give a young man a few years to save, and he will get away all right. If he is made of the right stuff he will get back safely, broadened in vision, with a wealth of experience, and a better man—also a better railwayman."

Mr. Clapp said that young railwaymen now in America frequently wrote to him, and the outstanding thing which struck them most over there was the team co-operation among railwaymen, and the willingness of the man on the job to instruct the newcomer.

"These boys say that they have never had any difficulty. They say that they have never seen people so willing to help the trier. If they are interested in the job there is always someone to help them. Invariably the man who is fitted for the higher job is invited to make the step up.

"We have departmental officers abroad practically all the time. Then we also have the young fellows who get the wanderlust. The young man's mind may be a blank as to what he is going to do when he gets abroad, but if he has in his eye the glint for work he will do alright. The confidence these young fellows bring back with them is the most pleasing thing I can think of.

"One of the troubles of these young men has been getting into America, with Australia's miserable quota of 164 a month. I was talking to some leading Americans, and they promised to bring the matter to the notice of the President. I made it clear that we were not trying to impose on them. As a result of these representations it is likely that the railway companies to which our young men go for experience will be put on the educational list. This means that young Australians, instead of being pushed out of the country after being there for six months, will be permitted to remain for two years.

"I have been asked why our young men should be sent abroad at all. My reply is, 'So that in a few years it will not be necessary to send abroad for our Chief Commissioners.' There is a lot in this. We seem to favour them because they come from abroad. That is why I say to the young men, 'Go abroad!'

"It has also been suggested to me, Why not send your young men to England? Well, we have two in England now. But it is easier to get them to America, and, in addition, we have to remember that America has grappled with and solved many pioneering problems similar to our own, and is therefore peculiarly fitted to help us.

"Then there is another reason why they go to America, but it is not the controlling reason. It is that the geography of America is very much like our own. In America you get the vision of great distance that we have here. In England it is a concentrated, denser surface. Conditions are quite different. Nevertheless, a man can learn a great deal by going."

Speaking to the older men, Mr. Clapp urged them to "give the kids a helping hand." We should get the boys started right. Lift them into the right atmosphere. The boy was the man of the next generation, and we wanted him to be a better man than we ourselves were.

"I have long ago ceased to subscribe to the view that our boys will follow in the same footsteps as ourselves, and will keep to the same old ruts," Mr. Clapp added.

He divided men into various classes. There was the man who forged right ahead, and reached his goal by the quality of his work. There was the plodder, who was not brilliant, but who got there eventually."

THE Victorian Railways Magazine is to-day going out in a manner which places it right in the forefront of railway magazines throughout the world," said the Chairman of Commissioners (Mr. Clapp) in his recent lecture. "It is something which we can be proud of.

"We want this magazine humanised; we want personal features. The man who has anything interesting to say and wants to say it should write about it.

"If he is interested in any sport or a hobby we want to hear of it. If he has a large family we want to see it."

MEET THE MINISTER

Comparatively few railwaymen ever come into contact with the political head of this great Department—the Minister for Railways. He is the link between the Department and Parliament, and watches over vital matters of policy.



Our present Minister (Mr. F. W. Eggleston) is keenly interested in the human side of railroading, and in this special interview gives a message to all officers and men in the service of the Victorian Railways.

"DURING my term as Minister for Railways I have been very much impressed with the keen desire for efficiency expressed by Victorian railwaymen," said Mr. Eggleston. "Since I was first allotted the portfolio I have travelled about 15,000 miles in the State and have seen railwaymen at work in all phases of their occupation.

"I have noted with satisfaction the feeling of pride and interest evinced by all groups of railway employes, and it is evident that a desire has been inspired in the Service for good work and an ambition to rise. Such a desire can result only in satisfaction to the cutomers of the Railways and the men themselves.

"I have been particularly interested in industrial questions, and it has been a pleasure to me to come into touch with representatives of the various branches, who have interviewed me or come with deputations presenting proposals for the advancement of their section.

"It has been very gratifying to me to find that the feeling of the public towards the Railways has improved immensely during the last few years. The public is undoubtedly recognising that railwaymen are doing their best to provide them with the service they need, and I look forward to increasing cordiality between the public and this great Service. This will mean a great deal in the development of this wonderful State of ours.

Though he has been in political life for a comparatively short while, Mr. Eggleston has had considerable Ministerial experience in that period. He was elected to the Legislative Assembly in 1920 as member for St. Kilda. He was Assistant State Treasurer, Minister for Railways, Minister for Water Supply (for a short period) in the Lawson Ministry in 1924, was Assistant Minister and Minister for Railways in the succeeding Peacock Ministry, and in the present Composite Ministry he is Minister for Railways, Attorney-General and Solicitor-General, and is also Minister controlling the State Electricity Undertaking.

Australia Discovered—As Others See Us

Mr. John W. Raper, an eminent American journalist, has written some interesting articles for his chain of newspapers under the caption, "Australia Discovered." The following extracts are of interest:—

I HAVE come to the conclusion, Mr. Raper says, that every town in the world thinks it has a traffic problem. Brisbane, with a population of about a quarter of a million, and fewer motor cars than an Ohio town of 30,000, is certain it has one. Melbourne, with streets twice the width of American streets, is sure it has a traffic problem, although one of the things that will strike an American is that it has so few motor cars. Some of its streets are so wide that cars are parked in the centre.

The traffic cops have assistance. At tramway intersections a tramway employe bearing a flag stands by the cop's side and wags to the cars.

Several times I have seen two policemen in the centre at intersections, and on several occasions saw three men helping the traffic—one man a tramway employe, in a signal box operating the cable and flashing colored signals, and in the centre a policeman and a tramwayman, the latter with a flag.

* * *

One of Melbourne's most popular after-dinner sports is to abuse the climate. I can't recall that a single person had a kind word for it, and when I called attention to the wonderful weather we were having while I was there, nearly everybody said, "Yes, it is fine; but this is unusual. We have had the finest weather this summer within memory of man."

* * *

Just why American hospitality should impress an Australian is beyond me, for when an Australian extends hospitality he shows he is a pastmaster.

Nobody could explain why the folk in the rural regions have such a friendly feeling for us. Maybe it's because they see so few of us. It is so strong that one can sense it almost as soon as he enters a small town, and immediately upon meeting a group of farmers.

* * *

Australians know a great deal more about the United States than Americans know about Australia. American magazines are much more common than English or even Australian. Bookshops are filled with American books, and our cheap fiction is by long odds the most popular. All Australian cities have many more bookshops than American cities of equal size, and much larger shops. This may be due to the fact that public library systems have not reached the perfection in Australia that they have in the United States.

Postage stamp collecting is a great fad over here, and there are many little shops in which stamp selling is a side line. Shops devoted exclusively to stamps are not uncommon.

In all the hotels, city and village, big and little, expensive and cheap, in which I have stopped, with only one exception, a girl or woman appears at the dining room door at breakfast time, and generally before all meals, and beats a big gong of Chinese tone.

* * *

More false teeth in Australia in proportion to the population than in any other country in the world. No statistics on them, but I'm willing to bet.

Also willing to bet there are more hand shoemakers in this country running their own shops and making shoes to measure than there are in the United States, including Alaska. Shoes by hand as low as five dollars.

* * *

Have not seen a locomotive with a bell. Grade crossings well guarded. Some have gates across the track, others have gates across the road. They are gates, not bars.

* * *

All Australian men whom I have heard talk have musical voices. Maybe it's the climate. But women haven't. Maybe that's the climate, too.

* * *

There is little doubt in the minds of the Americans I have met in Australia that Victoria is the garden spot of the continent, the most highly developed of all the States, and the most progressive. It is the smallest of the States, excepting the island of Tasmania, being less than a third of New South Wales in area, but it has more than a quarter of the population of the Commonwealth, it produces a third of the milk and butter, a third of the wheat, and a sixth of the wool. It leads in products of mixed farming and in fruits, and easily leads in irrigation and in other public works.

* * *

Some of the soil of Victoria is of amazing fertility. An Iowa farmer who is touring the State told me he had been in a district in which he saw a great deal of corn. "I asked a man in the hotel how much corn they were raising to the acre," said the Iowa man, "and he told me the yield was from 100 to 150 bushels an acre."

"Mister," I said, "I have been raising corn for more than 40 years in the greatest corn country in the world, and I want you to show me some of the 100-bushel land."

We went out into the country the next day and stopped at a farm where there was a corn field, and chatted with the owner. He suggested that I go out to the field and look it over for myself. I did so, and I am certain the yield there will be over 100 bushels.

Railways Centenary Celebrated in England

Actual Anniversary is September 27



The month of July was notable in British railway annals for its centenary celebrations in commemoration of the opening of the Stockton and Darlington Railway in 1825, though the actual centenary of that epoch-marking event will be on September 27.

ON September 27, 1825, the Stockton and Darlington railway, the "first public steam railway" in the British Isles, and, in the world, was opened for traffic.

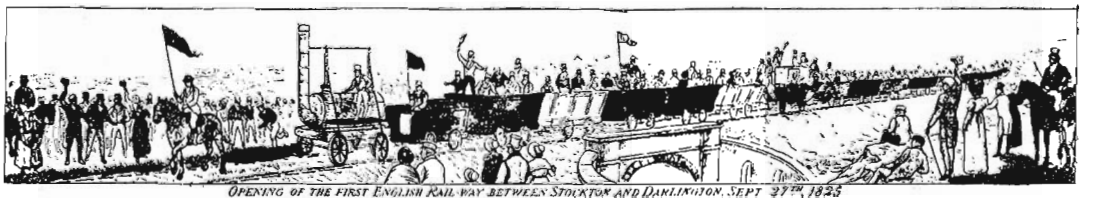
Though this centenary is not altogether above question, seeing that there were railways long before 1825, the fact remains that the Stockton and Darlington was the first railway of any substantial account built under Parliamentary powers, conveying passengers, as well as coal and goods, to develop into a railway such as we understand to-day. It was, moreover, the first line of the kind upon which steam locomotives were used regularly, and George Stephenson's "Locomotion No. 1" was the first steam engine definitely introduced to work "public" traffic.

It was a great day when, on the memorable date in question, this historic engine, preceded by a rider on horseback carrying a flag, hauled at a speed of six or eight miles an hour a train consisting of six waggons of coal, one passenger carriage (the world's first, though it was a mere box on wheels), 21 coal trucks fitted with seats, and six more loaded coal waggons.

Although passengers were conveyed by steam on the opening day, it was not until some years later that this became the rule. The locomotives were reserved for the more valuable coal traffic; passengers travelled in a single coach on wheels drawn by horses.

However, in October, 1829, to decide the suitability or otherwise of the steam locomotive as the motive power for the Liverpool and Manchester railway, then nearing completion, the historic Rainhill trials were carried out. Four locomotives were entered for the £500 prize, and George Stephenson's "Rocket," which may be said to have originated all essentials in locomotive design, proved conclusively the possibilities of steam locomotive traction.

Such were the acorns from which have grown the vast railway systems of to-day, with their wondrous contributions to the amenities of civilised life, and the material betterment of mankind. The story is indeed an epic.



OPENING OF THE FIRST ENGLISH RAILWAY BETWEEN STOCKTON AND DARLINGTON, SEPT 27TH, 1825

Fuel Ranges for Dining Car Cooking

Ever abreast of the times, the Victorian Railways Department is removing the gas cooking ranges in its dining cars, and installing modern fuel burning ranges.

THE first car to be so treated was the Norman car, used by the Railways Commissioners while on tour, and also for special tours such as inspection parties or on the National Resources Development (Reso) trains. The range installed in this car proved a success, and the next car treated was the Campaspe dining car.

Special trials with the new range in the Campaspe car were recently made on the run of the Sydney express between Melbourne and Albury. The fuel range worked admirably. Other dining cars will have the gas range removed and fuel ranges installed as opportunity offers. All new dining cars will have fuel ranges.

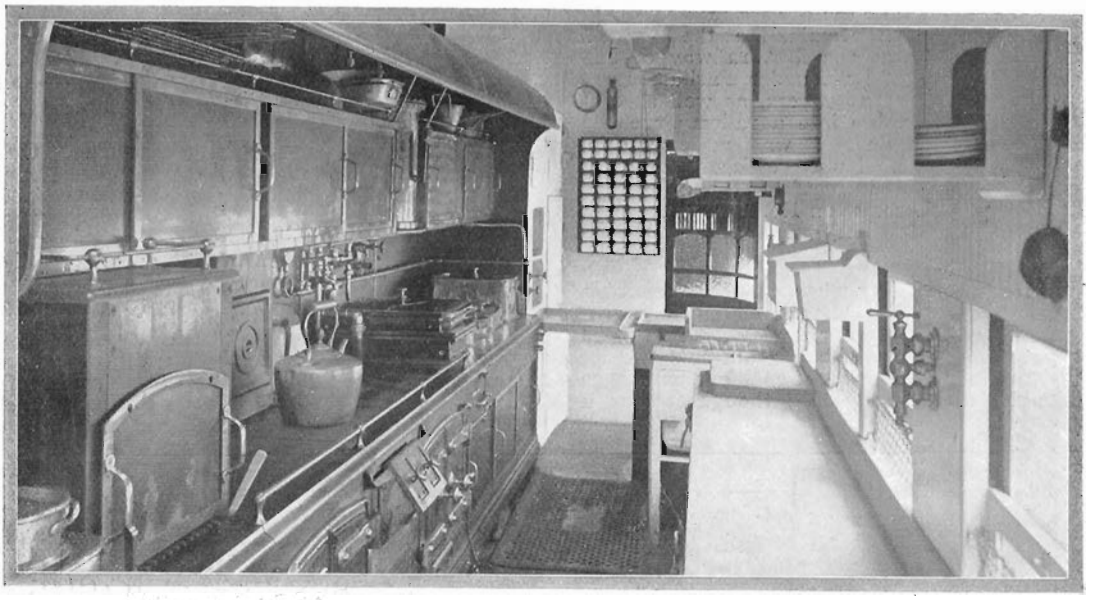
Pintch gas has been used in the Victorian dining cars for many years. Though it served the purpose for which it was intended, it was not altogether satisfactory. There was always the question of supply to be watched, and if special demands were made upon the dining cars there was a likelihood of the gas running out. One instance occurred recently, where the express had to be specially stopped at Tallarook to take on gas for the dining car.

During the tours of the Reso train this question of gas was a problem to be reckoned with. Detailed organisation was necessary to ensure that supplies were available at the points where it was likely to be needed.

All this will be eliminated with fuel ranges in the dining cars. If the range runs short of fuel a temporary supply of coal may be obtained from the locomotive. Wood may be burned in the new ranges. The griller uses coke and charcoal.

The new range was constructed by Messrs. Galliers and Klaer, of St. Kilda. It was designed specially for the dining car, and has a range 6ft. long for general cooking, and two ovens for roasting. A full meal can now be prepared and cooked on the train. There is also a griller attached to the end of the range. One of the most important adjuncts to the range is a 6ft. bainmaria, in which food is kept hot while it is being served.

Victorian expresses have already earned a reputation for the excellence of their dining car services, and the Commissioners feel that by the installation of this up-to-date range they will be improving the service and giving patrons the best attention possible.



The Campaspe Dining Car on the Victorian Railways has rocently been provided with a new fuel-burning stove. It is a splendid piece of work, and does away with the worry connected with the former gas-burning stove.



This picture will be of historical interest in years to come. It shows the first Sunday express leaving Melbourne for Sydney on August 9. Inset are some of the train crew, standing on Engine No. 1001:—(Left to right): Guard J. Skane, Driver J. Hawkins, Fireman J. Carr, Conductor F. E. Thane, Travelling Foreman F. Gray.

Something new in railway operation in Australia was inaugurated on Sunday, August 9, when express trains were run between Melbourne and Sydney. There is now a daily express train service between these two great cities, giving to them the same facilities as enjoyed by cities of similar importance in other parts of the world.

JUDGING by the patronage already given the Sunday expresses, there is little doubt but that they will prove an undoubted boon to the travelling public. One thing which is certain is that the congestion previously caused by the great demand for seats on the Saturday and Monday expresses will be considerably relieved.

Travellers for Sydney will also be enabled to remain in Melbourne for the completion of the Saturday sporting fixtures, attend Saturday evening entertainments, leave by the express on the Sunday afternoon, and be in Sydney on Monday morning for the transaction of their business.

The time of departure of the Sunday express from Melbourne is 5 p.m.—the same as on week days. This express arrives in Sydney at 10.30 a.m. on Mondays. The express which arrives in Melbourne at 12.40 p.m. on Sundays leaves Sydney on Saturday evenings at 7.25 p.m.

These express trains are limited to passengers booked from State to State. The 5 p.m. Sunday express from Melbourne does not cater for Victorian provincial passengers. It stops only at Benalla and Seymour (15 minutes for refreshments).

Seat booking is compulsory, and reserved seats and sleeping berths must be booked in advance. The train is complete in every detail, including dining and parlor cars.

Booking closes at the Government Tourist Bureau, Queen's Walk, Melbourne, at 1 p.m. on Saturdays, and at the Spencer Street Station at 6 p.m. For those requiring to book on Sundays the North-Eastern line booking office has a booking clerk in attendance from 2.30 p.m. until 5 p.m.

Rail Limousine for Commissioner's Inspections

To facilitate individual inspection in the country, the Commissioners have had a special motor fitted for use on the 5ft. 3in. gauge.

This car will be used by Mr. Molomby for tours much the same as were made by the former Commissioner, Mr. C. Miscamble, when visiting the wheat-growing districts in preparation for the transportation of wheat to the seaboard.

The car, which is a Buick, has been fitted with a limousine body and steel wheels.

A feature of its construction is a special apparatus underneath, which will permit the car to be removed from the rails at level crossings, and will also enable it to be turned without the aid of the turntable.

The work of transforming the chassis from road to rail has been carried out at the Newport Railway Workshops. The car is practically ready for use, and will be used by Mr. Molomby in preparation for the next wheat season.

First Aid for the Railway Workshop Man



Gentle methods of work would seem to many to be a trifle out of place in a concern like the Newport Railway Workshops. The bare mention of the shops suggests the pounding of hammers, the never-ceasing crash of machinery, the fitful glare of roaring furnaces, and the tireless efforts of sweating mechanics. Yet the shops have one quiet spot—the casualty station.

ONE of the most important depots at the Newport Railway Workshops is one where work cannot be carried out except by the exercise of the greatest patience and gentleness, and where prodigious bodily strength would tend to be more of a handicap than an assistance.

That depot is the casualty ward, where Sisters Douglas and Donaldson daily render first aid to employes unfortunate enough to meet with any accident or injury while on duty.

This ward has been in existence since April, 1922, when the Commissioners appointed Sister Douglas, an Army sister with a splendid record in medical and surgical circles, to take charge of the ward and supervise the introduction of up-to-date appliances and modern first aid equipment.

Before that time any necessary first aid was rendered at the office, which lacked adequate accommodation and facilities for this important duty.

Now the ward contains electric sterilisers and dryers, hot water service, and all the hundred and one appliances necessary in an efficient and well-equipped hospital, where, at a moment's notice, the staff may be called upon to handle any type of case, from a dislocated toe to an amputation. Feminine influence is apparent in the spotless condition of the interior and the glittering polish of all the metalwork. The room is well lighted and well ventilated, and instruments, bandages and appliances are placed in convenient positions ready for use at the slightest notice.

"We handle about 100 cases a day," explained Sister Douglas, "but nearly all of them are trivial cuts and knocks. Fortunately, nearly all of the men here carry out the principles of safety first, and we seldom have any really serious accident. The serious cases don't average one a week."

When a man is injured on the job, no matter how trivial the accident may have been, he at once reports to the ward, where his injury is treated, particulars entered in a register, and instructions given him to attend the ward daily until his wound or injury is healed.

As might be expected, both sisters display a marked disinclination to talk about the success they have achieved, but a chat with any one of the four thousand odd employes at workshops leaves no doubt of the esteem in which they are held and of the sincere appreciation which their capable attentions so richly merit.

Photographs of Railwaymen and their doings will always find a place in the Magazine.

"He Profits Most Who Serves Best"



That the man who serves best is the best qualified for the job ahead was emphasised by the Chairman of the Railways Commissioners (Mr. Clapp) in his address to a crowded lecture hall at Jolimont on August 6. The talk was "on railways to railwaymen," and there was the keenest interest for more than two hours.

DECLARING that he intended to talk about the human side of railroading rather than to give a long list of statistical details, Mr. Clapp said that it was just three years since he had last spoken in public in Victoria concerning the railways. Much had happened since then. He had now been home for five years, and had been going to school with the 28,000 railwaymen in this State. Much had been accomplished, but they had a long way to go yet.

Warming to his subject, Mr. Clapp said that it could well be claimed that they had got their departmental house in order so far as the railways store system was concerned. We had progressed so far there that the public was beginning to talk about it.

A noticeable feature of recent months had been the number of appreciative letters which reached the department. There was now more appreciation than there was complaint. This desirable condition had been brought about because railwaymen were realising that they were one big family or school, each group or individual specialising, but each appreciating the fact that his part was just a part of the whole.

Another noticeable feature now was that the public knew more about us. He took the blame for a lot of that, but when one set about to obtain a result one had to talk. He had set out to "get over" the idea that railwaymen were human beings. They were out to give good service, and they wanted to show it.

Salesmanship in the Job

"As railwaymen we have recently had a unique contact with the American Fleet," Mr. Clapp said. "They were closely watching us, and with regard to our electric services officers told me that they had never seen a job better organised.

"It is our business to sell service, and it was the kind of service rendered on the "Reso" train, conducted for the benefit of the visiting officers, which indicates that railwaymen are putting salesmanship into their job.

"We have an obligation to 1,500,000 people in this State. We are a monopoly—except for the motors who are 'pirating' on us—and because we are a monopoly it is all the more reason that we should put salesmanship into our job."

It was not always realised, Mr. Clapp pointed out, what an aggregation of brains or specially-trained individuals were necessary to give railway service. In the Railways Department there were more than 500 different occupations or trades, and there were some unusual ones which the public did not see. There were journalists, chemists, artists, butchers, bakers, and a poultry farm—quite unusual things.

There was also a publicity officer, which seemed a strange thing to some people. This post was one of the most valuable assets the railways had; it was the means by which the railway story reached the public.

The department had a rat-catcher, too. "I have taken my hat off to the rat-catcher," Mr. Clapp added, amid laughter, "because he has cleaned up some corners which I did not think were possible."

Railways Are Essential to Progress

"Transportation is the life-blood of the nation," emphasised Mr. Clapp, "and we stand in that position to this State. Practically everything we produce is carried on the railways. We, as a railways organisation, are everything to the progress of Victoria, and if we don't give the proper kind of service the State will be retarded through bad transportation facilities.

"It is only 100 years since the first passenger train was operated. What is going to happen in the future it is hard to say. Many of us can remember as boys reading what, we thought, the fanciful stories of Jules Verne. But we have lived to see them come to pass.

"In this great business the great essentials are the three M's of business—Men, Methods and Material. We must have the right man on the job, otherwise our materials and schemes do not progress well. We must have team work. We must co-operate, and each get into the right niche. It is unity of thought which brings forth the best in railway service. The co-operative effort which has been put in by the railwaymen in Victoria in the last few years has surprised a great many people here. I am not surprised at what railwaymen can do, because I have seen it before.

"This all leads up to one definite thing—the service we have to sell. It is a Rotary job. I went into the Rotary movement 16 years ago. The motto of this movement is, 'He profits most who serves best.' This is quite true, and



At Newport Workshops, a number of hopper trucks have recently been altered, and their capacity increased by raising the sides. A number of the trucks just completed and ready to go into commission are shown in this photograph. They are used extensively for the transport of coal from the State Coal Mine at Wonthaggi to the Newport Power House.

it may be added that the man who serves best is qualified for the job ahead.

"The greatest asset, I think, is good, sound commonsense. There are also various phases and degrees of personality which count for much. Some are more fortunate than others in this. The average man who can cultivate a pleasant method of approach and turn away a lot of wrath has good equipment for success. In addition, the ability to apply oneself is a great thing in this great railroad game."

Coming to the efforts which have been made in recent years to encourage business for the Victorian Railways, Mr Clapp referred to the Raisin Bread campaign, which had been instituted in the effort to assist the dried fruit growers at Mildura. The Railways also had a definite interest in this dried fruit industry by reason of our line which connected with that distant settlement. Where there were perhaps three bakers making raisin bread at the opening of the campaign, there were now 115, and the fruitgrowers had disposed of their surplus crop.

Laugh—But Read the Message

"There has been much comment about our slogans," Mr. Clapp said. A general smile went through the audience. "And there has been a lot of laughter, too," Mr. Clapp added. "People think that I write all these slogans —if I did I should soon be in the mad house. (Renewed laughter.) But we don't mind people laughing. While they are laughing they are absorbing the message, and this is what we want.

"Frith had some jingle in one of his shows in which he used our slogan about eating more fruit. It was great publicity for us. Thousands of people had to listen to that jingle which Frith put over every night. (Laughter.)

"Then we have our citrus campaigns. The citrus crop this year is the best quality fruit we have had in Victoria. An American gentleman who was here recently said that our Washington navels were a better-tasting fruit than the Californian orange—the same fruit under another name. We are learning more about cultivating, and we have a wonderful opportunity to develop this industry. We have better fruit. I don't say this boastfully. I have compared notes with people who have been to California, and they agree with me."

Dealing with the question of coal conservation, Mr. Clapp said that the Chief Mechanical Engineer (Mr. A. E. Smith) had declared how pleased he was with the way the interest had developed with this phase of railway work. The cost of fuel amounted to about one-third of the expenses of the Rolling Stock Branch. The year just closed had been the best we had had for low fuel consumption.

"I have always been keen on the extension of the activities of the Railways Institute," Mr. Clapp declared. "This Institute can, if used properly, be a tremendous factor in the education of the railwayman's son coming along. Branch institutes have been established at Stawell, Maryborough, Bendigo, and Benalla. Branches will also be established at Ararat and Ballarat. Others will follow later."

Mr. Clapp explained that the "Reso" Train had now made nine tours in three years, and there was always a call for more, with the promise of a full passenger list.

There had never been anything but praise for the service which the "Reso" train had given. This train could not have been successful if it were not for the co-operation of the man on the land and the man in the country town.

Railways Afford Human Relationships

With regard to the Better Farming Train, Mr. Clapp said that it was the only train of its kind in the world. There had been other farming trains, but none which was so complete.

"I have nothing but admiration for the way the Agricultural Department rose to the opportunity presented by this train," said Mr. Clapp. "I am keenly interested in farming. If there is no farming there will be no railways."

In conclusion, Mr. Clapp said that if there was one thing which he felt more keenly than any other in this great railroad game it was the human relationships which it afforded. The visual evidence of the running of trains successfully, whether passenger or goods, was just what was on the surface. The successful trip, like the wonderful tour of the "Reso" Train just then concluded, was the pinnacle of the service which the railways gave.

Why My Job Is Important

Traffic Cops Have Nothing on the Goods Gate Checkman



This is the third of this series of articles.

Mr. J. CARR, Senior Gate Checkman at the Melbourne Goods Yard describes the duties which he believes make his job important in the general scheme of railway service

TWO score heavily-laden waggons and lorries drawn up, as many impatient and fuming drivers anxious to be on the move, a hot north wind continually swirling dust over every object in sight, and a couple of begrimed and harassed individuals hastily but carefully checking each waggon before it passes out, to see that its load corresponds with the pass-out check held by the driver.

Surely this is a picture calculated to stagger the hardest-worked traffic policeman in existence, and convince him that by comparison his job is not so very trying after all.

And yet this picture is very familiar at the gate of the Melbourne Goods Yard.

To carry out our important duty of safeguarding the Department's property, we gate checkmen must develop the hall mark of efficiency—speed with thoroughness. When a lorry passes out of the gate with a load of, say, butter boxes, the gate checkman secures the official pass which the driver must possess, and there and then assures himself that the number of butter boxes corresponds with the figure shown on the check. This done, he scribbles on the back of the pass the date, time, name of driver and his initials. Then he tackles the next lorry

Not Much—When You Say It Quickly

It doesn't sound much when you say it quickly, does it?

You have just to realise a little more fully, though, the real significance of those duties, and you will begin to appreciate the difficulty of doing them speedily, yet thoroughly.

For instance, although experience may have taught us to count articles, boxes and bales very quickly, experience has also taught us the many methods by which boxes of different sizes can be arranged so that other articles may be concealed beneath them. We have to regard every driver with suspicion, and thoroughly overhaul the whole of his waggon before he passes out.

Some time ago there were many attempts at pilfering by carters. One enterprising individual constructed a special seat with a false bottom, under which he would place any little trifles from the sheds that had attracted his attention.

When his seat attracted our attention he was provided with free board and lodgings at the Government's expense for a month. We missed him for about two years; then he started work again for a meat carrier. He slipped again, one of us one day discovering 12 pairs of rabbits hidden amongst a load of dead calves which he was taking out.

Cheeses in Empty Milk Cans

A practice which we managed to discourage was that of concealing goods, such as cheeses and bags of skins, in empty milk cans. In another case, a carter tried to get out with some hides hidden under a load of tiles, while another popular method was to put a couple of cases of benzine on the lorry before loading the bona-fide consignment of ashes on top of them.

There was a touch of simple guile in the plan adopted by some drivers who would lift a case of oil, throw a sack over it, and use it as a seat while passing out.

All these ruses have been detected, however, and it is not often now that any sharp practice is attempted, although we, of course, can never relax our viligance. Once we did, all these old dodges would crop up again.

If the gate checkmen ever desired a motto for their own use, my suggestion would be: "Vigilance—Eternal Vigilance."

Commissioners' Inspections are Strenuous

> "95. Subject to the provisions of this Act, it shall be the duty of the Commissioners to supervise the Railways and the accommodation thereto, and to see that the same are maintained in a state of efficiency. . ."
>
> —Victorian Railways Act, Section 95.

THIS brief section in the Railways Act occupies only three lines of type, but it spells a lot of mileage and work for the three Victorian Railways Commissioners in the course of a year.

The Commissioners are busy men at any time, but this inspection of the many stations and lines in the State takes them away from their onerous duties in the city for about one week in every four. Travel for pleasure is a delight, but travel on a Commissioner's Special, inspecting the great railway business in this State, is no joy ride or pleasure jaunt, as a representative of the "Victorian Railways Magazine" found out on a recent tour.

Every minute was fully occupied. If the Commissioners were not noting the condition of the track they were inspecting a ganger's hut, a station, a siding, a goods shed, or receiving a deputation. They were also noting the condition of the country, and the likely effect on freights. In between, they dealt with the mountain of correspondence despatched to them in special boxes from the head office each night. Administrative work, accumulating in their absence from the nerve centre, must not be left unattended.

Come with the Commissioners, in imagination, on a typical day's inspection while they are on tour. You will need to cast aside all your Eight Hours' Day principles, for you will be up with the lark and retire with the sparrows at night—not to bed, but to a quiet corner of the Norman car, where big questions submitted by every branch will have to be decided and the necessary action outlined.

It is not unusual for the first station inspection to commence before 7.30 a.m. And it is no cursory inspection either. Ask any station master. He knows. There can be no special dressing up of the station for this occasion, and a go-as-you-please policy for the rest of the year. The Commissioners are just as likely to look in the smallest drawer as they are to count the cash in the cash box. They will look at the lamp room or the scullery in the nearby departmental cottage.

While the inspection has proceeded, perhaps a deputation has waited for an opportunity to present a request for improved accommodation or altered train services. It is amazing the number of requests which are received. "Can we have a goods crane?" "We want a daily train service instead of three times a week." "Additional siding accommodation is wanted here; a larger goods shed is needed there."

When the Commissioners depart there is never any doubt in the local residents' minds as to the outcome of the requests. If they do not consider the request reasonable the Commissioners say so straight out. If there is a possibility of meeting the request in whole or in part a proposal is made, and definite action taken to carry it out.

These station inspections, deputations, and inquiries into local problems continue throughout the day. Not a station on the line is passed whether there is a deputation waiting or not. Not a ganger's toolhouse is missed. There may be anything up to 40 stations to be visited during the day, and the shades of night will be falling before the last one is reached. It is not unusual for the last inspections to be made with the aid of electric torches.

Hundreds of questions for adjustment will have been collected during the day, and the staff will be busy far into the night with the tabulation of these. The Commissioners will also be grappling with the questions of policy or of high finance forwarded from Melbourne. Thus does the work of the Department proceed, even though the controlling forces are temporarily absent from the seat of administration.

Anyone who thinks that a Commissioners' tour is a period of respite should be taken with the train for a typical tour.

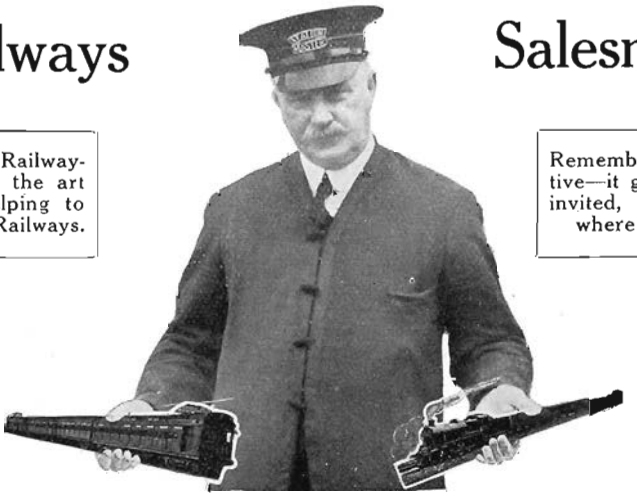
Mr. J. Avery, manager of the Ballarat Railway Refreshment Rooms, has received, through the Engineer for Ports and Harbours (Mr. Kermode), a letter from the Secretary of the South Australian Railways Standing Committee:—

"The Committee much appreciated your forethought in reserving a table for them at Ballarat. The caterer provided the Committee with the best meal they had during their 5000 miles' journey through South Australia, Victoria, New South Wales and Queensland."

Send your stories of the human side of railroading to your Magazine.

Railways Salesmanship

In their own interest Railwaymen should develop the art Salesmanship by helping to get business for the Railways.



Remember business is sensitive—it goes only where it is invited, and it stays only where it is well treated.

(By Mr. H. De Ross, Railways Advertising Division.)

THE Railways Department, as the great common carrier, may be entered under the classification of "big business." A system that extends its ramifications over a whole State is naturally subject to the inroads of competitors, who, while individually of no great account, may collectively divert a great volume of revenue. This is not good for railwaymen. We should get right down on this.

Much has been done in the past, through personal effort, to interest users of Railway facilities in the advantages of fuller co-operation, and to present, by means of propaganda, the case for the Railways Department to the public. Further advantage must be gained if persistent effort is made to present the case to the users of carriage and trucking facilities by means of personal salesmanship.

A Transportation Salesman

A transportation salesman should act as traffic adviser, and disclose to the Department's customers how they can use railway facilities economically and satisfactorily. His duty might include, amongst other things, maintaining interest in the campaign for improved loading of trucks, stimulating the interest of other employes in the movement of inducing business to the railways, and generally keeping in touch with local activities such as new buildings, despatch of goods from and to the local centre, so as to make early representations to secure the consignments and passenger patronage for the Railways.

He might visit wholesale and retail distributors, also other prospective patrons, offer helpful suggestions, and keep the question of good service very much alive. He might also prevail upon consignees who order light loads to increase orders and co-ordinate transport.

There are many functions of the salesman of transportation service. He should be resourceful and exercise initiative, keep in close touch with requirements—anticipated and actual—of patrons, and keep the knowledge of railway facilities well to the fore.

We should avail ourselves of every opportunity of increasing the revenue of the Department, and should remember that every improvement reacts to the advantage of every man in the service.

The Railways Department depends for very much of its business on the primary producing areas. The prosperity of these areas is, therefore, a matter of personal concern to every Victorian Railwayman, and we should do our best to give a service notable for prompt and careful handling, despatch and delivery.

A capable transportation salesman may be able to render road competition less active by suggesting to the Betterment Board where improved facilities or altered practices are required.

Competition may be expected to become persistent and troublesome. The growth of this competition should be watched, and this duty is embraced in the functions of the transportation salesman. He should have a record of the different routes mapped out by individuals and companies, keep as close check as possible on the spread of collective activities, and endeavour to forestall and overcome this competition.

Railways Cannot Wait for Business

If possible, check should be made of the business that firms have given the Department in the past, comparison made against the period now present, and persistent endeavour made to stem any drift.

A good railway transportation service, together with keen and observant employes working for the common good, will tend to preserve and develop railway goods and passenger traffic, and make unnecessary the organisation of highway transport companies.

The last thought is that the time has gone when the Railways can wait for business to come to them. It is urgently necessary for the railwayman of to-day to get amongst the people and sell transportation.

Praise from the Press

It is not often that the railways are praised by the press, but the following extracts from a leading article concerning the Victorian Railways, published in the Melbourne "Herald" on August 7, merit more than passing notice.

NOW. if there was one service in Victoria more universally criticised and abused than another it was the railways.

Everybody had a grouch and a kick against the railways. What miracle has happened? It is not that the service has suddenly attained perfection.

It is not the change in the railways so much as the change in the attitude of the railways to the public and of the public to the railways.

From Chief Commissioner to lad porter the job of the railwayman is to sell good service. **Mr. Clapp has convinced the public that he and his staff are doing their best to give Victoria good service, and the public has responded, as the public always will respond, with gratitude.**

He does not take up the attitude that the railways can do no wrong. When criticism or complaint is made to him he does not take it as an act of enmity, but as a valuable help. If the complaint is just, he outdoes the critic in his regret, frankly admits fault, and proceeds to try to put it right.

The result of these methods has revolutionised the attitude of the railwaymen towards the public as it has revolutionised the attitude of the public towards the railways. **Mr. Clapp has given every man in the service a pride in the reputation of the railways and a sense that it is in his keeping.**

Car Construction Programme

In the new car construction programme for 1926 the Railways Commissioners have provided for:—

Nine New Electric Motor Carriages.

Twelve New Electric Train Trailers.

Ten New Corridor Cars for Country Trains.

The question of building additional sleeping cars is also under consideration.

The 1925 programme provided for the construction of 30 motor coaches, whilst under this programme the construction of 12 trailer carriages was also authorised, and these will be completed by November.

This additional equipment is necessary in order to meet the expansion of business and to permit of the proper overhaul of existing equipment.

Some of the above stock will be utilised on the Lilydale and Ferntree Gully lines.

With regard to country carriages, the Commissioners point out that the 1925 programme provided for the construction of 15 64-feet carriages, but these carriages will not be delivered until 1926. To provide further for the replacement of Tait carriages on the longer runs provision will be made for the construction of four AW and six BW carriages during 1926.

There are now 15 rail motors in service and six more of the single-ended type with trailers are in course of construction, in addition to four double-ended rail motors.

New Parcels Rates

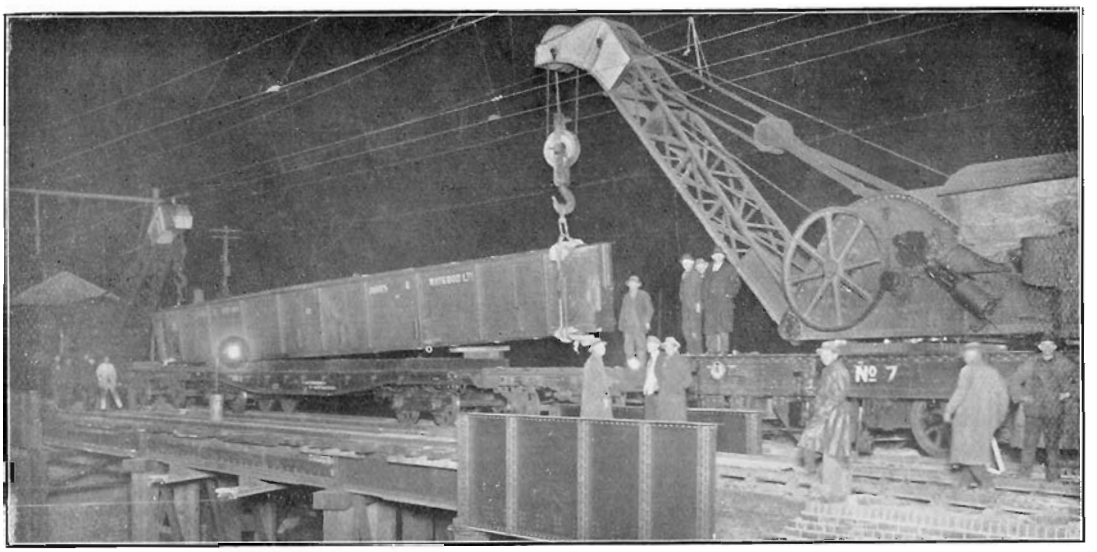
New parcels rates for each lb. up to 14 lb. came into operation on August 1, with the object of stimulating parcels traffic.

The rates have been graded to provide lower charges for light parcels as illustrated in the following examples:—

Parcel forwarded miles not exceeding	Rate.	Weight. lb. 1	lbs. 4	lbs. 8
101	Old	9d.	1/1	1/2
	New	6d.	8d.	1/1
150	Old	1/1	1/3	1/6
	New	6d.	11d.	1/4
200	Old	1/3	1/6	2/3
	New	6d.	1/-	1/6
300	Old	1/9	2/1	2/11
	New	6d.	1/2	2/-
400	Old	2/3	2/7	3/9
	New	6d.	1/2	2/-
500	Old	2/9	2/11	4/6
	New	6d.	1/3	2/3
600	Old	3/3	3/5	5/6
	New	6d.	1/3	2/3

Officers and employes of the Department will regret to learn of the death of **Mr. John O'Connor,** Clerk, Metropolitan Superintendent's Office, on July 25. Mr. O'Connor had been in the Service for more than 24 years. During that term he made many friends whilst stationed in the various parts of the country. A representative gathering of past and present railwaymen followed his remains to their place of interment at the Brighton Cemetery.

Lifting 28-ton Girders—An All-Night Job!



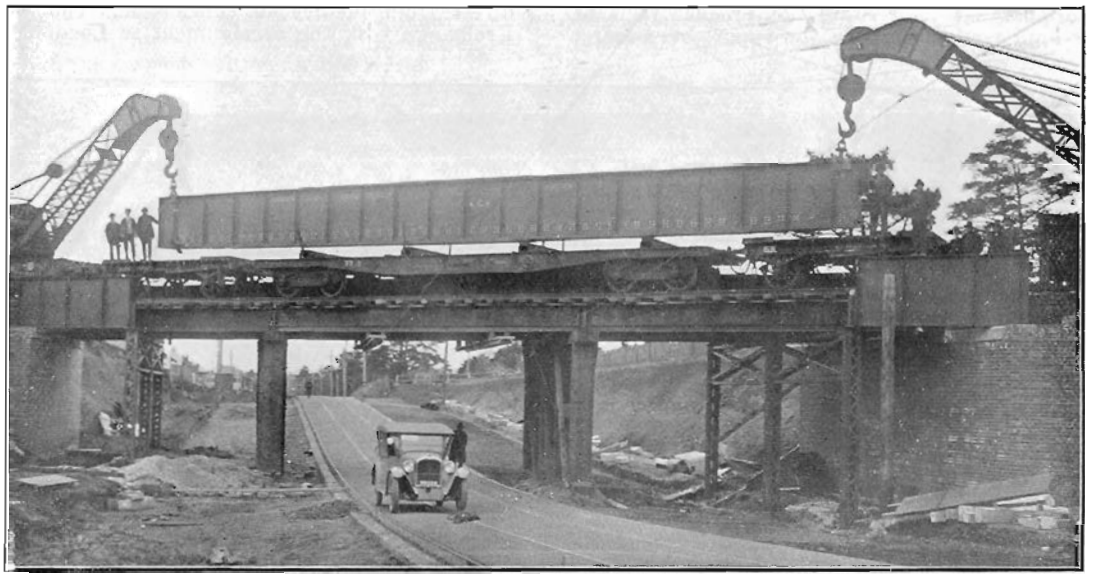
The largest and heaviest girders ever lifted by the Victorian Railways Department in the construction of a bridge were handled by the Way and Works Branch for the construction of the new bridge at Epsom Road, Flemington. It was an all-night job.

THE final operation of dismantling the temporary bridge at Epsom Road, on the Show Grounds and Flemington Racecourse line, and placing the permanent superstructure in position was carried out on Sunday, August 16.

Two locomotive 30-ton wrecking cranes were used to place the girders in position. The main girders, of which there are three—two weighing 18 tons and the other 28 tons—were delivered by rail at the site at 1 a.m. on Sunday morning. The length of the girders is about 77ft., and for size and weight they constitute a record in this class of work done by the Railways Department to date.

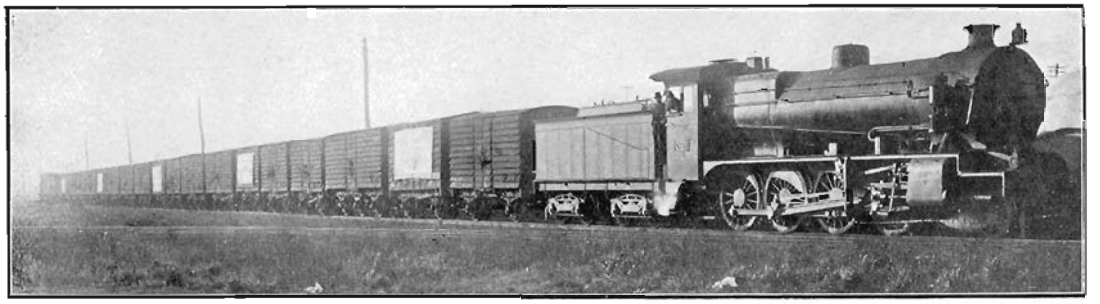
It was not until 10 a.m. that the lifting and placing of the girders was completed, and work was then commenced on dismantling the temporary bridge and its trestle supports. This had been completed by midday.

Special efforts were made by the Department to have the work completed in time for the Royal Agricultural Show. If the temporary bridge had been left in for that occasion it would have meant that the speed of trains passing that point would have been reduced to 10 miles an hour. This would have considerably interfered with efficient train running.



"Cans Across the Sea"

Twenty-five thousand cases of canned fruit—peaches, pears and apricots—were con veyed from Kyabram to Melbourne by special train on Friday, August 14. It was a splendid advertisement for Victorian primary product on, and an example of co-operation between the Railways Department and a large business enterprise.



THIS load, which represented 600,000 tins of fruit, is part of a huge consignment of 140,000 cases which is being collected in Australia for export overseas. The Kyabram Co-operative Fruit Preserving Company's quota was 25,000 cases, for which the Railways Department supplied the special train. A consignment of 15,000 was also transported from Shepparton.

The special train, consisting of 44 16-ton louvre trucks, drawn by a DD class engine, travelled from Kyabram to Seymour, where a C class engine took over, and continued the journey to Melbourne.

Considerable interest was displayed in the train en route—it had been specially arranged that the trip should be made in daylight. Large signs on each side of the train indicated its contents, and gave some indication to Victorians that their State can produce fruit of a high quality suitable for export overseas.

Some of the signs read as follows:—CANS ACROSS THE SEA—KYABRAM TO ENGLAND. KYABRAM CANNED FRUIT FOR LONDON. PEACHES, PEARS AND APRICOTS FOR ENGLAND.

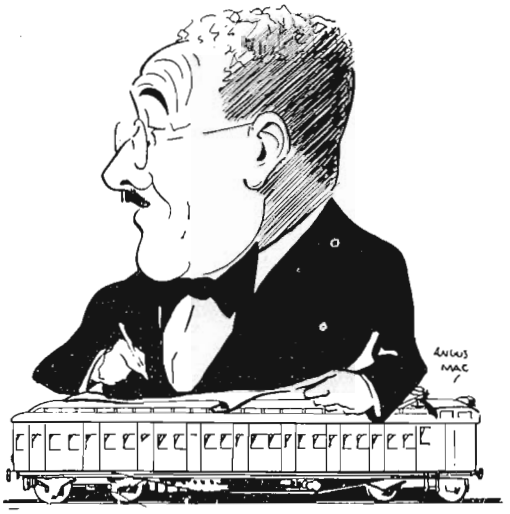
On arrival at Melbourne the train was visited by the Chairman of the Railways Commissioners (Mr. Clapp) and several departmental officers. A bevy of press photographers was on the scene. Official photographs were also taken. These will be sent overseas to indicate the extent of our overseas export.

Appreciation has been expressed by the directors of the Kyabram Fruit Preserving Company at the willingness with which the Railways Department co-operated with them for the transportation of the consignment direct from factory to ship's side. The s.s. Eromanga took the consignment to London.



One of the trucks in the special train which transported the canned fruit from the factory to the ship's side.

Electric Trains Must Be Repaired!



How the Wheels are kept Moving

There is not much about electric trains which the Manager of the Railway Repair Shops at Jolimont (Mr. H. N. May) does not know. He gave a splendid lecture on the care and maintenance of electric rolling stock before the July Lecture Session. The following extracts give food for thought:—

MR. MAY gave his hearers the interesting information that there are 800 electric train carriages in use on the Melbourne suburban system, 360 of which are motor cars, each costing £7480, and equipped with four 140-h.p. motors. The total value of the rolling stock is approximately £4,500,000.

During the morning and evening rush periods there are 88 seven-car trains and 20 six-car trains in operation.

Some idea of the magnitude of the electric system may be gauged from the fact that if these 108 trains were coupled together they would extend from Melbourne to Oakleigh, a distance of more than nine miles.

The number of suburban passenger journeys made last year was 158,000,000, or an average of more than 430,000 journeys daily.

On an average, 324,000 people pass through the barriers at the Flinders Street, Spencer Street and Prince's Bridge Stations daily. At Flinders Street alone the tally is more than 250,000, giving that station the distinction of being the busiest station in the world.

A total of 2300 trains pass through Flinders Street daily.

With approximately 100 per cent. increase in the rates of acceleration and deceleration occasioned by the use of electric trains, increased wear and tear must result. The acceleration of steam trains is approximately 0.6 m.p.h. per second, whilst that of an electric train is at present 1 m.p.h. per second, and can be readily increased to 1.5 m.p.h. per second.

1,250,000 Station Stops a Year

Nearly 43 tons is exerted through the brake rigging of a motor, and approximately 22 tons on a trailer car each time a train is stopped.

The number of station stops made each year by electric trains is more than 1,250,000, and the number of brake blocks used is approximately 90,000. This number of brake blocks represents a total weight of metal of more than 1280 tons, of which approximately 600 tons are distributed annually along the track in the form of metallic dust.

A new brake block weighs 32lb., and the annual cost of brake blocks is more than £16,000.

Electric trains are brought to the shop for inspection after running 3000 miles. Originally inspections were conducted on a 1000-mile basis. It is quite possible that a further extension can yet be made, and improvements are being closely investigated with this end in view.

As electric trains average approximately 1000 miles a week, inspections on a 3000-mile basis occur practically every three weeks.

In addition to the daily train examination, there are stationed at Flinders Street and Prince's Bridge Stations two Equipment Examiners or "troublemen" in readiness for prompt attention to serious defects reported on trains in service. The few delays which do occur on this vast system, due to equipment faults, will compare more than favorably with any other electric traction system of its size.

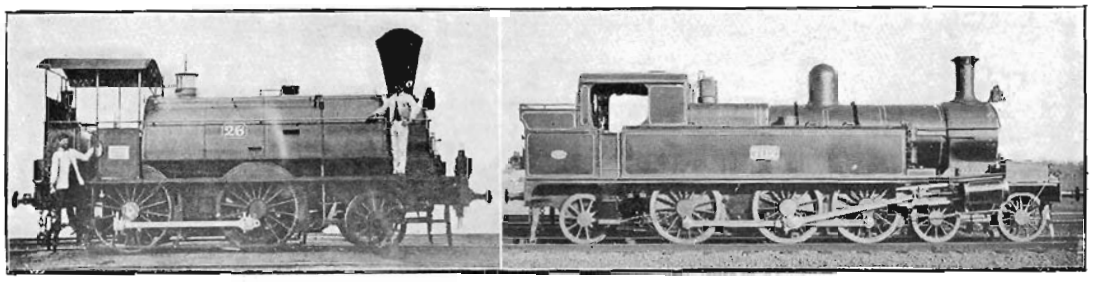
Climatic Conditions Affect Services

Melbourne's climatic conditions are a source of difficulty in the maintenance of electric services. The effects of lightning are reflected on the equipment. During two storms within three days last February 16 main fuses were blown, causing motor or equipment failures. Experiments have been conducted with a new type of lightning arrestor, which, it is hoped, will prove satisfactory in the next lightning storm.

The service on the Sandringham line with electric locomotives is giving excellent results. They have reduced the over-all time for the round trip by 33 per cent. of the steam schedule.

While a steam passenger locomotive will haul 20,000 to 25,000 train miles a year, an electric locomotive will haul 40,000 to 50,000 train miles. With goods traffic the electric locomotive would haul more than double the train miles that could be hauled by a steam locomotive.

Old Locomotives Look Strange Now



These photographs depict the first and the ast types of locomotives used on the Melbourne suburban service. The old-timer on the left looks strange to us who are accustomed to the modern high-powered and graceful types of locomotives. Driving must have been a cold job in those days, with no protecting walls on the cab. Mr. A. Rodgers, a former signalman on the Victorian Railways, has supplied the photographs and the accompanying notes.

THESE illustrations, which I thought would be of interest to present-day railwaymen in this State, show the first and the last types of locomotives which were used on the Melbourne suburban system before the introduction of electrification in 1918.

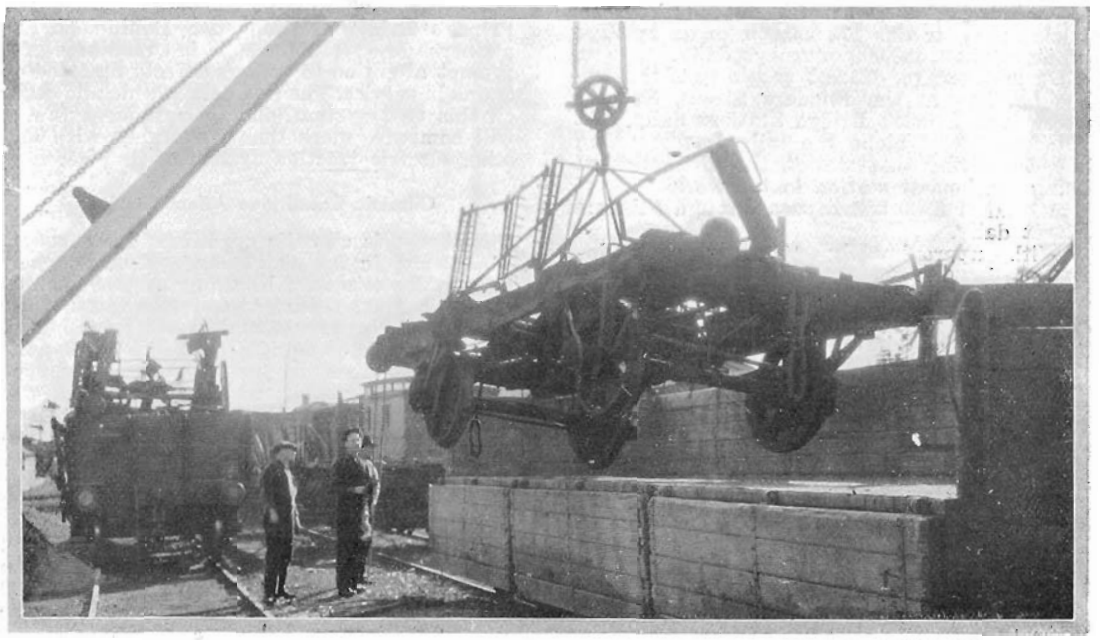
The first locomotives were termed the "L" class, and their roadworthy weight was approximately 37½ tons. The last locomotives to be used were the "DDe" class, with a roadworthy weight of 71 tons 3 cwt.

In the period from 1861, when 26 of the "L" type locomotives were imported, the following other types were in use:—"L," "C," "M," "E," and "DDe."

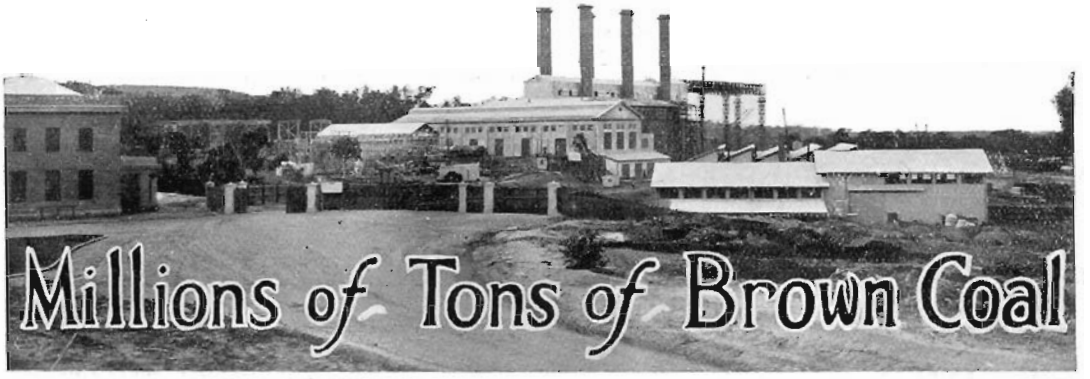
In anticipation of the electrification of the suburban services, the "DDe" was designed for conversion, or so that parts could be used for the construction of other locomotives.

To Victoria belongs the distinction of having constructed the first railway in Australia. This was done by a private company in 1854, from Flinders Street to Sandridge, now Port Melbourne. South Australia claims the credit for having the first State-owned railway in the British Empire—Adelaide to Port Adelaide, in 1856.

The first Victorian State railway, Spencer Street to Williamstown, and Spencer Street to Sunbury, were both opened on the same day in 1859.



Lifting some of the rolling stock damaged by fire at Warrnambool in June on to trucks for transport to Newport for repairs



Millions of Tons of Brown Coal

In one of the up-to-date special trains of the Victorian Railways Department 40 officers of the American Fleet were taken on an inspection of the great brown coal and electricity undertaking at Yallourn during the stay of the Fleet at Melbourne.

THOUGH the tour was arranged by the State Electricity Commission specially for the Fleet officers, it was the privilege of a representative of the "Victorian Railways Magazine" to be included in the party, which was led by the Chairman of the Commission (Sir John Monash). The Minister for Railways (Mr. Eggleston), who is also the Minister supervising the Yallourn undertaking, was present.

No time was lost after alighting from the train at Yallourn, and, with officers of the Commission as guides, a detailed examination of the whole of the works and the model township was made.

"There is sufficient coal in the square mile you see before you to supply this scheme for the next 150 years," Sir John Monash explained, as the party stood on the lip of the open cut and watched the three great mechanical shovels mawing up tons of brown coal and dumping it into the constant-moving trucks. "There is also sufficient brown coal in the district to last the scheme for several centuries," Sir John added, when his first statement had had time to sink in.

3500 Tons of Brown Coal a Day.

An average of 3500 tons of brown coal a day is being taken from the open cut, and in some places the deposit is 600ft. thick.

There is much to be seen at Yallourn, but if it is to be seen in the limited time allowed on one of the special inspection days there must not be too much delay at any one point. Those American officers were much impressed by what they saw.

In the switch yard they saw the first of the 700 towers which carry the 110 miles of transmission lines connecting the Yallourn works with the power station at Newport.

"This is the best-informed party I have ever conducted over these works," Sir John Monash remarked as he replied to the host of intelligent questions fired at him from almost every man in the party. Of course, he had expected a large percentage of engineer officers, but he did not know until then that every officer in the American Navy is an engineer, and is liable for duty in the engine room at a moment's notice.

It was news to the Victorians in the party to be told that the Yallourn power house uses more water in one day than the whole of the city of Melbourne. This was indeed interesting when it was remembered that Melbourne uses more water per inhabitant than any other city in the world.

Keen interest was displayed by the visitors in the model township of Yallourn. Three years ago there was nothing but bush, where there is now a fine collection of houses laid out to the latest designs of town planning. The works cannot be seen from the township —a fine strip of timbered hill intervening. This is forethought for which future generations will bless the founders of the town.

Railways Building Fine New Station.

The Railways Department is now constructing a fine brick station. The thoroughfare leading from this will be broad, with fine trees on each side. Aptly enough its name will be Broadway—the shopping zone will be known as Centreway. There is also a Northway and a Southway—fine residential streets.

Briquettes in the making were seen, from the time the coal arrived in the trucks hauled on the 4500ft. ropeway from the power house, to the stage where they were automatically dropped into the trucks on the siding which the Railways Department has constructed adjacent to the briquetting plant.

Three hundred and fifty tons of briquettes are being made each day. Four times that quantity could be sold if the works could turn them out. The output for the next 18 months has already been sold.

"Well, I guess we have never seen anything like this before," the officers remarked as they retraced their steps towards the waiting train. Sir John told them that this was the only briquetting plant outside of Central Europe.

The party voted the tour one of the most instructive of their stay in Melbourne. They had nothing but praise for the courtesy of the officers of the Electricity Commission and for the steps for their convenience and comfort while on the special train.

Let the Public Know About Your Job

Mr. W. Tredinnick, District Superintendent at Bendigo, never loses an opportunity for putting the railwayman's case before the public. Here are a few points from a recent address which he gave before the Bendigo Rotary Club.

SOME of Victoria's records, of which we should be proud, Mr. Tredinnick said were —the first Australian railway, the first Australian-built locomotive, the longest railway system in proportion to its area, the greatest length of irrigation and water supply channels, the highest production per acre of any Australian State, the highest production of manufactured goods, the biggest Australian manufactured engine, the first electric train service in Australia, the biggest conversion (steam to electric) ever undertaken at any time in any country, and the best railway system in Australia.

In addition to passenger and goods service, Victoria had the best rail motor system in Australia.

Some people had questioned the policy of the Railway Commissioners in indulging in extensive propaganda campaigns such as "Eat More Fruit," "Better Farming Train," and "Reso Trains."

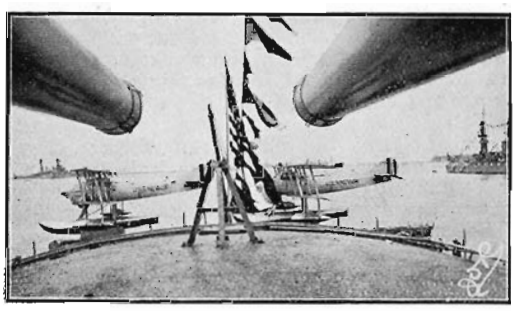
Bendigo—An Important Centre

What had these to do with railways management? To answer this question it was necessary to consider a few statistics. Victoria had approximately 100,000 persons dependent on the fruit industry, the capital value of their holdings was £12,500,000, and the annual earnings £2,000,000. In a few years' time production would have doubled, and if a profitable market was not found for this production there would be trouble.

Bendigo played an important part in the history and progress of Victoria. Bendigo had the best passenger train in the Victorian Railway service—the 8.30 a.m. from Melbourne. The Bendigo railway depot handled the greatest tonnage of any depot (except Melbourne) in the State.

For March last, the Victorian Railways handled 258,000,000 ton miles of goods, and out of this total Bendigo district handled 62,000,000. Of the 35,500,000 bushels yield of wheat in Victoria last season, 13,500,000 were produced in the Bendigo district. The Mallee, with its 1,250,000 acres under cultivation, produced more wheat than the Wimmera.

Of the wool yield of 68,000,000lb., it was safe to say that more than 60 per cent. passed through Bendigo district. For the year ending June 30, 1924, the number of trucks of stock received at and consigned from Bendigo was 8131, compared with 5544 at Ballarat. The outward tonnage from Bendigo for the same year was 58,527; Ballarat, 41,343. With the opening of the Northern Mallee and the Southern Riverina the future for Bendigo loomed large.



Looking over the stern of U.S.S. Nevada.

Answers to Correspondents

W.M.—Clinkers form on firebox, flues and crown sheet when the air passes over the fire instead of through the grates. Because when the air is passing through the grates the fire is at a more intense heat than when the air is passing over the fire; consequently, most of the lighter particles of coal are consumed either at or immediately above the fire, while with the door open these lighter particles are carried up with the draft, through the open door, and deposited in a partially consumed state against the flues and crown bolts, or other projections in the firebox, thereby gradually forming a clinker.

Curious.—There are at present 199 engines whose headquarters are at North Melbourne Locomotive Running Sheds, and of this total 176 are located at the Main Depot. They comprise 66 "A2's," 45 "DD's," 23 "EE's," 18 "Y's," 13 "RY's," 10 "C's," 8 "DDE's," 4 "K's," 4 old "R's," 3 "AA's," 2 "F's" 2 "T's," and 1 "N."

"Loco." writes.—What is the record time for enginemen mates being together on the locomotive? Driver H. Pottage and Fireman J. Taylor will have put up with each other for 12 years in November next, during which time they have run the Coleraine-Hamilton branch line service. Their record for time-keeping, etc.? Well, ask Head Office. The writer is too modest!

R.M.H.—Yes. A number of such diagrams are in use in the Victorian Railways—Metropolitan District.

Loco. — Thanks; will use. **J.P.F.B.**, Geelong.—Held. **Don Mack.**—Good; thanks. **E.G.B.**—Will use. **A.W.**—Thanks. **T. G. Forster.**—Next issue. **A. E. Lynch.**—Received; thanks. **W.G.L.**—Held over. **W.F.B.**—Later.

A splendid collection of articles of interest to railwaymen and persons interested in railways is being prepared for the October issue of "The Victorian Railways Magazine."

Here are just a few of the features:—Model Station at Merino, Behind the Scenes of Our Refreshment Services, What's What in the Newport Power Houses, Head Office Telephone Bureau—Busiest in the World, Newport Apprentice School, Queer Things Left Behind in the Trains, and the Cooking of Meals while Travelling at 60 Miles an Hour.

Interesting Railway People

Melba gave Jack Colligan a Diamond Pin



DID you know that many years ago, in the late eighties, the Victorian Railways Department ran sleeping cars to Portland via Ararat? There were two sleepers, the Perseverance and the Enterprise. Had you chanced to occupy a berth in the Perseverance about that time you would there have met Jack Colligan, the conductor in charge.

Jack is well known now as the conductor of the parlor car on the Sydney express. No wonder he is well known; he has been working on the express for 29 years, but he has been a railwayman for 40 years. Frequent interstate travellers call him by his Christian name. Dame Nellie Melba so appreciated his services that she presented him with a diamond pin.

Colligan once held a position at Spencer Street Station similar to that now held by the Official in Grey. His title was "perambulating porter." He answered questions asked by the public, but had no special uniform.

"Time-tables were not the elaborate affairs they are now," Colligan says. "They were about half their present size, and they could then be easily remembered."

Guard retires, 41 years' service, 22 years Drum-Major V.R. Band



WITH 41 years of service and two commendatory entries on his record, Guard G. B. West, of the fine physique and the genial personality, is about to retire from the Department. He will sign his last pay sheet early this month, and the St. Kilda line will lose one of its best-known guards.

Mr. West is an ex-councillor of the Institute, and, as one would suspect from his six-foot-odd of brawn and muscle, was a prominent boxer, wrestler and athlete in his earlier days. Those enthusiasts who have seen him try conclusions with the redoubtable Professor Millar and other celebrities of the ring in Melbourne will also remember him as one of the most capable instructors the Institute gymnasium class ever had.

The noble art, however, did not claim his attention to the total exclusion of other pursuits. For 22 years he was drum-major of the Victorian Railways Military Band, incidentally earning showers of benedictions as that organisation's champion collector for charities.

He was commended for his action in averting what might easily have been a serious accident near Balaclava in 1912, when the heavy brake gear of the leading car fell on to the track. But for the guard's promptitude in applying the brakes, the damaged car would have crashed into the platform at Ripponlea.

The alluring prospect of a leisurely tour of Europe next year is now helping somewhat to allay the jovial guard's natural regret at parting with his old comrades in the service.

Porter, Shunter, Guard, and now Head Porter



A POPULAR and well-known railwayman with a long term of service in the Department is Mr. George Sayer, who has been Head Porter at Flinders Street for the past 15 years. He joined the railways on November 17, 1884, and during his 41 years' experience has travelled all over Victoria.

Starting at Prince's Bridge as a porter, he was transferred to Box Hill, where he remained for three years. Returning to Prince's Bridge, he did duty for some time as a shunter, when he was again transferred, this time to Toorak as a booking porter, which position proved to be a preliminary stepping-stone to promotion to Relieving Guard.

As a guard, with headquarters at the Melbourne Yard, Mr. Sayer travelled all over the State, finally exchanging his green flag for the responsibilities of Head Porter at the busiest station in the world.

Like a great many other active railwaymen, his hobby is gardening. "I've got a weakness for roses," he admits. "Let me potter about in a garden with a watering can and plenty of rose bushes to see to, and I'm happy."

District Superintendent Whose Hobby is Gardening



ON a warm morning in February, 39 years ago, a new signature made its appearance on the "sign-on" book at the Head Offices of the Victorian Railways Department, while its owner, a youth of 18, settled down with a pen and ink in the Chief Traffic Manager's office to carve out a railway career for himself.

That signature has now appeared on thousands of departmental files and memos, and the youth of 18 has become known to railwaymen all over the State, having climbed to one of the most responsible positions in the service. He is Mr. J. G. Lee, present District Superintendent at Dandenong, which position he attained in December last year.

Mr. Lee has relieved at all the important depots in Victoria, having been Senior Traffic Inspector for five years. He was appointed R.S.M. in 1918, and took charge of Flinders Street in 1920. His experience in the metropolitan district extended over a period of 21 years, and he had the distinction of being in charge of Flinders Street when electric trains first began to supplant steam traction.

After a term of office as District Superintendent at Bendigo, Mr. Lee was appointed Relieving District Superintendent, subsequently assuming control of the Eastern District.

His hobby is gardening, and most of his leisure hours are spent among the flowers. His skill as a gardener would seem to approach his ability as a Railway Superintendent, as his exhibits at various shows have gained over 150 prizes.

Here's a Railwayman Who Teaches Railwaymen

SAY "teacher" to most people, and they immediately conjure up a mental picture of an irascible, gowned individual, browbeating a class of awed children.

Which is why 99 persons out of 100 would never think Instructor Edmond F. Hally, of the Station Accounts and Management Class at the Victorian Railways Institute, was a teacher. Tall, bluff and outspoken, he is the direct antithesis of the popular conception of the type of man whose duty it is to impart his knowledge to others.



For more than two years he has taught aspiring railwaymen, explaining in his own inimitably patient and painstaking way the intricacies and complications associated with the mysteries of railway finance.

His success has been remarkable. There was one series of S.M.'s examinations when 75 of his students were successful, there being only one failure in his oral class. At present he has on his rolls 505 students, 400 of whom receive tuition by correspondence.

Mr. Hally is not a theoretical teacher. He has served with honors in the hard school of practical experience. Joining the service in 1889, he went to Essendon as assistant station master in 1909, became R.S.M. in 1912, and was appointed Departmental Instructor at the Institute in February, 1923.

It is a coincidence that the Institute's general secretary, Mr. A. Galbraith, was the man who, when a signalman, taught the youthful "Ted" Hally the first principles of safe working.

A Popular Railwayman Who Can Always Tell a Good Story

CONSIDERING that he has worked solely n the Head Office for more than 33 years, there are few railwaymen in the service better known than Mr. T. M. Kennedy, who has just been appointed to the position of Officer-in-charge of Guaranteed Special Trains. He can't walk down the main corridor of the Spencer Street offices without being greeted by every second person he meets.

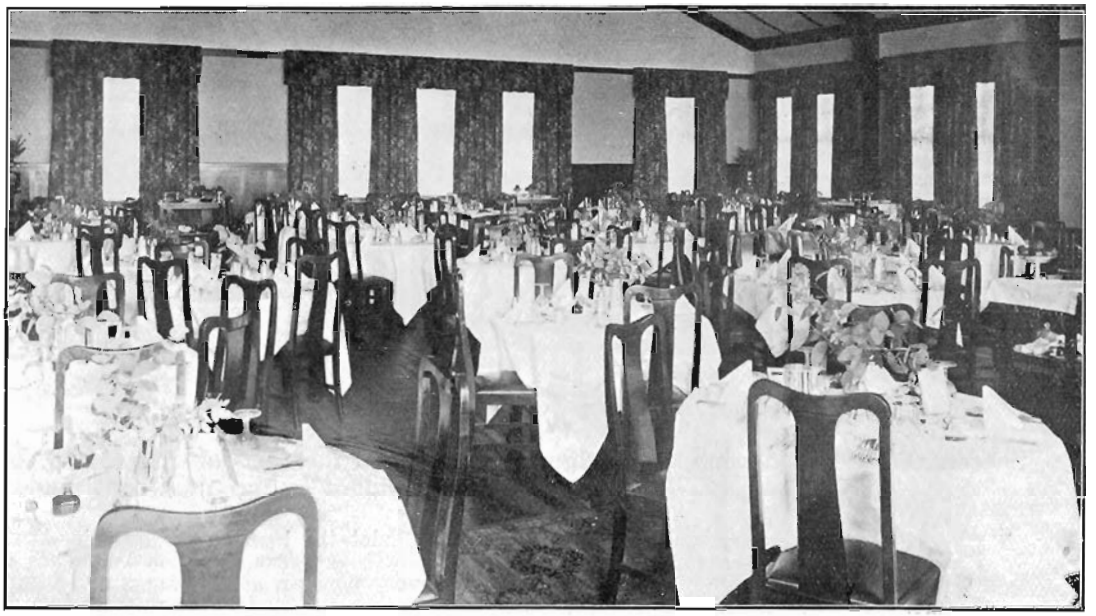


The popular "Tom" passed under the Railway medical officer's eagle eye early in 1887, and served his probation as a clerk at Geelong. One of his supervising officers was a hard-working and capable clerk called Molomby, and his early association with the present Commissioner is one of Mr. Kennedy's most pleasant recollections.

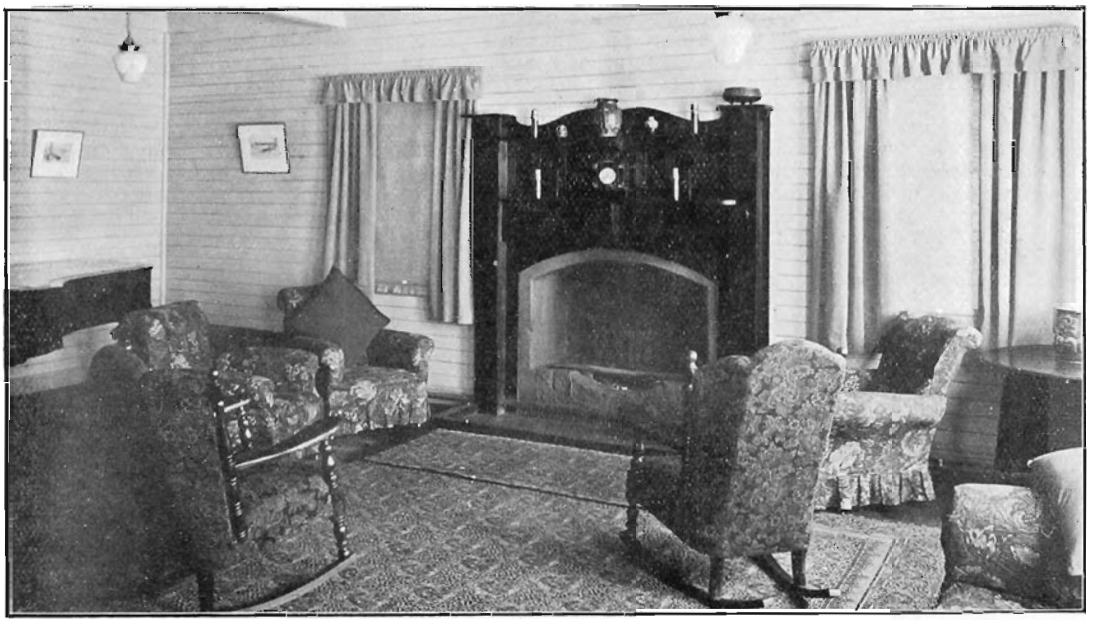
Transferred from Geelong in 1892, Mr. Kennedy came to the Head Office with the reputation of being one of the most expert telegraph operators in the service, and after five years of migration from room to room, settled down in Room 2 in 1897. At that time the staff comprised four officers—Messrs. Robertson, Hamilton, Dallas, and McDonnell. To-day the Time Table Officer's staff numbers 29.

What Mr. Kennedy doesn't know about the science of railway time table framing isn't worth knowing, and one glimpse of a rough train schedule drafted out in his peculiar neat and fine handwriting is all that is necessary to assure one that the best possible arrangements have been made. And there's another thing which makes Mr. Kennedy an interesting railwayman (and this in the strict literal sense of the word). He can tell a good story.

Some Idea of Buffalo Chalet Comfort



Above is the commodious dining room of the Mount Buffalo Chalet, now conducted by the Victorian Railways Commissioners.



A corner of a comfortable sitting room at Mount Buffalo Chalet.

Good Accommodation:

BUFFALO CHALET

Bedrooms - 90
Staff - 50
Motor Cars - 5
Height - 5645 ft.
Mails - Daily
Mountain Road: 18 miles
From Melbourne: 210 miles
Service—the Best



Kitchen Staff at the Buffalo Chalet:—Left to right—D. McDougal (Scullery Man); D. Reece (Cook); Chef R. Listing Chef R. Listing; A. O'Leary (2nd Cook); Mrs. A. Hill (Pastry Cook); A. Johnson (Kitchenman).

Successful holidays depend, in a large measure, upon the class of accommodation at the resc high standard by the alterations made to the comn

"BEAUTIFUL scenery and surroundings, but, oh, the accommodation was wretched!"

Perhaps you have heard this remark when a friend has returned from a holiday. Perhaps you have used the self-same words yourself after your annual vacation. You will admit, therefore, that good accommodation is one of the ingredients necessary to your enjoyment while away from the comforts of your own home.

The Victorian Railways Commissioners have long realised the need for an up-to-date guest house at one of our best resorts, so that a standard may be set for the many other beautiful resorts in the State.

There is no denying that Mt. Buffalo is one of our best resorts. In fact, overseas travellers who have been to Buffalo declare that it is the best spot of its kind in any part of the world. Is it any wonder, then, that the Commissioners took the Chalet over and have made it a "home away from home," and an adjunct to the beautiful surroundings.

Money which has been spent to make the Chalet the best guest house in Australia has not been spent in vain. The place is already very popular, and bookings are pouring in for the spring and summer. People have long since realised that Buffalo has charms all its own in the summer, and that it is a resort for all seasons of the year.



"We want to give Victorians a taste for travel in their own State," declares the Chairman of the Railways Commissioners (Mr. Clapp), when asked why the Railways Department should go into the guest house business. "We want to see a reasonable number of good guest houses located at the many beauty spots in Victoria. I am satisfied that we can do this if we sell the idea properly. Our endeavour is to get the people to Buffalo, treat them well, and they will tell their friends about it. Buffalo Chalet will then be the standard for tourist accommodation, other houses on a similar scale will be established, and people will remain in their own State for holiday travel."

Quite sound logic, this, when you sit down and think about it.

Everything You Could Wish For.

To do nothing else but spend your time in the remodelled Chalet would be a holiday in itself. There is everything you could wish for. No need to worry about the cold in winter. Each room has steam-heated radiators. Hot and cold water is laid on. In summer the climate is delightful—beautiful, cool evenings, and invigorating days.

Examine the plan of the Chalet on another page. You will there see the many conveniences which have been provided for your comfort. The dining room, for scenic views from the windows, is equal to anything in the

See photographs of the Chalet

One of the Secrets of a Successful Holiday.



The Manager, Mr. F. Amanton.

These men are in charge of the Cars running to the Chalet:—Left to right—Drivers R. Chadwick, J. Sharratt, T. Maloney, F. Chalwell (Sports Officer), F. Workman.

STAFF'S OBJECTIVE

The objective at the Buffalo Chalet is to make it a synonym for service. The staff is setting the pace, and hope that their standard will soon be that adopted throughout the State.

ort selected. Naturally you want the best. The Victorian Railways Department has set a modious Government Chalet at Mount Buffalo.

Canadian Rockies. As for the table—well, ask anyone who has been there since the alterations were made.

There is a lounge, a fine ballroom and concert room, a smoking room, billiard rooms for ladies and gentlemen, buffet, library, music room, drying room, ample bathrooms with hot and cold water constantly available, and wireless, telephone, and post office with a daily mail service to keep you in touch with the outside world.

Kitchen Pleases the Ladies.

In fact, the Buffalo Chalet is a small community in itself, set in surroundings composed of Nature's best. The community suffers for want of nothing because of being so far away from the rush and tear of the everyday world. Almost anything you want may be purchased from the buffet counter. Amateur photographers, or professionals, have been specially provided for by a darkroom. Photographic films and sporting equipment are available at the Buffet.

There are 90 rooms in the new Chalet. There are also three attractive and comfortable bungalows which will accommodate eight persons each.

But it is the kitchen which will attract the attention of the ladies. "However do they cater for so many and so expeditiously?" is the question which you will hear at the dining table.

The Chalet management has nothing to hide so far as the kitchen is concerned. In fact, the chef and his assistants are proud of it. Special provision has been made for guests to visit the kitchen at specified times. It is well worth taking advantage of the opportunity of seeing how cooking is done on a large scale with a minimum of loss and inconvenience.

The best recommendation which the Chalet can have is the praise of satisfied guests. The visitors' book is full of praises, and if this could be broadcast to everyone contemplating a holiday there would not be sufficient room at the Chalet.

Here's one entry—"A pleased man taking home a satisfied wife." This speaks for itself.

Another says, "Having been here last year we are in a position to comment upon the great improvement which is apparent in the general appointments."

If what the Railways Commissioners have done at Buffalo induces other guest house proprietors to improve their establishments, and to give the best possible service to patrons, then the taking over of the Buffalo Chalet will have been fully justified. "See Australia First—Start With Victoria," is a common-sense slogan, and only the provision of the best possible holiday accommodation for the people will encourage them to see all the beauties of their own State.

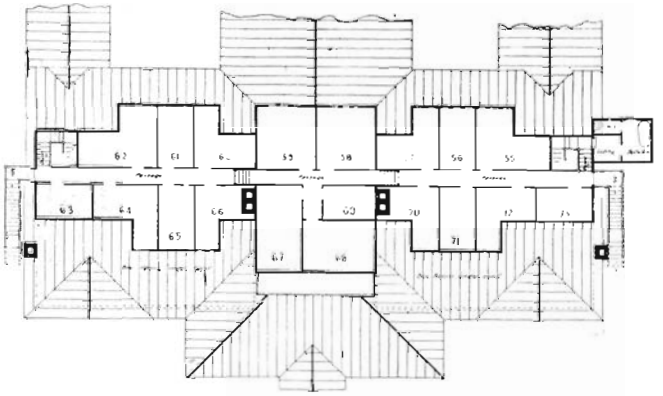


nteriors on page 493, and Chalet plan on page 496.

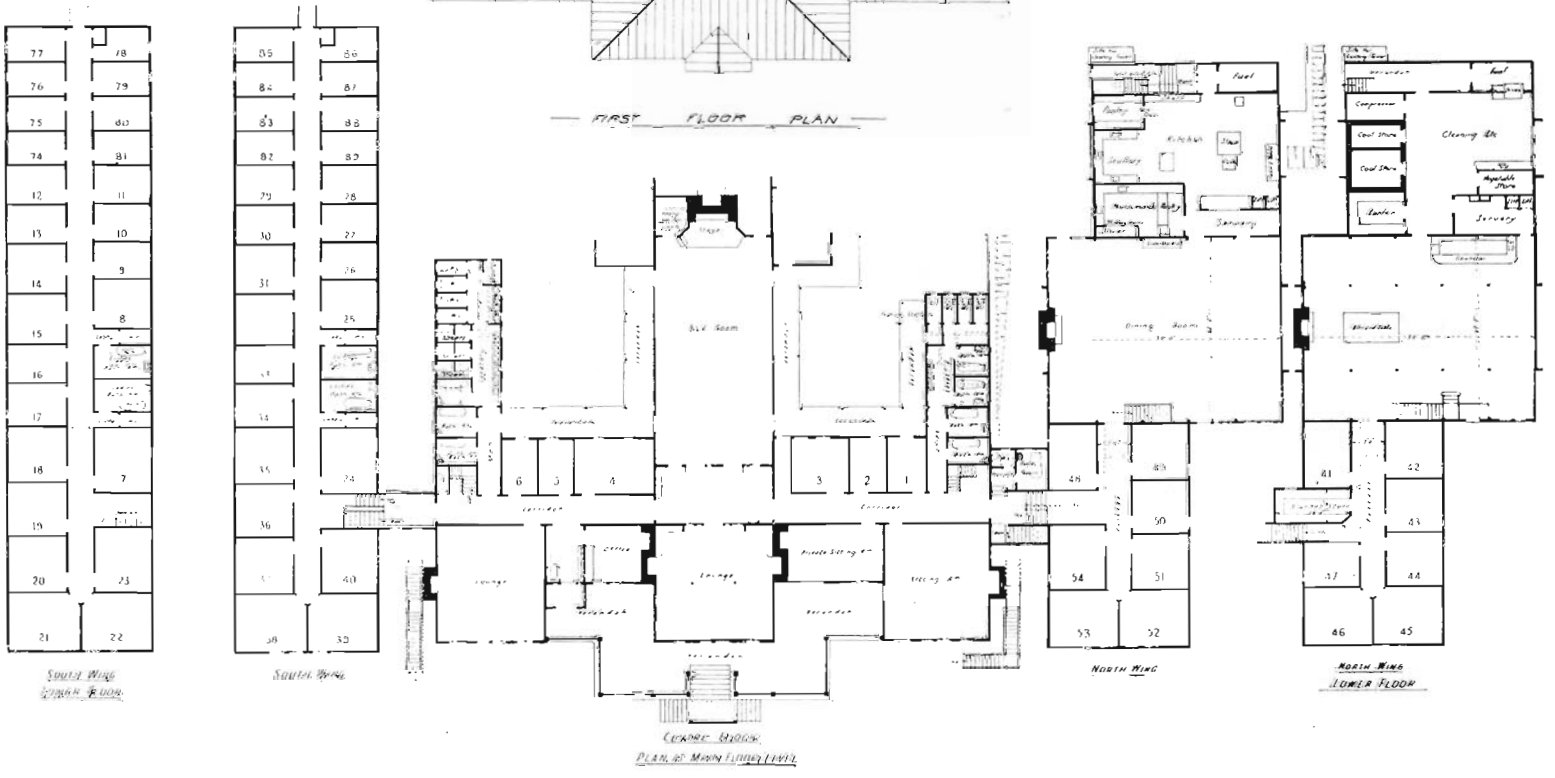
PLAN SHOWING
THE IMPROVED & COMMODIOUS
CHALET
AT
Mt BUFFALO – VIC.

ALL THE CONVENIENCES OF A MODERN CITY HOTEL
SET IN DELIGHTFUL SCENIC SURROUNDINGS

CONTROLLED BY THE
VICTORIAN RAILWAYS DEPT.



FIRST FLOOR PLAN



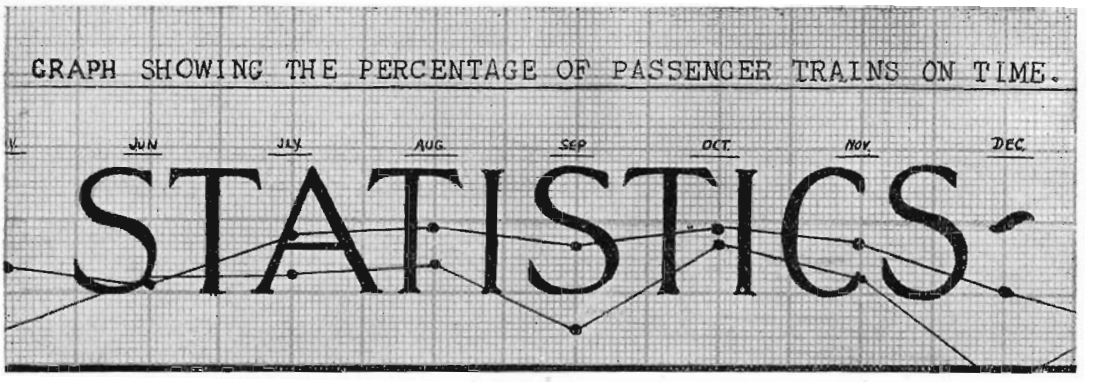
SOUTH WING LOWER FLOOR

SOUTH WING

CENTRE BLOCK
PLAN OF MAIN FLOOR LEVEL

NORTH WING

NORTH WING LOWER FLOOR



To the average railwayman the mass of figures published in the form of statistics resembles something in the nature of a crossword puzzle—something too intricate to waste time over. This is an erroneous impression concerning a vital feature of railway management.
(By Mr H. A. Zeis, Assistant Train Running Officer, Geelong.)

EVERY railwayman should be sufficiently interested in his job to be desirous of learning the results of his efforts. Therefore, statistics are not published as something to be lightly regarded, but rather as something essential to the economic and efficient working of the railways.

It is possible to gain much valuable information and to draw many useful lessons from the statistical results, and it is of the utmost importance that these be studied in detail so that it can be determined just how effectively the traffic is being handled and whether anything can be done to obtain improved results, or if the best use is being made of existing facilities.

It is universally recognised that no administrative system of railway management can be successfully carried on unless it has as its disposal the necessary machinery for ascertaining just exactly how its services are meeting the requirements of its owners and patrons.

It is also essential that the financial aspect of the business be kept under strict supervision, and this is not possible unless the whole position is presented in a clear and concise manner setting out in detail the performance of each item involved.

The utility of statistics may be questioned, but the necessity for maintaining a constant check on the operating features of the service makes the practice, which is being gradually extended, valuable and necessary.

Statistics showing the performances of all passenger and mixed trains are compiled by the train running staff in the office of the respective district superintendents.

Guards' running statements for all trains are received daily. Each statement is closely checked. All overtime at stations and any irregularity is immediately followed up. Engine running is also closely checked, and any time lost—six minutes and over—is debited against the branch responsible.

This procedure is a daily one, and at the end of each month the performance of each train is summarised After each train has been dealt with in this manner the results are then sectionalised. By this means the performance of each individual train and sectional results are obtained The whole of the sections are then summarised, and this gives us the final figures by which we learn exactly how our passenger and mixed trains have performed. By making comparisons with previous periods we are able to determine whether or not the results have been satisfactory.

The H.321a return, which is issued monthly, shows the performance of all mixed and goods trains in the State, and from this comparisons are made with the results of the previous month and for the same month of the previous year. It is on these performances that our work is judged, and if results show a retrogression the matter is investigated

Of all the returns received at the district offices, this is perhaps the most important.

I am sure you will agree that by this return it is practicable to concentrate on, and keep in close touch with, the performances of goods traffic. It would be difficult for anyone to analyse these traffic performances unless there was a system of statistics whereby the whole facts are presented in concrete form, and the matter scientifically handled.

"There are white lies, black lies, and statistics," it has been declared.

But statistics are very necessary to ensure the regulation of any community, especially such an organisation as a huge railway undertaking.

After reading this article you may realise that there is a sound reason for the many questions frequently asked concerning train running.

Rolling Stock District Notes

The feature of the reports from District Rolling Stock Superintendents this month is the reference to successful use of the Anti-foam Compound in districts where they have trouble from bad water.

Drivers in the bad water sections appreciate the compound. In some instances engines are now being driven up to 400 miles without it being necessary to wash out the boilers.

Bendigo District

THE Anti-foam Compound has been tried on the Korong Vale section, and the reports to hand are to the effect that the mixture is appreciated by drivers, who run in the bad water sections. As a case in point, an engine running from Korong Vale to Ultima and return, a distance of 140 miles, was required to be washed out on return. With the use of the compound, engines can run up to 400 miles without it being necessary to wash out boilers.

A drive is being made in the city of Bendigo to raise £25,000 towards equipping as a Base Hospital, the local Hospital. Each section has been divided into quotas, and the Railwaymen in Bendigo have taken the matter up with enthusiasm.

Seymour District

PREPARATIONS are now well in hand for installation of the automatic system of train signalling between Seymour and Tallarook, and for the removal of control of points and signals at Goulburn Junction.

Another system is also to be shortly used on the Main North-Eastern Line for express trains, i.e., the fitting of tablet or staff catchers on engines and standards at stations, so that a quick exchange of staffs can be made.

A number of engines have now been fitted, and sites selected for the standards at stations. When this is installed, trains will be able to run through stations at 40 miles an hour, instead of 20, as at present. This should give good results, not only in better time-keeping, but in the saving of coal, as engine drivers will not be called upon to work their engines so heavy in order to regain the speed necessary to keep time.

Maryborough District

STRENGTHENING of bridges and culverts is now being proceeded with between Maryborough and Donald, preparatory to the running of the "C" class locomotives over this section during the next grain season. The use of these locomotives will materially assist in expediting the transport of wheat to the sea ports, and will reduce the number of trains, thus resulting in less delays, on account of crossing.

We have had a considerable amount of boiler trouble in the district owing to the bad water, and it has been found necessary on several occasions to obtain the assistance of additional boilermakers to cope with the work. Anti-foam Compound in the boilers has been used extensively in the Woomelang district during the last 12 months, and has proved to be very successful, inasmuch as greater mileage has been obtained between wash-outs and less debits against the loco. on account of dirty boilers.

"K" class locomotives are now running between Woomelang and Mildura, and good results are being obtained. An additional 200 tons is hauled on the train run by these engines, as against the load taken by the "DD" engines, and this has resulted in the number of special goods trains between Ouyen and Mildura being considerably reduced.

The new line from Werrimul to The Hut is well advanced, the rails having been laid, and the ballasting of the line is now being proceeded with.

Geelong District

SATISFACTORY results are still being obtained at Warrnambool with the use of Dearborn Anti-foaming and Anti-scaling Compounds.

Whereas it was necessary to wash out the pilot engine on alternate days, the use of these compounds enables a full week's work to be obtained between wash-outs, it being found that at the end of the week no priming takes place. The boiler is reported as being in very clean condition, and there has been a reduction in tube trouble, previously experienced.

Engine Running Schedules for Passenger trains between Ararat and Hamilton have been compiled after the running of the usual tests. The schedules for Mixed and Goods trains between Ararat and Portland have also been revised, and it is anticipated that these will be issued in the near future.

For the past month Passenger trains in the district have regained 29 minutes in running, the time for Mixed trains being 146 minutes.

Metropolitan District

MR. W. H. DEASEY, Metropolitan Rolling Stock Superintendent, reports that the recent visit of the American Fleet did not result in a very heavy extra country traffic, but the suburban electric service was kept at high pressure.

Specials were run to Yallourn, Korumburra, Warragul, Ballarat, Bendigo, and a "Reso" train. Engines 718 "DD," 847 "A2," 890 "A2," 101 "K," and 107 "K" were used to run these trains, and all performed well. They were specially decorated in honour of the occasion, a loco. running officer accompanying each train.

Engine 101 "K" ran a big mileage on the 'Reso" train, and was absent from the depot for three days. This engine performed splendidly throughout the tour.

Engine 111 "N" arrived at the depot 31/7/25. This is the second engine of this type, and is fitted with a special type of big end bearing, namely, a steel bush fitted to the rod under pressure, and in this bush is a loose phosphor bronze bush. This bush is the big end bearing, and has a number of holes in it for lubrication. It is proposed to keep this engine on short suburban runs for a week or two.

A new system of recording the washing out dates of engines has been instituted at North Melbourne Locomotive Depot, in the form of two boards in the Lighters-up Room. The larger board is used exclusively for recording the engines engaged on passenger, mixed, and goods services, and the smaller board for pilot engines. Each engine is represented by a token bearing its number, and the boards are headed with the days of the month. The engines represented by the tokens on the large board must have their boilers washed out every 14 days, and those on the small board every 28 days.

A line of pink tape is hung along the pegs under the current day of the month, and the white tape under the date which represents 14 days earlier on the large board, and 28 days earlier on the small board. This arrangement readily indicates that the engines represented by the tokens on the pegs between the two tapes are overdue for washing out. The system is working very satisfactorily.

(Further instalments of Rolling Stock Notes on page 502.)



Members of the North-Eastern District Fuel Conservation Committee and visitors, who attended the August meeting. Messrs. Scorer (Rolling Stock) and Morris (Transportation), District Superintendents, are fourth and fifth in the front row respectively. The photograph was taken by Mr. W. Robert, representing the Central Committee.

Our High Moral Standard

OUR aim is that the Victorian Railways service should always stand high in the estimation of everybody, and this is only possible if every one of us does his duty conscientiously and effectively, and always maintains a high moral standard of conduct.

There is, unfortunately, evidence of the presence in the service of a few persons without a moral sense who do things which are discreditable.

Often they are likeable people—conscientious and capable at their work, who would revolt at the idea of stealing money or valuable property, but apparently see no real evil in petty peculation. They will take home a pencil, a scrap of waste material, a small tool, or anything of trifling value, and think nothing of it.

Is This Article Mine?

This is wrong. The only question which anyone concerned needs to ask himself is this: Is this article or material mine, or have I been properly authorised to take it away? If the answer is in the negative, then to take it away is theft.

To the great majority—to the ninety and nine, let us say—of this great service these words do not apply; but those who feel any personal application in this message should think, and think deeply, on the matter. No one should let the small value of an article blind his moral perception, and permit him to overlook in himself a failing which he would roundly condemn in others; and no railwayman should be so careless of the reputation of the Department and of the good name of his fellows in the service as to be guilty of theft of any kind.

Gippsland—The Garden District

(By Railwayman)

THE possibilities as regards new settlement new industries, and the opening up of valuable areas, was brought under notice by representatives of Gippsland Shires and Boroughs' Association and members of the State Parliament in a deputation to the Premier.

Gippsland affords more opportunities for settlement than any other district in the State, inasmuch as there are thousands of acres of Crown and freehold timber country yet untouched, and many square miles of excellent grazing and agricultural land, which, if connected by road and rail, would make ideal settlements for migrants.

Reference was made to the approaching acute shortage of timber, and to the appeal made by the Prince of Wales to the whole world to plant more timber-producing trees. There are vast areas of land in Gippsland, suitable for this purpose, and as pines planted in this district would reach maturity in about half the time they would do so in other countries, there would appear to be a need for opening up these districts as pine plantations

Plans were submitted involving the construction of a railway from Colquhoun Station to Swift's Creek and Omeo by the route representing the survey made by the Railway Department in 1913.

As an agricultural area, Gippsland comprises some of the finest land in Australia. It is stated that tobacco equal to that of the finest Virginian tobacco can be produced in the Orbost district, and the Australian market could absorb the whole of this product.

Some of the most beautiful tourist resorts in Australia are to be found in Gippsland. Hotel accommodation is good at all the principal beauty spots in this district.

In practically every respect, Gippsland may be considered the garden district of Victoria, both as regards its productivity and beauty. It is hoped that the proposals as set out above will be adopted, in order that the full benefits to be derived may be made available.

Claims Notes

Claims paid by the Department during the month of July totalled 866, the amount of revenue involved being £1788. Comparative figures for the corresponding month last year were 773 and £1688.

Our Technical Section

Electricity—Developed and Applied

It would require eight men to do work equal to one horse power per 8-hour shift. The man power would cost 110s., but the energy could be supplied electrically for a few pence per day.

(By Mr. H. P. COLWELL, Chief Electrical Engineer)

AT present we are living in the all-electric age. In every kind of work we find electricity being applied. It gives us light, heat and power, and has become almost the universal means of applying power in industrial work.

Directly or indirectly it is at work in almost every direction in which we turn. We as railwaymen are particularly interested in the application of electricity to railway problems, and are apt to forget the just as important application to industrial work.

The commercial application of electricity is comparatively recent. The electric telegraph was commercially applied about 1837, and certain machines were invented for generating electric currents from 1850 onwards. For all practical purposes, we can say that prior to 1870 electrical engineering was confined to telegraphic work, land and submarine.

In 1880, the electric incandescent lamp became a commercial article, and made domestic lighting possible. About 1883 the first electric railway was built. Electric tramways date from 10 years later, when also serious attention began to be given to the driving of factories by electric power.

Marconi first gave successful demonstrations of wireless telegraphy in the year 1898.

With regard to Melbourne in 1889, a plant driven by a 250 h.p. engine was installed in a galvanised iron building at the corner of Latrobe and Spencer-streets. This supplied all railway and Government building electrical equipments until 1900. With the advent of the suburban electrification scheme and the formation of the State Electricity Commission, Newport "A" and "B" power houses have been built, with an installed capacity of approximately 150,000 h.p.

Man's Energy Capacity is Limited.

During the year ending June, 1924, the total units sent out in Greater Melbourne were 315,000,000, or electrical energy was being supplied at the rate of 365 units per annum per inhabitant. At the present time the total daily consumption of Melbourne for all purposes is 1,300,000.

Energy is described as the capacity for doing work. For instance, steam at a high pressure in a boiler has a capacity for doing work in the cylinders of the locomotive, and is said to possess energy. Similarly a fall of water possesses energy.

The capacity of a man as an energy producing machine is very limited. It would require 8 men to do work equal to 1 h.p. per 8-hour shift. The cost of producing this work by man power for one day at current rates would be 110s., but this energy can be supplied electrically for a few pence per day.

It is worth while examining some of the properties of electricity which make it so suited for this energy transmission.

(1) It can be transported or, as we call it, transmitted economically over practically any distance. Mechanical energy can be transmitted for a limited distance.

(2) It can be concentrated to a density higher than any other form of energy. As an instance, the electric furnace produces temperatures hitherto unattainable, enabling entirely new industries to be created.

(3) It is most readily converted into other forms of energy, such as light, mechanical energy, heat, etc.

(4) The ease with which it can be transported makes possible the utilisation of stores of energy, such as water power.

Electricity for Measuring.

Mention may be made of a few of the applications of electricity, apart from the well-known forms of lighting and heating.

The electric drive has an advantage over mechanical drive in regard to economy and space occupied.

Electric welding has great advantages in respect of portability and general utility.

Electricity is applied very largely in engineering for measuring. If you go to the Newport Power House you will find electrical measuring instruments for determining the temperature of the steam, water furnaces and main generators, for measuring the amount of steam generated by the boilers, and for determining the composition of the gases leaving the boilers. The instrument used for determining the speed of a bullet leaving a rifle barrel is an electrical one.

Not always is electrification adopted for the same reasons. Usually there is one main reason causing electrification, but the other advantages are also realised. Some of the advantages are as follows:—

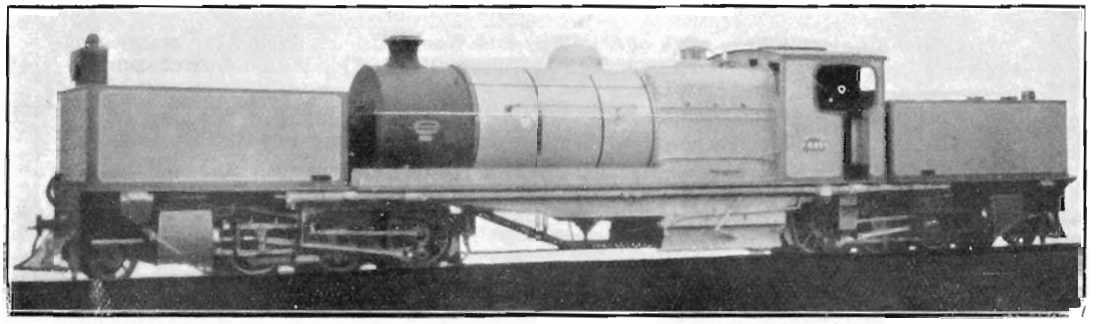
1. Freedom from smoke and gases made the electric motor practically the only available method for tunnel or underground railway operation.

2. The possibility of saving coal due to the use of the electric locomotive in place of the steam locomotive.

(3) The experience has also been that the cost of maintenance of electric locomotives is considerably less than that of steam locomotives.

(4) By the use of the multiple unit system for suburban electrification, as on our Melbourne suburban system, it is possible to considerably increase the capacity of existing lines.

Picturesque Narrow Gauge Lines



Victoria has four narrow gauge lines, each with peculiarities of its own, each serving a definite area and forming an important part of the great Victorian Railway System. Two Garratt engines are being imported for these lines.

THE lines are each of the 2ft. 6in. gauge, with special rolling stock, all constructed at the Newport Workshops. The rolling stock is all interchangeable, with the exception of the engines on the Whitfield line, which have outside cylinders.

The four narrow gauge lines Victoria are:—

Colac to Cowes (Beech Forest)	**45 miles**
Wangaratta to Whitfield	**31 ,,**
Moe to Walhalla	**25 ,,**
Fern Tree Gully to Gembrook	**18 ,,**

The steepest grade is 1 in 30, and the speed limit varies from 5 to 20 miles an hour.

Mr. G. A. Tyler, the Supervising Officer of the narrow gauge lines, will tell you that he considers the Walhalla trip the most picturesque. The line winds in and out towering hills, with deep ravines on one side and sheer cliffs on the other. The line terminates at the pretty little township of Walhalla, right among the hills, a township with a stirring mountain history and many beautiful points of interest.

The Fern Tree Gully-Gembrook line is undoubtedly the most popular because of its close proximity to Melbourne.

Garratt Engines will Reduce Losses

The Wangaratta to Whitfield line is of a different character, and serves a rich district in the King Valley. Cereals such as broomcorn fibre, maize, tobacco and millet are largely grown. These are all of a high value, but being a primary product they are carried at a low rate.

Low grade traffic prevents any of these lines making profits, but it is hoped that by the use of Garratt engines, two of which will be installed at an early date, to considerably reduce the losses.

There has been much controversy concerning the decision of the Commissioners to import these two Garratt engines from Beyer, Peacock and Co. Ltd., England.

In a memorandum to the Minister in January, the Commissioners said that the engines were intended for use on the Colac-Crowes and Moe-Walhalla narrow gauge lines, where they would reduce the cost of train operation.

Patent rights for engines of the Garratt type were held by Messrs. Beyer, Peacock and Co. Ltd., and the Commissioners could not therefore manufacture them without the patentees' permission. The Commissioners had ascertained that Messrs. Beyer, Peacock and Co. would not object to the engines being constructed in Australia under licence, if they were paid £2750 for royalty and drawings.

The engines would each have a haulage capacity equal to about twice that of the type of engine now used on other narrow gauge lines. The question of constructing engines (other than the Garratt type) which would give satisfactory results had been investigated. It had been found that a sufficient addition to the tractive power of the present type of narrow gauge engines could not be obtained without increasing the weight on the axles beyond what the track and bridges would permit, while any rearrangement of the wheels to lessen the axle load was impracticable owing to the sharp curves.

Newport Will Build Others

It had therefore been decided that the proper course was to use Garratt engines, which were the most suitable for the purpose. By using Garratt engines on the lines mentioned a saving of £12,173 a year in operating costs would be effected.

By buying the engines direct from Beyer, Peacock and Co. they could be put into service at least 15 months earlier than would be practicable if they were built at the Newport Workshops. The financial advantage to the Department by buying the engines from the patentees instead of building them under licence would amount to £10,924, or the price of one Garratt locomotive.

After the two engines had been running for a reasonable period others would undoubtedly be required for narrow gauge lines. These it was intended to construct at the Newport Workshops from patterns, dies, working drawings, etc., prepared for the two engines which it was recommended should be bought, as samples for experimental purposes.

Way & Works Undertakings

Outstanding among the work of The Way and Works Branch during the month was the replacement of the temporary bridge at Epsom Road, Flemington. Reference is made to this elsewhere.

Floods in Gippsland caused trouble. In one instance a steam fire pumping engine had to be sent from Melbourne to pump out water banked against the railway line.

Killing of weeds by arsenical solution is proceeding in some districts.

Dandenong District

SEVERAL sidings for private companies in various parts of district have been completed and are now ready for use.

On the Orbost line, serious damage was caused by the recent floods, and considerable difficulty has been experienced in making good the track and bridges. At one point a large bank was carried away by the flood waters, and deposited at the inlet of a track culvert, thus forming a huge dam, into which millions of gallons of water poured, and could not be released. Ordinary pumping methods for several days made no impression on this artificial lake, and it was found necessary to send a steam fire pump engine from Melbourne.

With the assistance of this large pump, and with pumping staffs working continuously, the flood waters were disposed of toward the end of the month.

It was creditable work on the part of Worksmaster, Roadmaster, and their staffs, that the traffic on this line was only held up for one day, as the position was most serious.

Geelong District

PRIVATE siding accommodation for Ford Motors Australia Limited, at North Shore, have been completed, and the company is making rapid progress with the erection of its factories.

Opportunity is now offered, with the decline in wheat traffic, for the renewing of 515 yards of track on the Geelong Pier line. Renewals of defective and roaring rails on the Newport-Colac line are in hand.

Bendigo District

PROSPECTS of an abundant harvest are evidenced by the prolific growth of weeds along the tracks in the northern areas. The track force is now busily engaged in weeding operations, and to a great extent manual labour is being reduced by the institution of arsenical poisoning, on many lengths—between 300 and 400 miles of line will be treated.

Killing weeds by the distribution of arsenical solution is not only economical as compared with the old system of hand weeding, but it saves the members of the track force much arduous labour, and gives more time for maintenance of good line and top on the track.

Seymour District

DURING the month, improvements in course of completion comprise new concrete Departmental residences at Avenel, Moyhu, and Numurkah. Provision of a ladies' waiting room at Balmattum, and improvement to view and approaches of level crossing, and also filling bridges near Pyalong.

The renewal of superstructures of four 40 feet span bridges is completed. Regrading the track in connection with the above work is well in hand, and will result in the replacement of an undulating track by an even grade. This should conduce to more even train running

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ROLLING STOCK DISTRICT NOTES—(Continued from page 498)

Dandenong District

OWING to the floods at Orbost, the traffic on the Bairnsdale to Orbost section has not yet reached normal. Sleeper cutters are unable to cart sleepers to railway stations through bad roads on this section, in consequence of which the sleeper train, which runs weekly, has been cancelled.

On July 13, the rail motor service between Bairnsdale and Orbost was suspended owing to the track being damaged through floods. The beet traffic at Maffra is now over, and all empties used there are now being returned to Yallourn for brown coal traffic

The outstanding feature of operations at the State Mine has been the harassing conditions to rolling stock operations, occasioned by quite a number of stop-work meetings at the mines. This is perplexing to the loco. staff, as these stoppages occur without reasonable notice. To quote an instance. On Sunday, July 26, at 7 p.m., the depot foreman, State Mine, was informed that Monday trains were cancelled, and it was necessary to notify enginemen to this effect. Cessation of employment is unpleasant for the loco. staff.

During the last fortnight of July, the mines have been idle five days, which means a reduction of approximately 9000 tons in the coal output, and about a loss of approximately £8000 in wages to mine employes.

Water supplies throughout the district have been satisfactory, with the exception of Orbost line, where flood waters have interfered with pumping operations somewhat, and Nyora, where the supply has to be conserved for State Mine engines, on account of only 13ft. being in the departmental reservoir

During the month of June, 1925, Traralgon drivers have gained 2733 minutes.

Ballarat District

AS the recent rains have replenished the water supplies in the district, by the time this appears in print we will probably have reverted to the old arrangement of running our express train engines, viz., Stawell to Dimboola and return, and Dimboola to Serviceton and return.

Although the longer engine run would be desirable, the advantage gained is not compatible with the loss of engine power, and opportunity for repair, and not in accord with the policy of avoiding the booking of crews away from their own depot.

The rail motor in service between Ballarat and Castlemaine has daily, since March 2, run 1500 miles without developing mechanical defects. We expected these results in view of the splendid achievement of No. 1, the pioneer rail motor, put into running at Mildura about three years ago It is anticipated that rail motors will also soon be in operation on the Waubra, Rupanyup, and Ballan lines.

Our fuel conservation meeting at Ararat on July 21 was one of our best. The various items brought on were productive of animated, interesting, and instructive discussion. The success of our meeting was largely due to the presence of Mr. A. E. Smith, C.M.E., who delivered an inspiring address on railway problems generally.

Good Service Brings Appreciation



A noticeable feature of the letters of appreciation now coming to hand is the fact that many are handwritten—indicating that our service is appreciated by the individual railway user. It is only by personal attention to the public demands that we can win their confidence and respect.

We desire to tender to you our appreciation of the promptness with which an engine was railroaded from Melbourne to Creswick last week-end. Our engine failed on Wednesday morning, so we obtained the services of an expert from Melbourne. On Friday we learnt that the engine had to go to Melbourne for reboring, so at midday, by telephone, sought the use of another engine, and asked that despatch be hurried, and the engine placed on the 7.9 p.m. Ballarat train that day.

As the engine weighed between five and six cwt., the firm obtained special permission for it to be sent on that train—at parcels rates. The engine arrived on the 7.30 a.m. Maryborough train, and was at once removed to our printing works, and soon after 10 a.m. was running our type-setting and printing machines.

This is about 15 hours after leaving Spencer-street, including about 9 hours in Ballarat overnight—a worthy achievement, in our opinion. For the creditable part played by the railway service, we desire to thank you.—**"Creswick Advertiser," per E. H. Chalmers, Editor.**

I wish you to place on record my appreciation of the conduct of the staff concerned at Croydon. This last 16 months I have consigned weekly from Croydon to Camberwell one or more cases of eggs, and during that period there was not the slightest reason for complaint from either end, either forwarding or empties returning.—**Geo. P. Russell,** Montrose.

Through you I wish to thank the staff at Donald and Litchfield and the crews of the various trains for the manner in which they got the wheat away from this station.

Every consideration was shown to the senders of wheat by the way in which trucks were placed so as no time would be lost. — **J. B. Duncan,** Agent, James Bell and Co. Pty. Ltd.

Upon completion of the 5th tour of the Better Farming Train, I received a memorandum from the Chief Veterinary Officer (Dr. Robertson), officer in charge of the train, expressing appreciation of the part played by officers of the Railways Department in making the tours such a success.

It has been a pleasure for officers of this Department to have the companionship of the railwaymen during these tours, and we appreciate the wonderful help they have given in every direction.

To me personally it has been a downright delight to realise that the two Departments have worked together so magnificently in this wonderful educational departure in the interests of the farmers of the State. — **S. S. Cameron, Director of Agriculture, Victoria.**

A report of this company's operations, extending over a period of 20 years, was recently presented to a meeting of shareholders.

The value of dairy and farm produce — chiefly butter—consigned to this company during that period was about £20,199,000. This was conveyed by rail to Melbourne, Geelong, and Ballarat, and was delivered in such good order and condition that we had no occasion to make a single complaint of deterioration of quality, and comparatively few claims for loss or damage in transit.

During the twelve months ending 30th April, 1925, the Railway Department carried produce and goods consigned to this company of a total value of £1,800,000, and the claims made for loss or damage in transit did not exceed £55; in several instances investigation revealed that the damage complained of was due to causes over which the Department had no control.

— **H. W. Osborne, General Manager,** Western District Co-operative Produce and Insurance Co., King-street, Melbourne.

I desire to bring under your notice the unselfish and valuable assistance rendered to our representative during the floods in Gippsland by Mr. E. Proctor, Traffic Superintendent, Dandenong; Mr. W. Lalor, Traffic Inspector, Dandenong; Mr. R. White, Station Master, Nowa Nowa; Mr. Evans, Safe Running Officer, Dandenong; Mr. Slater, District Engineer, Oakleigh; Mr. R. Stannistreet, District Superintendent, Dandenong. Had it not been for their willing co operation, we could not have covered the store anything like as thoroughly as we did. Our representative is particularly grateful to Mr. Proctor for his transmission of our matter at Orbost.—**P. B. Jenkin, Chief of Staff,** The Herald.

The 62 American Fleet Officers who toured Victoria in the "Reso" Train had nothing but praise for the locomotive men.

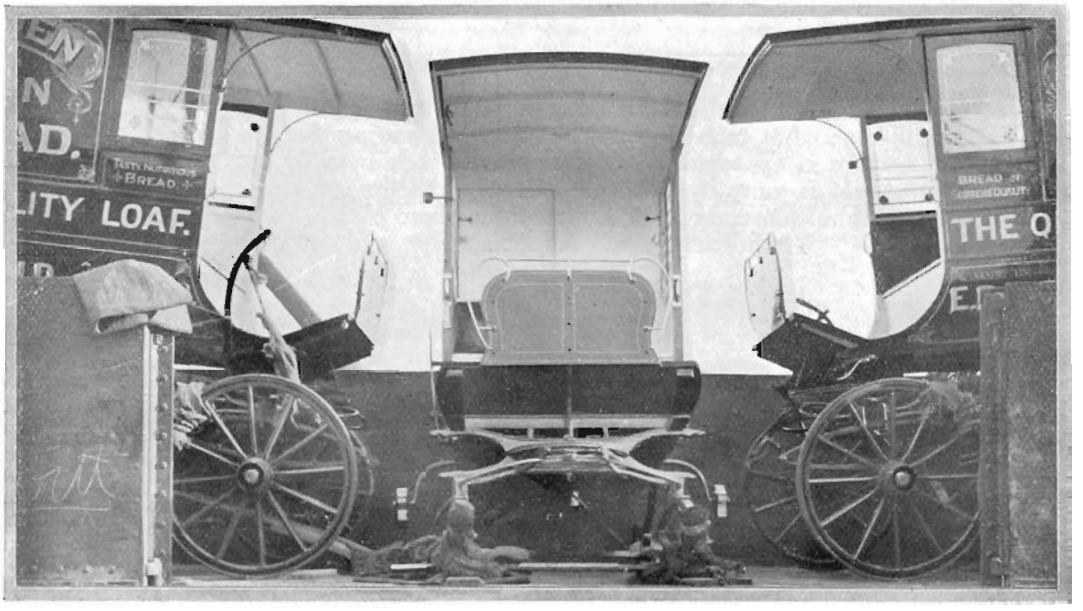
It was rather an experience, the officers declared, to be comfortably free of smuts and cinders which entered trains on railway systems where the work on the engine is done less efficiently.

The remarks of our American visitors are passed on for the benefit of railwaymen generally and enginemen in particular, so that they may realise that efficient work on the footplate has a wider significance than might at first sight be believed to be the case.

Recently the councillors and executive officers of Carrum paid a visit of inspection to the railway workshops at Newport. Members of the party were agreeably surprised at the magnitude of the works and of the wonderful organisation that prevails. At a meeting of the Council held on Monday evening last, a resolution was carried instructing me to convey to you the party's appreciation of the courtesy extended by Messrs. Taylor, Moody, and Turner, who showed the various sections of the party over the works.

The Council also wishes to express its grateful thanks to the Station Master at Chelsea (Mr. McCullogh), who suggested the visit. — **W. B. Thomas, Town Clerk, Carrum.**

Good Service brings Appreciation



The above photograph depicts the care and attention exercised by the Victorian Railways Department when despatching vehicles on the railways. The consignors of these new bread carts, Messrs. Strickland and Sons, 433 Brunswick-street, Fitzroy, have written to the Department stating that they received word from the consignee in Adelaide that "everything was very satisfactory." The letter adds, "We ourselves were well pleased with the treatment we received."

Additional Appreciation:—

On behalf of my daughter, Mrs. A. Edwards, I desire you to convey to the stationmaster and staff at Ouyen, and the two conductors on the train from Ouyen to Melbourne, on July 28, her sincere thanks for the many kind actions in arranging and looking after her welfare on this long trip.

Mr. Edwards, my son-in-law, had been ordered to the Melbourne Hospital in a very low condition, and had it not been for the kindness shown by your employes, things would have gone very badly for the young man.—**Bruce D. Edmond**

Having despatched some thousands of parcels of perishable meat through Malvern Station during the present year, I feel it is my duty to express my appreciation of the assistance given to my staff by the Porters and officials of the Malvern Railway Station, as quick despatch is so essential. I feel sure, by the fact that in 1921 our claims were almost alarming, and this year almost nil, that the efficiency of this station has increased wonderfully. — **Young's Meat Emporium,** Malvern (Robt. Young, Proprietor).

The manner in which the Railways Department handled the huge crowds which travelled between Melbourne and St. Kilda on Saturday night, August 1, and between the city and the Port yesterday, was beyond all praise. There was crowding on the electric trains, due to the passengers themselves, but few of them were kept waiting more than five minutes at the height of the rush periods. American officers congratulated railway officials on the remarkably slick service.—**Sun Pictorial,** 4.8.25.

With regard to the carriage of mails, the satisfactory settlement both in connection with weighing and the long outstanding question of overseas mails is most gratifying, and my commissioner wishes me to convey his thanks for the excellent manner in which you have looked after the interests of this administration.—**J. Tomlinson, Secretary for Railways,** West Australia.

The Glorious Grampians

Wild Flowers are Blooming Now.

A trip to the Grampians over the quarry line is novel, interesting, and enjoyable, and the recent trip inaugurated by the Stawell Carnival Committee proved an eye-opener to many who had not previously visited the locality.

It also enhanced the value of the district as a tourist resort.

(By E. W. Beiske, Stationmaster, Stawell.)

THE time at the terminus was fully availed of to gather heath and the various wild flowers now blooming in profusion.

The trip is unique in many ways. The prosaic 10-mile-an-hour pace is novel, if not exhilarating. The firewood stacks at Illawarra, the charcoal stacks at Belsarinis, and the quicksands of the Mokepilly are arrived at and passed at this "excessive" speed.

Mount Dryden, with its legendary gold mine and undeveloped quarry, is also passed, and a glimpse of Lake Lonsdale is caught through the tree trunks and the Mokepilly.

Grass trees (Blackboys) and bracken, interspersed with wild shrubs, proclaim that the more settled district is left, and that the range is getting closer. The red, pink and white heath is conspicuous amongst the timber, and on the mountain side.

A last break up a grade of 1 in 30, and we arrive at the terminus, Grampians, where, in the seventies and eighties, the quarry was opened up.

As we stand at the terminus, the Grampians tower above us, a petrified rampart that blocks our progress further westward, a mass of solid stone, with dwarfed trees growing where'er depth of soil will favour germination.

To enable the trip to be made in daylight, an early return is essential, and a start is made at 4.30 p.m. There is a stop at the 13 mile, and a scatter is made to gather a last bunch of heath and bottle brushes.

Not all the excursionists are wholly and solely interested in floral display, and on resuming one tells of his discovering a flock of real bronzewing pigeons, another of seeing emus and the wily wallaby.

Standard Time is Essential on the Railways



The measurement of and daily distribution of accurate time is one of the most important factors in the conduct of a railway system. Have you ever thought how true time is obtained and applied in the Victorian Railways.?

It is a common sight to see a passenger, as he enters or leaves a station, set his watch according to the station clock. Care is taken to ensure accurate railway time and thus retain this public confidence.

How is time obtained in the first place, and whose duty is it to see that it is correct? One of the most important problems presented to the astronomer is the determination of the error of the clock, or, to put it in another way, finding the correct time. Astronomers use the earth as their clock, so to speak, and certain stars as the points of division on the dial, as it were. The earth revolves on its axis during a certain interval of time; it has done this very accurately during many thousands of years, and will continue to do so in the future. This interval of time is known as a day, and for convenience is divided into 24 parts or hours.

How do astronomers find the correct time? This is usually done by observing the clock time of a star each day, or the clock time of several stars, as they pass the meridian of Melbourne; in this case, the Melbourne Observatory. The instrument used for this purpose is called a meridian or transit instrument (see adjoining illustration).

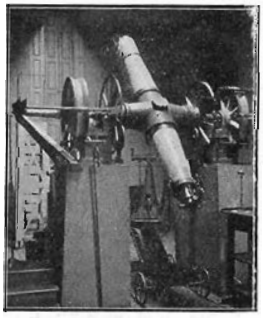


Attached to a diaphragm is placed a series of fine spider-web lines (generally five to seven), fixed in the eyepiece of the telescope. When the star crosses each of these threads the mean of the whole is taken, and the error (if any) of the clock determined. Thus correct time is assured.

The correct time is distributed from the Melbourne Observatory by means of a special instrument called the normal clock. To this clock are attached certain appliances so arranged as to complete a metallic circuit to such places that require the correct time. The Railways Department of Victoria is connected to the switchboard of the Melbourne Observatory, and is able to obtain correct time at each hour of the day or night

At 10 a.m. each day the correct time is distributed from Melbourne by telegraph to each station where there is a telegraph instrument installed; in the absence of this, the telephone is utilised where possible, and at certain small out-back stations which do not possess either a telegraph or telephone instrument, the guard of the first stopping train each day conveys to all such stations the correct time by comparing the station clock with his watch.

The tower or turret clock of the Flinders Street Station (portion of which is here illustrated) is a finely constructed and accurate timekeeper. To it is attached a mechanism by means of which, at the completion of each hour of the day and night, an electric current brings into action a device which is affixed to office and station platform clocks, and signal cabin clocks, in the metropolitan district, and so places the hands at the correct time, should there have been any variation from true running during the lapse of an hour.



Engine drivers, guards of trains, some of the leading shunters, and others whose duties involve them in the responsibility of keeping to actual time schedules, are each supplied with a railway watch.

District Transportation Activities

"The time has come," the Walrus said, "to talk of many things."

District Superintendents say the same regarding their work for the last month. They report herewith on fruit, rail motors, crops, train running, district progress, and floods.

Dandenong District

ONE of the worst floods experienced in this district for many years occurred on July 13 and 14. Many acres of land were under water, and the railway line in the vicinity of Nowa Nowa was submerged. Traffic and telephone and telegraph communication were cut off temporarily. The maize crops in certain areas were destroyed, and live stock had to be removed to the hilly parts of the district.

Unknown to the Train Running Staff at Ballarat, the Train Running Officers in this district accepted an unissued challenge in a race for the highest percentage of passenger and mixed trains on time for the month of July. Ballarat held the position to advantage throughout the first half of the month, and looked a certainty, but Dandenong came at them with a vengeance, and on the last day beat Ballarat by a short head. The percentage of passenger trains on time for the month being:—Dandenong, 94.4 per cent.; Ballarat, 93.36 per cent. Mixed trains on time for July: Dandenong, 96.05 per cent.; Ballarat, 92.41 per cent.

These figures represent for the Gippsland District a record to date. Another pleasing feature is that all-important and perishable trains for the month were landed in Melbourne on time.

Geelong District

THE passage of the American Fleet through the Heads at 10 a.m. on July 23 was viewed from Queenscliff by several thousands of sightseers, 3100 of whom were transported by rail from Geelong by three special trains. In addition, the road traffic was heavy; no less than 3500 motor cars were counted in a special check made by the Queenscliff Council.

Heavy football traffic is being handled this year as a result of the successes of the Geelong League team. On July 18, four special trains were run for the conveyance of 4000 spectators to Melbourne.

The following are the figures for the wheat traffic handled for the season now drawing to a close:—Stacked at North Geelong on 7/8/25, 194,086 bags; shipped this year, 3,937,234 bags; total, 4,131,320 bags.

As a result of unsettled shipping business the coal traffic dealt with at Geelong during July was slightly less than for the previous year. However, it was a considerable increase over July, 1923:—

	1923.	1924.	1925.
No. of boats	2	5	4
Tonnage	2,684	22,247	18,273

Seymour District

PROSPECTS for the season continue bright, notwithstanding that a succession of frosts is retarding growth of young crops and pastures. The acreage under crop in the district is slightly in excess of last year, and we anticipate another bumper yield.

Flocks have again been built up to full strength. Lambs are strong, and in fine condition, and buyers from the various freezing companies are already operating. Fleeces are well grown, and of fine staple and a very heavy clip is anticipated. Shearing has commenced in many of the Riverina sheds, and the first lot of new wool has been landed at Wahgunyah and Yarrawonga.

Big business is being done in rabbits and hares, and heavy consignments are going forward daily from practically every station in the territory. Cream traffic is also on the increase. Pruning operations have been completed in the large orchards.

A successful season is being experienced by the citrus growers throughout the district, and the sample now passing through the packing sheds is about the best produced to date.

Bendigo District

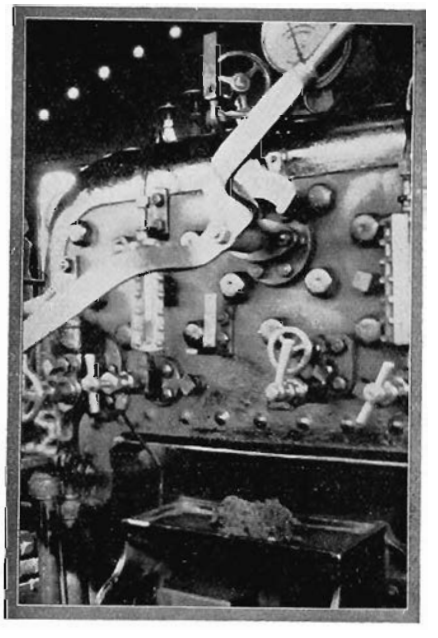
THE citrus harvest, which was somewhat later than usual this year, is now offering freely. It is evidenced by the large number of single case lots offering that the propaganda work of this department has been effective. The yield generally is satisfactory, and the returns received by the growers are stated to show a profit.

The dried fruit traffic has ceased for the year, but preparations are being made at the Woorinen packing shed to handle a much greater quantity next season.

A rail motor has been placed in service on the Bendigo-Wallan line, and, as a result, the journey from Wallan to Bendigo has been reduced by two hours ten minutes. Consequent on an alteration in the schedule, passengers on this line are now afforded connection with the mid-day trains at Bendigo.

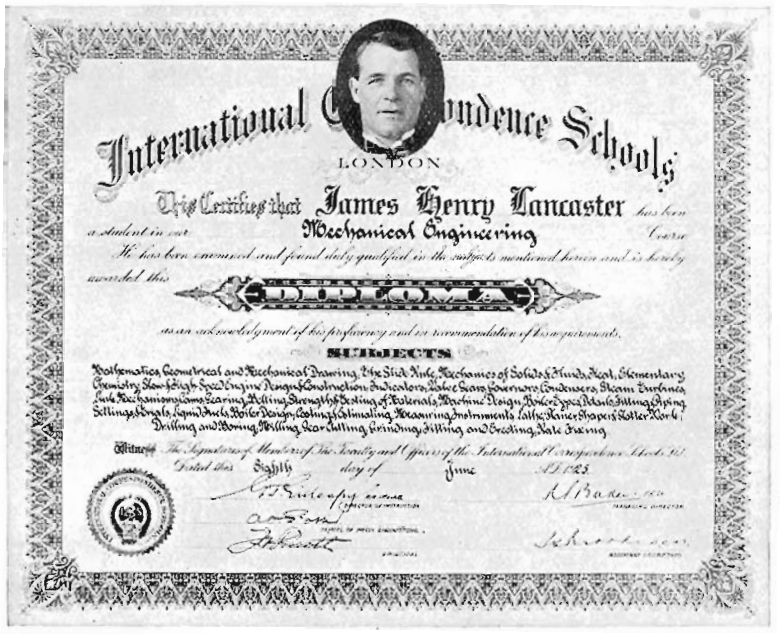
On July 1, 38 probationers, comprising 22 junior clerks and 16 lad porters, reported to the class instructor at the Bendigo Institute to undergo a course of training in station duties. The lad porters attended the class for a fortnight, when they were transferred to suitable stations. The junior clerks are still pursuing their studies, and making satisfactory progress.

Enthusiastic support is being given the class by the District Officers and the station staff.



Two outstanding instances of how an engine should be kept have come under notice recently, in the cases of 1032 D.D., at Ararat (Drivers W. Hunt and W. H. Grant, and their firemen), and 716 DD, at Numurkah (Driver in Charge, D. Stewart, and his fireman). Both these engines are kept in a state of remarkable cleanliness with burnished metal and general neat appearance—another fine example of what pride in one's job can achieve.

Leading Shunter Awarded I.C.S. Diploma



Five Years of Study

Mr. J. H. Lancaster, leading shunter at Flinders St. Station, is here shown with the diploma for mechanical engineering which he has been awarded by the International Correspondence Schools. He was studying for five years, and was assisted by the Workingmen's College.

Mr. Lancaster has been in the railways service since 1916. He was abroad for several years as a member of the Australian Imperial Forces. He holds a St. John's Ambulance certificate, the medallion, and a gold medal for ambulance work.

Seeing the Shops

Carrum Borough Council Visits Newport.

That the average person has not the faintest idea of the magnitude of the work involved in the running of a huge concern like the Victorian Railways was the unanimous opinion of a party representing the Carrum Borough Council, which visited the Newport Workshops recently.

THE visitors included the Mayor (Cr. Williams), Crs. Stephens, Boyd, Rigby, Beardsworth, McGarry, Hunter, Gollan and Barnett, and the town clerk (Mr. W. B. Thomas).

Mr. J. Taylor, Assistant Manager, welcomed the visitors on their arrival, and before dinner was served in the dining room a tour of inspection was made of the up-to-date kitchen, refrigerator and sculleries. The well-cooked, three-course meal, similar to that enjoyed by the men, earned the praises of the whole party.

Then followed a hasty glance at the spotless, well-appointed casualty ward, after which the party divided into three sections, and, with Messrs. Taylor, Turner and J. A. Moody as guides, commenced the tour of the shops.

The Mayor ruefully pointed out that it would require "at least a week to see the shops properly," and Mr. Taylor, with characteristic urbanity, assured him that he was as pleased to see them as he felt they were to be there. He trusted that it would not be their last visit to the Workshops.

Queenscliff's Fishing Industry

When the Railway Commissioners recently inspected the Queenscliff station, the Stationmaster (Mr. J. Penrose) presented a concisely-prepared statement showing the work of the station. The figures dealing with the fishing industry were of special interest. It was shown that there are 128 men now employed on the 64 fishing boats operating from Queenscliff. On an average, six trucks of fish are loaded each week for despatch to Melbourne. The number of trucks ordered and supplied in June (including fish trucks) was 30.

Courtesy Appreciated

One appreciates the courtesy of our railway men. After travelling from South Australia, I had no foot warmer, from Adelaide to Serviceton, where they were supplied, and we warmed our chilled feet. We left Adelaide at 8.30 p.m., so we were many hours without warmers in the cold night air.—**Pat (Yarragon), writing in the "Sun Pictorial."**



Mr. M. Ryan, the popular Rolling Stock Supt. at Seymour, as one of our contributors has sketched him.

Brevities from the Railway World

We can all learn something from the other fellow. Other countries have many years of railway experience behind them, and their methods are always interesting.

Children's Menus on the C.N.R.—A feature of restaurant car service on the Canadian National Railways is the arrangement of special menus to meet the needs of children who may be passengers.

Paris Suburban Electrification. — Progress is reported with the electrification of the Paris suburban lines. It is expected that the scheme will be completed in 1927. Power is generated at two stations, both equipped with 5000k.w., 15,000 volts, three-phase, 25-cycle, turbo-alternators.

Japan's Railways.—Reports are to hand that the plan of Dr. Sengoku, Minister of Railways in Japan, to devote the major part of the railway profits to improvement instead of construction work, has called forth dissentient views from the ranks of the Government parties, which are now said to be trying to get a larger apportionment for the construction of new lines.

Handling the Canadian Crop.—One of the outstanding features of the Grain Commission Board's report, covering the season of 1922-23, was the tribute paid to the excellent service rendered by the Canadian Pacific Railway in handling the western crop. So good was the service that though the Canadian Pacific handled 105,000 trucks of grain, it received only six complaints about lack of cars from the railway and commission combined.

Novel Farming Train.—The Regina Provincial Government, in co-operation with the Canadian Pacific Railway, has equipped a special train, with forage crop exhibits, which will tour all parts of the province during February. In addition to giving lectures and practical demonstrations of the different crops, arrangements have been made to sell direct to farmers seeds of forage crops, such as sweet clover, grasses, corn, and sunflowers.

Locomotives Using Oil Fuel. — A total of 63,206,034 barrels of fuel oil was consumed by locomotives on the principal railways in the United States in 1924, compared with 58,005,295 barrels in 1923. This represents an increase of 12 per cent.

German Railway System. — The new German Railway Company—which has taken over the actual working of all the German railways —is now the largest railway undertaking in the world. It employs 750,000 men, and operates 33,000 miles of line—half as many again as the next largest system — the Canadian National.—"Railway and Loco. Engineering."

Greatest Suburban Electric System.—What is claimed to constitute the world's greatest suburban electric system is now being constructed by the Southern Railway, England. It is expected to be complete at the end of next year. The lines already electrified cover a large part of the old London and South-Western suburban area, and several important Brighton routes.

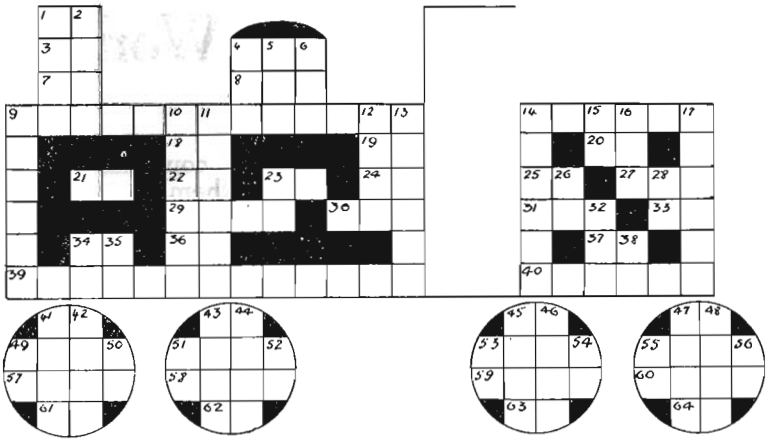
Naming Goods Trains.—Fast express goods trains on the Pennyslvanian railroad (U.S.A.) are in future to be designated by names instead of the usual numbers or symbols. The names are intended to appeal to the imagination—to typify speed and accuracy. There will be the "Star Union Line" and "The Gas Waggon." The latter is for the train from Detroit to the seaboard, which carries motor cars.

New N.S.W. Passenger Car.—A new type of passenger car, the construction of which is almost entirely of steel, has been introduced into the Sydney suburban service. The frames for 50 all-steel car bodies were produced for the New South Wales Railways Department in England, and these were shipped to Australia in sections.





These two pictures show some of the rolling stock which was damaged in the fire at the Warrnambool Goods Sheds in June



Bogie Time for this Crossword Puzzle .. 30 Minutes

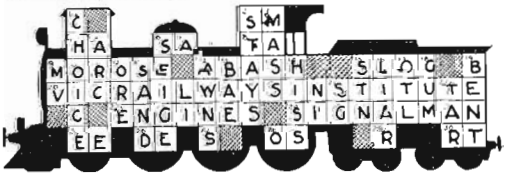
Those who solved the railway crossword puzzle by Mr. W. H. Heath, of the North Bendigo Workshops, which appeared in the August issue of "The Victorian Railways Magazine," will be prepared somewhat for this month's wit-sharpener, which is another puzzle with a genuine Victorian railway flavour.

It was designed and sent in by Mr. N. V. Tuah, clerk at Richmond, and the solution will be published next month.

The solution of last month's puzzle also appears on this page.

Clues for This Month's Puzzle.

Across.—1—A class of railway carriage. 3—Company (abb.). 4—Dot, dot, dot, dash; dash, dot, dot; dash, dash. 7—Behold. 8—To be sorry for. 9—Three of them in the service. 14—The railways wouldn't be railways if they didn't have them. 18—Thank you. 19—18 across backwards. 20—The boss of the station (initials). 21—You see it on railway property. 22—And (French). 23—Upon. 24—Towards. 25—Amundsen didn't get there. 27—Head of a State concern nearly as big as the Railways. 29—The part of a train to which the van is attached. 30—We'll soon have that many "Mikado" engines. 31—An embankment to restrain water. 33—The end vehicle on any train, minus the first letter. 34—Personal pronoun. 36—Type of airline nearly obsolete. 37—Part verb "to be." 39—Every porter wants to be one. 40—To revoke by authority. 41—Same as 7 across. 43—Australian State (initials). 45—Father. 47—Roadmaster (initials). 49—Important office on railway stations (abb.). 51—The Australian railway system is. 53—It prevents engines skidding. 55—Profit. 57—Some girls do in the train. 58—Approval (abb.). 59—We don't eat that part of the cheese. 60—An esculent grain. 64—Not to leave undone. 62—Same as 18 across. 63—Perform. 64—The (French).



Solution of Mr. Heath's Puzzle (August issue)

Down.—1—Railway telegraph code word. 2—Deep sound. 4—Popular with railwaymen. 5—A duet. 6—There are 27,000 in the Victorian Railways. 9—Whose the slogans are. 10—Fixed type. 11—A glossy fabric of wool or cotton. 12—Value. 13—One who kills with stones. 14—An engine wouldn't go far without it. 15—In like manner. 16—Important (abb.). 17—A motorman always looks out for it. 23—Conjunction. 26—Same as 45 across. 28—Opposite to 26 down. 32—Found in country folder time-tables. 34—Where the transcontinental line ends. 35—Same as 22 across. 38—Personal pronoun. 41—It's a bad policy to do it. 42—A savoury dish of different kinds of meat and vegetables. 43—Superintendent. (abb.). 44—Another telegram code word. 45—We would like to be every day. 46—In the year (Latin). 47—Drag one up and there'll be a train accident. 48—Used in railway lightning arresters. 49—Dash; dash, dot, dash. 50—Same as 22 across. 51—An exclamation. 52—Two vowels. 53—Short permit (abbr.). 54—A title. 55—Printed on post offices. 56—A point of the compass.

Last Mile Post

Victoria lost a good railwayman and the suburban guards a bright, popular comrade, when **Claude Treloar** was killed by a motor car whilst riding his bicycle home on Tuesday, August 4th. Mr. Treloar was of a happy disposition, and was held in the highest esteem by all who knew him. Suburban guards will miss him greatly, for in the room where they assemble to discuss matters of universal interest, his contribution to the conversation was always humorous, original and educative.

His widow and six young children have lost a sturdy protector.

A strong committee from all railway sections has been formed to help Mrs. Treloar pay off the £400 owing on her home, and rear and educate her family. The picture here shown is that of deceased's five



little girls, and the committee's effort will be in the direction of giving these bonnie children and baby Claude Treloar, aged ten months, the opportunity in life that their worthy father would have assured them.—C.V.F.

An old railwayman passed away recently in the person of **Mr. J. Clark,** who retired from the service on a pension in 1902. He was 83 years of age, and was employed for many years as a foreman in the Existing Lines Branch of the Railways.



BOOKS AND NEW BOOKS



By DELTA

Victorian Railways Institute Library

Employ your spare time in improving yourself by other men's writings; so you shall come easily by what others have labored hard for. Prefer knowto wealth, for one is transitory, the other perpetual—Socrates.

AMONGST the noticeable and encouraging features of the various activities in which the Victorian Railways Institute is engaged is that of the increasing number, year after year, of borrowers of books from the Library.

The year which closed on June 30 last constitutes a record as to book exchanges, the total reaching to 223,031, as against 205,991 for the previous year.

Liberal provision has been made for the supply of books to a number of the larger country railway centres, such as Ballarat, Bendigo, Benalla, Geelong, Maryborough, Seymour and Stawell, amongst which there are 4000 volumes on loan from the central library. These books are withdrawn monthly, and a similar quantity of new ones sent to replace them.

The broad and liberal facilities afforded by the Railways Commissioners are such that books exchange parcels, handled at the Central Institute Library, Melbourne, to and from borrowers, are carried free to any station within the circuit of the railways.

In the width of its range, both as to the variety of its books (numbering 41,511 volumes, upon almost every conceivable subject) and the wide area over which borrowers from it are scattered, the V.R.I. Library stands unique in Victoria, inasmuch as its books are sent forth to supply the reading wants of those who cannot otherwise be so conveniently supplied.

We, it is feared, are far too prone to undervalue the wonderful heritage that we possess in books, and the free access to them, which we have in the finely organised library service as is that of the Victorian Railways Institute.

The Railways Commissioners, together with the council of the Institute, have certainly bestowed much thought and expense in making available for the Victorian railwaymen and their families such a large collection of fine books; it is encouraging to find they are in such quest.

Train Punctuality Analysed

There was little variation in the percentage of suburban electric trains on time during the year which ended on June 30.

At the beginning of the year about 85 per cent. of the trains were on time, but from September 1 to April 30, the average was consistently about 93 per cent. It then fell slightly, and during June was just under 88.74 per cent.

There was considerable variation in the suburban steam services. In the period between June and December the percentage of suburban steam trains on time fell to 30.24 per cent., but from July 31 it gradually rose to a maximum of 67.35 per cent. on December 31. Only the Melbourne-Werribee trains are included in this record, and after December these were shown with the metropolitan passenger trains.

The passenger trains on time at Flinders Street Station during the year varied between 89 per cent. and 95 per cent.—an excellent average for the busiest station in the world. Mixed trains at this station were about 10 points lower.

Considerable variations were shown in the percentages in country areas, but the average for all districts shows that passenger trains on time varied between 85 per cent. and 90 per cent., and mixed trains between 80 per cent. and 88 per cent.

Big Things Doing at Spencer Street

SPENCER Street Station is gradually assuming new shape. Following on the construction of suburban passenger platforms at Spencer Street and new signal boxes at Viaduct Junction and Flanklin Street, further important alterations to the existing passenger yards are contemplated.

A new passenger platform and tracks for country trains are now under construction, and it is anticipated that these facilities will be ready to meet this year's Christmas traffic.

Satisfactory progress has been made with the construction of the new chaff and potato depot at Cowper Street. The depot should be available for business towards the end of this month.

The Revenue is Still Rising

WITH only five weeks of the current financial year gone, the returns already show an increase of nearly £17,000—the exact figures are £16,905—on the figures for the corresponding period of 1924, which was a record year.

Passenger traffic, which from July 1 to August 7, 1924, accounted for £548,708, is for the corresponding period of this year £580,813—an increase of £32,105.

There has been a falling off of £24,463 in goods traffic, but this is largely counter-balanced by increases of £12,359 for the carriage of mails and £3810 on refreshment services.

The total revenue for the last five weeks reached £1,204,073, compared with £1,187,168 for the corresponding period of 1924.

Personal.



Mr. T. E. Ross, L.S.W.

Mr. Ross, of the Transportation Staff Office, received many congratulations upon his success in passing the examination of applicants for a license as a shorthand writer in the Supreme Court of Victoria. Mr. Ross obtained the unique distinction of passing upon first presentation, and was congratulated by the Examiners on the legibility of his note.



Miss Elaine Townsend, of Syoamorest., Caulfield, is the first student in the Institute Elocution Class to gain an A.L.C.M. diploma. She has been studying under Miss Moverley since September of last year, and passed her examination in June last.



Some of the Men Operating our Narrow Gauge Line in the hilly Walhalla Country Left to Right: Travelling Stationmaster N. Sullivan, Guard A. E. Mill, and Operating Porter D. S. Bryant.



Mr. W. M. Madigan, who is attached to the Clerical Staff of the North Melbourne Loco. Sheds, left Sydney recently by the s.s. "Sierra" for America.

Mr. Madigan is accompanied by his wife, and expects to be absent from Australia for two years. He is seeking experience in Railway matters, and his first locality will be with the Southern Pacific Railway Company, at Houstan, Texas, U.S.A.

Messrs. N. T. McDonald and **T. J. Morrison,** R.A.S.M.'s, attached to the Geelong Superintendent's office, have been transferred to Newport and Guangor respectively.

Mr. T. G. Canterford, S.M., has taken charge at Gellibrand, having been transferred from Sydenham, whilst **Mr. J. E. Barker,** T.S.M., Crowe's line, has been transferred to Rumpanyup.

Mr. W. Naughton, S.M., Casterton, has been transferred to Yarra Junction, and **Mr. E. A. G. Pannell,** T.S.M., Mt. Gambier line, has taken charge at Bayswater.

Mr. E. Edbrooke, S.M., Dunkeld, has been transferred to Kilmore East, and **Mr. Langenbacher,** from Serviceton, appointed to the vacancy.

Mr. O. B. Harvey has received promotion as Acting S.M., and transferred from Chelsea to Relieving Staff, of the South-Western District.

The many friends of **Mr W. Saunders,** telegraphist, Geelong, will regret to learn that he has had a recurrence of nervous trouble, and is at present off duty with a breakdown.

During the past month, two changes in the enginemen's instructors, attached to the Geelong district, have occurred. **Mr. D. Stewart** was withdrawn for special work at head office prior to taking his holidays, and was replaced by **Mr A. J. Jones,** who, after a short period on these duties, was required to relieve an examining officer. **Mr. D. Morganti** is at present enginemen's instructor for the district.

Mr. Geo. Westle, of the Ballarat Parcels Office staff, is now convalescent, and should be able to resume duty some time in September.

Mr. L. C. Trickey, of the Ballarat goods shed staff, has been promoted to the position of A.S.M., Box Hill. Before his departure, he was the recipient of a Stewart Conway fountain pen.

Mr. D. A. McDonald, station master at Sheep Hills, was tendered a public farewell on the occasion of his transfer to Broadmeadows a few weeks ago.

He was presented with a wallet of notes, and reference was made to the fact that the local Fire Brigade practically owed its existence to his energy and organising capabilities.

Promotions and Transfers

Mr. H. A. McArthur, from Watchem, has been placed in charge of Portland, and Mr. **E. M. Fitzgibbon** has been transferred from Hopetoun to Casterton.

Mr. D. McMurtrie, who has retired from the Victorian Railways, has been presented with a gold watch by the officers and shopmates of the car and waggon shop, North Melbourne.

Mr. W. R. McConnell, Chief Clerk in the Railway Traffic Superintendent's Office, Ballarat, has been promoted to a post at the Head Office, Melbourne, and has been succeeded at Ballarat by **Mr. W. Troughton,** from Seymour.

Mr. T. J. Neal, the genial and popular T.R.O. of the North-Eastern District, has recently been promoted to the position of Chief Clerk at Seymour.

A pleasing task was performed recently in the office of the District Rolling Stock Superintendent, Bendigo, when **Mr. C. Malloy,** on the occasion of his marriage, was presented with a silver table centre by his fellow employes.

Mr. Missen, Asst. T.R.O., when making the presentation, emphasised the very high esteem in which the bridegroom was held by the staff, and wished him long life, health and happiness.

Mr. Maher, in a few well chosen words, suitably responded.



Miss Doris Cook (daughter of Mr. T. J. Cook, A.S.M., Albert Park, who won the first prize for poster costume ("Eat More Fruit" symbol), at a ball recently held in the Richmond Town Hall.

Mr L. H. Barrett, clerk in charge of suburban time-tables, has resumed duty after a protracted illness, following on a serious operation.

Mr. G. Crowley, who for the past two years has been in charge of the Cobden railway station, and who has received promotion to Illowa, was the guest of a number of citizens of Cobden recently, who presented him with a wallet of notes. Various speakers, in lamenting the departure of Mr. Crowley, referred to the pleasant associations that had existed between him and the public in his official duty.

At a recent meeting of signalmen, **Mr. J. Cummins,** who has retired after 42 years' service, was presented with a gold watch, a pipe and a tobacco pouch.

Mr. Cummins had worked at more than 50 boxes during his service, and had been several years in the special class.



Miss Gladstone in Graceful Pose in Victorian Railways Institute Dancing Class.

Engagement

We learn that **Mr. G. Gillingham,** Clerk, of District Superintendent's Office, Seymour, contemplates the purchase of a marriage ring at an early date.

The engagement of **Mr. G. T. Webb,** of the same office, to Miss Hilda Gilligan, eldest daughter of Mr. W. Gilligan, of D.R.S. Superintendent's staff, has also been announced.

Wedding Bells

Mr. Dick Maher, Telegraphist, Dandenong, who was recently married, was presented with a beautiful dinner set and tea set by the staff representing the District Superintendent's Office, Rolling Stock Branch, Station Staff, and Telegraph Office, Spencer-street.



Photo by W. H. Hutchings

Some of the excursionists, including the children of Stawell district railwaymen, who spent an enjoyable day at the Grampians.



Victorian Railways Institute Dramatic Society Group.
Back—J. C. Clarke, Myrtle Gloster, Marc Hayman.
Sitting—Billy Rees, Agnes Casey, T. M. Flanagan.



Miss Addie Strain.
A popular member, V.R.I. Dramatic Society

On the eve of their departure for America, **Messrs. W. J. Grimshaw** and **W. R. James**, of the Newport Workshops, were entertained by their fellow-officers in the Institute Concert Hall on Saturday, July 11th. The "send-off" took the form of a smoke social, and the hall was filled with members of the Workshops Staff and other Rolling Stock officials. The toast of "The Guests" was proposed by the chairman (Mr. E. W. Arthur), and supported by Messrs. A. E. Smith and N. C. Harris, who congratulated Messrs. Grimshaw and James on their good fortune in being selected to visit America, and wished them a pleasant trip. Mr. A. E. Smith then presented Mr. Grimshaw with a very fine "Kodak," and Mr. James with a valuable gold watch, suitably inscribed. Both recipients sincerely thanked the staff for their kindness.

During the evening a very fine programme was provided. Mr. G. Harvey gave some humorous sketches, which caused much merriment, and the singing of Messrs. E. Hooke and W. Roberts was pleasing to all. By request, Mr. Roberts sang "The Floral Dance," which was greatly appreciated. Mr. C. Mason gave a recital, and Mr. Jas. Taylor, Asst. Workshops Manager, contributed two very fine humorous items. Mr. A. Hart was a capable accompanist.

Several changes in the locations of supervising officers have occurred during the last month, in the Geelong district. **Road-Foreman J. Stephan** received promotion, and proceeded to Bendigo (Class 1), from Warrnambool (Class 2). The vacancy at the latter station was filled by **Road-Foreman J. B. Lathbridge**, from Seymour, he having obtained promotion from Class 3 to Class 2. **Works-Foreman Armstrong**, from the latter location, was transferred, and is now doing duty at Warrnambool, which has been re-classified as Class 2. **Works-Foreman E. W. Pyke**, promoted to Class 2, is stationed at Wangaratta, ex-Cressy, the vacancy at the latter station being filled by **Works-Foreman W. H. Philpott**, ex-Warrnambool. **Road-Foreman W. Foley** has been promoted from Class 2 to Class 1, and is now located at Geelong.

At the recent examinations conducted by the Federal Institute of Accountants, **Mr. V. E. Terrell**, of the Refreshment Services Branch, was successful in passing the complete final examination of that Institute. Incidentally, he gained second place in the State, and fourth place in the Commonwealth.

Station Staff at Dimboola

Standing left to right, Messrs. C. Meickle (Porter), L. Mullins (Vanman), C. Roddy (Porter), E. Martin (Porter), O. O'Brien (Reg. Clerk), R. Foster (S.M.'s Clerk), E. Wagerman (Jnr Clerk).

Sitting. — Messrs. L. Hegerty (Clerk), J. Travers (S.M.), T. Morganti (Operator), H. O'Connor (Vanman).



Do Locomotives Need a Rest?

Guard H. Hollis read a paper at the Fuel Conservation Meeting of the South-Western District on June 23. The following are a few extracts:—

OUR Railways is the largest industry in the State, and we as railwaymen should do all in our power to improve the Service.

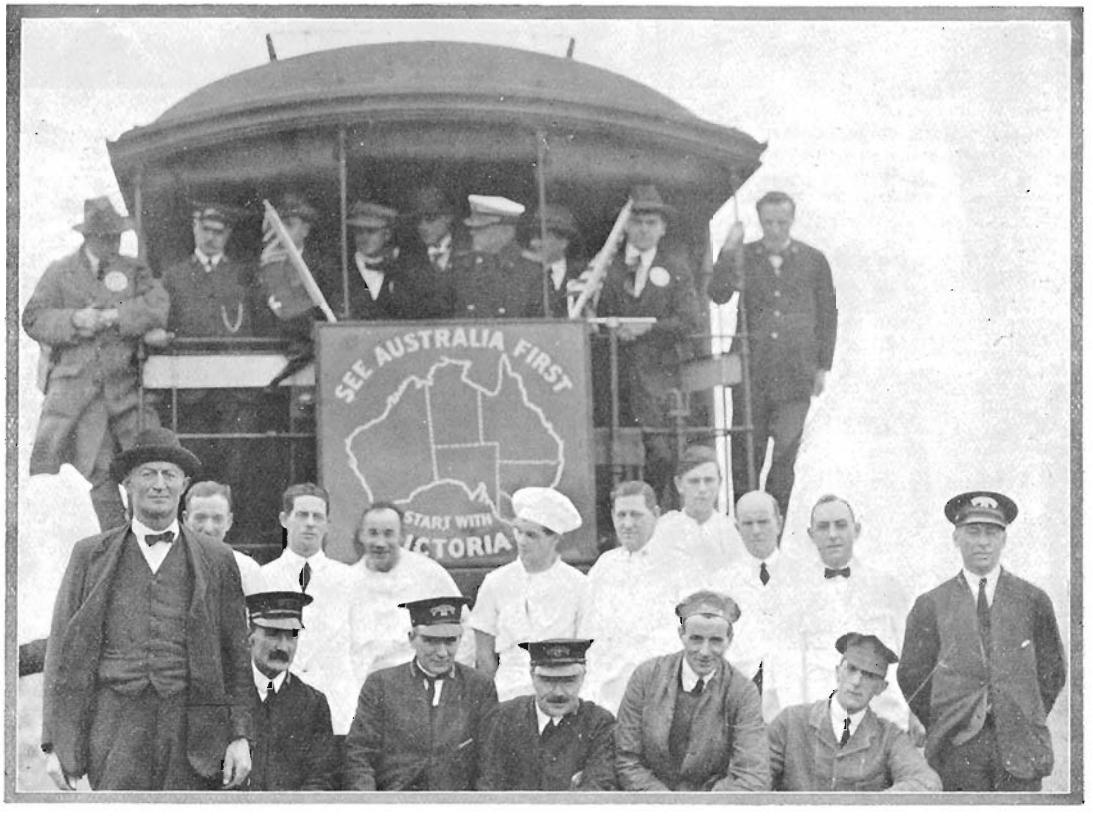
Each one has varying views; some good, others hardly so good. It is only by a contented and industrious lot of men that the best results can be achieved.

Engines are the principal thing in our service, and should be carefully looked after and kept in good nick. In busy seasons they are often, after being coaled, watered, and turned, sent out again to do another trip. Of course, this is unavoidable at times, but I think, like an individual, they require a certain amount of rest to get the results we are after.

We are instructed nowadays to co-operate, and each to do his part as well as circumstances permit, and, of course, any of us know that one individual cannot run the show alone; it is only by co-operation that good results are attained.

The young lad has educational facilities offering now, and, with ordinary intelligence and industry, can gain all certificates before attaining the adult age. I would say to these juniors to secure all certificates, be obliging and civil, more especially to travellers, work amicably with your seniors, and, you can be assured, success will follow, and our railways made more efficient.

Train crews are the life-blood of any railway system, and I was rather surprised on hearing previous papers that there was no allusion made to this. They are railwaymen proper, engaged in running trains, and, of course, earning the principal part of the revenue, should be well treated and paid.



THE OFFICERS AND CREW OF THE AMERICAN FLEET RESO TOUR.

On the platform (Left to right)—H. A. Mullett, Senior Inspector of Agriculture; S. W. Dalton, Special Guard; W. T. McConnell, Train Running Officer; W. Robert, Member, Betterment Board; Rear-Admiral W. C. Cole, Chief of Staff, U.S.S Fleet (officer in charge of visitors): L. McClelland, Manager, Dining Car Depot; H. D. Bernard, Clerk; O. Frencham, Steward. Standing—D. P. Morganti, Actg. Enginemen's Instructor; A. Hack, Cook; S. Waterhouse, Waiter; R. Camel, Chef; K. Ford, Cook; P. W. C. Woolcock, Waiter; G. Gathercole, Boy; B. Freeman, Waiter; W. Knight, Waiter; J. McCahery, Conductor. Kneeling—R. Ick, Conductor; W. Lawrence, Conductor; D. Mahoney, Conductor; E. Burnell, Driver; H. Devine, Fireman.

Our Hobby Section

Esperanto—Nomenclature

Railwaymen have some interesting hobbies. Two diverse subjects are dealt with this month. Short, pithy articles of this nature are invited.

Ye Olde Time Nomenclature

Some of our towns in the Northern parts of the State have queer names. "Nardoo," in the following article, peeps into the past and gives his version of where the names came from.

THIS chap was the chief of many aboriginal tribes of days long past, and unlike the chap who, in a similar line of business, gave to the few, distinguished names, and called the multitude Smith and Jones.

This chief did not slum his job, but handed out a new and appropriate name to each new settlement.

When he landed at Manangatang, long before the line was constructed of course, he sized up the place and its settlers, and making a dot on the map to indicate the location of the place, he named it "Manangatang." The usual holiday was proclaimed in the district, and after much feasting the Chief wished the settlers long life, and departed.

The folk were very proud of the name of their home lot till one day a young buck, in endeavoring to work out a cross word puzzle, looked up a dictionary and there found Manangatang, mamang or ourang—a man or person, the name of the man-like ape; atang, wood or bush, the man of the woods. N.B.—There are none of the original settlers living at Manangatang at present.

Love Laughs at Bolts and Locks

Cohuna is the aboriginal name for "wild turkey," Macorna for "wild goose," Patho for "a lagoon," Boort for "smoke," Wychetella means "grassy plains." Originally this town was known as Wychipoorp, meaning "grassy hilltop."

Kyabram signifies "thick forest." It has, however, been suggested by some that the place was named after Abram, and that the K. Y. in front of the name were Abram's initials.

It is said that in the early days, when men were prepared to do valiant deeds to secure the lady of their choice, a young chief of the Campaspe tribe (home address, Elmore) visited a tribe camped on the Murray (telephone, Cohuna 100), and there fell in love with the chief's beautiful daughter. His love found favor with the daughter, but not so with the old chief, and for his rashness the young chief was given to understand that his return ticket expired on the following day.

They say that love laughs at bolts and locks, but being in love is not generally accepted as a good and sufficient excuse if one is caught travelling on an out-of-date ticket, so the young chief decamped the night prior to the expiry date of his ticket, and for company took the old chief's daughter with him.

Her absence was not noted till the following morning, but as soon as the old chief was made aware of the fact he summoned his "flying gang," and they checked every train that led into the forest, and eventually the young couple were overtaken midway between Elmore and Cohuna.

The daughter was taken back to her much-enraged parents, and the young chief returned to his home town at a 1.52 gait. The name of the place at which the young couple were overtaken is, even unto these days, known as "Kotta."

What is Esperanto?

(By G. Redfern, Foreman Painter, Newport Workshops.)

ESPERANTO is the name given to a language by its creator, Dr. L. L. Zamenhof. This language is one of many attempts to achieve an international and neutral language. It is the one that has succeeded beyond all others, until to-day it is taught and spoken in every country, even unto Lapland.

This is indeed a remarkable fact, when one considers the obstacles in the way, and the few years (about 30) since Esperanto was born. Such an ideal as an international auxiliary language should not be regarded as impracticable, for have we not already international music and international codes?

What a loss to the world it would be were music systems to be national and different in construction, and what a tragedy were there no international means of understanding at sea. Imagine the plight of the ship sending out signals of distress, which, though received, yet would not be understood, and aid thereby withheld.

It is good that music is international.

It is good that we have an international code.

Then why not an international means of understanding by word of mouth?

The world grows smaller year by year. Distance is being eliminated. Hence the necessity increases that this idea of an auxiliary language be pressed forward. Delegates to international conferences are impressed with their cumbersomeness. Every speech delivered four times in four different languages to meet the need of all.

Tedious, unsatisfactory, confusing.

Not so with the conference of international Esperantists, however. Representatives of 40 different countries, meeting for the first time, each quipped with Esperanto, and the problem is solved.

Difficulties vanished. Perfectly satisfactory. No confusion. No interpreters. Each expressing his thoughts in a common tongue. Magnificent!

Institute's Year of Splendid Progress

Substantial Increase in Members Says Annual Report

Concrete evidence of the Institute's progress and growing importance is contained in this year's Annual Report. There was a substantial increase in membership enrolments, the number of financial members at the close of the year being 10,910, the highest number of fully-paid-up members since the inception of the Institute. Of this number 9,299 have arranged for their subscriptions being collected through the departmental pay rolls.

The Library comprised 41,511 volumes at the close of the year, including 3,392 volumes on loan to Country Centre Areas and Newport. The exchange of books during the period was also the highest on record. Metropolitan exchanges were 134,587, and country 48,206, being a total of 182,793.

The progress of the Educational Classes indicates increased confidence by employes, 2877 enrolments having been received. The Correspondence courses are also being largely availed of. Mr. L. McDonald has 242 students on his rolls in the Permanent Way, Maintenance and Construction course; Mr. E. F. Hally, of the Station Accounts and Management Class, has 389 students; Mr. J. C. Clarke, the Safeworking Instructor, has 341 students; Mr. H. Baker, Engine Working and Westinghouse Brake, 57 students; Mr. J. J. Fetherstonhaugh, Shorthand Instructor, 64 students; and Mr. Saville has 26 Algebra students, and 226 pupils in the English and Arithmetic Class.

The Military Band, now a regular broadcasting company, on 3LO, played on behalf of various deserving charities during the year, and was instrumental in securing the fine total of £341 19s. 1d.

Significant indication of the standard of instruction in boxing and wrestling at the Institute is afforded by the results of the recent Open Competitions held during June. These Competitions were open to amateurs throughout the State, but Institute competitors gained every Boxing event, and two of the Wrestling events.

The Council records its deep appreciation of the Commissioners' unfailing and generous assistance, while to the heads of branches, leading officers and employes of the various branches, thanks are expressed for the help which has at all times been so readily given to the Institute.

Women's Social Committee.

The Women's Social Committee has now completed its work in connection with the recent Eye and Ear Hospital Appeal, and has been instrumental in raising nearly £600. This is a very fine effort, more particularly when it is remembered that during the period of this appeal many other demands were being made for charitable assistance. The Committee gratefully acknowledges the kind help of the employes of the service, who again responded in their customary generous manner. The results of the raffles conducted on behalf of the appeal are as under:—

Briquettes	No. 12381
Coal	No. 11238
Mallee Roots	No. 10279
Order for Clothing	No. 1352
Doll	No. 16546
Tennis Racquet	No. 15841
Electric Toaster	No. 10880

Holders of winning numbers should communicate with the General Secretary of the Victorian Railways Institute, Flinders-street, Melbourne.

The Committee is now engaged in helping the St. Vincent's Hospital Appeal, and asks for the support of railwaymen, so that their contributions to the fund may be credited as a railway effort.

Art union tickets at 1s. each will be distributed throughout the service, with voting papers for the "Queen of Railways."

NEW CLASSES FORMED.—Several new classes in Engine Working and Westinghouse Brake have been commenced at various country stations recently. At Traralgon, Mr. A. Leonard, driver, has been appointed instructor of the newly-formed local class, which already comprises 15 members. The Hamilton class has been successful in securing the services of Driver R. Cornall as Instructor. Mr. Cornall was previously teacher of the Maryborough class.

Mr. F. P. Cook, signalman, has control of the new Safe Working Class at Seymour, while Mr. H. J. Anderson, clerk, has been appointed Instructor of the Stawell Telegraph Class.



Type of Wheat Truck in Use on South Australian Railways.



Mr. George W. Thompson, winner of the "J. C. M Rolland prize," 2nd Division, awarded to him as most persevering student, connected with the educational classes conducted at the Victorian Railways Institute.

THIRD TERM COMMENCES THIS MONTH. — Students are reminded that the third term commences on the 5th of September. They are urged to take advantage of the classes, as the final examinations are rapidly approaching.

DRAMATIC SOCIETY.—Before a crowded house in the Collingwood Town Hall on 12th August, the Institute Dramatic Society presented the well-known farcical comedy, "The Strategist" (produced by Miss Winifred Moverley). The play was very enthusiastically received, and it is proposed to repeat it in St. Luke's Hall, North Fitzroy, on 10th September.

MARYBOROUGH COUNTRY CENTRE AREA.

Besides the progress in the various departments of this Centre's activities, there has been one outstanding feature during the last few weeks that has occasioned much gratification, and that is the recent Commissioners' visit of inspection.

Received by the Chairman and Secretary of the local Centre, the whole party proceeded to the rooms, and thence through the gardens, when compliments were passed by the visitors on the neat and tidy state of the rooms.

The lecture season came to a close on June 30th, when Mr. Browne, M.A., lectured on the "Charm of Oxford" (illustrated). He had a large and attentive audience. The euchre parties and dances still continue to be successful, and much credit is due to the members of the Indoor Committee who carry them on. Constructive work on the Croquet Lawn and Tennis Courts is still being carried out, although the latter is still in the visionary stage. Billiard and snooker rooms still well patronised, and Tobacco

Cabinet maintains its output. A valuable hint was dropped by a prominent committeeman recently in regard to what an ordinary member of the Institute can do to assist the Committee. It was suggested that, instead of standing back and waiting to be asked, they should come forward and ask in what way they could assist. In this way, many little essential tasks could be carried out, and the local Centre would be the better for them.—Walter Cowan, Correspondent.

DONORS TO COMPETITION PRIZES.

The following is a list of donors to the Musical and Elocutionary Competitions, in addition to those published in our last issue:

Thos. B. Birkbeck, Athenaeum Club ..	£3	3	0
A. T. Craig, Athenaeum Club	5	0	0
Broadcasting Co. of Aust. Ltd., Trophy	5	0	0
John Dickinson and Co.	1	1	0
H. V. McKay and Co.	2	2	0
Allan and Co.	1	1	0
T. B. Guest and Co., 1 doz. tins of biscuits			
Nestle and Anglo-Swiss Co., box of chocolates, value 10/6			
J. McAlpin and Sons	1	1	0
Holdenson and Nielson	2	2	0
Alcock and Co.	5	0	0
H. Newman and Sons Pty. Ltd.	2	2	0
Isaac Pitman and Sons	1	1	0
Max Wurcker	0	10	6
Myer's Ltd., order value £3/3/-			
MacDougalls Ltd.	1	1	0
A. J. Hanley, donation of book			
A. E. Johns	5	0	0

MUSICAL AND ELOCUTIONARY COMPETITIONS.—The highest number of entries on record has been received for this year's Victorian Railways Institute Musical and Elocutionary Competitions. The particulars are:—Vocal, 73; Instrumental, 57; Elocutionary, 319; total, 449. The Senior Section competitions will be decided in the Concert Hall every evening from 12th September to 3rd October, inclusive (excepting Wednesdays), at 7.15 p.m.; while the Junior events will be conducted at 2.15 p.m. on Saturday afternoons, 19th and 26th September and 3rd October. Admission will be 1s., and railwaymen are urged to attend the entertainments, which will be of a high-class standard.

INTER-STATE BOXING AND WRESTLING. — The annual Boxing and Wrestling Competitions between railwaymen from Victoria, New South Wales, and Queensland will be decided in Sydney this year, and "try-out" contests will be held in the Institute Concert Hall early in October, so that Victoria's representatives may be selected.

INSTITUTE GOLF CLUB. — Messrs. Shannon and Molomby have become Patrons of the newly-formed Institute Golf Club, and the Chairman (Mr. Clapp) has warmly commended the innovation.

NEW SNOOKER SETS.—The Maryborough, Bendigo, and Seymour Rooms have been supplied with additional snooker sets.

WIRELESS.—The question of installing receiving sets in the Institute Rooms is at present receiving consideration.

LIBRARY BOOKCASE AT NEWPORT.—The Technical College at Newport has been equipped with a library bookcase for magazines and standard fiction.

CONCERT HALL IMPROVEMENTS.—The Commissioners have decided to instal sound buffers on the windows and doors of the Concert Hall, while double casement windows and fanlights are also to be provided at an early date.

CROQUET LAWNS. — Appreciation has been expressed at the Stawell and Maryborough Country Centres at the Commissioners' generosity in supplying a truck load of loam to assist in the laying-out of croquet lawns.

TENNIS COURTS.—A tennis court has been provided at Maryborough, and another is being completed at Benalla.

NEW SECRETARY AT BENDIGO.—Mr. A. R. Elliott has retired from the position of Hon. Secretary of the Bendigo Country Centre, to which Mr. C. J. Poliness, storeman, of North Bendigo Shops, has been appointed. Mr. Elliott was an unflagging worker in Institute matters, and his work on behalf of the local Centre is keenly appreciated. Mr. Poliness has always been an enthusiastic Institute supporter, and has received many congratulations on his appointment.

ELECTRIC HEATING. — The Commissioners have agreed to instal electric heating in the class-rooms at Geelong.



The "Digger" on the left is Mr. H. R. Jones, Immediate Past-President of the Maryborough Branch of the Institute; the other is Mr. J. Withell, Hon. Secretary (both are pioneer members of the Maryborough Branch). They say they are always to be found in the garden up there.

NEW MEMBERS. — During the month of August, 179 railwaymen joined the Institute, all of them signing the form authorising deduction of subscriptions through the departmental pay rolls.

BALLARAT CENTRE.—This Centre has been handicapped with comparatively poor accommodation in the past, and plans and specifications for the erection of a new building in Lydiard-street have now been approved by the Commissioners and Council. The new structure will be an imposing brick building, with a billiard-room (3 tables), 2 class-rooms, reading and lounge room, and necessary offices.

ARARAT CENTRE.—The Ararat Centre Area building will be a brick structure, on the Shire reserve at the corner of Queen and High streets, and will have a billiard-room (2 tables), class-room, and reading and lounge room; while there is also sufficient ground for tennis court and croquet lawn. The local committee has been very successful in raising funds for the furnishing of this Centre, £553 having already been subscribed.

KORONG VALE.—In connection with the movement to construct an Institute building at Korong Vale, the General Secretary (Mr. A. Galbraith) will shortly pay a visit to that Centre, and supervise organising work with that end in view. A grant of land has already been made.

VICTORIAN CIVIL AMBULANCE SERVICE.

217 Lonsdale-street,
Melbourne, 15/7/25.

The Secretary,
Victorian Railways Institute,
Flinders-street, Melbourne.

Dear Sir,—

I have to acknowledge, with many thanks, receipt of your cheque for the sum of £31 7s. 2d., for which the Guild Council is deeply grateful.

Might I ask you to convey to the Secretary, Band Master, and members of the Band, the grateful thanks of my Council for the splendid assistance which they have rendered to the Ambulance Service, and also for the fine spirit which prompts the Band to give its services so freely to charitable objects.

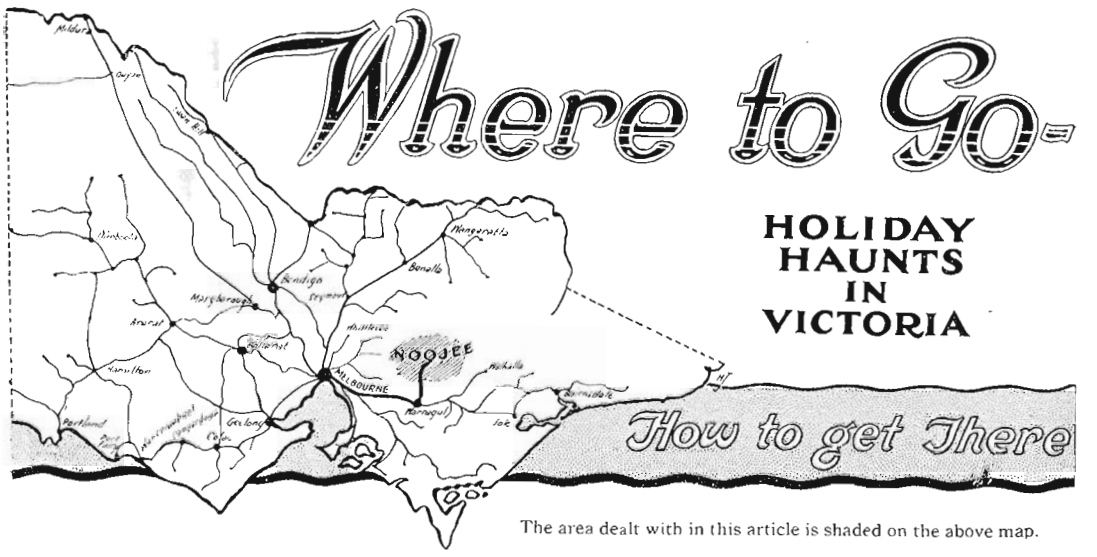
Yours faithfully,
ROBERT M. WYLLIE,
Hon Secretary, Ambulance Service Guild.

Exchange Wanted

Supy. Repairer F. Jones, of Annuello, is anxious to secure a transfer to the metropolitan district in order to study telegraphy. He would be glad to get in touch with any repairer in the metropolitan area who would be willing to exchange with him.



You wtll enjoy a trip on the picturesque line leading to Noojee.



The area dealt with in this article is shaded on the above map.

Nooks at Nayook and Noojee

THESE resorts are more than ever claiming the attention of tourists. The widespread beauty of the expansive views and the condensed loveliness of the valleys, where the original forest conditions can be seen and appreciated, are in striking contrast, and this variety gives to the district a special attraction. The establishment at Noojee of a modern residential hotel, planned with a view to the comfortable housing of tourists, having due attention to sanitation, and with a plentiful supply of water from the clear mountain streams, should do much to further popularise this place, which can be made the starting point from which to penetrate the river valleys and explore the southern slopes of the Great Dividing Range, of which Mount Horsfall—where the mountain ash trees rival the great sequoia of the Yosemite Valley of California—is a prominent feature.

A Real Scenic Railway.

Making the trip by rail, travellers branch from the main Gippsland line at Warragul, a flourishing centre, of which its commodious, modern railway station, churches, High School, hotels, etc., are evidences of its progress. The line from here passes through country dotted with prosperous farms and an occasional orchard, and ascending to high levels the far view over the Strezlecki Ranges to the southward is one of wonderful variety and charm. The section of the line from Nayook to the terminus, Noojee, is a real scenic railway. In the crossing of some of the ravines very high trestle bridges have been constructed. and these, being on curves, can be viewed from the moving train.

From Nayook the tourist looks back for miles over the rich belt of agricultural land, while looming out in the distance north-east and west are ranges upon ranges. Glen Nayook is only a few chains distant from the railway station. Crammed full of tree ferns and rendered easily accessible by tracks and galleries, this glen is of surpassing beauty.

At Noojee, a township of considerable size, has developed. It is the railhead of an important lumber district, and the centre of a magnificent tourists' paradise. There is a newness and freshness in this region that evokes an enthusiasm in the visitor.

Myrtle Bower—A Beautiful Beech Grove.

The valleys of the Loch and Toorongo Rivers, running almost parallel to each other from the Dividing Range only a few miles to the north, and consequently of rapid flow, are scenic features to be specially noted. The road running along the valley of the Loch leads to the Myrtle Bower, a beautiful beech grove.

The valley of the Toorongo River, within walking distance of the railway station, is, for a good length of its course, in its virgin condition, and densely wooded. Its fast running waters, cascades and fine waterfalls embowered in beech forest, make it a valley of beauty. A track has been formed to the Toorongo Falls, and farther on are the Amphitheatre Falls, pronounced by visitors to rank with the best in the State. Branching from the Toorongo road is one leading up to Fumina and on to the head of the Tangil River, in which are more fine waterfalls.

In all the valleys the flora is both abundant and beautiful. Fine beeches adorn the forest, the shining foliage of these choice trees making a striking contrast with the bright green of the wide-spreading tree ferns.

Rodmen will find trout and blackfish in the rivers; there are rabbits to shoot on the clearings, and wallabies in the bush.

SHORT STORIES FOR QUIET HOURS

Comparatively Easy

It was seven long years since Jonas Harris had begun to "keep company" with Miss Hannah Bell, and yet, in all that time, he had not mustered courage to propose a certain important question. His house was lonely and waiting; hers was lonely enough to be vacated, and still Jonas could not bring himself to speak the decisive words. Many a time had he walked up to her door with the courage of a lion, only to find himself a very mouse when she appeared.

He had never failed in dropping in to cheer her loneliness on Christmas evening, and this year he presented himself as usual. The hearth was swept, the fire burned brightly, and Miss Hannah was adorned with smiles and red bow.

Conversation went serenely on for an hour or so, and then, when they both sat paring red-cheeked apples, with great contentment, Jonas began to call upon his recollections.

"It's a good many years, ain't it, Hannah, since you and I first sot here together?"

"Yes, a good many."

"I wonder if I shall be settin' here this time another year?"

"Maybe I shan't be at home. Perhaps I shall go out to spend the evening myself," said Miss Hannah, briskly.

This was a blow, indeed, and Jonas felt it.

"Where?" he gasped.

"Oh, I don't know," she returned, beginning to quarter her apple. "I might be out to tea—over to your house, instance."

"But there wouldn't be anybody over there to get supper for you."

"Maybe I could get it myself."

"So you could! So you could!" cried Jonas, his eyes beginning to sparkle. "But there wouldn't be anybody to cook the pies and cakes beforehand."

"Maybe I could cook 'em."

At that moment Jonas's plate fell between his knees to the hearth, and broke in two, but neither of them noticed it.

"Hannah," cried he, with the pent-up emphasis of seven long years, "could you bring yourself to think of gettin' married?"

A slow smile curved her lips; surely she had been given abundant time for consideration.

"Maybe I could," she returned, demurely, and Jonas has admired himself to this day for leading up to the subject so cleverly.

Mannequins in a Train.—On the Pullman express from King's Cross to Harrogate, London, recently, the experiment was made of a dress parade of Ascot and Henley frocks. The mannequins had trouble in keeping their balance with the train travelling at 75 miles an hour, but they managed to do so, and repeated their parade three times between London and Leeds, the passengers being invited to come into the car where it took place.

A Last Request

"George Ferguson, you have gone a little too far." Pale with indignation and outraged pride, the young woman looked him sternly in the face.

"Why, Laura," he stammered, in helpless confusion, "I—I—er—ah—I didn't think you would care."

"Didn't think I would care!" she echoed, with freezing mockery. "Did you think, sir, that an acquaintance of 10 or 12 months entitled you to a privilege, unasked, that my most intimate friends of many years' standing would not have dared to claim? Have you no conception, sir, of the meaning of the word presumption?"

What had this young man done? Intoxicated by her beauty, and fancying he saw in her glorious dark eyes a challenge, half coy, half saucy, he had rapturously kissed her. Dumb with astonishment, George Ferguson now quailed before the lightning-like indignation of the high-spirited girl. He saw he had made a fatal mistake.

"This must end our acquaintance, Mr. Ferguson," she said. "In many respects it has been a pleasant one. I had come to esteem you greatly—to regard you as a young man of high and noble impulses, free from the trivialities, and weaknesses, the inordinate self-conceit and assurance that the spirit of the age seems to infuse into the mental constitutions of the young men of modern society. You have thrown yourself down from the pedestal upon which I had mistakenly placed you. Mr. Ferguson," she continued, sadly, "hereafter we meet as strangers."

"Be it so, Laura Kajones," replied he, with recovered self-possession. "I shall not presume to question your right to dismiss me thus summarily, however strongly I might feel inclined to protest against the injustice of your act in so doing. I bow to your mandate. Henceforth we are strangers. But before I take my last farewell of you, as I am now about to do, and go out into the world to struggle with it as only a sorrowing, lonely man, deprived of his last earthly hope, must struggle to prevent bitter despair from gnawing his heart-strings asunder—before I leave for ever the presence of one with whom I have passed so many happy hours, whose memory will cling to me through all the cheerless years that may yet drag their weary length over my head, I have one last request to make of you."

"What is it, sir?"

"Please take your arm from around my neck."

Better Farming Cattle Train.—To encourage farmers of Eastern Ontario in better breeding of live stock, the Canadian-Pacific railway is operating a Better Farming Special Train for its Ottawa-Pembroke branch. The train has 15 cars, carrying exhibits of pure-breed cattle, swine and poultry. Some of the animals will be sold during the trip.



The Original Practical Joker

Long before there were men on the earth, the apes in the primitive forests amused themselves by playing practical jokes on each other. Some human beings still do it. Perhaps it was the survival of this crude type of humour that gave Darwin the idea that men were descended from apes. April 1, dedicated to fools and fooling, has long been regarded as a special opportunity for the practical joker to do his stuff. But every day is "All Fools' Day" to the incurable joker.



"How did I know it was going to end that way?" is his stock alibi when the object of his playful trick is removed to the hospital for repairs.

There is no objection to harmless sport outside of working hours. But at work, when a man's attention is needed to work safely, is no place for jokes, even those that may be harmless at other times. When the joker uses electricity or compressed air in his pranks, the result is sure to be serious.

The place for monkey business is in the circus ring or the zoo. No plant is safe with the joker running wild.—"Pullman News."

Safety in Everyday Life.

Safety is the common denominator of industry. There is not a single agency that aims to offer a constructive service to industry that cannot find its point of contact within the programme of safety. The schools teach it; the churches preach it; newspapers and magazines give space to it; Parliament legislates for it; organisations propagate it; the public demand it; and the employer and the employe believe in it, apply it, and profit by it. There never was a movement outside of religion itself that has so many possibilities for entering so thoroughly into the everyday lives of the people.

Safetygrams

Be careful NOW. To-morrow may be too late.

When safety work is hitting on all cylinders accidents disappear.

Keep out of the Hospital Squad—play safe.

He who takes a chance will some day take one too many.

A thoughtless moment may cause an accident a lifetime cannot repair.

Remember, Haste, Recklessness, Thoughtlessness and Carelessness cause most accidents.

Eternal vigilance is the price of safety.

"Safety First" is a standing joke to many, but to all of us it means life or death.

Do your part to keep down accidents or they will keep you down.



Peregrinations of an R.S.M.

What a power for good the relieving Station Master may become, and what splendid opportunities he has for introducing the latest reforms, can be gauged from a glance at the districts he covers in his peregrinations round the State during the 12 months.

(By "One of Them")

AFTER the very serious matter of the annual cricket match versus the Head Office has been decided, our worthy commences his yearly round. He has possibly one of the most interesting positions in the Service, as, unlike any other, there is no chance of it becoming monotonous.

Same procedure after arriving, same routine, different details. A different class of people to be handled here. The first station, they were workers all that came to the station, and had very little spare time, as the harvest had to be brought to the market, and it was rush and tumble while that very-much to-be-desired object was in view, but all were roughly considerate. This station, he finds, has the same hectic rush, but with a directly opposite object.

The visitors are after pleasure in all the forms that it may take, and one of the most pleasurable is to approach the station staff and ask for information that has been already obtained from various sources. The point in the game is to try and find out some one who will give a different answer, and then woe betide that person! All the other persons who have given a reply before will be brought in evidence against him, and all the good innocent railwaymen who have gone before —and the ones to come after—shall be classified and vilified through that slip.

Gippsland—In Time for the Rain.

He now comes to Melbourne, and fills in his time at one of the suburban stations until he is required to do booking duty at one or other metropolitan stations or tourist bureau.

About Easter Wednesday the general exodus begins, and our hero starts off for Gippsland, so that he may be in time for the rain, which is one of the chief features of that prosperous district.

His period will be up about the end of May, and he receives a wire to proceed to the Ballarat district, possibly even Warburton or Bright, as it is most necessary that, if he is to be an experienced relieving man, he must become inured to the extreme weather conditions, and find out for himself how the people live in the various parts of the State.

The close of June finds him again in the suburbs, and if he is of a sporting turn of mind, he is feeling very pleased with himself at the thought that the Grand Nationals will possibly be run while he is down from the bush. Naturally, just on the eve of the first day, some S.M. in the bush must be inconsiderate enough to get sick, and, as he is the only available man that knows the signal frame at that particular place, it is his honour to be picked out for immediate despatch to that station, leaving some perfectly innocuous person to control the destiny of his nice little suburban job.

He probably finds that the S.M. has been hanging on out of a sense of patriotism to the Department, trusting every day to get on the mend, and then to find he must give up. Work has got behind, and, although the R.S.M. sympathises with the sick man, he cannot help but wish that he had gone off earlier and given him a chance to get a better go at the work. Possibly, many days and nights will be given up to the squaring up of things, and it will be nearly time for him to get the customary wire to proceed to some other location, but instead he is advised that he is to stay and relieve, as the S.M. has been granted his annual leave, and it is too good a chance to be missed having him there.

An R.S.M's. Reunion.

By the time he has been released, Show is over, and the racing carnival is close at hand, and he is again wishing something will arise to make it convenient for him to be brought back to Melbourne, to assist in the successful carrying out of the Bookmakers' Picnic. His wish having borne fruit, he has the pleasure of booking as hard as he can go for about a week, and then he is poked into any old job till it is time to get back to Melbourne for the Christmas holiday booking, which is usually looked on as a reunion of all the R.S.M.'s who may be out of touch all the year, but are still like a great family when they meet at this period. What enquiries are made as to this or that one's movements! How the country is discussed from all angles!

The end of the year has now arrived, and as it was only my intention to cover a year's journey, I will not carry on any further, but will conclude by summarising what I have been trying to show; that is, that the R.S.M., by his varied experience of the State, must necessarily have acquired something that has been denied to his brother S.M., who is stationed in the one place during the whole year, or possibly years.

And the hold it gets on one! How many men having been on the relieving staff can bear the thought of going off?

WIT & HUMOUR.

A Scotch lady, who, strange to say, had never made a trip by rail, was induced by a friend to do so. She complied, and, curiously enough, the particular train she travelled by was derailed.

Of course, she was unacquainted with railway methods, and the passengers were aimed down a bank, and probably she imagined this was the usual custom.

Later, this friend asked her how she got on with her trip. She replied that the trip was not so bad, "but I dinna like the way they have of putting you oot!"

* * *

Mutt: "My, you're wife can talk."

Jeff: "Well, yes. You see, she was vaccinated with a gramophone needle."

* * *

Caller (to little Bobby): "Bobby, what makes your eyes so bright?"

Bobby (after a little thought): "I 'spects it's tause I ain't had 'em very long."

* * *

Teacher: "What is the plural of child?"

Boy (promptly): "Twins."

* * *

Lady Passenger: "Porter! Where do I catch the train for Melbourne?"

Porter: "Over the bridge for Melbourne train, ma'am!"

Lady Passenger: "But, oh! porter, I've got a tin chest."

Porter: "Can't help it, ma'am, if you've got a wooden leg—over the bridge for Melbourne train!"

* * *

Johnnie was travelling in a train with his father. The latter said to Johnnie: "If the ticket checker comes along and asks you your age, tell him three years old." So along came the checker. "How old are you?" Johnnie replied: "Oh! I am three when I am out, and five when I am home."

* * *

The landlord called for the rent. The mother, looking through the window, saw him coming, but did not want to answer the door. She said to her little daughter, "Answer the door, and tell the gentleman mother is not home." On answering the door the little girlie said: "Mother is not home." Turning around, the girl called out: "What will I say next, mum?"

* * *

Doctor: "You are coughing much easier this morning."

Patient: "I ought to; I've been practising all night."

"Papa, if three wheels is a tricycle, and two wheels a bicycle, what is one wheel?"

"One wheel, my son? Well, let me see. One wheel must be a unicycle."

"No, it isn't, papa; it's a wheel-barrow."

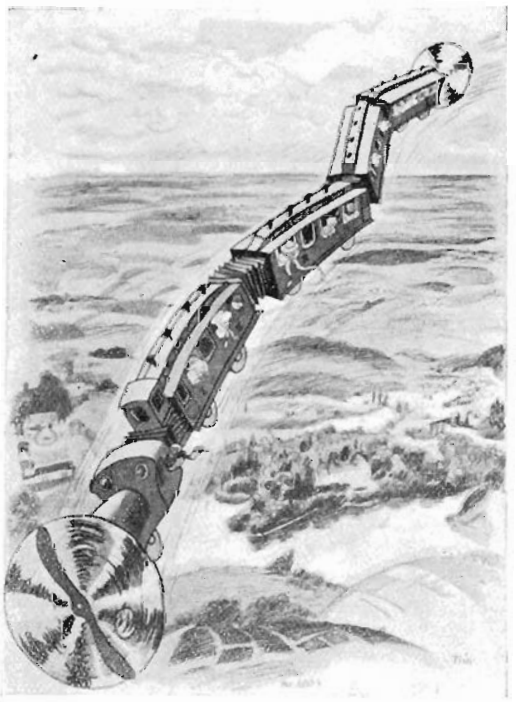
* * *

"NOT TOO BAD."

Conversation between a farmer and an acquaintance of mine at the Heywood (Victoria) railway station to prove to me that it is not possible to get a Victorian farmer to commit himself so far as saying a thing is really good or bad:—

"Crops been pretty good this year?"
"Oh, not too good."
"How are prices?"
"Not too bad."
"Many worms?"
"Not too many."
"Weather has been pretty chilly lately, hasn't it?"
"Not too warm."
"I call it pretty bad weather."
"It hasn't been too good."
"The farmer has it hard enough when the weather's good."
"Too right, too right."

(Mr. John W. Raper (U.S.A.), writing on his experiences in Victoria.)



The air express of the future. A sketch on modern travel as it may be 100 years hence, as seen by the Hanomag, a German railway magazine.

The LADIES.



Lessons from the Visit of the Fleet

By "Housewife"

Did you notice how very attentive to the ladies were the Americans on the occasion of the epoch-making visit? I really think that some of the officers and those nice boys in the white caps showed our men an excellent example. You see, the Americans are used to petting their women. And that leads me to a comparison which I trust will not be odious.

Perhaps I am one of the old-fashioned women; a relic of the Victorian age; but I have always felt that a wife should look up to her husband, and should give him loving service always. You will grasp what I mean if you witnessed the play "Secrets" at the Theatre Royal, in which Muriel Starr made a decided hit as the devoted wife. Mind you, the husband must be worthy of devotion.

But even if he is not worth devotion, I believe that the majority of Australian women do give loyal service to their husbands in caring for their health and in managing their households. Without that loyal service there is no Home. There is no place like a real Home.

Of course, the affectionate care should not all be on the one side. I like my husband to fuss a little over me when I am tired with housework, and even to help in doing the rather unpleasant tasks which all but affluent women must perform in the daily round of domesticity. Mutual help is what we all should aim for, we married folk, and that should be the ideal also of the unmarried. The petting and the caring must not be all for one, and none for one.

The woman who runs her own house, and who does nearly all the work for a husband and several children is worthy of a little petting. I would like our men to paste that in their hats so that it would be close to their minds. Personally, I do not desire to be petted as most American women are . . . . that is, treated as if they are angels deserving a velvety existence. A velvety existence is not good for anyone, and it certainly is not good that a woman should lead a velvety existence while a man slaves to pay the bills and seldom knows the meaning of comfort.

Let me say that I know many American women who are the best of wives and housekeepers. I know many of the New England women are famous in that way, and I am certain that in all parts of the United States can be found devoted wives and mothers. But still the tendency is for wives and women generally to be idolised to an extent unknown in other English-speaking countries. My husband tells me that men should always idealise women in the way that boys idealise their mothers, and I suppose he is right. We women should always be a refining influence, from the time we enter our teens until we pass away to that bourne from whence no traveller returns.

Perhaps we can learn something from American women, and they can learn something from us. I will leave it at that.

This Month's Hints for the Housewives Idea Box

Stoning Raisins.

Pour boiling water over raisins that you are going to stone. The fruit will swell, and the stones may be quickly and easily removed.

A Cooking Hint.

To prevent juice or syrup from making pastry soft, brush it over with beaten white of egg. The remainder of the white of egg can be stiffly whisked with white sugar, and spread over the fruit, or used to ornament the top of the tart. A little sugar added to the white makes a meringue; a good deal forms an icing.

Darning Stockings.

Before darning stockings with woollen yarn shrink it while in the skein by hanging it where the steam from a boiling kettle can reach it. Then dry; it will shrink and cause other holes if this precaution is omitted.

Split Clothes Pegs.

When clothes pegs split, bind tightly from head to fork with string or thin copper wire. They will last for years.

Care of Patent Leather.

Many people are troubled with patent leather shoes cracking the first time they are worn. They should be polished with a soft woollen cloth, with a little leaf lard on it. Rub until the leather looks glossy. Be careful to keep in a warm, dry place. Dampness will always spoil patent leather.

Shiny Blue Serge.

Brush the serge well with a clothes brush, then dip a small brush in ammonia and brush lightly. You will find this has very satisfactory results.

Hint for Washing Day.

Make two large calico bags (bran bags would do), bind the mouth of one with white, and the other with colored material. Sew tapes on the top of one side only, and tie firmly to clothes line. As the clothes dry, put them in the bags, whites in one, colored in the other. They will get the full benefit of the sun and wind, and be much more easily handled at folding time. Particularly useful to persons with limited line space and much washing.

Railwaymen are Keen Sportsmen

NORTH SUBURBAN RAILWAY FOOTBALL COMPETITION.

The above competition has now concluded its first season. The teams which contested were railwaymen from the following sections:—Clifton Hill to Jolimont, North Fitzroy to Reservoir, Westgarth to Heidelberg, and North Melbourne to Fawkner.

After many keen and interesting games, the North Fitzroy to Reservoir Club won the premiership, having had the unique experience of being undefeated for the season.—R.S.

VICTORIAN RAILWAY RIFLE CLUB NOTES.

By Red and Green.

A triangular match was fired at Williamstown on the 1st August, with Post and Telegraph, Brunswick, and this Club.

The Star match between Melbourne and the American Fleet was the attraction which brought the "Postites" over.

It is some considerable time since this Club has had the opportunity of engaging the P. and T.'s, and the leader of the Brunswicks was an old Railway shootist, "Wally" Keyte. The P. and T.'s defeated Railways by 13 points, and Brunswick by 15.

The conditions were 14 men aside; the best 12 to count; and it was fired over the 3, 5 and 600 yards ranges, with 7 counting shots at each. The P. and T.'s were shooting in great form, and of the three teams this Club carried the longest tail of 3 92's. The best scores were:—P. and T.: A. Pope, 102; E. Sprague, 101; G. West, 101; W. Wisbey, 100; Walter Williams, 100; J. Stewart, 99. Railways: P. W. Pearce, 102; G. Geering, 100; J. Sarsfield, 100; J. Battle, 99. Brunswick: W. Robertson, 99; C. W. Bartle, 98; J. G. Cochrane, 98; G. Moran 98.

The consistent P. Pearce with his 102, and G. Gearing, with his century, and that sterling old shot J. Sarsfield, with a hundred, topped our score.

Jim Battle, our secretary, had really bad luck in not notching his century.

The Brunswick men shot a little below their form, but it must not be forgotten that, under "Wally," they are a hard combination to defeat. This Club's amalgamation with the Institute is practically assured, and maybe the Milne Memorial Shield will be held in the Institute after October next, when the first match since the war will be fired for it in Sydney.

We have lost one of the finest shots in Australia recently, Sid Grant having been transferred to Melbourne. He topped the Melbourne team in the "Fleet" shoot, and also topped the scores in the test for the Victorian team to compete in the Commonwealth matches.



Mr. Les. J. Phelan, in plain clothes, Clerk, Dist. Supt,'s Office, at Maryborough, Secretary of the Maryborough Football Club, Premiers of the Ballarat Football League, last year, and leaders in this year's competition. Other is that of Shunter Geo. Arnott, of Maryborough. He is Maryborough's full back, and has played with the team since its inception.



MEMBERS MILDURA CRICKET CLUB.

Left to Right.—Back Row: Messrs. J. Cronin, R. Rowlands, W. Lacy, W. P. Drew, C. Millar, L. J. Rowlands, J. H. Brown.

Front Row: Messrs. B. O'Callaghan (c.), L. Fuller, V. Hadley, J. Whitford, F. Cummings.



The above are the Members of the North Fitzroy to Reservoir Railwaymen's Football Club—Undefeated in first season's play. Winners of the Premiership.

ROY WHITTLE AGAIN.

The following appeared in the "Sun Pictorial" during August. The station staff is proud of him.

"When a little red-clad runner was seen to be right up with an Australasian champion in the recent junior championship, the critics were unable to name him, and when he fought out a gruelling finish in record time, it was discovered that at last Ballarat had turned out another probable champion in young Roy Whittle, of the Ebenezer Harriers. Since then the unassuming adolescent has advanced with rapid strides, and to-day is acclaimed round the Ballarat district as another Suffren or Richardson.

"Ballarat athletes made it possible for Whittle to race in New Zealand in the 10,000 metres by securing him leave from his work as porter at the Ballarat railway station, and providing for the maintenance of his mother during his absence.

A GREAT DAY AT MOE.

August 1st was the greatest day in the history of Moe, when 257 petty officers and men from the visiting U.S. Armada travelled to Moe. The visitors arrived at 11.30 a.m., and marched to the Town Hall, where a banquet had been prepared by the Ladies' Committee. The visitors were welcomed by the President (Cr. Morgan), who delivered an appropriate speech, and after dinner were entertained at a Carnival, held in their honour.

At 5.30 they were entertained at tea by the ladies. Lieut.-Commanded McWilliam expressed, on behalf of the visitors, their appreciation of our hospitality, and also paid a splendid tribute to the ladies. Special trains were run on the branch lines, and all brought large numbers of visitors.

A young wallaby was the prize in an event for members of the Fleet, and was won by the men of the U.S.S. Seattle.—W. T. McGrath.



Members of Ouyen Cricket Club

Names did not come to hand in time for publication. This team has had a series of successes in the district.



THE CHILDREN'S PAGE.



By "Uncle Ben."

Here's the First Letter from Uncle Ben

MY Dear Nieces and Nephews—Here's love and luck to you from Uncle Ben. You read about me on your very own page last month, and I hope won't lose any time in getting acquainted.

Send me little letters on what you like and what you do, and want to do and be—in fact, on anything and everything about your happy daily life. I'd love lots of letters, and some will be printed. What fun.

Being the children of parents who help to run our railways, you would hear from dad or mum, or someone who is good to you, all about the American Fleet.

It did keep us hard at work, but we didn't mind a bit, because we wanted our cousins from the United States to see the sights. Some of them said our scenery was the best in the world

There now!—and plenty of the Australian boys and girls who will read these words live next door to such scenery. Isn't it just splendid!

Yes, the coming of the great Fleet did keep us busy, as the traffic was so heavy. Our wonderful railways were seen at their best, too. They are wonderful, don't you think? What would we do without them, and all the things they bring to us and take to other places from our places?

And there's the people they help to travel from here or there and back!

Do you like going in the train, or watching it? Sometimes when the night is dark and stormy it looks to me like a lighted ship at sea.

Tell me what you feel about it. Ask those at home what they feel about what you feel. That's the way to learn.

Oh, oh—so much to say on other matters, and space full. But we'll have chats and more chats month by month; that is, if you'll chat. Now, don't forget, my dears.

Your fond admirer,

UNCLE BEN.

Bright Sayings of Children

Wanted a Lid, Too

Ronald (aged eight) had just come in from school, and after hanging up his school bag asked his mother for a biscuit. His mother got the biscuits down, and after buttering one and placing another on top of it, handed it to Ron. Young Russell (aged three) was standing near by, and wanted one as well, so his mother just gave him a single biscuit. He said, "No mummy, put a lid on mine, too."

Cream in Plenty

Two little girls were engaged in an animated discussion as to the merits of their respective homes.

"Well, anyway," said one little maiden in a triumphant tone, "you may have more bedrooms than we have, but we have more cream than you do. We have enough for our porridge every single morning."

"Pooh!" said the other, "that's nothing. We own a Jersey cow, and we get a whole cowful of cream twice every day."

Not for Herself

A charming little story is told of an encounter between the Emperor Alexander of Russia and a quick-witted young girl.

During his visit to Paris the Emperor Alexander was present at the anniversary of one of the hospitals. Plates for contributions were passed by the patroness of the institution to the visitors of the day, and a particularly pretty girl presented her plate for royalty's attention.

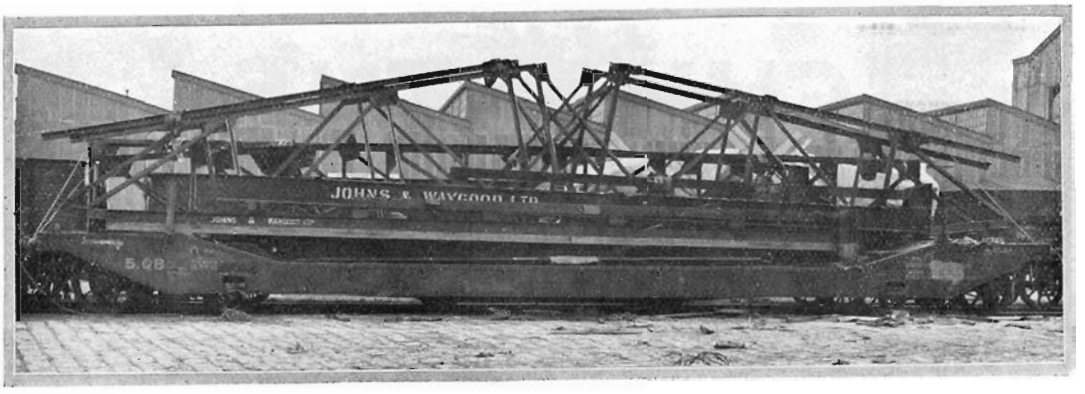
The Emperor dropped a handful of gold on the plate, saying to the young girl as he did so, "This is for beautiful bright eyes."

The pretty maid courtesied low, and again presented her plate to the generous donor.

"What, more?" asked the Emperor with a smile.

"Yes, sire," was the reply, given with eyes demurely cast down and the mouth well under control, "now I would like something for the poor."

The second handful was ever more liberal than the first, and the Emperor evidently felt that his speech had been well met and matched, as he smiled after the pretty girl, who went on her way rejoicing to the next visitor.



All kinds of freight is carried on the Victorian Railways. Here are some heavy steel girders loaded on to trucks in the Spencer Street Yard, Melbourne, by the 15-ton electric crane. Practically anything can be carried on our system with expedition and skilful handling.

Hints on Tuning--For Wireless Enthusiasts

WITH the assistance of circuit diagrams and panel layouts, it lies within the scope of any person of average intelligence to build a wireless set.

Skill in operating does not consist wholly of turning dials and knobs; but more in the manner in which this is done, and, in order to do this intelligently, it is necessary to understand generally the theory of wireless, so that when any dial is moved the operator can visualise what is happening.

In order to enable a set to receive, inductance and capacity must be present in the receiving circuit. The inductance is usually in the shape of a tapped, basket, or honeycomb coil, and the capacity is usually in the form of a condenser, and so that a range of wave-lengths may be covered these are both made variable. It must be remembered that the greater the value of the inductance or capacity the higher is the wave-length.

The simplest form of tuning inductance is that which is commonly used with a crystal set, and consists of a coil wound on a former, a tapping being made by means of a sliding contact moving along a conducting bar, and making contact on a bared strip on the coil. In this case the set is tuned by sliding the contact backwards and forwards along the bar until the signals are heard at their loudest.

A Coarse Method of Tuning.

This can only be regarded as a coarse method of tuning, and it is not sufficiently selective to prevent jamming of stations. In view of the new wave-length of 3LO, it would be advantageous for those who now possess this type of tuning inductance to fit a small variable condenser of about .0005 mf. capacity between the aerial lead and the sliding contact in parallel with the inductance, and thus obtain sharper tuning.

The inductance and capacity must be varied until the set is in resonance with the station which is to be received, and in order to do this properly a definite procedure is recommended.

Start off with the knowledge that best signals are, as a rule, obtained with a maximum of inductance, and a minimum of capacity.

Then set the inductance roughly, and carefully adjust the capacity of the condenser until signals are heard, however weak they might be. Then turn the condenser dial to left and right until the signals are obtained at their loudest, and note the position of the condenser vanes, if they are full in, then increase the inductance, and adjust the condenser in the same manner as formerly, and, since the wave-length depends on the product of the inductance and the capacity, it will be seen that less capacity is required. It may be necessary to repeat this performance several times before the loudest signals are obtained.

This method is equally applicable to a valve or crystal set, with the exception that with the crystal set, when the first weak signals are obtained, it is as well to pay attention to the crystal to get a sensitive spot, if that has not been done previously by means of a buzzer set.

The foregoing has been applied to the simplest method of tuning the aerial system, and it must be remembered that there are still quite a number of operations in which skill is required to get the most out of your set.

Perhaps the next phase is that where a two-circuit is used, and is one which has a coupled aerial circuit, consisting of a primary and a secondary coil mounted on an adjustable coil-holder, both tuned with a variable condenser. This method is extremely selective, and when used it is advisable to fit a double pole double-throw knife switch, known as a "tune and stand by" switch, owing to the difficulty which would otherwise be experienced in picking up a station.

The switch is wired in such a manner that when thrown into the "stand by" position the secondary coil is disconnected from the grid of the first valve, which is then connected to the aerial lead from the primary inductance, thus allowing for fairly broad tuning. When a station is being tuned in, the procedure is exactly as explained previously, but when the signals are obtained loudly the switch is then thrown over to the "tune" position, and the station then tuned in very sharply by means of the secondary condenser.

Volume is not Everything.

The secondary coil is usually slightly larger than the primary, so that the losses in efficiency by transformation are compensated for, and greater potential changes applied to the grid of the first valve. These may be varied slightly by moving the coil nearer to or farther from the aerial coil.

It will be noticed that when the secondary coil is brought nearer to the primary, the tuning of the latter is slightly altered, and must be compensated for by altering the condenser slightly.

The tuned anode is a good and easily handled method of high-frequency amplification, and by its means the range of a set is considerably increased.

It must be remembered that this is another circuit, which has also to be tuned to resonance with the aerial coils, and the anode condenser and inductance are manipulated in exactly the same manner as the aerial condenser, and the use of the tune and stand by switch in the circuit is now even more apparent, as otherwise three condenser dials would require adjusting simultaneously, and the chances of tuning in a station in anything like a convenient time become very remote.

Above all, when tuning, do not sacrifice everything for volume. Remember that a compromise between quality of tone and volume is a far better goal, and even that may not be as good as one of quality.

E.G.G.

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THE warning cry of the porters, the blast of the guard's whistle, the deep response from the big "A.2"—and the Sydney express leaves the platform —on time.

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6



Site for the new Ford motor assembling factory at North Shore, Geelong. This picture shows the railwaymen putting in the three sidings branching from the main Melbourne-Geelong line. This area will look much different a few months hence.

Horticultural Notes for September

Flower Garden and Shrubbery

Spring is at hand, and it behoves all gardening folk to be "up and doing," for a successful gardening year depends entirely on our hustling now.

Perhaps the first thing to be attended to is the cultivation of the surface soil.

Roses are bursting into growth, and this is the time to watch for mildew and aphis. When the first signs of mildew appear, dust the foliage thoroughly with sulphur; if possible, this should be done in the morning, when everything is wet with dew. Aphis is easily checked by spraying with a good strong tobacco mixture.

Chrysanthemums may be taken from the cutting bed now, and planted where they are able to remain. If required for exhibition purposes, they should be planted in a specially prepared bed in rows from 3ft. to 4ft. apart, with about 2½ft. between the plants in the row.

Herbaceous plants, such as Delphiniums, Perennial Phlox, etc., may be planted.

Hardy annuals, such as Pansies, Violas, Gaillardias, Wallflowers, Stocks, Dianthus, Larkspur, Antirrhinums, Margaret, Carnations, etc., may be planted out in borders, lawn beds, or other suitable places.

A start should also be made with the summer annuals; sow just a small quantity of any of the following:—**Phlox, African and French Marigolds,** Zinnia, Miniature Sunflower, Balsam, Aster, Summer Chrysanthemum, Petunia, etc. If these are sown in shallow boxes in good light soil, and kept in a warm frame, they will have a much better chance than if sown in the open too early.

The Kitchen Garden

Tomatoes should receive early attention. Do not attempt to plant any in the open yet, but, if raising your own, you should start at once. Sow the seed in shallow boxes, using good light soil, with a little well-decayed short stable manure mixed through it Water the seed in, and then place the boxes on the hot bed. Keep the hot bed close for the first few days and then gradually air it as the young plants grow.

Vegetable Marrows, Pumpkins, Melons, Cucumbers, etc., can be raised in the hot bed now. Sow three or four seeds in a 4in. pot, afterwards thinning out the weakest and leaving one or two strong ones to plant out.

A few French Beans can be sown in a warm position, but care should be taken to mulch the surface with manure or cover the seed with very light soil, as the Beans are likely to "break their necks" when coming through if the soil is at all set.

Make sowings of most vegetables, such as Beet, Summer Cabbage, Summer Lettuce, Turnip, Carrot, Parsnip, Parsley, Onion (Silverskin), Spinach, Radish, Brussels Sprouts, Leek, etc.

Around Australia and to the East

All around Australia and to Java and Singapore for £90 in 70 days! That is now possible by an arrangement between the Australian Railways and Burns, Philp and Company.

Each month a steamer leaves Melbourne, Sydney, and Brisbane for Townsville, Thursday Island, Sourabaya, Batavia, and Singapore. The tourist on the round trip comes back by a connecting steamer via Derby, in Australia's north-west, to Fremantle.

Thence the journey is completed across Australia by the transcontinental train. Boats leave at monthly intervals. The tourist bureaus and Burns, Philp's office will give information.



Entertain Your Guests!

"At Last a really hundred per cent. Dishwasher!"

Say hundreds of "Walker" Users

"If only other women knew" say many proud owners, they wouldn't lose a day in equipping their houses with Walkers.

And so the story is growing, ever spreading, hope inspiring.

Probably the greatest charm of the "Walker" Dishwasher, next to its efficiency and practicability, is found in the simplicity of its operation, appearance and construction. It maintains an unobstrusive, and inconspicuous presence in your kitchen, AND WORKS FOR YOU TIRELESSLY *and at practically* NO EXPENSE.

It disposes of the most objectionable of your household tasks, and for the first time in the history of Dishwashing lends dignity to the operation.

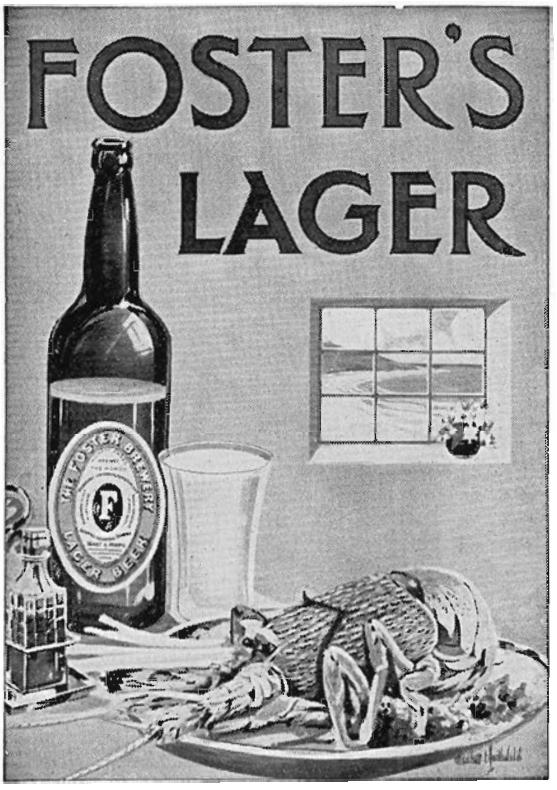
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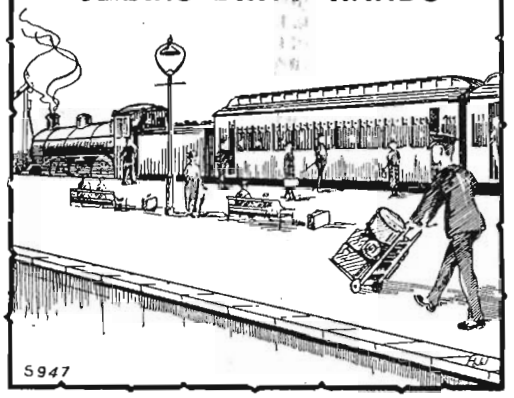


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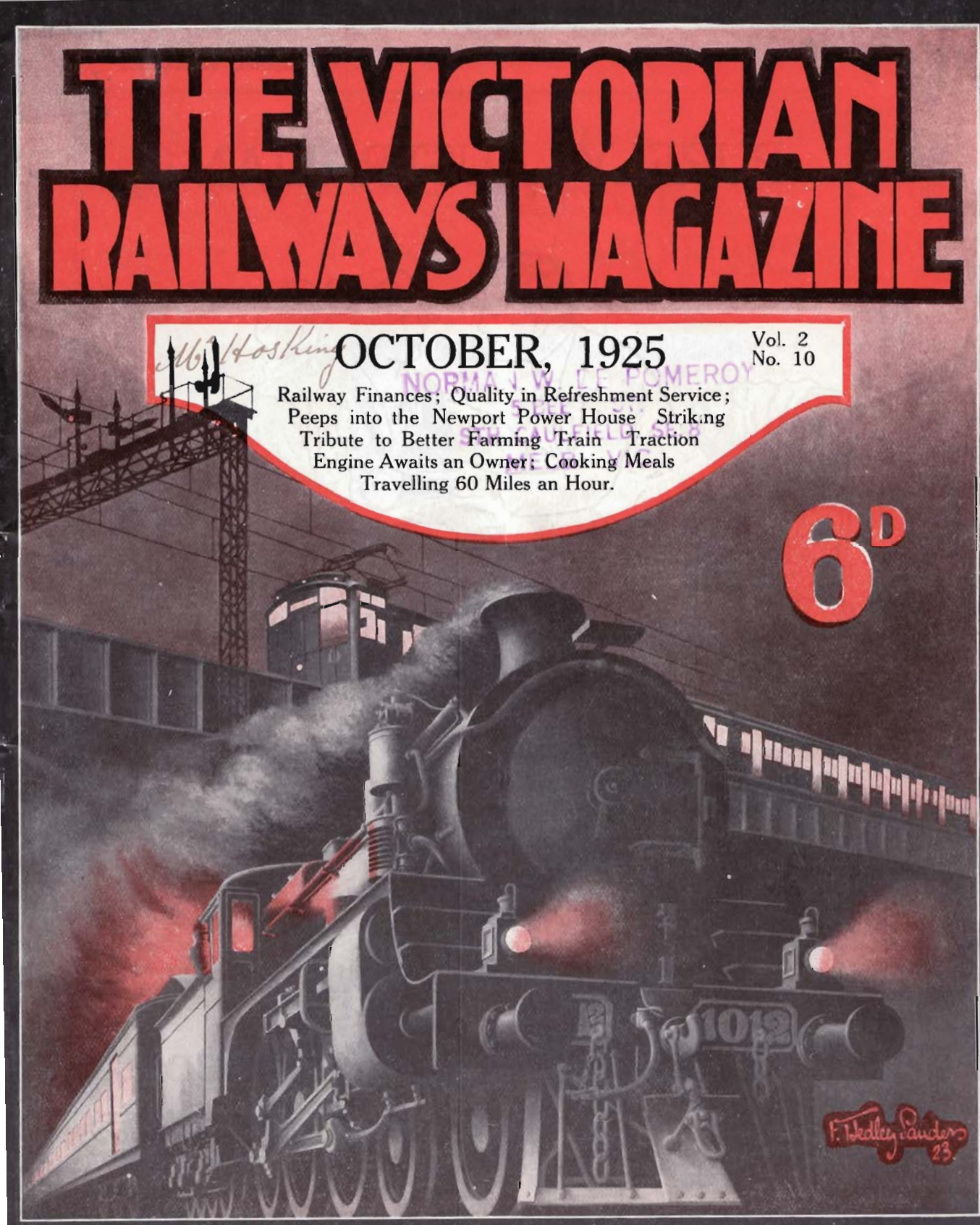
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OCTOBER, 1925

Vol. 2
No. 10

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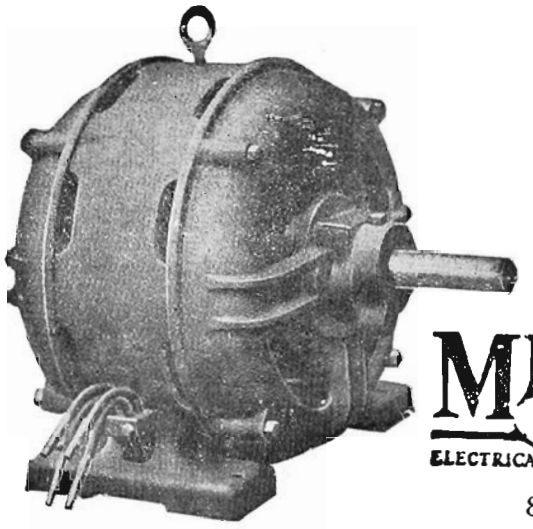
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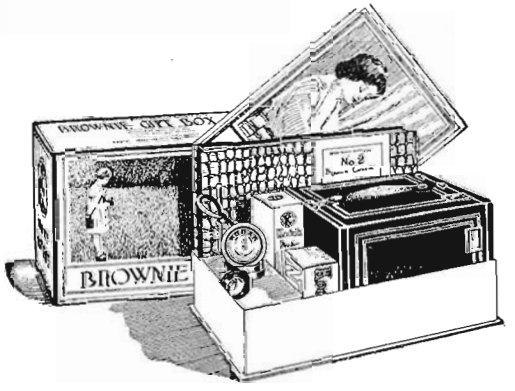
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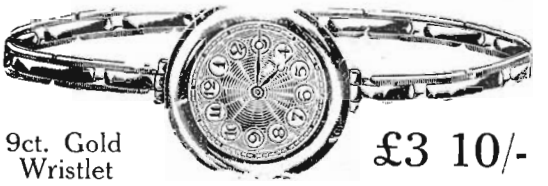
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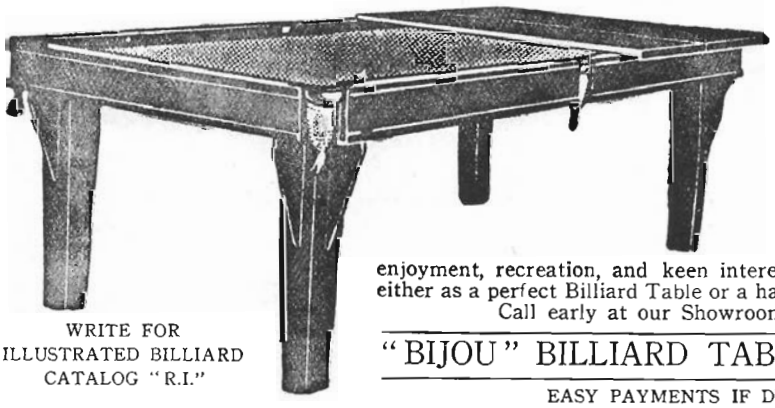
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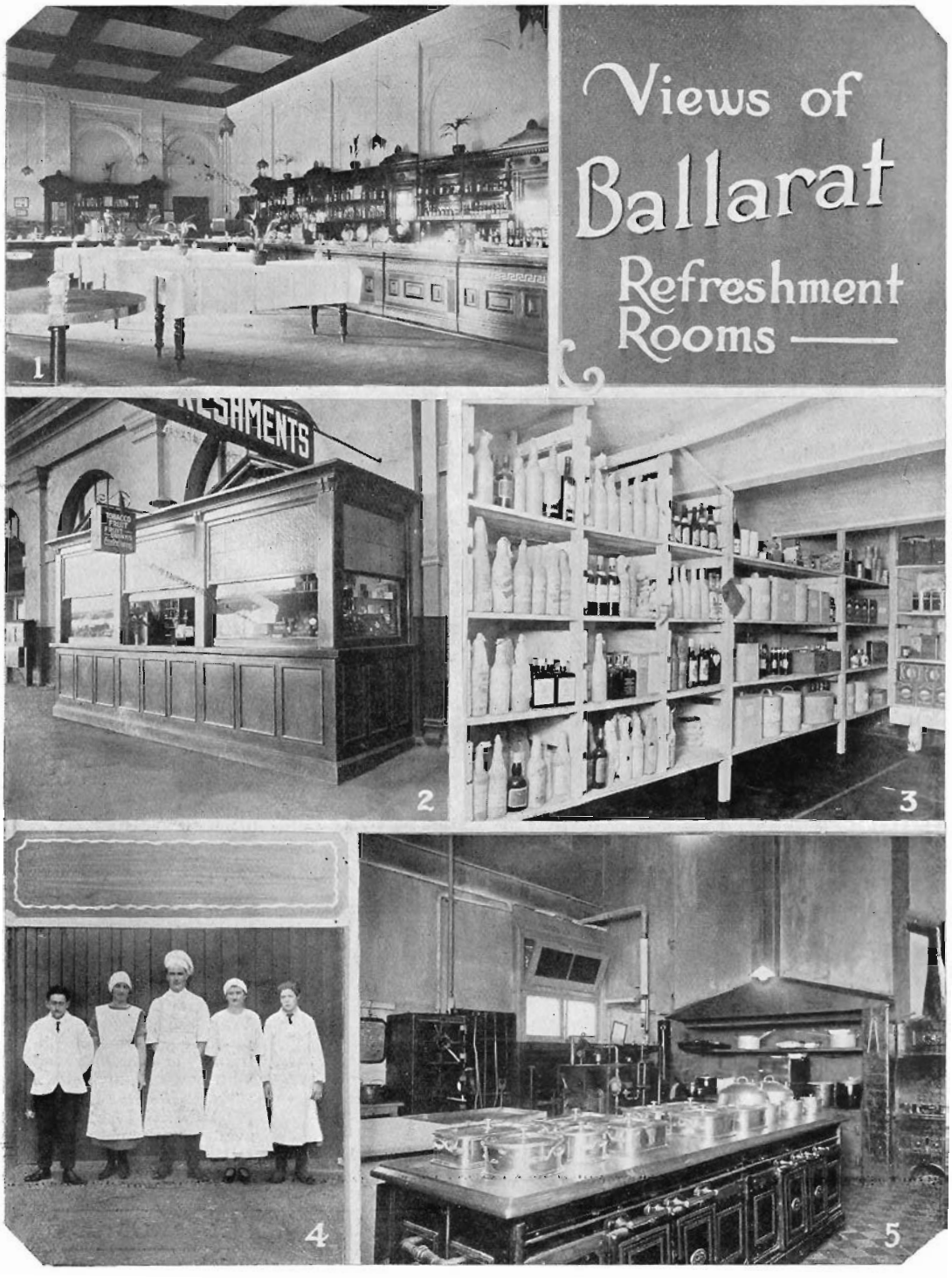
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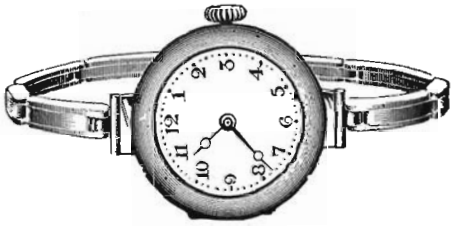
(1) The up-to-date buffet at the Ballarat Railway Refreshment Rooms. This buffet is a scene of bustle and excitement when trains arrive at this important station. (2) The fruit, confectionery and fruit juice stall. (3) The completely stocked and well-arranged storeroom in the basement, from which supplies for the buffet, dining room and bar are drawn. (4) The chef with his kitchen staff. (5) Up-to-date appliances are used in the kitchen, and it is from here that the buffet and dining room are supplied.

(Details of the work performed at this station are on page 545.)

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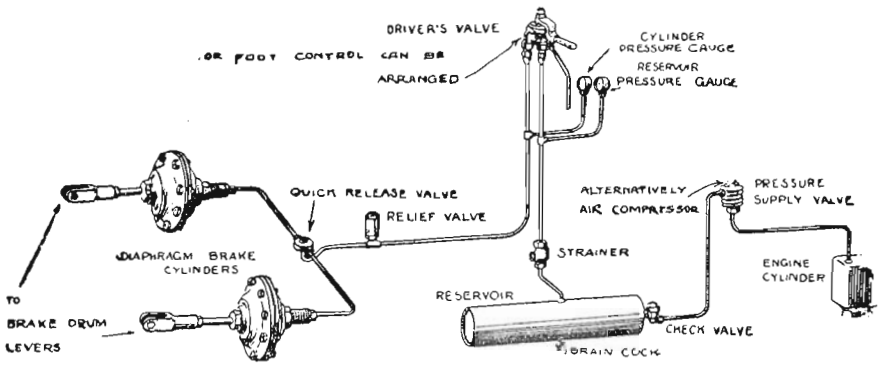


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WOMEN'S PAGE
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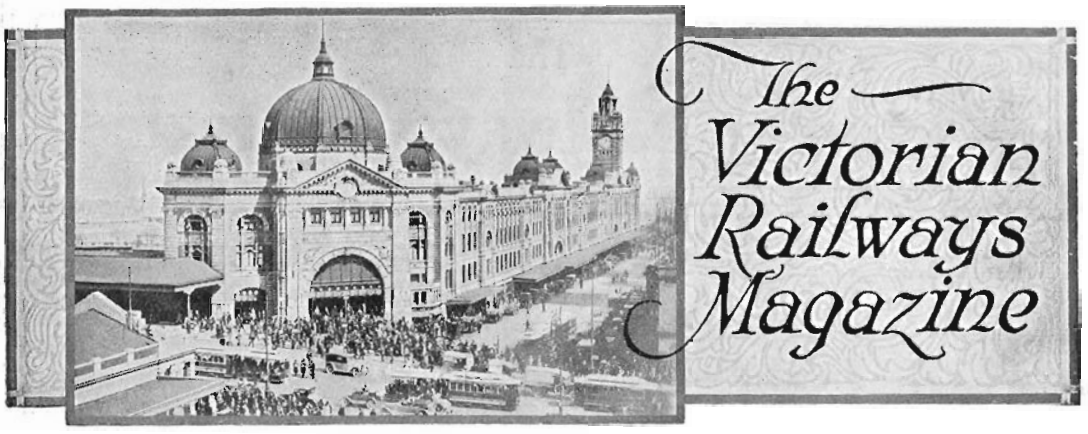
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FLINDERS STREET STATION MELBOURNE.

TOPICS OF THE MONTH

No Non-Paying Lines

MANY a man reading Press comment on the Railway Commissioners' Annual Report would be disinclined to agree with the heading of this Topic, but it is a fact—there are no non-paying lines in Victoria.

Take the lines into the Mallee, for instance. In the early eighties this area was declared to be the "abomination of desolation," but that same "abomination" now produces one-fourth of Victoria's wheat, largely because of railway penetration.

* * *

No right-thinking person, therefore, should pretend to find in the Railways' balance sheet the index to the whole of the profit accruing to the State as the result of railway operations.

He should look further—into the farms, the shops, the factories, and to the now rich lands brought into bearing.

* * *

It is these which constitute the foundations of the State's wealth, and it is the railways—the arteries through which the life-blood of the nation flows —which enable these foundations to be established.

No! All the profits are not shown in the balance sheet.

Help the Newcomer

IT is hard to understand the way some people regard the immigrant. Many of us seem to forget that our parents or grandparents came from England. We overlook the fact that further additions to the British stock of this young and undeveloped country are not only inevitable, but absolutely essential, if we are to develop in the way which every true Australian desires.

* * *

Remembering this, and knowing that a generation hence the sons of immigrants will be sons of Australia like ourselves, we should realise that it is worth while to look with a friendly eye upon Britishers who come to live among us. It will do us no harm to give them a helping hand, but it will do them an immense amount of good.

* * *

Most of the immigrants have wives and families, just as we have. They have pluckily left their home country to carve out a future in a new land. They have asked to be given the opportunity to become one of ourselves.

As good Australians in an outpost of the British Empire, it is up to us to stand by them in a way which we would appreciate were we in their position.



Royal Show time means a busy time for Victorian railwaymen. On them falls the job of conveying Victoria's prize live stock exhibits safely to and from the Royal Agricultural Show Grounds at Flemington. Mr. Marcus Hayman, Clerk in the Live Stock Agent's Office, herewith outlines the work which railwaymen do to ensure the success of the Show, so far as the Transportation portion of it is concerned.

FROM all over Australia live stock exhibits are sent for the Royal Agricultural Show held in Melbourne each September. Orders for trucks are consequently received from other States, as well as from all parts of Victoria.

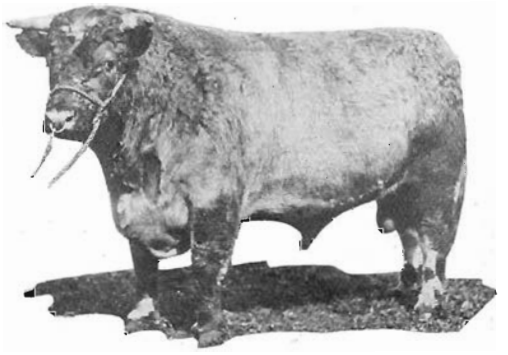
All of these orders must be given the benefit of the most expeditious transport, having regard, of course, to the requirements of other classes of passenger and goods business.

When practicable, special trains are arranged, but the fact that the exhibits are usually distributed over three or four days prior to the Show minimises this procedure.

Train schedules having been decided, special instructions are sent out so that trucks will be available in ample time, while owners will have an opportunity of placing partitions or bedding in the trucks, as they consider necessary.

Stock being valuable, the greatest care is taken to see that only thoroughly cleaned trucks are supplied. Owners will often request that a particular type of truck be supplied them as being most suitable for their consignment, and every effort is made to meet their requirements.

The bulk of the stock is listed by ordinary trains, which terminate at Melbourne. These trains are met by special pilot engines and transferred direct to the Show Grounds, where the discharge of the stock is supervised by an expert staff under the capable supervision of the officer in charge (Mr. Considine).



Milton's Mariner, Champion Shorthorn Bull, owned by Mr. A. J. Simpson, Clifton, Hamilton.

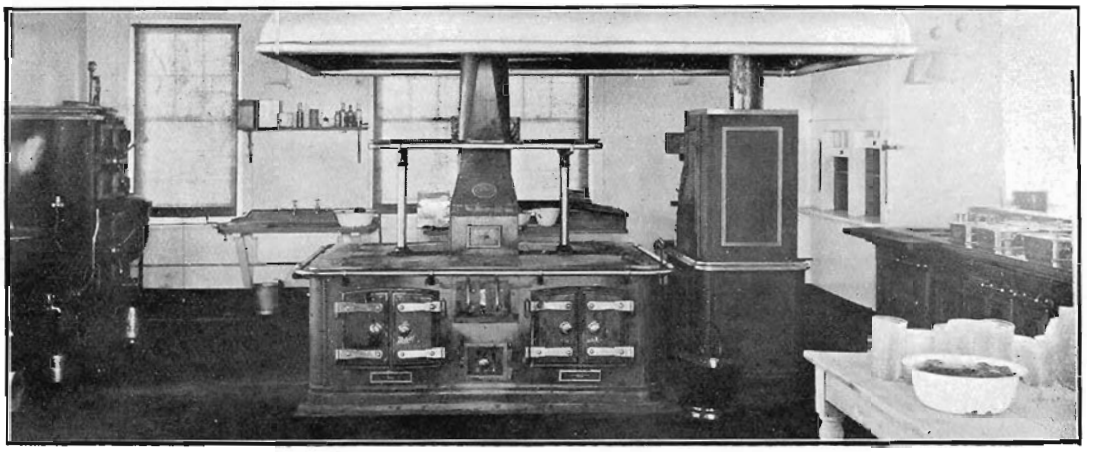
Poultry exhibits from country districts are assembled into trucks at Spencer-street and then transferred by special engine to the Show Grounds. A special parcels coach, running direct to the grounds, is used on the Mordialloc line, and obviates double handling at Spencer-street.

Poultry exhibits from country districts are assembled into trucks at Spencer-street, and then transferred by special engine to the Show Grounds. A special parcels coach running direct to the grounds is used on the Mordialloc line, and obviates double handling at Spencer-street.

It is rather early to quote reliable figures as to this year's live stock traffic, but last year's particulars are interesting. Live stock carried by rail to the Royal Show last year comprised 258 horses, 909 cattle, 547 sheep, and 425 pigs; while the outward traffic totalled 281 horses, 903 cattle, 613 sheep and 308 pigs.

The total number of trucks required was 347 for inward traffic and 528 for outward traffic.

The many advantages to be gained from conferences has not been lost sight of in re-



Perhaps you have read of the beautiful kitchen at the Government Chalet at Mt. Buffalo. Well, here it is. It is the most up-to-date kitchen in Australia, and was installed as part of the improvements effected by the Victorian Railways Commissioners when they assumed control of the Chalet.

gard to the Show traffic, and the Live Stock Agent is constantly in touch with the Secretary of the Royal Show (Mr. Schwieger).

One of the matters which has caused a considerable amount of trouble, both to the Department and owners, is in regard to consignments containing animals which are to be set down at a number of stations en route.

Insufficient, illegible, and, in some cases, the absence of addresses, has been responsible for these hitches, but the matter has been brought prominently before owners this year, with gratifying results.

Another matter which was taken up with the Show exhibits was the question of baggage which accompanies the live stock. It was pointed out to our clients that it would facilitate the despatch of stock very considerably if these trappings were loaded in advance.

As in dozens of other cases in which the public has been approached, we found them willing to help. All that was needed was an explanation to them of what was required.

The Bureau established in the Show Grounds itself, where every facility is given at all times to obtain the fullest information on all matters affecting the transport of Show exhibits, was one of the busiest spots in the whole grounds and helped to solve many problems which, if not explained, would probably have caused inconvenience, misunderstanding and complaints to arise.

As the Show authorities decided not to release the stock exhibits until late on Friday evening (a day later than last year), the railway staff had a difficult task in completing the loading in time to make connection with the various country trains. The efficient manner in which the stock was handled speaks volumes for the ability of the staff at the Show grounds, while the willing co-operation of the exhibitors was of much assistance.

All these elaborate arrangements were in the hands of the Live Stock Agent, Mr. B. Fitzpatrick, whose reputation as an authority on all matters affecting rail transport of live stock is on a par with the popularity which he enjoys amongst his little staff of seven.

One of the busiest spots at the Show Grounds was the centre established by the Government Tourist Bureau for the dissemination of information concerning Victoria and on railway matters generally.

The special relief map of Mount Buffalo and the surrounding district came in for a great deal of attention, and proved a striking means of advertising the beauties of this resort.



MR. B. FITZPATRICK,
Live Stock Agent,
has been caught by our artist in characteristic pose in the sketch herewith. Upon Mr. Fitzpatrick falls the responsibility for transporting large numbers of live stock exhibits from the country districts to the Royal Show and home again.

Railway Finances are a Good Index to a Country's Prosperity

Whether you be railwayman, businessman, or just a plain "Man in the Street," you should be interested in the financial result of the year's operations of the Victorian Railways. Railway finances are a splendid index to the prosperity of a country and Victoria may well be proud of its achievements last year and of the work accomplished by its railway system. The Annual Report, which is summarised herewith, was presented to Parliament by the Minister for Railways (Mr. Eggleston) during September.

THERE was a total revenue from all sources of £12,830,282, and the expenditure was £12,804,340. This left a surplus of £25,942 on the operations of the year.

Criticism has been levelled against the Department because of the acceptance of the sum of £138,138 from the consolidated revenue of the State as compensation for the losses on non-paying lines. It has been pointed out that but for the payment of this sum there would have been a deficit instead of a surplus.

This is correct, but it must not be overlooked that this amount was paid to the Commissioners in compliance with an Act of Parliament. The State Legislature, in its wisdom, has declared that certain lines shall be constructed in the interests of the development of the State. But it has also been laid down that though the Railways Commissioners must take over and operate these lines, their general finances must not suffer because of the losses on those lines. On a purely business basis, the Commissioners would not have constructed some of the lines now in commission.

As mentioned elsewhere, the total benefits derived by the State from the operations of the railways are not necessarily shown in the financial statement. Untold benefits accrue to the districts which the lines serve. Land values are increased, production is stimulated, people are enabled to enjoy the amenities of life. and the whole community benefits as a result.

Reduced Freight Charges.

Mention is made in the annual report of the reduction of 10 per cent. in the freight charges for most classes of agricultural produce; this reduced the revenue for the nine months concerned by approximately £157,000. The reduced charges having been made by direction of the Ministry of the day and in accordance with the Railways Act, Parliament reimbursed the Commissioners the sum of £155.000, representing the consequent decrease of revenue.

In relation to this matter the Commissioners state:—"We are, of course, desirous that all rates and fares charged by the Railways should be fixed at the lowest amount consistent with the avoidance of a deficit in working. The fact, therefore, that the reduction in the rates for agricultural produce was not made by our own initiative is sufficient indication that the financial position of the Department did not, in our opinion, warrant such a course.

"This opinion has been strengthened by the fact that but for the credit referred to the year's operations would have resulted in a deficit of £129,057. Moreover, the financial position prevented us putting in hand many works for the betterment of the property which it would be distinctly advantageous to carry out, while, in addition, the Department is not contributing adequately towards meeting the depreciation of its assets."

On pages 566 and 567 is a descriptive diagram illustrating the principal sources of income and expenditure for the year.

4,807 Track Miles of Railway.

During the year 48.94 miles of new railways were opened for traffic. At June 30, 180.25 miles were in course of construction. The total route mileage open for traffic at the end of the year was 4,447.55, the track mileage was 4,807.18, and there were 977.04 miles of sidings.

The St. Kilda-Brighton electric tramway carried 5,737,101 passengers during the year. The revenue was £58,038, the working expenses, £48,942; interest charges, £8,911; leaving a net profit of £185.

The Sandringham-Black Rock line carried 1,475,261 passengers, earned £13,048 in revenue, paid £10,699 in working expenses, and £5326 in interest, showing a net loss of £2977.

Motors Affect Railway Traffic.

There was a total of 166,444,142 passenger journeys made during the year. Of these, 9,765,623 were carried on the country lines, and 156,678,519 in the suburban area. The number of country passenger journeys was 126,574 less than the previous year.

Dealing with the downward trend of country passenger traffic, the Commissioners direct attention to the increasing number of motor cars. "It is true," they say, "that comparatively few of the increasing number of motors are in direct competition with the railways, but it is the privately-owned vehicle which is primarily responsible for the diminution of the railway traffic."

Regarding the falling off in the number of suburban passenger journeys to the extent of



INSTRUCTORS WHO CONDUCTED THE RECENT SUCCESSFUL CLASSES FOR LADS ENTERING THE SERVICE.
Left to Right—Messrs. A. McCullough, F. Ablaster. P. J. Cahill, T. R. Mulcahy, R. Stanistreet, and P. Legg.

1.291,148, compared with the previous year, the Commissioners point to several contributing factors—*the previous year was leap year, with* one more day, and the visit of the British Squadron stimulated suburban traffic.

Increased tramway competition is accounted responsible, also the operation of privately-owned motor 'buses, which for a time had unrestricted use of the highways.

"Viewing the situation as a whole," the Commissioners declare, "it seems certain that the rapid increases previously taking place in the suburban passenger traffic cannot be expected to continue, and that a period of comparative stagnation will be experienced."

New Stations—Coal Consumption.

Four new stations were opened during the year—Hughesdale, on the Oakleigh line; Ringwood East, on the Lilydale line; Tecoma, on the Gembrook line; and Pental, on the Swan Hill line.

During the year the consumption of coal per 100-ton miles fell from 35.29 to 34.17 lbs., which represents a saving of more than £21 000. Much of this improvement was undoubtedly due to the use of a larger proportion of Maitland coal, but the Commissioners feel that the Fuel Conservation Movement and the resultant co-operation of the staff contributed in no small measure.

The Commissioners have decided to provide mechanically-operated coal handling plant in connection with the new engine sheds at Ararat and Hamilton, and later, probably, at South Kensington. The new system will also afford opportunities for providing labour-saving devices for ash handling.

Increased Revenue from Refreshments.

Practically the whole of the more important suburban stations will soon be electrically illuminated. Fifty additional stations were so equipped during the year. In addition, electric light was installed at 15 country stations where supplies of current were available at reasonable cost.

The Refreshment Services of the Department (including bookstalls) obtained a revenue of £407,848, an increase of £62.687 on the amount received the previous year.

The dining car services on the interstate expresses served 111,901 meals in the twelve months, an increase of 2123 over the 1923-24 figure.

What the Commissioners describe as a "successful innovation," was the assumption by the Department of the direct management of the bookstalls at the metropolitan stations instead of being leased. In addition, the letting of the stalls at suburban and country stations was undertaken by the Department direct instead of through a lessee.

Total Staff, 29,152.

A staff of 29,152 was employed at the close of the year, comprising 18,798 permanent officers and employees, in addition to 10,354 supernumeraries. The total staff was 1,533 in excess of the number employed at the same time last year. Wages for the year amounted to £6,969,519, as against £6,651,251 for the previous year.

Coal obtained from the State Coal Mine at Wonthaggi amounted to 405,695 tons for the financial year. Of this quantity 359,183 tons were supplied to the Railways Department, 26,346 tons to other Government Departments, and 3,439 tons to the general public.

Records were established in both the tonnage of goods hauled and the revenue received therefrom, the 1924-25 figures being approximately 8 per cent. better than those obtained last year, which represented a record to date. 8,446,929 tons, yielding a revenue of £5 070,462, were carried, an increase of 626,398 tons and £389,342 in revenue.

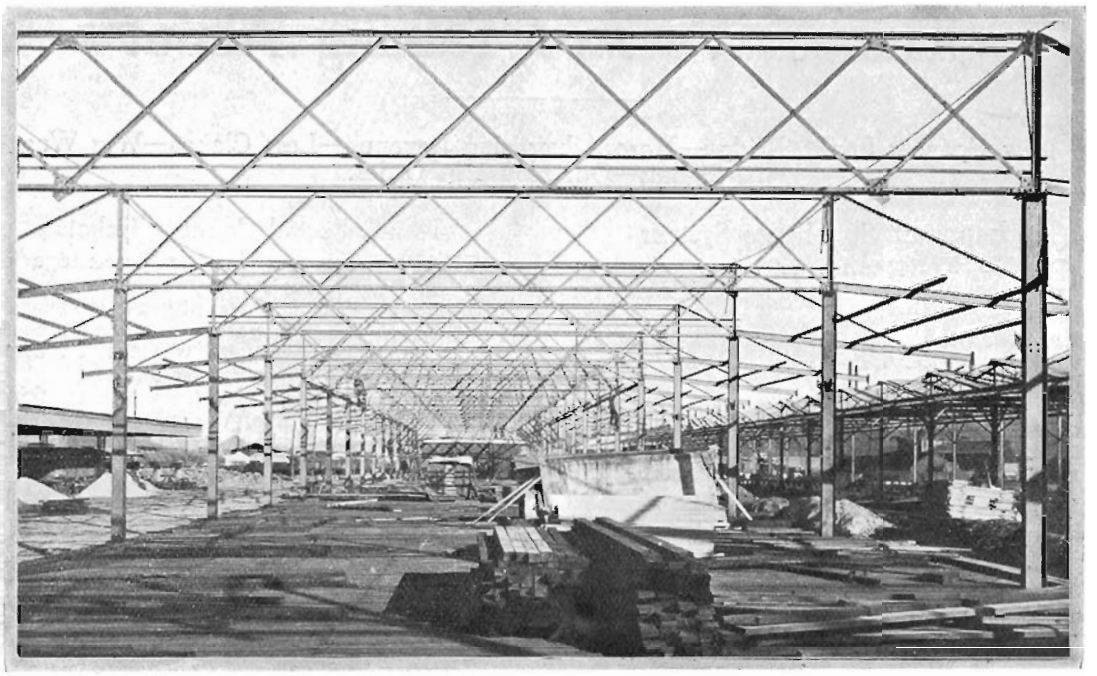
Record Wheat Tonnage.

The principal feature of the traffic was the record tonnage of wheat transported to the seaboard, which resulted in an increase in the revenue of approximately £243,000 more than the receipts from the same source of the previous year.

During the 1924-25 season 47,364.495 bushels of wheat were harvested, and 16 055,186 bags were transported by rail from the producing districts. These figures are the highest since the year 1916-17, when the yield totalled 51,162,438 bushels, and the record quantity of 18,461,822 bags was handled by rail.

A new record was established in the year just closed by the loading in one day at country stations of 240,600 bags of wheat, exceeding the previous maximum by 15,018 bags, and during the currency of the season the former record loading for one day, viz., 4,713 trucks, was exceeded on several occasions, and a new maximum of 4,942 vehicles was established.

There was a considerable increase in the live stock tonnage and revenue, the figures being 23,615 tons and £26,653 higher than in 1923-24.



The New Hay, Straw and Chaff Shed in course of construction at Cowper Street.

Melbourne's New Produce Terminal Will Facilitate Business

Melbourne now has the most up-to-date and completely equipped railway produce terminal in Australia. The total cost of the work, details of which are given herewith, will be £150,000. It has provided employment for two years for 200 men of various trades.

FOR some years the facilities provided in the Melbourne Goods Yard for handling hay, straw, chaff, potatoes, onions and similar produce have been gradually outgrown.

At the same time other goods business has expanded to such an extent that the problem of providing suitable accommodation for dealing with it has become very pressing. It was desirable, therefore, to remove the produce business elsewhere with the twofold object of meeting the increase of the ordinary goods shed business and also providing in another suitable locality a depot capable of handling the chaff and potato traffic, with proper provision for future expansion.

A location fronting Cowper-street, facing Victoria Dock, was settled on as possessing the necessary advantages, and to ensure sufficient area for present and future requirements, about six acres of land was acquired from the Melbourne Harbour Trust and added to railway territory.

On account of the difference in level between the Railway Yard and the road along the Victoria Dock, it was necessary to build a reinforced concrete retaining wall 1200ft. in length along the railway boundary, and to deposit 35,000 cubic yards of filling to bring the area up to a height suitable for the new depot.

On this area has been constructed an up-to-date and completely equipped produce terminal.

The potatoes, onions, and other produce will be accommodated in a shed 1250ft. long, with a platform of the same length, by 24ft. in width. Fifty trucks can be placed and dealt with at the one time, and the platform surface has been given a reinforced concrete finish to facilitate wheeling and stacking.

Road vehicles will be sheltered by a verandah 20ft. wide, and special attention has been paid to the lighting by windows in the wall and saw tooth design of the roof.

The chaff shed is 1150ft. long by 48ft. wide, supplemented by verandahs 20ft. wide on each side. Forty-five trucks can be handled simultaneously in this shed, *(Continued on page 598)*

Things We Are Talking About

New Spencer Street Bridge—More Advertising Revenue—Less Claims—Wig Wag Signals—Our House in Order.

Important Storehouse System

QUITE a reputation is being gained by the Victorian Railways Department for its improved storehouse system. It is a good sign when the public begins to talk about our work along these lines, as they are already doing.

The process of standardisation has been completed not only at the large workshops, such as Newport and Bendigo but also at nineteen storehouses at various centres. In addition, the re-organisation is in process in fourteen other places, including the Ballarat Workshops.

The introduction of the new system has been of great assistance in bringing about a substantial reduction in the stocks held, and in affording a much improved supply service to the various branches.

Claims for Missing and Damaged Goods

IT is, of course, impracticable to eliminate altogether claims for goods lost, damaged or pillaged while in railway custody, but the striking reduction in recent years in the amount paid is evidence that the efforts made by Victorian railwaymen in this direction are having the desired effect.

There was a further improvement during 1924-25, though not a substantial one. The amount paid in settlement of claims was £21,201, as compared with £23,898 in the preceding twelve months.

The problem of providing a suitable ridge for the tarpaulins protecting the goods in trucks is being successfully met by the provision of standards specially designed for this purpose.

Signals and Telegraph Undertakings

ONE of the branches which works quietly, but none the less efficiently. is the Signals and Telegraph Branch. They seldom noise their good deeds abroad, but several of their accomplishments in recent weeks merit notice.

A 32-lever electro-mechanical interlocking frame has been installed at Hawthorn. This extends the system of colour daylight signals on that line, such type of signal being now in service from Richmond to Canterbury.

The Branch is also proceeding with the installation of eight wig wag signals at level crossings throughout the State. Two of these are intended for the country, and the remainder for the metropolitan area. The stations nearest to the crossings where these signals are to be installed are Wooragee, Gapsted, Launching Place, Ringwood, Mordialloc, Batman, Rosanna and Greensborough.

Non-Collected Country Tickets

STEADY decreases in the percentage of non-collected country tickets are reported each year. A record was established for the last financial year, when the percentage of uncollected tickets was 2.4, as compared with 3.08 the previous year.

This reflects great credit on the checking staff, and is evidence of the splendid co-operation of the employes concerned in this important matter.

The figure for last year is a wonderful improvement on the figures for 1920-21, when 8.2 per cent. of country tickets were not collected. The percentage has steadily decreased, and the Commissioners are hoping that the present year will see even better results.

Advertising Revenue Increases

ACTIVITIES of the Advertising Division during the last financial year showed a substantial increase, the revenue amounting to £34,118 as compared with £25,327 in the preceding 12 months.

To achieve closer co-ordination between the publicity operations of the Advertising Division and the publicity work carried out by the Betterment Board, the Advertising Division has been transferred from the control of the Superintendent of Refreshment Services to that of the Secretary, to which branch the Betterment Board is also attached.

Don't Forget the Citrus Campaign

STATIONMASTERS and railwaymen generally should not forget that the citrus fruit season is now in full swing, and that the carriage of this fruit is of immense benefit to the railways.

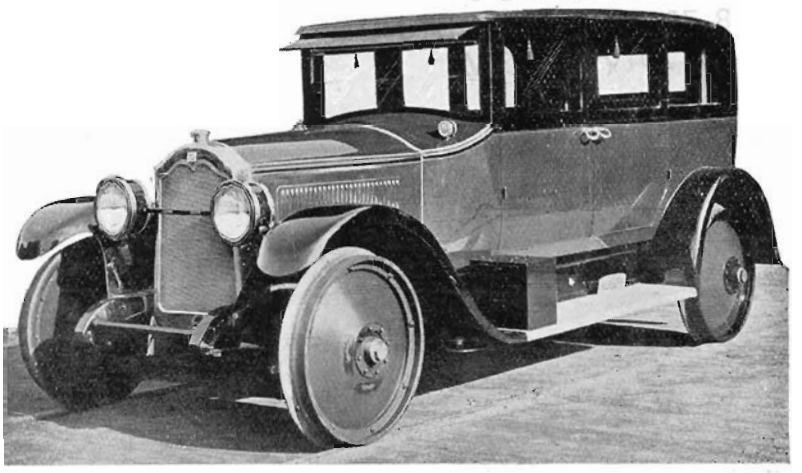
Much can be done by railwaymen directing the attention of the public to the facilities arranged by the Department for ordering direct from the grower.

Stationmasters desiring additional copies of the booklet, "Citrus Recipes for Everyday," together with the special order form, should apply to the Publicity Section of the Betterment Board.

Designs for the New Spencer-street Bridge

MELBOURNE'S western end will be considerably changed in the vicinity of the Head Offices of the Railways Department when the long-promised Spencer-street Bridge is constructed.

Competitive designs for the new bridge were invited, and entries closed on September 30. Prizes of £750 and £350 are being offered by the State Government for the most suitable designs.



This Buick limousine for Mr. Commissioner Molomby has now been placed in commission on the rails.

Mr. Molomby will now be able to travel expeditiously from point to point in the wheat-growing districts, to meet station staffs and growers, and generally to set the machinery in motion for the efficient handling of Victoria's wheat crop by rail from the wheat areas to the seaboard.

War on Travelling Irregularities

THERE was a slight increase in the number of detected cases of irregular travelling during the year 1924-25.

A total of 17,806 cases of irregular travelling were detected, an increase of 586 on the number detected during 1923-24.

Special checkers on suburban trains and barriers detected 11,493 irregularities. Special checkers on country trains detected 1,907, which is 277 less irregularities than were detected in 1923-24. Conductors on country trains found 1,381 people travelling irregularly, while the station staffs checked 3,025.

Most of the transgressions were of a trivial or technical nature.

New Central Storehouse

THE new storehouse of the Victorian Railways Department at Spotswood is almost completed, and the internal fittings and racks are now being provided.

Materials from the different storehouses are being transferred to Spotswood, and it is expected that within the next few months the full scheme will be in active operation.

The Commissioners anticipate that this scheme will result in added efficiency, decreased working costs, and a reduction in the amount of capital expenditure necessary to provide adequate stocks.

Reso Trains of Uniform Standard

SO much attention was directed to the Reso Train which was run to enable the visiting American Fleet Officers to see inland Victoria, that there may have been a suspicion in some minds that the visitors were given just a little extra.

Such is not the case. The train on which they travelled, the appointments, the service, and the arrangements for the receptions at the various stopping places were exactly the same as for the Reso Trains run to enable Victorian businessmen and the man on the land to get together on the train and to see the wonderful natural resources of the State.

Opening up the Riverina

THE construction of the line from Echuca to Balranald is going ahead rapidly, and Moulamein, which is a few miles over the half-way mark, has been reached. Goods are already being carried over the line up to this point.

The country through which the railway passes has always been regarded as a squatters' stronghold, but with the advent of the railway, wheat will be grown extensively.

Opening up of this country is already being felt in Echuca business houses.

Standard Automatic Couplers

"IT is highly desirable," say the Railways Commissioners in their annual report, "in view of the ultimate unification of Australian railway gauges that all broad gauge systems should adopt drawgear of the same standard type, to permit of the effective interchange of rolling stock.

"New South Wales and South Australia are actively replacing the existing drawgear by automatic coupler equipment of the M.C.B. type, generally similar to that already in use on the Commonwealth Railways."

It is the intention in Victoria also to adopt this type as a standard, but to ensure uniformity throughout the States the matter was discussed at the recent interstate conference of Railways Commissioners.

Photographs of Victorian Scenery

MUCH favourable comment has been heard concerning the scenic photographs placed in the railway carriages.

The rather unexpected announcement is made that copies of all pictures may be purchased by the public on application to the Secretary for Railways or the Government Tourist Bureau.

These pictures are fine enough to grace the walls of any home or public building, and should be a very good advertisement of the high quality of Victorian scenic charms.

Wealth in Wool



Victoria produces One-Seventh of Australia's Wool

During the last wool season 82,513,361 lbs. of wool, valued at £7,695,000, were produced in Victoria. The carriage of this large quantity from the wool-growing areas to the seaboard is an important phase of the Railway Department's activities

REPORTS are coming to hand from District Superintendents indicating that they are already busily engaged in transporting the wool from their districts. The season commences in August and extends until about the end of January, the busiest months being October, November and December.

The Bendigo District Superintendent reports that about 10,000 bales of wool have already been received at the Echuca wharf. Six thousand bales have come from the new Balranald line, and 15,000 from the Deniliquin line. The Melbourne Goods Superintendent reports that 17,174 bales of wool were received at Melbourne during August, an increase of 5,648 bales more than received in the same month last year.

Wool is consigned in bales each weighing approximately 3 cwt., and it comes in large quantities from practically every district in Victoria excepting Gippsland.

Railwaymen of Victoria have learnt by experience that the wool season means a busy time for them, and it is only by detailed organisation and close attention that they have been able to so successfully handle this traffic as they have in recent years.

Full Truck Loads Desired

Successful transportation depends upon full truck loads, and every effort is made to minimise transfer work at transhipping stations. As far as practicable, wool for each consignee is loaded direct to destination in full truck loads. Stationmasters, where limited quantities offer, work in close co-operation with adjoining stationmasters with a view to making up full truck loads for the one consignee whenever practicable.

To obviate additional handling in Melbourne and to save unnecessary truck mileage transhipping stations are established in each district. The following stations have been established for the current season:—Korong Vale and Bendigo (Northern district); Mangalore (North East and Goulburn Valley); Maroona (Western and South Western); Cope Cope (Midland).

When other arrangements cannot be made wool is transported in mixed trucks, i.e., consignments for different consignees in the same truck, but on arrival at the transhipping station they are transferred into full truck loads for the one consignee.

Only Suitable Trucks Used

Having regard to the value of wool, care is taken to ensure that only the most suitable trucks are utilised for its carriage. Floors are thoroughly swept and trucks cleaned to prevent packages being stained or disfigured. To protect the wool against the weather during transit two or more tarpaulins are used on all full truck loads. In addition, wool awaiting despatch at railway stations is fully protected.

Generally, wool loading is performed by the Department, and additional staff employed where necessary. At the busier stations wool loading machines are used to expedite the work. These machines, of which there are 94 in use, and 12 more under construction, are built at the railway workshops, Newport, and are the property of the Commissioners.

Practically all the wool is conveyed in trucks of 16 and 11 tons carrying capacity, and is loaded according to diagrams provided by the Department. The maximum number of bales that can be loaded into 16-ton capacity trucks is 63, and for 11-ton capacity trucks the limit is 50 bales.

In recent years the Department has been commended by wool growers and brokers on the expeditious way in which the wool has been handled. During the last wool season 84,205 tons of wool were carried, while the revenue derived by the Department in respect of the wool traffic was £197,612.



Section of a fine flock waiting to be shorn on a Western District Station.



The above is a view of the tastefully arranged and admirably managed Ballarat Railway Refreshment Rooms.

There are dozens of positions less strenuous than supervising a railway refreshment room. To be a success one needs to have business acumen and the patience of Job.



Mr. and Mrs. Avery, in whose capable hands the Ballarat Refreshment Rooms are so well managed. With them is Miss Avery, who has charge of the fruit and confectionery department.

Read here something of the work entailed in the successful conduct of the Ballarat refreshment rooms one of the busiest on the Victorian Railways System.

IT is just 11 a.m. on a Monday morning. The scene is the Ballarat railway refreshment rooms. The staff has been hard at work since an early hour and the result of their labour is seen in the neatly laid dining tables in the diningroom, the pile of eatables on the benches behind the buffet counter, the simmering dishes on top of the ovens, and the bubbling urns. There is an air of expectancy among the waiting bevy of smartly-clad waitresses.

The station bell rings. The train from Melbourne steams slowly into the station and comes to a standstill. There is a rush from the carriages. The air of expectancy gives place to one of bustle and excitement—the storm breaks, and before you can count 20 the buffet has been invaded by a hustling, hungry crowd of travellers.

Pandemonium seems to reign, but there is actually order and regularity. Everyone is being served with as much promptitude as is humanly possible. The burring buzz of conversation as of a huge hive of bees is indication of the giving and taking of orders at a rapid rate.

This scene is re-enacted when the second division of the Melbourne train arrives a few minutes later, and it frequently happens that the Transcontinental Express pulls in simultaneously at the opposite platform.

Stay in the buffet after the train has departed, and note the altered appearance of the room. Gone are the piles of foodstuffs, the dishes on the warming ranges are empty, the urns look lifeless, and the staff appears to be well-nigh exhausted. Before, all was order and neatness—now there is something which looks like chaos.

But this condition will soon disappear. Before long the room will have resumed its customary spick and span condition, and everything will be in readiness for the second rush which comes with the arrival of the evening trains.

Cleanliness is the foundation upon which the pillar of efficient railway refreshment room service is built. At the Ballarat rooms it is not only preached but it is rigidly practised. From the storeroom in the basement to the linen cupboards on the first floors cleanliness is the rigid rule.

Neat shelves in the storeroom carry the bulk supplies, making it look like a section of a wholesale grocery warehouse. Issue of stores to the various sections each morning is a ceremony which the manager must personally supervise.

There is more in the ordering and issue of stores than meets the eye. In fact, it is quite a problem. The large volume of interstate traffic which passes through Ballarat is so irregular. One train will carry a comparatively small complement of passengers, while the



This photograph and the one below show the dining room and buffet staff at the Ballarat Refreshment Rooms. These girls form an important section of the army of smart and efficient waitresses manning the various railway refreshment rooms in Victoria controlled by the Victorian Railways Department.

next will tax the refreshment room staff and its resources to the utmost. Yet that 100 per cent. service must always be there for the convenience of the travelling public—and it always is there at Ballarat.

There is not only the buffet customers to be provided for, but the full service of the dining room, which seats 112 people, with its excellent three course dinner. Five thousand three hundred and one meals were served in one month recently. This has been the peak demand on the dining room, but figures approaching it are common. In one week 1083 meals were served—dinners and breakfast alone.

Figures concerning the running of a railway refreshment room tell a story in themselves. They indicate the quantity of essential commodities used at the Ballarat rooms in one month:—585 large loaves of bread, 345 gallons of milk, 12 gallons of sauce, 800 lbs. of sugar, 125 lbs. of tea, 1350 lbs. of sausages, 350 lbs. of beef, 450 lbs. of lamb, and 250 lbs. of corned beef.

Ballarat rooms are the only refreshment rooms on the Victorian Railways system which have a bigger revenue from the dining room than from the buffet. There is a total staff of 27. There is a laundry which deals with 1100 serviettes a week, a platform fruit stall, a room specially reserved for ladies, and special quarters for the staff. All these have to be supervised by the manager.

Mr. Avery does not take all the credit to himself for the way in which the Ballarat rooms are conducted. He pays a high tribute to his loyal staff and to his wife, who is his right-hand assistant on matters which may be termed as truly domestic.

Though the Ballarat rooms were among the first established in the State the appliances of the kitchen may now be counted among the most up-to-date.

The kitchen already has one of the most modern hotpress ranges. There are steam plate warmers and toasters, new sinks, electric plate warmers, a Caloric to ensure a regular supply of hot water for the dining room, and a dozen other accessories for the modern kitchen which housewives would love to have in their own homes.

Mention of these items will give travellers who use the rooms of the Victorian Railways Refreshment Services some idea of the genuine effort which the Commissioners are making to provide the travelling public with only the best.

That the desire to please on the part of the refreshment staffs is appreciated is proved by the large number of letters received by the Commissioners from time to time. Practically all the refreshment staffs have been mentioned, and Ballarat has come in for a large measure of praise.

One world traveller wrote to Mr. Avery as follows:—"I have recently returned from a trip through South Africa, England and the Continent lasting 21 months, and I have not the slightest hesitation in saying that the meals which were served me in the Ballarat refreshment rooms were the best value in every way."

Ballarat is only one of the many refreshments rooms now operated by the Victorian Railway Commissioners. Its high standard of service is typical of them all. Every member of the Refreshment Services is trying to further improve the service so that it will be maintained in that condition which the public demands. "Quality, courtesy and good service at reasonable prices," is the motto.



(Other pictures illustrating the Ballarat Refreshment Rooms are on page 532)

Farming Train Makes a Great Appeal

"I have no hesitation whatever in saying that the Better Farming Train has made a greater appeal to the practical farmer and the younger generation of agriculturists than anything that has hitherto been attained in Australia."—The Victorian Director of Agriculture (Dr. Cameron) in a striking tribute to the Better Farming Train :—

"DURING the last twenty years," Dr. Cameron says, "I have been intimately associated with the efforts made by this Department to effect advancement in agricultural methods, and I also have an intimate knowledge of the efforts made by Governments Departments and other organisations right throughout Australia for that period.

"Such efforts include vigorous lecturing campaigns undertaken from time to time; experiments and demonstration plots on private farms; the carrying on of farmers' classes in local centres and under the auspices of district progress associations and societies, the establishment of farm bureaux in country districts, particularly in South Australia and New South Wales, and also at the Agricultural Colleges; the organisation of extension work for farmers and farmers' sons at agricultural colleges and vacation classes and at the Universities.

"I have no hesitation whatever in saying that the Better Farming Train has made a greater appeal to the practical farmer and the younger generation of agriculturists than anything that has hitherto been attained in Australia.

"In common with everyone who has seen the train, I have been struck with wonderment at the interest that has been shown, and the keeness displayed by visitors to the train for the acquirement of knowledge which the exhibits on the train and the demonstrations afford.

Time Was Just Ripe

"So far as Victoria is concerned, I consider that the time for the initiation of this educational medium was just ripe. I doubt whether anything like the success that has been achieved could have come about at any prior period.

"The success of the train has been largely promoted by the fact that in the exhibits displayed we have been able to put forward the results of research experiments and the practical trying out on broad acres of new methods which have come into practical use during recent years and also the large amount of research work which has been carried out in the experimental farms and colleges throughout the State and Australia during the last decade.

"Ten or twelve years ago we would not have had this material with which to drive home in a practical fashion the lesson desired to be taught.

"Whilst it will of necessity be some time before the knowledge that the ordinary run of farmers have obtained from the Better Farming Train, so far as improved agricultural practice is concerned, will have its effect upon the agricultural output, in the matter of the improvement of live stock already definite indications are available.

"At each stopping place during the six tours already made, there has been engendered a desire for the purchase of a better class of stud stock, and already numerous purchases of Government-tested bulls have been made.

"Numerous reports are to hand also concerning the purchase of high-class stud pigs for the districts which the train has visited, and, in addition, there has been quite a run to purchase rams of the breeds recommended on the train and most suitable for inclusion in the farmers' flocks for the production of export lambs.

Better Farming Leagues Established

"Such has been the interest aroused by contact with the train and staff that definite organisations and projects have been formed in a direction which gives promise to effect a wonderful change in the attitude of farmers towards scientific help.

"The first of these is in the establishment of herd-testing associations for the testing of grade herds in many of the districts visited, the second is the establishment of Better Farming Leagues, which have sprung up out of enthusiasm engendered amongst the farmers, leading residents and townspeople of the district visited.

"The main objective of these leagues is to keep up the interest that has been aroused in the application of improved methods by the visit of the train, and the maintenance of a regular and ordered association of local farmers with agricultural educational institutions.

"The popularity of the train has been largely brought about by the perfect co-operation of the staffs of the two Departments concerned, and speaking as Head of the Agricultural Department, I feel quite sure that the efforts of my staff, which I am afraid has received so far the greatest share of the credit, would have been comparatively futile had it not been for the keenness and the very full assistance of the Railway Department.

"Particularly I wish to emphasise the organisation work that can best be done by the Railway staff, and which has been so well performed by them, and without which the value of the project would have been very seriously diminished."

Who and What Supplies the Power for the Electric Trains ?

Thousands of people in Victoria's country districts have never seen an electric train, while the hundreds of thousands who use them in the Melbourne suburban area each day take this marvellous means of locomotion as a matter of course. Have you ever given a thought to the great motive power which enables this high speed service to function? The average traveller knows little of the maze of machinery at the Newport Power House—one of the largest and most powerful collections of electrical generating machinery at present operating in the Southern Hemisphere.

BIG figures are a feature of the Newport Power House, but when expressed in technical terms, they mean little to the average man in the street.

It may interest him to know, however, that the Power House stands on a site of 36 acres, and that the building and plant cost approximately £1,450,000, that one-twentieth of the annual expenditure of the Railways Department is absorbed here, and that £350,000 a year is spent on coal alone.

It will be of interest, after you have realised the significance of these figures, perhaps, to recall that the power house passes through its condensers daily for cooling purposes, about twice as much water as is used by the whole of the population of Melbourne in a day.

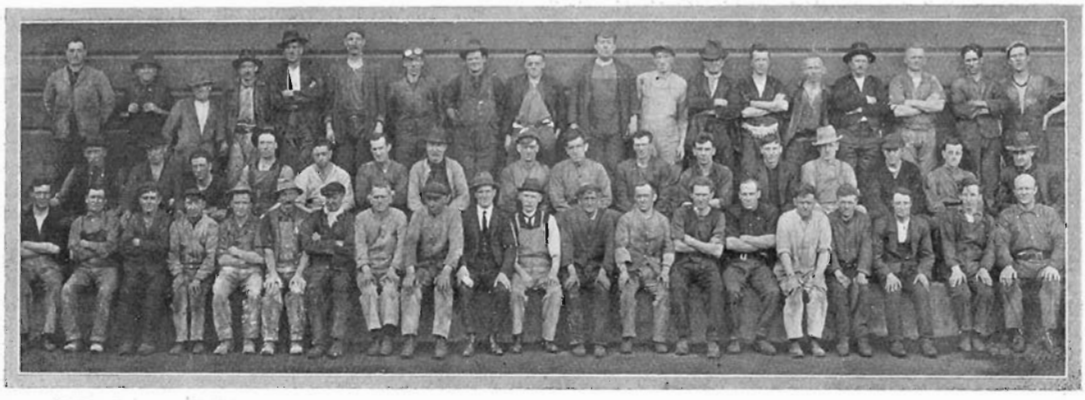
The total daily consumption of water is in excess of 100,000,000 gallons, approximately equal to 500,000 tons. This, it might be mentioned in passing, was one of the determining factors in selecting the present site for the power house, as a full and regular water supply is essential to its operation.

Though there are approximately 300 men employed on operation and maintenance at Newport Power House, over the three shifts, that is, 100 per shift, the visitor must not expect to find the place alive with bustle and excitement or to see a spectacular show of activity such as is usually associated with big enterprises. Work proceeds to a regular schedule. The few men observed move calmly about their tasks, and the whole operation of generating the supply for Melbourne's modern electric train system proceeds without a hitch. It is a notable fact that not once during the seven years since the power house commenced operation has the system been held up because of a breakdown at the power house. This surely is eloquent testimony to the designing and operating engineers connected with Newport Power House.

In the matter of distribution of the electrical energy from the power house, one cannot take a photograph and show the point where the power leaves the station on its way to supply the propelling force for the many heavily laden electric trains speeding to their destination in the metropolitan area, as all the cables leave underground. This method was decided on after due consideration of all the prevailing conditions, and results have amply justified its adoption.

The control room, as it is called, means little to uninitiated outsiders—a place where a number of shining instruments and lights of various hues vie with one another in brightness. It is here, however, where the distribution of all the electrical energy leaving the power station is controlled. For such an important point in the system, it is decidedly unpretentious.

Many people think that the Newport Power House supplies power solely for the operation of electric trains. It may, therefore, surprise them to know that Newport supplies many industries as well as power for railway purposes. For instance, last year 248,000,000 units were sent out, and of this number approximately 40 per cent. were absorbed by concerns outside the Railways, either for their



Some of the unseen army behind the operation of Melbourne's suburban electric trains. These men operate the Power House at Newport, whence comes the power for electric trains, and many other industrial under-



A Group of the Administrative Staff at the Newport Power House. In the front row are the senior officers. Mr. W. Pratt, Assistant Engineer (second from left), Mr. J. Winter, Senior Clerk (fourth from left), Mr. J. H. Tulloch, Maintenance Engineer, Mr. A. Horton, Engineer-in-charge, Mr. J. Lang, Assistant Engineer-in-charge, and Mr. E. R. Edsall, Chemist (sitting on extreme right).

own use or for redistribution to the thousands of small consumers throughout the metropolis.

Newport "A" Station, consisting of 6 turbo-generators, totalling 80,000 k.w., is owned and operated by the Railways Commissioners. "B" Station, which has 2 turbo-generators, totalling 30,000 k.w. only, 15,000 of which is available, due to the present restricted boiler capacity, is owned by the State Electricity Commission, but it is operated by the Railways Commissioners on behalf of the Commission.

If you expect to see revolving belts, pounding pistons and haste in the turbine room, you are doomed to disappointment. Certainly there is the whirring of the turbines, but the real works which supply the power are hidden away under shining cases. All the turbines are not working simultaneously except at the peak load periods of the day, when all the 108 electric trains are in operation.

Where continuity of supply is the gospel of the power station engineer, it will be appreciated that a very careful check has to be kept over all plant, and in this connection maintenance work is done to a specified schedule, so that every particle of machinery is overhauled at regular intervals.

Six to seven hundred tons of coal are used each day. This comes from the State Coal Mine at Wonthaggi, and also from Newcastle. Coal is not usually man-handled once it reaches the power house. It falls through the bottom of the hopper trucks, and is taken by conveyors either to the dumps in the yard or to the boiler bunkers as required.

There are 24 boilers supplying the steam for the machines in "A" station, each one of which normally delivers 30,000 lbs. of steam per hour, but is capable of carrying an overload of 25 per cent. The "B" station boilers, five in number, are somewhat larger than the "A" station boilers, each being capable of delivering normally 45,000 lbs. of steam per hour.

Mention of boilers to the layman brings visions of dirt and smoke and firemen frantically heaving coal into a furnace with a seemingly unquenchable thirst. This may have been so in the past, but it no longer exists in modern power station boiler houses, where all firing is performed mechanically, and the dirt is conspicuous by its absence.

The day of the strong in the arm and weak in the head boiler operator is over, as modern power stations call for men that appreciate the significance of proper combustion, and who apply brains *(Continued on page 604)*



takings in Melbourne. The Newport Power House is in operation 24 hours of the day, and every day of the year, and at no period does it cease to send out the energising force for trains or industry.



Mr. E. G Godfree, Telephone and Telegraph Engineer.

Busiest Exchange in the World

The average number of calls through the Victorian Railways Exchange during the busy season is 16,000 a day; the highest average has been 48 calls per line per day. This makes the V.R. Exchange the busiest exchange in the world.

THE modern age may be aptly referred to as the one of the push button, for with the various electro-mechanical aids provided for the use of mankind one can perform Herculean feats that a few years back could only be accomplished by the expenditure of much energy and time.

For instance, we are so used to just lifting the receiver from a telephone and dialling the number and being connected to the particular number required that very few of us pause to reflect on the wonderful progress that telephony in general has made during recent years, particularly our Victorian Railways telephone system.

In 1882, the first telephones were installed in the Victorian Railways, and consisted of direct lines only, but such rapid progress was made and so useful were they found that in 1883 it was thought advisable to instal a 15-line switchboard in the old telegraph office at Spencer-street.

This board was considered large enough then to provide for reasonable expansion of the telephone system.

However, this switchboard soon outlived its usefulness, and in 1895 a switchboard equipped to accommodate 20 lines was fitted. Again, in 1900, this was changed to a 50-line panel switchboard.

About this time small telephone systems began to be formed throughout the metropolitan depots, and these were connected to the larger system at Spencer-street, to which had to be added another 50 lines.

This was then large enough to carry the traffic until 1908, when quite a modern magneto multiple switchboard with two operators' positions and a capacity for 250 lines was installed.

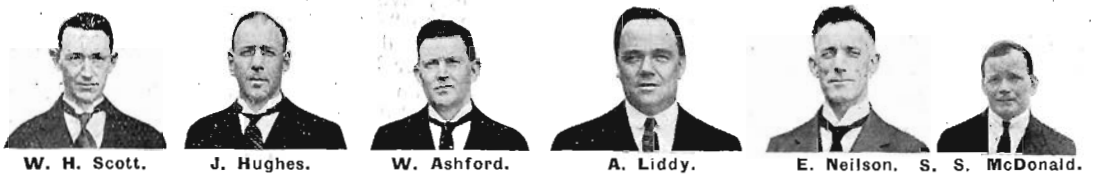
In 1913 an automatic telephone exchange, with a capacity of 300 lines, was installed in the Head Offices to replace the manual magneto type in use in the Telegraph Office, and which had become obsolete.

The capacity of the Spencer-street Exchange, which is usually referred to as the V.R. Exchange, was increased in 1915 by the addition of apparatus to accommodate an extra 100 lines in order to cope with the expansion of traffic.

In the meantime, developments had been taking place in automatic telephony, and the Department, keeping abreast of the times, installed a unit of the most modern apparatus by means of which it is only necessary to allot one number to a subscriber or department, although several service lines may be provided.

The average number of calls through the exchange during the busy season is 16,000 per day, the highest average being as many as 48 calls per line per day.

The traffic has grown in recent years to such an extent that rather than increase the size of the switchboard, steps had to be taken to reduce the load, and with a view to this almost all branches have now a separate dictograph inter-communication system, and by its use there should be no necessity to conduct inter-office business within a department over the automatic telephone system.



W. H. Scott. J. Hughes. W. Ashford. A. Liddy. E. Neilson. S. S. McDonald.



A. N. Kerr. O. O'Niall. T. Pyne. T. Morrison. J. J. Craigie.

These men are all that's necessary to watch the Head Office 'Phone Exchange.

First Class Meals on Modern Expresses

Modern express travellers nowadays expect the comforts of home while travelling. One of the means for ensuring comfort on the Victorian expresses is the provision of dining cars. Years ago such a car was considered a luxury—to-day it is a necessity.

"We may live without poetry, music and art,
We may live without conscience and live without heart.
We may live without friends, we may live without books,
But civilised man cannot live without cooks."

"CALL for six o'clock dinner!" It is the voice of the dining car steward in the corridors of the Sydney Express as it rushes north each evening, soon after leaving Melbourne.

Passengers notify their intention of dining aboard; a few minutes later they are taking their places in the luxurious dining car. Few, perhaps, know of the vast amount of preparatory work done by the manager, chef, and staff of the Dining Car Depôt and by the dining car kitchen staff before that meal can be served.

Few, indeed, know of the very complete depôt which the Victorian Railways Department has in Dudley Street for the provisioning and conduct of the dining cars on the Sydney and Adelaide expresses—the two trains on which dining cars are regularly run—and on the Great Western Express on the "up" journey to Melbourne on three days a week.

It is at this depôt, which is under the supervision of the Superintendent of Refreshment Services, that all the preliminary work is done for the serving of that first-class meal for which the Victorian dining cars have now become famous.

Though the expresses do not leave until late afternoon, preparations for the fitting up of the dining cars commence early in the morning. The cooks are on duty at 8 a.m., and before midday the huge joints are cooking, and by early afternoon they are waiting on the hot ranges ready for transfer to the kitchens on the dining cars soon to be docked nearby.

Re-stocking the Dining Car

It is at this point in the story that we must dispel the delusion that the complete evening dinner is cooked on the train. Joints, sauces, and special dishes are prepared by the chef, the master hand, who does not leave the depôt. Vegetables, soups, minor items on the menu for a full dinner, and dishes partly prepared in the depôt kitchen are, however, cooked while the train is travelling.

On the "up" journey in the morning the complete breakfast is cooked on the train, and the menu for lunch is also the responsibility of the steward in conjunction with the travelling cook in charge. To the cook falls the delicate duty of carving and serving—half the art of making meals attractive.

There is a scene of activity when dining cars are docked alongside the depôt. They have to be completely reconditioned ready for backing into the platform when the expresses take their place, preparatory to leaving on their long journeys. This entails no small amount of work. Linen must be of the best—it is not passed from the depôt laundry if it is otherwise—and the table appointments and kitchen necessities must be cleaned or replaced.

Provisions sufficient to supply the needs of the train for one meal on the "down" journey and for two meals on the "up" must also be taken abroad. And there must be nothing missing. It would be disastrous to discover, while the train was under way, that an essential commodity was absent.

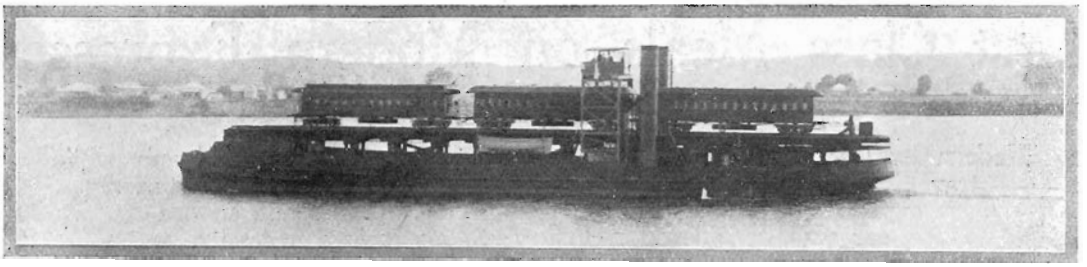
Not Easy to Cook While Travelling

Three dining cars are at present in commission, all named after Victorian rivers—Campaspe, the Goulburn, and the Wimmera. Plans for a new diner are also under way. It will be the longest car on the Victorian Railways—73 feet—and it will seat 48 instead of the present 42 people. It will be quite different from the present dining cars, in that the kitchen will be at one end and the two saloons merged into one. It will also have a fuel stove instead of gas. The Campaspe is now fitted with a fuel stove, as described in our last issue, and it is working with complete success.

But to return to the actual cooking and the serving of the meals while en route. It is not an easy task to cook and serve a high-class meal confined in a space about 12 x 4 feet, and to maintain that reputation for service attained by the staffs of seven on each car—three in the kitchen and four in the saloon. You must also remember that the train is travelling at anything up to 60 miles an hour, and that this does not make the task any easier.

Much is required of the dining car staff. There is not an idle moment from the time they report at the depôt at 2 p.m. until the train returns to Melbourne again the next day. The dining car on the Adelaide express travels only as far as Ararat, and returns to Melbourne on the "up" express the next day.

Ask Mr. L. McClelland, the manager of the Dining Car Depôt, what is his greatest concern, and he will tell you that it is to cater for the varying numbers who travel. One night he will have his car filled to overflowing



Herewith is the first ferry train to be established in Australia. It is in operation over the Clarence River, at Grafton, giving the far north-west portion of New South Wales direct connection with Sydney. Trucks, carriages, and vans are carried across.

and on the next there will be a reduced demand.

"Of course, we keep in close touch with the bookings," Mr. McClelland explains, "and are kept advised by the Transportation Branch of the demand for seating in the train, right up to the time of departure. Similarly, when the train is at Albury the Sydney authorities advise the car steward of the departures from that city."

Quite big demands are made on the resources of the dining car at times. On Sunday, September 13, on the trip from Albury to Melbourne, 182 breakfasts were supplied, or a total of 328 meals for the round trip.

It can well be imagined that the resources of that car were taxed to the utmost. Twenty-six dozen eggs were used, and when the car returned to the depôt there were only two eggs left. Eggs would have been "off" if there had been any more ordered for the breakfast plate.

Dining Cars are Available for All

With such demands on the dining cars it is little wonder that they use a large quantity of every commodity each month. Take July's needs as an example: fish, £120 worth; meat, £130; poultry, £146; fruit and vegetables, £122; milk and cream, £31; hams and bacon, £64; butter, £36; bread, £42; and 693 dozen eggs at £54. As the offset to this expenditure, it may be mentioned that the revenue from the dining cars is approximately £2000 a month, the number of meals averaging 6000 and the light refreshment servings about 1000.

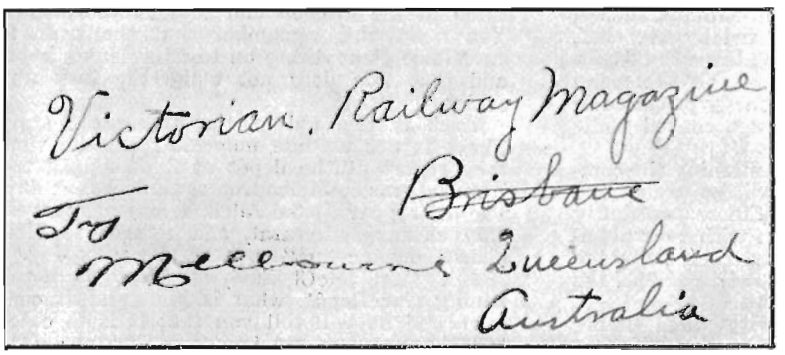
Some people may be under the impression that the services of the dining cars are available for only first-class passengers. This is a mistake. All passengers on the train are entitled to use the diner. The proportion of first to second-class passengers who make use of this facility in about nine to one on the Sydney run and about five to one on the Adelaide.

Travellers should also be made aware of the fact that the dining cars supply light refreshments to travellers, in the dining car when it is not being used for the service of meals, or in the carriages as desired. Drinks and ice cream are also available in the summer. Tobacco, chocolates and other requisites are available at all times.

One Objective—To Please

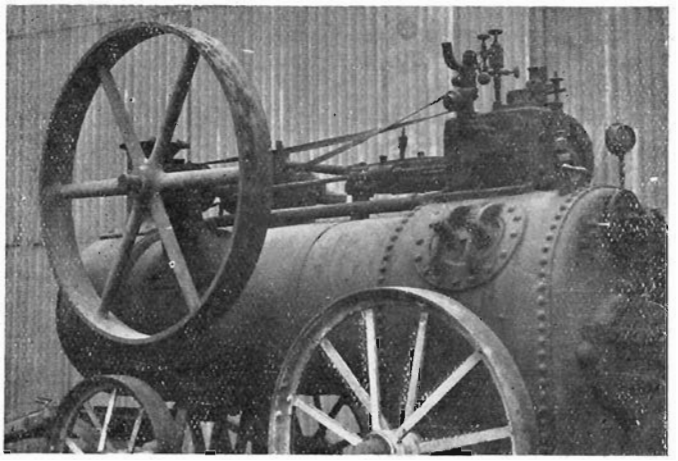
The 72 members of the staff of the Dinng Car Depôt are proud of the service they are rendering. They are always thinking of means to improve it. The one objective is "to please." Stewards are keen to report to the manager at the end of their runs, especially if there has been a big demand on the dining car. Frequently they hand in notes from passengers on the meals and the service. Or they may have the oral praises of passengers. A favorite practice is for experienced world-travellers to jot their laudatory comments on the menu card.

The express dining cars form but a portion of the work of the Dining Car Depôt. On the depôt also falls the duty of provisioning and manning the dining cars on the "Reso" Trains and the cars for special excursions. They also take charge of the dining saloons on the Governor-General's and the Governor's State cars, and provide for the Commissioners' car.



The distant and seemingly out-of-the-way corners of the earth to which the Victorian Railways Magazine seems to find its way is certainly a matter for pleasant surprise. The adjoining illustration is from the address upon a letter sent to us from a town situated in the centre of America, asking for a copy of our magazine. The writer evidently requires to brush up his knowledge of Australian geography.

Portable Engine Awaits an Owner



The average Australian is a casual individual, as the Victorian Railways Unclaimed Property Store proves. The building is literally an "Old Curiosity Shop," containing articles of every description. This sketch mentions an unclaimed portable engine awaiting a mysterious owner.

IF you take a walk through the big building of the Unclaimed Property Office you will find its varied exhibits itemised, sorted, and each placed in its different section with as much care and system as is displayed in the arrangement of the art museum's most priceless possessions.

Thus there is the iron department, where long, rusty lengths of iron and lead piping lie in quiet and patient wait for auction day; the timber racks, bearing a heterogeneous collection of planks, trestles and panels; and the sugar store, where bags of damaged sugar are treated by the Departmental expert and then forwarded on to the consignee.

Then there is the unclaimed property and the salvaged goods—damaged articles on which the Department has paid claims.

An Aristocrat Fallen on Hard Times.

There is no monotonous similarity in the type of lost and unclaimed articles on view in the Store. Here is an enamel bath, bearing signs of the ravages of time, flanked by a few bags of manure and lime phosphate and nestling against a piled-up pyramid of battered perambulators and decrepit bicycles.

Further on stands a dejected looking motor cycle, apparently in good condition. It conveys an impression of proud aloofness—a haughty aristocrat fallen on hard times.

A life-size oil painting of a stout, elderly individual, wearing a half-witted expression and an exceedingly uncomfortable collar, beams vacantly across a pile of doors and galvanised iron towards an ancient blacksmith's bellows.

The articles collected from suburban trains present a weird and wonderful appearance. Scores of bags and cases, hundreds of umbrellas and walking-sticks, hymn books, motor tyres, mouse traps, clothing, swags, music rolls, jewellery, Epsom salts, rugs, spectacles, odd boots and shoes and a derelict straw decker are amongst the exhibits neatly arranged at the rear of the store.

Auction sales are held every month, and are largely attended. There is no reserve, and goods are sold with all faults. At one time there was a certain element of chance about the sales, as locked kit bags and cases were not opened. Buyers would often bid freely for a handsome case, which might contain nothing of value, while a lucky person would have a battered case containing jewellery or valuables knocked down to him at a nominal price.

Now, however, the contents of cases are exposed, and all goods are on view for an hour before the sale.

Outside the store is some unclaimed property which is too bulky to haul inside. There is a spring cart, a harvester, a buggy, and a portable engine.

This portable engine represents the Lost Property Stores's greatest mystery. It is probably worth a good deal. It was left unclaimed at a country station for some time, and finally forwarded to the Lost Property Store.

What Happened the Owner?

There it remained for another month, when the owner made a belated appearance and announced his intention of removing it. He paid all the accumulated charges without demur and spent a whole Sunday afternoon oiling and cleaning the engine for removal next day.

That was the last the Lost Property Store ever saw or heard of him. Eight months having elapsed the engine will figure at the next auction sale.

But what happened to the mysterious owner?

And what happens to the scores of travellers who daily leave their personal belongings, cases containing letters, valuables, and heirlooms in a railway cloak room for security and are never seen again?

Echo answers—What happens to them?

Simultaneous Telegraphy & Telephony

All the long distance lines on the Victorian Railways system are now operated with simultaneous telegraphy and telephony and simplexed circuits. This scrambling and unscrambling of the messages is here explained by one of the departmental experts.

THE transmission of telegraph and telephone messages over the same line wires at one and the same time is termed simultaneous telegraphy and telephony, and an arrangement of circuits that will allow the transmission of one telegraph and one telephone message simultaneously is called the superimposed or simplex system.

Both simultaneous telegraphy and telephony and simplexed circuits have been largely developed in the interests of the Victorian Railways of recent years, and all the long distance telephone lines are now operated on this principle and communication between Melbourne and Stawell, Ararat, Ballarat, Colac, Geelong, Bendigo, Inglewood, Korong Vale, Maryborough, Castlemaine, Woodend, Kyneton, Lilydale, Fern Tree Gully and many other stations has been made possible.

This scrambling and unscrambling of the messages, so to speak, appears somewhat incredible to the uninitiated.

Two wires are used for metallic telephone operation, and for satisfactory working must have identical characteristics, such as resistance, capacity, leakage and inductance, and so long as they are thus properly balanced will give an excellent service.

In practice, slight variations are permissible in any of these factors, but the talking efficiency is reduced should any considerable variation exist.

To obtain the ideal condition the line wires are transposed systematically, that is, the positions on the poles are changed over alternately, the length of transposition varying according to the number of wires embodied in the scheme—variations in the gauge of the wires or inductive influences on the lines are consequently equalised or neutralised, and an equal balance is obtained. Where large variations occur balance is secured by artificial means.

At each end of the section, or where it is desired to have an intermediate Morse station or stations, repeating or retardation coils are inserted in the circuit; these coils have a very high impedance to alternating current and low resistance to the direct Morse current, and act in the manner of a filter, allowing the direct current Morse impulses to pass through practically without loss and providing a choke to the alternating ringing and speaking currents used in telephone operation.

The Morse impulses find an unobstructed path through the repeating or retardation coils, due to the fact that the two windings of the coils are so connected that the inductive action of one coil neutralises that of the other, the current therefore divides, and an equal amount traverses each of the two line wires, an equal potential being therefore maintained across the terminals of the telephones, which are connected in bridge across the line wire pair.

It will, therefore, be evident that the Morse impulses will pass through the circuit without interfering with the telephone transmission, and the telephone conversation will be confined to its own loop circuit.



Among the unusual freight carried on the Victorian Railways last month were several of the cable tramcars, now being gradually removed from the Melbourne streets. Herewith is one of the cars being lifted by the 15-ton electric crane in the Melbourne Goods Yard and transferred to railway trucks. The Tramways Board is selling the cars to anybody who can find use for them.

Five Hundred Trades and Occupations—even Chemists



Mr. R. Boan

Few people realise that there are 500 different trades and occupations on the pay roll of the Victorian Railways Department. For instance, did you know that the Department has its own laboratory, with a staff of expert chemists for testing railway material? The Engineer of Tests (Mr. R. Boan) retired from the Department on September 9, after 47 years' service. He here tells some incidents in his career, and explains how the laboratory came to be established.

IT is fitting that Mr. Boan, though an engineer and a chemist, should be a railwayman. His father was a railwayman, being a loco. foreman on the original line from Oakleigh to Sale. There was no line connecting Oakleigh and Melbourne in those days, and Mr. Boan now recalls the interesting fact that the engine for the opening of the original line from Oakleigh to Bunyip, a Busby or Buswinker, had to be taken overland from the Windsor goods yard, while the carriages and trucks had to be hauled along the road to Oakleigh from the Melbourne Goods Yard.

Owing to his father's death, Mr. Boan could not carry on with a public school education as he had hoped. At 13 years of age he entered the service of the Railways Department on January 18, 1878. Engineering had always attracted him, so he put in all his spare time learning fitting and turning at his uncle's engineering works at Sandridge, now Port Melbourne.

When 18 years of age, Mr. Boan was transferred to the civil engineering side of the Department, passing through the positions of junior draughtsman, assistant to the Engineer of Existing Lines, engineer, and drainage engineer. In the latter position Mr. Boan experimented with the disposal of sewage from station buildings, and designed the first septic tanks in Victoria, if not in Australia. One of the first septic tanks was built at the Werribee station before the Metropolitan Board of Works Sewage Farm was completed.

Studied Chemistry.

"At this time—about 1899-1900," says Mr. Boan, "I realised that in order to protect the Department's interests, it was necessary that chemical analyses should be made of all effluent waters discharging from railway premises, and to this end I studied chemistry. I was allowed to equip a small laboratory in my office.

"Again realising that should the Health Authorities of the municipality in which the new works were situated challenge the sterility or otherwise of the effluents, it would be necessary for me to have authority to prove my analyses. I availed myself of the opportunity to attend the Pharmacy College Bacteriological Course. I was successful in my first year's work and obtained a pass."

About this time Mr. Boan had charge of all the cement testing and other allied work for the Department. In this capacity he carried out the most elaborate tests ever conducted in Victoria up to that time.

When the present Flinders-street station buildings were commenced a very drastic cement specification was prepared, and it became necessary for certain cement to be rejected. The result was that the managing director and chemists from a neighbouring State visited Victoria to conduct tests on the cement. Mr. Boan's work was upheld.

Subsequently the Cabinet decided to appoint a board to draw up a standard specification for cement for the State of Victoria, and Mr. Boan was appointed assistant to the board to carry out the various tests on cement at that time.

A Very Fine Laboratory.

The specification drawn up by the board was adopted by the Railways Commissioners in all States, though it was since amended in 1918.

This was really the beginning of the present up-to-date laboratory. From about 1917 its scope gradually extended and the laboratory was enlarged. Heads of branches submitted problems of all sorts for research.

In July, 1918, it was decided that the testing of all railway material should be done at the Head Office Laboratory. Even before this time practically all the specifications for supplies were prepared by Mr Boan. This work included specifications for steel rails, bearing metals, alloys, lead, tin, antimony, pig irons, paint pigments, varnishes, paint oils, canvas, rubber goods, brake hose pipes, galvanising tests, and waterproof roofings.

Fortunately the importance of laboratory control was realised by the heads of branches, and Mr. Boan was enabled to build up what is now admitted to be a very fine laboratory in which the varied problems of the Department are dealt with.

Use of Machines for Clerical Work

DURING recent years the Victorian Railways Department has given much attention to the question of gaining efficiency and economy by the use of machines for such purposes as calculating, tabulating and listing.

The Department utilises the Burroughs listing and calculating machine, electrically operated, by which a number of items, up to 17 figures, can be listed in any order required and totalled; comptometers, hand operated, for multiplication; and the "Madas" machine, electrically operated, specially useful for division, but used also for addition, multiplication and subtraction.

Other hand-operated machines of smaller capacity, such as the "Millionaire" and "Monroe" calculators, are used where the volume of work is smaller.

Practically the last word in the scientific recording and analysing of figures are the "Powers" machines, two batteries of which were installed 12 months ago. One battery has been utilised with fine effect on Rolling Stock Branch costing analyses in connection with workshops, and the other in the Transportation Branch in the compilation of locomotive, train, car, and truck mileage statistics.

The results attending the introduction of these machines were so satisfactory that four additional batteries have now been installed for the compilation of station abstracts of goods and live stock business, and the audit of freight receipts in connection therewith, also the dissection of the goods tonnage and revenue under 50 commodity headings.

It is anticipated that when the staff becomes thoroughly familiar with the new conditions, a considerable saving will be achieved by the extended use of these machines. Apart from the economy aspect, however, the machines enable valuable statistical information to be obtained with practically no additional cost, whereas under the manual system it would have involved a prohibitive expenditure.

Incidentally, the station staffs have been relieved of much laborious work in the summarising and balancing of monthly abstracts.

Aspects of Railway Operation

WIRELESS talks illustrative of the various aspects of railway operation have been continued during the month.

Subjects and speakers in recent weeks have been:—August 19, "The Railways: Victoria's Biggest Business" (Assistant Publicity Officer, Mr. H. R. Gollan); August 26, "The Centenary of Railways in England" (Mr. Gollan); September 2, "Railways: Their Origin and Development" (Mr. A. E. Hyland, Chairman Betterment Board); September 9, "How a Youth May Enter the Railways" (Mr. D. Cameron, Chairman, Staff Board); September 16, "Fuel Conservation as It Is Applied on the Railways" (Mr. N. C. Harris, Assistant C.M.E.; September 23, "A Day with the Dining Car Services" (Mr. Gollan); September 30, "Railway Transportation," (Mr. W. Robert, Member, Betterment Board).

Perhaps you read in the Press recently where three tiger cubs were despatched from Melbourne to Sydney by train. This is only one of the hundreds of strange consignments which have been carried on the Victorian Railways. The next issue of the "Magazine" will describe some of these for you.

There will also be articles describing what the Railways Department has done concerning wireless on trains, the experiences of a booking clerk, and a glimpse at the departmental poultry farm.



Here is the room at the Victorian Railways Head Offices where the work is prepared for the almost human Powers machines, the last word in mechanical devices for the scientific recording and analysing of figures.

Sound Technical Training for Apprentices



Some of the boys at the Railways Technical College, Newport. Instructors Messrs. A. R. Lukeis, O. Nillson, and W. Grace in white in front.

Scientific training is the basis of a skilled trade or a profession. The Victorian Railways Commissioners realised this when they established the Victorian Railways Technical College at Newport. Mr. O. Nillson, the head instructor, here reviews the work of the College.

THE Railways Commissioners have always insisted on apprentices at the Newport Railway Workshops receiving a sound technical training.

There are dozens of officers now in high positions in the service who received their early training as apprentices in the Department. The following may be mentioned:—Mr. Commissioner Shannon, Mr. A. E. Smith, Chief Mechanical Engineer; Mr. H. P. Colwell, Chief Electrical Engineer; Mr. Shea, Chief Mechanical Engineer of South Australian Railways; Mr. P. Leslie, Workshops Manager, Way and Works Branch; Mr. G. Curtis, of the Betterment Board; to mention but a few.

Before 1922 all railway apprentices in the metropolitan districts attended the Workingmen's College, but to save loss of time incurred in travelling, the Commissioners established a school at the Newport Workshops.

In 1923, Mr. Commissioner Shannon opened the new college, situated near the Newport station, and at the present time 272 apprentices are enrolled.

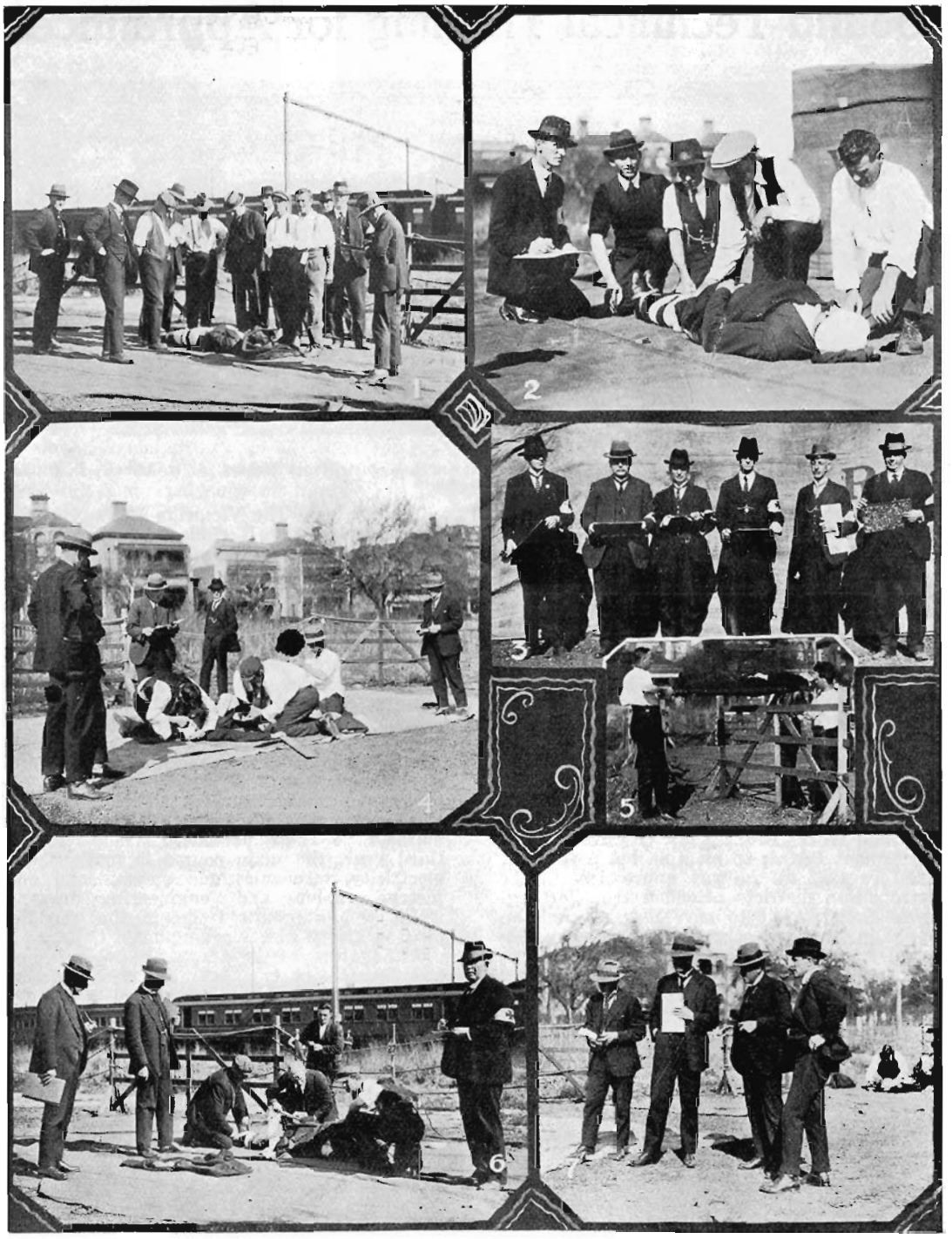
Since the school was opened, 445 apprentices have been registered.

In the first year at the College, all apprentices do the same course, which includes algebra, arithmetic, mensuration, elementary science, solid geometry and geometrical development. In the second year the syllabus for the iron trades is mathematics, applied mechanics and engineering drawing, while apprentices such as painters, upholsterers, and wood machinists do a modified course more suitable to their particular trade. In the third year, the main course is mathematics, electricity, mechanics and steam, solid geometry, graphics and engineering drawing, while the apprentices doing the modified courses attend the Workingmen's College.

Although a definite amount of work is thus laid down to be completed for each year, we often find it possible to *(Continued on page 602)*



There may be a future Chief Mechanical Engineer among these lads—Apprentices at the Newport Railway Workshops and Students of the Victorian Railways Technical College.



NORTH SUBURBAN AMBULANCE CORP EVENTS.

The subject for the above test was as follows:—A fireman, whilst shovelling coal, accidentally struck an overhead live wire with his shovel, the handle of which was wood and perfectly dry. He fell, and his head came in contact with the engine, causing a severe scalp wound and other injuries. The teams had to treat the patient and prepare him for transport. (1) The Signal Shops team, Newport, on completion of work. (2) Melbourne Yard team treating the patient. (3) Stewards (left to right): Messrs. A. Birch (Newport), H. Winter (Flinders St.), J. Owens (Spencer St.), A. Williams (Spencer St.), L. Bertrand (Newport), J. A. McDonald (Spencer St.). (4) Head Offices team, which won the highest points. (5) Head Offices team transporting patient over fence. (6) Signal Shops team working. (7) Left to right: Messrs. G. Kitchen, W. H. Godden, Assistant Ambulance Officer, V. Southwood, Assistant Ambulance Officer, and —. Waud.

ORMAN W. DE POMERO
5 DEE... ST.
STH. CAULFIELD. SE.8
MELB. VIC.

Why My Job Is Important

Train Examiners have a Responsible Job

As a passenger train drew into the station a little boy, gazing out of a carriage window, was heard to say, "Mother, who is the man down there and what is he doing?" The man referred to was a Train Examiner, and the mother said, "Oh, he just sees that the carriages are all right." This article tells something of a train examiner's work.

(By Mr. J. Montague, Bendigo).

THE tone in which that woman spoke gave me the impression that she knew little or nothing of the Train Examiner and his duties. Had she realised perhaps that her and her son's lives depended largely on the efficiency and care of that man, she may have considered a little more.

There are a lot more people who do not understand what a train examiner's responsibilities, trials and tribulations really are.

When a train arrives at a station he is seen to walk along the train in an apparently aimless manner, tapping the wheel and feeling boxes. Most people think that tapping wheels and feeling boxes are his sole occupations, and so long as these things are in order his duties are at an end. Such is not the case. He has to be ever on the alert for deficiencies in a score of other portions of the carriage or truck as the case may be.

Wheels, Boxes, Rods and Springs

Besides wheels and boxes he has numerous rods and springs, to say nothing of scores of pins, cotters and bolts, and if even one of these pins—perhaps connecting some vital portion of the undergear—happens to be missing and he fails to observe it, then it is God help him, for he is shown very little mercy.

For this omission he is perhaps fined a day's pay, and that is a mark against his record.

So much for an arrival train. Now let us review his routine on a departure train. He firstly proceeds to make a thorough overhaul of the vehicles which are to make the outward bound trains. Every portion of each individual vehicle is thoroughly examined. If a brake is found defective it has to be adjusted, a worn-out block or shoe to be renewed, missing bolts to be replaced, and a dozen and one other small repairs have to be effected.

If a serious defect be located the vehicle is then removed from the train to be later made safe for running. This is where the trouble commences, for as sure as a vehicle is marked for repairs it is bound to be the one most urgently needed. Questions of what is wrong with it and why wasn't it seen before, are always asked.

After examining a train the next duty is to test the Westinghouse Brakes. When this has been completed the train is ready to depart on its journey.

Responsible for the Train's Safety

Here again the train examiner's duties do not end, for he is still responsible for the safety of that train until it reaches its destination or else the next examining station, which in some cases is 100 miles or more away. Should anything become defective between the starting point and the terminating point of the train, the examiner is called on for the reason as to why the defect was not seen prior to the train's departure.

During the winter months a train examiner has to contend with the elements of the weather. As his duties entail him being outside practically all of his time, the result is that when his shift is over he is often wet through.

I have now pointed out a few of the points connected with a train examiner's duties, and will return to the query which prompted the writing of this paper. The Train Examiner—What Is He? When we come to sum up and weigh these words we find that he is an insignificant cog in a great piece of mechanism, but without whom the machinery would work less smoothly than it does at present.

This is the Spirit!

One of the enterprising friends of the "Railways Magazine" in a provincial city suggested to his club committeemen that they place the magazine regularly on the library table.

He pointed out that this was an excellent medium by which club members might become acquainted with the reason why many things are done on the railways.

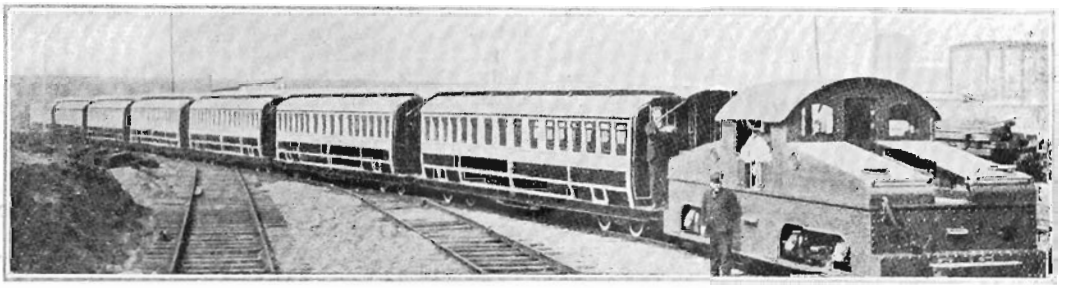
The committee agreed. Copies for six months back are now always available.

Half a dozen members have since told our friend how they appreciate the magazine for the bright and interesting way it presents the railwayman's side of the case.

Taught Victorians to Drive Electric Trains



Drove King Edward and was Congratulated by him



The first tube electric train which carried the late King Edward, and which was driven by Mr. J. Rist, Foreman Motorman, Victorian Railways.

ONE of the biggest difficulties which confronted the electrical experts at the time of the conversion of Melbourne's suburban lines from steam to electric traction was the problem of instructing the engine-drivers in the duties of motormen.

The man who successfully tackled that problem, the man who can say literally that he taught Victorians how to run their electric trains, is the genial John Rist, who was specially selected for the job by the late Mr. E. B. Jones, then Secretary for Railways.

In addition to instructing all the principal electric running officers of the London and Victorian Railways, and personally supervising the instruction of most of the staff, he had a lot to do with the compilation of the Book of Instructions now in use for the guidance of Victorian train crews.

Mr. Rist's career has been packed with achievement. He studied electricity, and after several years experience in the London Metropolitan Electric Supply Company was appointed Instructor of Motormen on the Central London Railway.

King Edward Shook Hands

He had the distinction of being the driver of the Royal train which carried his late Majesty, King Edward, at the ceremonial opening of this line—the first of the big tube railways with which London is now honeycombed.

When the Royal train had drawn up after its initial trip, the two mechanics who had been in the cab with Rist slipped out and wandered down towards the Royal carriage, so that His Majesty would have no option but to compliment them on their skill in handling the train. The unobtrusive Rist smilingly declined to accompany them.

Meanwhile, King Edward, having carelessly strolled out on to the opposite side of the train, decided to saunter up to the front of the train. Here he found Motorman Rist, and, shaking hands with him, congratulated him on the smoothness of the running of the train.

The feelings of the disappointed mechanics on their return are more easily imagined than described.

The year 1903 saw Instructor Rist appointed Senior Foreman of Motormen, and seven years after he was placed in charge of the entire operating staff of the system.

He Rolled Up His Sleeves

It was in 1915 that the blandishments of the urbane Mr. Jones had their effect, and Mr. Rist resigned from his position of Train Master in the service of the Underground Electric Railways Limited (the combine which had taken control of all the electric railways, tramways and 'buses in London), and came across to take up the position of Electric Running Inspector in the Victorian Railways.

He rolled up his sleeves and settled down grimly to the instruction of officers, motormen, guards and shunters in 1918.

Then, on the fateful May 18, 1919, came the all-night test of Melbourne's electrified system, when nine electric trains ran upwards of 600 miles backwards and forwards on the Essendon-Sandringham line, and an anxious conclave of electrical experts waited through the night for the hitches that never occurred.

The manner in which the electrical equipment stood up to that test—the most severe and thorough in the history of railway electrification—is a tribute to the painstaking care and ability of the men who carried out the stupendous task of converting Melbourne's railways from steam to electric traction.

Give a Thought to the Man Who Grows Your Food and Clothing

We wear comfortable clothes, we eat fruit and other products of the soil, but do we ever give a thought to the man who grew them and to some of the difficulties with which he has to contend. Our contributor throws a new light on this subject.

(By C. H. H.)

WE eat oranges and raisins and wear comfortable clothes, but in the process our imagination, I venture to say, is as dead as Julius Ceasar.

The man in the street is not interested in the origin of these things. I was not much interested either until a few weeks ago, for although for 33 years I have lived, eaten and been clothed, it was just recently that I saw the red Mallee country and visited a sheep station in New South Wales. Now these things mean something more than fruit and clothes, because they recall a picture.

I visited Mildura and saw the wonders of the famous orange grove of Mr. Vic. Roberts, some five or six miles out towards Irymple. No man could properly visualise the beauty of those immense trees.

An American journalist was with our party, and for a time he stood beholding the trees with an over-sized orange in each hand—a mute and hopeless picture of amazement.

Some of the trees were 30 years old, but the fruit could not be surpassed for juicy deliciousness.

Then we saw the soldiers' settlement at Redcliffs, and the up-to-date pumping plant at the heart of things that caused the life-giving water to flow to the blocks along far-flung symmetrical channels.

Drove Like a Devil!

A squatter with a weather-beaten face in which grey eyes twinkled with the good humour of the big outdoor man, met us at Mildura. I liked him best when he showed his strong teeth in the smile of a bad boy. He drove his own car across the saltbush plain like a devil, and nothing could keep up with him but the birds. He took us from Mildura to Wentworth, and after our former high speed travel, the tired punts in which we crossed the Murray seemed almost to be travelling backward. Soon, however, we were racing across the plains towards his sheep station on the Murray River.

We will long remember the way he speeded his yellow Fiat car across the red sand country, and in our hearts we thanked the Fates that the track was not wet.

I had never seen a saltbush plain before, and wondered how on earth any intelligent human being could locate a sheep station in such a barren land. Here and there were long stretches of red sand in which even the hardy saltbush failed to establish itself, but there was an intensely human touch about the landscape, for now and again we saw signs of departed life and exhilaration where "dead marines" graced the red sand along the track.

I was just "the man in the street," and did not understand, but when we reached the shearing sheds and saw 15,000 well conditioned sheep waiting to be shorn on the following day, I learnt that the saltbush land is fine for sheep, although it is bereft of grass.

There were more surprises in store, for 10 miles further on a splendid homestead graced the north bank of the Murray River. Electric light lit even the men's quarters and the yard. Rich carpets made the saltbush wilderness seem far away, and a tiled bathroom as large as an ordinary room with a sewerage system finished things off.

Squatter's Racy Descriptive Talk

The squatter's racy descriptive talk made you want to get him in a quiet corner and hear his story.

"Yes," he said "and a damn snake with no sense of proportion robbed me of £1500. As if there were not about 14,000 other sheep it could have bitten without selecting a prize ram."

"That goldarned snake must have been some judge of a sheep," mused the American.

When we left Mildura for Melbourne each had his own thoughts. The American journalist was quite convinced he should have been a squatter, others pictured themselves as being the owners of orange groves with towering trees whose limbs were bowed down by golden fruit, while another thought he would suggest to the Betterment Board that prize sheep wear protective gaiters against snake bite. Personally, I would certainly like to steal the squatter's station, but in my heart I am drawn in sympathy towards the soldier settlers and their twisted vines.

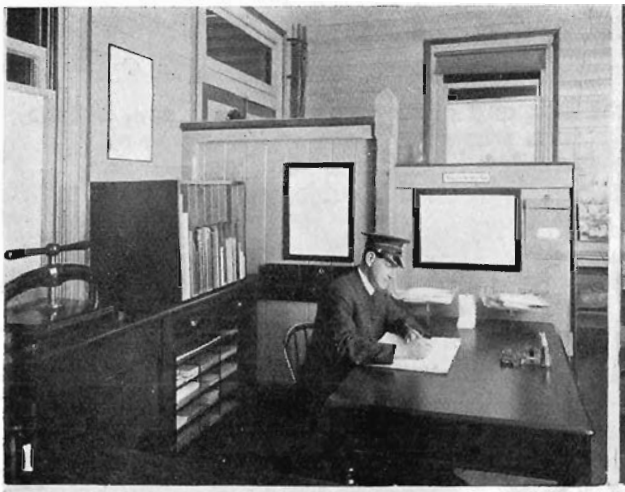
There is food for thought in all we saw. Perhaps the suit you wear was grown on the backs of that squatter's sheep.

The choice oranges you eat may have come from that very grove we visited.

The raisins you use for dessert may have been grown by the keen-eyed men who toil and sweat in the soldiers' settlement at Redcliffs.

Who knows?

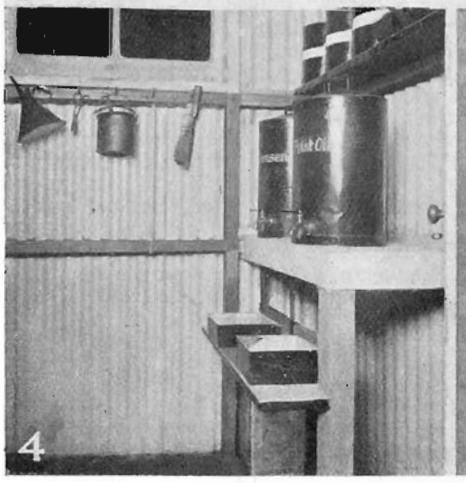
Photographs Don't Do This Station Justice

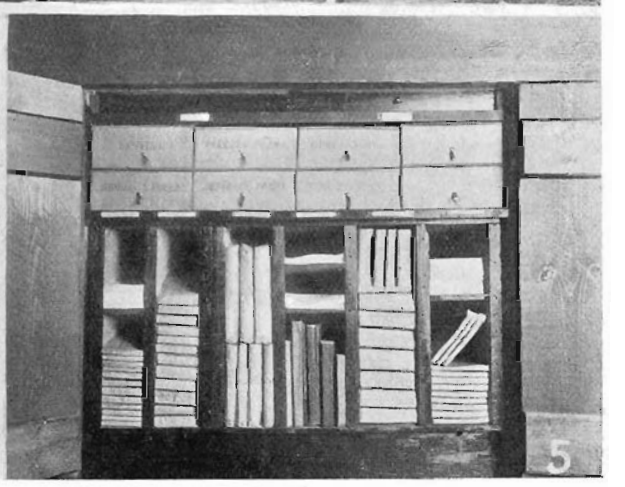












(1) Stationmaster Hulm in his model office. (2) A snapshot of the office from the public point of view. (3) An exterior view of the station, showing the admirably kept platform, permanent way and portion of the station yard. (4) The lamp room—a model of order and cleanliness. (5) The form and label cupboard, beneath the copying press in the office, as shown in view No. 1.



Stationmaster H. J. Hulm, in charge of the Merino Railway Station, is congratulated by one of the satisfied railway customers in his district.

Step into the office at the Merino Railway Station. State your business and you will be so impressed with the prompt and efficient treatment you receive that you will wonder if you are really at one of the outback stations of Victoria. But what will impress you above all will be the spick and span condition of the station.

MERINO must be added to the list of model railway stations in Victoria. It is 231 miles from Melbourne, and though the township is small, it is the centre of a rich pastoral and dairying district. When Stationmaster H. J. Hulm was sent to take charge there several years ago he at once put into practice the principles concerning the keeping of railway property in first-class condition.

Ask any of the district people or the travellers who pass through his station whether he has succeeded. They will tell you that they are proud of this station, and that it is a pleasure to do business there.

But it is the station office which takes the eye. When travellers comment upon it, it is time for railwaymen to exhibit more than a passing interest. The woodwork of the office fittings is polished like a blackwood sideboard —quite a simple recipe, the application of a little shinoleum and elbow grease once a month.

There is a place for everything in this office, and everything is in its place. In fact, when Mr. A. Reid, one of the Departmental photographers, went up to Merino to get some pictures for the "Magazine," he exclaimed when he entered the office, "Why, there is nothing to photograph."

He was right. There was nothing showing. It was the neat and systematic way in which the office was organised that accounted for this apparent absence of subject for illustration.

It would be child's play for a new stationmaster to take over at Merino. Every Departmental regulation, poster, or instruction to the staff which adorns the walls is neatly framed, and the paint work kept fresh and bright. The word "adorn" is used in its true meaning, because these frames are an adornment.

Mr. Hulm has introduced a few small messages to the public on his own account with the object of expediting business and facilitating his relations with the public. He does not believe in the cronies of the town using his office as a place for gossip, hence the following notice:—

> YOU are requested to use the Waiting Room when waiting for trains. This portion of the building is reserved for the use of those having business with the Staff.
>
> Space is limited, and your presence here may cause inconvenience.
>
> Ample room and seating accommodation is provided in the Waiting Room for your use.

Railwaymen will be interested in the special cabinet for railway forms which is a feature of the Merino office administration. The cabinet contains a card index system, and all goods, parcels and passenger forms, stocks of envelopes, and twelve months back copies of the waybills for inwards and outwards parcels neatly made up in book form and stitched at the end in brown paper covers. Any waybill for any month of the year may be turned up at a moment's notice.

To organise an office on these lines requires time, but once having established the standard, it is easy to maintain it. Mr. Hulm does not consider it too much trouble to make his office a pleasant (*Continued on page 600.*)

GOOD SERVICE BRINGS APPRECIATION

"It's the little things that count." A number of the letters received during the month were the direct result of little acts of courtesy and consideration rendered by railwaymen in various grades. The cumulative effect of these redounds to the credit of the service.

KINDLY convey to your wife my sincere thanks for attention that was given by her to chickens consigned by me to Mrs. Denning, of Gellibrand.—**G. C. Kay, Colac, to S.M., Gellibrand.**

[It was very cold weather. The consignment of chickens was lying in the box apparently dead. The consignee had refused to take delivery. Mr. Canterford, S.M. at Gellibrand, took the chickens to his residence, and Mrs. Canterford wrapped them in flannel and placed them near the fire. All the chickens were saved except one, and delivery was effected.]

I WISH you to know that our furniture, despatched 250 miles from Wail to Mount Evelyn, went through, as you promised us, in record time. The furniture was in good condition, the piano being quite unharmed as though it had not travelled at all. We put this down to careful packing, as well as care on the rails.—**Ernest Francis, Wail, writing to the S.M., Pimpinio.**

ON behalf of the teams of the Hampton Higher Elementary School, which journeyed to Bacchus Marsh, I wish to express our appreciation to all those concerned for their courtesy, kindness and interest in making our trip a pleasure. I would like you to convey to the following officials and sections my personal appreciation:—The official at the Passenger and Freight Agent's Office, the officials at the ticket office and inquiry counter at the Tourist Bureau, the official on the gate for the 7.40 train, the official in charge of the platform for 7.40 train, the Bacchus Marsh stationmaster, the ticket collector or conductor on the 8.18 from Bacchus Marsh, and the stationmaster at Hampton.—**R. J. A. Buchanan, Sports Master.**

I WISH to thank you on behalf of the association for your prompt and courteous reply and promise to top-dress the footpath running between Wickham Road and Highett Station. This beneficial addition will be most welcome and greatly appreciated by all. It is by actions such as these that the full meaning of "co-operation" is realised.—**Eyre Swarbreck, Hon. Sec. Highett and Moorabbin Progress Association, writing to District Engineer, Oakleigh.**

I WISH to inform you that I have travelled by the Mildura express lately, and I must say that you have a gentleman conductor on this line. His name is Mr. McNally. I had a couple of young children with me; he told me not to leave my seat, that he would get me refreshment at stations, which he did. He also came and assisted me with the children at Redcliffs — he actually carried my baby in his arms. I do hope that this conductor remains on this line for a long time for the benefit of all concerned. I have never been accorded as good treatment from any railway employe in all my travels. — **W. J. Redmond.**

BEFORE leaving Jeparit, it is with gratification that I ask you to convey to the S.M. and station staff (particularly Mr. Baird, operating porter running on Yanac line) my indebtedness for the prompt despatch of my parcels of bread for stations on Yaapet and Yanac lines. Once they have been taken to the station I leave the rest of the business to the staff and train men.—**Chas. Slaven, Baker.**

Devices of Satan

This bit of history is quoted in "Railroad Men":—

"It has been less than 100 years since a school board in Ohio passed this resolution addressed to some young men:

"'You are welcome to use the schoolhouse to debate all proper questions. But such things as railroads and telegraphs are impossible, and rank infidelity. There is nothing in the Word of God about them. If God had designed that his intelligent creatures should travel at the frightful speed of 15 miles an hour by steam, He would have foretold it by the mouth of the holy prophets. It is a device of Satan to carry the souls of the faithful down to hell.'"

I TRAVEL from Thornbury to Regent regularly, and always receive courtesy and consideration from the porters at Thornbury station. There are too many knocks for our young porters, who are only growing, and must be often tired and worried with the complaints from the public, and so I wish to show my appreciation of their courtesy, though I am only a **Working Mother.—In the Sun Pictorial, Aug. 24, 1925.**

I HAVE to acknowledge receipt of £14 2s. 3d. on account of three first class single tickets and sleeping berths, for which I thank you. I would like to take this opportunity of mentioning the very kind and sympathetic treatment that my wife and I received from the railway officials, particularly the conductor of the parlour car, whom I only know as "Fred," and also the officials at the Seymour railway station in connection with my son's illness. Their conduct was most gratefully appreciated by Lady McBeath and myself.—**W. G. McBeath, Melbourne.**

AFTER a recent visit to the Chalet at Mt. Buffalo, a West Australian lady and her son called on the Government Tourist Officer (Mr. Boyce), at the Tourist Bureau, and said how greatly they had enjoyed their stay. So satisfied were the other guests with the comfort of the Chalet conducted by the Railways Department, and the excellence of the management, that they had all signed a "round robin" for presentation to the manager (Mr. Amanton), expressing their appreciation.

This lady, however, ventured the opinion that one of the Buffalo posters displayed at the Flinders-street Station might be amended so that instead of reading, "You Need a Good Holiday at Buffalo," it should read: "You Get a Good Holiday at Buffalo."

RAILWAY REVENUE STILL BUOYANT.

RAILWAY revenue is still maintaining its increase over last year's record figures.

The total revenue derived from the beginning of the financial year, July 1st, until September 7th, was £2,143,676, which compares very favourably with the total for the same period last year—£2,098,169.

The principal items which helped to swell this increase were: — Passengers, £998,883; goods, £788,911; parcels, £99,332; refreshment services, £80,340; and live stock, £79,024.

Interesting Railway People

THE Aggregate Service of these three Railwaymen is 112 years

Booked the First Ticket issued at Sandringham



MR. R. FISHER, now stationmaster at Hamilton, can look back on a long record of service with the Victorian Railways Department.

To Mr. Fisher belongs the distinction of being the railwayman who issued the first ticket booked at Sandringham. That was away back in 1887, when this station was first opened. But Mr. Fisher had been in the service a few years before this. He joined on January 25, 1884.

Few men have attained the rank of Stationmaster in such a short time as did Mr. Fisher. He had charge of his first station three years after joining the service. Since then he has controlled 13 stations in various portions of the State, and most of them important centres, too.

His handling of the fodder traffic at Wahgunyah during the eleven months he was there in 1920 elicited loud praise from the Commissioners, Mr. Molomby and the late Mr. Norman.

Railway duty has not excluded other activities from Mr. Fisher's life. He has always taken a keen interest in local affairs, having been a member of the North Geelong State School Committee when he was stationed there.

At Bairnsdale, Mr. Fisher was a member of the Council of the School of Mines, and so ably did he present the case for a grant of £5000 for additional accommodation, that the amount was granted.

When he despatches his last train in February next, the Railways will lose a good officer, and the public a conscientious servant.

The Hall Officer's Job isn't a Soft Job



AN officer with a unique position in the service is Mr. E. D. Lowther, Hall Officer at Spencer-street, whose duty it is to advise, assist and direct all callers at the Head Office.

He has had previous railway experience as Porter and Relieving Guard, and has occupied his present position for the past 30 years. During that time he has seen many changes, while with the formation of new branches, the creation of additional offices and the extension of the Department's activities, the duties of his position have become increasingly arduous and responsible.

Many business men will interview him voluntarily, state their business and seek his advice as to the best person to see; and the innumerable inquiries he receives hourly make it necessary for him to know practically every person in the offices personally. Even then, though, it's sometimes difficult to put inquirers right.

For instance, an individual of rather rural appearance once accosted him with a vague query as to the whereabouts of "a cove called Charlie." Under cross-examination it was elicited that he had once known a man called Charlie in a country town, had never known his other name, but "thought he worked in the railways."

A Railwayman who Ran Away to Sea



ROBINSON CRUSOE had nothing on Tom Smales, who has been a member of the Transportation Despatch Staff at the Head Office for 30 years. Tom was born in Yorkshire in 1865, and was apprenticed to the Tees-side Engine Works at Middlesbro, but, like Defoe's hero, found the lure of the sea too strong, and ran away to Hull, where he joined the Royal Navy.

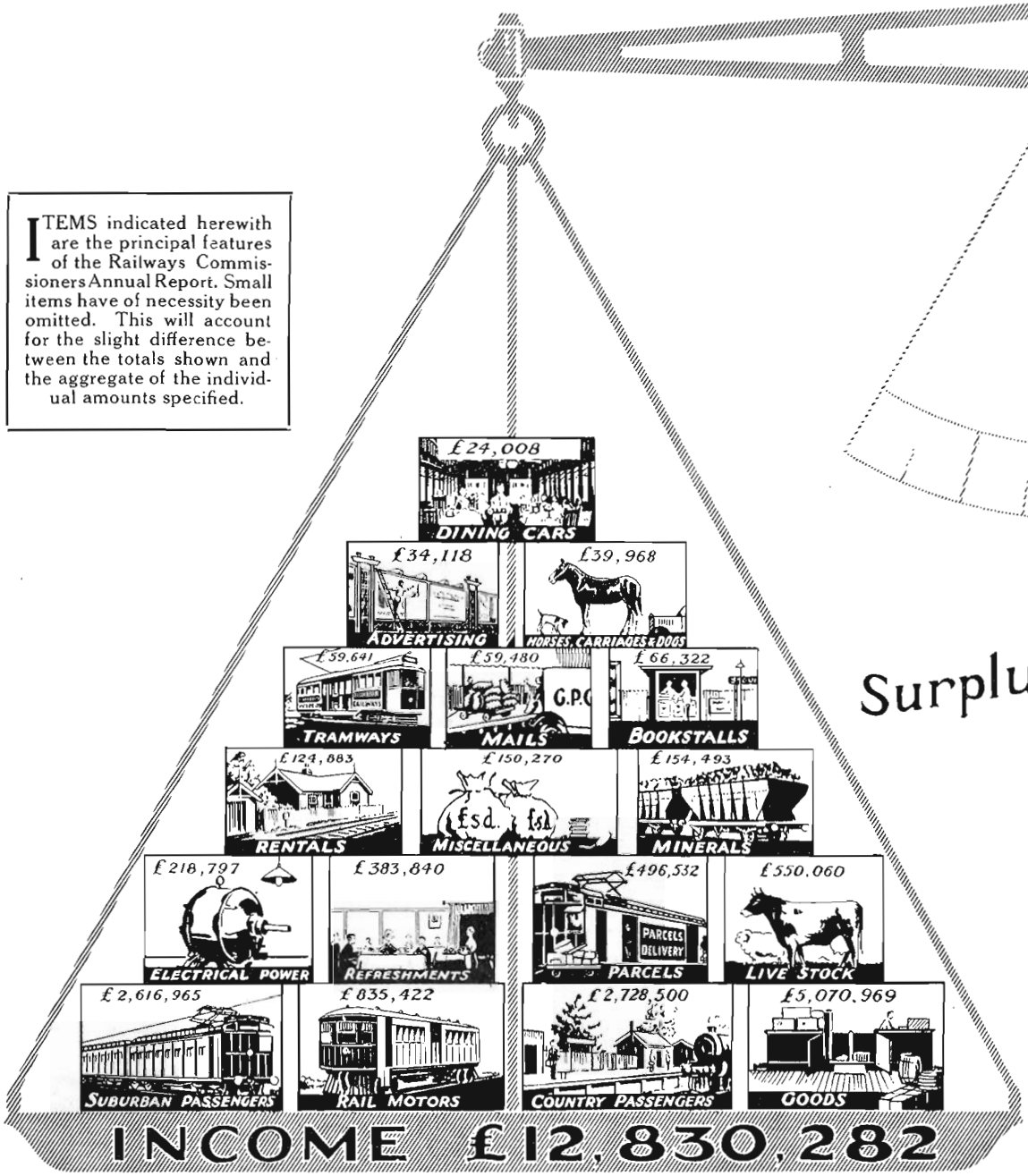
He had enough good sense, though, to dodge the shipwrecks that seem to have constituted the hapless Crusoe's pet hobby, but after three years of more kicks than ha'pence, bought himself out of the Navy and came to Australia.

Tom joined up with the Victorian Railways in 1888, and had experience at Numurkah, under the late Mr. McDonald, as well as at Spencer-street, Princes Bridge and the Cashier's Office at Flinders-street, before being transferred to Room 7 in '95.

His hobby is painting. He will tell you that he is never so happy as when he is sitting before an easel. He has studied under Max Meldrum, and as a sketcher and painter is no amateur.

Where Our Revenue Came From in

ITEMS indicated herewith are the principal features of the Railways Commissioners Annual Report. Small items have of necessity been omitted. This will account for the slight difference between the totals shown and the aggregate of the individual amounts specified.



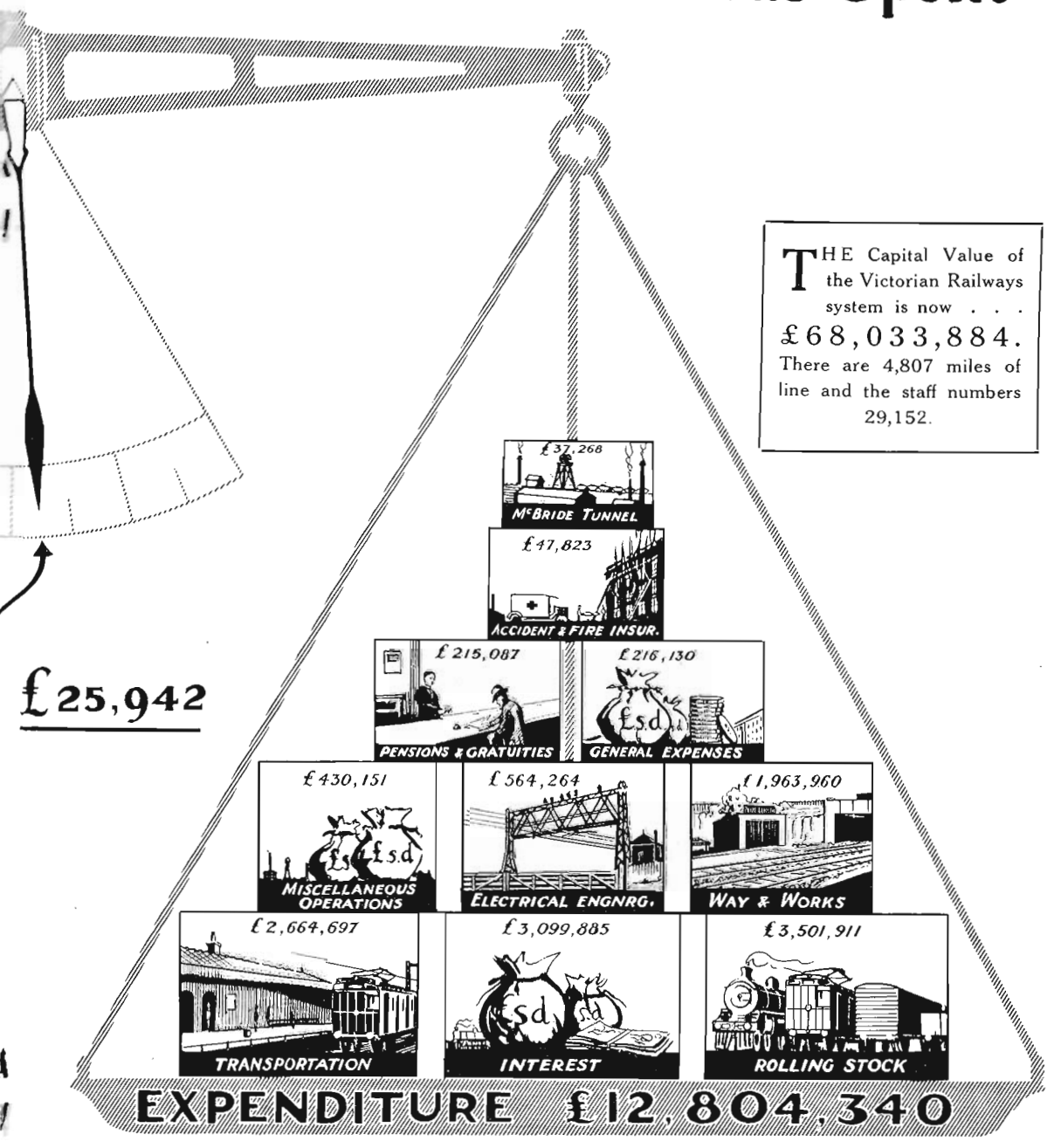
Surplus

EVERY CITIZEN OF VICTORIA IS VITALLY AFFECTED BY THE TREND OF RAILWAY FINANC

On pages 539 and 540 are additional interesting facts and figure

1924-25 and How It Was Spent—

THE Capital Value of the Victorian Railways system is now . . . £68,033,884. There are 4,807 miles of line and the staff numbers 29,152.



H. Jack.

NCE—RAILWAYMEN SHOULD BROADCAST THE FACTS CONCERNING THEIR EMPLOYMENT
ures on railway work in Victoria during the last financial year.

Way & Works Undertakings

New residences, station alterations and strengthening of tracks have been steadily pushed on with in the various districts during last month.

The principal work was the erection of a new station and residence at Yallourn, which will be in keeping with the type of buildings erected in the new township.

Strengthening of the track preparatory to the electrification of the Fern Tree Gully line has been carried on, and other activities include weed poisoning, ballasting, renewals of rails and construction of sidings.

One of the biggest jobs—the construction of the new produce terminal in the Melbourne Yard—is referred to on another page.

Oakleigh District

PRELIMINARY to the extension of electrification to Upper Fern Tree Gully and Lilydale, gangs of men have been busily employed bringing up the tracks to the standard required for electrification. In addition, all the bridges have been raised.

The work of repairing flood damage on the Orbost line has been completed; the water supply system on this line becoming affected as well as the tracks and earthwork.

The old booking office on the island platform at Hawthorn having served its day, a new and enlarged office has now been provided there, giving much needed additional facilities.

The corrugated galvanised iron on roof of the engine sheds becomes very quickly corroded by smoke from the engines stalled in the sheds. To overcome this, engine shed roofs are being covered with fibrolite.

Commencement has been made on the construction of concrete residence for the station master at Glengarry. This will enable the existing gatehouse at the gate crossing on the Melbourne end of station to be removed. Upon completion of this work, the crossing will be cattle pitted, thus giving effect to an oft-repeated request made on Commissioners' tours.

A very substantial book and confectionery stall has been provided for the convenience of our customers at Dandenong.

The Electricity Commission is pushing on with the erection of brick station buildings and residences at Yallourn, which will be in keeping with the fine type of buildings erected in that township.

Geelong District

THE work of constructing the new siding at Alvie ballast pits, on land recently acquired, has been completed. Approximately 7,000 c. yds. of ballast have been run out from the pit for maintenance purposes.

The ballast pits at Heywood have been opened, and from them ballasting operations are being carried out on the Mount Gambier, Casterton, Ararat to Portland and Balmoral to East Natimuk lines.

The work of renewing 515 yards of track on the Geelong Pier line has been completed. During the progress of the work, 16 sets of points were renewed.

The strengthening of the Newport to Port Fairy line is progressing at the rate of 3¼ miles per month.

Stock yards at Illowa are considered unnecessary, and have been sold for removal.

The new V.R. type inspection cars recently supplied to Cressy are highly satisfactory.

Seymour District

SLEEPER renewals, gravel ballasting and weed poisoning constitute the principal work for the month in this district.

Improvements in hand include the relaying of the viaduct and regrading the track between Wangaratta and Bowser. These works are advancing satisfactorily.

Other improvements on the section completed during the month are: — North Melbourne—Erection of Ambulance Room at Loco.; Benalla—Renewal of footbridge and of the engine shed roof; Strathmerton—Renewal of points and crossings at the down end in 80 lb. A.S. material; Tallangatta—Construction of approach roads, widening of P.C.R. crossing at up end; Moyhu and Numurkah—Erection of concrete D.B.'s; Heathcote Junction—Provision of L.W. rooms.

Bendigo District

PAINTING of the North Bendigo Workshops is nearing completion. Additions to the stock yards at the same place are progressing satisfactorily, and the yards will be ready for the approaching busy season.

A runaway catch siding, between Macedon and Gisborne, has been completed.

Ballasting operations have been continued, a steady supply of ballast being maintained by the contractors delivering at Kangaroo Flat.

The work of sewering of station buildings at Bendigo is making steady progress, and it is anticipated that the buildings on the "down" platform will be connected up before the railway picnic.

The gangs are actively engaged on weed poisoning, both with arsenate of soda solution and caustic soda and arsenic mixed by them.

Maryborough District

ATTENTION has been given to checking the growth of weeds by poisoning with arsenical solution and hand weeding.

Ballasting was completed for the year between Ballarat and Stawell, and the ballast train is now working between Horsham and Goroke.

In preparation for the running of "C" class locomotives between Castlemaine and Donald, and between Ballarat and Maryborough, the work of strengthening bridges is proceeding satisfactorily, and soft places in the track are being treated with good results.

Sidings for the Sandringham Quarry Co., at Deer Park, and for the Midland Quarrying Co., at Talbot, were constructed during the month.

A "Y" run-round was constructed at Serviceton to facilitate reversing the new type of South Australian engine, with which it is intended to draw the expresses between Serviceton and Adelaide, and which the 70ft. turntable at Serviceton could not accommodate.

In this connection it was also necessary to cut back the platforms at Serviceton to give an additional 3ft. of clearance.

The work of enlarging the refreshment room at Ararat was put in hand.

Claims Notes

During the month of August this year, 1,766 claims were preferred against the Department, and of this number 806 were paid, to the extent of £1744.

The corresponding figures for the same month last year were:—1,141 claims preferred, 717 paid, amount involved £1,712.

Railwaymen are invited to inspect an educational display of modern printing and allied arts at Peacock House, 486 Bourke-street.

The production of electrotype, stereotype, line and half-tone process blocks, colour printing, together with the display of typographic examples, are excellent and varied.

The mysteries of lithography, both from the stone and the latest offset methods, are revealed, while the process of machine ruling and embossing are also shown.

A fine display of original artist drawings is included, and the whole provides an interesting and educational exhibit.

Our Travel Section.

Train Operation as Conducted in America

Victorian Railwaymen who have been abroad are now increasing in numbers. In this section they will explain interesting aspects of railway operation for those who have not been abroad. Mr. E. E. Coleman, of the Transportation Branch, who was in America for 2½ years, has contributed this article.

MOST railwaymen will agree that train operation is one of the most important factors of efficient management.

"Train dispatching," as it is known in America, is conducted in a far different manner to that which is carried out in Australia.

"Double line block" and "electric staff" and such safe working appliances in force in Australia have been obsolete in America for many years.

The system in force on practically every railroad in U.S.A. is conducted under what is known as the "dispatching system," viz.:—A dispatcher has control of a certain division (district as it is known here), and he authorises every movement that is made in connection with the main line on his particular division.

Trains are divided into different classes:—Passenger trains, 1st class; mixed and fast goods, 2nd class; roadside goods, 3rd class.

These trains are classified in the working time-table in that order. First-class trains have precedence over second-class, and so on.

Extra or special trains are not classified, as they do not appear on timetables, and have authority to run under "train orders" only.

Every Train Has a Number

Every train in the timetable has a number. Westward trains are odd, and eastward are even numbers. There are no two numbers alike on one division. Extra trains are numbered according to the engine number on the train.

The crew of an ordinary passenger train consists of a conductor (guard in Australia), who is in charge of the train; two brakemen (asst. guards); engineer (driver); and fireman. These men are fully conversant with all regulations pertaining to train operation, and are fully qualified. The same conditions apply on goods trains.

Regular time table trains have authority to obstruct the main line on their schedule in the timetable.

On single tracks special or extra trains must have authority from the dispatcher, in the form of a train order, before they can proceed. All crossings and meeting points are arranged by him as the train proceeds, with the exception of meeting a regular train.

When the conductor sees he cannot reach the next station in advance, before a regular train is due there, he stays in clear of the main line until that train arrives. If the regular train is running late the dispatcher will issue him an order to that effect, and he will also state the number of minutes that the train is late.

If he then has time to reach the next station and be clear of the main line before it is due (allowing for the late running, also 5 minutes' grace), he proceeds.

Must Not Delay Important Trains

On a double track all that is necessary for an extra train to proceed is what is known as a "clearance card." This informs the conductor that all regular trains, due to arrive and depart from his initial station before a certain time for that day, have arrived and left.

He can then obstruct the main line and proceed with his train, but must be clear of the mainline for any trains that are due to overrun him, so that he will not delay trains that are more important.

This information is obtained from the timetable, and the conductor makes his own calculations as to where he can go before such trains are due. If regular trains are running late he will have an order from the dispatcher to that effect, stating the number of minutes, and this is taken into consideration as well as on the single track.

All working done by extra trains en route is authorised by the dispatcher.

The maximum number of consecutive hours that can be worked by any crew is 16.

Broken Coupling; but the Rail Motor Ran Next Morning

A STRIKING example of ingenuity exercised by a railwayman, and of loyalty to the Railway Department by one who is interested in his job, was brought under the notice of the Superintendent of the Dandenong District (Mr. Lee) recently.

The rail motor on the Bairnsdale-Orbost line was forced out of running owing to a broken vernal coupling. Motorman Geraghty, realising that some delay would be occasioned waiting for the supply of the new spare part, worked about ten hours of his own time for the making of a temporary spare part.

He first attempted to make a vernal coupling out of a piece of red fibre, but this proving to be useless, he melted a piece of white metal, and using a piece of rubber tubing to bind the coupling ends together, poured the heated metal into the tube and thereby formed a vernal coupling which was capable of placing the rail motor into running by scheduled time next morning.

The ingenuity exercised by Motorman Geraghty is appreciated by his administrative officers, and his example is worthy of commendation.



WARRNAMBOOL'S MODEL LOCO. STAFF.

Warrnambool Loco. men have built up an excellent reputation for team work and general efficiency. The standard of order and cleanliness at which their shed and surroundings is maintained indicates that a very lively interest is displayed by one and all in keeping the premises in the best possible condition. Economy and care are exercised in the handling of all stores, with consequent good working results. Correct interpretations of Awards and Regulations governing hours and payment thereof, received from this out-station, facilitate the work of the time-keeping staff at the main depot. Seated (left to right)—Driver E. Ford (Acting Driver-in-Charge), Driver H. Cottier, Driver P. Power, Fireman C. Cogger. Standing—Cleaner W. Atkinson, Fuelman T. Donovan, Fireman J. Todd, Fireman F. Speed, and Cleaner J. Hanns.

Instructional Classes Reviewed

AFTER the last series of instructional classes for lad porters and junior clerks entering the Victorian Railways, the instructors were called together at the Head Office on Monday, August 30, and in the presence of Mr. D. Cameron (Chairman, Staff Board), Mr. Hyland (Chairman, Betterment Board), and Mr. Meares (representing the Transportation Branch), Mr. W. Robert, member Betterment Board, the work and the results were reviewed.

The instructors were specially thanked for the keen interest they had displayed in their work. Before the conference closed, many suggestions were offered by the instructors in regard to future classes, and it was also decided to have a standard syllabus prepared setting out the method of instruction from day to day for the specified periods in which these classes are held.

The work done in these classes was of an exceptionally high order. In one class the boys were asked for an essay on signals, and one lad, a probationary lad porter, displayed a wonderfully keen knowledge of the subject:—

"A signal is a piece of mechanism, consisting of a perpendicular girder from which arms are displayed in the daytime and lights by night, to indicate to the drivers of trains whether the line is clear or obstructed."



Messrs. W. Grant (driver) and G. Hudson (fireman) are proud of the locomotive they use on the run between Ararat and Hamilton, and they were very sorry they did not have it in commission the day the official photographer boarded their train.

Requests for New Suburban Stations

GROWTH of population in Melbourne and the facilities provided by electric traction for settlement in outer suburbs have been followed by applications for the erection of new stations.

A new railway station greatly enhances the value of surrounding land, and is a source of profit to property owners. The Commissioners consider it appropriate, therefore, under certain circumstances for the property owners to contribute towards the cost of new stations.

They have laid it down that where there is very little settlement and most of the land in the vicinity is in large or unoccupied holdings, the owners must pay either the whole or a large proportion of the cost of the station. Where there is some settlement, but a new station would involve the Department in appreciable loss for a time, a reasonable contribution is asked for.

FAR-REACHING EFFECTS.

Extract from Minutes of Officers' Conference held at Dandenong on July 17, 1925:—

"Herd testing is being carried out throughout the entire district and new associations are being formed. It is stated that the standard of dairy herds has wonderfully improved as a result of this. The effects of the Better Farming Train are far-reaching.

"Many farmers are working experimental plots under the direction of experts of the Agricultural Department. Generally speaking, the district is preparing for advancement in dairying and agricultural pursuits, and it is expected that this Department will be benefited to no small measure."

DRAUGHTS CLUB.—Mr. J. S. Morcombe, secretary of the Draughts Club, which was recently formed at the Institute, would be glad to hear from all those members who may desire to join the club. The club meets on Thursdays, and in the near future a beginners' evening will be held on Tuesdays.

It is hoped that the Country Centres will soon have Draughts Clubs also.

Fuel Conservation is a Get-Together Movement

The spirit of the Fuel Conservation Movement is not coal, but the getting together of all grades of railway workers in a friendly and helpful way. It is the result of this getting together that coal is saved, and good service is rendered. The getting-together makes for better understanding and appreciation of each other's part of the job; it makes for sympathetic assistance between the various grades of the service.

"THE guard is not an effective unit without the driver, and the driver without the mechanic," said the Bendigo District Superintendent (Mr. W. Tredinnick) at a recent Fuel Conservation meeting at Bendigo.

In the railway job we are all dependent one on the other. No one man is complete in himself or one section of men in themselves. It should make the lad square his shoulders and feel proud to belong to an organisation in which he is regarded as an important link in the chain.

In getting together we stand on a common platform, where everyone can voice his opinion or offer a suggestion to make the job run smoother for himself and others.

To meet each other across a file of papers makes for misunderstandings, but the getting-together idea clears the atmosphere and an open discussion does the rest.

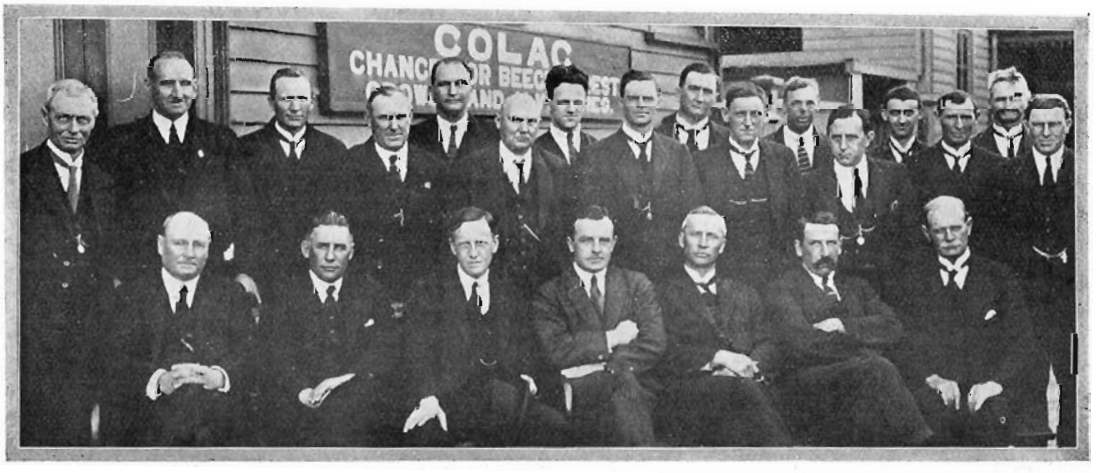
One may have an idea which one cannot commit to paper: it may be an excellent idea, but the avenue for transmitting it seems closed. The opportunity presents itself at the Fuel Conservation meeting.

I have often heard the remark: "I have a suggestion, but I'm not much of a speaker." Remember that the suggestion is the substance, the speech is only the shadow.

In getting together the other fellow assists you to shape your suggestion: he discusses it with you and helps in improving the child of your brain.

We should get a lot of pleasure out of running our jobs. Our job, as you know, is service. Salesmanship (still our job) is being a big brother, not only to our fellow railway worker, but to our customer as well.

It should be our pleasure to sell good service so that people shall say that it is good.



GEELONG DISTRICT FUEL CONSERVATION COMMITTEE MEETING, HELD AT COLAC, 25/8/25.
Sitting (left to right)—W. Killeen (Train Running Officer), E. B. Slater (Acting District Engineer), E. Dillon (Supt. Loco. Supplies, Central Committee), J. Fowler (District Rolling Stock Supt.), (Chairman), A. K. Bartel (Acting District Supt.), W. Cumming (Secretary), A. C. Parker (Depot Foreman), Geelong.
Standing (left to right)—A. Watson (Travelling Foreman, Loco. Supplies Office), D. McL. Stewart (Enginemen's Instructor), W. Batt (Leading Shunter), G. Corrigan (Yard Foreman), W. Bushbridge (Driver), J. H. Jones (Station Master, Colac), F. O'Dea (Station Master's Clerk, Colac), J. McClure (Signad Adjuster), S. Greeves (Driver), A. C. Romer (Driver), J. Markham (Leading Porter), J. Pilgrim (Fireman), W. J. Prior (Travelling Station Master), O. C. Smith (Fireman), H. Hollis (Guard), R. Hinds (Assistant Station Master).

The Barton Burner tells its Life Story and Asks for Fair Treatment

THREE continents have contributed their quota of the various articles used in building me up as a useful article of commerce.

My head is as hard as a brick and was dug from a clay pit at Derby.

The composition of the alloy from which my body is composed comes from Perak and Mount Lyell respectively. In an embryonic state they were shipped overseas, meeting promiscuously at Swansea, where they were smelted into solid ingots and marketed to various manufacturing centres.

The material composing my wick was grown in the precincts of New Orleans, packed into bales, and transported across the ocean to Manchester, there to be manufactured into the finished article of which I am an unpretentious unit.

In a finished state my arrival in Victoria took place about 1888 in a very unobtrusive way. The very excellent opinion formed of my capabilities has deepened and broadened since those days, and I'm now in general use and demand from Vasey in the west to Nowa Nowa in the east, and from the Murray to the sea.

My honest light, with the aid of lamp, lens and spectacle, has shone out during those 37 years to warn, check, guide, assist and help the train crews and regulate their passage through station and junction to their own content and the content and safety of the travellers consigned to their care.

To enable me to continue in my role of usefulness I want you lads to give me a fair go. See that I'm taken out to have a daily clean!

Don't allow that font to get begrimed!

Don't allow the soot to congregate on sema. lamp or burner!

Give the lens a rub!

Don't forget the green glass!

Don't forget the red!

Keep the combination (cemented by time) going to our mutual help and dual wellbeing.—E. W. Bieske.

District Transportation Notes

Seasonal prospects have a direct bearing on the volume of railway traffic so far as freight is concerned.

It is natural, therefore, that this should be the theme of the reports from District Superintendents this month.

There has been some anxiety because of the mild and dry winter, but the rains before Royal Show Week should set the primary producers' minds at rest.

Ballarat District

PATCHEWOLLOCK, about 27 miles north of Hopetoun, which was recently opened as a railway station, is becoming quite a flourishing township. Before the line was opened, Patchewollock was on a hill, on which there was one tree. Now there are about 20 houses, the usual shops, and several more houses are in course of construction. A few thousand bags of wheat were loaded at this station last year, but this year 60,000 bags are expected. In previous years, much of the wheat grown in this district has been trucked at Murrayville.

Potatoes are being freely trucked from Bungaree, Wallace, and Newlyn district for South Australia. Newlyn established a record for one week by trucking 2,000 tons.

Heavy rain fell during September. Some crops, which were beginning to show signs of the want of rain, are now in splendid condition, and the whole district has had beneficial results.

The Buninyong Tannery is now under new management, having been taken over by a recent arrival from England, who states that in the immediate future new and up-to-date machinery will be installed. He predicts that before long a flourishing industry will be operating.

The Buninyong Shire Council has taken advantage of the Government grant for the relief of unemployed, and have commenced building a road to the top of Mount Buninyong, on the top of which the Progress Association proposes to build a chalet.

Seymour District

STOCK traffic continues heavy, and the claim of the North-Eastern District that two-thirds of stock yarded at Newmarket throughout the year is railed from this territory would appear to be amply borne out. On 25.8.25, a total of 111 trucks were railed from Tocumwal alone, whilst out of a total of 689 trucks of cattle, sheep, and pigs yarded at Newmarket on 31st August and 1st September, 484 trucks were railed via Seymour, or over 70 per cent. of the total yardings. Stockowners and graziers are making strong claims for the new location of the market yards being fixed on the main N.E. line.

Following on the severe frosts reported in last issue, light general rain was experienced throughout the district, and crops and pastures greatly benefited. After a spell of mild weather, the warm spring days are working miracles in field and orchard, betokening future wealth and prosperity. During the past month, Nature's wonderful transformation has been enacted throughout the Shepparton and Ardmona fruit-growing areas, turning the vast labyrinth of bare stems into a myriad flowers—mile on mile and a joy to the eye of the train-weary traveller.

The prospects of a prolonged dry spell, however, are already causing slight anxiety in some districts, owing to the depleted state of dams and tanks, due to the comparatively dry winter and spring. Further good general rains would also ensure another prolific harvest. Whilst crops generally are looking very well, certain of the late sown areas are somewhat stunted. On the other hand, the blockholders in the irrigation districts who have been specialising in lucerne growing would welcome a dry season, with the consequent enhanced demand and better prices for agistment.

Heavy wool consignments are now being dealt with at the border stations, and within the next fortnight the season will be in full swing throughout the territory. Apart altogether from a revenue aspect, this commodity is one of the State's most valuable assets, and during last season the whole of the staff received well-merited praise from the growers at the manner in which the huge clip of approximately 100,000 bales was handled. At some stations outside labor is ever at a premium, and in this connection it is worthy of record that at Euroa, with the normal staff only, a total of 2000 bales, 345 bags, was loaded with an additional cost to the Department of only £6 10s. for casual labor.

Geelong District

ONLY two boats called at this port for wheat cargoes during August. They shifted 102,895 bags, thus making a total of 4,018,253 bags of wheat shipped from Geelong for the season. This constitutes a record.

Coal amounting to 17,011 tons was received at the Railway Pier, per s.s. Warspray, Corio, and Era, during the month.

During July, 103 truck loads of coal were discharged at Warrnambool Pier, from s.s. William McArthur; s.s. Thumata discharged 72 trucks of timber for the Co-operative Box Works; as well as 2,288 tons of general cargo received ex s.s. Sphene and Casino, a large proportion of which consisted of sugar and tin plate for Nestles and Co. Ltd., Dennington.

Seasonal prospects throughout this district have been affected this year, on account of the particularly dry and mild winter; however, with good spring rains a satisfactory harvest will be assured. The wool clip this wear is expected to be above the average.

Dandenong District

FIGURES herewith represent tonnage of coal and briquettes despatched from Yallourn, also revenue derived for the month of August, 1925—

Briquettes.

Loaded.	Tons.	Revenue.
Through	7,786	£3,218
Local	494	54
Total	8,280	£3,272

Brown Coal.

Crushed coal to Power House	10,306	£1,084
Coal to stations beyond	7,399	2,447
Overburden loaded at Mine and discharged as Ballast	272	48
Total	17,977	£4,299

District Progress Associations are interesting themselves in the possibilities of sugar beet cultivation in the Koo-Wee-Rup district.

Anglers are having a fine time at present in consequence of the large stocks of bream entering the Tooradin Creek. One angler secured 21 fish in an hour, ranging in weight from 1 lb. to 2½ lb.

As a result of the good season experienced, the Kongwak Co-operative Butter Factory has had a successful year, and, in consequence, have been able to pay a 5 per cent. dividend, in addition to a deferred payment of ¾d. per lb. on superfine butter fat received during the year. The season was a record one, the butter manufactured being 20 tons in excess of last year. The fitting up of the new factory is almost completed, and will be ready for next season.

Bendigo District

MR. COMMISSIONER MOLOMBY visited this district recently, and travelled through to Robinvale. He was greatly impressed with the rapid advancement of the country through which he journeyed. He was much impressed with the more scientific farming methods now being adopted by the settlers.

Mr. Clark, Deputy Superintendent Goods Train Service, visited Bendigo and looked into the matter of increasing the yard facilities.

Prospects for a good season are generally evidenced, but in a few parts more rain is required. The rainfall up to the present has been patchy, and, in some cases a fall of two inches has been registered in some towns, whereas in towns a few miles distant only a few points have fallen.

Our Technical Section

Modern Steam Electric Power Stations

Water and coal are essential to the successful operation of a modern steam electric power station. In this article Mr. D. J. Nolan, of the engineering staff of the Electrical Branch of the Railway Department, deals with some of the salient points concerning such a station.

BEFORE starting on the lay-out and location of a steam power station it is essential to have complete information on the three controlling factors—the magnitude and character of the load to be supplied, the approximate quantity of circulating water, and fuel required to run the plant.

The next thing is to interpret it in such a manner as to be able to decide on a location and type of equipment so that the plant may be erected capable of delivering to the consumer power at the lowest cost, having regard to reliability of service. This, it will be appreciated, calls for an extremely close analytical study of all the prevailing conditions.

In the bestowal of gifts upon us, Nature has seen fit to invariably widely separate essentials such as coal and water, and for this reason it is seldom that we are fortunate in being able to locate a plant at the mouth of a mine, and at the same time have available a sufficient supply of water.

Due to the enormous quantities of cooling water required by a large steam plant, it will be readily seen in making a cost analysis that, even allowing for transmission of electrical energy over fairly wide areas, and the transport of coal for long distances, either by land or sea, the choice of locality narrows itself down to the availability of an adequate cooling water supply.

In illustration of this, Newport Power House burns daily about 600 tons of coal, and uses over 100,000,000 gallons, or, roughly 500,000 tons, per day of circulating water.

Choice of Equipment

Having reached the point where the location of the plant is definitely one of accessibility of an adequate water supply, more than either the location of the load or of the available coal supplies, the next point that presents itself for consideration is the choice of equipment. As previously mentioned, this choice is entirely governed by the consideration that the station should be capable of delivering to the consumer power at the lowest rate, having regard to reliability.

The question of whether the combustion equipment is suited to the coal, or vice versa, is again a matter of relative costs. Generally speaking, it pays to suit the equipment to the type of coal. This is particularly true since the commercial development of pulverised fuel for power stations attained its present status. By this means, coal, from which it is practically impossible to obtain good combustion efficiency, is made a commercial proposition.

Broadly speaking, in the final analysis, the character of the load and the price of coal determine the investment per installed kilo-watt; this is, the lower the load factor or the price of coal the lower the permissible investment per kilo-watt. The total operating cost is made up of fixed and variable charges representing respectively interest on capital and depreciation, and all charges incidental to operation.

It will be appreciated that the greater the kilo-watt hours obainable from an installed kilo-watt, the greater the revenue-earning capacity of the plant, and, incidentally, the greater the permissible investment or fixed charge allowable for the purpose of reducing the operating or variable charge.

In other words, the permissible investment is that which yields the lowest total annual costs, having regard to fixed and variable charges, or the commercial efficiency attained is merely what one can afford to pay for it.

Hydro-Electric Power is Expensive

Contrary to the beliefs of many, steam electric power stations will continue to increase in importance in our industrial system with the passing of time. The mention of hydro power in certain quarters immediately brings visions of a power supply at practically negligible cost. This might be so in theory, but it is a long way from the truth in actual practice.

Hydro-electrical power is not cheap power, and in some cases the actual cost of such power delivered to the consumer is greater than that from a steam station. This is chiefly due to the heavy capital charges incidental to hydro-electrical development, and that from 30 to 50 per cent. steam reserve has to be carried on the system to make the best use of the hydro power.

A study of the events in connection with the developments which have taken place in steam electric power plants during the last 25 years has a certain fascination, and sets one wondering as to the ultimate limits of this almost frenzied progress.

The past few years have seen many almost radical changes in the capacities of plant and in steam pressures and temperatures, together with a development of the regenerative and reheating cycle.

The regenerative cycle is the development of multi-stage bleeding of the main turbine for the purpose of feed water heating in an endeavour to approach the Carnot cycle. It will be appreciated that the only heat available in steam for performing mechanical work is the sensible heat, and that the latest heat is



SOME OF THE STATION ACCOUNTS AND MANAGEMENT CLASS AT THE V.R. INSTITUTE.

Standing (left to right)—L. H. Moore, J. Hodkiss, A. W. Ilton, F. W. Wicks, R. McCormack, W. Barnard, G. Roberts, C. Barrett, A. L. Smith, W. A. Dillon, A. Wohlfahrt, H. V. Ward, J. Merton. Sitting (left to right)—J. Davidson, W. McDonough, B. Falloon, E. Hally (Instructor), P. Carlini, T. J. Petty, E. Williams.

necessarily dissipated in the cooling water. If, however, we sacrifice a certain amount of the sensible heat by extracting steam from the main turbine and use this for the purpose of heating the condensate, we have returned the latent heat and the extracted steam, thus making fuller use of the total heat and the steam than by eventually exhausting it all to the condenser.

The commercial limit in this connection is in the neighbourhood of five points of stage heating. The re-heating cycle has been developed largely to overcome the physical limitations encountered in the expansion of high pressure steam down to the workable vacuums.

Necessity for Commercial Exploitation

It will be appreciated that with the passage of steam through a turbine condensation must necessarily take place, and if some means of combatting this is not available, excessive losses are set up in the turbine which more than offset any advantage to be derived by the use of high pressures. It is not that at some prior date these developments lacked appreciation, but merely that the necessity has now arisen for their commercial exploitation.

In the matter of steam generating equipment, boilers fired with pulverised fuel are now in operation having a capacity of 300,000lb. of steam per hour, with a pressure of 400lb. per square inch, and a temperature of 700deg. F.

To date, boilers of this capacity have not been applied for service with either chain grates or under feed stokers, mainly due to the present limitation of such equipment in meeting the requirements of boilers of the magnitude already mentioned.

Water-cooled side walls, flat, suspended arches, air pre-heaters and pulverised fuel are all recent commercial developments which are already bringing the efficiency of the completed unit to almost the theoretical limit. Already efficiencies as high as 90 per cent. have been attained by certain installations. In view of this approach to the upper limits of efficiency on the steam generating side, we are naturally compelled to look elsewhere for a further increase in over-all thermal efficiency of a station.

A partial solution of this problem was to increase the size of generating units, and bleeding the main turbine for feed water heating. Quite recently this was followed by the extraction of steam from an intermediate pressure stage of the turbine for passing through a reheating boiler, and then back to the lower pressure stages of the turbine. However, even having resorted to one, or possibly both, of the above schemes for increasing over-all thermal efficiency, and allowing for the fact that 60,000 kilo-watt units are in operation with multi-staged bleeding, steam at 375lb. at the throttle and 700deg. F., we come very sharply up against the limiting factor, namely, steam temperature.

Dependent Upon Circulating Water

This limit is entirely due to the inability of any of our existing metals or alloys to stand up for prolonged periods to temperatures in excess of 725deg. F. without undue fatigue. Considering all contributing factors, our present-day limits are, roughly, 550lb. pressure and 750deg. steam, bearing in mind that such steam conditions would also call for at least one reheating stage in the passage of the steam through the turbine.

In conclusion, it might be said that, first and foremost, a modern central station is absolutely dependent for its location and operation on an adequate supply of circulating water, that the permissible investment is dependent upon the load factor and the price of coal, and further that the present day limit of steam conditions is approximately 600 lbs. pressure and 750 degrees F. temperature.



Staff and some of the district officials on the Branxholme Station — (Left to right): — Messrs. L. Loney, Lad Porter; Box, Operating Porter; McKeon, S.M.; Bartel, Acting D.S.; and Rodgers, Traffic Inspector.

Superannuation for Railwaymen

Railwaymen will participate in the benefits of the Superannuation Bill now before the State Parliament if it becomes law. The more important provisions of the Bill are summarised herewith:—

THE Bill was still being debated in its Third Reading when this article was written.

Tables A, B and C wil enable the reader to obtain detailed information concerning the amount of contributions which may be required of him.

The rates set out under Tables B and C will be reviewed at the end of each period of five years to determine whether any alteration is necessary.

The contributions will commence from a date not later than January 1, 1926.

Each permanent employe under 30 years of age must contribute for a pension in accordance with the scale set out in Table A.

Table A.

Where the Annual Salary of the Officer—	£	The Officer shall contribute the Amount necessary to provide Units of Pensions, as under:—	Per Annum. £
Does not exceed	130	Two units, equivalent to a pension of	52
Exceeds £130, and does not exceed	156	Two and a half units, equivalent to a pension of	65
Exceeds £156, and does not exceed	208	Three units, equivalent to a pension of	78
Exceeds £208, and does not exceed	234	Three and a half units, equivalent to a pension of	91
Exceeds £234, and does not exceed	260	Four units, equivalent to a pension of	104
Exceeds £260, and does not exceed	312	Five units, equivalent to a pension of	130
Exceeds £312, and does not exceed	364	Six units, equivalent to a pension of	156
Exceeds £364, and does not exceed	416	Seven units, equivalent to a pension of	182
Exceeds £416, and does not exceed	468	Eight units, equivalent to a pension of	208
Exceeds £468, and does not exceed	520	Nine units, equivalent to a pension of	234
Exceeds £520, and does not exceed	572	Ten units, equivalent to a pension of	260
Exceeds £572, and does not exceed	624	Eleven units, equivalent to a pension of	286
Exceeds £624, and does not exceed	676	Twelve units, equivalent to a pension of	312
Exceeds £676, and dos not exceed	728	Thirteen units, equivalent to a pension of	338
Exceeds £728, and does not exceed	780	Fourteen units, equivalent to a pension of	364
Exceeds £780, and does not exceed	832	Fifteen units, equivalent to a pension of	390
Exceeds £832		Sixteen units, equivalent to a pension of	416

An employe whose salary (or equivalent wage) does not exceed £208 per annum may elect to contribute for additional units or half units provided that the total number of units does not exceed four.

Each permanent employe not less than 30 years of age, other than an employe who has existing pension rights, or is a "twilighter," must contribute for two units of pension. He may elect to contribute at "age 30 rates" for two, two and a half, three, three and a half or four units.

If he has had not less than ten years' service he may, within three months, elect to take additional units in accordance with the scale set out in Table A at the rates for his own age.

A permanent employe, who has attained the age of 40 years, or is not less than 30 years of age at the date of the commencement of the Act, need not necessarily contribute for additional units of pension as his salary is increased, but any other permanent employe must do so.

An employe who has existing pension rights may elect to come under the Superannuation Act for any of the following:—

(a) The difference between the actuarial value of any existing pension right and the benefits which are conferred by the Superannuation Act.

(b) The limited purpose of
a pension to his widow; or
a pension to his children under the age of 16 years; or
pension rights to both widow and children.

An employe who is a "twilighter" will obtain a pension equal to one half of the pension he would receive if he were entitled to a pension under the Act now in force. Any pension so granted must not be less than four units, and not more than 12 units. A "twilighter" may come under the Superannuation Act, in the manner set out in the preceding paragraph for an employe with existing pension rights.

Contributions will be deducted from the fortnightly payments of salaries and wages.

Contributions will cease when a contributor ceases to be employed in the Service or on the last anniversary of the date of his initial contribution before the maximum age for retirement is reached.

On retirement at the age of 65 years, or on the grounds of ill health before reaching that age, a contributor will be entitled to the pension for which he contributed.

In the event of a contributor dying while in the service, or of a pensioner dying after retirement from the service, his widow will be entitled to one half of his pension, and each of his children will be entitled to a pension at the rate of £13 per annum until attaining the age of 16 years.

In the event of the resignation of a contributor, his contributions will be repaid without interest.

In the event of the retirement of a contributor after reaching the age of 60 years, but before reaching the age of 65 years, a

Superannuation for Railwaymen—(Continued).

pension representing the actuarial value of the contributions made, or to be made, will be paid.

In the case of the death of a female contributor before retirement, the amount of her contributions will be paid to her personal representatives.

Existing assurance policies and amounts which have been collected on the maturity of policies will be placed at the disposal of the employes concerned.

An employe may continue or discontinue the policy or policies which are handed to him as he thinks fit, or with the consent of the Superannuation Board he may transfer his policies to the Board. In the event of the Board consenting to the transfer, it will pay the premiums as they become due, and on the maturity of the policy or policies will pay the proceeds to the employe concerned, after deducting the premiums paid and compound interest thereon at the rate of 4 per cent. per annum.

An employe who has retired since 1st July, 1924, after reaching the age of 65 years, or who has been permitted to retire on the grounds of ill health before reaching that age, and who has had ten years' service, will be entitled to a pension not exceeding four units without paying any contribution to the fund. The pension will be paid from the date the Act comes into force, and will carry widows' and children's benefits.

The rights conferred on widows and children under the last preceding paragraph will also accrue to the widow and children of any employe who has died since July 1, 1924, or may die before the Act comes into force provided that such employe had ten years' service.

Table B.

Rates of Contribution to be paid fortnightly by male contributors, based on a retiring age of 65:—

Age next Birthday at Entry.	First £52 Pension to Contributor; £26 to Widow, £13 to each child to age 16.	Subsequent Increments, £52 Pension to Contributor; to Widow.
	£ s. d.	£ s. d.
16	0 2 3	0 2 0
17	0 2 4	0 2 1
18	0 2 6	0 2 2
19	0 2 7	0 2 4
20	0 2 9	0 2 5
21	0 2 11	0 2 7
22	0 3 1	0 2 8
23	0 3 3	0 2 10
24	0 3 5	0 3 0
25	0 3 7	0 3 2
26	0 3 9	0 3 4
27	0 3 11	0 3 5
28	0 4 1	0 3 7
29	0 4 3	0 3 9
30	0 4 6	0 3 11
31	0 4 8	0 4 2
32	0 4 11	0 4 4
33	0 5 1	0 4 6
34	0 5 4	0 4 9
35	0 5 7	0 5 0
36	0 5 10	0 5 3
37	0 6 2	0 5 6
38	0 6 5	0 5 10
39	0 6 9	0 6 2
40	0 7 1	0 6 6
41	0 7 6	0 6 10
42	0 7 10	0 7 3
43	0 8 4	0 7 9
44	0 8 9	0 8 2
45	0 9 3	0 8 9
46	0 9 10	0 9 4
47	0 10 6	0 10 0
48	0 11 2	0 10 8
49	0 12 0	0 11 6
50	0 12 11	0 12 5
51	0 13 11	0 13 6
52	0 15 1	0 14 8
53	0 16 5	0 16 1
54	0 18 0	0 17 8
	£ s. d.	£ s. d.
55	0 19 10	0 19 6
56	1 2 1	1 1 9
57	1 4 10	1 4 6
58	1 8 4	1 8 0
59	1 13 0	1 12 9
60	1 19 7	1 19 3
61	2 9 6	2 9 2
62	3 6 2	3 5 10
63	4 19 9	4 19 4
64	10 1 7	10 0 10
65	10 5 7	10 4 10

Table C.

Rates of contribution to be paid fortnightly by female contributors, based on a retiring age of 65:—

Age next Birthday at Entry.	First £52 Pension to Contributor; £26 to Widow, £13 to each child to age 16.	Subsequent Increments, £52 Pension to Contributor; to Widow.
		£ s. d.
16		0 1 4
17		0 1 5
18		0 1 6
19		0 1 7
20		0 1 8
21		0 1 9
22		0 1 10
23		0 2 0
24		0 2 1
25		0 2 2
26		0 2 4
27		0 2 5
28		0 2 7
29		0 2 9
30		0 2 10
31		0 3 0
32		0 3 2
33		0 3 4
34		0 3 7
35		0 3 9
36		0 4 0
37		0 4 3
38		0 4 6
39		0 4 9
40		0 5 1
41		0 5 5
42		0 5 9
43		0 6 2
44		0 6 7
45		0 7 1
46		0 7 7
47		0 8 2
48		0 8 10
49		0 9 7
50		0 10 5
51		0 11 5
52		0 12 6
53		0 13 8
54		0 15 2
55		0 16 10
56		0 18 10
57		1 1 5
58		1 4 8
59		1 8 11
60		1 15 0
61		2 4 2
62		2 19 6
63		4 10 6
64		9 4 7
65		9 8 3

V.R. Institute Had a Year of Achievement and Finished with a Surplus

In the Institute Concert Hall on Saturday Night, 29th August, when the Fifteenth Annual Meeting of Members of the Institute was held, the Annual Report and Balance Sheet was presented and adopted, and the names of the successful Councillors at the recent election were announced

THERE were no surprises at the election, all of the retiring councillors who sought re-election being returned.

The balance sheet disclosed a surplus of £6921/13/5.

The President, Mr. J. S. Rees, moved the adoption of the report and balance sheet.

"We have done very well indeed during the year," he said. "Our membership has increased, and is now somewhere in the neighbourhood of 11,000, but when we remember that there are close on 28,000 employes in the service, it will be seen that there is still room for improvement. We propose organising drives at an early date with a view to securing more members."

Referring to the library, Mr. Rees pointed out that 5692 books had been added during the year, and it now comprised 41,511 volumes.

The Women's Social Committee received a eulogistic reference. The Committee is now engaged in assisting the appeal for St. Vincent's Hospital, and had been successful in raising £900 for the Queen Victoria Hospital, and £600 for the Eye and Ear Hospital.

"I am sorry," said Mr. Rees, "to have to announce the retirement, in consequence of ill-health, of Mrs. Nielson, who has been hon. secretary of the Committee. We much appreciate the valuable work she has done, and sincerely hope that she will soon be restored to health." (Applause).

Commissioners Unfailing Generosity

The retirement of Mr. F. W. Kaiser, Railway Ambulance Officer and Treasurer of the Institute, was received with much regret. Mr. Kaiser's health had been failing for some time, and he did not nominate at the recent election.

A motion was carried with acclamation, recording deep appreciation of Mr. Kaiser's work for the Institute, and expressing the hope that his health would improve.

The President paid a tribute to the unfailing generosity of the Commissioners towards the Institute.

"I myself," he declared, "have been closely associated with the Commissioners since the time of Mr. Mathieson, and I can say that we have never had a board of Commissioners more generous than the present board under Mr. Clapp, and in saying that I am not forgetting by any means the fine pioneer work of Sir Thomas Tait and Mr. Fitzpatrick."

Mr. Cameron, Chairman of the Finance Committee, seconded the motion. He pointed out that while revenue did exceed expectations in some items, the main cause of the increase was that, during the year under review, the Commissioners made a retrospective adjustment of their subsidy covering several years past.

The basis on which the Commissioners' subsidy was and is now paid was briefly explained. In 1910, when the Institute was established, the Council received the amount collected in fines from employes by the Discipline Board, augmented by an equivalent amount from railway revenue on a pound-for-pound basis. This arrangement operated until 1918, when the amount received was found insufficient for the Institute's increasing activities, and a special committee was appointed to investigate the matter.

Undue Optimism Deprecated

It was eventually decided that the Commissioners would reimburse the Council the whole of the expenditure on railway education in addition to a proportion of overhead and other expenditure. This apportionment was in turn found inadequate, and the whole question was thoroughly reviewed a second time, when a basis acceptable to the Commissioners and the Council was agreed upon.

Mr. Cameron deprecated any undue optimism over the surplus. "Members must not run away with the idea that we have a large surplus to play with," he warned. "We have many commitments to meet, which will absorb much of our credit balance, and the Council cannot afford to relax its efforts to husband its resources."

The Commissioners had shown in no unmeasured manner how much they were prepared to assist the Institute financially, and it was up to all railwaymen to do their part by joining up. "If we are too old to gain any material advantage out of the classes," declared Mr. Cameron, "we can nevertheless by our membership assist the Council to extend its activities."

The motion for the adoption of the report and balance sheet was then carried, and Mr. W. Henderson, the returning officer, announced the result of the ballot for the seventeen councillors for the ensuing season.

The total number of ballot papers received was 3,776, with 146 informal papers, leaving a total of 3,630 formal papers, and representing 61,710 votes distributed thus:—R. Balmer,



MURRUMBEENA STAFF.

Standing (left to right)—W. J. Tobin, Group Porter; R. S. Milne, Group Porter; S. Barber, Signalman; C. J. Brown, Signalman; A. J. Johnstone, Signalman; K. J. Macpherson, Porter. Sitting—J. M. Ryan, Jun. Clerk; G. Murphy, Assist. S.M.; E. Sealey, Stationmaster; C. A. Turner, Assist. S.M.; W. A. Forster, Porter.

2,432; P. J. Cahill, 2,205; D. Cain, 1,212; G. C. Carter, 1,837; E. A. Classen, 2,665; M. A. Curlett, 2,278; B. B. Deveney, 2,555; W. J. S. Donald, 2,167; G. Dowsett, 2,514; H. D. Eddy, 2,858; B. E. Falloon, 2,757; D. Gallagher, 2,309; J. Gault, 2,836; R. A. Guyot, 2,368; L. H. Hughson, 2,115; J. McCartney, 2,221; D. H. McCullagh, 1,986; R. E. Newton, 2,130; J. A. Nielson, 2,571; J. S. O'Haire, 2,374; H. D. O'Reilly, 1,640; R. J. Roberts, 1,299; W. Roberts, 1,980; D. P. Ryan, 2,324; R. J. Stephens, 2,161; J. F. Stewart, 3,077; J. Tamo, 1,321; C. Walker, 1,518.

The following were therefore elected in the order shown:—Messrs. Stewart, Eddy, Gault, Falloon, Classen, Nielson, Deveney, Dowsett, Balmer, O'Haire, Guyot, Ryan, Gallagher, Curlett, McCartney, Cahill, and Donald.

The nominations for Auditors not having exceeded the number required, Messrs. J. F. Timms and W. H. Tregoning were duly elected.

The General Secretary then read a letter from the Secretary for Railways, announcing the names of the Commissioners' representatives on the Council for the ensuing year:—Honorary President, Mr. T. F. Brennan; Hon. Vice-Presidents, Messrs. E. H. Ballard, A. E. Smith and G. K. Low; Trustees, Messrs. H. P. Colwell, C. W. J. Coleman and W. E. Keast; President, Mr. J. S. Rees; Vice-Presidents, Messrs. W. Phelan, J. Conlan, and E. W. Arthur; Councillors, Messrs. S. H. Evans, H. W. Clark, E. Richard, D. Cameron, W. Watson, H. W. L. Forster and A. E. Hyland.

Mr. J. Conlan moved a vote of thanks to the Election Committee and the auditors. He endorsed the President's remarks regarding the general satisfactory progress of the Institute, and appealed to all railwaymen to attend the Musical and Elocutionary Competitions.

Mr. W. Phelan seconded the motion, which was carried.

Personnel of Various Committees

At its meeting on Monday, 14th September, the Institute Council decided on the personnel of the various Committees: **Lectures and Classes:** Evans, S. H. (chairman), Balmer, R. (vice-chair), Forster, H. W. L., Hyland, A. E., Cameron, D., Conlan, J., Watson, W., Richard, E. **House Committee:** Watson, W. (chair), Falloon, B. E. (vice-chair), Richard, E., Phelan, W., Gallagher, D., McCartney, J., Nielsen, J. A. **Band Board:** Richard, E. (chair), Arthur, E. W. (vice chair), Classen, E. A. **Social and Amusements:** Nielsen, J. A. (chair), Stewart, J. F. (vice-chair), Classen, E. A., Curlett, M. A., Cahill, P. J., Donald, W. J. S., Forster, H. W. L. **Library:** Clark, H. W. (chair), Gallagher, D. (vice-chair), Arthur, E. W., Gault, J., Balmer, R., McCartney, J. **Finance:** Cameron, D. (chair), Deveney, B. B. (vice-chair), Hyland, A. E., Clark, H. W., Classen, E. A., Curlett, M. A., Falloon, B. E., O'Haire, S. J. **Newspaper:** Conlan, J., (chair), Cameron, D. (vice-chair), Deveney, B. B., Hyland, A. E. **Gymnasium:** Dowsett, G. R. (chair), O'Haire, S. J., Ryan, D. P., Guyot, R. A., Eddy, H. D., Cahill, P. J., Stewart, J. F., Nielsen, J. A. **Executive Committee:** Rees, J. S. (President), Phelan, W. (Vice-President), Conlan, J. (Vice-President), Arthur, E. W. (Vice-President), Evans, S. H., Clark, H. W., Cameron, D., Watson, W., Richard, E., Nielsen, J. A., Dowsett, G. R., Falloon, B. E.

Cheap Excursions

The recent series of Spring Cheap Excursions to and from Melbourne were concluded last month.

The series, which were very successful, extended from August 15 to September 10.

Visit to Stawell

On Saturday, 5th September, the President and the General Secretary visited Stawell, and paid a periodical official call on the local Centre on the Sunday.

They learned that the local Ladies' Committee is organising an appeal to instal a maternity ward in the Stawell Hospital. Mrs. G. J. Ross is chairwoman, and her daughter, Miss Lottie Ross, is "Queen of Railways."

A dance held during the month brought in £20, and weekly euchre tournaments and jumble sales are being conducted to swell the funds.

The objective is £950.

Library Circulation Expanding

The Library's circulation is expanding rapidly, the total for the month of August being 14,343, representing a daily average of 551.

In addition, the monthly circulation at the seven Country Centre area book cases was approximately 4,000.

More than 900 new books are added to the Library each month. Technical, general and travel subjects are covered, and the Institute Library is now one of the most up-to-date and comprehensive libraries in Australia.

NORMAN W. DE POMERO
5 . . ST.
MELB. VIC.

Institute Members—Study the 1924-25 Balance Sheet

ASSETS.

Cash at Bank			£2690	6	4	
Cash on Hand, Melbourne and Country Centres			111	13	10	
						£2,802 0 2
Investment—						
Commonwealth War Loan			2000	0	0	
Interest Accrued			3	15	0	
						2,003 15 0
Interest Accrued on Prize Funds						3 1 3
Trust Accounts—						
Inscribed Stock (Peter Alexander Memorial Prize Fund)			131	5	0	
War Loan (Peter Alexander Memorial Prize Fund)			40	0	0	
Inscribed Stock (W. R. Brown Memorial Prize Fund)			93	10	0	
Inscribed Stock (T. H. Woodroffe Prize Fund)			100	0	0	
						364 15 0
Sundry Debtors						440 18 4
Furniture and Fittings (Melbourne and Country Centres)			6107	4	11	
Less Depreciation			305	7	3	
						5,801 17 8
Library			4272	18	6	
Less Depreciation			640	18	10	
						3,631 19 8
Musical and Orchestral Society Libraries			63	16	5	
Less Depreciation			9	11	4	
						54 5 1
Newport College Equipment			376	15	0	
Less Depreciation			18	16	9	
						357 18 3
Wodonga Class Equipment						2 8 0
Victorian Railways Military Band Equipment						347 19 8
Victorian Railways Newport Workshops Band Equipment						310 16 5
Stores on Hand						33 18 9
Text Books on Hand						12 15 11
Stationery on Hand, Newport College						4 7 5
Tobacco on Hand, Melbourne and Country Centres						373 12 2
Badges on Hand						11 14 8
Billiard Cloth on Hand						44 17 11
						£16,603 1 4

LIABILITIES.

Fees aid in Advance						£11 3 4
Sundry Creditors						2,830 8 6
Commissioners' Subsidy, Provision for Adjustments						700 0 0
Peter Alexander Memorial Prize Fund			£171	5	0	
W. R. Brown Memorial Prize Fund			93	10	0	
T. H. Woodroffe Prize Fund			100	0	0	
						364 15 0
Interest on Prize Fund Investments—						
Peter Alexander Memorial Prize			£4	3	5	
W. R. Brown Memorial Prize			1	7	6	
T. H. Woodroffe Prize			1	12	6	
						7 3 5
Ladies' Social Committee Fund						80 1 5
Country Centre Furnishing Repayment Accounts						897 4 10
Country Centre Development Accounts						916 19 6
Victorian Railways Military Band Fund						321 11 9
Victorian Railways Newport Workshops Band Fund						154 0 8
Institute Fund at 30th June, 1924			£3397	19	6	
Excess of Income over Expenditure from Income and Expenditure A/c.			6921	13	5	
						10,319 12 11
						£16,603 1 4

Audited and found correct—

20/8/'25.

F. W. KAISER, Treasurer.
A. GALBRAITH, General Secretary.

W. H. TREGONING } Auditors.
J. F. TIMMS }

Mr. R. L. Forster, A.S.M., Corio, writes:—I wish to thank the Victorian Railways Institute for providing such tuition as enabled me recently to pass the Departmental Examination for A.S.M.. Mr. E. F. Hally, Instructor in Station Accounts and Management (correspondence course), together with Mr. J. C. Clarke, Safe-working Instructor, also deserve my thanks for their care in coaching me.

The North Melbourne Truck Shop Social Club recently held its first euchre party and dance, when a large assemblage of members and their friends spent a happy evening. Excellent arrangements were carried out by the committee, which included Mr. M. Collins, hon. secretary, Mr. Tom Crough, president, Mr. E. Valentine, M.C., while Mr. C. Bromley looked after the euchre players. It is proposed to hold another such evening at an early date.

On Monday, 14th September, the Council held its first meeting since the recent election, and the President (Mr. J. S. Rees) extended a hearty welcome to the new councillors.

The three retiring Councillors — Messrs. C. E. Davis, Suburban Guard, A. Cobb, and F. W. Kaiser—were thanked for their services.

In the case of Mr. Kaiser, who had been a member of the Provisional Committee that formed the Institute in 1908, and a Councillor since its inception, a record was placed on the minutes expressing the Council's deep appreciation of his valuable services to the Institute, and it was decided that a letter of thanks be forwarded him.

Mr. J. S. Rees and Mr. J. Conlan were re-elected trustees, and Mr. B. E. Falloon was elected treasurer.

The Royal and Ancient Game of Golf Becomes Associated with the Institute

CONSEQUENT on a suggestion from the Director of the New South Wales Railways and Tramways Institute, inviting Victorian railwaymen who are golfers to compete against New South Wales railwaymen at Junee on Monday, August 3, 1925, a meeting was held in the Institute Building with Mr. J. S. Rees, President of the Institute, in the chair, when it was decided to not only accept the invitation, but to form a Victorian Railways Institute Golf Association, with a view to playing interstate matches in future.

Mr. T. F. Brennan, Chief Accountant, Victorian Railways, was elected president, and Mr. Rees and Mr. F. Box, Assistant Chief Engineer of Railway Construction, vice-presidents.

The approval of the Victorian Railways Commissioners having been obtained and negotiations with the New South Wales railway authorities satisfactorily settled, a very happy band of golfers, under the management of Mr. Rees, left Melbourne on Saturday, August 1, to try conclusions with their New South Wales brethren.

Our first note of welcome was received at Wagga when the face of Mr. Harold Noble, Chief Clerk, District Superintendent's Office, Junee, beaming with good nature, was thrust into our carriage.

A fleet of cars was waiting for us early on Sunday, when we were driven out to the many beauty spots. A few of us were fortunate enough to be included in a party which visited Mr. Fitzpatrick, one of the landed squires of the place. En route, Mr. and Mrs. Brereton dispensed hospitality to us at their charming homestead.

In the evening a conference of representatives of both States was held. It was decided that every endeavour be made to form Railway Golf Associations in the various States so that annual interstate matches might become a regular fixture.

It was further agreed that the teams shall consist of nine players, two emergencies, and a manager; that the team from each State shall be chosen from the whole of the State and not confined to any one section, and that the first interstate match be played in Sydney next year; also that arrangements be made for a shield or some other suitable trophy to be competed for annually, the matches being played in alternate States each year.

Prior to the conference Mr. C. Lynch was elected captain of the Victorian team, and Mr. Morecroft vice-captain.

Monday found all the boys up early in their war paint ready for battle in the triangular match between Junee, Sydney and Melbourne. We beat Junee, but in turn we were beaten there by Sydney.

A golf dinner formed an agreeable interlude between the morning and afternoon matches, at which the visiting golfers (railway) from Melbourne and Sydney were the guests of the Junee Golf Club at the Loftus Hotel, Junee. A large number attended, amongst whom were Mr. J. D. Reid, Area Commissioner, Goulburn; Mr. Harris, Assistant Area Commissioner; Mr. Rees; Mr. Hammond, President of the Junee Golf Club; Mr. Brereton; Mr. J. Horan, ex-District Superintendent, Junee; Mr. J. F. Ross, Assistant Director, Statistical Bureau, Sydney; Mr. H. Noble, Chief Clerk, District Superintendent's Office, Junee; Mr. Lnych; and Mr. Coonan, of the Sydney team.

On arriving in Sydney we were met by Mr. E. J. Doran, Chief Tramway Manager of the New South Wales Government Tramways, and Mr. David Cumming, Director of the Institute. Through the courtesy of Mr. Doran, Mr. Rees and Mr. Morecroft (in the absence of Mr. Lynch) met the Lord Mayor of Sydney and the Deputy Town Clerk, by whom they were welcomed to Sydney, and who kindly arranged for special facilities for playing at Moore Park. On these links we had our first match with the Sydney golfers and finished all square.

After the Moore Park match the team had an afternoon at Long Reef, and a four-ball match between the Victorians in the persons of Messrs. T. Brennan and Mr. C. Lynch versus New South Wales, represented by Mr. Doran and Mr. Neale, was played at Concord Links. By a narrow margin the Victorians got home.

But the great Homeric struggle took place at Bonnie Doon, where, for the first time, we were up against a duly accredited team. We regarded this as our "test" match, and again we secured victory by a margin of three matches—a fitting termination to a wonderful holiday.

Good Reports from the Institute Country Centres

BENDIGO. — Since the installation of the third billiard table here, interest in the game has increased twofold.

Our winter tournament of billiards has just been completed, and the winner, J. Hollingsworth, a much improved billiardist, defeated A. Ceresa.

The two entries of the Carpet Bowls (local branch) in the Bendigo Carpet Bowls Association for 1925, comprising 18 teams, from Lodges, Fire Brigades, Trades; six men a-side, divided into two sections, "A" and "B," for prizes—first £3/3/-, second £2/2/-, third 10/6. The four highest teams in each section to play off, and a trophy, valued £3/3/-, donated by Hartley Bros. (L. Shorsmith), Bendigo, for Premiership for three years; handsome silver vase, second prize, donated by Mr. J. Kelly, proprietor, Hopetoun Hotel; finished up with the following results:—V.R.I., "A" team: Mr. W. C. Ellis (capt.), T. Blanthorne (vice-capt.), Mr. O. Chisholm, A. Bond, F. Forster, A. Thom, and B. Hyde (emergency) beating Bendigo Fire Brigade by 3 points for 1st and 2nd prizes to Fire Brigade, after a very close contest, best of the season seen, there being 60 visitors present in the A.N.A. Hall. For third prize, the Carpenters beat Sutton Tent Lodge rather easily by 9 points. The V.R.I. "B" team—Mr. Len. James (capt.), Mr. R. J. Laird (vice-capt.), Mr. G. Ryan, Mr. J. Sharkey, J. Yule, S. Evans, Mr. Broughton (emergency)—were the favourites amongst the Railwaymen for some time, until put out in the final four; but the outsiders in "A" team finished up the freshest in the final, Reddie McGee being the only one to pick the winner from the first, having left the "A" team to play with the H.A.C.B.S., and had occasion to know more about the "A" team's finishing powers.

MARYBOROUGH CENTRE AREA.—Activities here have been quietly progressing, and much good work is being done.

The erection of the Tennis Courts has been held up lately, owing to lack of funds. As soon as further instalments are received, the work will be proceeded with.

The Indoor Committee is keeping the local revenue totals at a good mark, and much credit is due to the enthusiastic members of this Committee on the work they are doing.

The privileges of membership are being fully realised, and it is with pleasure that it is noted that Maryborough ranks second to Bendigo alone in billiard and tobacco receipts. When one considers the comparison between the two places, it is apparent that Bendigo should be an easy first every time as far as records. The Bendigo Centre has our appreciation and acknowledgment for its record, and we trust that when the next year's totals are out, the issue will be decided round about Bendigo's record this year.

Shrubs and flowers are being transplanted now. The flowers now blooming make the buildings present an attractive appearance from the station entrance.

At our last Committee meeting, we had the pleasure of having with us Mr. R. Dawson, Depot Foreman, who is Hon. Vice-Chairman. The practice of inviting all Honorary Officials of the local Centre to the meetings of Committee should prove a good one, and should materially assist us in attaining that position for which we are working, namely, a self-contained completed Centre. — Walter Cowan, Hon. Correspondent.

High Speed Steel Can be Made as Hard as Glass

High speed tool steel has solved the problem of re-turning wheel tires of locomotives and carriages. An extremely hard surface is developed on tires after long use on the rails, but this steel has made the work comparatively easy.

(By E. G. B.)

BILL was standing at his lathe tending its work. I had come to him to get dimensions of his job because it was to fit the one I was doing in my machine.

A stranger was watching with interest the curls of steel twisting from the cutting tool of Bill's lathe. A shaving if straightened out flat would be a ribbon of steel 100ft. long.

Bill was a good workman, and generally got the best out of his machine. The stranger, who was probably a visitor looking over the workshop, ventured a question, "What is the most notable improvement made in workshop engineering in late years?" he said.

"I dunno!" said Bill, not at all encouragingly. "There are a lot of new ideas around the shop. I dunno, but I suppose they help to improve the trade."

Then he found something in his work that required his attention. He bent over his machine and did not speak or straighten his back till he was aware the stranger had moved away.

Made the Modern Shop What It Is

"Seeing the way you are ploughing that metal off," I said, "you could have told him that high-speed tool steel has made the modern shop what it is, owing to the higher speeds and heavier feeds at which it will cut."

"You know, Bill, 25 years ago we used nothing but carbon steel. Your table knives at home are made of carbon steel. Try to cut iron with them and you will come in for a scolding from Mum for making gaps in them.

"Of course, it can be made very hard, like a file, which is of carbon steel, but then it is brittle and chips easily. We had to get our toolsmiths to finely temper the tools, and even then there were many hard words said when a tool snapped like a carrot as it was fed into a heavy cut, or its edge curled up like lead when asked to cut into a hard job.

"Now high speed steel can be made as hard as glass, and with an edge almost as keen as a carpenter's chisel we can plough into comparative hard jobs at speeds up to 100 and more feet per minute.

"The railway man has found it solve the problem of re-turning wheel tyres of locomotives and carriages. An extremely hard surface is developed on tyres after being in use rolling and slipping on the rails, and it was very difficult to get tools to cut it. High-speed tool steel has made reconditioning railway wheels comparatively easy.

"Nut and bolt machines have been greatly improved by its use for the thread chasers which may be ground with keen cutting angles and whirl round a bolt put on full threads in one pass. This has been important for making the numerous foundation bolts, tie bolts and union bolts that have been required for the overhead equipment of our electric system.

"This steel with heavy cuts and higher speed has demanded more powerful and stronger built lathes and planers driven through gears instead of by cone pulleys and belts, and, by the way, accurately cut gears owe their general use to cheaper production by gear cutters made of high speed steel.

"The gear driven turret lathe has developed quickly to meet the needs of motor car engineers, and combined with the use of high-speed steel, made high production of munitions for the late war possible.

"These machines have given the electric motor an opportunity to prove its usefulness, doing away with long lines of shafts and belts; in fact, it is often built into the machine. Sometimes numbers of these compact motors are attached to different parts of a machine to supply the necessary powerful feeds for heavy cuts.

Football!—Well, That's Different

"High-speed steel has induced the time study of various free cutting metals for material for our jobs which has given a task to the metallurgist. The work in these metals may be heat treated by case hardening processes and ground, thereby displaying the value of grinding machines. Cylinder and surface grinders are now not only used on hardened work, but also that previously done by lathe and milling machine."

* * *

Bill listened patiently to my remarks for a while and then said, "I know all that; I know we ought to be more enthusiastic about our trade than we are. I read somewhere that 'Engineering is the basic industry supporting the entire material structure of our civilisation,' and no doubt parents are pleased when their boys say they are going to be engineers when they grow up.

"But when a bloke like that one here a minute ago asks a question, I can't be bothered. It takes too much to explain. A football argument, now, is different!"

Our Hobby Section:

Ornithology as a Hobby

The science and study of birds is an enjoyable and fascinating hobby. In this little sketch Mr. E. Crapp, clerk in the office of the Chief Time Tables Officer, deplores the fact that so few people are interested in the subject, and shows that ornithology is a most useful as well as an interesting hobby.

AUSTRALIA has the finest collection of birds in the world—some of which are peculiar only to this country. It is remarkable, therefore, that ornithology as a hobby is not practised more here.

I think the chief reason for this indifference is ignorance of the enjoyment and education which can be derived from the study of birds and their habits. Many think that an ornithologist spends his time crawling on his hands and knees in the undergrowth and barking his shins climbing trees.

Nothing could be further from the truth. The ornithologist develops a liking for outdoor life, he indulges in long rambles in the open air, and, apart altogether from the fascination of ornithology itself, he begins to cultivate powers of observation. For instance, he notices that honey-eaters frequent lucerne trees, flowering gums and other trees bearing honey flowers, and thus his knowledge of native flora increases. In the same way he acquires a knowledge of geology and rock formation.

The Much Despised Crow

Then the useful aspect of bird study must be considered. The much despised crow, as a result of observation, is now valued in South Australia on account of its activities in keeping down the blow-fly pest.

Again, the birds which can be relied upon to "Eat More Insects" are now familiar to all orchardists and farmers and thus receive protection; and we have it upon the authority of no less a person than Professor Gilruth, of the Melbourne University, that the farmer's lot would be an unhappy one without the aid of the commonplace sparrow as a weed-destroyer.

It has also been declared that one wild pigeon can destroy as many weeds as two farm laborers.

There are signs that this science is now coming into its own. The Australian boy is responding splendidly to the nature study movement inaugurated in our State schools, and fewer nests are now being robbed of eggs.

Anyone who is at all interested in this subject has a wide range of books to choose from at Cole's, the Railways Institute Library, and the Melbourne Library, while a visit to our National Museum is hopelessly incomplete without an inspection of the fine collection of Australian birds on exhibition there.

Rest assured that if you take up this hobby your only regret will be that you hadn't adopted it before.

Empire Press Conference

Railway Department Renders Its Best Service.

DISTINGUISHED journalists representative of the British Empire are now meeting in Victoria. This is the third conference of its kind, and important matters affecting the welfare of the Empire are being investigated and discussed.

Forty-four delegates, including four women journalists, from Great Britain, Canada, South Africa, New Zealand, India and the Federated Malay States are in the party. The major portion of their stay in Victoria will be occupied in making themselves personally acquainted with country life and conditions.

The party arrived at Albury on Monday, September 28, and were taken to the Hume Reservoir.

A special train then conveyed them from Albury to Melbourne.

The next two days were devoted to the conference, and on the following day, October 2, a visit by special train was made to the State Electricity Commission's works at Yallourn.

On Monday, October 5, the visitors left on the "Reso" train for a two-day tour of the Western and Central districts of the State. Camperdown and Colac were visited on the first day, and Rochester and Bendigo on the next.

During the period, October 7 to 14, the party will be in Tasmania. Returning to Melbourne on October 14, the party will leave for Adelaide by special train. The afternoon will be spent in inspecting Geelong and district, and in the evening will be entertained at dinner.

The following day will be spent at Ballarat, from which point the party will leave for Adelaide.

Answers to Correspondents

M.M.H., who says he is a regular railway traveller, asks for the definition of what he terms "the cryptic lettering on the sides of Victorian railway carriages."

These letters are not at all cryptic to the railwayman working constantly with rolling stock, but for the benefit of M.M.H. and others the definition of the various letters is given herewith. A. stands for first class and B. for second class. Thus an APL. is a first-class carriage with a passage-way and lavatory; BPL. is a second-class carriage with similar conveniences. An AW. is a first-class country corridor car; BW., second-class. An ABW. is a first and second-class composite country car. Other definitions are:—AE., first-class express car, Sydney and Adelaide; BE., second-class express car; ABE., composite express car; C.E., express van; BDSE., mail sorter and second-class passengers. On suburban carriages M denotes second class, D is for first-class driving carriages, T for first-class trailers, and G for composite first and second smokers. The number of the carriage follows the letter. The term 8 Wheel Mil. Cap. on trucks means 8 wheels military capacity.

T.T.L.—Send your name and address; this is the rule. Name not necessarily for publication.

B.K.—Welcome—next issue.

Personal.

SEA LAKE STATION STAFF.

Sea Lake Station Staff take a pride in their station and its appointments. Front row (left to right): Lad Porter Slavin. A.S.M. Gardiner, S.M. Stephens. Back Row (left to right): Fireman Wilson, Guard O'Brien, Driver Humffray, Lad Porter Miller.



RAILWAYMEN IN PUBLIC LIFE.

Mr. Duncan O'Toole, Relieving Stationmaster, attached to the Transportation Branch, Victorian Railways, has been elected and installed in the position of Mayor of Footscray. The keynote of the speeches of Footscray Councillors in recommending Cr. O'Toole for the high honor was to the effect that his undoubted ability in administration, his consistent fairmindedness, and courteousness, coupled with sound and moderate views, where politics are concerned, probably went far in gaining him the unanimous vote of his brother Councillors.

Councillor Patrick F. Murphy, Metropolitan Lamp Foreman, Victorian Railways, in vacating the office of Mayor of Port Melbourne the other day, to give place to his successor, received from his brother Councillors a valedictory letter (bearing the seal of the city), in which he was specially thanked for the able services he rendered during his term of office. Mention was made of his successful work on behalf of various charities, £1200 having been collected and donated. Very favourable reference has also been made to the manner in which arrangements were carried out for the reception of the American Fleet during its recent visit, under Admiral Coontz.



CLEANING STAFF, BALLARAT.

Standing (left to right)—W. Jackson, G. Douglas, H. Keys, M. Tyrrell (Leading Hand). Second Row (sitting) — W. Carlis, G. Braszell. Front Row — G. Sherpe, W. Lingham, A. Paten.

MR. J. C. JOHNS RETIRES WITH 43 YEARS' SERVICE.

Mr. James C. Johns, Loco. Running Officer, Ballarat, has retired from the Railways after 43 years' faithful service, during which he gravitated from the position of engine cleaner, fireman, driver, to that of officer. Judging from the warmth of the send-off his colleagues gave him, they held him in high esteem. To the acompaniment of very complimentary speeches by Mr. Jackson, District Rolling Stock Superintendent, Mr. Burdeu, Senr. Clerk, Mr. Mayne, Clerk, Mr. Johns was presented with a valuable travelling bag and thermos flask. Mr. Johns responded in an interestingly reminiscent vein.

BALLARAT NOTES.

Mr. R. M. Williams, of the D.S. Office, Ballarat, has been transferred to the office of the Chief Time Tables Officer, Spencer-street. **Mr. W. T. Foley,** of the S.M.'s Office, was appointed to the vacancy caused by the departure of Mr. Williams.

It is expected that **Mr. Geo. Westle** will resume duty early in October. Mr. Westle has been off duty in the Caulfield Military Hospital since March last.

Mr. T. H. Maddern, District Superintendent, was on annual leave during September, and took the opportunity of visiting Sydney. **Mr. Remfry** relieved.

Mr. Roy Whittle, lad porter at Ballarat, recently took part in the Australasian Championships at Wellington, New Zealand. Accounts of his ability as a runner have previously been published in these columns, and his club mates and railway colleagues gave him an enthusiastic reception when he returned home.



STAFF—NORTH MIRBOO.

Left to Right—J. Langdon, Engine Driver; A. W. Foster, S.M.; J. Phillips, Lad Porter; J. McDonald, Fireman; J. Campbell, Vanman; Guard McCarthy.





Mr. Walter F. Knight, car and waggon builder, recently retired from the railways after having completed 43 years of service. His shopmates at the car and waggon shops, North Melbourne, assembled to bid him au revoir, when they presented him with a valuable diamond ring, suitably inscribed, as a mark of esteem. Mr. Knight, as steward at the shops, for the Victorian Railways Institute, performed valuable service for many years. He carries with him our good wishes for a long and happy life, attending to his pigeons and poultry and other hobbies, in which he is greatly interested.



Mr. H. W. Harding, S.M., recently transferred from Lascelles to Montague, was given a send-off in the local hall. Mrs. Harding was presented with a travelling rug, and Mr. Harding with an umbrella. Representatives of various clubs and public bodies with which he had been associated were present; all spoke very feelingly. A banquet was also given in his honor at the local hotel, and subsequently he was presented with a truck of mallee roots. Mr. Harding was president of the Tennis Club for three years, and also president of the Golf Club, which offices he relinquished when transferred. Last season he captained the tennis team to victory in the Woomelang Tennis Association, with the loss of one match only for the season.

QUEEN OF THE RAILWAYS.—Some one was good enough to forward to this Magazine a photo. representing a young lady who had been elected Queen. The note giving particulars, etc., has been mislaid. The sender would oblige by communicating with us.

WEDDINGS.

On Saturday afternoon, August 8th, a very pretty and very popular wedding was celebrated at St. Paul's Church of England, Caulfield, when Mr. Philip Henry Richardson and Miss Elvira Gettings were married. The church was tastefully decorated, the service being fully choral, the bride and bridegroom being well known in the parish. A reception was held in the Parish Hall afterwards. Mr. Richardson, who is stationed at Geelong, was presented on the eve of the happy event with a case of fine cutlery, together with a case of carvers, by his shed mates. The honeymoon was spent in Sydney.

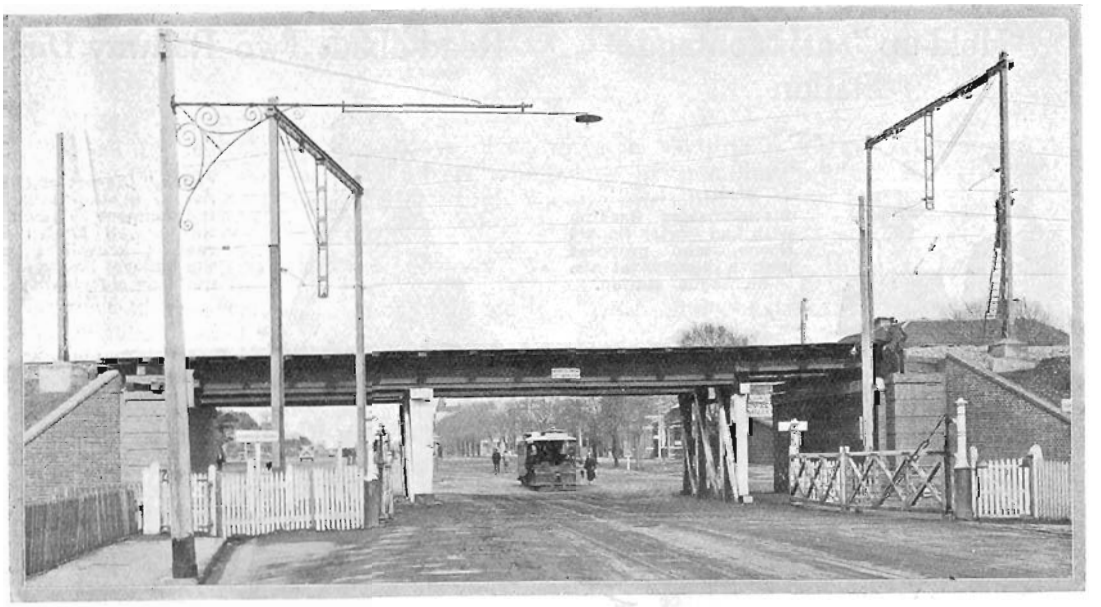


On the occasion of his retirement from the service last month, **Road-Master J. Laffan,** who has had 43 years' experience, and has been stationed at Flinders-street for the past five years, was presented with a wallet of notes.

The gift, which came from the Flinders-street section of the Way Branch, was handed over to Mr. Laffan by the District Engineer, Mr. Bye, who expressed regret at Mr. Laffan's departure, and trusted that he would be long spared to enjoy the happiness which he undoubtedly deserved.



Staff at the Ararat station are kept busy with the many trains, which junction at their station every day. Here are some of the hard workers:—Messrs. Harris, Heagney, Young, Walsh, and Campbell.



New temporary overhead railway bridge, erected by the Way and Works Branch, at Queen's Parade, Clifton Hill, Melbourne. This bridge will do away with the level crossing and the congestion at this point, where the trams previously crossed the railway. The level crossing is shown in the foreground. Steelwork for the permanent bridge will be ready towards the end of the year. The work of raising the track and building the bridge was accomplished without interrupting regular traffic.

A Boy's Impressions of the Victorian Railways Film

NEARLY thirty applications have been received from country towns for presentation of the film, "The Victorian Railways System at Work."

In the last month the film has been introduced at the following places by either the Bioscope Officer (Mr. C. Mullany), or the Assistant Publicity Officer (Mr. H. R. Gollan):—North Mirboo, Ballarat, Hawthorn, Dunkeld, Kyabram, Glen Iris, and Shepparton.

Some of the children at Dunkeld had never before seen an electric train. Mr. Gollan asked that they write their impressions of the picture, and the head teacher (Mr. E. R. Hodge) subsequently sent the following composition, the work of K. Nicholson, aged 14 years:—

First, they showed us a map of Victoria, with the five main lines in the old days, but now they are like a net-work across Victoria. The first line was from Flinders-street to Port Melbourne.

There were big boulders of granite, and some men put dynamite into it to blow it up for ballast to lay along the tracks to build sleepers and railway lines on.

They had big cranes lifting planks and pieces of iron to build bridges. They showed us the big planks to hold up the bridges. They were making a new bridge of an old one, and they had removed the old wooden planks and placed iron ones under the bridge.

The old workshops at Newport were a few sheds, and the workshops of to-day are big sheds, and there are hundreds of them. In the shops, they were making axles for the trains and coaches, and they turned out bolts at ¾ of a ton to the hour.

Then they showed us how to make carriages. They made the frame first, then put all the iron on ready for the nuts and bolts. Then they put the glass in, and painted the carriage. They showed us many different sorts of engines; some were bigger and heavier than others. They had an engine for shunting purposes, and there was a board on the side of the engine for the shunter to stand on.

All the carts with produce for the country were at the Spencer-street goods sheds waiting for the country trains to depart. There was a man at the junctions of the lines, letting the country trains into the Station.

Electric trains never stop long on one station, and the time of the Melbourne Cup there were dozens of electric trains carrying people backwards and forwards.

The carts with goods in would pull into the yard and be stacked into the goods sheds. We saw the interior of the shed, and there was not much space left, but after the trains had gone out, the shed was almost empty.

There was a narrow gauge line running from Moe to Walhalla. The scenery among the hills was very beautiful. From the railway line you could see part of the Thompson River.

In the express trains they have dining cars, which have tables and chairs, and you can get meals at any time of the day. They have dining rooms at the Newport workshops to feed thousands of men. After dinner there are places for the men to rest. Some of the men have a band, and they listen to that till it is time to start work again. They have a little room, with a nurse, and doctor in, for the men who get hurt when they are working.

WEST AUSTRALIAN RAILWAYS.

In the report on the West Australian Government railways, tramways, and electricity supply for the year ended June 30, the commissioner (Mr. H. Pope) said that the railways system consisted of 3733 miles of main lines, while 138½ miles were under construction, and 264 miles had been authorised. The total amount charged to the railways capital account on June 30 was £20,318,120, or £56 a head of population.

The earnings on the main system and isolated railways were £3,359,501, and the working expenses were £2,355,087. The net revenue was £1,004,414. After interest amounting to £813,849 had been deducted, profit for the year was £190,565, which was the third highest in the history of the railways.

"Hold-up" at Montague Station



Stationmaster Harding with Lad Porter Ronald Horne, who grappled with a burglar at the Montague station.

THE prosaic little station of Montague was the scene of an exciting tussle on the evening of September 4.

Lad Porter Ronald Horne was in the "down" booking office at about 8 o'clock when a burly individual, who had modestly concealed his features behind a mask, and whose right hand was jammed in his pocket as though he clasped a revolver, entered, closed the door, and, with a commendable observance of the ethics governing robbery under arms, snapped out, "Up with them!"

Horne was not as obliging as the masked man could have wished. He pluckily ignored the threat of the revolver, deliberately placed himself in front of the cash drawer and grappled with the intruder, who struck him fiercely in the face. The porter hung on grimly and his shouts of "Boss, boss!" brought Stationmaster Harding into the office.

The S.M. had the man on the floor in a trice, and he was detained until the arrival of the police. There is no truth in the rumour that he complained bitterly of Lad Porter Horne's disregard of the departmental dictum: "Help Us to Help You."

Read about Two Railway Dogs



"Mick," the pet of Miss Avery, at the Ballarat Refreshment Rooms. He is well known to regular travellers on the Ballarat line, and is quite an old identity at the station.

Here's a Dog which Collects the Papers from the Train Each Day

TOM BATSON, Guard on the narrow gauge line between Colac and Beech Forest, makes no claim to being an interesting railwayman, but he does contend that his dog, because he belongs to a railwayman, is interesting.

Daily papers have not arrived in Colac when Tom leaves for his work in the morning. He obtains one, however, before his train leaves, and has it ready rolled and tied when the train nears his house, a short distance out of the town.

When the train is sighted, the dog sets off from the front gate to meet it. He goes straight for the low guard's van. As the train slows down on the grade, Tom places the paper in the dog's mouth. Off he takes it back to the house.

Tom is proud of his dog. It took him some time to teach him this little trick.



A group of the Transportation Staff at Seymour in 1900:—Back Row (left to right)—J. Knealey, P. Sharpley, J. Darcey, R. Tasker. Middle Row—G. E. Nippard, H. Kerr, C. Field, A. Bowd, D. Hanna, and W. Hughes. Front Row—P. O'Grady, S. Lake, M. Flower, T. Cook, and R. Nathkins.

NORMAN W. DE POMEROY
5 CEC... ST.
CAULFIELD. SE.8
MELB. VIC.

Peeps Into the Past

Looking back at the early days of railways in Victoria is always interesting. Here are a few matters which are of peculiar interest in these days of high speeds and big figures.

Strange Rules for Engine Crews

THE following extracts from the Book of Circulars issued by the Victorian Loco. Superintendent in 1882 are of interest. They have been supplied by the Electric Running Officer (Mr. W. C. Searle). Some of them are amusing when read in the light of present-day conditions:—

Any driver arriving with his train before the time given on time tables will be fined.

Drivers and firemen are not to reside more than half a mile from the running shed in which they are employed.

Whenever a train arrives at a terminal station more than ten minutes late the station-master has authority to question the driver as to the cause of detention, and it is requested that enginemen will give every particular.

Several cases of drivers signing for coal for engines they have not driven are reported. All concerned are hereby warned to use more care.

Enginemen of ordinary or special trains are again ordered not to pass roadside stations at more than 8 or 10 miles an hour.

Men Walked in Front!

In future enginemen are to refuse to proceed along the Flinders-street tramway with their trains unless two (2) men belonging to the traffic branch are walking in front.

Suburban passenger trains are to approach stations at not more than five (5) miles an hour.

Delays of more than one minute at any station to be reported.

Enginemen are not to use the steam brake for shunting purposes, except in cases of extreme danger.

Drivers and firemen will be allowed to be off duty every third Sunday, with pay, but they will be required to come to the running shed on the morning of one day (not a shed day), in lieu of the Sunday that they are off; and they are to come before the usual hours of duty on that day, and attend to the washing out of their engines. It is to be understood that such third Sunday is to be arranged with their running foreman.

From the Melbourne "Herald" feature, "Fifty Years Ago To-day," August 26, 1925:—"One hundred guineas will be paid by the Victorian Railways Department for the best design for a first and second-class carriage.—John Woods, Commissioner for Railways and Roads."

Refreshment Rooms Leased

AS recorded in the "Ballarat Courier" 50 years ago:—"Several tenders for the leases of railway refreshment rooms in the Colony were let yesterday as follows:—William Irwin, Ballarat, £529; Septimus Durant, Castlemaine, £418; William Sterbell, Echuca, £169; and Sandhurst, £504; Thomas Stedman, Geelong, £800; Mathew Kelly, Kyneton, £1015; and James A. Cathie, Sunbury, £75.

Ararat Line Opened

THE railway line to Ararat was officially opened on Tuesday, there being some 800 people present. The cost of the section, Beaufort to Buangor, was £41,000, and the work was carried out by Messrs. Crosby and Company. The section from Buangor to Ararat cost £43,000, and was built by G. Vallins, Quayle and Blackie.

Receipts from the Government Railways for the week ending 1st April were £19,562, as against £16,513 for the corresponding week in 1874. The aggregate from 1st July, 1874, was £711,355, as against £664,396 for the previous term. The passengers carried in the 1875 term were 101,543, and in 1874 52,764. There are now 559 miles of railway opened, as against 441 miles last year.

(From the "Ballarat Courier" 50 years ago.)

The Latest—A Ford Locomotive

A locomotive which Mr. Henry Ford believes will be the next step in the world's railway transportation is ready to make its trial over the Ford Company's Detroit-Toledo-Ironton railway. The locomotive is the longest ever built, being 117ft. long. It is driven electrically, and develops a maximum of 5000 horse-power, which is sufficient to pull a train of trucks a mile and a half long. The maximum speed is 35 miles an hour.

Each of the 16 axles is driven by a separate motor, the current being obtained from the electrified line. The cab of the engine has 42 plate-glass windows, and elaborate precautions against shocks have been taken.

Bound Copies are Valuable

Many subscribers to the Magazine have their copies bound half-yearly. You can have yours bound if you send them to the Editor, Room 6, Flinders-street Station Buildings. The following are the rates:—Leather back, 8/6; Cloth, 5/-.



By DELTA

Novels and Notes of the Marvellous Moment

"A PASSAGE to India," by E. M. Forster, is a distinguished novel fully revelatory of the wonderful "pull" of this mysterious land. The story turns on the antagonism of conquered and conqueror, as shown in an alleged assault of an Indian upon a white woman.

* * *

"PROGRESS," a new play by C. K. Munro—one of the younger playwrights of promise—is a piece of strong realism covering burning questions of the time and revolving round war and unemployment. Its action covers 15 years! Beginning with one depression, it ends on another, so that, as you perceive, its title is ironic. In technical structure it is somewhat amazing. It has a prologue of three scenes, Part I. consists of two acts and six scenes, Part II. contains eight scenes and two acts, and there is an epilogue of two scenes.

* * *

"ST. MAWR," by D. H. Lawrence, is that fantastic author at his sombre cleverest in accentuating the antagonisms of the sexes. Strangely enough, in this story all Lawrence's sympathies are with the woman "up against" her harmless enough husband. St. Mawr is a horse greatly drawn.

* * *

UPTON SINCLAIR, the irrepressible, is at all the accepted standards in a lengthy work entitled "Mammonart," which he sub-titles "an essay in economic interpretation." There are 111 chapters of vastly entertaining material on authors, musicians, and painters of all ages and all lands. Sinclair can be read with ease, and, however challenging, is never dull.

* * *

"THE Communicating Door," by Wadsworth Camp, consists of half-a-dozen hair-raising yarns that do distract the attention from worries, problems and debts. Each story is long enough to give you reasonable surcease of sorrow in forgetfulness.

* * *

WHEN in want of dainty and delicious reading without sensationalism, but nevertheless interesting, don't forget the E. V. Lucas books. "Over Bemerton's" is excellent stuff for booklovers, and has the striking motto, "It is very difficult for human beings not to influence each other: we are all links in a chain."

SIR OLIVER LODGE, in reviewing Alfred Noyes's "Book of Earth," thus admirably outlines the method and scope of the work: "Mr. Noyes's method in this, as in his previous volume, is to throw himself back in time, so as sympathetically to represent the feelings and gradual glimmerings of the past, as if he were a sympathetic and privileged spectator; picking out, as before, certain typical individuals, and displaying what he conceives to be their thoughts and hopes, and the way in which their discoveries might have appealed to them at the time; utilising for this purpose any recorded fragments of conversation or speech or writing, and amplifying these fragments by sympathetic and dramatic interpretation." Typical representatives in this study of features and fossils, problems and possibilities are Pythagoras, Aristotle, Goethe and Darwin.

* * *

"ARGONAUTS of the Western Pacific" is an account of native enterprise and adventure in the archipelagoes of Melanesian New Guinea by B. Malinowski, Ph.D., D.Sc., with a preface by Sir James George Frazer, author of "The Golden Bough." It is an elaborate study and description of the Kula, that most interesting and peculiar feature in the inter-tribal social life of the islands lying off the eastern end of New Guinea in the Western Pacific.

* * *

THE inimitable A. S. Neill, of "A Dominie's Log" and the other Dominie books, is tilling similar soil still. "A Dominie's Fine" is the story of his further experiences in his international school at Hellerau, when he is pursuing his original ideas on education. It is imaginatively whimsical and unique.

* * *

"LORD Lister," by Cuthbert Dukes, is a great study. Anyone who has the misfortune to undergo an operation should gratefully bless the name of Joseph Lister. This great Scottish doctor revolutionised surgery, which, down to mid-Victorian times, had scarcely emerged from the Dark Ages. Through his arduous scientific labors, surgical treatment was made comparatively safe for the patient. Before that, unfortunate sufferers were better advised to endure disease than risk the awful consequences of the surgeon's knife.

Escorted Spring Tours

THE Spring series of escorted tours under the auspices of the Government Tourist Bureau were commenced last month. Details of the ensuing tours are as follow:—

To the Grampians: 10th to 17th October.

To Mount Buffalo: 23rd to 30th October; 13th to 20th November.

To the Gippsland Lakes: 7th to 14th November; 21st to 28th November.

A Novel Tramway Guide

The London County Council is installing on the Victoria Embankment, London, a device for recording on a map the quickest route to any part of London from a given point. It consists of a kiosk with a central panel showing a map of the district to be served, and a number of push buttons on either side. By pressing a button labelled with the name of the place to which it is proposed to proceed, the route is illuminated on the map.



Extending Safety First

THE scope of the "Safety First" Movement is shortly to be considerably widened in the Victorian Railways Department.

This extension will include the exhibition of large and small-sized posters and cartoons illustrating safe and unsafe methods of working. They are to be displayed at all workshops, depôts, large stations, engine sheds, and other centres where reasonably large numbers of employes are engaged.

Further details will be given in the next issue of the Magazine.

Play Safe—Wear Your Goggles

TO the Railway Workshop man we commend the above message and the apt text in the heading illustration for this month.

To the man whose work necessitates it we unhesitatingly say Wear Your Goggles All the Time. It is easy to become careless. Some men who became careless paid the penalty and lost the sight of an eye. They are thus only 50 per cent. efficient when they might, by the exercise of a little care, have been 100 per cent. efficient, not only for their work, but for the enjoyment of the good things which this life has to offer.

Sometimes it happens that the accident occurs just at the time when you leave the goggles off for the first time while at that dangerous job. Don't let familiarity breed contempt.

Hundreds of instances could be cited where goggles have saved a man's eyesight.

So again we pass along the message for this month—

WEAR YOUR GOGGLES!

Cultivate a Sixth Sense—Safety

CONSIDER every machine and every situation and think what could go wrong. When you have determined the most likely causes of serious trouble do your best to devise ways of preventing those troubles or of minimising the consequences in case an accident should occur.

Always Be Careful is the A B C of the Safety Movement. It is well worth adopting because it pays big dividends.

Be continually asking yourself: Is It Safe? There would be fewer accidents if this question were kept continually before us in the workshop or in the street.

Safetygrams

A practical joker is a fellow who is always taking chances with other folks' lives.

Keep your fingers out of danger, and you'll always have a full hand. That's a hard hand to beat.

Don't leave loose **material aloft.** It may fall and kill someone.

Say it **with** Safety—save the flowers.

The way some fellows act, they must think they have as many lives as a cat.

What's the good of having the right of way if the other fellow doesn't know it.

Where ignorance is blister a little knowledge prevents infection.

Make accidents rare by careful habits.

Make your head save your body and limbs from injury.

Keep your mind on your work and your fingers on your hand.



Growth and Progress of the Sydney Express

Conductor Colligan Has Seen Some Changes

Few men are more qualified to speak on the development of the Sydney Express than Mr. J. Colligan, who has been for 29 years a conductor on this train. In the following article he has jotted down a few notes on the various steps in its progress from an ordinary passenger train to the fast and efficient express of the present day.

IT seems only a few years ago since the first lavatory and corridor car was attached to the Sydney Express.

In 1895 two sleeping cars, the Perseverance and Enterprise, that had previously been running on the Portland line, were attached for the convenience of passengers to the ordinary trains running between Melbourne and Albury.

Two trains were kept in use and were run on alternate days, one spelling and being cleaned every second day. The Perseverance was attached to one train, and the Enterprise to the other.

In those days Wodonga was the head station for trains and crews, the crews cleaning and re-conditioning the train on the day it was not in runnng.

For six months of the year the train from Sydney to Albury arrived at the latter station before daybreak. It was a busy scene when the train arrived. Those were the days of the old Customs inspections at the State borders, and all passengers' luggage and goods coming from New South Wales to Victoria and vice versa had to be examined. Passengers' luggage on the Albury station was examined under gas light.

Special Breakfast for Parliamentarians

It was too early for passengers to be supplied with breakfast at Albury on the arrival of the train from Sydney, so Benalla was then the recognised stopping place for breakfast, twenty minutes being allowed.

Several years later the conditions were improved by the inclusion in the train of AV and BV carriages, which were greatly appreciated by travellers.

With the advent of Federation the train from Sydney was due at Albury one hour later in the morning, and Albury was made the place where breakfast was served. Members of the Federal Parliament, who travelled regularly from Queensland and New South Wales to Melbourne to take part in the sittings of the Federal Parliament, did not take kindly to what was considered the still very early hour for breakfast, so they made it the practice to wire to Wangaratta for their breakfasts to be prepared. These were placed in the train in large hampers on arrival at Wangaratta, and were distributed throughout the train.

Later came the addition to the express of the luxurious and commodious AE and BE cars, the observation and parlour cars and the very complete dining cars.

Standing abreast of the New South Wales train at Albury, the Victorian Express looked the picture of perfection when these improvements were made, and the remarks "poor Victoria," that I had constantly heard from passengers in former years when transferring from one train to the other, were never afterwards uttered.

I frequently hear expressions of approval from passengers while travelling in the parlour car, which is now in my keeping, and one and all appreciate the little extras which we endeavour to add to the general scheme of service on the Sydney Express.

Victorian Railway Comfort Praised

THE following, which appeared in the Sydney "Sun" on August 20, under the heading "Victorian Railway Comfort," is of interest to Victorian railwaymen:—

"A commercial traveller, who has just paid his first visit to Melbourne, recapitulates in a letter to "The Sun" a few of the advantages enjoyed by travellers on the Victorian railways:—

"In Victoria everything possible has been done to make travelling enjoyable," he says.

He goes on to refer to the beautiful appointments on a Victorian dining car. The parlour car (extra cost 5/-) was a revelation to him. The neat little tables, with its telephone—connected to exchange while the train is stationary at Spencer-street—which may be used by the passenger free of charge; the lending library of choice works; and the observation platform with its easy chairs—all these took his breath away. He concludes his letter:—

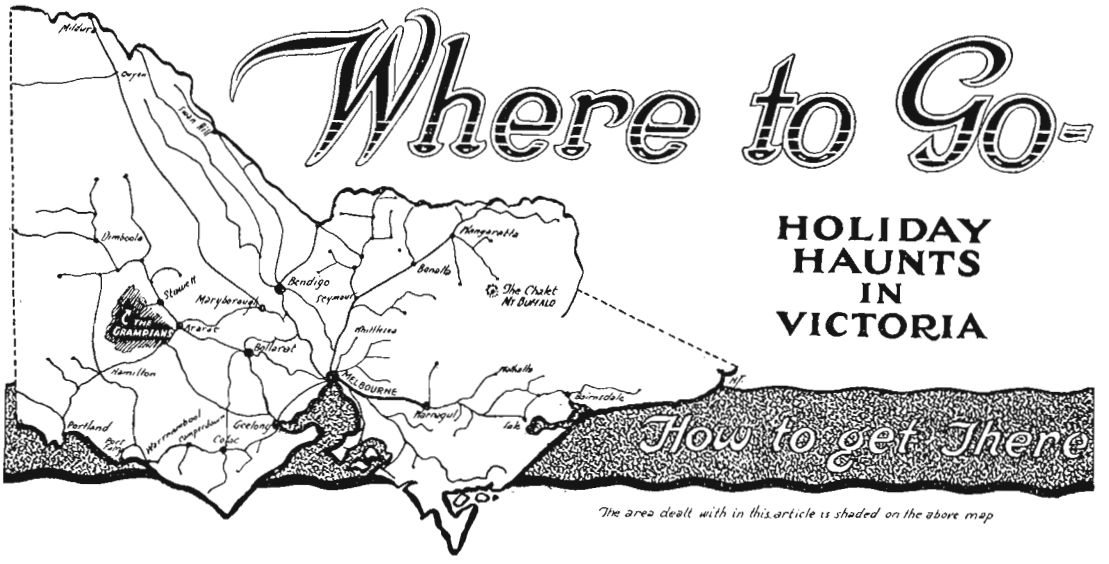
"I am writing this letter on a special table, on writing paper provided by the Victorian Railways Commissioners," he explains.

"It is neat writing paper, too, with a nicely embossed heading."

Suggestions from Abroad

Suggestions for improvements in the service rendered by the Victorian Railways Department come not only from within the Service, but from the general public, and, in fact, from all parts of the world.

Writing from Gasthaus Jagerslau, Budapest, Hungary, Mr. Neville Smith, a Melbourne journalist now touring the world, directs attention to an innovation which he saw while travelling on the Continent. He says: "On the way from Paris to Basel, on the East system of the French railways, I noticed that in each carriage a little volume was provided, containing distances, advertisements, historical notes, and commercial and tourist information about the different centres on the route. It made the journey more interesting."



The Glorious Grampians Are Worth Visiting

BY leaving Melbourne by the morning train for Stawell, 150 miles distant on the main line to Adelaide, and taking a motor car thence for the 20 mile run out to the Grampians, it is possible to have one's breakfast in Melbourne and arrive in Hall's Gap, where the guest houses are situated, in ample time for dinner the same evening.

Passengers detrain at Stawell, and are motored thence to Hall's Gap, the road passing through a stretch of forest country, and turning sharply after crossing the bridge at Fyan's Creek, the first close up view of the Grampians is obtained, the range lying back stern and uncompromising above a sloping stretch of beautifully timbered country. The road from Hall's Gap extends some six miles up to the "Borough Huts," and along this thoroughfare are situated guest houses capable of accommodating up to 250 persons.

Some Interesting Excursions

On the western side of the road lie the chief points of interest, the most prominent elevations being the Wonderland and Bellfield Peaks, the Sundial, and further on Mt. Rosea, and clustered round the entrance to the Gap are Chatauqua Peak, the Sentinel and Point Mackey. Branching off the main road and following the course of Stony Creek, a road has now been formed extending to Mt. Victory, a distance of about four miles, from whence a comprehensive outlook is obtained of the intervening range towards the Wartook Reservoir, and including the Mackenzie River, by which this storage basin is supplied. There are, throughout this mountain country, splendid opportunities for morning, afternoon, full day or longer excursions, the points generally visited being Wonderland, a section of the range reached by a branch track off the Mt. Victory-road, and including such natural curiosities as the Grand Canyon, the Silent Street, and the Nerve Test, and then right out to the Pinnacle overlooking Hall's Gap. Amongst the other unusual features is the stairway leading to Mt. Rosea, the highest point on that side of the range. This is formed alongside a sheer precipice of some hundreds of feet, and what Nature commenced man has finished by reducing the "steps" to the limit of human capacity. After the head of the stairway is reached it is only a few minutes' walk to the summit of Mt. Rosea, just under 3100ft., and only exceeded by Red Man's Bluff, 3120ft., and Mt. William, the highest point in the Grampians, 3830ft., both of which lie some miles away to the south east.

Wild Flowers in Profusion

On the way to Mt. Rosea the Silverband Falls, set in a delightful cluster of variegated timber growth, are passed. Just beyond the track leads through a section enriched by masses of ferns ranging from the delicate maidenhair to fine specimens of the giant tree species. In fact, to those whose tastes lie in that direction there is a wide field to cover, as within the usual limited vacation only a small portion of district can be visited.

On Mt. Rosea, it is claimed that the beautiful Pultenea Rosea can only be found, but thryptomene, boronias, grevilleas, and wild hollies flourish in various parts of the Grampians. In the present month (October) the apacris, more commonly known as wild heath, grows in profusion in red, pink and white varieties, and is mainly found on the more elevated country.

Send your stories of the human side of railroading to your Magazine.

SHORT STORIES FOR QUIET HOURS

The Lucky Guess of An Anxious Lover

With a gesture expressive of firm resolution, as if the affair was quite settled, Madeline pointed to her lacquered Japanese cabinet that shimmered in the lamplight and said very gravely:—

"Open one of those three drawers, Valentine, and be sure that you choose the right one. Each drawer contains an answer to the prayer which you have addressed to me for the past six months. If you open that which contains the answer, 'Yes,' I will be yours and will marry you as soon as you please. But take care that you do not get the wrong answer, for if you do, you will never see me again."

"Alas!" said Valentine "there are two chances to one against me. How cruel you are, my darling!"

"Well," said Madeline, "if I marry you I can at least lay the blame on Fate."

The young man hesitated a long time. His hand wandered from drawer to drawer, not venturing to touch any, and his heart sank with the fear of choosing wrongly. At last he shut his eyes and opened a drawer at hazard.

That Exquisite Word, "Yes!"

Oh, rapture! the little piece of pink paper, when unfolded, disclosed to his glad eyes the exquisite word "Yes." In ecstasy he clasped blushing Madeline in his arms and covered her face with kisses. She could not deny him now without a disgraceful violation of her promise. But Madeline was an upright person, who always kept her word, and so he was soon able to call her his wife.

Still, even amid the raptures of the honeymoon, Valentine was not entirely happy. At times a gloomy expression appeared on his brow and in his eyes.

"Ungrateful man!" sighed Madeline, "you are not yet satisfied. What is the matter?"

"I am troubled about something."

"About what?"

"I owe my wife to chance, not to her own inclination."

He remained pensive for a time while she looked smilingly at him. Suddenly she broke into a merry laugh.

"Stupid man!" she cried. "Don't you see that I put the same answer in all three drawers?"

Romance of Gold Digging

The history of one of the Ballarat claims, called the "Blacksmith's Claim," because its first owner belonged to this craft, reads like a page of romance. The blacksmith, with a party of eight, all novices, sank the shaft in so irregular and unworkmanlike a manner that it was absolutely at the risk of his life that a man made the descent to the bottom. Without opening out a regular drive they washed all the stuff within reach, and after realising £12,800, offered it for sale; but so wet and rotten was the ground, so badly sunk the shaft, that at first no purchaser could be found.

At last a party of ten plucked up courage and bought all right and title to the claim and tools for £77. They entered into possession at noon on Saturday, and long before the sun had set had in their possession £2,000 worth of gold. By working day and night in spells till the following Monday they raised this to £10,000. Then, after the usual reckless manner of lucky diggers, they let this mine of wealth and went on the spree for a week.

Fortnight's Work—£5000

Their tenants made good use of the time at their disposal; they opened up two drives, and before the week was out were the happy possessors of £14,400, all taken out of the claim. The other party then returned, and after a week's work, during which they realised £6000, they sold out to a storekeeper for £100, who put in a gang to work on shares, and these, labouring in a desultory fashion for a fortnight, took out £5000.

At the end of that time, one of the party, an old hand from Van Diemen's Land, undermined the props, and next morning on returning to work the men found the whole of the working had fallen in. The rest of the party appeared to have taken this misfortune very calmly, and to have completely abandoned the claim, for no mention is made of their further proceedings, but it is related how the author of the mischief coolly marked out a claim 24ft. square on the top of the ruin, and, working with a hired party, sunk a shaft as straight as a die for the gutter.

The first tubful of wash dirt they found turned out 40 lb. weight of gold, and the next two averaged 10 lb. each; and as Ballarat gold was and is superior to any other at all times, fetching at least £4 an oz., those three bucketfuls of earth were worth £2,880 to their fortunate possessor.

Under the direction of J. Martin Hayes, the Stawell Institute Dramatic Society has a membership of 20, and has already presented two famous three-act comedies, "Arabian Nights" and "Facing the Music." Their efforts were rewarded with £120 for local park improvement, hospital, and Institute funds.

Their productions have won the highest praise by both local press and public, and the capable support of the Stawell Orchestra, a talented combination of nine musicians, is also much appreciated.

Owing to a typographical error in the September issue of the Magazine, the Chairman of the Railways Commissioners (Mr. Clapp) was made to say that there were 26,000 agricultural students in Kansas, U.S.A. This should have been 2600. Mr. Clapp was comparing the number of agricultural students in Kansas with the 260 in Victoria, which number, he pointed out, should be larger considering that Victoria has such large areas of agricultural and pastoral land.



The Place to Meet

After many conferences had been held by the board of directors of a small town bank about buying a new water cooler, a grouchy old member had this to say:—

"Gentlemen, before we adjourn, I move that our next conference be held on a merry-go-round."

And as they looked at him in astonishment, he added the tag of explanation:—

"We never get anywhere."

Conductor: "One seat in front, ma'am, and one in the rear."

Lady: "You surely wouldn't separate a mother from her daughter."

Conductor: "Never again, lady. I did it once and I have regretted it ever since!"

Jeweller: "I always make a practice of carrying home all the valuables after locking up. The safest plan, I think."

Friend: "I wouldn't, if I were you. Suppose your shop were broken into during the night, and people read in the paper next morning that the thieves had found nothing on your premises, your reputation would be gone."

Phonetic Love

O, MLE, what XTC
I always feel when UIC.
I used to rave of LN's eyes,
4 LC I gave countless sighs.
4 KT, 2, and LNR,
I was a keen competitor.
But each now's a non-NTT.
4 U XL them all, UC.

"I say, Ma, Pa's been to the races, hasn't he?"

"Yes. How do you know?"

"Well, my money-box won't rattle."

Sandy McLauren and Andrew McTavish were intent on the football. With each score Sandy waxed eloquent, but Andrew expressed his enthusiasm by taking a wee drap from a flask.

The scores became more frequent; Andrew's sips kept pace, while Sandy's throat got drier and drier.

At last he could not stand it any longer.

"I be-lieve you were ance a footballer yersel, Andrew," says he.

"Aye, Sandy, yer right."

"I was noticing yer aye guid at the dribblin,' Andrew, but gae poor on the passin'."

Jack: "You look sweet enough to eat.'

Mabel: "I do eat—where shall we go?"

Louder but Lower

A banker was asked by an impecunious farmer for a loan. The banker was one of those people who are deaf for commercial purposes. The farmer was chronically wanting to borrow, and his security was getting shaky.

"I'd like to borrow a thousand," pleaded the farmer.

The banker cupped his hand behind his lame ear, and said: "Speak a little louder, and cut down the amount."

Teacher: "Norman, give me a sentence using the word 'diadem'."

Norman: "People who drive on to the railroad crossings without looking diadem sight quicker than those who Stop, Look and Listen."

Mother (reprovingly): "Don't you know that you should never let a man kiss you?"

Daughter: "But, mother, it seems so forward for a girl to do the kissing."

"When you found you hadn't your fare did the conductor make you get off and walk?" asked the inquisitive man.

"Only get off," was the sad reply. "He didn't seem to care whether I walked or sat down."

Doctor: "My dear man, you must avoid all head work."

Patient: "But, then I should have to go to begging."

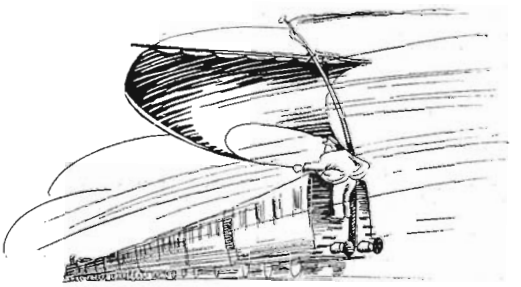
Doctor: "Why?"

Patient: "Oh! because I'm a hairdresser."

"You sold me a car about a week ago."

"Yes, sir. How do you like it?"

"I want you to repeat everything you said about the car again. I'm getting discouraged."



An idea from the magazine "Hanomag" for helping trains up steep grades.



A Housewife Discourses on "Our Little Social Sins"

IT is Spring, and hardly the time for a sermon. Yet I am moved by a friend in the Service to address you on "Our Little Social Sins."

He is a Nature lover, and he was distressed on a recent Sunday when returning from an excursion to Gembrook to see many women and girls bearing triumphantly homewards not merely sprays but branches of wattle torn off recklessly from the lovely trees now blooming in golden magnificence.

There is no harm in cutting carefully a few sprays of wattle blossom, or in gathering heath and other wild flowers decently. But to destroy natural beauty is almost as great a sin as taking bird life needlessly.

Just as annoying to the Nature lover and to all those who are really open-air folks is the carelessness shown by thousands of picnickers on a public holiday. If ever you desire to see an example of social disservice go to Fern Tree Gully after a public holiday.

Burn and Bury Debris.

My husband before joining the railway service worked in survey camps in many parts of Australia, and he learned how to keep camps clean and also to have regard to the other fellow's comfort. He also learned that while abroad with the A.I.F.

In those survey camps all rubbish and debris was either burned or buried immediately. I commend such a course to any group of excursionists, who at least should use the baskets provided at Fern Tree Gully and other pleasure resorts.

I admit that women and girls are often more considerate of other peoples' feelings when abroad than are men and boys. That is, generally speaking. And yet I know that women and girls are the chief offenders in the illegal plucking of flowers in public gardens. I have seen a young lady—she was sure she was of that rank—who, after attending a church service on a Sunday morning, plucked flowers in the Botanical Gardens on her way homeward, and concealed her floral treasures in a parasol. I am certain no man would be such a mean thief. But you never know, do you?

Our Power to Influence.

We all have the power to influence for good or for ill, and I am appealing to you railway women to show an example to your sisters in the world outside the service in little acts of social service.

It is held that no gentleman will sit in a railway carriage while a woman is standing. But I was glad to see the other evening, while travelling secondclass, the wife of a well-known railway porter giving up her seat to an elderly working man who looked very tired, as tired as you may look after a hard day at the washing tub or in the kitchen. The man tried to refuse the proffered seat, but he was gently persuaded to take it, and we all gave silent thanks to that young woman with an ideal of service.

Have you ever heard of Altruism? Look it up in the dictionary when next solving a crossword puzzle.

Some Seasonal Hints for Housewives' Idea Box

Removing Iron Rust

Recently while on a holiday I had a fuji dress left in an iron washing trough overnight. I found it covered with iron rust, and, as I thought, ruined. It was a wet day, so the thoughts of putting it out in the sun were out of the question. However, I tried this rather original plan. I rinsed the dress in clean water and wrung it out. Then I covered the spots thickly with common salt, and squeezed the juice of one lemon lightly over all. I rolled the garment tightly in a large towel, and left it for 24 hours. It was then perfectly clean; every hint of iron rust had vanished. It was then washed in the ordinary way.

Before using a new saucepan, fill it with water, add a lump of soda and some potato peelings, then boil. All danger of poisoning from tinned lining will be gone.

Lemons can be preserved for a long time if kept on a saucer covered over with an inverted glass or dish. By this method they are practically airproof, and are not excluded from light.

Cleaning Saucepans

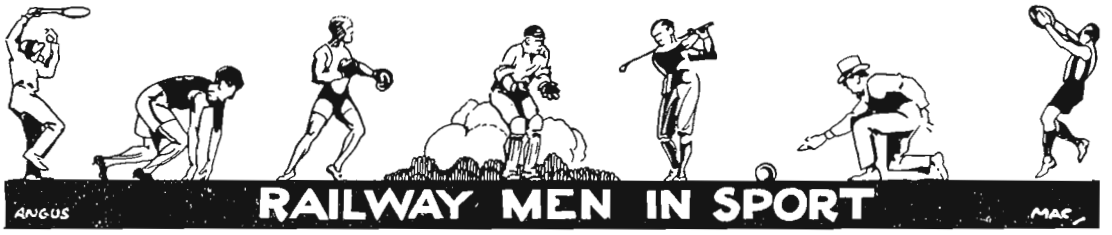
If a saucepan should be burnt or difficult to clean, scrape it well with the lid of a tin instead of a knife. It will be more satisfactory and much easier.

If grease is spilt on the floor, pour cold water over it at once. This will harden it so as it can easily be scraped up. It will also prevent it soaking into boards.

When poaching eggs, place a little vinegar in the boiling water. This helps the eggs to set, and keeps them together.

Discoloured cups and dishes used for baking can be made equal to new by rubbing the brown stains with a flannel dipped in whiting.

The resistance of glass jars that refuse to open can be overcome by setting them top downward in an inch or two of hot water.



Railways Team Wins Wednesday League Premiership

DESPITE the absence of several of their star players, including Donaldson, Cubbins, Farrell, Hassett and Manger, the Railways team defeated the Fire Brigade team in the final match of the Wednesday League Competition, and thus won the premiership for the fourth year in succession. The match was played on the Richmond football ground, and the 2,000 spectators were treated to a fine exhibition of football, with an exciting finish.

During the first quarter, the Firemen completely outclassed, the Railwaymen in every part of the field, marking brilliantly and maintaining a brisk offensive. Their forwards made the best use of their opportunities, and the first change over saw the remarkable scores on the board—Fire Brigade, 5.3; Railways, 0.1.

Play was more even in the second quarter, ironic cheering greeting the posting of the Railways' first goal. Despite repeated attacks, however, the forwards could only manage behinds. On the other hand, when the Firemen got the ball into the enemy's territory, they made no mistakes. Thus out of 10 shots the Railwaymen scored only 2 goals, while their opponents secured the same number from 3 shots.

There was some straight talking in the Railways' dressing room at half-time, and the third quarter opened with a determined attack by the Railwaymen. The play was fast and nippy, but it was now the Firemen's turn to miss opportunities in front of goal. Nevertheless, at the final change they held the handy lead of 20 points—9 goals 7 behinds to 5 goals 11 behinds.

The final term was contested grimly, the Railwaymen attacking vigorously and kicking accurately. Excitement was intense when they got within one point of their opponents' score, but the Firemen had tired, and were eventually defeated by 5 points, the final scores being:—Railways, 9.13; Fire Brigade, 9.8.

The Railways' best players were Nolan, Bassett, Bolt, Gardiner, Forty, Irwin, McMillan, Moffatt and Johnston; while of the Firemen, Britt, Tory, Grimshaw, Geisler and Campbell were the most conspicuous.



VICTORIAN RAILWAYS WEDNESDAY LEAGUE FOOTBALL TEAM.

Back Row (left to right)—Messrs. H. Coombe, M. Marr (Trainer), V. Trueman, R. Sutherland, P. Crellin, H. Moffatt, E. Gardner, C. Nolan, R. Hill, J. Yawkins, V. Irwin, C. Forty, G. Bolt, W. Darvall.
Sitting—H. Stock, A. Giles, H. Johnson (Capt.), R. Sheppard, J. Millen, H. Bassett (Vice-Capt.), A. Ware (Boundary Umpire).



BALLARAT NORTH WORKSHOPS TEAM. Winners Championship, 1925, Basket Ball Association. Back Row, Standing.—A. McKay, W. H. Barrett, J. Moran, A. R. Rowe. Front Row, Sitting—C. R. Tolliday (G. Crick, Pres. B.C.B. Assn.), (H. C. Kisler, Capt.), (A. Evans, Sec. B.C.B. Assn.), W. G. Quick.

DRAUGHTS CLUB. — In connection with the recently-formed Draughts Club connected with the Institute, a challenge was issued by the Motormen at Jolimont to the staff at the Engine Sheds, North Melbourne. A match was arranged at the Institute Rooms on the 23rd July last, and resulted as follows:—

Board No.	North Melbourne Loco. Wins.		Draws.	Motormen (Jolimont). Wins.
1	2	Barry, A.	—	James, F. —
2	1	Homewood, C.	—	Riordan, T. A. 1
3	2	Morcombe, J. S.	—	Ferguson, J. —
4	1	Campbell, W.	—	Mallon, J. 1
5	—	Landrigan, J.	1	Ogilvie, G. 1
6	1	Raddon, A.	1	Maynard, H. —
7	1	Eastwood, W.	—	Danks, A. 1
5	—	Landrigan, J.	1	Edwards, W. 1
6	1	Raddon, A.	1	Cock, W. —
5	—	Eastwood, W.	1	Catlin, C. —
8	1	Kneale, R.	—	
9	2	Milburn, A.	—	
10	2	Lockwood, R.	—	
	—		—	—
	13		2	5

The Jolimonters took their defeat in a good sportsmanlike manner, and displayed great keenness throughout. They immediately issued another challenge, and the return match was played on 6th August, when the Loco. Depot again proved their superiority, but to a less pronounced degree:—

Board No.	Wins.		Draws.	Wins.
1	2	Barry, A.	— James, F.	—
2	1	Morcombe, J. S.	— Lambert, W.	1
2	1	Homewood, C.	— Riordan, T. A.	1
4	2	Campbell, W.	— Mallon, J.	—
5	—	Eastwood, W.	1 Ogilvie, G.	1
6	2	Groves, T.	— Danks, A.	—
7	1	Kneale, R.	1 Barrand, R.	—
8	—	Milburn, A.	— Disher, A.	2
9	1	Lockwood, R.	— Ferguson, J.	1
10	—	Clements, T.	— Maynard, H.	2
11	1	O'Donoghue, J.	— Bloom, J. W.	1
	—		—	—
	11		2	9

This second match proved very exciting, the result actually depending upon the result of the last game, played between Messrs. T. Groves and A. Danks. Had the latter won the game would have resulted in a tie, but the former winning gave the victory of the match to the Loco. Depot by 2 games.

Still determined to show that they can play the game, they have issued a further challenge, and the match will take place at the Institute Rooms (Class Rooms Nos. 1 and 2) at 8 p.m. on Thursday, the 20th August, 1925.

All those interested in the game of draughts are asked to attend the rooms on any or every Thursday night, when practice is in full swing, with a view to entering two teams in the Draughts Association fixtures for the next season.

Full particulars can be obtained from J. S. Morcombe, c/o Chief Loco. Foreman, North Melbourne, Automatic 'phone 477 or 518.

New players will be cordially welcomed.



RAILWAYS INSTITUTE TEAM. Runners-up, 1925, Basket Ball Association. Standing, Back Row—D. S. Quayle, E. Cartledge, B. Jamieson, T. Truman. Sitting—G. R. Bowers (G. Crick, Pres. Assn.), (A. Evans, Sec. Assn.), (G. W. Stewart, Capt.), G. M. Morrissey. On Mat—(G. R. Bowers, Jr.).



COMMITTEE OF THE WEDNESDAY LEAGUE RAILWAYS FOOTBALL CLUB.

Back Row (left to right)—Messrs. A. Sillett (Vice-Pres.), A. Neal. Front Row—J. Kavanagh (Vice-Pres.), W. Clifford (Hon. Sec.), D. P. Ryan (Pres. and Treas.), J. Blair, P. Cahill (Vice-Pres.), W. E. Darvall (Asst. Sec. and Ambulance Officer for Club).

Cricket

The Ouyen Railway Cricket Club held their annual meeting on September 5, and appointed Mr. S. Pengelly president, Messrs. J. Hayes, A. Ross, W. J. Collins, R. Lewis, G. Forrest, and F. Sly vice-presidents; E. D. Eastham, secretary; M. Gardiner, treasurer; Messrs. B. Wall, J. T. Twist, C. Wills, W. Evans, B. Shepardson, committee; M. Gardiner, A. Ross, F. Sly association delegates.

Membership fee was fixed at 10/- playing member, 5/- non-playing member. Messrs. Evans, Brodie, and Ross will select team for first match.

A concrete wicket has been laid down—the first in this district; twenty-four willing workers, under Mr. E. Harris, Ldg. Hd., carpenter, executed the work in great style.

A practice match was played on the 12th inst. The Gentlemen (Rest House) v. the Players (member not living at Rest House). Result:—

Gentlemen.—1st Innings: 7 for 56 (O'Connell 20, Brodie 25 not out; Collins 2 for 5, Brodie 2 for 30).

Players—1st Innings: 116 (Ross 58 not out, Manley 20 not out; Twist 4 for 13, Gardiner 2 for 31).

Mr. J. Frawley, Way and Works Clerk, at Warrnambool, is a prominent member of the local Football Club. Early in the season he was asked to join South Melbourne, but preferred to remain with the local lads.

Railway Personalities

Mr. C. Miscamble, the Railways Commissioner, has completed his first year of office in Tasmania. He said he did not look forward to making the railways pay, but he felt certain he would save £100,000 a year. Mr. Miscamble said: "I finish up definitely with railway administration when my three years are up here. From then on, I will be under the control of the police, my wife, and my family."

Mr. W. Wanless, signalman at Essendon, retired from the Department in August, after 36 years' service. He joined the railways in 1889 as a porter, and had experience, among other places, at Dandenong and Newport, going to Essendon in 1917.

Mr. J. F. Sutton, Clerk, District Superintendent's Office, Geelong, has been transferred to Room 9, his position being filled by Mr. V. C. Rose, Clerk, from Footscray.

Mr. A. G. Fletcher, District Superintendent, Geelong, is at present on annual leave, being relieved by **Mr. Bartel,** District Engineer.

Mr. M. J. Larkin, S.M., has been appointed to the vacancy at Mt. Gambier as T.S.M., whilst **Mr. W. M. Robinson,** S.M, Inverleigh, has been transferred to Chillingollah.

The position of S.M., Glenthompson, has been taken over by **Mr. Bentley,** S.M., from Tyabb.

Gippsland Dairy College

Victoria has no dairy college at present, but if the residents of North Mirboo have their way there will soon be one established in Gippsland.

THERE was much enthusiasm for the project when it was discussed there recently. The necessity for a college of this description was voiced by leading residents, and a committee was formed to wait on the Government to make a strong claim for the establishment of a dairy college.

There are only two colleges catering for agricultural pursuits in Victoria—Longerenong and Dookie. Neither of these deal extensively with dairying, but students are devoting their time mainly to wheat, wool and cattle.

These colleges are valuable, but the need of a dairy college in Gippsland is urgent.

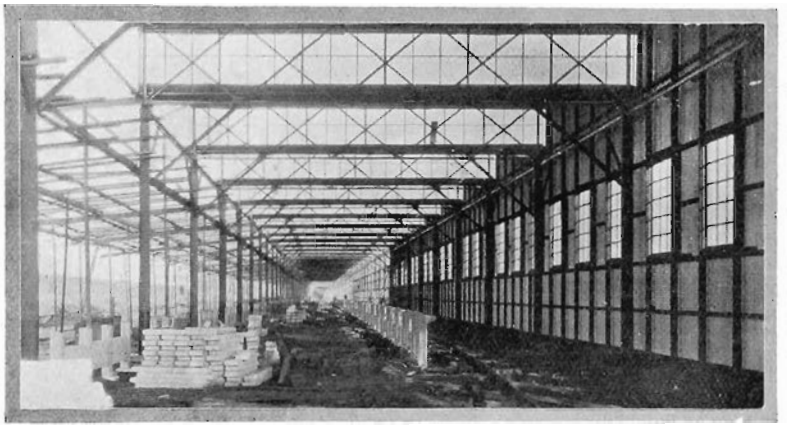
There are three great primary industries in Australia—wool, wheat and dairying. Dairying is placed third on the list, and, therefore, is one of the most important industries in the Commonwealth.

It is estimated that there are more than 600,000 dairy cows in Victoria, and to increase the returns from this stock is a step in the right direction.



Mr. V. H. Perry, who played well in the recent Golf Matches, Victoria v. N.S.W.

Melbourne's New Produce Terminal *(Continued from page 541)*



A view of the up-to-date Potato Shed which will be an important adjunct to Melbourne's finely equipped produce terminal to be opened during October.

and there is room on the platform to stack the contents of approximately 100 trucks.

The roof is also of the saw-tooth pattern, with glass lanterns, which give a most satisfactory and evenly distributed light, an absolute essential where sampling is being done continuously.

Another roof provides cover over two tracks and portion of the roadway, with a capacity for 63 trucks, and an additional siding with road frontage will accommodate 28 trucks, making a total of 186 trucks accessible for working at one and the same time.

In addition to the tracks directly feeding the chaff and potato sheds a group of sidings with a capacity for 124 trucks has been constructed in a convenient location for dealing with empties, transfers and other truck movements.

The roadways are of ample width and are constructed to carry the heaviest class of traffic, the material used being bluestone pitchers 8in. deep, of which nearly half a million have been used, covering more than eight acres of roads.

The construction of the roofs and walls has necessitated the use of more than 180 tons of galvanised corrugated iron, while 423 tons of steel were used in the manufacture of the framing for trusses, columns, and other structural steel.

The depot is equipped with one truck and two cart weighbridges, each of 35 tons capacity, and ample office accommodation is provided, including meal rooms and water heaters.

Adequate water supply, sewerage, fire service, telephones, and electric lighting have been installed, together with the necessary checkers' cabins and covered-in entrance gates.

In order to improve the access to the depot, a new wood blocked road 99ft. wide is being constructed between Cowper-street and Flindrs-street, which will be ready for use concurrently with the opening of the new facilities early in October.

The total cost of the work, including the above-mentioned road, will be about £150,000, and it has provided employment for the last two years for more than 200 men of various trades.

It is expected that the accommodation provided will be of great value to the producing and commercial community, and that the general goods business in the Melbourne Yard will be substantially benefited by the improvements and additions to its facilities.

Railwaymen Who Have Passed Their Last Mile Post

It is with regret that we learn of the death of **Mr. E. Wolstenholme,** of the Melbourne Goods Shed Staff. He was employed as a rates calculator, but has been off duty since April 25, 1924, owing to an injury to his knee, which resulted in complications, finally causing his death at the age of 44 years, after 28 years' service with the Department.

We regret to record the death of **Mr. Peter McMahon,** who recently passed away at Bendigo, where he had been a member of the local branch of the V.R. Institute. Employed as a blacksmith at the railway workshops for a number of years, he was held in high esteem.

The news of the sudden death during September of **Mr. J. Lavery,** an old retired railwayman, came as a great shock to the many railwaymen who remember him as a Relieving Station Master for many years. The late Mr Lavery was Station Master at Spencer-street at the time of his retirement.

The many railway friends of **ex-Police-Sergeant John Mangan,** who was stationed at Spencer-street station for more than 15 years, will regret to learn of the recent death of his wife.

At a recent derailment in the Maryborough Yard, **Mr. W. Olver** and **Mr. G. Ruby,** both Fitters' Assistants, were accidentally killed whilst working in an endeavour to re-rail a car. Both deceased were esteemed men, and were very popular.

Mr. W. McLean, clerk in the Transportation Staff Office, who entered the service in 1900, died recently, after having been in poor health for some time past. He was a well-known officer, and had been located in Room 9 since August, 1910.



Uncle Ben's Second Letter to His Nieces and Nephews

Uncle Ben greets you again with love and good thoughts. You must always try to think good thoughts, for that is how you'll grow good and "make good." Ask dad or mum or aunty to explain how and why to "make good" is our Australian way of meaning to do well with life and in life.

Not many of your letters have reached me yet. Don't be afraid. I'm just longing to hear from you. If you haven't written there's still time. Be sure and read my first letter before you write.

Did you know that long before you read these pages they are printed? Some pages are printed before others, and the Children's Page is one of them. A magazine like ours takes a long time to prepare, because it needs great care, and there's such a lot to do. I want to tell you that some magazines dated October are actually got ready in July, owing to their circulation being so huge, and all the things belonging to them—like drying of pictures, folding, stitching take so long to do. You see, wonderful as are the big daily papers, and much as can be done in a day, magazines call for even closer care, and are often larger, and go more about the world.

That reminds me that when you read this letter our railways will be planning how to take passengers away for the holidays at the year-end. It's what we speak of as organisation. That can never be left till the last minute.

But don't you worry, for others will attend to these matters till you grow up and take their place.

I have been requested by a constant reader of this page to place before you the following observations:—"Might I ask you to say a few words to the children on thoughtfulness for animals and birds, especially their own pets?"

Well, children, the nursery cat is, alas! a subject for pity sometimes; the dog, too, who might often have a scamper if the children would be unselfish and take him out with them, off his chain.

The nursery bird—how often it is received with rapture, but soon after neglected, and dependent on father's or mother's kind attentions.

I don't think anything more is needed. The children who read this page cannot be cruel to animals, I am sure. And the claims of them upon us could not be better put than in the foregoing simple words. It is just what I have often thought and sometimes said myself. To be thoughtful of our dumb friends is no small part of our duty as good citizens, related to those who are connected with a great institution such as the Victorian Railways.

Yours affectionately,

UNCLE BEN.

Bright Sayings of Children

Mamma had found it necessary to discipline Georgie for being naughty one day, and the usually forgiving nature of the child was held in check until his father came home, when the little boy ran to him and said:

"Papa, I want you to do sumfin for me; I want you to discharge Mamma."

A gentleman found his little daughter crying bitterly because she had had a tumble.

"Never mind, Wynnie," he said, "won't a chocolate make it better?"

"No," said the child between her sobs, "but two would do it."

A Boy's Diplomacy

Carl, a youngster of ten summers, had been put to bed immediately after luncheon, and had been told that he must remain there all afternoon doing penance for a misdemeanour of which he had been guilty. He is very fond of having his mother read to him when he is an exile of this sort, but the offence of which he had been guilty on this particular occasion was so grave that he hesitated about asking his mother to lessen the punishment by reading to him.

Finally, he called an older sister into the room, and prevailed upon her to carry a card to their mother. On the card was written:—

Master Carl Blank
At Home
Wednesday, April eighth three to six.
Mrs. Blank will Read.

S.M. Who Has Raised Railway Prestige—*(Continued from page 563).*

place in which to work and do business with the public. Here is what he says on this point:

"I spend most of my working hours in this office, and it gives me pleasure to be here if the surroundings are clean and tidy and there is an air of efficiency. And I am sure I do better work as a result.

Here are a few ideas embodied in the office organisation which might well be copied by other stations in the State. Immediately inside the door is the stretcher (in good serviceable condition) ready for immediate use; the flags in a special stand neatly folded; the label rack in spotless condition and containing no dirty or dog-eared labels; a neatly finished key rack; instructions for the porter with the allotment of his duties for each day of the week; a spotless ticket rack with a special rack alongside holding the ticket punchers; cigar boxes painted black containing inks and pens attached to the wall adjoining the S.M.'s table.

Mr. Hulm does not not confine his efforts to good housekeeping. He is a service salesman—a go-getter for business. Casterton people for years conducted a yearly excursion to Portland. They usually invited the Merino people to join them. Casterton booked the train, and quite naturally took whatever profits there were. It occurred to Mr. Hulm that Merino might as well run its own excursion It would be a good thing for the district, and, incidentally, for the railways. He broached the subject to the townspeople, and as a result Merino has run its own excursion for two years. It has now been decided to make it an annual affair. There are thus two fully patronised excursions from this district, whereas there was only one before.

The Reason-Why-Gospel has also been vigorously preached by Mr. Hulm. He never loses an opportunity for telling the public why certain things are done. He insists on the payment of storage charges, and explains the reason for them. The result is that he rarely has any storage charges to collect.

The public has also been told why tickets must be given up when leaving arrival trains. The following neat typewritten notice in a frame is installed in the Waiting Room:—

HELP THE STAFF AT THE LOCAL STATION.

It is essential that all tickets be collected. Those remaining in your possession are debited against the station staff, to their detriment. You should by no means retain your ticket on leaving the platform. The staff would greatly appreciate your act if you would hand it to them as soon as convenient. Do not destroy it.

This striving for efficiency in the small things has made for better relations with the public at Merino. It is a station without a complaint. If there is something which requires adjustment it is done quickly and expeditiously by the application of the personal touch.

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Wireless Notes for October

It is no exaggeration to say that the great strides made in the science of wireless telephony in the last 20 years is due almost entirely to the invention of the thermionic valve. Without this valve, or "toob," as our American cousins call it, there would be none of the delightful (?) programmes we can now tune in to; there would be no "wireless widows," and the deposits in the State Savings Bank would no doubt be about 100 per cent. more.

THE first step in the invention of the valve was made by Edison, who commented on the blackening of electric light bulbs with age—now known as the Edison effect.

Professor Fleming, investigating the cause of this, was led to the development of the two-electrode valve. This could be used as a rectifier of wireless waves and was much more efficient than the other detectors at that time.

We still have it in a modified form in tube rectifiers such as the "Tungar," made by the General Electric Co., of U.S.A.

The two-electrode tube consists of a bulb very much like an ordinary electric lamp, and lighted in the same manner with a filament, but having, in addition, an auxiliary electrode sealed into the glass called the "plate."

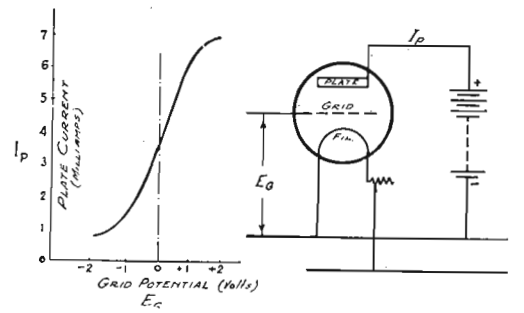
The vacuum in these valves is usually rather soft: that is, there are still a number of air molecules left inside when the tube is sealed up.

In operation, the filament is lighted to incandescence, thus producing violent agitation among the electrons which go to make up the atoms of the filament, and some of these are shot off into the bulb. If the plate is at positive electric potential it will attract these electrons according to the well-known law of unlike charges, and if the positive potential is maintained what is virtually an electric current or stream of electrons will flow to the plate.

If the plate is at negative potential it will repel the electrons and no current will flow. The tube is therefore like a valve, allowing current to pass in one direction but not in another. It can therefore be used as a rectifier to change alternating current into direct current for charging accumulators, or as a detector of wireless oscillations.

With regard to the last and most important step in the invention of the modern valve, I think that I can ascribe the honor to De Forrest without making myself liable to an action in patent law.

What converted a useful detector into a universal wireless instrument was the addition of another electrode between the filament and plate. This is usually in the form of a cylinder of wire mesh, aptly called the "grid."



The valve in this form can be used for the following purposes:—

1. As an amplifier of high-frequency oscillation (the so-called carrier wave).
2. As an amplifier of low-frequency oscillations, such as are produced by the human voice.
3. As a detector of wireless waves.
4. As a generator of wireless oscillations.

The action of a valve as amplifier is explained as follows:—

The variation of grid potential EG modifies the stream of electrons which normally moves from filament to plate, for when the grid is negative the stream is repelled and fewer electrons flow, and when the grid is positive the plate current is augmented. This is shown by the characteristic curve of the valve.

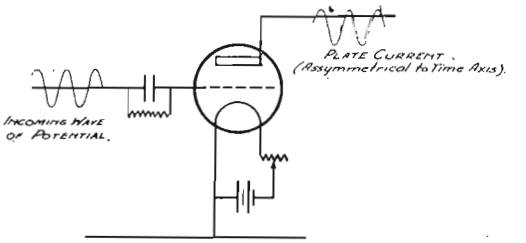
These curves are obtained experimentally for each valve, and as they are straight lines for a considerable portion of their length, a symmetrical sine curve carrier wave of voltage between the filament and grid will be exactly reproduced, greatly magnified, as a similar wave of plate current. If any portion of the curved part is traversed by the grid potential, distortion of the wave will be produced. This is not serious in h.f. amplification, except that it lowers the efficiency of amplification; but is most troublesome in the magnification of l.f. or voice currents, as unpleasant distortion will undoubtedly follow.

This is one of the reasons for using power valves in l.f. work. They will handle large fluctuations of grid potential without departing from the straight portion of their curve, and will so deliver a plate current wave without distortion.

A grid bias or "C battery" is used for the same reason, as by suitably adjusting the voltage of the battery the valve can be confined to the "straight and narrow path."

The way in which a valve functions as a detector is more difficult to follow. The most popular method is by using a blocking condenser and grid leak.

Pulses of positive potential reaching the grid through the condenser attract electrons to the grid, thus neutralising the positive potential, and consequently the plate current is not modified to any extent by the positive part of the voltage wave which reaches the grid.



On the other hand, the negative wave of potential does not produce grid current, and is consequently not damped out: it, therefore, exerts its full influence on the form of the plate current. The resulting wave-form of plate current is, therefore, not symmetrical with regard to the horizontal time axis and will actuate the telephone diaphragm.

In the case of hard valves the grid leak is placed in shunt across the condenser to prevent the grid from accumulating too great a negative charge, thus stopping rectification.

There are enough positive ions in a soft valve to render the use of a grid leak unnecessary. These are atoms with a positive charge which are attracted to the grid when it tends to become too negative, and thus restore equilibrium.

With regard to the practical use of valves in wireless sets, the choice of a tube depends on the use to which it is to be put, and whether it is to be used with dry cells or accumulators.

For radio frequency or h.f. amplification a valve with low capacity between the plate and grid is to be preferred. As these valves do not have to pass large electronic currents, the filament emission may be small, and tubes in which the leads are lead in from opposite ends of the bulb (as in the V24 type made by the Marconi Co.) may be used, or valves of the "peanut" type with small elements, such as the WD12 or UV199 made by the Radio Corporation of America.

For the detector a soft tube gives good results, but usually requires rather fine filament control, and has too large a current consumption for dry cell operation.

Audio frequency amplifying valves should be able to deliver relatively large values of plate current without distortion, which means that they must work over the straight portion of their characteristic curves.

They should be capable of giving a large electronic filament emission since this limits the plate current they can deliver to the loud speaker. Valves of the well-known 201A class are suitable for power valves, especially for the last stage of amplification.

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We try to teach the apprentices to think in a logical and orderly manner. We believe that every skilled trade is in its nature an art, that like the arts it must be practised at an early age, and that the basis of early training lies in the discovery of the reasons underlying principles and laws which govern every day phenomena.

A question was asked an instructor the other day by an apprentice boilermaker, "What is use of Algebra to me in my trade?"

When the question was referred to the class for an answer, one lad replied, "Algebra teaches you to think quickly and correctly, not only in algebraic problems but in other walks of life."

His anwer was quite right.

Clear and quick thinking breed skill and accuracy, and there are not many jobs where skill is unnecessary or accuracy not required, while there is no job where the skill of the workers is not useful to him.

Last year 53 apprentices completed the three years' course at the College, 26 gaining the Railway Department's Certificate of Proficiency, 11 of whom obtained pass credit marks.

The men that make their mark in the world are not generally the men of surpassing genius, but those of average intelligence who use their brains faithfully and zealously.

But it is not only proficiency in mathematics or mechanics that is necessary for a man to be a success in any trade or profession. A man must also be of good character.

On the railroad of life, knowledge and skill form the mechanism of the engine, while the will to succeed, the energy to work, and good character form the driving power.

Melbourne Goods Sheds Activities

THE agricultural produce received at Melbourne Goods for the month of August, 1925, showed a decline in most commodities as compared with the corresponding month last year, as will be seen by reference to the following figures:—

Commodity.	Aug., 1924.	Aug., 1925.	In-crease.	De-crease.
Wheat	1,265	2,339	—	1,926
Flour	37,574	35,200	—	2,374
Bran	5,416	4,559	—	857
Pollard	553	1,961	1,408	—
Oats	14,574	16,688	2,114	—
Peas	385	708	323	—
Beans	1,189	404	—	785
Barley	4,345	4,067	—	278
Malt	5,584	4,841	—	743
Maize	9,144	7,592	—	1,552
Chicory	2,943	2,709	—	234
Potatoes	209,990	115,685	—	94,305
Onions	32,470	13,126	—	19,344
Carrots	3,465	2,858	—	607
Grass Seeds	467	734	267	—
Chaff	141,774	162,998	21,224	—
Swedes	228	679	—	451
Linseed	225	—	—	225
Millett	1,294	404	—	890



HORTICULTURAL NOTES

What to Do in the Garden during October

WITH the advance of Spring, gardeners should get their gardens ready for a good display for the later Spring and Summer.

The most important thing to attend to is the soil, as it is only love's labor lost to try to get a garden in good condition if your soil is unfertile.

All unplanted ground should be dug and cleaned, and the surface kept in good condition by hoeing and raking.

Now is the time to kill and remove all weeds from gravel paths.

Support the stems of herbaceous plants, so that they will not be broken off by rough weather.

Sow These This Month

Bartonia, Candytuft, Calliopsis, Centurea, Dianthus, Caillardia, Larkspur, Lobelia, Marigold, Mignonette, Nasturtium, Phlox, Stocks, Celosia and Cockscomb, Azaleas, and Rhododendrons.

Tomato plants, Pumpkins, Vegetable Marrows, French and Kidney Beans, Potatoes, Beetroot, Summer Lettuce, Carrots, Parsnips and Spinach.

Roses.—Should dry weather set in, aphides and other insect pests are bound to appear. At the first sign of aphides, the trees should be sprayed with red oil or nicoteen.

Both varieties of Celosia and Cockscomb are worthy of cultivation, and are well worth the trouble. Seeds should be sown in pots of light rich soil and plunged in a great heat; the young plants pricked out as soon as they can be handled and planted in small pots, and as these fill should be shifted into larger pots.

Those of 8in. diameter are large enough to finish with, but the plants should be kept in heat until the combs are formed, which will take place when the plants become pot-bound. Seed can be sown in the open this month.

Both Azaleas and Rhododendrons are beautiful flowering shrubs, and should be found in all shrubberies. They do best in a light loam, and should be planted in a sheltered position. Plants of both may be planted now.

Remove Pansies and Spring-flowering plants that cannot stand strong sunlight to more sheltered positions. Fill vacancies with suitable annuals, such as Salvia Bonfires, Asters and Petunias.

As the vegetable supply is so short and high prices ruling, all uncultivated ground should be utilised for the production of household crops.

It is now safe to plant Tomato plants. The best position is against a fence or where they can obtain substantial support, for, if left to trail on the ground, the fruit is damaged. Abundance of room and a deep rich soil is all that is needed for this prolific vegetable.

Plants of Pumpkins and Vegetable Marrows should be hardened off in shelter houses ready to be transplanted this month.

Select a rich piece of land, and without any additional dressing sow seeds (or plant) four or five feet apart; at the same time a few grains of maize should be sown either in drills or broadcast, which will both shade and increase the crop, as well as keep the fruit cool when ready for cutting. Seeds of these may be sown in the open this month.

French or Kidney Beans require a warm, well-drained soil. Kidney Beans pay for generous culture. See that the soil is well dug beforehand. For early crops the best position is the north, but in all cases full exposure to the sun is necessary.

Plant main crop of Potatoes, such as Coronation, Carmen and Arran Chief. Keep soil tilled and free from weeds by use of hoe in rows that have made a start.

Old Cable Cars

THE conversion of the Melbourne cable tram routes to the electric system will necessitate the scrapping of hundreds of dummies and cars. In all, the Tramway Board owns about 600 of each of these, and as the various lines are converted the rolling stock released is offered for sale to the general public. An upset price of £5 for dummies and £11 for cars has been fixed, and already a large number have been purchased by the general public. It is now a common sight to see one of the cars perched up in a railway truck en route to the country. In the city they are transported on a motor lorry.

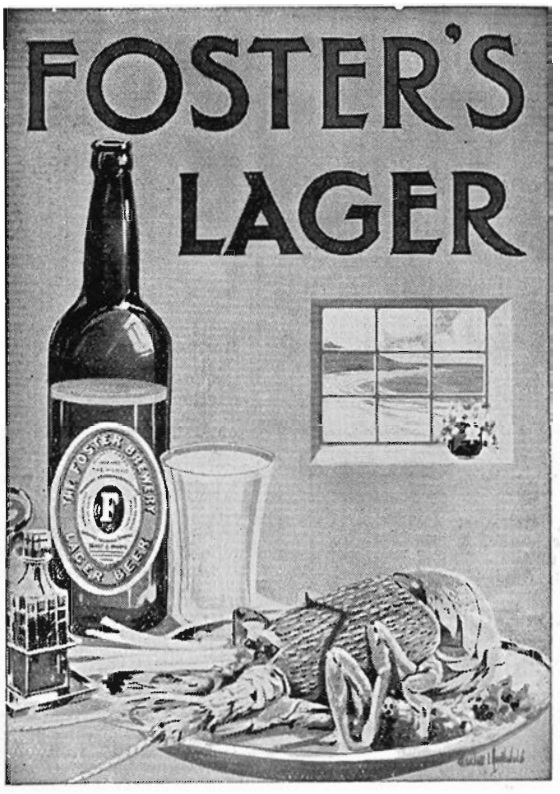
Mr. Clapp's Second Term

The Chairman of the Victorian Railways Commissioners, Mr. Clapp, on September 17 commenced his second term of five years as Chairman.

During the last five years Mr. Clapp has brought about considerable improvements in the administration of the Victorian Railways, and has inspired confidence in the system not only among the public, but among the staff.

Notable among his campaigns have been that for increasing public co-operation, stimulating primary products, encouraging home consumption of fruit, reorganising the stores system of the Department, and improving the facilities for the education of young railwaymen.

Readers of the Magazine, we feel sure, will wish Mr. Clapp a happy and prosperous second term.





THE QUICKEST WAY

For removing Dirt, Grease, Oil, Paint or Grime Stains from the Hands

SOLV-OL

ALL RAILWAYMEN SHOULD USE IT

J. Kitchen & Sons Pty. Ltd.

Who and What Supply the Power for the Electric Trains

(Continued from page 549)

and not brawn to their task. This will be readily appreciated when it is considered that coal represents 60 per cent. of the total cost of generation.

One of the features in the boiler house is the Bailey boiler meter which has been installed on each individual boiler for the purpose of assisting the firemen to maintain a pre-determined standard of combustion. These meters are arranged in such a way that they can be set and provided the men work to these meters they maintain the standard of combustion set by actual test. In this connection the results obtained by the firemen have been particularly gratifying.

Mussels Caused Some Trouble.

Ash is removed from the ash hoppers under the boilers by means of a suction system, and after being quenched by a water spray, is loaded into trucks on a track at the end of the boiler house for removal.

A laboratory, where all the coal used in the power house is tested, and the boiler water checked, so that any defect or altered working in the conduct of the boilers may be instantly detected and its real cause ascribed, is incorporated in the station. General chemical testing incidental to the plant is also carried out here.

The water for the condensers enters by means of conduits from Hobson's Bay. The intake is from an arm of the bay, while the despatch after passing through the condensers is turned into a small dock on the east side retaining wall, thence into the river. This ensures that the water heated in process of condensing steam does not mix with and raise the temperature of water en route to the condensers. Special arrangements have been made by means of revolving screens to remove the debris from the incoming water, but despite the utmost precautions mussels in the embryonic stage get through and attach themselves to the conduits. At one stage some years ago it was feared that they would interfere seriously with the working of the power house, but by a careful study of their breeding periods, the staff now knows when to remove them so that they do the least damage. The record year for the removal of mussels was several years ago, when 190 tons were removed from the conduits and screens.

A Silent-Running Organisation.

This brief survey gives some slight indication of the operations of this vast enterprise at Newport. It is a silent running organisation which does not come under the public eye, but it is, nevertheless, one of the most important branches of the service.

Electric trains have become an essential part of the daily metropolitan life, but trains without motive power would be useless.

Newport supplies that motive power, and does it thoroughly and efficiently, and the public of Melbourne is indebted to the staff which carries on its work so silently and well.



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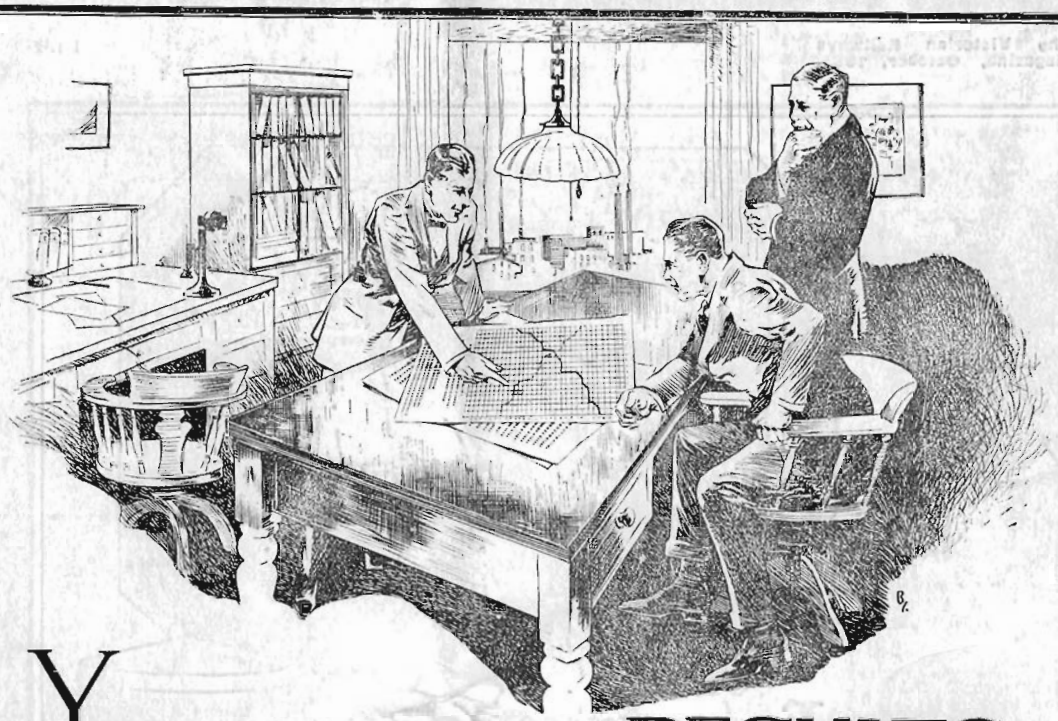
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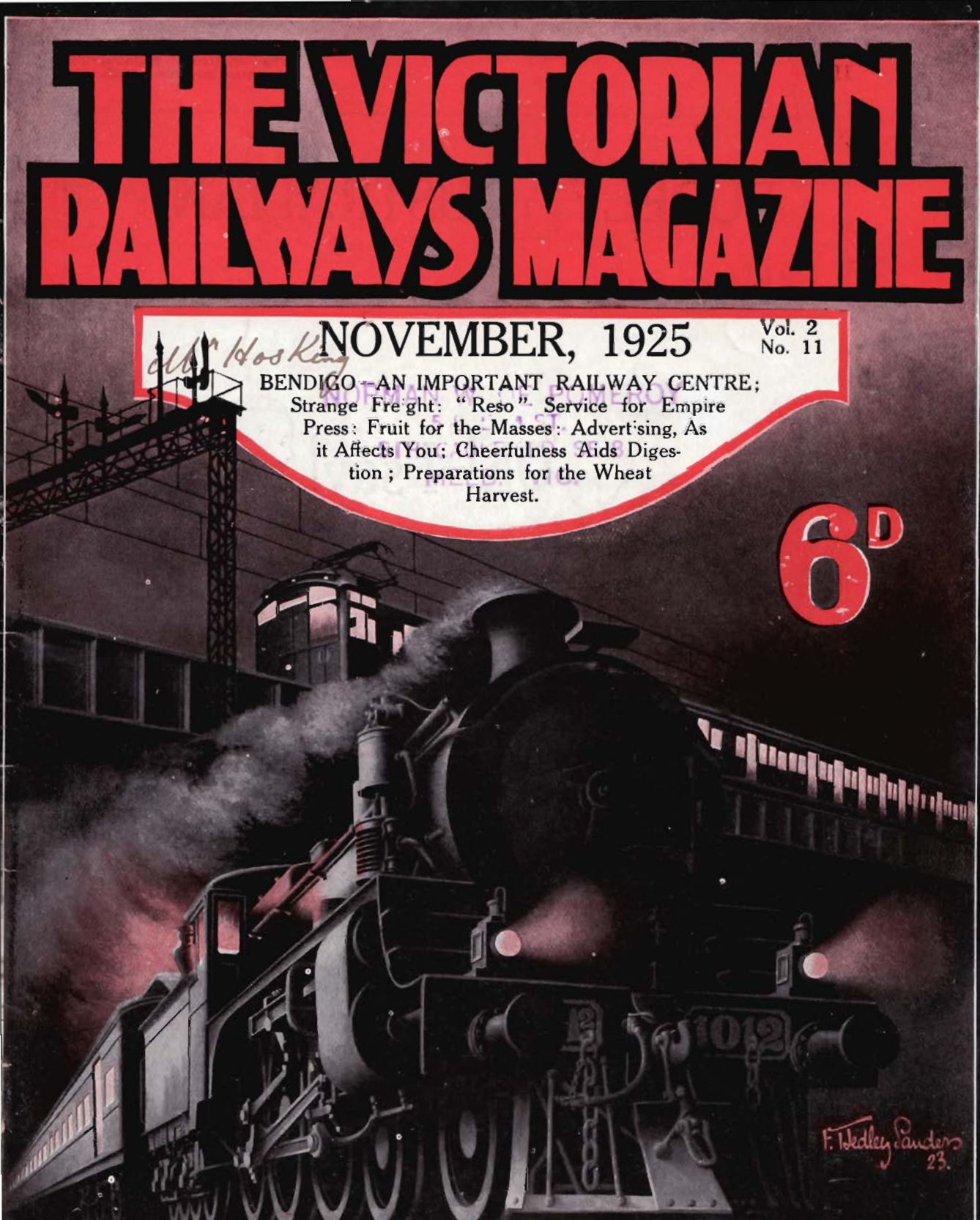
THE VICTORIAN RAILWAYS MAGAZINE

NOVEMBER, 1925

Vol. 2
No. 11

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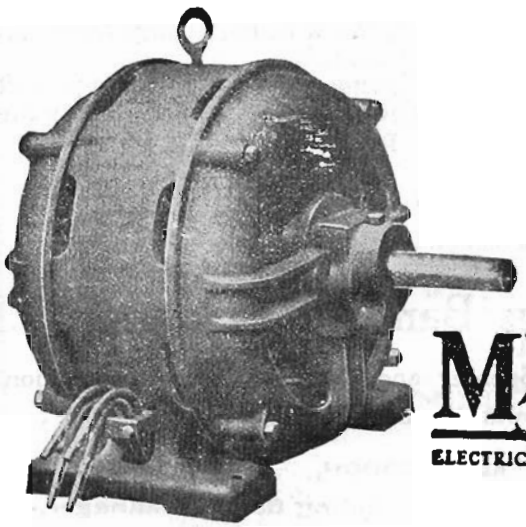
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This heightened sense of responsibility is carried into his private life. It gives the railway man a serious view of citizenship, and leads him to save consistently.

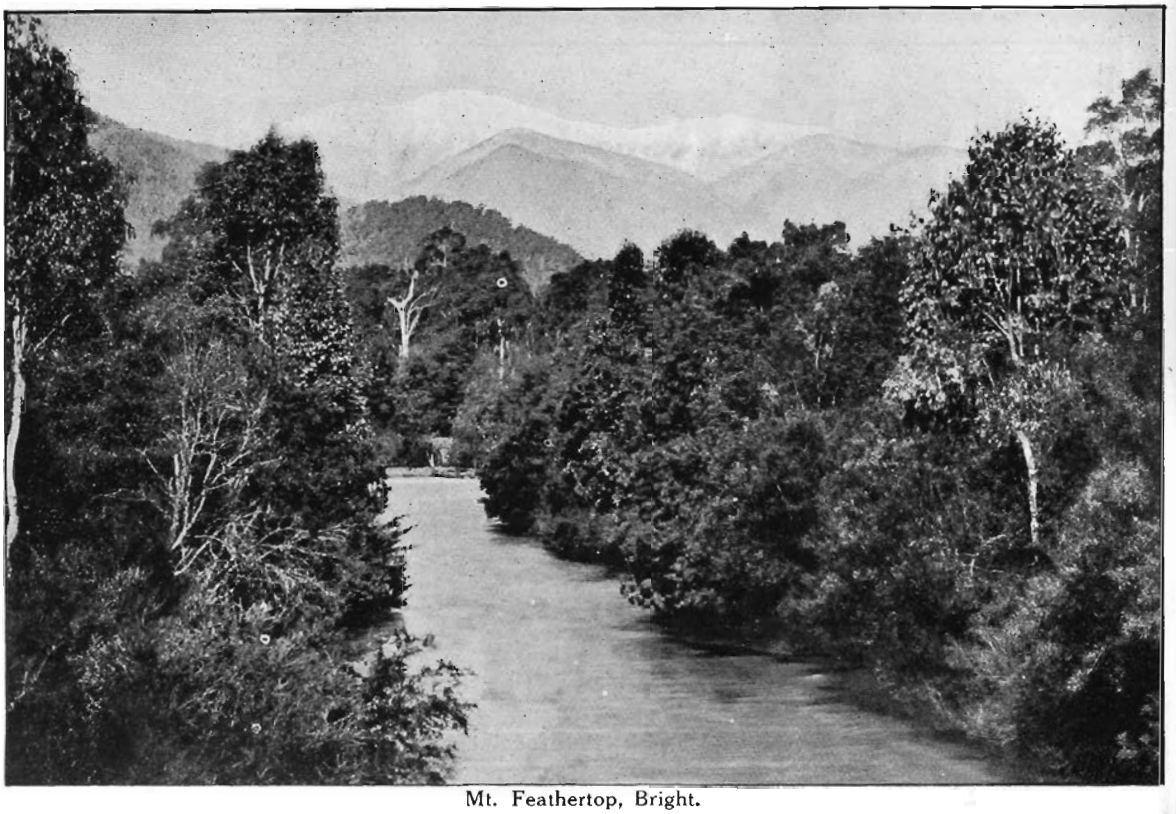
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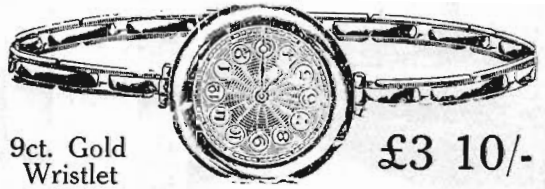
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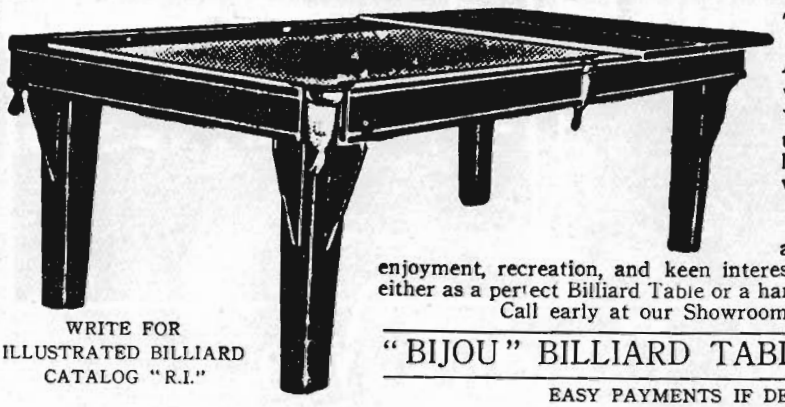
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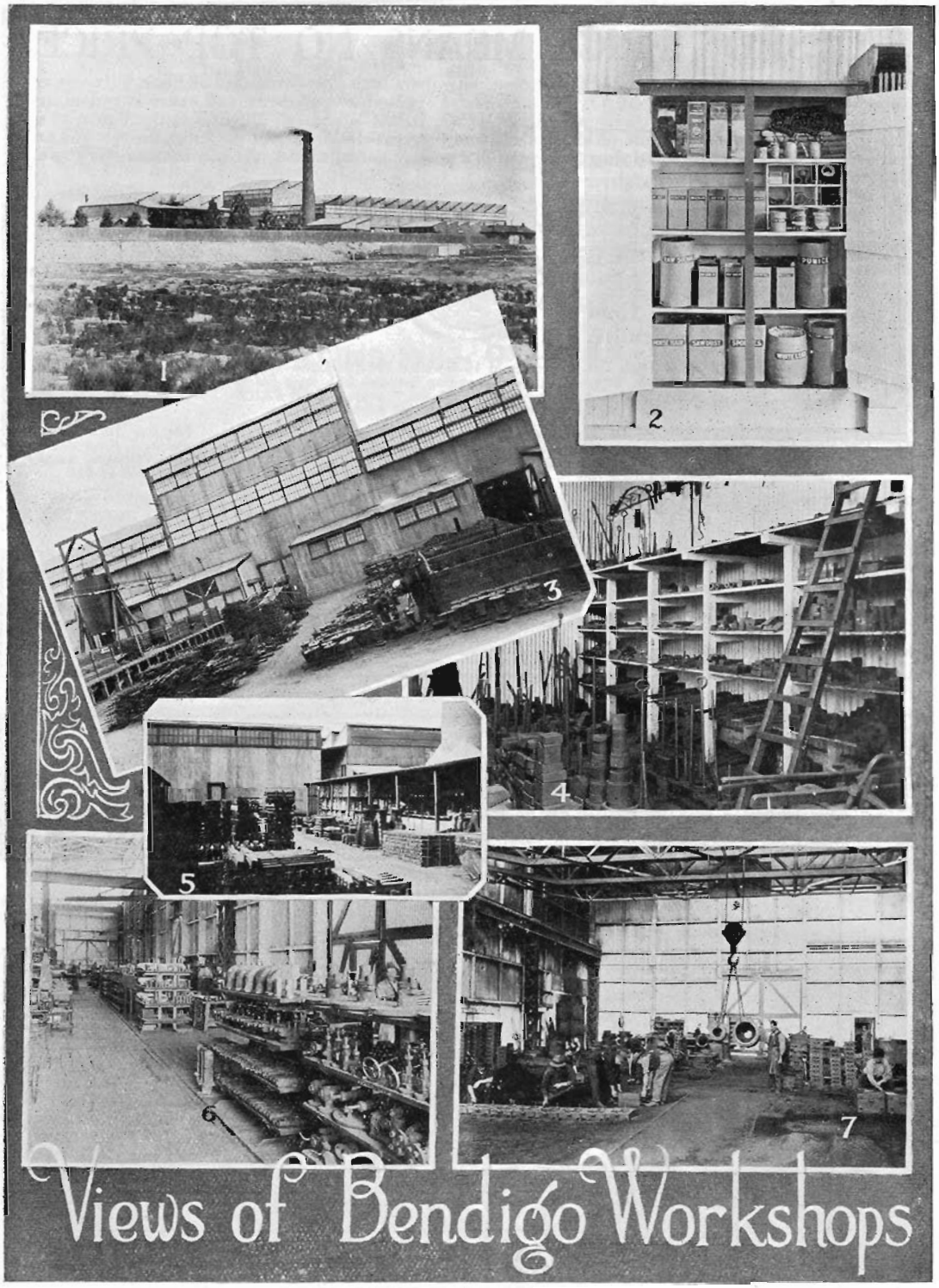
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(1) General view of the Workshops from the north. (2) This is the way to keep cupboards. A view of the paint shop cupboard, a model of neatness and cleanliness. (3) One aspect of the scrap yard. (4) A corner of the blacksmith's shop. (5) In the store yard. (6) In the turning shop, showing how everything is kept off the ground, and in its allotted place. (7) The moulding shop does some fine work. It is the only railway moulding shop outside Newport.

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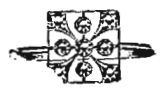
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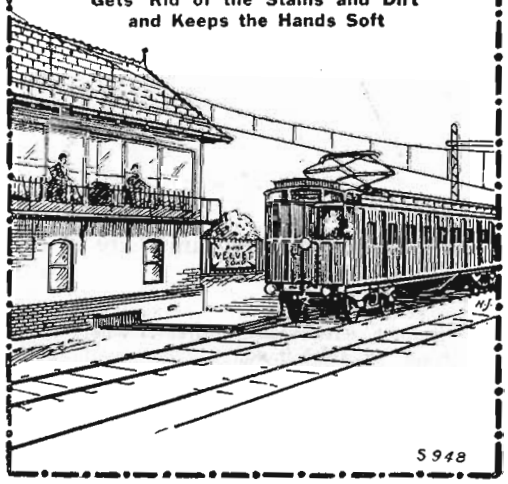
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5948

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Australia could not get on without the example and teaching of its women.

When times are bad it is the woman who cheers her husband, it is the woman who keeps the home going by her adaptable common sense, by her spirit and her power to encourage her husband and sons. And it is the woman who most conscientiously practices thrift, for every good housewife is thrifty, many from necessity, some from experience and all from the knowledge that theirs is the spending end and upon their wise restraint depends the welfare of the home and the realisation of ambitions.

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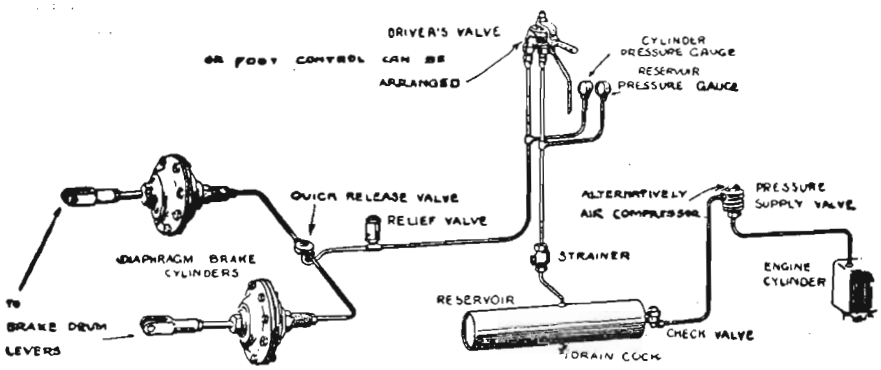


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Articles published in the Victorian Railways Magazine express the views of contributors, and are not to be accepted as coming from the Administration unless specifically stated.

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It is delivered free to all members of the Victorian Railways Institute.

Articles and reports on matters of interest to employes, short stories and verse, photographs and pen-and-ink sketches, suitable for reproduction, are invited from employes and others willing to help. They should be sent to reach the Editor, "Victorian Railways Magazine," Room 6, Railway Institute, Station Buildings, Flinders-street, Melbourne, not later than the 15th of each month. Correspondence relating thereto is carried free over the Victorian Railways.

Matter for publication should bear the signature of contributor, and should state whether it is to appear over his name or a nom-de-plume.

All enquiries, except on advertising matters, should be addressed to the Editor.

Telephone enquiries to Central 5480; or Railways 174.

For advertising rates, application should be made to the Railways Advertising Division, Savings Bank Buildings, corner of Spencer and Collins-streets, Melbourne.

Telephone enquiries to Central 6414, or Railways 139.

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The Victorian Railways Magazine

FLINDERS STREET STATION MELBOURNE.

TOPICS OF THE MONTH

Transportation Feats.

VICTORIAN railwaymen have again demonstrated during the last month that they can back up their expression of desire to render good service by "delivering the goods."

Following so closely on the handling of the 1,500,000 passengers during the visit of the American Fleet, they have transported the Melbourne Royal Show crowds — 214,222 people — without a single hitch.

That the public appreciates this first-class service is evidenced by the fact that 13,000 more passengers were carried to the Show this year.

* * *

And on top of this comes the outspoken appreciations from the delegates to the Third Imperial Press Conference. These visitors from overseas have travelled on railway systems in all parts of the world. They know that of which they speak, and their opinions command respect.

It is reasonable to assume that they will relate their experiences when they return home, and that Victoria will benefit as a result.

* * *

There is satisfaction in a job well done. There is increased satisfaction when we realise that our work will eventually benefit the community in which we live.

Is Neatness a Fad?

IS neatness a fad, or is it a meritorious measure which deserves the attention of every railwayman? Is it necessary, and if it is practised does it result in any real good?

* * *

These are questions which Victorian railwaymen have been asking. There are differences of opinion, but we venture to suggest that those who have watched the change in the appearance of Victorian railway station premises in recent years will concede that neatness and order have had the effect of increasing public respect for the Service.

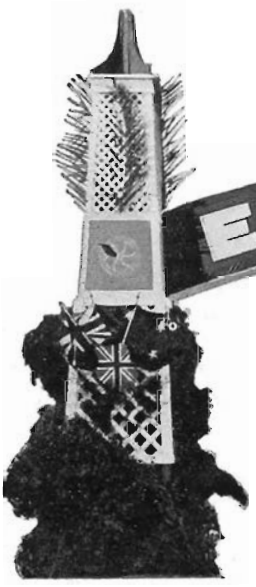
And it is also safe to say that the Victorian railwayman, having clean surroundings in which to do his work and come into contact with the public, has an increased respect for himself and for the Service with which he is connected.

* * *

The railway workshop man is not behind his colleagues in the other branches in regard to neatness. The majority will agree that the untidy workman is careless, and that a careless man is extravagant in the use of material and of his labor.

Neatness is not a fad. It is economical. It makes for better work. It is in the best interests of employer, employee, and the public.

Victoria Welcomed the EMPIRE PRESS





VICTORIAN railwaymen played an important part in the reception of the Empire Press delegates to Victoria. The Department placed its best at the service of the delegates. They said that Victoria's Railways were equal to the world's best.

WE have just had with us 70 delegates to the Imperial Press Conference held in Melbourne. These delegates came from every corner of the empire, and represented some of the most powerful newspapers in the world.

From London and other English cities, from the tropical heat of India, from the wide spaces of South Africa, from Canada, from New Zealand, even from Malta, these delegates came.

Unfortunately, the stay of the delegates in Victoria was not as long as might have been wished. Through an unfortunate combination of circumstances their sojourn in Australia was not very evenly distributed over the various well developed sections, and so Victoria could only claim their attention for about five or six days.

The fullest advantage was, however, taken of this time. The visitors arrived at Abury on Monday, September 28, by special train from Sydney, and were motored by the Albury people to the Hume Reservoir, nine miles above Albury.

Best Resources of the Department

The best resources of the Railway Department were placed at the disposal of the visitors for the trip to Melbourne, which was accomplished without a hitch.

On the Friday, a special train took the delegates to Yallourn. To say that they were surprised at what they saw is to state the position only mildly.

On the Saturday, the visitors were taken in motor cars by the State Government for a motor picnic to the ranges adjacent to Melbourne.

On Monday, October 5, the Victorian Railways had an opportunity, better than any previously afforded, of showing what could be done by railwaymen.

The Reso train started out shortly after midnight for Camperdown. The train looked fine—"C" van next to the engine containing the stores and quarters for the crew, the Carey car, the Avon, a diner, three sleepers, and the Norman parlor car.

The dining car staff rose to the occasion, as they always do, and put on a fine breakfast, which made everybody ready for Camperdown, where the local people turned out with motor cars for an inspection of the district.

After having explored the big fertile stretches, been to Mrs. Black's wonderful place, inspected the Trufood factory, and had a close look at the fine sheep on Wooriwyrite Station, the delegates came back to the train immensely impressed.

Visitors Were Impressed With Colac

The afternoon was devoted to Colac, and it is safe to say that it would be difficult to find people more impressed than the guests of the Colac people after they had seen the wonderful agricultural and dairying country lying to the north of the town and, from the famous Red Rock, looked over the magnificent stretch of hills and lakes.

It was a long run that night to Rochester, through Geelong, Ballarat, and Maryborough, but it provided a delightful change in the weather. Monday was somewhat bleak, although not too unpleasant, but Tuesday was wonderful, and the trip made through the irrigation district out to Lockington and Bamawm was a revelation.

The afternoon and evening were devoted to Bendigo, and one could easily see that the glamor of the old mining days at Bendigo had a strong hold upon the visitors. They talked of mines and gold and poppet heads and things like that quite a lot, but they soon found that Bendigo had another tale to tell when they saw the big factories.

The Railway Department rose to the occasion here, and under the guidance of Mr. W. Tredinnick, the District Superintendent, the

The arch at the top of this page was erected by the Bendigo Works' Branch outside the Bendigo Station to welcome the Empire Press delegates.

I CANNOT leave Melbourne without sending you a few lines of warm appreciation of the wonderful service which has been given to the Imperial Press Delegates, during our visit to this great State, by the Victorian Railways, which have done so much for the development of this progressive and prosperous portion of the Commonwealth.

Most of us are seasoned travellers, and our testimony is fortified by both sincerity and experience when we tell you that we have never travelled under more comfortable or delightful conditions.

Your special train was a revelation. I confess, when I contemplated the great distances of this Commonwealth and the many difficulties of transport, I expected that some inconveniences of travel might be encountered. But I can assure you that, judging by my own experiences, the Victorian Railways can, in the comfort and attention afforded its passengers, hold their own among the great railway systems of the world.

Your staff were invariably most attentive and courteous in their duties, and many of the delegates have remarked on the smoothness, punctuality and unobtrusive efficiency of all the arrangements, which were indicative of a well-trained and conscientious staff.

Our creature comforts were provided in a truly princely fashion, and we desire particularly to congratulate the catering staff on the excellence of their culinary arrangements and attention throughout. We also desire our thanks conveyed to the conductors, mechanical and other members of the staff who did so much to ensure pleasant, safe and instructive journeys.

We quite understand that all this could not have been possible without much careful organisation on your part, and, as President of the Delegation, I offer you our deep gratitude for your memorable hospitality and our congratulations on a splendid service.

BURNHAM.

Copy of letter received by the Chairman of the Railways Commissioners (Mr. Clapp) from the Chairman of the Empire Press Conference (Lord Burnham).

Works Branch erected a fine arch.

Lord Burnham was very much tickled by this little attention, and in a speech made in his own inimitable style at dinner in the town hall, he said they could not have been treated better if they had been officers of the American Fleet. It was the first place where they had had decorations of any kind, he declared.

The train had a fast run home, and got in well before time to Spencer-street.

Towards the close of the trip, Lord Burnham invited the staff to meet him in the Norman car, and there expressed to them how deeply the visiting party had appreciated the attention shown them and the high degree of efficiency which had characterised every service rendered.

Those on board were rather interested by the moving picture shows given on the two nights when the train was travelling. A moving picture show in a train is not a very usual thing. Although it is a feature here and there in certain parts of the world, so far as Australia is concerned it is a novelty.

It was quite a privilege to have on the train members of the State Ministry and leading officers of public departments, as well as representatives of the metropolitan and provincial Press. It was a good thing to be close to gentlemen like these for a few days.

It is interesting to review what the delegates thought of Victoria. They said more than once that the development and evidences of enterprise in Victoria were most striking, more striking, some declared, than anything they had observed in any other place they had visited.

This may have been just a little piece of friendly comment, but making allowance for a little exaggeration inspired by the desire to please, we can declare without any hesitation that by the visit to Victoria of the delegates to the Imperial Press Conference, the friendly reception the delegates everywhere received, the complete arrangements made by the Premier's Office, under the direction of Mr. C. C. Gale, the local committee of the Empire Press Union, under the direction of Mr. A. C. C. Holtz, general manager of the "Argus," and by the Railway Department, in co-operation with the local people at each place visited, without whose aid nothing could have been done, this State has received an advertisement which could not be bought with mere money.

We believe that this trip will stand as a fine illustration of the value of good publicity. Publicity, we must always remember, is nothing more or less than salesmanship.



Strange Freight

Lions and guinea-pigs, cats and snakes, elephants and bees, fowls and monkeys, buses and trams, coffins and theatrical scenery are only a few of the unusual and peculiar consignments which have been carried on the Victorian Railways. This article mentions some interesting and amusing incidents connected with the carriage of this strange freight.

WHEN three tiger cubs were recently sent by rail from Melbourne to Sydney the matter was given considerable publicity in the press, and doubtless many persons acquired a hazy impression that such strange freight was far from common on our railways.

As a matter of fact, it is extremely difficult to name any kind of wild animal, or, indeed, any type of freight at all, which has not at some time or other been loaded into a Victorian railway goods truck or handed over to a worried-looking guard for transit by passenger train.

For instance, there are travelling circuses which are, when practicable, allotted a special train for their convenience when journeying from town to town.



Senior Foreman Jeffers.

A sensation occurred at Ballarat last year when Wirth's circus train was drawn up in the railway yard. One of the captive elephants relieved the monotony of his enforced imprisonment by smashing through the side of the louvre truck in which he was confined, and, with his trunk, stripping the tarpaulin off the next truck.

Clouds of Flour Around the Yard

Here he discovered several sacks of potatoes and flour, which he contentedly disposed of without delay. His hunger satisfied, he filled his trunk with flour from the remaining sacks, and nonchalantly blew it in clouds around the yard, subsequently displaying much annoyance when a couple of profane attendants took steps to discourage his harmless little pastime.

A well-known railway guard once had a nerve-trying experience while on a train out Gippsland way.

A traveller had deposited his luggage in the van, together with a large sealed box, and the guard, casually sorting his papers and parcels, was suddenly thunderstruck to notice the head of a snake emerge from a split in the side of the box.

Apparently interested in the appearance of the guard who coyly retreated to the far side of the swaying van, the snake crawled out of the box, and was immediately followed by another snake.

The guard, remembering that he had a two-mile run before the next station was reached, seized a pole from a corner of the van, and, more by good luck than good management, succeeded in killing the first snake.

Meanwhile, the second snake had been followed by a third and a fourth, and the perspiring guard, with commendable celerity, opened the door of the van, swung himself on to the footboard, and slammed the door behind him, clinging to the side of the train until the next station was reached.

The traveller who owned the box was then hastily summoned, and proved to be a snake charmer.

"Hang it all, Man!"

His terse comment when he saw the dead snake on the floor of the van was typically professional.

"Hang it all, man!" he snapped, as he bent down to secure the remaining snakes, "You've gone and killed the best one I had!"

Senior Foreman Jeffers, of "A" Shed, Melbourne Goods Sheds, can tell some interesting stories concerning peculiar freights which he has seen handled on the railways.

"Strange freights!" he remarks, with a laugh. "I've seen lions and tigers and reindeers and monkeys trundled into trucks Bees, elephants and guinea-pigs are common, too.

"We had two tigers and two lions here in crates a little while ago, and when the laborers were getting one of the lions into the truck, they accidentally bumped the crate and smashed a corner.

"The lion promptly (*Continued on page 676*)

Send your stories of the human side of railroading to your Magazine.

"Clear Decks for Action"

Handling of the wheat harvest is the biggest job which the Victorian Railways Department has to tackle each year. Railwaymen are now "clearing decks for action"—to borrow the navy term—in preparation for the forthcoming wheat season.

(By Mr. T. G. Murphy, Officer-in-Charge of Williamstown Pier.)

SUCCESSFUL transport of Victoria's huge wheat harvest from farm to railway stations, thence to the seaboard, stacking depots, and to overseas steamers, requires considerable, carefully thought out, and well planned organisation on the part of all the interests involved.

Things do not just happen at the psychological moment. Everything in the whole scheme down to the smallest detail has to be thought out beforehand and dovetailed in so that when the machine begins to operate, its smooth running is practically guaranteed.

The time is rapidly approaching when the business of handling the 1925 harvest must be given serious and careful consideration by all concerned.

Plentiful rains which fell over the wheat areas in September, and the cool, showery weather since then, practically assure a yield well above the average.

Chartering of vessels to carry the exportable surplus overseas is already well under way, and the carry-over from last season is being rapidly disposed of.

Preparations in the Sheds

Overhauling of gear and floors of sheds at seaside stacking depots is receiving the necessary consideration, so that no difficulty shall be experienced in placing the daily surplus, in excess of shipping requirements into stacks as it arrives at the seaboard.

Cornsacks, from now on, will be worked to all branch lines throughout the wheat belt, thence to the farm in readiness for the golden grain.

At the end of November, teams of horses and men will be organised to transport the grain from the farm to the railway station. At the larger stations gangs of men will be in readiness to receive the grain from the waggons and place it in temporary stacks on well-prepared dunnaged sites.

The Railway Department is having its trucks repaired and retared in readiness to be drafted away to all branch lines leading out to the farthest outback stations — Renwick, Serviceton, Panitya, Yaapeet, Goroke, Yanac, and Patchewollock on the west; Mildura, Robinvale, and Kooloonong, on the north-west; Murrabit, Gannawarra, Cohuna and Echuca, on the northern, thence into New South Wales, via Deniliquin and Balranald; Picola, Tocumwal, Cobram, Yarrawonga, Wahgunyah and Wodonga, on the north-east.

The staff at the various stations will have to be strengthened. Engines and engine crews will require to be sent to operating bases at the principal junction stations.

After the second week in December, trucks laden with the golden grain will be set rolling from the outlying stations on the branch lines towards the junction stations on the main trunk lines.

Powerful C and A2 engines will be in readiness there to haul the grain in huge train loads to the seaboard.

From then on to the end of April practically all lines in the wheat area will lead to Williamstown and Geelong, at which places the big bulk of the harvest is dealt with.

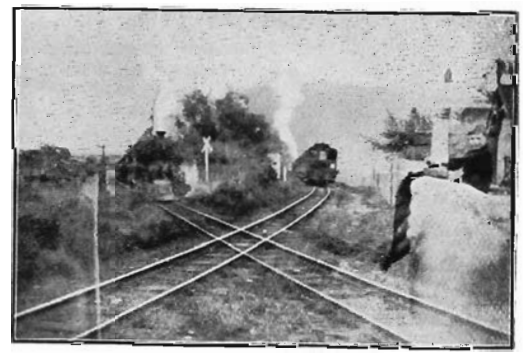
At Newport on the Williamstown line and at North Geelong expert staffs will be made available to receive, weigh, and partially marshal the trucks in readiness for placing at the respective stacking sites, and/or at the piers, where shipping will be ready to work day and night receiving the grain into its capacious holds.

Releasing Trucks Quickly

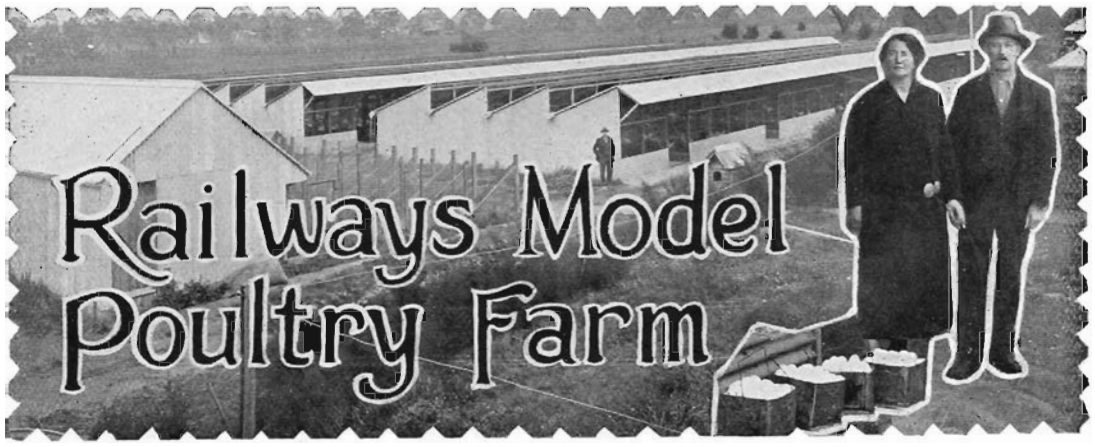
At the ports of shipment experts in handling the heavy flow of traffic in all its branches with all its intricate working will be made available by grain merchants, shippers, stevedores, and the railways, so that trucks will be released as expeditiously as possible, and made available for their return to the wheat areas to be again filled and keep the grain rolling in a continuous stream to its destination.

At Williamstown, which is the principal depot for grain export, as many as 700 trucks a day can be comfortably discharged and returned to the distributing depots in the country.

With a plentiful supply of shipping, as many as 600 truckloads can be stowed aboard in 24 hours.



Here's a freak photograph showing what can be done by means of double exposure. It was taken by Mr. R. Atkinson, fitter in charge at Ferntree Gully, and shows the narrow gauge train both arriving and leaving Ferntree Gully for Gembrook.



Three thousand hens, 2,000 ducklings, and an annual output of 50,000 dozen eggs—these figures give some idea of the capacity of the Victorian Railways Model Poultry Farm at Noble Park, near Melbourne. It is probably the largest and best-equipped farm of its kind in the State.

FEW people know of the Victorian Railways Poultry Farm at Noble Park. When they are told of it, they ask, "But what has a poultry farm to do with railway operation?"

With 40 railway refreshment rooms scattered throughout the State, and dining cars to be provided for, it is obvious that the Railways Department must use thousands of dozens of eggs in a year. It is obvious, also, that the Department must obtain those eggs in the most economical way—hence the poultry farm.

For many years all railway refreshment room requirements in the shape of eggs and poultry were supplied by private contract, but in 1922 the Department acquired a 16-acre tract of land, about half a mile from the Noble Park railway station, where it was decided to erect a poultry farm, which would make the Department independent of outside supplies.

Scores of Indignant Lizards and Goannas

The area of land was cleared of the light scrub which covered it, scores of indignant lizards and goannas were compelled to emigrate, fencing and draining were carried out. and up-to-date facilities for the housing, rearing and care of poultry were provided.

A plentiful supply of water is available from a well on the property, a windmill has been erected, and the fowls are housed under the intensive system in buildings arranged in compact lines, which makes for economy in labour.

The brooder house, which is heated by hot water pipes, has accommodation for 1500 chickens.

The laying houses are divided into 9ft. square sections, in each of which about 16 birds are kept. The floors are concrete, and cleaning operations are effected with a minimum of difficulty, a high standard of cleanliness being maintained.

As is usual in large poultry concerns, two breeds are kept — white leghorns and black orpingtons—and most of the green feed necessary for the hungry population of the farm is grown on the premises.

There are at present 3000 laying hens and 2000 Muscovy ducklings on the farm, and the annual production of eggs is 50,000 dozen. The total value of the output of eggs and table poultry for last year is estimated to be at least £3500.

The eggs and poultry are used in the Department's 40 refreshment rooms and in the dining car service, which is the largest consumer. Crates of poultry are despatched to the railway butchery at Spencer-street, where the birds are killed, dressed and stored in the freezing chambers until required.

Use Six Bags of Pollard a Day

The manager of the farm is Mr. T. Harding, who is also a poultry judge at the Royal Agricultural Show. He has had charge of the farm since its inception, and is assisted by his wife and a staff of four men and one boy, as well as an enthusiastic host of ferocious dogs, whose common ambition seems to be the extremely laudable one of tearing to pieces every unauthorised person who trespasses on the premises.

Poultry fanciers and breeders will be interested to learn that the ingredients which Mr. Harding has found to comprise the most satisfactory laying-mash are pollard, bran, Meggitt's meal, maize meal, pea meal, and finely-cut green stuff.

Some idea of the amount of meal required may be gauged from the fact that six bags of pollard are used each day.

In addition to the poultry and eggs, the farm also supplies a considerable quantity of vegetables for use in the refreshment rooms and on the dining cars.

Things We Are Talking About

Slogans Attract Attention—Rail Cars for District Officers—Re-painting Spencer Street Station—Railwaymen and the Unemployed—Reso Train, a Source of Pride

Mr. Molomby's Rail Motor

MR. Commissioner Molomby is a busy man these days organising for the transportation of Victoria's wheat harvest. He is assisted in this work by the Buick limousine which was fitted for the rails at Newport Workshops.

Great interest is taken in the limousine at each stopping place, and its arrival not only attracts attention to the purpose of Mr. Molomby's visit, but it is also the subject of favorable comment concerning the workmanship of Victorian railwaymen.

Since the publication of the photograph of the limousine in the last issue of the Magazine, requests have been received from country newspapers in the wheat belt to be supplied with prints.

Dodge Cars for District Officers

BY the way, the Department is also converting three Dodge motor cars from road to rail use for District Officers in the more important centres of the State.

One of the cars has already been placed in commission, and two others are now being converted at the Newport Workshops.

The cars, which will have the special turntable arrangement the same as Mr. Molomby's limousine, will greatly facilitate the work of District Superintendents and other departmental officials having business in the district. Officers will not be hampered by schedules, and will be able to stay in a town just as long as their business requires. The new arrangement will greatly facilitate administration.

Buffalo—An Ideal Resort

MOUNT Buffalo Chalet is now a definite section of the Victorian Railways Department, and this inducement to travel in Victoria should be made known by station staffs in the country districts.

Many country people are often in doubt where to spend their annual holidays, and a timely word from the railwayman regarding Buffalo will undoubtedly result in increased patronage for this excellent tourist house.

Now that the winter season is ending regular tourist travel on this line is desired, so that a steady flow of guests will be directed to the Chalet. Railwaymen who advertise this resort will not only be doing intending guests a good turn, but will be assisting to increase railway revenue.

Railwaymen Assist the Unemployed

THE Commissioners have received a letter from the Charity Organisation Society, expressing appreciation of the wonderfully fine contributions received from employes of the Victorian Railways Department in aid of the unemployed.

The total sum received by the Central Unemployed Relief Committee was £1618/16/2, and of this sum no less than £567/10/2 was received from railwaymen.

Practically every penny of the sum collected was expended in the direct assistance of the unemployed, all administrative costs being borne by the Charity Organisation Society. More than 3000 unemployed were assisted.

Reso Train—A Source of Pride

"LEARN about the Empire," was the text of a speech by Mr. C. F. Crandall, British United Press Ltd., Montreal, Canada, delivered at Colac during the tour of the "Reso" train.

"If the Empire Press Conference can fill the bill as efficiently as does that remarkably-equipped and administered Reso train, the Empire is safe for all time," Mr. Crandall said.

"The vision that designed the Reso train and the skill and energy that direct it should be a source of great pride to all Victorian citizens."

Re-painting Spencer St. Station

SPENCER-STREET Station, Melbourne's principal country train terminal, is undergoing a thorough overhaul. Painters are at work, and in a few weeks it will be fresh and clean and will present a striking appearance for the thousands of inter-State visitors who will invade Melbourne for the spring racing carnival.

This station is undergoing a gradual change. Work on the new country platform adjoining the suburban island platform is proceeding apace, and it is hoped to have it in operation for the Christmas holidays.

Special Bendigo Number

THIS issue of the "Magazine" is a Special Bendigo Number. Prominence is given to the work which railwaymen are doing in this important centre of railway activity.

Railwaymen in other centres of the State are also doing important work, and as opportunity offers a representative of the "Magazine" and the official photographer will visit their districts, with the object of pointing out for the information of readers of the "Magazine" the wide and varied scope of the operations of the Victorian Railways Department.



Here are some of the Imperial Press Conference delegates on the occasion of the visit by special train to Yallourn. In the party are (1) Lord Burnham, (2) Lady Burnham, (3) Sir John Monash, (4) Lady Violet Astor, (5) Major Astor, (6) Mr. J. O. Fairfax ("Sydney Morning Herald"), (7) Mr. A. C. C. Holtz ("The Argus"), (8) Captain Anthony Eden, (9) Mrs. Anthony Eden.

Slogans Attract Attention

"YOU seem to be very progressive in your railway administration in Victoria," remarked Mr. G. A. L. Green, of the "Cape Argus," South Africa, while touring Victoria with the Imperial Press delegates on the Reso train.

Mr. Green is a keen student of affairs, and the spirit of service which animates Victorian railwaymen was not overlooked by him.

He was keenly interested in the means adopted for bringing the Department before the public.

Our slogans interested him, and he agreed that they were a first-class means of driving home the sales message, be it for service or a commodity.

An S.M. who Goes after Business

RECENTLY, Mr. H. L. Jenner, Stationmaster, Drysdale, brought under notice that a large quantity of green peas was despatched from Drysdale and surruonding districts to the Melbourne market every year.

In the past growers have consigned a large portion of their consignments by boat from Portarlington, and Mr. Jenner interested himself in inducing the growers to despatch the peas by rail from Drysdale.

At his suggestion handbills were printed explaining the advantages of transport by rail.

Mr. Jenner's action has been commended.

Picnic Time is Coming!

WITH the advent of the finer weather railwaymen in all parts of the State will be gathering for pleasure and sport. Remember, the Magazine is yours. It wants your photographs, showing railwaymen and their friends at play. If you have no means of taking a photograph, tell us, and we will see what we can arrange.

Reso Trains of Uniform Make Up

AGAIN we have to dispel the impression that the Reso trains which ran for the benefit of the visiting American Fleet officers and for the Empire Press Conference were of special stock brought out specially for the occasion.

The trains were exactly the same as previous Reso trains which had been run in Victoria. In fact, the rolling stock used was the same as that used every day on the inter-State expresses. The sleeping cars were those used on the Adelaide express. The dining car was one which operates between Melbourne and Albury on the Sydney express and between Melbourne and Ararat on the Adelaide express. The other cars and conveniences were those in regular daily use on the Victorian Railways system.

It is the efficiency, good service and combination of the best resources of the Department which make the Reso train stand out as an example of first-class train operation.

A Word about the Magazine

THERE is a growing demand for the "Railways Magazine" by the general public, indicating that if we explain our work in an interesting way the public will take an interest in it.

Last month it was difficult to obtain a copy of the "Magazine" on any of the railway bookstalls after the middle of the month, hundreds more being sold than previously.

The daily press is also taking notice of our work and giving due credit to the railwayman for the way in which he is endeavouring to give the public of Victoria that first-class standard of service for which we are aiming.

Remember, the "Magazine" cannot succeed unless every railwayman helps it. We want your contributions, telling of the human side of railway work.

Workshops Men Prepare for the Wheat Harvest

Bustle and activity is the feature of the Bendigo Workshops in every department at present. It is activity with a purpose. Every man is "on his toes" preparing every available wheel of rolling stock for use during the forthcoming Victorian wheat harvest, which promises to exceed all records.

THE Bendigo Workshops, which repair the rolling stock operating in the vast wheat areas of the north, are the largest provincial railway workshops controlled by the Victorian Railways Department. Three hundred and thirty-five men are employed, every one of whom is proud of his association with the Department, and is keen to maintain that high standard of workshop administration which characterises the railway workshops in this State.

The Bendigo men are jealous of any attention or publicity given to other workshops. They contend that their shops are equal in appearance or output to any other. Of course, they give the palm to Newport for quantity, but for order and neatness and quality they claim that they are second to none.

They have reason for this claim, and they are willing to prove it. The Manager (Mr. P. O'Neil) and his men always welcome any one who desires to see the workshops in operation. The pride of the men in their shops is evidently infectious, because Bendigo people are just as proud of the fact that they have the workshops in their midst.

It is one of the show places in the district, and the Chamber of Commerce, the City Councillors, local clubs and organisations, and even the nurses from the district hospital, have paid visits of inspection, expressing admiration for all they saw.

Shops Occupy a Site of 15 Acres

The Bendigo Workshops were established just at a time when the foundries, for which Bendigo was famous some years ago, were languishing. Mining was also on the decline, and the mine blacksmiths and engineers found themselves out of positions. Naturally, they welcomed the establishment of the shops as a new avenue for employment.

The workshops are now Bendigo's main secondary industry. They occupy a site of 15 acres, of which 2½ acres are buildings. The layout of the shops is modelled on the lines of the best and most modern workshops in other parts of the world, and the machine tools include the latest and most up-to-date labour-saving devices, provided with the necessary motors, and electrically driven.

The main building, 338ft. x 200ft., exceptionally well lighted with a glazed saw-tooth roof, houses the erecting, machine, boiler, and smithy departments. The foundry, pattern-makers', woodworking machinery, paint and tube shops, are provided for separately.

In addition, provision has been made for hydraulic, pneumatic, air blast and steam services. The erecting shop is provided with 50-ton overhead cranes, 63ft. span, and the machine shop and foundry with 10-ton cranes. The equipment includes slotters, shapers, wheel lathes, and screwing machines, besides batteries of vertical drills, turret lathes, and a modern tool room.

The boiler shop has a roomy rivetting tower with a 30-ton crane, 150-ton hydraulic, 17ft. gap rivetter, large levelling rolls, plate edge planer, punch and shears, and pneumatic tools. The smithy is equipped with 19 fires, forge, spring and revolving furnaces, all connected to underground smoke flumes drawn by a 6ft. diameter chimney 100ft. high. The steam hammers are 3, 5, 10 and 25ft cwt. capacity. A spring-making machine, spring tester, and hydraulic buckler are provided for spring-making. The foundry embraces the 3-ton cupola with staging and jib cranes, brass melting furnaces, moulding machines, rumbler, grinders, benches, and other provisions in keeping with requirements.

The Workshops Cost £100,000

These workshops, which cost £100,000, are now employed solely on repair work, though in their time they have built 10 A2 and 8 Dd engines. The men are proud of the low percentage of locomotive faults which develop in engines working north of Bendigo.

Between 50 and 60 trucks are repaired each month, and about 12 cars and vans, while approximately 84 engines pass through the workshops for overhaul and repair every year.

The paint shop renovates and paints an average of two carriages a month, in addition to sundry stock, and five engines.

One of the features of the Bendigo Workshops is the moulding shop. No other country railway workshop has a moulding shop attached. Castings of all sorts are made, including cylinders for all classes of engines. The shops turn out cylinder covers, gate posts, signalling equipment, and parts for trucks and locomotives. In the brass moulding section axle boxes are a feature. Mr. A. E. Smith, Foreman in charge of the moulding shop, smiles when you direct attention to the fact that he has exactly the same names as our Chief Mechanical Engineer, and he will give the additional information that he was born at North Wiliamstown, the same birthplace as the popular designer of our latest locomotives

After a visit to Bendigo, one is convinced that no railway workshop in Victoria has a prior claim to the motto "Order and cleanliness." Bendigo shops are well up with the others.



Mr. A. W. S. Maggs (left) and his staff checking one of the large consignments of fruit which leave the Victorian Railways Bulk Fruit Store every morning.

Fruit buying in bulk is a risky business at any time, but when large quantities must be bought and distributed to the farthest corners of the State the risk is increased. Detailed organisation and careful management have eliminated a great deal of the risk so far as the Victorian Railways fruit stalls are concerned.

WHEN a traveller buys fruit from the stalls of the Victorian Railways Department, he has a reasonable guarantee that the fruit is of the best quality—it is fresh, of good size, and in the best possible condition.

Perhaps that traveller does not realise the care and attention which has been paid by the experts of the fruit section of the Railways Refreshment Services to ensure this A1 service. He does not know that there is a special staff whose sole object it is to buy the fruit, distribute it, and to leave no cause for complaint.

Of course, accidents do occur, and mistakes are made, but there is a constant striving to eliminate these.

The departmental bulk fruit store is in the Viaduct Buildings, adjoining Queen's Bridge, Melbourne, and it is there that the quantities of fruit are bought, stored, and later distributed to the fruit stalls in every corner of the State.

First-class Oranges Are a Feature

Orders arrive by telegram every morning from all centres, and the fruit is consigned on the first available train; fruit is always delivered on the day of ordering. Careful organisation is necessary to ensure that sufficient stocks are consigned for special occasions, such as at Bendigo to cater for the huge crowds who attended the Railway Picnic on October 10, or for sporting or other fixtures elsewhere.

Oranges, which are a feature of the Victorian railway fruit stalls, are bought direct from Victorian growers. On arrival at the bulk store, they are carefully graded, inspected as to quality, and allotted positions, according to the degree of ripeness, ready for despatch.

A stock of between 300 to 500 cases of fruit is constantly maintained at the bulk store. Apples are bought at the beginning of the season and placed in cool storage, so that there may be a regular supply until the next season. Bananas, passion fruit, and many other varieties are also bought in huge quantities, orders being lodged with the growers months in advance.

A Fruit Appetite Has Been Created

It may interest you to know that from 600 to 800 cases of fruit are consumed each week by travellers and the general public who patronise the railway fruit stalls. In addition, large quantities are supplied for the dining tables in the refreshment rooms and for cooking in the many kitchens supplying those rooms, also to the dining cars

It is the endeavour of the Manager of the Fruit Bulk Store (Mr. A. W. S. Maggs), an expert with experience in growing, packing, and wholesale and retail fruit selling, to maintain three varieties of fruit on all the railway refreshment rooms' tables. In the dining cars up to five varieties are always on hand, though the supply is increased everywhere in the fruit seasons.

Reduction of loss on account of waste has become quite a science in the fruit section of the Refreshment Services, and Mr. Maggs has brought into operation a special rack for the transport of peaches from the grower to the store. The peaches are laid in single rows on trays so that no *(Continued on page 678)*

Cheerfulness—A Great Aid to Digestion

First-class service cheerfully given and meals of the highest quality in the Victorian Railways Refreshment Services have resulted in largely increased patronage in recent years. Ask any of the Refreshment Room Managers the reason and he will declare it is because of the splendid work of those under him



MR. E. W. INGHAM, of the Bendigo Refreshment Rooms, is one of these Managers. He has a happy band of 25 girls, who look upon him and his wife more as parents than as "bosses."

It is a pleasure to be served by the girls at the Bendigo rooms. Soup and smiles go well together. Cheerfulness is a great aid to digestion. Appetite is stimulated by bright and pleasant surroundings.

Mr. Ingham's motto is to treat the girls well, and to tell them the reason why things are done. He is thus assured of their loyal support and co-operation.

The result is a well-conducted refreshment room on the Bendigo station, which is the pride of the staff and the subject of appreciation by the army of travellers who pass through this important railway centre serving the fertile and prosperous northern areas of Victoria.

Mr. Ingham has had long experience of refreshment room management, having previously been at Horsham, Wangaratta and Flinders-street stations. He long ago adopted the departmental dictum that service is the watchword for successful railway operation. He has applied this principle whole-heartedly to the management of the refreshment rooms at Bendigo.

The quality of the meals has long been famous. The heavy patronage of regular travellers on Mondays is proof of this. Good service ensures satisfied customers who come again.

Expressions of approval have become so frequent as to be now regarded as commonplace. One traveller from America was so impressed that he asked for a copy of the menu, so that he could show his friends when he returned to U.S.A. what an excellent meal was provided for the small sum of 2/-.

Poultry is served three times a week, and the menu is so varied that boarders at some of the Bendigo hotels periodically visit the refreshment roooms for a change.

On two Saturdays during October, when the finals of the Bendigo football competition were played, 250 meals were served each day, and on Railway Picnic Saturday, October 10, the staff were working at full pressure practically the whole of the 24 hours, in their efforts to maintain that first-class service for the huge number of visitors from Melbourne.

The kitchen of the Bendigo Refreshment Rooms is quite an up-to-date affair. It has a Metters range, a Galliers and Klaerr hot-press, and an Ideal steam and water boiler

If you suggest to Mr. Ingham that it is because of his efficient oversight that the rooms are so well conducted, he will laugh good-naturedly and point to his smiling, happy "family" of girls, also to Mrs. Ingham and his daughter, and declare that they are the real workers.

This is all very well, but a capable director is essential if there is to be a contented and hard working staff. No ship, no matter how good, can be efficient without a rudder!



Some of the happy band of waitresses and staff who m make dining at the Bendigo Refreshment Rooms such a pleasure. In the centre are Mr. and Mrs. Ingham and Miss Ingham, under whose able guidance the rooms have reached their present high standard.

"Advertising Doesn't Affect ME!" Yes—But Listen:—

Mr. A. W. KEOWN, Advertising Manager of the Victorian Railways, contradicts you in a firm yet friendly way in the following article, which he has illustrated with his own sketches.



WHEN the Editor asked me to write a page about advertising for the readers of this magazine, and added, "Make it interesting," he imposed a very pleasant but difficult duty on me. How could I cram it in a page?

Every railwayman is affected by advertising. By this I do not mean only that phase of it that we see on railway hoardings and fences and trucks, the revenue from which is such a growing item in railway finance—but advertising as it affects and shapes our habits and our very lives.

The origin of advertising is lost in the mists of antiquity. We do know, however, that in the cities of Herculaneum and Pompeii of ancient Rome, posters were used to advertise the merits of the baths or the attractions of the stadium.



It is feasible to imagine in prehistoric times, the cave-dweller disposing of the tenancy rights to his primitive hole in the cliffs by writing with a charred stick on a flat stone — "this desirable home to let—apply within."

Modern advertising has now reached a very high standard, and let me reaffirm that it does affect the life of each one of us, whether we would have it so or no. We have only to look back on the events of the past 10 years to realise what advertising has done for the world.



It has roused peaceful men to battle, raised millions of pounds in voluntary contributions for the sinews of war and the alleviation of its awful results, changed the habits of nations and re-established millions of men in civil life

While admitting its influence and power, nearly every one of us disclaims the influence of advertising as applied to our own selves.

"Oh! I never read advertisements—they don't affect me!" We've all said that at one time or another, haven't we?

And yet, if you think of the things you have bought or the things you have done in the past month, and analyse the feelings that prompted you to act thus, you must admit the influence advertising has had upon you. Faith-healing has not worked as many cures of ailing women as full page advertisements of "Snifter's Sale."

Psychology—that much over-worked word—plays an important part in the make-up of successful advertising. We have had instances recently that show how disregard of it can have dire results. Some of our tinned fruit exported to a foreign country bore as its trademark a bird. The natives of the country promptly assumed that the tins contained birds.

This, you might argue, was only "commonsense." Well, I only used the word "psychology" to show the Editor I could spell it correctly. There's really very little difference in application.

Even Nature is a great advertiser The brightest flowers attract the most bees, and the brightest colored insects are generally the hardest stingers.

Man, of course, is a pretty poor advertiser—compared with his helpmate, who instinctively turns to bright colors. The society columns haven't yet approached the question of describing the color of Mr. Man's tie or socks, you'll notice.

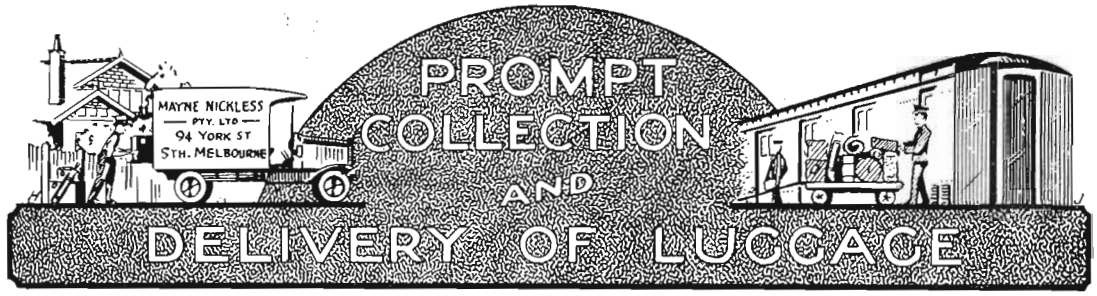
Does advertising make advertised lines cheaper? Economists are all agreed that it does, and prove to us that the buying public, instead of paying more for the product because of the huge advertising bill to foot, actually shares in the advantages of cheaper production which the increased sales (due to advertising) have brought about.

This sounds somewhat complicated now that I have written it, but it is difficult to compress these economic axioms into a small paragraph, and we'll leave it at that.



The day of the firm who disdained to cry their wares in the columns of the newspapers, or on the hoardings, or even in their own windows, is past—and so are they. The Scriptural adjuration to avoid hiding one's light under a bushel

(*Continued on page 673*)



An important new scheme for the collection and delivery of passengers' luggage from and to addresses in Melbourne and suburbs and in other states came into operation on October 1. This new arrangement will prove a boon to the travelling public.

IT is now possible to arrange for the railway carriers, Mayne, Nickless Pty. Ltd., 94 York-street, South Melbourne (Central 4974 or 4975), to call for luggage at your address in Melbourne or suburb and despatch it promptly to any railway station in Victoria, to Sydney, Adelaide, Brisbane, or Perth railway station, or to your address in Sydney, Adelaide, or the suburbs of the latter two cities.

When the carrier calls at your request, he will issue the usual luggage check, and will collect and book the luggage right through to your ultimate destination as above, provided you have a railway ticket for the journey.

You can purchase your railway ticket in advance at the Government Tourist Bureau, Spencer-street, or Flinders-street, and can arrange for the carriers to call at your address by completing the order handed you by the booking clerk and dropping it in the carriers' red letter box there.

If you have not found it convenient to purchase your ticket in advance, the railway carriers, at your request, will call at your residence and take the luggage to your starting station (Spencers-street or Flinders-street), where you will require to claim it by production of the carriers' receipt and your railway ticket, and have it booked to your destination.

When returning to Melbourne, you can arrange with the railway staff at any Victorian station or at Sydney or Adelaide stations for luggage to be despatched as usual by rail and delivered promptly by the Railway Carriers to your address in Melbourne or suburbs.

Prompt collection and delivery of luggage will be a feature of the new system. Luggage will be collected at any time between 8 a.m. and 5 p.m. in the city of Melbourne, but at least 30 minutes' notice should be given if possible. Collection from the suburbs will be effected during the hours mentioned, provided the following notice be given before 4 p.m.:—

Up to four miles	2½ hours
Up to eight miles	4½ hours
More than eight miles	1 day

Luggage will be promptly delivered anywhere in the city of Melbourne between 8 a.m. and 5 p.m., and luggage for suburban addresses collected at Spencer-street or Flinders-street station before 3 p.m. will be delivered at the passenger's residence on the same day.

The railway carriers will collect from passengers their charges on the following scale for the service between the residence and the metropolitan railway station:—

	Within City Boundaries.	Suburbs.
14lb.	1/-	1/6
56lb	2/-	2/6
112lb.	3/6	4/6
Each additional 56lb.	1/-	1/6

Railway Wireless Talks are being Appreciated

THE first definite indication that the railwayman's message is reaching the public by means of a series of wireless talks inaugurated by the Publicity Section occurred during the month.

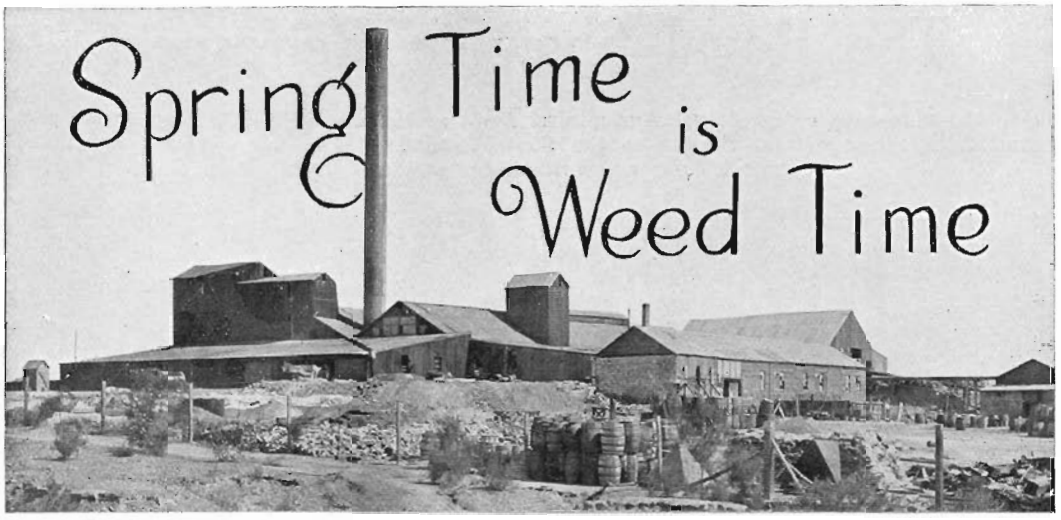
On September 30, Mr. W. Robert, Member of the Betterment Board, spoke on "Railway Transportation and Some of Its Problems." In this talk Mr. Robert dealt with the new system inaugurated by the Department for collecting and delivering passengers' luggage direct to the suburbs. He announced that the scheme would come into operation on the following day, October 1.

That morning a man from St. Kilda communicated with the carrier, intimated that he had heard the announcement the night before, and wished to take immediate advantage of it.

Talks given last month were:—

October 7.—"The Evolution of the Locomotive," Mr. G. Curtis, engineering member of the Betterment Board. October 14.—"Little-known Railway Concessions," Mr. H. R. Gollan, Assistant Publicity Officer. October 21.—"Slogans—Their Object and Application." Mr. A. W. Keown, Railways Advertising Manager. October 28.—"How Railway Advertising is Affecting Victoria," Mr. A. W. Keown, Advertising Manager, Victorian Railways.

Spring Time is Weed Time



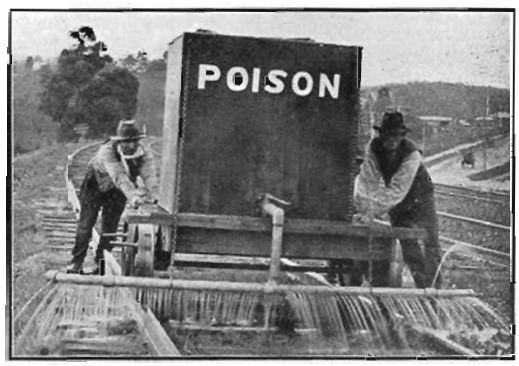
A general view of the works of Messrs. A. Victor Leggo and Company, California Gully, Bendigo, where arsenic and gold are reclaimed from metallic ores.

With the advent of Spring weeds flourish on railway tracks in all parts of the State—unless the permanent-way staff spends many back-aching hours in weeding, or the tracks are sprayed with arsenical solution. The bulk of the arsenic used by the Victorian Railways Department comes from Bendigo, 200 tons being supplied last year.

THE works of A. Victor Leggo and Company, at California Gully, Bendigo, were established in 1909 with the object of extracting gold by solution process. Gold was the primary objective in those days. Arsenic was a by-product. With the decline of gold mining in Bendigo, and the heavy demand for arsenic during the war, arsenic has now become the principal, and gold the by-product. Arsenic is obtained when working on gold-bearing ore, but there are some ores which have a larger arsenical content, and these are treated at the extensive works at California Gully. Ore is despatched in bags on the railways to these works from all parts of Australia, the longest distance being from North-Western Australia.

About one ton of arsenic is extracted from three tons of ore, and approximately 2 oz. of gold from one ton of gold-bearing ore, although this, of course, varies according to the quality of the ore.

It seems a simple matter to the visitor to place ore in the chutes at one end of the works and to see arsenic come out at the other—with gold being gathered in 100-oz. bars in an enclosed and guarded section of the works. But there are many intricate processes through which the ore passes before these products are available.



Railway tracks are sprayed with arsenical solution to kill the growth of weeds. Gangers are here seen operating a sprayer in the Castlemaine district.

First the ore must be crushed, and it must pass through the roasters where the sulphur is burned off. The arsenic, being volatile, is burned, and rises in the form of fumes; this is re-condensed and reclaimed. Arsenic and sulphur go to one section of the works and the roasted ore, which contains the most valuable of all metals, gold, goes to the vats at the other end.

Special precautions are taken to protect the workmen, but although arsenic is a deadly poison, there is nothing to fear provided the men wash themselves thoroughly after work.

It is also a fact that the men become immune to the effects of the arsenic. There is one man employed by Leggo and Company who has three times as much arsenic in his system as would kill an ordinary person. He has been at this work for more than 15 years, and is as hale and hearty as ever.

There is never any need for the works to be idle. In fact, it is more profitable to keep them at full pressure. When ore is not coming forward in sufficient quantities the tailings are brought into the works and re-treated. Some of the tailings average several pennyweights of gold to the ton.

There is a good demand for arsenic in Australia. Not only do the railways use it for weed killing, but (*Continued on page 679*)

The Royal Show in Retrospect

During the nine days of the Royal Agricultural Show at Melbourne, 214,222 people were carried by rail from Spencer-street Station to the Show Grounds. This huge traffic was handled expeditiously and without the slightest hitch.

FOR this year's Show 50 special trains were scheduled from all parts of Victoria, and the accommodation on these and the ordinary trains was fully taxed.

The Railways Commissioners recognise that the exhibition of live stock, farming implements, and produce, at the Show is propaganda of national importance in the development of the agricultural and pastoral industries of the State, and with a view to encouraging country people to attend, holiday excursion tickets are issued to Melbourne from all Victorian country stations.

Perhaps the most important aspect of the Show traffic is the transport of passengers from Spencer-street to the Show Grounds. To cater for this heavy traffic, electric trains, composed of seven cars, with equal accommodation for first and second class passengers, are run at frequent intervals during the day, the first train leaving Spencer-street at 9 a.m. These trains run express direct to the Show Grounds.

On the public holiday (Thursday), 52,079 people were conveyed from Spencer-street to the Show Grounds. Nine trains were utilised on the forward trip and 13 trains for the return traffic. Altogether, 116 trips were made on this day, including both the forward and return trips. For the total period of nine days the rail figures show an increase of approximately 13,000 over the figures for last year.

Show Tickets at Suburban Stations

The traffic arrangements this year were greatly facilitated by the abolition of the level crossing at Epsom-road, and the substitution of a subway for tram and vehicular traffic.

An innovation in connection with the Show arrangements for this year was the introduction of the system of issuing show tickets at all suburban stations, the tickets including rail journey and admission to Show Grounds. The new system had the effect of considerably reducing the congestion at the booking windows at Spencer-street. Of a total of 214,222 people who travelled by rail to the Show, 54,000 purchased tickets at suburban stations.

Another important consideration was the provision of additional trains from Spencer-street to the various suburban stations after the people were landed at Spencer-street from the Show Grounds.

Special trains were scheduled to all parts of the State for the convenience of people returning home.

But the transport of the people was only a part of the work which the Show brought for railwaymen. There was also the transport of the stock to and from the Show.

The inwards traffic totalled 69 single and 12 bogie horse-boxes and 261 trucks of other classes, which contained 248 horses, 723 cattle, 509 sheep, 421 pigs, a total of 1901 head of stock of all kinds.

The outwards traffic was 42 single and 6 bogie horse-boxes and 447 trucks of other classes, which contained 261 horses, 700 cattle, 562 sheep, and 452 pigs., a total of 1975 head of stock of all kinds.

The falling off was practically confined to cattle, and is attributed to an extra charge of £1 per head (sweepstake), in addition to the ordinary fee on beef stock.

Poultry Traffic Increase

Although in the aggregate the poultry traffic showed an increase over last year, this was mainly due to increase in country line consignments. Motor transport competition detrimentally affected the Department in regard to suburban exhibits.

This year exhibits were not released until 5 p.m. on Friday, one day later than on previous occasions, but notwithstanding this, no less than 270 trucks were despatched by 10.30 p.m. on Friday, and 305 trucks by 1.15 p.m. on Saturday. Of the remainder, the majority could have been handled and despatched to destination without remaining in Melbourne over the week-end, the fact of their remaining at the Show being mainly due to their being exhibited on the Saturday.

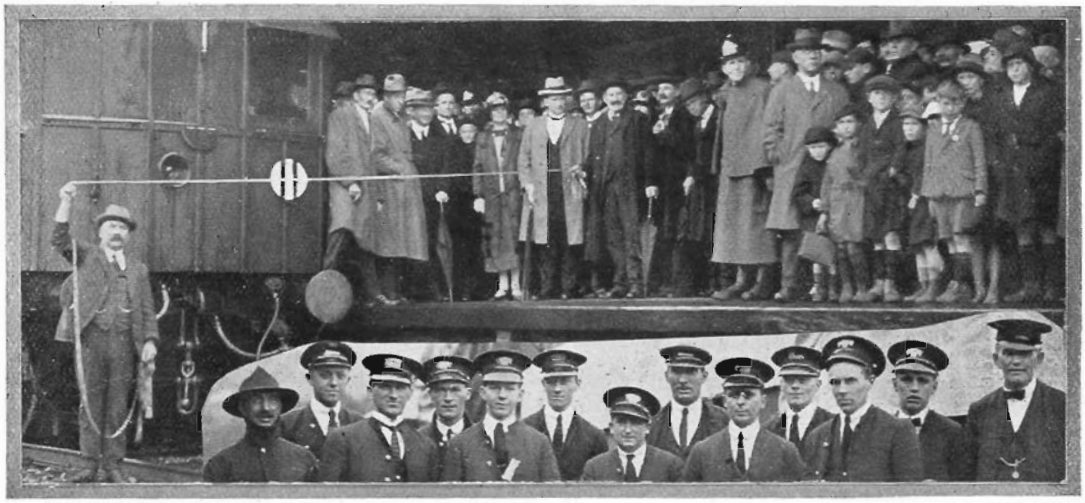
The Department ran special trains for stock on the North-Eastern and Eastern lines, thus enabling a large number of trucks for long-distance lines to reach their destinations on Saturday night, which would otherwise have had to remain over the week-end.

V.R. Engineer's Fine Work

Congratulations are extended to Mr. W. Pratt, one of the Assistant Engineers of the Newport Power House. Mr. Pratt some time ago devised a method for analysing the Bailey boiler meter charts. This was submitted to Industrial Instruments Pty. Ltd., the representatives of the Bailey meters in Melbourne, and they in turn sent the information on to their principals.

The Bailey Meter Company have sent this information to all of their representatives and users, and have recommended it as a helpful method to be adopted in the analysis of Bailey meter charts.

Mr. Pratt's work has been brought under the notice of the Railways Commissioners. Railwaymen generally will be pleased to know that a member of the Service has originated this method, and that the makers have adopted it, and recommended it as a standard practice.



A view of the ceremony of opening the Ferntree Gully line for electrified trains. Below are some of the railwaymen on duty at the station on the opening day.

Fast Electric Trains to the Nearer Ranges

It was a red-letter day in the history of Upper Ferntree Gully, the principal railway centre for the beautiful mountain district, 23 miles from Melbourne, when, on Monday, October 12th, the electrified line from Ringwood to Upper Ferntree Gully was opened, thus giving direct electric train communication with Melbourne.

THE opening ceremony was attended by the chairman of the Railway Commissioners, Mr. Clapp, and Mr. Commissioner Shannon, also a party of Departmental Officers, who all travelled from Melbourne by special train.

The President of the Shire (Councillor J. T. Mahony) welcomed the visitors, and thanked the Commissioners for the interest they had taken in the district.

Mrs. Mahony then cut the blue silk ribbon across the line, and the first electric train ran through.

Mr. Clapp said that he appreciated, on behalf of the 29,000 railwaymen in this State, the reception from the district people. It was the kind of reception they were endeavouring to obtain by giving good service. It was only a year since the Railways Standing Committee had recommended the electrification of the Ferntree Gully line. The Department promised—and they did not make many promises—that it would be opened on a certain day. The opening was taking place three days ahead of time. That was what the Department liked to do when they made promises.

"This electric service brings Melbourne 30 minutes nearer to you," Mr. Clapp said. "This means an hour a day for citizens doing business either in Melbourne or Ferntree Gully. This means many thousands of man-hours in a year, and that means greater efficiency."

"In the holiday time, you will miss the old canvas-covered waggons on this line," continued Mr. Clapp. "This is the beginning of the end of covered waggons for rush services, and they will all disappear in a year or two."

Mr. Clapp announced the intention of the Department to apply to the State Ministry, under the terms of the Railway Act, for permission to run motors from Upper Ferntree Gully to Belgrave, Selby, Monbulk, Sherbrook and Olinda. These would connect with every electric train.

The Commissioners intended to do this, not because they wanted to cut into the privately-owned systems, but because they were out to render service. The Commissioners had a mandate for the transportation services of this State. They did not want to evade road taxes, but would contribute their full share towards road maintenance. It was hoped, by the provision of these motor services, to recover some of the traffic being lost on the Ferntree Gully line, because of motor competition.

Special Mercury Arc Rectifiers.

Reference was made during the speeches of welcome to the desirability of extending the suburban radius to Ferntree Gully. Mr. Clapp, in his reply, said that this was a question of cost. When the time arrived, and Parliament decided that it could make the sacrifice, then the radius could be extended. One could not wave a wand and say, "Let it be done." It was purely an economic problem, and could only be settled on an economic basis.

The line from Ringwood to Upper Ferntree Gully is 7½ miles long. A feature of the conversion is the installation at Lower Ferntree Gully and Mooroolbark of sub-stations containing special mercury arc rectifiers instead of rotary converters. These are the only installations of their kind installed for railway operation in the Southern Hemisphere.

Millions of Miles Have Been Sold by this Railwayman

Spencer Street Station Main Booking Office collects one-tenth of the total annual revenue of the Victorian Railways. Mr. P. A. Howard, in charge of Periodical Bookings, reviews the work of the office, where he has worked since 1894.

SPENCER-STREET is Victoria's principal railway station, and the Main Booking Office is its principal office for dealing with passenger traffic. The structure is unpretentious, but in this modest office railway passengers are booked to any part of Australia where a railway track is laid down, while reserved seats, sleeping berths, meals and all other conveniences which our up-to-date system provides for the comfort of its patrons, are also arranged here, although, until quite recently, all these little extras were unknown.

The extension and improvement of the railways since the days of 1893-4, just after the land boom had exploded, is little short of marvellous. The revenue at the Main Booking Office in 1894 was £250,000; to-day it is £1,250,000, or one-tenth of the Department's total revenue.

Not long ago, there were no seat reservations, the parlour car on the Sydney express being the introduction of this system, if we except a previous abortive attempt to provide reserved seats to Albury free to holders of sleeping-berth tickets to Sydney.

As the travellers paid nothing, they valued this concession very little, and at least half those entitled to reserved seats were found in other parts of the train, the seats held for them running empty. So this arrangement was soon discarded.

Booking is Responsible Work

To-day, anybody can reserve a seat in the parlour car or on nearly every important train in the State for the modest sum of 1/2.

The growth and improvement of the Service has naturally necessitated many internal changes at the Main Booking Office. For instance, in the 90's, one clerk did all the inter-State berths, the periodicals, and Bendigo line bookings. Now there are four men on the Bendigo line, four on the inter-State berths, and one on the periodicals.

Everything used to be done in one office; now we have three, somewhat scattered. There were six roster positions; now there are 20.

The work of the staff is important and responsible. If a passenger is irregularly booked to Sydney, the error is not discovered until Albury is reached, and however willing and eager the staff there are to adjust matters, there is not time for a proper investigation, and a very simple error, that could be adjusted at once if the original booking clerk was there, causes the passenger to lose his berth, and brings misfortune to the culprit.

The majority of the travellers are reasonable, but occasionally we meet the person who wants a lower berth in the middle of the car with his back to the engine, and who adds the stern instruction to "keep the upper berth vacant if possible." And this in an already full train!

Visitors from abroad are generally very fair in their comments on Australian railway methods. I ask their opinion where an opportunity offers.

One, an American, after expressing himself generally satisfied, said: "They say in the States that the conductor owns the train, but that black-whiskered one in another State owns the earth!"

Another traveller came to the window in a frantic hurry one afternoon at about 4.27 p.m., bawling in a high-pitched voice for a berth to Adelaide, and emphasising his request by lustily pounding the window-ledge with his walking stick.

The clerk did his best, and the passenger duly caught his train.

"I've Been to Chicago!"

About nine months later, the clerk and I were together again on inter-State work when someone walked up to the window, and my friend recognised his acquaintance of the year before.

"I've been to Chicago," he remarked casually, "and as I was passing thought I'd look in to apologise for my impatience last year. Have a cigar."

Before concluding, I would like to say something concerning Mr. H. Adam, who spent 43 years, from 1878 to 1921, in this office, and was Chief Booking Clerk for 25 years—a unique record, I think. The money collected at the windows during that period must have been at least £18,000,000.

He never had the slightest cash irregularity, and never reported or suspended one of his staff, which, considering the variety of men of different degrees of capacity that came under his charge, is a most unusual achievement.

The present staff is a very competent one, but I have very pleasant memories of the one that preceded it also.

BOX HILL—A BUSY STATION.

IN addition to handling a large suburban traffic, Box Hill station, in the Melbourne electrified area, does a considerable amount of goods business.

Mr. E. Hehir, stationmaster, reports that he despatched to the Show from his station seven 16-ton trucks, one QR and one 11-ton truck loaded with agricultural implements from Harvey's Foundry.

A good business in this connection is done from the local station daily throughout the whole year. During the busy season the foundry is at work night and day.

NORMAN W. DE P. MEROY
5 BEE[illegible] ST.
STH. CAULFIELD, S.E.8
MELBOURNE

"Look Out! The Flying Gang's on Board"

Honest travellers have nothing to fear when they hear this remark while travelling in trains. It is the scalers, or people attempting to defraud the Department whom the special checkers are seeking. Scalers have been found in some remarkable places—in postal vans, under the seats, on engine tenders, under trucks, and among fruit cases.

Mr. G. Johnson, Chief Ticket Inspector of the Victorian Railways, Tells of the Human Side of Ticket Checking

WHEN I took charge of the ticket checking activities in 1910, there were only two country and two suburban special checkers, whereas we now have a staff of 64, of whom 28 are special checkers, 19 first-class ticket checkers, and 5 second-class.

Some people wonder why there should be any need for a special ticket checking staff, but it must be remembered that there are some people who are always devising means for travelling without payment, and thus defrauding the revenue of the Railways Department. During the last financial year nearly 18,000 by-law offences were detected.

As many as 150 offenders have been dealt with by the various suburban Courts in a week, and the greatest number of offenders dealt with in one day was 96 at Footscray—a special sitting of the Court having to be arranged. Caulfield dealt with 64 in one day.

A Fine Body of Trained Men

The special checking and ticket checking staffs are a fine body of trained men who carry out their duties in an intelligent, courteous and tactful manner. Offenders are treated with every courtesy, sometimes under very trying conditions.

But it was rather with the object of telling the means adopted by some people for evading payment of fares that I set out to write. When I first took charge of the special checking activities scalers were frequently detected travelling on the engines and tenders, sometimes lying on top of the coal bunker. I am glad to say that these methods of transport have entirely disappeared, due to the interest and co-operation between engine crews and the special checking staffs.

Another popular form of obtaining free rides is to travel in goods trucks secreted under covers or among the goods, especially on certain lines during the fruit picking season. On one occasion as many as 12 scalers were detected in one truck.

Some years ago it was the practice of small theatrical touring companies to travel with a less number of tickets than the total number of members of the party. On arrival at the destination station, several of the artists would engage the Porter in conversation regarding their show, and would hand him over a ticket, "Admit Two," and would pass out.

Even if the Porter noticed the deception, he had been "bought." This practice has been stamped out by the special checks now conducted on the train en route.

The First Throw Caught the Fish

Some periodical ticket holders have a "habit" of transferring their tickets to other members of their family or to friends. Sometimes two people travel on the one ticket, and on arrival at their destination, one goes through the barrier, and then passes the ticket back through some opening for the other.

A recent case came under notice through an anonymous correspondent. A special checker was sent to investigate, and the first throw caught the fish—a young lady of prepossessing appearance, who was travelling on her sister's first-class metal ticket. They were twins, and so much alike that it would have been difficult to tell one from the other had one not worn glasses. Needless to say, there was consternation in the dovecote when the detection took place.

On one occasion in a country district where a scaler bolted into the bush from a special checker, the culprit was called on to surrender, or be fired at. He looked to see if his pursuer was provided (*Continued on page 674*)



Mr. Geo. Johnson, Chief Ticket Inspector.



Mr. L. M. Hanstein, Ticket Inspector.



Mr. H. E. Lee, Acting Ticket Inspector.



Mr. G. R. Bidmeade, Acting Examining Officer.



Mr. W. Wortley, Outside Commercial Manager of the Victorian Railways Department. Mr. Wortley has a busy time keeping in touch with commercial and outside institutions, chambers of commerce, and shipping firms. Despatch of goods and parcels and methods of loading are also investigated by Mr. Wortley.

WHY THE TICKET WAS LOST!

Some quaint replies are received by the Department at times concerning the reasons for offences against the by-laws, especially with regard to ticket irregularities. The following is not without a touch of humor:—

"In answer to your letter in regard to ticket affair, I bought my ticket return from North Melbourne to Blankney station. You may find out by enquiry at Blankney. I had the baby in my arms and I must have dropped it. I am willing to face the lot, as I can take my oath I lost the ticket and must have dropped it.

"Trusting you will believe my reply, as I am speaking the truth. Just place yourself with a big baby in your arms and trying to catch a train."

New Produce Depot Opened

Melbourne's new produce terminal, the new Chaff and Potato Depot, at Cowper-street, in the Melbourne Goods Yard, was officially opened for business on Monday, October 12, by Mr. F. W. Eggleston, Minister for Railways.

A PLEASING feature of the opening was that the gathering was arranged by members of the Melbourne Corn Exchange. Mr. E. C. Robertson, the President, outlined the benefits that would be derived, both by the merchants and the farming community.

Other members of the Exchange also spoke, and a resolution was formally adopted, thanking the Government and the Railways Commissioners for providing such welcome and acceptable facilities as the depot contained.

Mr. Eggleston stated that it was the desire of the Government to provide facilities wherever possible for the primary producers and their agents, so that they might conduct their business. The sheds had cost £130,000 to erect, and the road leading thereto had also cost £32,000, or a total of £162,000. It gave him very much pleasure to declare the sheds open for the conduct of business.

Railwaymen Out to Give Their Best

Speaking on behalf of the Railways Commissioners, Mr. M. J. Canny, General Superintendent of Transportation, pointed out that railwaymen of the present day were out to give of their best, and it was in the interest of all concerned that we should work together. There was never a time in the history of the railways in Victoria that the feeling as between the public and the railway staff was so good and the relationship so well understood as it was to-day.

Mr. Sexton, Goods Superintendent, and Mr. Fethney, Inspecting Engineer of the Railways Department, who was in charge of the construction of the shed, were also called upon to speak.

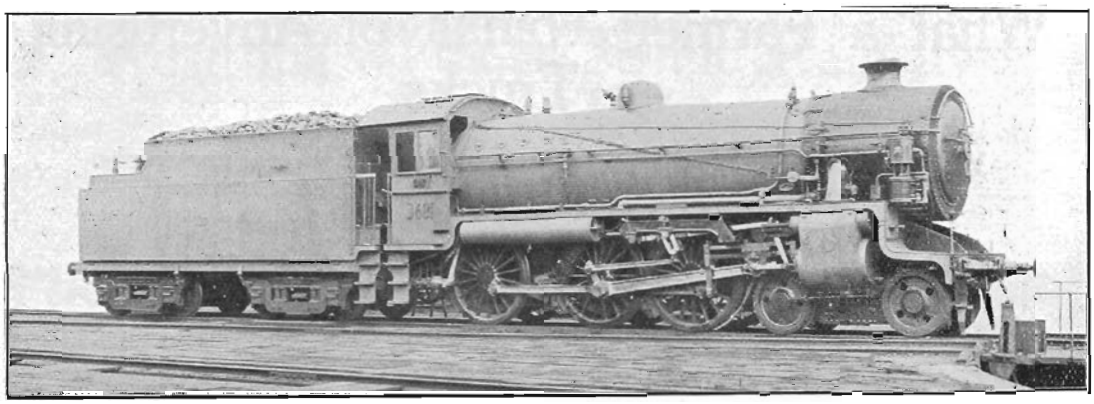
Success Depends Upon Team Work

WE are all of us engaged in many different ways in a business that offers more opportunities for service to mankind than any other business in the world—that of public service.

Our success depends largely upon team work. Team work depends upon a real acquaintance with and a knowledge of each other. Most of us spend at least one-third of our lives at work—if we do not feel the exhilaration of doing something and doing it well we do not get our full measure of the happiness which rightfully accrues to us.

This brings us back to the fact that the things we do well are the things we do in co-operation with others. We cannot accomplish the greatest good unless we do co-operate, and we cannot really co-operate unless we really believe in and try to be helpful to one another.

Nothing is so conducive to believing in and being helpful to one another as to really know one another.



New South Wales Government Railways.—New "C" Class Locomotive, which now hauls the Sydney to Albury —Melbourne Express Ltd. Some of its dimensions are:—Cylinders, 23in. x 26in.; wheels, 5ft. 9in.; total weight, 159 tons 1 cwt.; tractive power, 30,500 lbs.; length over all, 67ft. 11½in.

Varied Service is Rendered by Victorian Railwaymen

ENDLESS opportunities for rendering service beyond the regular line of duty occur in the great field of railway activity, and several interesting instances occurred during the recent visit of the Empire Press delegation.

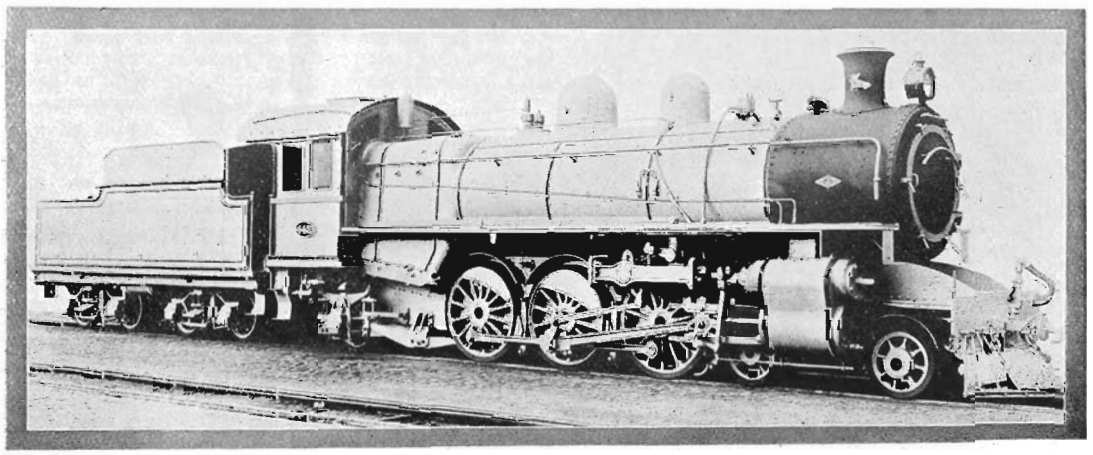
On the trip of the special train from Albury to Melbourne, one of the delegates lost his spectacles, evidently while moving along the train from one carriage to another. The approximate point where they were dropped was known, and a telegram was sent to the Stationmaster at Glenrowan, who arranged for a lookout to be kept by the gangers on the track.

Fortunately, the spectacles were found by Ganger White, and were returned to their rightful owner, undamaged.

One of the lady members of the delegation also dropped her fur from the train. The train was just about to come to a standstill, but it had travelled some distance from the point where the fur was dropped before the alarm was given. The train was stopped to enable the fur to be recovered, and the grateful owner was loud in her thanks.

On this same trip one of the delegates discovered to his dismay that his dress suit had been left with his heavy baggage in Sydney, and as he had to appear at a number of official functions during the course of tne programme, one of which would take place almost immediately after his arrival in Melbourne, he was in a quandary.

The railway staff on the train were equal to the occasion—a telegram requesting that a suit be obtained and giving sizes was sent to head office. The suit was at the delegate's hotel when he arrived there.



This is the Class "P" express locomotive used on the West Australian Railways, and the following are the principal dimensions:—Cylinders, 19in.; coupled wheels, 4ft. 6in.; total weight in working trim, 97 tons 15 cwt.; total tender capacity, 2800 gallons; full capacity, 160 cwt.; tractive power, 22,248lb.

What a Farmer Thinks of Advertising on Trucks

Victoria has adopted the practice of advertising on railway trucks. Perhaps the men on the land will come to agree with these views expressed by a landman in Queensland, where a similar practice has been adopted.

'TIS a long way to the station, to the store, and to the pub,
From my prickly pear selection where I'm camped here in the scrub.
How I pause when I am working, in the sun or in the rain,
When I hear the distant rattle of the Brisbane River train.
For the railway's on my boundary, and I often curse my luck
When I read a town advertisement that's painted on a truck.

It's a scorching day in summer, and the train comes rushing by,
(You must know, a man when working in the sun is feeling dry),
And a laughing fellow painted on the truck then seems to sneer,
When he holds aloft, to advertise, a well-known brand o' beer.
Then I wildly slash the prickly pear and loudly curse and say,
"What's the use of beer or shandy when the pub is miles away?"

I've a slab and sapling humpy, and I call it "Home Sweet Home,"
I am happy and contented and I never wish to roam
Till a train goes rolling by me, flashing on its trucks an ad.,
Explaining that a trader has for sale the latest fad—
An electric stove, a hammock, or a cottage by the sea.
But to prickly pear selectors it's a blooming mockery.

Oh! my fare's corn beef and damper; but a train ad., if you please,
Tells me to be strong and healthy by devouring Blanker's cheese.
And I think that it is rotten—just like putting in the boot—
To tell isolated bushmen, "For your health's sake, eat more fruit."
There's another one, inspiring, and you bet it's worded grand,
For it says, "A fortune waits you on the land! Go on the land!"

But there's no one advertising, "Wives for Sale, with Guarantee."
No one wants to bake the damper for a simple bloke like me!
So I'll leave my bush selection. Yes, I'll travel to the town;
And I'll catch a surfing beauty; she and I will settle down.
Then I'll advertise it shortly, on the trucks, "I wish to sell
Scrub and prickly pear selection, hottest thing this side o' Hell."

—Reprinted from "Aussie"



Double-header on the Melbourne-Adelaide express climbing Mount Lofty soon after leaving Murray Bridge.

Australia's Finest Scenic Railway

One of the finest scenic railways in Australia is that from Cairns to Kuranda in Queensland. Mr. E. W. Pike, District Works Foreman at Wangaratta, recently travelled over this line, and he here describes it for the benefit of readers of the V.R. Magazine.

CAIRNS, only three feet above sea level, is surrounded by a range of hills, at times showing out bright and picturesque, then again looking black and angry, as if they would push this live little town into the sea.

Nobody stays at Cairns longer than is necessary, and in most cases the train meets the steamer, and then, hurray!—a trip through dense tropical foliage, cane fields, plantations of bananas, paw paws, and pineapples.

In the construction of the railway from Cairns to Kuranda, a daring and wonderful sample of engineering is exhibited.

In the short stretch of the line there are 17 tunnels, which, if joined up, would be 4½ miles long, or half the length of the famous St. Gothard's Tunnel.

In the second section of this line the first engineering difficulty encountered is at the Horseshoe Bend. For the embankment, 110,000 cubic yards of filling were required, this being 12 chains long, 51ft. high, with a base of 175ft.

This bend takes a turn 1½ miles in length, coming back to within 30 chains of the first point

Large Masses of Rock

The material excavated from the tunnels consisted of large masses of metamorphic rock, and floating boulders on the surface, merging into diorite, one of the hardest known rocks.

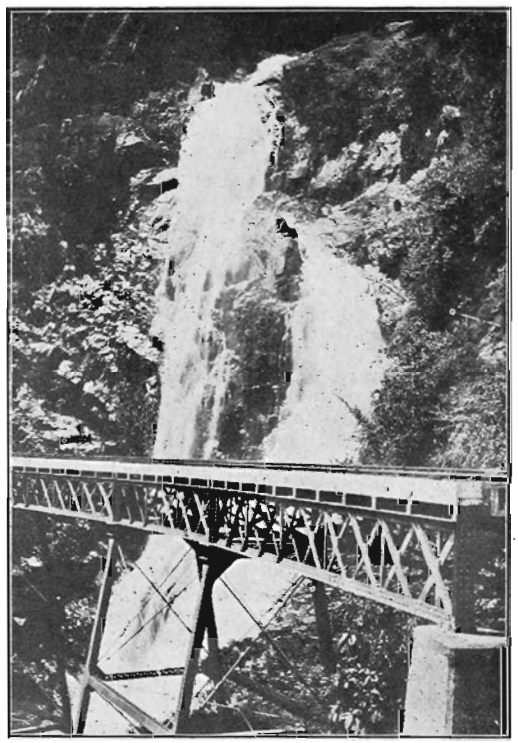
From No. 8 tunnel we approach Rocky Creek, which is 200ft. deep; here an embankment has been formed by cutting away the side of the range to fill the creek; this took 35,000 cubic yards, and leads to No 9 tunnel. This is the longest, measuring 183 yards, and cut out of solid rock.

After proceeding half-way up the grade, you come to Stony Creek Falls; these drop some 900ft., and are in what you might term a hair-pin bend.

The steel trestle bridge spanning the falls, and not the stream, supports the line immediately under this bend, where a notice is placed indicating that it is a 4-chain curve, and the speed of trains must not exceed four miles an hour.

You now lose sight of the canefields and the ocean, but gorgeous views of the valley, tropical forests, and occasionally cattle country meet the eye.

The last tunnel has been left behind, and we emerge to meet the view of large rocks, bouncing and gliding water beaten to a foam in its 700ft. fall from alongside the ends of the track ties to the valley below.



Stoney Creek Bridge and Falls, on the picturesque railway from Cairns to Kuranda, in Queensland.

"The Barron Falls" are the largest in Australia, and make some noise in proclaiming it.

To the left of the falls you can see one of the massive kauri pines, which has been left for tourists to see, standing like a forest king, 9ft. diameter, 6ft. from the ground, and as true as a billiard cue for 45ft. to the first limb.

Above the falls the alligator is unheard of, and Kuranda tourists find the river excellent for mixed bathing.

The climate of this locality is bracing and invigorating as compared with the low-lying lands; and it requires no prophetic seer to foreshadow the time when the people will welcome Kuranda district as the Sanatorium of Australia.

The Kuranda railway station gives one a happy feeling immediately you arrive; it is a pretty brick building, with island platform, beautifully decorated with palms and tropical growth.

Photographs of Railway interest are always welcomed by the Editor.

"What Do You Think?"

Some time ago our contributor was asked if he had ever tried, systematically, to improve his mind. It was not intended to be a rude or flippant question. It was a serious one, asked, as you will imagine, by a serious-minded friend. Anyway, it was a poser.

(By B.K.)

I SHOULD like to have been able to answer my earnest friend by exhibiting to him a mind so ordered, so well-formed—in a word, so perfect—as to leave him goggling with astonishment at the phenomenon, but if the truth must be told, I was ashamed to drag it forth to the light.

I feared that it would not bear examination, that it would reveal itself as mal-formed, ricketty, ill-nurtured. So I countered the question with a purely personal one, which I find useful on such occasions: "Ain't you got a cock-eye, neither?" I asked my friend, and thus effectually disposed of him.

Nevertheless, his question stuck. Eventually I answered it to myself. What the answer was does not matter, but the immediate result was that I had to pack a wad inside my hat to make it fit, which is as near as I shall go to a frank and open confession.

What I can freely divulge is that if I did discover that my mind was not an absolutely perfect thing, I was able to trace all its imperfections to one definite source.

"I'd Never Learnt to Think"

I discovered, to my utter astonishment, that actually I had never learnt to think—or to make my meaning clearer, I had never learnt **how** to think.

Sounds absurd, doesn't it? As if I were ranking myself with Neanderthal Man or with animals which walk on all fours!

Now that you are expecting that smug feeling of superiority over me, I am going to call your bluff, to make you lay the cards of your mental equipment on the table.

Do you know how to think? I am well aware that you are able to use your memory, and that you can call upon your experience to help you, but if you get into a corner where neither memory nor experience can come to your aid, can you think yourself out of it?

Can you in an orderly and intelligent manner think profoundly (even Neanderthal Man could think superficially) about, say, infinity, or upon the simpler question why one kind of crocus blooms only in the spring, while another kind waits always till it can thrust its delicate petals through winter's blanket of snow?

Try it out, and see how far you get.

The trouble with most of us is that the part of us which does our thinking is shamefully neglected. We spend a good deal of time daily in attaining physical fitness. We have dumb-bells and skipping ropes and Swedish exercises to keep our muscles in proper form.

We admire the depth of our chests and the rippling strength of our biceps, but not many of us bother much about improving that mass of grey matter called the brain.

It is tucked away, nicely out of sight, in its own little box, and we feel that it can look after itself until we have more time to spare, when we are too old to prance about with a skipping rope.

Anyway, we argue, we would rather be a Clarence Weber or a Billy Meeske than a narrow-chested high-brow, and we know, too, whom Helen of Troy would have preferred.

All the same, clear and co-ordinated thinking is worth cultivating. If your biceps are worth half an hour of your time daily, your brain should be worth as much.

The better it is trained the easier it will function. Difficult and irritating tasks will (I am told) become simple and pleasing. A feeling of mental well-being is (I am again informed) as satisfying as one of purely physical fitness, and another argument worth listening to is that nowadays the fellow with the best mental equipment is generally able to obtain a fair share of the good things of life, and the equipment is not a heavy load to carry.

Well, I hear you asking, what's the recipe? The answer is, systematic exercise. Give the same amount of time to prevent your brain becoming atrophied as you give to your muscles. Half an hour a day will probably suffice, a quarter of an hour while you are dressing, and another quarter of an hour after dinner at night.

You Will be Surprised at Your Progress

Select a subject you know little or nothing about. Concentrate upon it, compel your brain to function and clothe your thoughts in coherent words and sentences.

A month of this and you will be surprised at the strides you have made.

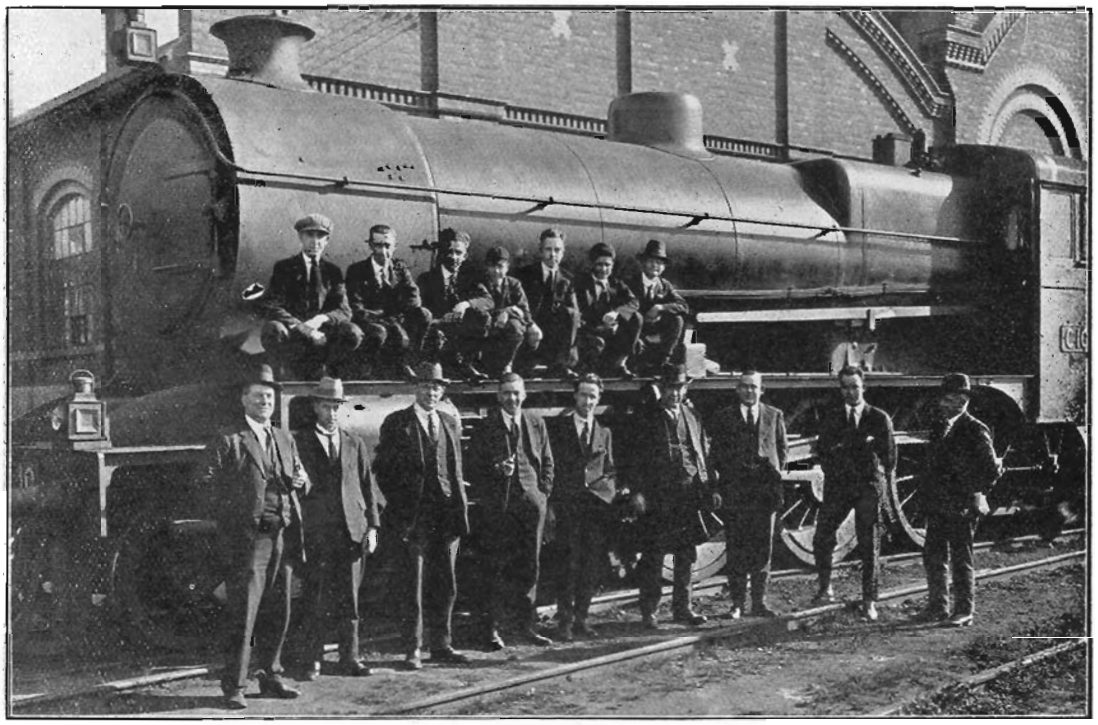
All very well, you complain, but how can one compel the brain to function, how can one concentrate when the baby is yelling its head off?

If atrophy is well advanced, it will be difficult for a start, and it will be advisable to commence with the kindergarten, so to speak.

In such a case, it will be advantageous to adopt the simplest kind of mental exercise, which might consist, for example, of learning a short verse of poetry, or, if that seems too piffling, remembering the names and the features of each of the persons whom you most recently met.

What will suit one patient may not suit another. Each can think out his own exercises, and that, in itself, will form part of his training.

Photographs of Railwaymen and their doings will always find a place in the Magazine.



A Group of the Staff at the Bendigo Loco. Sheds. Top row: S. Hutchinson (caller-up), G. Godfrey (timekeeper), W. Stevens (clerk), A. Guest (lad), A. Bishop (clerk), J. Crowl (correspondence clerk), and A. Paul (senior clerk). Standing: F. Rice (loco officer), L. Day (storeman), G. Critten (sub-foreman), J. Hawkins (relieving clerk), J. Sutcliffe (statistical clerk), H. Scorer (depot foreman), F. Clerk (sheet clerk), T Culph (timekeeper), and J. McLeod (superintendent).

First Impressions of a Young Railwayman

The following article is a welcome contribution from a young railwayman only a few months in the Service. He tells of his work in the instructional class, and of his ambition to rise. (By R. F. Evans, Junior Clerk, North Geelong.)

TWO months of laborious study, two months of instruction in the fundamentals of railway working, have at last reached a consummation.

That is the impression, I presume, which is imprinted on the minds of the majority of students, whose privilege it was to participate in the recent Railways Instructional Class at Ballarat.

It is gratifying to know, from the reports of our final examination, that our class reached a high standard of efficiency in general knowledge. In a short time our theory will be tempered with practical experience.

Within the two months we covered a wide curriculum. At the commencement we attacked the rules, regulations and by-laws of the Department. Within a fortnight, we had grasped the rudiments of parcels and passenger traffic. For the next couple of weeks we endeavoured to become proficient in the calculation of rates, and to make ourselves conversant with the manipulation of the various registers and accounts utilised for accountancy purposes.

During the latter half of our time in class we made great progress in goods work, and besides computing the rates of various consignments, we succeeded in compiling a goods balance. Before the expiration of our term we revised our course.

During our stay in class we each spent a day in the goods, parcels and booking offices at the Ballarat Station. At various times we had lectures from our instructor and from different railway officers who visited us.

It was fortunate that when the class was drawing to a close, the students were enabled to hear the Assistant Publicity Officer (Mr. Gollan) lecture, and show in the Ballarat Town Hall, the film, "The Victorian Railways At Work." It depicted numerous scenes connected with the Railway Department, and I am sure it has left a lasting impression upon our memory.

The Department having performed its share in equipping the railwayman of the future, it is only logical and reasonable that he should do his share as a recompense.

In conclusion, I take this opportunity of reminding those who have just entered the Department to aspire to the heights, and to always play an honorable part in this vast organisation.

Read About Steel In The Making

Newcastle (N.S.W.), where are situated the immense steel works of the Broken Hill Proprietary Ltd., is a place of interest to railwaymen. Mr. D. A. Swire, a chemist in the branch of the Victorian Railways Engineer of Tests, here describes a recent visit there.

THE world-famous steel works of the Broken Hill Proprietary Ltd. are situated on land reclaimed from the Hunter River, and naturally have wharf frontage on that river.

The ore from which the iron is extracted, is brought by boat and discharged into ore bins by a travelling grab. The charge for the blast furnaces is automatically weighed and conveyed by a skip to the charging platform at the top of the furnace.

Slag having been tapped from the furnace, the molten iron is run into ladles, which are then run along a railway to the open hearth furnaces to be made into steel, which is more malleable and ductile than iron, and has a greater tensile strength. In making the steel, the carbon and sulphur content of the iron are reduced, and manganese added, the latter having the effect of hardening the steel. The steel is poured into moulds, which are run to the rolling mills, where each "bloom," as the mass of solid steel is called, is heated and rolled, and made into steel products, prominent among which are the steel rails so familiar to the railwayman.

The coking plant at these works serves as an example of the value of research work in utilising by-products. Formerly the gases evolved by the conversion of coal into coke were allowed to pass into the air, but now, owing to the work done by the chemist and the engineer, from one ton of coal the following products are obtained:—Six tons of coke, 11,000 cubic feet of coal gas, used for giving primary heat for burning the coal, 22 lbs. of ammonium sulphate—a valuable fertiliser; 26 gallons of benzol, now firmly established as an Australian motor spirit; 7 gallons of tar, and finally naphthalene, which is made into the humble moth ball.

The value of safety first in work such as the pouring of tons of molten iron and steel is evident, and is duly impressed upon the men by prominent notices.

A trip such as we made to these works is an education in itself, and is of inestimable value to the chemist or engineer. Seeing, as one does, the finished products and raw materials from which they are made, one realises what a great debt we owe to those great-minded men who, by ceaseless study and research, achieved so much that makes for the benefit and enlightenment of mankind.



ANOTHER MODEL STATION.

Sea Lake Station Staff, under Mr. R. A. Stephens, S.M., is determined that their station shall be placed on the list of Model Victorian Stations. This picture of the interior of their station office shows that they are well on the way to the achievement of their objective.

Why My Job is Important



By Mr. T. E. Wilson, Overhead Inspector, Victorian Railways

Why an Overhead Inspector Wears a Worried Look!

I HAVE been asked to describe in this article the importance of the duties of an overhead linesman.

An overhead linesman must be energetic and efficient, cool and competent. He must first join a construction gang on new work, where he becomes familiar with fittings and splices on dead wires. Then, after passing an examination as a motor lorry driver, he has to learn all about the switches and feeding of our enormous network of overhead wires—a huge spiderweb divided by 60 sections of 1500 volts into 176 sub-sections, each of which is doubly fed, and in turn, subdivided into branch and sub-branch sections.

And when all this learning has been acquired, regular periodical examinations are held to test the knowledge of all maintenance men on such technical matters as switches, air gaps, section insulators and the like.

It will be realised that when a frantic telephone call is received to the effect that a serious breakdown has occurred on a suburban line during the busy period of the day, there's no time for a linesman to spend turning up directions in text books or studying technical diagrams.

When a Thunderstorm is Raging

It's when a thunderstorm is raging that the Overhead Inspector is apt to meditate gloomily on the disadvantages of his job, as any flash of lightning is quite capable of providing him with a ticklish job that may take an hour to perform.

When you see an International speed lorry, painted signal red, and bearing ladders, speeding through the streets, don't mistake it, as many do, for a fire brigade vehicle. It will be one of our fleet of motors on its way to a breakdown, or to conduct a periodical examination of some overhead equipment.

The following particulars of a recent breakdown at Footscray indicate pretty clearly that linesmen cannot afford to saunter along leisurely and halt occasionally to pluck daisies on the way to a breakdown.

At 4.20 p.m. one afternoon the Stationmaster at Footscray rang up, and in frenzied accents announced that the overhead wires on the "down" Williamstown line had been burnt down under the footbridge.

At 4.22 p.m. an emergency lorry, with Inspector and gang, had whizzed out of the depot and was flashing towards Footscray.

Little Things Cause a Lot of Trouble

At 4.36 p.m. the job was in hand. Three overhead gangs were on the spot, and the Metropolitan Superintendent, the Block and Signal Inspector, the Control Engineer, the Train Running Officers, and the Stationmasters at Flinders-street and Spencer-street were all anxiously waiting for progress reports from the linesmen. Switches had to be opened and flagmen posted to protect air gaps and prevent trains bridging to earth the balance of the 1500 volt system.

At 4.46 p.m. the damaged crossover had been cut away and at 4.52 p.m. the "Up" line was in commission.

Twenty minutes later, or less than one hour after the S.M.'s "S.O.S." the linesmen had dismantled the burnt fittings from the bridge, cut away 300ft. of the catenary under the bridge, and everything was ready for traffic again.

And all that trouble, that urgent demand for highly skilled labour and efficient organisation, was occasioned by some mentally afflicted individual who nonchalantly heaved some old wire over the footbridge on to the wires.

Is it any wonder that the smooth white brow of the overhead linesman is usually disfigured by an habitual worried frown?



Railway Refreshment Room Waitresses, Maryborough

Back (left to right):—Hazel Hoey, Minnie Willett, Peggy McPherson, Memie Fulton, Ada Lawson.

Front:—Renie Lawson, Gwen Bloodworthy, Madge Byron, Edna Byron.

Here's a Chance to Obtain Over-Seas Experience

IN furtherance of the policy of the Victorian Railways Department of affording young men facilities for going abroad to obtain experience, the Commissioners recently discussed with Mr. A. G. Foster, Director of Clayton Wagons Ltd., of Lincoln, England, the question of one or two Victorian railwaymen taking up employment at these works with a view to obtaining a thorough training in modern shop practice and the manufacture of railway rolling stock.

It has been arranged with the Clayton Wagon Co. Ltd. that two of our young men should take up employment at their works at Lincoln, Lincolnshire, England, for a period of up to two years, if desired, and Mr. Foster has undertaken to personally see that their stay in England will be as informative and instructive as possible.

The terms upon which they will go to England will be that they pay their own passage money and expenses. They will be paid the ruling rates for the work on which they are employed. Leave without pay will be granted, and the seniority of the successful applicants will be conserved.

The Clayton Wagon Company's works are known as the Abbey Works, and are situated in Lincoln, Lincolnshire, which is 60 miles from London, reached in about an hour and a half.

As manufacturers of railway rolling stock of all types, the works embrace almost every branch of engineering, so that the experience should prove invaluable to ambitious young men desirous of advancement.

Officers or employes desirous of taking advantage of this opportunity to travel and broaden their knowledge should make written application without delay to the Secretary for Railways through the usual official channel.

Commonwealth Railways.—The deficit last year on the Commonwealth Railways (including the East-West Transcontinental line) conducted by the Federal Government was £455 254. This year it is estimated at £530 107. Under the direct management of the Commonwealth Railways Commissioners it is expected that the actual excessive loss in the working of the Port Augusta-Oodnadatta railway will be reduced. It is proposed to spend £1,000,000 to provide for the extension of the railway from Port Augusta to Alice Springs, and from the present terminus of the northern section of the North-South Railway to Daly Waters.

Interesting Railway People



Railwaymen Have Varied Means of Recreation

IN the huge family of 29,000 railwaymen in Victoria, it is natural to find railwaymen who adopt varied activities for recreation during their hours away from their work. We have heard of railwaymen who are bird lovers, stamp collectors, Esperanto enthusiasts, collectors of aboriginal names and their history, all grades of sportsmen, but here is a railwayman who is keen on dancing.

And it is a very good pastime, too. Such celebrities as the late Lord Leverhulme and the late Northcliffe were passionately fond of dancing.

Mr. P. O'Neil is the railwayman referred to. He is the Manager of the Bendigo Railway Workshops, and commands the large army of men who repair the hundreds of engines and vehicles used in our busiest provincial railway area—Bendigo.

Mr. O'Neil has had an extensive railway career. He commenced as a lad at Port Melbourne away back in the eighties. Mr. O'Neil has acted as District Rolling Stock Superintendent at Ballarat for twelve months, and at Maryborough for nine months.

Anything of interest to railwaymen is of interest to Mr. O'Neil. That is why he is so keen on the Bendigo Railways Institute, and maintains his place on the Committee.

"Take Up the Great Work of First Aid!"—Says Mr Fred. Mather

ON April 4, 1924, Dr. J. R. Williams, Medical Superintendent at the Melbourne Hospital, beamed pleasantly, took up a pen and scribbled his signature across a letter addressed to the Victorian Railways Commissioners, which read as follows:—



"I would like to bring before your notice the services rendered to this hospital by Mr. Mather, of the Railway Department. He came here to gain experience, but his coming has been our gain. He has worked consistently here on Saturday nights, and has rendered valuable service. On the night of the police riots in particular, the presence of one of his years was steadying and inspiring to the youthful resident medical officers.

"I trust that the experience he has gained here will be useful to you in the Department."

Fred Mather, the railwayman to whom that letter referred, has been Ambulance Attendant at the North Melbourne Car and Waggon Shops for the last 10 years, and has had previous ambulance experience on the West Australian goldfields.

He will tell you, however, that has greatest and most valued experience was gained at the Casualty Room of the Melbourne Hospital, where he has assisted for more than three years under 45 different doctors.

"It is a pity," he says, "that more people do not take up the great work of First Aid."

The Eternal Feminine Reigns Supreme at Gardiner Station



Miss Day

MEET Miss Day and Miss Jacobs, who jointly control the destinies of Gardiner railway station.

Miss Day has collected and issued tickets and handled the parcels at that station for the past five years, while Miss Jacobs has rendered yeoman service for the last two years.

The Auditor of Receipts, Mr. G. K. Low, smiles benevolently whenever Gardiner station is mentioned. He will tell you that the punctuality which both ladies display in forwarding their returns to his office is equalled only by the neatness with which the returns are made out.

The Commissioners' attention was specially drawn to the highly-creditable manner in which the station books were kept on the last occasion on which the Glen Iris line was inspected.



Miss Jacobs



GOOD SERVICE BRINGS APPRECIATION

One swallow does not make a summer, but one dissatisfied person can make a critic. It is pleasing to note that in recent months there has been more praise than criticism of the Victorian Railways. Railwaymen are striving to give good service, and the public is co-operating for the carrying out of the slogan "Help Us To Help You."

I AM directed to convey to you the appreciation of this association for your efforts in improving conditions for the transit of goods, particularly as to the revised regulations which came into force on June 1.

The matter of laying down clearly the different forms for consignment—the acceptance of classes (1) and (2) at Commissioners' risk, and for the acceptance of goods generally at Commissioners' risk when properly packed—are especially appreciated.

Matters such as these make for greater satisfaction between the Department and its clients, and lead to a clearer understanding between the consignor and consignee.—**Geo. Jones, Secretary, Victorian Storekeepers and Traders' Association.**

I SHOULD like to thank your staff for the very excellent way in which the pipes and bricks were handled in transhipment; there were practically no breakages. If all my goods came through like this, I shall be only too pleased.—**E. H. Mueller, Contractor, Jerilderie, to S.M., Tocumwal.**

I HAVE pleasure in advising that at a meeting of directors of my company, held to-day, that the following resolution was carried: "That the Kyabram Co-operative Fruit Preserving Co. Ltd. records its sincere appreciation of the great benefit to the fruit industry of the work of the Minister of Markets in his successful handling of the problem of the surplus fruit pack of last season, and of the co-operation given by the Victorian Railways Commissioners in the transportation of the recent record consignment of fruit for England from the Kyabram district to the seaboard."—**Kyabram Co-operative Fruit Preserving Co. Ltd. to the Commissioners.**

A NUMBER of assisted immigrants have been held up at various ports owing to the shipping strike, and have been carried on to their destination by rail.

I desire to take this opportunity of expressing the appreciation of this office of the courtesy and attention paid by your officers at Spencer Street Railway Station in the reception of these new settlers, who have either proceeded to Melbourne overland or passed through Melbourne on their way to New South Wales and Queensland.

The sympathetic attitude of your officers in assisting in the handling of the immigrants' luggage considerably facilitated the transfer of the newcomers to their destination.—**L. J. Hurley, Deputy Director, Commonwealth Immigration.**

AT the close of our season it is again my pleasant duty to accord through you, on behalf of my Association, to the staff of the Seymour Railway Station, our sincerest thanks for the manner in which our wants have been attended to during the year.

We also wish to tender our thanks for the courtesy and civility that has always been extended to us. We are pleased also at the cordial relationship that exists between the staff and the Association.—**M. Minogue, Secretary, Waranga North-Eastern Football Association.**

I WISH to express to the railways staff my appreciation of the splendid run which the Department gave to 14 trucks of bullocks which were loaded at Wangaratta on Monday morning, and were delivered at Mirboo North at 5.30 p.m. on Tuesday evening, about 14 hours ahead of schedule time. This was very satisfactory to me as the owner.—**Andrew Inglis, Mirboo North, 24/9/25.**

ON August 24, 1925, I trucked my furniture from Ebden to Hastings, and I am grateful to the Department, especially the staff at Ebden, for the able manner in which the furniture was packed and attended to. Although I had reasonable offers from private firms I was prevailed upon by the staff at Ebden to forward it by rail. During the last three years this furniture has been carried by rail from Melbourne to Nathalia, thence to Ebden and to Hastings, and not one article has been damaged. — **J. Egan, Police Station, Hastings.**

Employees' Service Guide

OUR CUSTOMERS judge the railways by what they think of you.

NEVER LOOK UPON a customer's complaint as a nuisance If justified, it is a service to the railways, but justified or not, it affords an opportunity for courteous service.

A CUSTOMER will believe what you know to be true. Do not ask him to believe what you do not believe yourself. Get the facts!

BEST OF ALL! Put yourself in the customer's place, and then do unto the customer as you would be done by.

ON behalf of the above school, I wish to thank you and all railway officials concerned for the kindness and courtesy which we received from you all on the occasion of the scholars' excursion from Colac to Kawarren. Your consideration did much to make our day so enjoyable. — **Olga Sporn to S.M., Colac.**

I WISH to express my appreciation for the capable manner in which our consignments from your station have been handled this season. Kindly extend my thanks to your staff.—**A. H. Smart, Nursery Manager, Law, Somner Pty. Ltd., writing to S.M., Toorak.**

"Now Boys, You've a Busy Time Ahead of You!"



The office staff of the Bendigo District Superintendent had just taken their places when along came their chief, Mr. W. Tredinnick, and offered a word of advice on how to pose for a photograph. Back Row (Left to Right): W. Murray, A. M. Broughton, A. E. Helsham, B. Ramag[illegible] Front Row (Left to Right): A. McLean, J. S. Evans, G. W. Long (Chief Clerk), H. J Fitzmaurice, W. F. Thomas.



Bendigo's goods traffic is increasing by leaps and bounds every year, and with the opening of the lines into the Riverina considerably more business will be done. The staff in the Goods Office are always busy, and they were here caught in one of their busy moments.



Here is the staff of the District Engineer at Bendigo. Their work covers a wide field, and they may be counted one of the most enthusiastic bodies of railwaymen in the State. Standing (left to right): W. J. Wheelock, D. G. McGregor, L. G. Haworth, F. Spencer, DeArango, A. Binns, J. W. McNamara, W. B. Fergusen, J. F. Shipton. Sitting (left to right): W. J. Lke, C. W. Trevethan, S. L. Knox, B. F. Lamb (Senior Clerk), J. Bourke, T. I. Kennedy, J. F. Jordan.

Bendigo Rightly Claims to be the

BENDIGO has been variously described as the Golden City of the South, the Fo attributes which entitle it to all these names, it is as the Northern Capital of V



MR. W. TREDINNICK, District Superintendent at Bendigo.



MR. J. McLEOD, Rolling Stock Superintendent at Bendigo.

BENDIGO did not take lying down the decline of mining. Its enterprising citizens at once set about establishing industries and stimulating primary production with the object of keeping alive the splendid city which had been established.

Thus it is that, though there is practically no mining done now, Bendigo has 53 secondary industries, and is the focal point upon which centre all the important railway lines serving the wonderfully rich wheat and fruit areas of northern Victoria.

People of Bendigo are proud of the fact that they have the only sewing machine factory in Australia in their city. This factory is turning out 50 machines a week, and its wages bill is approximately £8000 a year.

Few people, other than railwaymen, realise what an important centre Bendigo is from a railway point of view.

In the busy wheat seasons there is a continuous stream of heavily laden trains passing through on their way to the seaboard. During the wool season Bendigo is a transshipping centre where full truck loads for the one consignee are made up, and during the citrus season Bendigo is the nerve centre which controls the steady flow of the sun-ripened fruit to the metropolis and other centres in Victoria.

Bendigo is destined to become increasingly important with the completion of the border railways which have been pushed across the Murray, and are now tapping the wonderfully fertile Riverina lands.

Live stock figures are a good index to the activities of a railway centre, and in this respect Bendigo is ahead of any other centre



e "Northern Capital" of Victoria

orest City of Australia, and Victoria's "Northern Capital." Though it may have Victoria that railwaymen know and appreciate this important railway centre.

in Victoria. On Monday, October 5, the Bendigo district handled 586 trucks of sheep and 22 of cattle, whereas the total for every other district of the State was 346 trucks of sheep and 94 of cattle. In fact, it may be said that Bendigo handles more live stock than any other live stock sale centre, with the exception of Newmarket.

The outwards goods tonnage last year was 61,939 tons and the inwards 87,699 tons. The total outwards traffic revenue for the year was £151,083, and the total number of passenger journeys (outwards bookings from Bendigo) was 214,535.



MR. T. COAKLEY, District Engineer at Bendigo.

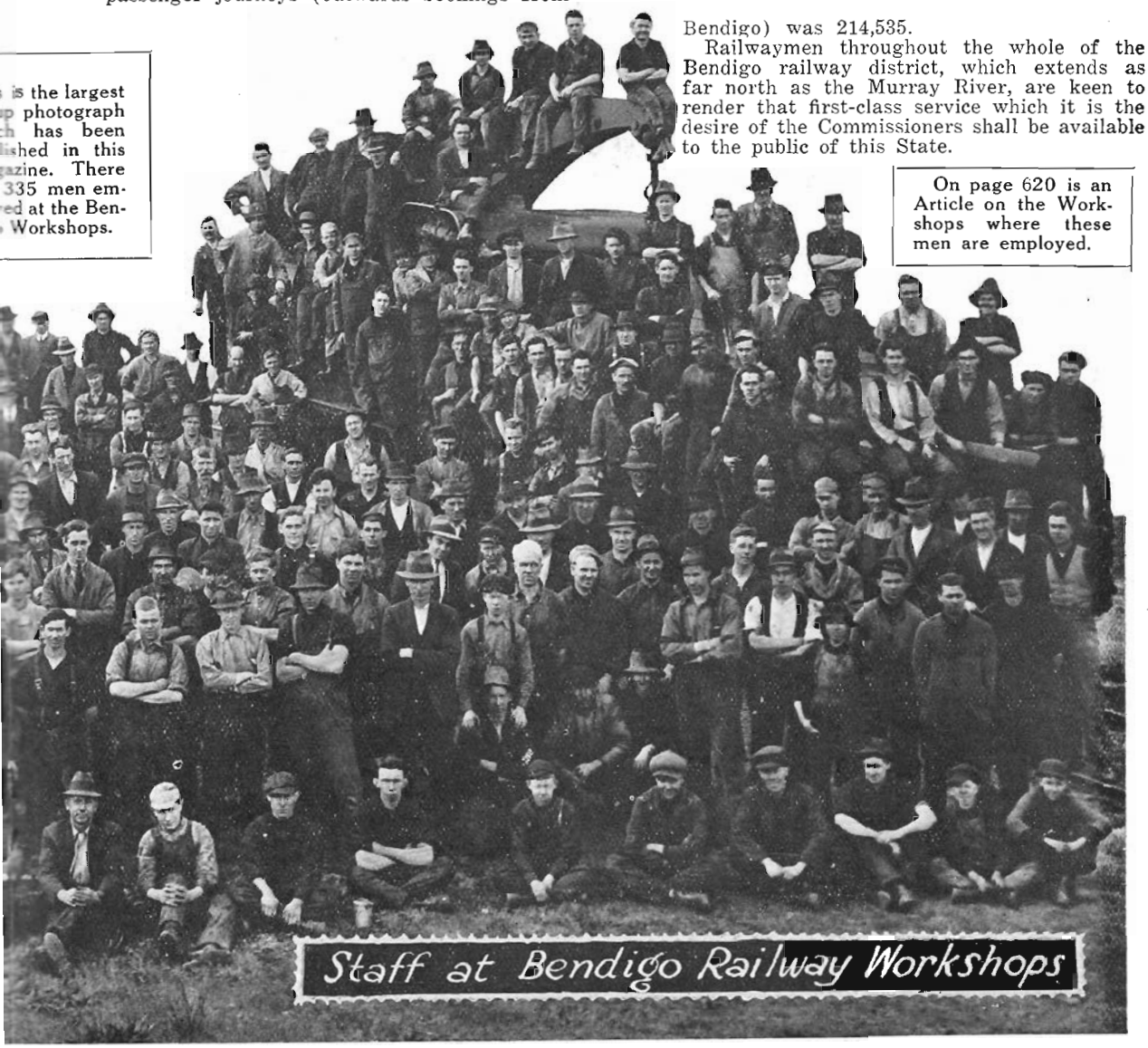


MR. M. McCRAITH, Stationmaster at Bendigo.

Railwaymen throughout the whole of the Bendigo railway district, which extends as far north as the Murray River, are keen to render that first-class service which it is the desire of the Commissioners shall be available to the public of this State.

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azine. There
335 men em-
ed at the Ben-
Workshops.

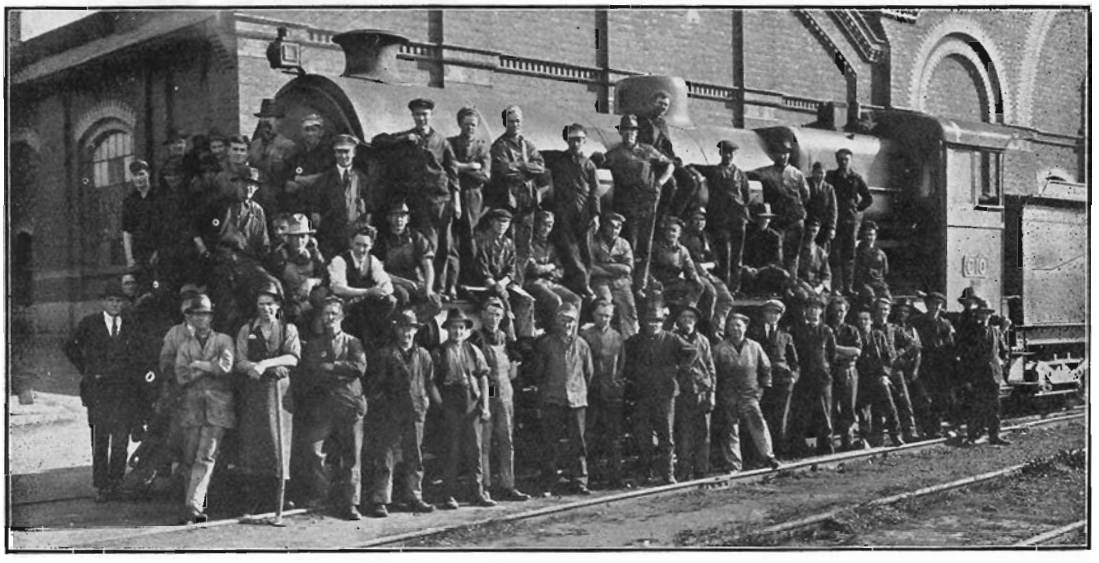
On page 620 is an Article on the Workshops where these men are employed.



Staff Snapshots at Bendigo District Headquarters



Here is Mr. J. McLeod, Bendigo Rolling Stock Supt. (right) chatting with some of his Staff—Left: Messrs. A. J. Paul, C. E. Molloy, and F. Rice. His remarks are evidently pleasing.



Some of the Staff of the Bendigo Loco. Sheds who posed for the "Magazine" photographer duing his recent visit to Bendigo. Bendigo has the busiest loco. sheds in the State, and the men are at present working hard in preparation for the forthcoming wheat season.



Porters at the Bendigo Railway Station.—Left to Right (Standing): Porters G. Forrest, P. Clapton, J. Schmutsch, J. McCurdy and A. Brooks. Front Row (Sitting): Ticket Collector J. Snell, Head Porter J. Williams, Mr. H. G. Walker (Assistant Station Master), Porter B. Standish and Porter W. S. Bertram.

Grades Affect Our Express Speeds

If Interstate trains travelled as fast as the best on British lines, the journey from Melbourne to Sydney would occupy less than 12 hours, instead of 17 hours 35 minutes as at present.

IF they could be speeded up to 50 miles an hour, Sydney could be reached from Melbourne in 13 hours 14 minutes. Even at 40 miles an hour, the present run could be shortened by 1 hour 26 minutes.

This still allows the same stops as at present, 1 hour 21 minutes. Half an hour could be saved in the stops.

The Chief Mechanical Engineer of the Victorian Railways (Mr. A. E. Smith) holds out little hope of this being accomplished.

He says that the difficulty of attaining high speeds on Australian railways is largely that of steep grades.

On British railways, 1 in 200 was a fairly representative grade, and 1 in 100 was regarded as steep. On the Melbourne to Sydney line, grades of 1 in 50 were frequent, and on the Sydney side grades as steep as 1 in 40 had to be overcome.

Mr. Smith gave an instance of the effect of Australian grades on speed. The Albury express dashed at the Broadmeadows gradient at 60 miles an hour, but after three miles' constant climbing reached the summit at a mere crawl, doing 15 miles an hour.

He said that the performances of Victorian and New South Wales trains, considering the weights drawn and the gradients on the lines, compared favorably with any in the world.

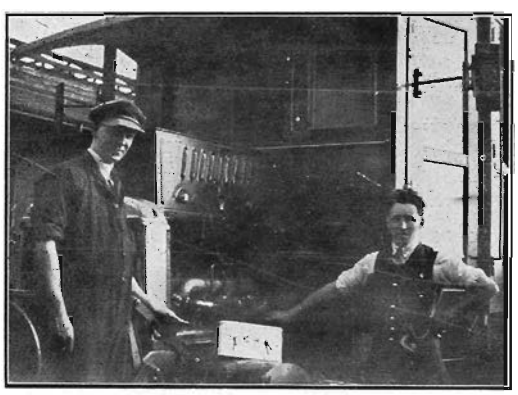
If still more powerful engines were used, they must be much heavier and less economical than those now running, and the railways would have to be strengthened in many places.

Our Suburban System is Superior to Any

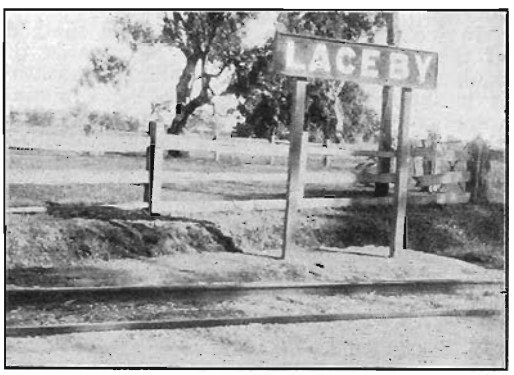
"MELBOURNE'S suburban electric railway system is superior to any suburban railway system which I saw in Europe or America with respect to cleanliness, comfort, safety and reliability," said Mr. W. O. Strangward, Secretary of the Melbourne Metropolitan Tramways Board, when he returned recently from a tour overseas.

The main railways between Sydney and Adelaide, he said, were equal in speed and other respect to the best transcontinental railways in America, though on shorter runs the American trains were much faster than those in Victoria.

Several of the long-distance trains in England maintained average speeds of 60 miles an hour, but this was made possible by the fact that the permanent ways in England were far superior to any in America or Australia.



C. W. Slaughter (left) and A. J. McGann (right), who are on the motor train running between Bendigo and Wallan. Their train runs 150 miles a day, and has done 6500 miles since it was placed in commission on August 11.



Publication in our July issue of a photograph of Thomson Station under the caption of "Victoria's Smallest Station," has brought forth several other claims. Mr. R. B. Higgins, Travelling Station Master on the Whitfield line, here enters Laceby Station. It is certainly smaller than Thomson in that it has no log nearby. Its business for 12 months was two passengers and the revenue 1/6. Other photographs of stations with nothing but nameboards have been received, but they are unsuitable for reproduction.

Fine Example of Public Co-operation

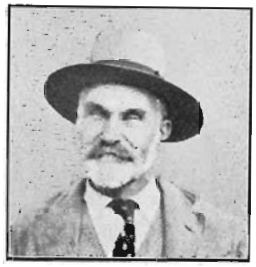
EVIDENCE of the growing co-operation between railway customers and the Railway Department is afforded by an incident which has occurred at Sheep Hills.

The head office of the Department was advised that the house which accommodated the station master (Mr. G. J. Bailey) and his family had been burnt down, and as it was believed that sufficient accommodation was not available, it was decided to send a single man to relieve Mr. Bailey.

The Department was pleased to receive a telegram, however, stating that local residents had placed a furnished house, without charge, at Mr. Bailey's disposal.

The following telegram was sent in reply by the General Superintendent (Mr. M. J. Canny): "Glad if you will express sincere appreciation of Commissioners and myself to those concerned for placing house at your disposal. This kind and generous action is encouraging to all of us, and increases our desire to give good service to the public."

Turn the Mirror on Yourself Sometimes



WITH 41 years' service in the Victorian Railways Department to his credit, Mr. J. Scarborough, Signalman, now stationed at Bendigo, is qualified to "turn the mirror" upon past and present railway activities, as he does in this article. He also points out that we should also turn the mirror upon ourselves at times.

NOT being a mechanic, I am debarred from dealing with a particular section of the Service worked by such skilled men as fitters, turners, and boilermakers, so I will endeavour to write something which I think will not be out of place, and by "turning the mirror upon the past" reveal the impressions of one of the rank and file of the Victorian Railways during the past 41 years.

In looking back to the primitive methods of the early days, especially as regards the equipment of stations in signalling apparatus, it is interesting to note that home signals were generally placed at a platform, either ahead or in the rear of a fouling point—it was immaterial as to which position so long as it was erected.

I recall one fairly important station on a double line, not 26 miles from Melbourne, which had the down home signal about 80 yards ahead of the crossover to the shed road, and 95 yards ahead of the crossover to the up main line.

We Must Keep on Improving

There was no starting signal; so the home acted in a dual capacity. This haphazard system continued at the older stations for some time.

However, I am pleased to write that very few accidents happened in proportion to the heavy risk involved, which speaks volumes for the care and attention exercised by all the men concerned.

Later, the thinking powers of two or three of the officers were drawn towards the safety side of the question, and as the volume of traffic was rapidly increasing (especially the building traffic caused by the expansion of the metropolitan suburbs), it became necessary to erect many signal boxes, and thus the Block and Signal Branch came into being, providing experienced signalmen as inspectors to examine and control the several men to man these boxes.

The more the traffic increased, so it became necessary to strengthen and tighen up the safety regulations governing it, as well as to secure the improved and modern types of signals, interlocking, electric devices, both automatic and otherwise.

The Victorian Railways Department controls one of the best equipped, most efficient and effective systems in the world. This seems to be borne out by the statements of visiting gentlemen of wide experience from overseas.

We, as railwaymen, must keep on improving our system and ourselves so that we shall be enabled to cope with the inevitable increase in traffic, owing to the expansion of the suburbs, and in goods and livestock, due to the opening of new lines and the added traffic from the Riverina branches.

I will now turn the mirror upon the past, especially in relation to the attitude of the officers towards the rank and file with regard to the improvement and better working of the Department. There is now unity of purpose, team work, and kindly interest in the trials and hardships of the men.

In the past some officers were considerate, but many were otherwise. It was useless for any man to suggest an improvement to his superior officer. It would either be ignored, or he would be told to mind his own business. Consequently many men lost all interest in their work and its improvement, and the Department lost also.

Now let me "turn the mirror" on the present and it reveals a very pleasing contrast. We are now invited to confer with the officers, either in writing or verbally, as to any suggestions we may have, no matter how small.

It is realised that by taking the men into their confidence and showing kindly interest in their difficulties, the officers are getting better results for the Department.

Let Us Pull Together

The early stages of the Fuel Conservation Committee were looked upon with a certain amount of distrust, and erroneous ideas were formed of its intentions; but these are gradually being removed, and to-day it is bearing good fruit.

This system is a wise one, and as the Service is increasing and consequently becoming more intricate, it will need the best united efforts of all concerned.

Therefore let us pull together; let us consider the public and give them good service and civility at all times; let us study true economy on behalf of the Department and eliminate any waste of material. Then, having done our fair share, we can on pay day claim our wages without any qualms of conscience.

Still, even after all this has been done, I contend it is still advisable to frequently "turn the mirror" upon ourselves.

Maryborough District Fuel Conservation Committee



Back Row (left to right)—W. E. Jones (Driver), F. Baacon (Driver), T. M. Sexton (Clerk), W. T. Sutton (Guard), L. V. Loftus (Clerk), S. Spink (Enginemen's Instructor), F. Armour (Guard), J. J. Garbett (Electrical Fitter in Charge), F. R. Stevens (Asst. T.R. Officer). Sitting (left to right)—J. A. Roberts (Chief Clerk), R. Dawson (Depot Foreman), H. E. Russell (District Supt.), E. H. Hinds (Dist. Rolling Stock Supt.), H. G. Ruff (Secretary), V. Parkhill (Asst. T.R. Officer).

Fuel Conservation Increases Efficiency

Interesting remarks on the growth of efficiency, consequent upon the success of the Fuel Conservation Movement on the Victorian Railways, were made by the Chief Mechanical Engineer (Mr. A. E. Smith) at a recent meeting of the Bendigo Committee.

THE question of firing a locomotive was important, Mr. Smith declared. In his younger days he went out on the North-East night trains to learn firing. Firing on a locomotive was quite different from any other firing.

In your home grate about 5 lb. of coal per hour per square foot would be burnt. In a factory with a high chimney from 18 to 20 lb. A torpedo boat would consume about 35 lb., but on a locomotive 100 to 150 lb. per square foot of grate area per hour is burnt, and that was brought about by the tremendous blast on the fire.

Mr. Smith took a piece of coal, representing 1 lb. weight. He said it contained 300 h.p. of heat turned into work for one minute. We might get about 7 h.p. out of it in a locomotive, and under the very best conditions about 6 to 7 per cent. of heat.

Of one ton of coal fired on to a locomotive grate, about 92 per cent. of it was wasted. The greatest waste was the waste steam out of the funnel.

The Railways had been attacked, and told they were not doing good work; but, as a result of education, we were now seldom criticised. It was not wholly a matter of education, but of general increase of efficiency.

The Commissioners had established a system of education in all branches. Every now and again our men went to U.S.A., and they came back with new ideas. The Stores Branch was a case in point. The stores business had been put on such a foundation that there was nothing to equal it for order, and now stock-taking could be done in two days.

These were the things which counted.

We were growing in efficiency.

As the population increased in density we would find this efficiency growing.

"I Thought I Could!" Said the Small Engine—And It Did.

THE secretary of the Northern District Fuel Conservation Committee (Mr. A. J. Paul) read a paper at the last meeting of the committee, held at Echuca. Mr. Paul said:—

Once upon a time a little coal truck wanted to go up a hill and down the hill to the people in the valley who wanted some coal. So the little coal truck said to an "A2" engine, "Please, Mr. Big Engine, will you take me up the hill and over the hill to the people in the valley who mant some coal?"

"I can't stop. I can't stop. I can't stop," said the "A2" engine.

Then a "DD" engine came along, and the little coal truck said to the middle-sized engine, "Please, Mr. Middle-sized Engine, will you take me up the hill and over the hill and down the hill to the people in the valley who want some coal?"

And the middle-sized engine said, "I have no time, I have no time, I have no time."

Then a "T" engine came along, and the little coal truck said to the little engine, "Please, Mr. Little Engine, will you take me up the hill and over the hill to the people in the valley?" and the little engine said, "I think—I can; I think—I can; I think—I can——I thought I could, I thought I could, I thought I could."

And so the people in the valley were helped, not by the big or middle-sized engine, but by the smallest engine.

The Fuel Conservation Movement aims at helping the trucks of coal to go further up the hill and over the hill into the valley. Every day at various times from busy termini our trains carry thousands of passengers, and even in the bustle travellers will often spare a glance of admiration at the splendid work performed by railwaymen.

Our job in the two running branches is to get the passengers to their destinations in time, and our highest merit is punctuality. It is the small and perhaps often unnoticed efforts that count most.

The getting together through the medium of the Fuel Conservation Movement will help us not to betray the trust placed upon us as railwaymen; but having the knowledge that we can do our little bit will assist us to do that bit faithfully, whether we are out of sight or in the limelight, whether we are stationed at a big centre or in a small country town, and whether we hold a responsible position or our job is only a menial one.

District Transportation Notes

Wool traffic is keeping most of the district railway staffs busy. Seven boats were recently at the Echuca wharf discharging wool and other freight for the railways. Read what the Gippsland D.S. has o say concerning kangaroos at Rosedale. There are other features in the reports which merit attention.

Gippsland District

THE practical demonstration on the Better Farming Train have succeeded in convincing the farmers that farming operations can only be carried to a successful issue by the application of scientific methods.

The same line of thought has led to the establishment of herd testing associations throughout the whole of the district, with beneficial results. Strong efforts are also being made to have an agricultural college established.

Kangaroos are increasing in such numbers in the Rosedale district as to constitute a menace to landholders. An application for an open season was refused, but permits have been granted which it is thought will meet the situation.

High prices for cattle are being realised in the Heyfield district. At a recent stock sale several fat cows and bullocks averaged £21/16/- per head. Two 4½-year-old shorthorn cows were sold for £24 each.

The briquetting factory at Yallourn is working well, the presses turning out on an average 400 tons net daily, an excess of 40 tons on anticipated output.

Great Southern Co-operative Co. shows that for the last 12 months 1135 tons of cream have been received, from which 567 tons of commercial butter was manufactured.

Bendigo District

DURING September a good rainfall was registered, but as the Mallee is hungry country as far as rain is concerned, a further good downfall is needed almost at once to ensure a good wheat yield.

The live stock traffic is heavy, and on each Monday and Tuesday the capacity of the northern lines is taxed to move the large number of prime stock offering for the various markets. The season promises to be a record for fat lambs.

River traffic at Echuca is very brisk at present. On one day recently seven boats were at the wharf discharging wool and other freight to be transported by rail.

Work on the new lines is progressing satisfactorily. It is expected that the bridge over the Murray at Gonn's Crossing will be completed about Easter, and the one at Robinvale a few months later. The extension from Kooloonong to West Narrung is nearing completion, and the line from Echuca to Balranald will probably be opened for general traffic at the end of the year.

Geelong District

DURING September last only one boat, the s.s. Kauri, loaded wheat, which lifted 30,345 bags for New Zealand. The total number of bags shipped to date now numbers 4,028,546, whilst 48,629 bags remain in the stacks at North Geelong.

Six coal boats were dealt with at the Railway Pier, when a tonnage of 28,648 tons were handled. This constituted a record.

On October 9, 9935 bales wool came to hand, which is in excess of last year's figures (7152 bales) for same period.

During August four ships berthed at Warrnambool for cargoes of condensed milk ex Nestles' factory at Dennington; 32,834 cases, making tonnage of 750 tons, were despatched. In addition, a coal boat berthed, and discharged 150 tons for the various industries in the district.

Record figures are quoted in connection with the Wimmera District Football League competition. Over £20,000 was circulated. The Railway Department asked for a guarantee of £1895 to run special trains, and the revenue derived from the trains amounted to £6106/0/9. The rebate allowed by the Department is £610/12/10. It is stated that the Wimmera League is the best customer the Department has in the country football leagues.

Maryborough District

THE September fall of rain has had a beneficial result, and the agricultural outlook is bright. There is an abundance of feed. Stock, which are in splendid order, are bringing high prices.

The apple crop this year was a good one, and the following is a comparison of the number of cases railed:—

	1924.	1925.
Campbell	17,739	20,155
Amphitheatre	36,000	46,000
Elmhurst	16,000	21,000

Gravel and metal is offering in large quantities in the district, and is responsible for the following increases in general revenue:—

	July.	August.	Sept.
Bet Bet	£2,353	£2,500	£2,188
Bung Bong	913	462	989
Bealiba	467	659	197
Talbot	599	371	941
Barfold	300	292	169
Guildford	371	297	125

Freezing operations are being carried out at Donald on a large scale this year, and last season's figures were passed more than six weeks ago. The lambs are of good quality, and averaging 36lb. in weight.

Maryborough Ambulance Corps was successful in the preliminary competitions conducted in the various centres. Their performances were repeated in the finals in Melbourne. Les Kuffer won the individual and championship; J. Pascoe finished second in the novice individual. The team won the novice corps, and finished third in the senior. Two members of the team occupied the positions of first aid officers to the Maryborough League Football Club.

Seymour District

GENERALLY speaking, the crops throughout the district are looking very well at present, but further general rains are essential to ensure a good yield. Owing to the comparatively dry winter and spring the sub-soil has not been properly soaked, and recent showers have been too light to have any lasting effect.

The stock traffic continues abnormally heavy, and all previous figures have been exceeded during the month.

Shearing is now in full swing throughout practically the whole of the district. The clip is expected to approximate that of last year.

The popularity of the Better Farming Train throughout this district is being well maintained. Despite adverse weather conditions, there was a splendid attendance of local and district farmers and their wives at Broadford on October 12, when great interest was manifest in the various exhibits and lectures.

Considerable interest is being displayed in the forthcoming Reso trip in the North-Eastern District, and residents in the area to be visited are out to give the visitors an instructive time.

Several shows have taken place during the month, but in nearly every instance there was a noticeable falling off both in quality and quantity of the live stock exhibits. However, the attendances have been very good, and notwithstanding the paucity of exhibits the fixtures have proved successful from a financial aspect.



Flashlight of the dance held in the Institute on October 7, arranged by Women's Social Committee of the Institute, in aid of St. Vincent's Hospital Appeal. The picture does not represent the full assemblage, as many had left when the photo. was taken, the hour being late. It is proposed to hold such dances at least once a month for the purpose of raising funds for the Railway Queen. The Queen Carnival is being held in connection with the appeal. Mrs. Rees, President of the Women's Social Committee, is in the centre.

Team Work—Fine Achievement at Newport Power House

A splendid demonstration of team work under skilled direction was recently given at the Newport Power House. A burnt-out generator was replaced overnight, and was in use for the next morning's peak loading on the suburban electric system.

AT 5 p.m. on September 10, there was a flash and a loud report from No. 6 generator at the Newport Power House. The protective devices immediately opened off the switches and the generator was cleared and isolated from all the other plant.

It was found that the fault was due to the insulation of one of the conductors breaking down, and it was not possible to effect any temporary repairs.

Steps were immediately taken to obtain sufficient men of the maintenance staff of the power house to remove the burnt out generator and to replace it with the spare one which is always held against emergencies of this nature.

As the men had just reached home after finishing their usual day's work, messengers had no difficulty in locating a sufficient number of the men to undertake the job, which meant the handling of very heavy parts. The revolving field magnets, known as the rotor, weigh approximately 20 tons, and the stationary portion known as the stator 45 tons.

Heavy Work Completed at Midnight

The men arrived at the power house at 7.30 p.m., having had time to partake of their evening meal before undertaking the strenuous task before them.

Under the direction of the Maintenance Engineer (Mr. Tulloch), the Assistant Maintenance Engineer (Mr. Calder), the Electrical Foreman (Mr Bell), and the Leading Hand Electrical Fitter (Mr. W. Evans) the men were organised into small gangs, the work thus proceeding quickly.

The rotor was removed and lowered out of the way to repair bay at 11 p.m., and while the copper conductors to the transformer were being disconnected, the larger wire rope slings were being placed under and around the stator ready for lifting out.

The damaged stator was lifted out and placed in the repair bay ready for the repairers to start work on as soon as they came in the following day.

The whole work of dismantling and removing the damaged machine was completed at midnight, exactly 4½ hours from the time of starting.

Everyone Was Tired Out

The rest of the work proceeded rapidly because with the heavier jobs completed every man realised that the worst of the job was over.

The spare stator was in position and everything was coupled up at 4 .a.m. ready to run.

After careful electrical tests to make sure everything was O.K.. the generator was run up to speed and excited.

The generator was put on load at 6 a.m., and was therefore in ample time to take its share of the morning peak load. Everybody on the job was thoroughly tired, but happy and proud to know that they had accomplished the task they had set out to do. Anyone familiar with these machines will readily understand that the achievement was no small one.

Way and Works Undertakings

Among the interesting work of the Way and Works Branch during last month were the methods adopted to secure the safety of Kilcunda Station against ultimate destruction by the sea. This station is right on the beach in South-Eastern Victoria, and erosion necessitated its immediate removal to a new site. The permanent way was also protected by the provision of a deep concrete apron surmounted by stone beaching on the sandbank. The line is now secure.

Gippsland District

SOME months ago heavy seas in Bass Straits undermined the sand banks on which Kilcunda Railway Station was situated. The erosion necessitated the immediate removal of the station to a new site, and this was effected.

The main line was also endangered, and in order to secure its safety the decrees of King Canute had to again be enforced—"Thus far, and no farther." This has been accomplished by the provision of a deep concrete apron surmounted by stone, beaching on the sand bank. The destructive forces of wave action have been baffled, and the main line to Wonthaggi at this spot, though within a stone's throw of the sea shore, stands secure.

Concrete dwellings are now in course of erection at Kilcunda, Glengarry and Watsonia, whilst others at Moe and Erica will be commenced as soon as men are released from the former houses.

Improvement in the view of trains approaching McKenzie Street crossing at Wonthaggi has been gained by the removal of a considerable amount of the earth cutting on each side of the crossing.

Various bridge openings throughout Gippsland have been filled with earth, including provision of reinforced concrete culverts, thus reducing the maintenance expenditure which would have been necessary on such bridges during coming years.

The attractions of Noojee for the tourist have created the necessity for not only a comfortable and commodious hotel in the district, but also a much-needed waiting room at the station for the convenience of the numbers of people who now visit this charming resort. These have now been provided.

The good progress made by our staff in preparing the lines to Upper Ferntree Gully and Lilydale for electrification is exemplified by the advancing of the dates of the opening of these lines for electric traction, that to the Gully being already in operation, and that to Lilydale within the next few weeks. This work has rendered necessary not only the strengthening of the tracks, but also standardising all level crossings.

Improvements have been effected to the tram track to Black Rock by the provision of additional drainage and the lifting of tracks and reconditioning of the road surface.

Geelong District

BALLASTING has been completed on the Mount Gambier line, Casterton line, and Ararat to Portland line, and is now in progress on the Balmoral to East Natimuk line. Ballast was and is being obtained from Heywood. Good progress in this direction is being made on the Colac to Warrnambool and Gheringhap to Maroona lines, with ballast obtained from Manor.

Re-laying of one mile of track, consequent on the early running of the "Garrett" engines, has been completed on the Beech Forest line.

A new chaff-loading platform has been provided at Skipton, and is greatly appreciated by the loaders, at whose request it was provided, and who co-operated in the provision thereof. The Department erected the facing and carried out the metalling of platform surface, and those interested are attending to the earth filling.

Verandahs over the footpath have been erected in Gordon Avenue, Geelong. These verandahs are under the railway bridge, and will provide a great convenience to citizens during wet weather.

Alterations and additions to the station buildings at Winchelsea are completed. This has provided better and increased facilities for all concerned, and enables an effective barrier system to be operated, besides giving much improved office accommodation.

Ballarat District

WEED poisoning was carried out on a number of lengths during the month, and contracts entered into for the ploughing of fire breaks, a number of miles of which were ploughed in the northern parts of the district.

The extension of the Ararat dining room was completed, and the Y run round at Serviceton is now ready for the use of South Australian engines.

Renovations to station buildings on the main line to Serviceton are progressing satisfactorily, and the following stations have been completed during the year: Ballan, Gordon, Wallace, Millbrook, Warrenheip, Ballarat, Beaufort, Middle Creek and Serviceton.

The work of replacing the existing 53ft. turntable at Woomelang is also in hand, and this and the Horsham alterations are to be completed before the advent of the wheat season.

With the same object, the work of strengthening structures and treatment of tracks between Ballarat and Donald, and Castlemaine and Maryborough was pushed on with, the substructures of bridges between Maryborough and Donald being completed.

The total mileage of the district was increased by the opening of the new line between Werrimull and Merringue, a distance of 16 miles.

North-Eastern District

SEASONAL work for the month has been commenced, including weed poisoning and sleeper renewing. Re-grading of the track at Wangaratta is well advanced, and the portion under speed restriction has been reduced from 1½ miles to ¾ mile.

Alterations to water supply pipe lines at Longwood, Euroa and Wangaratta have been carried out, and the first section of the viaduct re-laying is practically completed.

Bendigo District

THE track gangs are at present putting in extra sleepers between Rochester and Echuca, and, generally, the work of ballasting and renewing sleepers is being proceeded with. The ploughing of fire breaks is being carried out by contract, and preparations are being made for the coming burning-off season.

The sewering of the station buildings on the "down" platform at Bendigo has been completed.

A commencement will shortly be made with the erection of a brick building for carriers' offices at Bendigo, which will greatly improve the appearance of the main entrance to the station.

A new Dodge rail motor inspection car, for the use of district officers, has been received here.



Engine Crew and Staff, North Mirboo Line.

Bendigo Workshops Have An Interstate Cricketer

MR. WYN MURRAY entered the service 44 years ago as a junior clerk, at the Bendigo Loco. Depot

At that time the only lines running north of Bendigo were the Echuca line, 55 miles, and the Inglewood line, 30 miles.

Mr. Murray has had an extensive experience in workshops and loco. depots throughout the Rolling Stock Branch. He was for 34 years in charge of the Bendigo Loco. Depot Office, three years assistant timekeeper at the Newport Workshops, was also stationed at Ballarat North Workshops, and at Ballarat East, Benalla, and Geelong Loco. Depots.

In 1917, Mr. Murray returned to Bendigo North Workshops, on their opening, as senior clerk. This position he still holds.

Mr. Murray has an interesting record as a cricketer. In inter-State cricket he made 97 runs against New Zealand, and took seven wickets. Against N.S.W. he made 17 and 21; against Tasmania he made 104 and took six wickets. Against the Victorian XI., on Melbourne Cricket Ground, during the first country cricket week, he made 104 run out and took seven wickets for 97 runs, including the hat trick.

With P. McAlister he holds the 7th wicket partnership for Victorian inter-State cricket, with 187 against New Zealand, and with D. Sutherland is sixth in the second wicket partnerships for Victorian inter-State cricket, with 161 against Tasmania.

For the Bendigo United Cricket Club, Mr. Murray played 233 innings, scored 7742 runs, an average of 33 per innings, and obtained 508 wickets at an average cost of 11.2. He scored 15 centuries. Mr. Murray also won the Creddington Cup for the best batsman in the Bendigo District, and captained the B.U.C.C. several times, Railways one season, and St. Killians. He won the batting average for the Railways with an average of 62 runs per innings; also at billiards, he won the local railway billiard tournament matches from scratch.



Mr. Wyn Murray

Remember! YOU Are the Department

WHILST efficiency and economy are of primary importance in railway work, says the "Railway Gazette," there is one valuable factor which should not be overlooked and which has the advantage of costing nothing, and that is courtesy in all relations with the trading and travelling public.

British railway managements have not failed to impress upon their staffs the importance of courtesy in securing the goodwill of the public, and we think the British public have little to complain of in regard to their treatment by railway employes.

But this is not always the case in other countries, and in America a railroad president has just been impressing upon his staff the necessity for courtesy in dealing with the public.

"It is not enough to give efficient service," he says. "Our patrons are human; they want to see that their patronage is appreciated by the company. You may not realise it, but when they are buying a ticket or making an enquiry, or paying a freight bill, or getting on your train, or dealing in any way with you, it is you who are the company in their minds at the time."

This strikes the right note, and if every individual member of our railway staffs, of whatever grade, would bear in mind, under the most trying as well as the most ordinary conditions, that it is he who represents the Railways Department to the trader or passenger, the result would be reflected in the business of the Department.

On certain railways it has been said that the words "thank you" are almost unknown. That certainly cannot be said of English railway concerns; and if it be remembered that courtesy is the best lubricant for making a machine run smoothly, and that even a little of it may go a long way, the goodwill of the public will be assured.

American railroads are said to be already winning this goodwill, with noticeable effects upon the volume of their business.

Concessions for Delicate Children

Special arrangements have been made for the carriage of delicate children on the Victorian railways to receive medical treatment.

On the presentation of a prescribed form signed by Dr. Janet Greig or Dr. Eileen Fitzgerald, delicate children travelling to a country centre or to Melbourne for medical treatment, return tickets at half holiday excursion rates, available for two months, will be issued.

A parent or guardian accompanying the child will receive a ticket at holiday excursion rate.

Proposed New Line from Adelaide to Sydney

A meeting was held at Manangatang recently for the purpose of promoting the construction of a railway line linking Adelaide to Sydney via Ouyen, Manangatang, and Piangil to Hay.

It was proposed to approach the Federal Ministry and request that the line be constructed both for commercial and strategic purposes. It was pointed out that good would be done by connecting the three States, and much splendid land would be thrown open for settlement.

Rolling Stock District Notes

Metropolitan District

AT North Melbourne Depot an improvement has been effected in the system of posting notices for the guidance of the running and shed staffs. The notice cases have been sectioned off, and each section reserved for one particular class of notice. In this way it is possible to keep notices in systematic order.

Several of the shed roads at North Melbourne Depot radiating from "A" turntable have been equipped with rail stops, in lieu of buffer stops. These rail stops consist of two castings in the form of a ramp, one placed to the inside of each rail, and forms a stop for the leading wheels of an engine when placed on the table road.

The installation of these stops is at present an experiment to determine their suitability, and if generally adopted will have the effect of creating more shed space by the removal of the existing cumbersome buffer stops.

The fuel conservation movement in the metropolitan district continues to be very successful.

Readers of these notes, no matter in what branch, are requested to forward suggestions to the Secretary, care of Metropolitan R.S. Supt., Flinders Street.

North-Western District

DURING the month we have been fairly busy with live stock traffic, a considerable number of specials having been run on the Wycheproof, Swan Hill and Deniliquin lines.

A new experience was met, as far as this district was concerned, in that we were called upon to run a number of specials for live stock from the line under construction to Moulamein. I think I am right in saying, the experience is unique in the Department, being called up to provide specials with engines other than those employed by the Construction Branch. For some time past we have been required to run two or three specials weekly.

Another engine has been placed on the line, now making three engines and four crews engaged on the construction work.

A splendid fuel conservation meeting was held at Bendigo during the month. We were privileged to have Mr. A. E. Smith, Chief Mechanical Engineer, who, with Mr. Dillon, Supt. Loco. Supplies, paid us a visit. Mr. Smith's homely remarks captivated everybody, and we are looking forward to another visit. There were also at the meeting 22 lads of the New Beginners' Instruction Class, who, with their instructor, Mr. Mulcahy, listened to the debates.

Dandenong District

DURING the month the traffic has been fairly heavy. Owing to the increased output of coal at the State coal mines it has been found necessary to run additional goods trains to cope with the traffic from the State mine to Melbourne.

The output at the mines has increased from 2000 to 2400 tons daily, and 200 additional miners have been employed.

Consideration is being given to placing an additional "C" class engine at the State mine to cope with the traffic, also the transfer of a permanent crew. At the present time the two "C" class engines located at State mine are running five trips daily between the State mine and Nyora, and are putting up good performances.

The new electric motor installed at the Traralgon engine shed about three months ago is a vast improvement on the old steam plant, and, in addition, a new air compressor and two carborundum wheels have been erected and prove of great utility.

Engines fitted with flange lubricators are giving every satifaction.

During the month of September, 1925, Traralgon drivers have gained 3424 minutes in running.

Geelong District

ON September 24 the installation of the new boiler for the hot wash-out plant at Geelong Depot was completed.

This boiler (Aa Class) is larger than the original boiler, and it was necessary to enlarge the foundations and ash pit as well as to alter the shed doors and drainage.

The working pressure of the original boiler was 80lb., that of the new boiler being 120lb.

This higher pressure makes no material difference to the automatic working of the governors, thermostats or general control gear.

The increased working pressure will permit of more efficient working of pneumatic tools, as well as providing adequate power for drop-pit jacks, shed and loco. yard air service for Westinghouse brake tests.

A special gang from the Newport Workshops, with crane and necessary gear, effected the removal of the old boiler, and the placing of the new one in position

Trials are now being made of treating Portland North water with Dearborn compound. This water is not used except during wheat traffic to Portland. It is of very poor quality for loco. purposes, and its use necessitates frequent washing out and changing of water on account of the priming and foaming which occurs.

The results to date are satisfactory, and if they continue so will greatly improve the local engine performances, as well as relieve the congested position at Hamilton when wheat traffic is on.

Warrnambool engine depot has been equipped with electric lighting. Full provision has been made for adequate lighting at all points required, thus considerably improving the conditions for night duty.

Additional electric lighting has now been provided at Hamilton Loco. Shed, giving considerable relief to operations during darkness at this very congested spot.

During the month of August, Geelong depot engines on passenger and mixed trains regained 1360 minutes and lost 477 minutes in running—a net gain of 883 minutes.

Maryborough District

RECENTLY in this district we have been experiencing a fair amount of engine trouble, due to tubes leaking, and on this account it has been found necessary to obtain assistance from Newport Shops to cope with the work.

Earlier in the year it was expected that "C" class engines would have been available for next year's wheat traffic, but, unfortunately, these engines will not now be available for the Maryborough district, and it is therefore expected that double-header trains will have to be utilised this season.

The prospects so far for a heavy wheat yield are good. Very fine showers have fallen, and all crops seem to be coming on very well.

The traffic is still being maintained at a high mileage for this time of the year, and on this account there has been no surplus staff nor have we been forced to store engines.

The work of getting the spark arrestors in good repair is now well in hand in preparation for the next summer season.

The new electric drive for the machinery at the Loco. Depot, mention of which has been made in a previous issue, has been advanced to the extent that the electric wiring has now been completed, and we are also now waiting for the motors to be placed.

Seymour District

IT may be interesting to "Magazine" readers to learn of the mileage ran by two express engines during the past three months:

Eng. No.	June. Miles.	July. Miles.	Aug. Miles.
1000 A2	6191	4266†	5652
1001 A2	6656	7047	7307

†Engine nine days under repairs.

The new class of piston valve rings, with reduced gap, has been fitted to 998 A2 and 992 A2, and are giving every satisfaction. The results so far disclose that when the engines were opened up for periodical examination the rings and bushes were found in good order.

The Benalla loco. shed, which was formerly roofed with galvanised iron, and which had been in bad state of repair, has been re-roofed with corrugated fibrolete; it is anticipated this material will be an improvement.

Railways Institute Educational Classes

Examinations will be Held This Month

The annual examinations of the Victorian Railways Institute educational classes will be held at Melbourne and country centres during the week ending 21st November. All particulars respecting examinations will be furnished prior to the date of examinations.

Correspondence Course Students in Algebra, Arithmetic, English, Engine Working, Westinghouse Brake, Shorthand, Safe Working and Station Accounts and Management, who are eligible and intend to sit for Victorian Railways Institute examination at the close of the educational year 1925, are requested to send in their names to the General Secretary, Victorian Railways Institute, Flinders Street Station Buildings, before 7th November, 1925.

Those students who have answered and sent in for correction not less than 55 per cent. of the total number of papers in the course during this year are eligible to sit for examination.

The total number of papers in each correspondence course is as follows:—Safe Working, 76; Station Accounts and Management, 80; Algebra, 30; English, 25; Arithmetic, 25. Shorthand, 25; Engine Working and Westinghouse Brake, 20.

Engine Working and Westinghouse Brake.—Students in Engine Working and Westinghouse Brake Classes eligible to sit for examination are reminded that the classification of grades for examination has been altered to comply with the changed conditions as to rates, pay, etc., resulting from the Federal Arbitration Court's award, 1st April, 1925.

Senior Grade.—All drivers and fitters, also senior firemen, who are in receipt—for at least six months prior to the date of holding examinations—of the maximum rate of pay for the position awarded by the Federal Arbitration Court's award, 1st April, 1925, and first prizewinners at any previous junior grade examinations.

Junior Grade.—All firemen who are receiving less than the maximum rate of pay awarded by the Federal Arbitration Court's award, 1st April, 1925, apprentices, and others, except first prizewinners in the same subject.

Here Are The Examiners

The following gentlemen have been appointed examiners in the various subjects for Educational Classes Examination, 1925:—

Algebra.—Mr. H. Fuller-James, Chief Electrical Engineer's Branch.

Applied Mechanics.—Mr. H. Fuller-James, Chief Electrical Engineer's Branch.

Bookkeeping.—Mr. J. J. McClelland, Assistant General Passenger and Freight Agent.

Building Construction.—Mr. H. Sutcliffe, Ways and Works Branch.

Electricity and Magnetism.—Mr. J. H. O'Connell, Engineer, Power and Lighting.

English Courses.—Mr. J. M. Coles.

Engine Working.—Mr. J. A. Barbour, Engineer, Rolling Stock Branch.

Mechanical Drawing.—Mr. J. A. Barbour, Engineer, Rolling Stock Branch.

Station Accounts and Management.—Mr. S. J. O'Haire, Relieving Station Master.

Safe Working.—Mr. T. F. Beary, Safe Working Officer.

Shorthand.—Mr. A. J. Letham, c/o Staff Board.

Typewriting.—Mr. A. J. Letham, c/o Staff Board.

Westinghouse Brake.—Mr. F. Boadle, Inspector, Westinghouse Brake.

The Victorian Railways Institute is fortunate in having the services of Dr. A. E. Nordeck as instructor in modern languages. **French, Italian and German** are a few of the modern European tongues of which he is a master. **Latin, Greek and Japanese** are also taught by him.

The opportunity of becoming proficient in a foreign language and acquiring the correct accent for the modest fee of 15/- per term should appeal to members, whilst their sons and daughters under such efficient coaching should find no difficulty in securing a pass in that subject at their forthcoming examinations.

Students who intend sitting for examination at the forthcoming Annual Institute Educational Class Examinations, to be held during the week ending 21st November, are asked to advise their Instructor as early as possible, so that the accommodation necessary for students sitting may be provided.

The desirability of being a candidate is urged upon all eligible students, as it is a duty they owe their Instructor for the trouble he has taken to impart valuable knowledge to them; to the Council, in its efforts for the welfare of Institute members; and, further, for the student's own satisfaction in proving to himself the practical usefulness of the knowledge he has acquired during the year.

The prizes available to Institute students are:—

THE "HAROLD W. CLAPP" PRIZE, under three divisions.

THE "J. C. M. ROLLAND" PRIZE.—This is a special prize, value £5 5s., and is donated by Mr. Rolland, of Willaura, Victoria, for presentation to the most diligent and persistent student of Railway Working in any of its technical aspects, who, by his record in class attendances and examination work, has manifested his earnestness to become a proficient Railwayman., The above-mentioned are special prizes.

The following prizes are awarded as First Prizes in all subjects:—"T. H. WOODROFFE" PRIZE (presented by the late Chief Mechanical Engineer, Mr T. H. Woodroffe).

"PETER ALEXANDER MEMORIAL PRIZE," "W. R. BROWN MEMORIAL PRIZE," "COUNCIL PRIZES"; in addition to which the Council awards a Second Prize for each subject (in each grade) of the examination, and an Institute Certificate to each student who passes in any examination.

Examination Days

Monday, 16th Nov.	Tuesday, 17th Nov.	Wednesday, 18th Nov.	Thursday, 19th Nov.	Westinghouse Brake, 7.30 p.m.
Electricity and Magnetism, Grades 1 and 2, 7.30 p.m.	English, Grades 1 and 2, 7.30 p.m.	Mech. Drawing, Grades 1 and 2, 7.30 p.m.	Algebra, Grades 1 and 2, 7.30 p.m.	Friday, 20th Nov. Applied Mechanics 7.30 p.m.
Station A/cs and Management, 7.30 p.m.	Safe Working, 7.30 p.m.	Bookkeeping, 7.30 p.m. Engine Working, 7.30 p.m.	Building Construction, 7.30 p.m.	

Shorthand and typewriting examinations arranged by the examiner.

SEND-OFF TO BILLY MEEKE.

"Billy" Meeske, cruiser-weight champion wrestler of Australia and Instructor at the Institute, was recently given a send-off in the Institute Concert Hall on the occasion of his departure for America.

Leading boxers and wrestlers, including Anton Koolman, gave items.

Eat More Fruit; Ripe, not Green,
And Cast a Vote for
THE RAILWAY QUEEN.

"Larry" Copeland, the Institute's capable boxing instructor, was unfortunate enough to contract appendicitis, necessitating an operation, on the eve of the Victorian Railways team's departure for the Interstate Competitions in Sydney.

HEATHMONT RESIDENTS PRACTISE SELF-HELP.

Residents of Heathmont, situated between Ringwood and Bayswater, putting into practice Mr. Clapp's slogan, "Help Us to Help You," have offered to contribute £1400, and make the earthworks, if they are given a railway station.

Conditions for the Harold W. Clapp Prize

THE following are the regulations governing the examination, which will be held at the end of the fourth class session, 1925, for the allocation of the "Harold W. Clapp" Prize:—

1.—The Prizeman must be an employe of the Victorian Railways Department, at the date of the examination for the prize, and be deemed by the Council a fit and proper person to receive such prize.

2.—The prizes will be awarded to the Candidates who, subject to Conditions 4 and 5, secure the highest number of marks at oral or written examination held by the Council in the subjects prescribed.

3.—The prize shall be given in connection with a specific course of study in a subject or series of subjects to be selected each year by the Council of the Institute.

4.—In the event of the Prize being allotted for competition within the Institute Educational Class Field, it shall not be awarded to any candidate who has not effectively attended the class or classes at the Institute for at least three terms in the main subjects of the examination for such prize. Effective attendance will be secured by attending at least 45 per cent. of the class meetings that are held during the calendar year in the subjects prescribed.

5.—The Prize shall not be awarded to any candidate who receives less than 70 per cent. of the total marks obtainable in the main subject at the examination for such prize; the main subject shall carry 70-100 of the total marks; the remainder shall be divided up in equal proportion among the other prescribed subjects.

6.—The Prize shall take such form as may be decided by the Council.

7.—In the event of the Prize not being awarded, owing to non-compliance with conditions set out for the government of the examinations, the Council will allot the Prize in whatever manner it deems best under the circumstances.

The competition for the Prize for the year 1925, in general accordance with the foregoing conditions, will be as follows:—

The Prize shall be divided and awarded to the most successful student of any of the three following divisions:—

Division	(a)	"Harold W. Clapp" Prize,	£7.
,,	(b)	,, ,, ,, ,,	£7.
,,	(c)	,, ,, ,, ,,	£7.

The competitive examination shall be held at the end of the Class Session in 1925, and the Prize shall be presented to the best all-round student attending the following classes, at which are taught the main subjects for such examinations:—

(a) Mechanical Drawing.
Electricity and Magnetism.
Building Construction.
(b) Station Accounts and Management.
(c) Engine Working and Westinghouse Brake.
Safe Working—Signalling Duties.
Safe Working — Train Running, Guard's Duties.

Students who take Mechanical Drawing, Electricity and Magnetism or Building Construction as the main subject shall undergo an examination in English, Arithmetic and Algebra. Students who take Station Accounts and Management, Engine Working and Westinghouse Brake, or Safe Working—Signalling Duties, Train Running, Guard's Duties, as the main subject, shall undergo an examination in English and Arithmetic. The standard of examination in each division shall be as follows:—

Division "A," English.—To 8th Grade (State School standard), parsing, analysis in detail, correction of sentences (giving reasons), all rules of grammar, composition.

Arithmetic.—To 8th Grade (State School standard), i.e., up to and including vulgar and decimal fractions, percentages, averages, ratio, simple and compound practice, mensuration, simple and compound interest, profit and loss, square root, square and cubic measure, area of circles, triangles, etc., present worth, discount, equation of payments and exchanges.

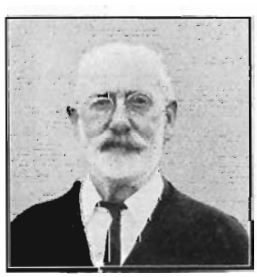
Algebra.—Numerical values, addition, subtraction, multiplication, dvision, H.C.F., L.C.M., fractions, factors, simple equations (this year).

Division "B," English.—To 7th Grade (State School standard), parsing, analysis, correction of sentences, rules of grammar, composition.

Arithmetic.—To 7th Grade (State School standard), simple and compound practice, vulgar and decimal fractions, percentages, averages, ratio, simple and compound proportion, simple and compound interest, profit and loss, present worth, and discount.

Division "C," English.—To a standard that will enable students to clearly and distinctly define in their own language the ideas they wish to convey, composition, correction of sentences, and answers to simple questions in grammar.

Arithmetic.—Easy and straightforward exercises based on all arithmetc up to and including vulgar fractions and decimal fractions, also percentages, averages, ratio, simple proportion, simple and compound practice, and easy exercises in mensuration.



Mr. J. Finch, sen., custodian of the Bendigo centre area of the V.R. Institute, is to be congratulated on attaining the advanced age of 70 on October 28. He was the first custodian appointed outside Melbourne. To all frequenters of the Institute he is known as "Dad."

Mr. Finch came out to Australia from London in 1914. He is an old railwayman, having been employed in the South-Eastern and Chatham railways. He joined this company in 1875. In 1885 he was appointed a first class signalman, and went into St. Paul's Junction signal box, on the edge of the River Thames, and was there for the last 29 years of his service. In this box he and two other mates worked together for 27 years.

VISIT TO GEELONG.—Messrs. Hyland, Stanley and Galbraith recently paid a visit to Geelong, with a view to selecting the site for the proposed new Institute building at that centre. They were met by Messrs. C. J. Walsh and E. J. Hyatt, of the local centre, and inspected all the available sites.

Mr. Hyland is now preparing an official report on the matter, which will shortly be presented to the Commissioners.

BENALLA COUNTRY CENTRE AREA.—On 31st October the new tennis court at Benalla was opened by the general secretary. It is anticipated that the new croquet lawn will be available for play within a month, and owing to the activity of Head Porter Lyons and a band of willing assistants in laying down flower beds, lawns, and arranging other beautification work, Benalla is now one of the Institute's beauty spots.

LIBRARY.—New books are being continually added to the Library at the rate of about 1000 a month, and the circulation is maintaining a satisfactory increase.

Borrowers are requested always to be careful to enclose requisition slips in books when returning them for exchange, and thus save the Library staff much unnecessary trouble.

Institute Dramatic Society at Fitzroy

Members of the Institute Dramatic Society, who recently staged a successful production of "The Strategist" at North Fitzroy: — Left to right: C. S. Arliss, M. Hayman, R. Guest, Miss L. Toomey, W. Thomas, Miss M. Wyatt, T. B. Lamble, J. Murison, Miss H. Loyd and W. Carr.



Institute Musical and Elocutionary Competition Prizewinners, 1925

The following is a list of the successful competitors for this year's series:—

Class 1.—Recital, under 13 years, Allcomers.—Kara Harkness, 1st; Molly Hendry, 2nd.

Class 2.—Recitation, Humorous, under 13 years. Allcomers.—Valma Clarke, 1st; Marie Deans, 2nd.

Class 3.—Recital, under 16 years. Allcomers.—Kara Harkness, 1st; Colin Binks, 2nd.

Class 4.—Recitation, Humorous, under 16 years. Allcomers.—Colin Binks, 1st; Charles Percy, 2nd.

Class 5.—Recital, Non-Prize-winners, Institute. — Alice Best 1st.; Lena Tooney, 2nd.

Class 6.—Recitation, Humorous, Non-Prize-winners, Institute.—Edna Addison, 1st; Elaine Townsend, 2nd.

Class 7.—Recital, Institute Event.—Madge Wyatt, 1st; Jack Wood and Pearl Harvey (equal), 2nd.

Class 8.—Recitation, Humorous, Institute. — Elaine Townsend, 1st.; Marcus Hayman, 2nd.

Class 9.—Recital (Australian), Institute. — Madge Wyatt, 1st; Pearl Harvey, 2nd.

Class 10. — **Recital (Shakespearean), Institute.** — Elaine Townsend, 1st; Madge Wyatt 2nd.

Class 11.—Recitation (Character), Institute.—Jack Wood, 1st; Doris Little, 2nd.

Class 12.—Recitation (Character), Allcomers.—Addie Strain, 1st; Maurice Latimer, 2nd.

Class 13.—Recital, Champion, Allcomers. — Alice Best, 1st; Pearl Harvey, 2nd.

Class 14.—Recitation (Humorous), Champion, Allcomers. — Pearl Harvey, 1st; Marcus Hayman, 2nd.

Class 15.—Musical Monologue. Allcomers. — Pearl Harvey, 1st; Alice Wells, 2nd.

Class 16. — Musical Monologue, Humorous. Allcomers.—Marjorie Galbraith, 1st; Myrtle Gloster, 2nd.

Class 18.—Dialogue, under 18 years. Humorous. Institute.—Ruby Whitehill and Minnie Thornton, 1st; Edna Addison and Keith Kennedy, 2nd.

Class 20.—Dialogue. Humorous. Institute.—Addie Strain and Jack Murison, 1st; Doris Little and Bernard Lamble, 2nd.

Class 21.—Dialogue. Allcomers Event.—Alice Best and Madge Wyatt, 1st; Addie Strain and Jack Murison, 2nd.

Class 22.—Dialogue. Humorous. Allcomers.—Florence Trott and F. McDonald, 1st; Alice Best and George Cockerill, 2nd.

Class 23.—Open Scene. Allcomers. — Alice Best, George Cockerill and Madge Wyatt, 1st; Madge Wyatt, Lena Toomey, William Rees, and James Clarke, 2nd.

Class 25.—Oration ("Co-operation: Its Value in Railway Organisation").—Marcus Hayman and P. J. McCracken (equal), 1st.

Instrumental and Vocal.

Class 29.—Pianoforte Solo, under 13 years. Institute.—Jean Beddoe, 1st; Kara Harkness, 2nd.

Class 29.—Pianoforte Solo, under 15 years. Institute.—Jean Beddoe, 1st; Erna Classen, 2nd.

Class 32. — Pianoforte Solo. Allcomers' Event. — Bonnie Craven, 1st; Leah Finkelstein, 2nd.

Class 34.—Pianoforte Duet, under 16 years. Allcomers' Event.—Evelyn Dunstan and Iris Pascoe, 1st; Maisie Wignall and Gladys Smith, 2nd.

Class 35.—Violin Solo, under 13 years. Institute.—William Mathews, 1st; Pattie Martin, 2nd.

Class 38.—Violin Solo, under 18 years. Allcomers. —Hettie Miller, 1st; Paul McDermott, Linda Liebentritt (equal) 2nd.

Class 41.—Violin Solo. Allcomers' Event. — Hettie Miller, 1st; Paul McDermott, 2nd.

Class 50 —Soprano Solo. Institute Event. — Janet Lorimer, 1st; Mrs. Lloyd Roberts, 2nd.

Class 51.—Soprano Solo. Non-Prize-winners. Institute.—Eunice McGregor, 1st; Janet Lorimer, 2nd.

Class 52.—Soprano Solo. Allcomers' Event. — Mrs. Lloyd Roberts, 1st; Janet Lorimer, 2nd.

Class 55. — Contralto Solo. Allcomers. — Irma Hughson, 1st; Tess Stewart, 2nd.

Class 61.—Baritone or Bass Solo. Allcomers.—Tarrant, Albert E., 1st; Westrend, M. A., Colin, McRae (equal), 2nd.

Class 62.—Duet. Allcomers.—Phyllis Hughson and Partner, 1st; William Blight and Albert Tarrant, 2nd.

Class 65.—Solo Champion. All Voices. Institute.—Roberts, Mrs. Lloyd, 1st; Irma Hughson, 2nd.

Class 66 —Solo Champion. All Voices. Allcomers. —Tarrant, Albert E., 1st; Roberts, Mrs. Lloyd, 2nd.

V.R.I. Musical Society

TWO concerts have recently been held by this Society. The first, on August 8, was characterised by some very fine choral singing, the big chorus from St. Paul, "O Great is the Depth," being presented for the first time. The choir in this item gave one of its best performances. "The Bridal Chorus" from Rose Maiden was also admirably sung. Two Irish part-songs, set by Sir R. P. Stewart—"Cruiskeen Lawn" and "The Wine Cup is Circling"—gave a sparkling touch.

The soloists were all artists with a metropolitan reputation. Madame Gregor Wood contributed the aria from the first act of "Samson and Delilah," and later gave the seldom heard "Husheen." Mr. Gregor Wood sang "Lend Me Your Aid," from La Reina de Saba, in ringing tones and with dramatic effect. Mr. Leslie Barklam, the capable flautist, although new to these concerts, proved himself a great favourite with the audience. Mr. Will Elder upheld his reputation, his "I Forget" being exceedingly well done and his encores well chosen.

The concert was, as usual, conducted by Mr. Gregor Wood, and Mr. Reg. Brown was accompanist.

The second concert, the fourth of the season, was held on October 3, and the Society again presented an excellent programme.

"No Speeches!" But There Was Eloquence

FROM year to year a happy little band of good fellows travels to Bendigo and Ballarat as the guests of the Victorian Railways Mutual Benefit Society on the occasion of the annual picnics of that organisation.

They are chosen by the genial President of the Society (Mr. T. B. Molomby, Railways Commissioner), not on account of official rank or influence, but simply for old acquaintance sake and good fellowship.

The party that made the journey to Bendigo on Saturday, October 10, voted that particular outing the most successful of all the excursions that its members have been privileged to attend.

With a memory of much eloquence at former outings, Mr. Molomby took a firm stand when he faced his guests at the dinner table in the Norman car of the departmental train.

"No speeches," he said, waving his hand jovially —"except to the King."

Then Mr. Molomby promptly proceeded to break his golden rule by proposing the toast of an extremely popular member of the party, Mr. G. A. Gibbs, secretary of the Board of Works. Mr. Gibbs, out of compliment for 35 years' secretaryship, has been given six months leave of absence on full pay by the Board to visit England next April, and the honour thus paid to his old friend moved Mr. Molomby to express, on behalf of the gathering, their pleasure at Mr. Gibbs's good fortune.

Mr. T. O'Callaghan, known as the "father" of the picnic party, an amazingly virile veteran of 80 odd years, supported the toast with his usual flow of eloquence; while Mr. P. R. Sutherland, one of several genial Scots in the party, added a word of appreciation of Mr. Gibbs's good fellowship. And, of course, Mr. Gibbs had to reply.

That made four speeches and four infringements of the golden rule, apart from the fact that in the enthusiasm with which Mr. Molomby's toast was greeted, the loyal toast was completely overlooked.

But when the party arrived at the Bendigo Town Hall, Mr. Molomby's worst fears were realised. He had again definitely ruled "no speeches," but nothing can stem the flow of eloquence that characterises the civic fathers of Bendigo. At the Town Hall the Mayor (Cr. J. Ewing) sat in all the glory of his regalia, surrounded by members of the departmental party, and supported on either side by Cr. J. H. Curnow and Cr. A. Garvin.

For 40 minutes the tide of eloquence ebbed and flowed over the heads of the excursionists who, if it must be confessed, would much have preferred to see something of Bendigo in the precious time at their disposal. They were told severally and generally what good fellows they were, how much their presence was appreciated, and what a boon the picnic was to Bendigo.

Then it became necessary to tell the representatives of the Railway Department how ably Bendigo had supported the slogan of "Help Us to Help You."

Finally, as an afterthought, Bendigo's past and future glories were woven into the speeches. When the Mayor and his councillors had done their worst, and failed to break the spirit of the picnickers, Mr. Molomby's guests took their part in the speeches until it was more than time to make a move to the football match.

On the return journey, undaunted by experience, Mr. Molomby again put his foot down with the edict, "No speeches." But there was one toast that the party insisted on honouring to the full, and that was Mr. Molomby's health as their guest and the "Prince of Good Fellows."

Once the standing orders had been suspended in this manner the speech-making fever broke out afresh, and half a dozen members of the party were singled out for the appreciation of their colleagues.

From Kyneton to Melbourne the party in the departmental car enjoyed the clubman's pastime of calling upon a prominent member to make a speech, and then interrupting him continually with snatches of song.

By the time Melbourne had been reached it was calculated that 15 speeches had been made and nearly every song in pantomime repertoire had been roared in chorus.

But every member of the party voted that they had spent a wonderful time.

All O.K., Report The Institute Country Centres

BALLARAT CENTRE AREA.

Honorary secretary reports that Mr. D. Quayle has been successful in winning the billiard tournament held at that centre during the month, Mr. F. Bloink second, while Mr. Tolliday made the highest break.

The sports committee also reports that arrangements are being made for another billiard tournament, and for a single hand and pairs carpet bowls tournament. Ballarat North Workshops team has been succesful in winning the Ballarat carpet bowls championship, with the Institute team runners-up.

At the last meeting of the local committee, 28th September, the following appointments to fill existing vacancies on the committee were made:—Hon. vice-chairmen, Mr. J. Nolan, Supt. Worksmaster (vice Mr. E. Pike, transferred), and Mr. F. Overall S.M.'s clerk (vice Mr. Moss, S.M., retired); council nominee, Mr. C. M. Mears, fitter, Ballarat Loco. (vice Mr. E. J. Farrell, deceased); members' representatives, Messrs. A. Sergeant fitter, Ballarat North, and R. J. Horgan, shunter, Loco. (vice Messrs. Overall and Mears).

BENDIGO.—Boxing Instructor: Mr. J. Bishop reported having interviewed the Depot Foreman about the boxing instructor being relieved from duty on class nights. Depot Foreman stated arrangements had been made to release Instructor P. E. Elliott, and in future there would be no trouble. Therefore, the class of instruction in boxing at Bendigo will be held in the Institute Rooms on Tuesday night of each week.

Resignation of Pianoforte Instructress: Mrs. Hamilton, instructress in pianoforte at Bendigo since the beginning of 1923, has resigned this position, and is leaving for Melbourne. Her resignation was received with regret, and best wishes were expressed for her success in her new sphere. Honorary secretary was instructed to write to Mrs. Hamilton, and extend to her the good wishes of the local members, and thanking her for her kind services in the past.

MARYBOROUGH.—Another month of progress has passed, and the position of our centre socially, financially, and from an educative point of view, is both sound and virile.

Through the reduced price of tobacco, receipts for sales are very high, and it is understood that records have been established.

Revenue is still buoyant, through the efforts of the Indoor Social Committee. These euchre evenings are undoubtedly successful, and not only their col- of the centre naturally look for practical support.

Much heavy work has been performed by outdoor enthusiasts in the preliminary construction work of the tennis courts, and the garden has also received attention.

More books have been received of late and placed in the library, which is being used extensively.

Successful Railway Ambulance Competitions

ON Thursday, October 8, the annual dinner and distribution of awards won in this year's Ambulance Competitions took place in the Spencer Street Refreshment Rooms.

Mr. Commissioner Molomby presided, and handed over the medals and trophies. Among those present were Messrs. J. Conlan, T. F. Brennan, F. M. Calcutt, W. E. Keast, J. S. Rees, F. W. Kaiser, D. Cameron, T. W. J. Cox and T. Sullivan. Mr. Bullman, representing the South Australian Railway Ambulance Corps, and Mr. Funnell the New South Wales Corps, also attended.

"I have for many years taken a keen interest in ambulance work," Mr. Molomby declared, "and I am very glad to note that this year the country men have just about swept the board, securing four prizes out of six. Railwaymen in the country have nothing like the facilities for gaining knowledge of ambulance work that their more fortunate town brethren enjoy, and it is a gratifying indication of their active interest to find them doing so well in the competition." (Applause.)

The results of this year's competition were as follow:—

Senior Corps.—1, Stawell (397 points out of a possible 450); 2, Railway Offices (337); 3, Maryborough. Novice Corps.—1, Maryborough (321 points out of a possible 400); 2, Ararat (302); 3, Brighton Beach (296). Champion Individual Event.—C. L. Kuffer, Maryborough (129 points out of a possible 150). Senior Individual.—1, C. L. Kuffer (137 points out of a possible 150); 2, G. Cole, Flinders Street Yard (108); 3, C. Mitchell, Melbourne Goods (102). Novice Individual.—1, C. Mitchell, Melbourne Goods (118 points out of a possible 150); 2, J. Pascoe, Maryborough (108); 3, E. Timbs, Bendigo North Workshops (98). Best Improvised Stretcher.—Railway Offices (45 points out of a possible 50). Stawell, having won the Senior Corps event, will represent this State in the forthcoming Interstate Ambulance Competitions, to be held in Melbourne on November 26.

Dr. McAree, who was one of the adjudicators, offered some "mild criticism" on the general standard of the work in the competitions, which, he considered, on the whole "very good indeed."

"The work this year," he said, "compares very favourably with that of previous years. One matter I might mention is the failure of some competitors to read the instructions properly. To illustrate the importance of this point, I once saw a very competent first aid man in a competition misread the instructions, and treat his patient for a snake bite on the right leg instead of the left leg."



Railway Officers Ambulance Corps, which won first place in the Best Improvised Stretcher Event at the Railway Ambulance Competitions: (left to right) W. Blackburn, E. Maskell, G. Allen, M. Hayman, G. Oakley and J. McNabb.

The doctor gave a few "dont's" for ambulance workers—"Don't go outside the work set down for you to do; don't forget that the work is primarily first aid; and don't argue!"

The toast of "The Visitors" was proposed by Mr. T. F. Brennan, and responded to by both Mr. Funnell and Mr. Bullman, and the toast of "The Artists" was proposed by Mr. Cameron.

A hearty vote of thanks was accorded Mr. F. W. Kaiser, the Ambulance Officer, for his untiring efforts in organising the competitions, and, in a modest response, he passed most of the credit on to his two assistants, Messrs. Southwood and Godden.

Where did the First Fowls come from?

Strange requests are received by the officials in grey at the Flinders Street and Spencer Street Stations at times, but Mr. J. Carmichael, one of the men in grey at Spencer Street, admits that the following letter which he received recently was a poser for him, and he had to seek outside assistance.

"Dear Sir,—Several nights ago we were discussing the Man in Grey, and my little son Jack, aged 8½ years, wanted to know why you were called that. We explained it to him, and I promised that I would take him to Spencer Street one day to see you.

"On getting out of bed this morning he said, 'Mother, I wonder if that man in grey could tell me how big the stars would be if they came down here; also could he tell me where the first fowl came from, as I want to know who laid the first egg.'

"Jack asked these questions in all seriousness. They may be a bit hard for you, but he felt so sure that a man like you, who has to answer so many questions every day, could surely answer these. He insisted that I write to you and put the questions.

"I am sure that your brain must be in a whirl at times with the questions you receive, and though you may have to put your thinking cap on for little Jack's questions, I feel sure that you will answer them for him, as he is looking forward to your letter."

Trips to the Hills

It is not generally known that the Railways Commissioners will issue combined rail and motor tickets to Gracedale, Narbethong, St. Fillans, and Marysville, all of which resorts are reached by way of Healesville. Similar tickets will be issued to Marlo, beyond Orbost, and Omeo, beyond Bruthen.



This is not a Texas Cowboy; it is only the milkman delivering the morning milk to the residents in Walhalla, where the houses are mostly built in the sides of the hills. The milk is carried in kerosene tins, slung in a pack across the horse.

IF YOU HAVEN'T SEEN WALHALLA, GO THERE FOR YOUR NEXT HOLIDAY.

Building operations in connection with the new Ballarat Institute should soon be commenced, as several truck loads of gravel and sand have been placed on the ground, and the trees and shrubs have been cleared. It is expected that the new building will be opened early in the new year.

Two Railway Prizewinners at Local Events



Patrice Grace, of Bunbury-street, Newport, who won the first prize for the best-dressed girl at the Williamstown Hospital Ball.



Little Miss Fleming, daughter of Guard Fleming, of Upper Ferntree Gully, who was elected "Princess" in a recent "Princess Carnival," held by the local residents for the purpose of gathering funds to erect public hall.

Sea Lake is a Typical Mallee Town

When one who has not been far north hears the word "Mallee," one imagines an open sandy plain. This is quite a wrong impression.

Sea Lake, a typical Mallee town, is one of the prettiest parts of our prosperous Mallee, being surrounded by undulating country, and has the advantage of having Lake Tyrell in its boundary. The roads, which are of limestone formation, are lined with pine and mallee bush.

IN the Spring, when all the wheat fields are green, it is a very pretty sight to view Sea Lake from the surrounding hills.

From January to August the railway revenue derived from Sea Lake to Kulwin was £30,850, and 363,000 bags of grain and 2000 tons of mallee roots were despatched to the south, while last season's wool clip totalled 400 bales. This year 800 tons of manure was received, which is a substantial increase over last year and means more wheat under cultivation and the prospect of a better harvest.

There is an unlimited water supply, which comes from Lake Lonsdale. Electric light is supplied by a local power station.

Green Lake is a delightful spot, and is about six miles from Sea Lake, where all the picnics are held.

The Salt Lakes, which are only four miles from the town, are surrounded by hills, and from these hills the lake, with its little islands covered with trees, range as far as the eye can see.

On nearly all the islands there are fox dens, and, needless to say, this is a favourite ground for the sporting enthusiasts. The foxes appear to be much larger than those found in most other places and are different in color, being a very light yellow —a color much admired by the womenfolk. One trapper alone has sent away 12,000 rabbit skins during the present year.

Thousands of tons of salt are gathered from the Salt Lake and sent away each year to all parts of the Riverina and to other parts of New South Wales for stock purposes.

The lake is also the favorite breeding ground for the sea gulls, which return from the sea during the month of May and go away again about January, before the hot weather commences. The gulls come back to the same island every year. At present the island referred to is only about 50 yards long by 30 yards wide, and thousands of gulls are reared there yearly.

As there is no shelter on this island the birds make a small hole in the ground and lay their eggs in the sand, and Nature is left to do the rest. The young are very tame and easily reared. They are splendid birds in a garden, destroying all the pests.

Sea Lake is a prosperous town, and is the shopping and banking centre for the district 20 miles south and 30 miles north, and its importance will increase with the rapid development of the north.

Mr. R. A. Stephens, the local stationmaster, has a great pride in his job, and his office and appointments, as well as the general appearance of his station, are well in keeping with the surrounding beauty of the town.

Personal.

Mr. E. Hocking, of the Ballarat Goods Shed staff, has won, for the second time, the championship at the South Street Competitions, Ballarat.

He gained the championship this year with 24 points, second place being filled by Mrs. Marion Davey, South Australia, with 15½ points.



He obtained his success in the following:—First Australian solo (23 competitors), first gents' duet, first national song (30 competitors) and also maximum points; second mixed duet, first tenor solo, first championship solo (35 competitors) and also maximum points, and second in the sacred solo.

Mr. Hocking is a pupil of Mr. Haydn West, and is a member of the Lydiard Street Methodist choir.

On the occasion of his recent transfer from Illowa, where he had been Station Master for two years, **Mr. P. Healy** was tendered a hearty send-off by the townspeople. Handsome presentations were made, Mr. Healy receiving a gold watch and a pair of binoculars, his wife a silver tea and coffee service and tray, and his daughter a pearl armlet. Mr. Healy, who is a prominent courser and breeder of dogs, had actively associated himself with various public movements during his term of office at Illowa. He is now stationed at Craigieburn.

Mr. P. H. Richardson, a member of the Geelong Institute committee, whilst cycling to attend the August meeting, was unfortunately run down by a motorist, and sustained a severe shaking, which necessitated his lying up for two weeks.

Mr. A. A. (Bert) Carter, who has been officer in charge of the storehouse at Arden Street Workshops for the past 10 months, has been transferred to Head Office, and on Friday, October 9, the staff and employees of the Stores Branch assembled to bid him au revoir. **Mr. D. G. Roberts,** his successor, on behalf of the staff, presented Mr. Carter with a silver-mounted pipe and "Waterman" fountain pen.

Mr. Richard A. Foley, of the Chief Railway Auditor's Office, Queensland Railways, on a holiday in Melbourne the other day, was a welcome visitor to the Victorian Railways Institute. He said he was greatly impressed with the extensive arrangements and ample provision which the Victorian Railways Commissioners had made in establishing for Victorian railwaymen the fine institution they possess.

Mr. A. Shaw, railway gardener at Ballarat, has recently had a fine display of narcissi at his nursery in Lydiard Street. The nursery is below the level of the footpath, and it is quite a usual thing to see passers-by admiring the display.

Mr. T. R. Moss severed his connection with the Department early in October, and is now enjoying a well-earned rest. He was a popular S.M. at Ballarat, and until the vacancy is filled **Mr. E. Ward** is relieving.

A pleasing duty was performed early in September, when **Train-Examiner P. Miller,** who recently retired from the Service owing to reaching the allotted age, was, on behalf of his fellow employes, presented with a smoker's outfit for himself and a bag for Mrs. Miller. Mr. Miller had been employed at Bendigo for a considerable number of years and was looked upon as one of the pioneers of the Bendigo Yard.



Mr. George Perrin, a returned soldier, who served with the 4th Field Artillery Brigade, and is now clerk to Mr. J. M. Ashworth, Assistant Engineer for Ways and Works. Mr. Perrin passed the Licensed Shorthand Writers' examination in July, and until recently was located in Bendigo on the District Engineer's staff.

Mr. J. Ross, telegraphist, Maryborough, with a confident prediction, has entered the bonds of matrimony, and has been given the well wishes of all his comrades.

Mr. W. Clarke, carpenter Bendigo Workshops, has retired from the railways after 37 years' service. His shopmates and other railway friends joined in presenting him with a wallet of notes as a parting gift, accompanied with many expressions of their good wishes for his future happiness.



STATION STAFF, LEONGATHA.

Standing (left to right): T. Stevenson, E. Thyme, J. Bryant, H. Matthews, H. Millar (S.M.), J. Collins. Sitting: J. Birch (T.S.M.), C. Morgan, T Crawford, T Hayes (local carrier).



Mr. R. G. Caddell's ability as an organising secretary has again been recognised by the citizens of Ballarat. A request was made by the Mayor and representative citizens that the Railways Department release Mr. Caddell from his ordinary duties at the booking office, Ballarat, to act as secretary to the St. Vincent's Hospital appeal in Ballarat. Mr. Caddell has been actively connected with charitable organisations for some years, and recently was secretary and organiser to the Ballarat Orphanage appeal for £8000, when more than £10,000 was raised.

One By One They Pass the Last Mile Post

A link with the distant past of the Railway Department was severed when **Mr. J. R. Calcutt,** who resided at Williamstown for more than 60 years, died at South Yarra on September 26, in his 88th year.



He arrived in Victoria on the Empire of Peace in 1861, and entered the Department in 1862. He served in the Engineer in Chief's Office until 1882, when the Existing Lines Branch was formed, and he was then transferred to that branch, and as administrative clerical head, under Chief Engineers Greene, Lunt, Rennick and Woodroffe, he created practices and staff instructions, many of which are still in force.

He retired from the service in 1893, and the accompanying photograph was taken a few months before his death.

We deeply regret to record the death of **Mr. D. R. Maloney,** formerly Yard Inspector, Ballarat. Mr. Maloney retired from the service 13 years ago, and it is safe to say no man of his time was better known or more widely respected than he. His death was the result of an accident.

The death of **Mr. E. J. Farrell** took place on September 17 after a long and serious illness. Mr. Farrell was a foundation member of the Ballarat branch of the Institute, and has been a council's representative since the inception of Institute activities at that centre. He had been in the Railway Department for 41 years, some 30 of which he had spent as a clerk at the Ballarat East Loco.

Mr. Farrell was also connected with many outside associations in the city, and general sympathy has been expressed at his death. He leaves a widow and daughter.

The death of **Mr. Thomas Holt,** a pensioner of the Railway Department, recently occurred at Sale. Mr. Holt, who was in his 86th year, retired from the service on 23rd March, 1900, and has been in receipt of a pension since that date. He joined the service on 9th October, 1862, as a fireman, was appointed engine driver on 1st June, 1872, and night foreman at Prince's Bridge on 1st January, 1895, which position he held until his retirement. He leaves a family of four sons—John (ex-loco. running officer, now a pensioner), Henry (driver in charge, Sale, who retired on a pension last month), Guy (Town Clerk of Sale), and Lewis (of the Head Office, State Savings Bank).



Late Mr. G. Ruby.



Late Mr. W. Olver.

It is with very great regret that we record the deaths of **Messrs. G. Ruby** and **W. Olver,** of the Rolling Stock Branch, Maryborough, caused by an accident while in the execution of their duty. Both were most highly esteemed among their comrades, and deep sympathy is felt for their sorrowing relatives.

South Australia's Railway Profit—£38,864

The report of the Railway Commissioner (Mr. Webb) for the year ended June 30 shows a profit of £38,864. The net earnings were equal to 4.90 per cent., compared with 4.91 per cent. for the previous year.

Mr. Webb points out that the constant additions to the wages and salaries bill, consequent upon the increased basic wage, must result in increases in rates and fares. The total earnings were £4,012,376, and the expenditure, including interest, £3,953,872.



One of our enthusiastic amateur photographers has sent this attractive scene from the Melbourne Zoological Gardens.

Flinders Street Railways Picnic

THE annual picnic of the staff employed at Flinders Street and Spencer Street Stations will be held at Mordialloc on Sundays the 6th and 13th December. As most of the men employed at these stations work every second Sunday, it is necessary to hold two picnics. All who attended the two picnics last year will agree that they were a wonderful success. To make this success possible we raise money during the year by various means, and, therefore, having the cash, we are able to cater extensively for the children. All porters and guards in the metropolitan area should attend this picnic, particularly married men, as it is held specially to give the mothers and children a day's outing. The kiddies will be provided with lollies, toys, fruit and books, and hot water and milk will be provided for adults. There will be a full programme of events.—F. Salvana, W. J. Hugo, Joint Secretaries.

A Tribute to Mr. Clapp

Mr. James Davies, secretary of the Commercial Travellers' Association, has written to Mr. Clapp congratulating him on his re-appointment as Chairman of the Railways Commissioners.

"The experience of our members who use the railways," the letter states, "is that under your regime a distinct improvement has taken place in the morale of the staff and their attitude towards the travelling public, and that from the point of view of service and up-to-date equipment and methods the Victorian Railways lead the rest of the systems of the Commonwealth."

Our Travel Section:

Train Control Aims at Freedom of Movement

Having spent sometime studying Railway Operation in England before returning from active service abroad, Mr. R. Page, Acting Train Running Officer, has some interesting things to say concerning train running in that country

THE primary object of a train control system is to reduce the disabilities of train working, which should achieve freedom of movement brought about by the utilisation of running lines to the best advantage, using the power available in the best interest of traffic working, both as regards despatch and economy in operation and the putting into force of arrangements which will give the best and most valuable unit of operation on an engine hour basis. To obtain these results, centralisation of control is essential.

To obtain the best economical results as regards goods train working, it is necessary that the following points should be kept under review:—

(1) The running of the least number of goods trains possible to deal with the traffic offering.

(2) The amount of engine time incurred in working the goods trains run to be as low as possible, thereby achieving the minimum goods train mileage and the minimum goods engine hours.

It is also important to give an effective clearance of traffic with a suitable train service, for lifting that traffic. Proper regard should be paid, not only to the necessity for giving such clearance, but also to seeing that, as far as possible, the minimum time is occupied in working and maximum loads lifted.

Special Attention to Shunting

Special attention should be paid to shunting, and much is achieved by close observation of requirements at each station, particular attention being given by the staff in allotting and loading of trucks to be picked up. When possible, never allow empties to intervene between loaded trucks going in the same direction.

I am personally in favor of the control office supervising the clearance of loading and allotting empties, and from information received the controller should know the exact position, not only of trains, in the control area, but the traffic which requires to be dealt with and loads which each train is hauling, so that, under varying circumstances, he can at once give instructions to break up trains at a given point if they cannot possibly be dealt with further ahead, or, in the event of two trains lightly loaded, approaching a given point from different directions, for the same destination he can couple up the trains, and thereby save the mileage of one of them.

The control office obtaining information with regard to the traffic to be hauled, can arrange the best working for such traffic, whereas, with stations making arrangements for their immediate local requirements, surplus power is requisitioned and at inconvenient hours.

The control office, knowing what traffic requires to be moved at different points, can utilise engines and men within the area which have not completed their day's work, and avoid bringing out other engines and crews, which would be the case if stations were arranging their individual requirements.

Information with regard to the position of trains and their work enables economies to effected in enginemen and guards' time, and the best arrangements can be put into force for providing relief.

In considering traffic requirements, the controller not only considers the volume of traffic but also the times and places at which trucks are available for despatch for various destinations, the room at the destination stations for the reception of the various traffic, the relative urgency of consignments, the need for frequent clearance at productive centres where siding accommodation is limited and the limitation of loads on account of grades.

He should closely watch the traffic offering, so that, in the event of a decreased traffic, prompt steps can be taken to reduce the power which is booked to come out, or, in the event of an increase in traffic, additional power can be requisitioned so as to give prompt and effective clearance, and thereby avoid congestion.

The control system was first introduced by the Midland Co. in 1907, and the object leading up to its introduction is explained thus:—"To determine the utilisation of track capacity and plant and to secure a more efficient **'common user.'"** (This latter expression is the name of our goods truck.)

Train Control Saves Mileage

Other railway companies, realising the advantages obtained by the Midland Co. from the system, later inaugurated similar systems, and by 1913 the control system in England was a recognised concern.

The control system, it is considered, helps to save train and engine mileage, to load waggons and trains to full capacity, and to move them as quickly as possible.

It saves train and engine mileage by coordinating arrangements. It tends to secure good loading by watching the workings and continuing trains where practicable.

It meets a third point by arranging a definite path for every train, and doing all that is possible to avoid delays.

The system is more applicable, however, to English conditions, especially to goods and switching traffic. There they have nests of colliery sidings and very heavy shipping and dock traffic, also large industrial centres are linked up by the transport services that the various railway companies offer.

Our Hobby Section:

Esperanto Is Progressing

(By G. Redfern, Foreman Painter, Newport.) Esperanto, judged by its progress to date, has come to stay. It has now passed well beyond the stage where merely idealists pressed its claims. Practical men of affairs all over the world are sitting up and taking notice.

GOVERNMENTS, educational authorities, chambers of commerce, the League of Nations, radio societies, etc., are coming into line and accepting Esperanto as the international language. Esperanto has withstood all tests. It has been weighed in the balances and given full measure.

The following will convey somewhat the universal march of this great experiment:—

Chambers of commerce in France have introduced Esperanto into schools under their control.

Shanghai College has a course in Esperanto.

Changsha Normal College held a summer school to teach Esperanto.

Numerous schools in Great Britain, France and Italy have courses in Esperanto.

In Rio de Janeiro, Brazil, Esperanto is being taught in all primary schools. One of the finest streets in Rio is Zamenhof Avenue.

Municipality of Lederberg, Belgium, has a course of Esperanto in its schools.

Barcelona police and civil guard are being taught Esperanto.

Blind residents of Saratov, Russia, are using Esperanto in foreign correspondence.

Bulgarian Ministry of Commerce is urging use of Esperanto.

The World Needs Esperanto

King Victor Emmanuel congratulated director of Fair at Padua on successful adoption of Esperanto by many international commercial organisations.

King's speech at Wembley broadcasted in Esperanto and heard in fourteen countries.

Twelve British stations broadcast proceedings of 16th B.E.A. Congress.

"Wireless Weekly," Victoria, has officially adopted Esperanto.

Victorian Division of Wireless Institute has adopted Esperanto. American Radio League likewise.

9000 miles! Newark, U.S.A., to Tokio, Japan. A speech in Esperanto without relays.

The list of prominent men of all nations supporting Esperanto is continually on the increase.

Esperanto literature is growing apace, while translations of the world's best literature are too numerous to mention.

The U.E.A. (Universal Esperanto Association) will meet you in any part of the world. Fifteen international congresses in Esperanto have been held.

And so I could go on, world without end.

The foregoing will give some idea of the universality of this growing movement.

The world needs Esperanto as a help to universal understanding, peace and progress.

Buninyong Is An Ideal Spot

BUNINYONG, or as it is more commonly known in Ballarat, "The Ancient Village," lies within easy distance of Ballarat, seven miles directly south, and is favoured with a suburban train service from Ballarat, and two main roads run through to Geelong.

The trip to Buninyong, either by train or walking, lies through delightfully wooded country, mostly sugar gums, wattle and heath.

When the train leaves Canadian, which is about half-way, it threads its way through numerous small cuttings and curves, until it finally reaches Mt. Helen, from whence it "rolls" into the village through delightful country scenery.

Facing the station on the east side lies Mt. Buninyong, the Mecca of all picnickers, while across the main road are the Buninyong gardens and baths. It is about 40 years since these gardens were first laid down, and a walk round would surprise many visitors.

There is a continual spring of clear water running all the year round, but the source of the water has been a mystery for some years.

In one corner of the gardens stands a magnificent oak, and up the hills to the south the ruins of an old stone building are seen, which, in bygone days, was used as a brewery.

Across the road is the "old swimming hole," and of a summer's night the wanderer has a beautiful setting for quiet rest and thought.

A splendid view of the surrounding country can be obtained for some miles round from the summit of the mount. On a clear day, it is possible to distinguish the Grampians on one side, with Ballarat and Lake Wendouree immediately in the foreground, and further to the right the railway line from Ballarat to Melbourne and to Geelong can be picked up, with Mt. Warrenheip and the Ballarat water reserves for a background.

From the opposite side, Corio Bay and Geelong are discernible.

When the road to the top of the mount is completed, and the Chalet opened, Buninyong should once more be "on the map."

Railway rolling stock in continuous service is frequently wearing out. It is necessary, therefore, for an up-to-date plant to be kept constantly employed renewing trucks, carriages and vans which are thrown out of commission by wear and tear. This plant is really a Rolling Stock Hospital, and in the next issue of the "Victorian Railways Magazine" an article will appear giving details of this interesting work.

The next issue will also be the Christmas number, and a fine collection of articles, sketches and illustrations in keeping with the festive season is being prepared.

Order your copy now to prevent disappointment.

LIVE STOCK NOTES.

During the month of September the Department handled 9284 trucks of live stock, compared with 10,210 for the same month last year. This decrease is attributed by the live stock agent to the lateness of the lambing season this year.

CLAIMS NOTES.

During the month of September, 1955 claims were preferred against the Department. Of this total, 790 were paid, to the extent of £1867.

Similar figures for the same month last year were 1782 claims preferred, 659 paid, amount involved £1336.

Varied Views Expressed by Railwaymen

Conferences Do Incalculable Good

Stationmaster W. C. Butler, Harcourt, believes in conferences where railwaymen can express their views on their work. He here gives reasons.

CRITICISM is often heard of debating societies and kindred meetings where people gather to discuss various questions of the day, and the criticism is not always favorable.

To my mind the system of a body of men gathering together to discuss any matter of mutual interest is good.



No matter what the discussion is, its various points are bound to be placed in a new light. A man may be present when the reasons for a certain system of government are being discussed. He may, before attending that meeting, have felt that this system was unjust to him, but after hearing the question debated thoroughly by those around him, come to the conclusion that, though, in his individual case, the system appears to operate a little harshly, it means the greatest good to the greatest number. He will certainly leave the meeting a more satisfied man than when he joined it.

In debate all men's ideas are welcomed. You will often find a man with the germ of a good idea in his brain, but who lacks the power to properly express himself. Through shyness he does not place this thought before any one.

Other Brains Grasp the Meaning.

He possibly attends a meeting where the matter he is thinking of is the subject. He sees that the others present are departing from the right track in regard to the matter, and feels forced to express his views.

He may express these views somewhat crudely, but there are other brains there that grasp his meaning and assist him to put his idea into concrete form.

If that man had not enlisted the aid of the other minds a good thought would have been lost to the world at large.

An example of the truth of the old saying that "two heads are better than one" was vouchsafed to me a little time ago. An idea occurred to me of a way in which time and money could be saved. I considered the pros and cons and could see several good points in it and apparently no obstacles.

After a few days I spoke to a mate about it. He pondered a couple of minutes, and then said, "It's not a bad idea at all, but it has one fault—it won't work."

He was right. He had thought of the thing that I hadn't.

Parliament was First a Conference.

The best argument in favor of conferences is the fact that they have taken place amongst all nations from the earliest ages. These gatherings have been known by many names and carried out with varying ceremonies, but they all had the same object—interchange of thought. Our parliament was originally a mere conference. As the principles of freedom became more developed it was added to and elaborated until it became the splendid institution it is now.

All of the above points in regard to conferences and debates apply equally to our Fuel Conservation Meetings.

There are other advantages, too. Firstly, it abolishes a good deal of correspondence.

Secondly, this gathering of branches and grades together at intervals tends to promote a feeling of camaraderie in the Service. Also, in the course of debate, we get an idea of the work performed and the difficulties overcome by employes in branches other than our own. This tends to promote better feeling and mutual respect.

The Apprentice of To-Day is the Foreman of To-Morrow

(By Mr. W. Williams, Fitter, Bendigo.)

THE term apprentice applies to everyone of us, no matter what position we hold or may be likely to hold.



When a lad starts work, it does not matter what it is, he is proud of the fact that he is able to take part in that sphere of life; and it is the treatment meted out to him in those first few months which, in many instances, forms the future career of this lad.

Take, for instance, a lad sent to learn a trade. It is necessary that he should do minor jobs which are sometimes not very pleasant and are often very dirty, and you will often hear him complain about it, and in most cases the person who gave him the job to do threatens him with all kinds of punishment.

If he were told that the job must be done, and was just as important as any other one, he would look at it from that standpoint. There would be a better understanding, and when another apprentice was appointed he would pass on the same advice that was given him, so that, if he were treated properly, namely, as a necessity, then things would be better.

A Word of Advice Goes a Long Way

The same applies to the cleaner who in time becomes a fireman, then a driver, and later foreman. Each of these callings has its term of apprenticeship and must be served.

A word of advice here and there goes a long way. Don't give it in a patronising way, but try to make him ambitious, and if you do this you prevent him from becoming jealous, which will ruin him or you, too, if developed.

Should you be a clerk you can do the same by answering questions civilly and truthfully, and not with a snarl. Someday you may require information, and how would you like to be treated?

Do your best to help others and you are helping yourself. You may get kicks from those you help, but keep going and try to make things perfect.

There is some good material on which the example may take root, and the habit will spread.

In our September issue, under the heading "Old Locomotives Look Strange Now," it was inadvertently stated that 26 of the "L" type locomotives were imported in 1861. This should have read "10" locomotives. The author of the article, Mr. Arthur Rogers, asks us to correct this mistake, due to a typographical error.



By DELTA

British and American Novelists Compared

Sinclair Lewis, of America, writes breezily in "N.Y. Nation" of his impressions of England and Englishmen—all to the Britisher's credit. In the States, "we do not rule ouselves." "For all the permanence of the Monarchy, and the House of Lords, politics are never static in Britain. . . When a general election does come, the candidates are too busy really fighting to have time for that long, bombastic, quadrennial campaign, whose pomposities are proof not that there is popular interest, but rather that only by drum-pounding can any interest be stirred."

In Drinkwater and Orpen's "Outlines of Art and Literature," Sinclair Lewis is given comparative prominence and boost. It is therefore interesting to note that in his introduction to the generally-shrewd and always entertaining "Contemporary Portraits" (fourth series), Frank Harris jeers at the prose of "Main Street" as unlikely to win critical acceptance elsewhere than in America. Had he castigated "Babbitt" he might have been nearer the mark, although the world has applauded this extraordinary jumble of jargon and bourgeoise conduct and character.

Harris also says that in the States "all literary and artistic products are far beneath ordinary European standards." Surely too much America hath made him mad. Sinclair Lewis is not drawing the long-bow when he says: "A group at lunch—Mencken, Hergesheimer, De Kruif, Nathan, as distinguished as any group of writers under the age of fifty-five to be found in Europe, as scholarly and deft, and beyond belief more vigorous, direct, merry, free from attitudinising."

Novels of the Day are Here Reviewed

(By "Delta")

J. D. Beresford's "Unity" is the story of a born actress. In Sydney she discovers her powers, holds her audience, and drops the gestures, inflexions, and positions acquired at rehearsals. It becomes imperative that she be taken to task, and this is how the entrepreneur does it:—

"Well, my dear, if you ain't willing to learn, what's to be done?" he said calmly. "I grant you that you brought it off to-night—with a fizz. All right. But, now, let's suppose that to-morrow night you feel a little flat—not quite up to inventing your business on the spur of the moment. Or if not to-morrow—in a week's time. What?" He slammed his great hand down on the manager's desk with a bang that shocked Unity's tired nerves, and made her quiver. "No! my dear," he continued, raising his voice. "'Tisn't done like that. You got genius. I was the first to find it out, and no one knows it better'n I do. But—if you're to make the mark you ought to make on the stage, you got to study. You got to get all those delightful touches o' yours, and then learn 'em. You got to play the part the same way every night; got to play it so as the audience 'll never guess that while you're acting Rosalind to beat the band, you're really thinkin' which frock you're going to wear at the races next day. That's acting, my girl; and that's what we're going to teach you. Otherwise you'll remain an amateur all your life, and won't get a decent professional like Nellie Kortwright to play with you. See what I mean?"

A PUBLIC LIBRARY.

Here rests the wisdom-treasure of Mankind:
The stalwart souls who this great wealth amassed
Sought not to bear it with them as they passed
To future worlds, nor ventured it to bind
In tombs of rocks as kings of old enshrined
Their valued store, with spells and curses cast
Upon the ravisher, but free at last
From self, they left for men their wealth of mind.

So freely take and use and gladly share
The high companionship of those who lead
The upward march of man's dim-seeing host;
With them is found a guild of friendship rare,
Their standard bears the legend plain to read—
To scatter, yet increase is wisdom's boast.

—Jeannie Stork Hill.

USE AND ABUSE OF BOOKS.

Books are the best of things, well used; abused, among the worst. What is the right use? What is the one end which all means go to effect? They are for nothing but to inspire. I had better never see a book than to be warped by its attraction clean out of my own orbit, and made a satellite instead of a system. The one thing in the world of value is the active soul. This every man is entitled to; this every man contains within him, although, in almost all men, obstructed and as yet unborn. The soul active sees absolute truth, and utters truth, or creates.—Emerson.



Look before you leap!

A leap without looking is a leap in the dark.

Make sure where you are going to land before you jump!

Safety Is Its Own Reward

RAILWAYMEN will soon become familiar with the bright green "Safety First" show cases erected at various railway centres throughout the metropolis and at many points in the country. A photograph of the case, with a poster enclosed, is shown herewith.

Bulletins, with their message of safety, are now appearing weekly, and every railwayman should read them. They are for his benefit.

Show cases have also been provided at both Flinders Street and Spencer Street stations, and posters are being displayed therein appealing to the general public to practice safety.

The opportunity to educate the public in "Safety First," afforded at the Melbourne Royal Show, was not overlooked, and thousands read the bulletins displayed on the Show Grounds platform and at the Railway Bureau in the grounds.

Poor Piling and Storing

APPROXIMATELY 10 per cent. of handling material accidents are due to poor piling and storing. Pile the material neatly and in order, so that when you want to get some of it you can take it out without any danger to yourself.

Lumber should be piled and cross-tied. When piling sacks, pile them with the mouth of the sack towards the centre, so that when a man takes the sack down the material will not fall all over him. You should cross-tie sacks also. Do not pile them in one straight pile, but make pyramids of your pile. When you take them down try to pile them the same way, so as to keep your pile the way you started.

The safest way to pile barrels is on end and put planks between each tier of barrels. If you pile them on the side, put planks between tiers in the same way, but be sure they are well blocked.

Yesterday Jim was a healthy jay-walker, now he's awfully run down.

At sixty miles drove Henry Liddow,
He lost control—his wife's a widow.

Safetygrams

Any time may be train time at a railway crossing.

* * *

Short cuts don't always take you where you want to go.

* * *

Don't touch a live wire—be one.

* * *

Be fore-sighted—not short-sighted.

* * *

Lean out and be knocked out.

* * *

Do your thinking in the shop, not in the hospital.

Ever alert—never hurt.
Better safe than sorry.

Cover that sneeze—cut down disease.
Look both ways—Safety pays.

The chance-taker is the accident-maker.
One good leg is worth a pile of crutches.

Say it with brakes and spare the flowers.
Don't become acquainted with the ambulance.

Your family wants you back home every night. "Safety First" will get you there.

* * *

Saftey is the finest thing—make it a rule in everything.



Brevities from the Railway World

Each country has its own railway problems peculiar to its geography and the customs of the people. Inventive minds are constantly seeking new methods of railway operation. Some new ideas are here indicated.

Fewer Passengers in U.S.A.—There were 54,657.000 fewer passengers on railroad trains in 1924 than in 1923, according to statistics issued by the Interstate Commission, U.S.A. This resulted in a reduction of passenger revenues from £229,000,000 in 1923, to £215,000,000 in 1924.

Fuel Conservation.—In U.S.A., according to recent statistics, there was a yearly saving of £10.000,000 in cost of fuel used on Class I. railroads over that of the preceding year.

No Timetables in Portugal.—Mr. Norton Grimwade, who returned to Australia recently, after a trip abroad, said that when touring Portugal he used a motor car. The trains, he found by experience, ran to no timetable, and the railway officials did not appear to be interested in their arriving or departing on time.

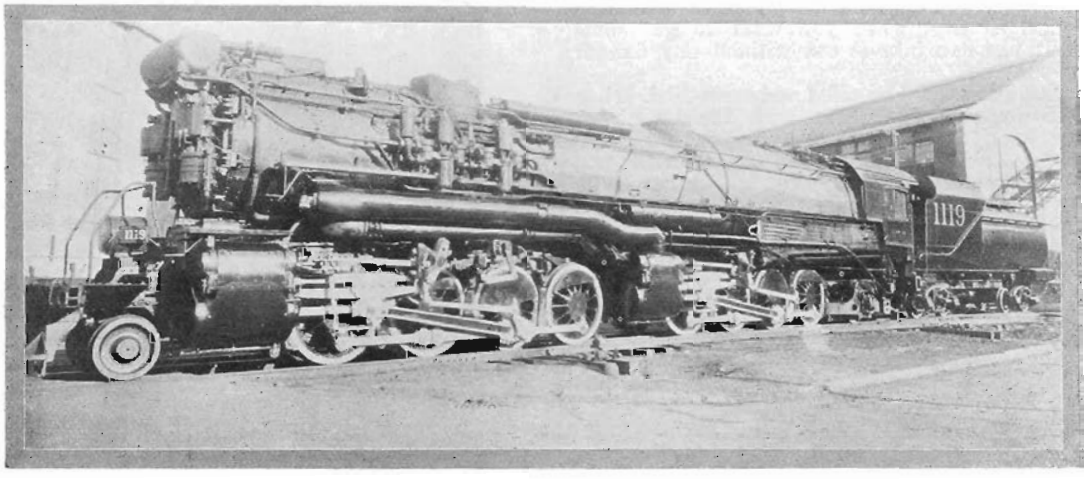
Talks from the Train.—Passengers on trains on the Hamburg to Berlin line will be able to talk to subscribers on any German exchange by using a wireless apparatus which has been installed. The system will be applied to all of the main lines of the State railways. Telephonic communication between trains will also be possible.

Sir Henry Thornton, who left the Great Eastern Railway to become chief of the Canadian National Railways, has had his contract renewed with salary increased from £10,000 to £15.000 a year, plus £5000 for expenses.

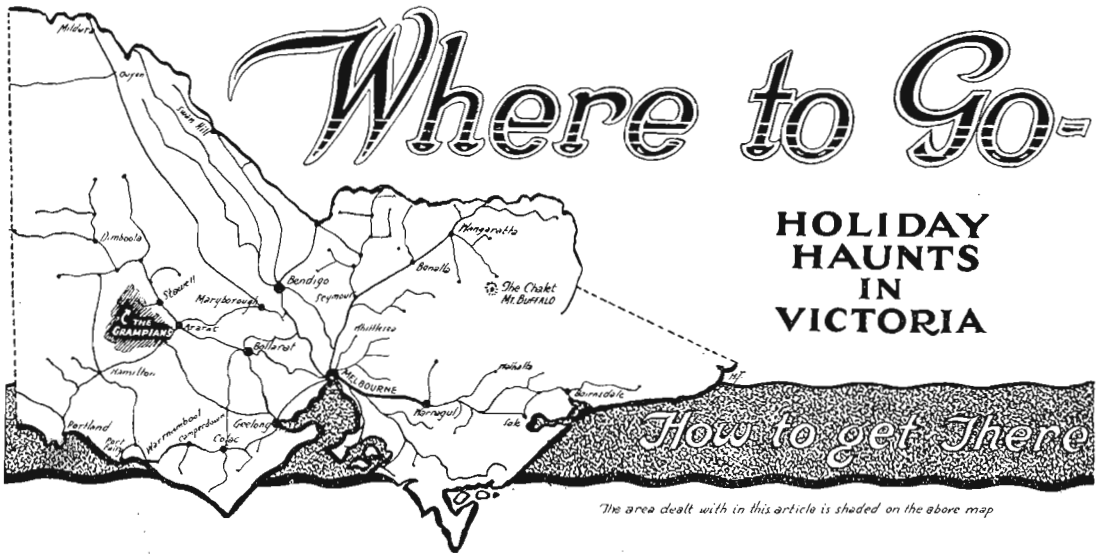
New Zealand Railway Revenue.—The net revenue of the New Zealand railways last financial year was £1,567,000, equalling 3.55 per cent. on the capital invested in the open lines. The infantile paralysis epidemic adversely affected the revenue, the estimated loss on this account being £100,000.

"Tickets, Please!"—"Rags," the official collecting dog for railway charities at Euston Station, London, is causing considerable amusement by a trick which he appears to have learned from his many clients. Having noticed that railway passengers "beg" at the booking windows till a clerk gives them a ticket, he tried it himself. The result was a biscuit. Since then the dog has shown a declining interest in railway carriages, and prefers a round of visits to the various ticket offices on the station.—"Railway Gazette."

Steel Restaurant Cars in England. — The construction in steel of the new restaurant cars on the London, Midland, and Scottish Railway is a concession to the objection of those travellers who fear that after an accident fire may result from escaping gas. Steel is much more difficult to fabricate than wood, and tends to make the carriages noisy and colder in winter and warmer in summer than timber-built vehicles, while their behaviour in collisions has not yet been proved to be better than wood. In time, however, steel construction may be found to be cheaper than teak building.



Mr. A. C. Embling, of the Rolling Stock Branch, stationed at Ballarat, saw some interesting locomotives during his tour in America. This type was built by the American Locomotive Company for the Chesapeake and Ohio railroad to deal with the heavy coal trains over the Allegheny Mountains. The four cylinders are 23in. in diameter, with a piston stroke of 32in. The total weight of the engine and tender is 346 tons.



The Grampians—A Great Pleasure Ground

THE Grampians Ranges are a vast storehouse of natural beauty and from their location in the western portion of the State, where the wide stretches of the adjacent country are low and comparatively level, it has the greater value, providing a pleasure ground for the people of the rich pastoral country to the south, and to the dwellers on the fruitful wheat areas of the Wimmera and the Mallee. Not only to these, but to the people of Victoria as a whole, the Grampians offer a happy hunting ground to whose whose desire is to spend a vacation in a region where a fresh trip for each day of it can be organized. By well defined tracks and concise directions the way is made easy for this to be done.

Ambitious Road Building Scheme

An ambitious road building scheme is now in progress, and facilities will soon be afforded for entering this scenic region from different directions, and will so open up the whole field that its popularity will be much enhanced. The present means of access to the mountains is through Hall's Gap, at the northern end of the range, through which tourists pass in order to reach the various guest houses which are situated in the valley of Fyan's Creek.

The Grampian scenery is unique. In marked contrast to Mount Buffalo, where the weathering of the granite formation results in a generally rounded form, the hard sandstone rock of these ranges has worn away in angular shape and large vertical faces, bold crags, sharp pinnacles, deep fissures and nerve-testing chasms, as seen in Wonderland and the Grand Canyon, are splendid illustrations of Nature's great erosive forces, and give a wonderful variety and charm to the scene. They appeal in a remarkable manner to the taste for exploration and adventure. Whether it be the rocky valley with fragrant plants and splashing water, or the deep recesses of the mountain side with tree ferns and waterfalls in shaded aisles of giant eucalypts, the mountain slope strewn with battered rock and scored with clefts innumerable or mountain top pinnacled in the sky whence panoramas are obtained which no pen describe, there is enough on either hand to interest and entrance.

Wildflower Garden.

Although summer and autumn have their different attractions, the popular holiday season in these mountains is the springtime, when the district is ablaze with wildflowers of graceful shapes and an infinite variety of colors. It is in the profusion of plant life that the Grampians as a resort claims pre-eminence. The native heath grows nowhere in such perfection. There are veritable gardens of it in pure white and several shades of red. The well-known "Thryptomene Mitchelliana" is at this time of the year in full bloom and the broad acres of this dainty flower are much admired by visitors.

The profusion of wildflowers, growing over hundreds of acres, is the delight of tourists. As in places they are very easily accessible, they can be enjoyed with a minimum of effort, and nowhere in the State can the botanist find such a rich field for his investigations as in this garden of Nature.

Excellent Sport.

Nor are mountain climbing and the exploration of hidden dells the only pursuits open to holiday makers. Fyan's Creek, which flows through the valley, and Stony Creek, which joins it near the entrance to the Gap, are both well stocked with trout, and so is Lake Lonsdale. Much excellent sport has been obtained by anglers with rod and line. Rabbits abound in the valley, and in the cool of the evening the sound of many a gunshot may be heard echoing among the hills.

SHORT STORIES FOR QUIET HOURS

An Australian Courtship

"HOW did you manage to win her affections so quickly, Dan? The recipe's worth knowing."

"Oh, that was simple enough," replied he. "The first night that I arrived at the lodging-house in Sydney I found myself sitting next to a young woman at supper, who I soon found was one of the newly-arrived emigrants. I looked her over, and saw she was a round, strong, cheery-looking lass, with a laughing face, and thought she'd do. I didn't know how to go foolin' around her (as I am certain you would have done, sir; no offence to you), but just spoke a word or two to her, and when out in the passage gave her a squeeze and a kiss. Says she, 'How dare you?'

"Says I, 'I want to marry you, my dear.'

"'Marry me!' cries she, laughing; 'why, I don't know you.'

"'No more do I you, my dear,' says I, 'so that makes it all fair and equal.'

"She didn't know how to put a clapper on that, so she only laughed, and said she couldn't think of it.

"'Not think of it,' says I, artful-like, 'not when you have come all these thousands of miles for the purpose?'

"'What do you mean?' says she, staring.

"'Come now,' says I, 'don't tell me. I know what's what. When a man immigrationizes it's to get work; when a woman immigrationizes it's to get married. You may as well do it at once.'

"Well, she giggled a bit, and we were spliced two days afterwards."

Bringing Him Up To Scratch

Miss Hurryup: "Ah! George, you cannot tell what troubles a girl has who is receiving the attentions of a gentleman."

Mr. Holdoff: "Troubles, Carrie? Of what nature, pray?"

Miss H.: "Well, one's little brothers are always making fun of one, and relatives are always saying, 'When is it to come off?' as if marriage were a prize-fight. But that is not the worst. There's the inquisitiveness of one's parents. They want to know everything. There's pa, now; he is constantly asking such questions as, 'Carrie, what are Mr. Holdoff's intentions? What does he call upon you so regularly for, and stay so late when he does call?' And he sometimes looks so angry when he asks these questions that I actually tremble."

Mr. H.: "And what answer do you make to his questions, Carrie dearest?"

Miss H.: "I can't make any answer at all, for, you see, you haven't said anything to me, and—and—of course I—I—"

Then Mr. Holdoff whispered something in Carrie's ear, and next time her father questions her she will be ready with a satisfactory reply.

The Way a Man Gets Well

CONVALESCENT Husband: (first day after crisis): "Have I been very ill, dear?"

Wife: "Very, very ill."

Husband: "I suppose it will be months before I shall be able to get to town again?"

Wife: "Not so long as that, I hope, dear, But you musn't talk. Try and sleep."

Husband (second day after crisis): "You must be tired out watching over me, dear?"

Wife: "A little tired; but I am so thankful the danger is past."

Husband: "You just wait until I get out again, and if I don't surprise you with something, my name is not John Smith. And the doctor, too. He is a wonderful man, to have brought me round as he has. I'll remember him. I suppose a couple of weeks from now will see me all right again?"

Wife: "Possibly, dear; but don't worry about such matters. Let your mind rest."

Husband (third day after crisis): "What does the doctor say about me now?"

Wife: "He says you're doing splendidly, darling."

Husband: "Doing splendidly! Does he call it doing splendidly to lie here like a log and pick out faces from the paper on the wall?"

Wife:"There, there, dear, don't be unreasonable. Everything that is possible is being done for you."

Husband (fourth day after crisis): "Isn't it about time that idiot of a doctor was here?"

Wife: "He will be here presently."

Husband: "Presently! You are worse than he is. I'm going to the office next week, and don't let there be any mistake about it."

And he did go, and then he went back, and stayed there for six weeks before he could again leave the house.

Love and Business

"MISS Florry," said the traveller, leaning over the counter in the country township shop, where his samples were spread out for display, and speaking to the fair girl behind it in low, eager, passionate tones, "now that old Hunks has gone to the front to wait on a customer, I may tell you how I have looked forward for the last thirty days to the time when I should have the happiness of seeing you again and hearing from your own dear lips that you have not forgotten me—may I not? While I have been on my dreary rounds from town to town, or passing the leaden hours in waiting for trains at little railway stations, the thought of your lovely face has thrilled me to the heart's core. You have been to me the beacon light of hope, the inspiration of every—striped goods like these, Miss Baxter, are worth twenty-one shillings a dozen. I can't make them a penny less," he said, in a hard, business-like tone.

Old Hunks had returned to the back part of the shop.



Teacher: "Children, can any of you tell me what is the most dangerous part of an automobile?"

Tommy: "Yes, ma'am. It's the driver."

Diner: "Waiter, what kind of meat is this?"

Waiter: "Spring lamb, sir."

Diner: "I thought so; I've been chewing on one of the springs for an hour."

Not on Our Railways!

Passenger: "Why are we stopping?"

Conductor: "There is a cow on the track."

Passenger (later): "Why are we stopping this time?"

Conductor: "There is a cow on the track."

Passenger: "What! have we caught up with that cow again?"

An old farmer reached the station just as the train was pulling out, so he ran down the track after it. Man and train disappeared around the corner. About ten minutes later he came walking back. "Didn't catch her, did you?" asked the stationmaster.

"No, I didn't, but I made her puff, by Jove."

Two elderly men, both extremely deaf, met on a country road. Dave had a fishing rod in his waggon.

"Goin' fishin'?" shouted Jim.

"No," Dave replied, "I'm goin' fishin'."

"Oh," said Jim, "I thought mebbe you was goin' fishin'."

Policeman (producing note book): "Name, please."

Motorist: "Cornelius Augustus Cr——"

Policeman (putting book away): "Well, don't let me catch you again."

Isaac: "Oi, oi, der vedding invitation says 'R.S.V.P.' Vot does dot mean?"

Jacob: "Ach! Such ignorance. Dot means 'Remember to Send Valuable Presents.'"

Little Willie (running home): "Oh, mother, there's going to be trouble down at the grocer's."

Mother: "Why?"

Willie: "Mrs. Jones has a baby girl and Mr. Jones had a sign in his window for a week, 'Boy Wanted.'"

Man: "You're an honest boy, but the money I lost was a ten-dollar note."

Boy: "Yes, I know; I had it changed so you could give me a reward."

"What is an anecdote, Johnny?" asked the teacher.

"A short, funny tale," answered the little fellow.

"That's right," said the teacher.

"Now, Johnny, you may write a sentence on the blackboard containing the word."

Johnny hesitated a moment, and then wrote this: "A rabbit has four legs and one anecdote."

Distantly Related.

"So your name is Riley. Are yez any relation to Tim Riley?"

"Dishtantly. I was me parents' first choild an' Tim was their twelfth."

The Difference.

"Which would yez rather be in, Casey—an explosion or a collision?" asked his friend McCarthy.

"In a collision," replied Casey.

"Why?"

"Because, in a collision, there yez are; but in an explosion, where are yez?"

Can You Tell?

When the English tongue we speak,
Why is "break" not rhymed with "freak"?
Will you tell me why it's true
We say "sew" but likewise "few";
And the fashioner of verse
Cannot cap his "horse" with "worse"?
"Beard" sounds not the same as "heard,"
"Cord" is different from "word";
"Cow" is cow, but 'low" is low;
"Shoe" is never rhymed with "foe."
Think of "hose," and "dose," and "lose";
And of "goose," and also "choose."
Think of "comb," and "tomb," and "bomb";
"Doll," and "roll," and "home," and "some";
And since "pay" is rhymed with "say,"
Why not "paid" with "said," I pray?
We have "blood," and "food," and "good,"
"Mould" is not pronounced like "could."
Wherefore "done," but "gone," and "lone"?
Is there any reason known?



The Talk This Month is on Giving The Child a Name

GIVING the child a name has been prolific in providing problems for parents, and sometimes the cause of grave domestic infelicity. I have always got my own way with John my husband; but, then, John is amenable to reason, which means, of course, that I can twist him round my little finger.

I remember, when our first girl-child was born, ever so many years ago, that John wished the little darling called Queen Victoria Jubilee Smith. Only that, and nothing more. I was just as fond of Queen Victoria as was John, but I was not going to weight down a child of mine with such a title. I decided to call the child Ann after my mother, and she is Ann to this day.

Come to think of it, there is a good deal in a name, especially for a boy. I remember a friend of mine in the Way and Works Branch who intended to call his daughter Corio until he was informed by a careful friend that the native word meant "stinking water." That would never do, and even a search through the names of railway stations in, Victoria, which Mr. Thomas O'Callaghan, J.P., listed several years ago, did not reveal a suitable name for the little flower of humanity just dropped from the gardens of God.

His wife named the darling Eva; and if any of my readers are men, I appeal to you to leave everything important to your wives. It will save a lot of trouble in the home.

I knew a man once whose name was Crow. He named his daughter Maggie, and she became known as Maggie Crow, and afterwards as Magpie. She was also known to schoolmates as Miss Raven.

If I had a boy again I would not call him Percy. Of course, I know that there have been noble Percys, but, somehow, the name seems effeminate. Now there is no mistaking Bill and John and Sam for names derived from the feminine.

Mind you, I don't seek to hurt anybody's feelings, and names are not labels. I know a Bertie Smith who sold ribbons over a drapery counter in the city who, when a member of the A.I.F., won the Military Cross. His surname was not Smith, but 'twill serve. I knew a Percy who was in the lingerie department, but after business hours was well known and esteemed as an amateur pugilist. You never know, do you?

Henrys are usually bad boys when young, but when they grow up they are tamed, and make henpecked husbands. You can always depend upon a Richard, but not so heavily upon a Dick. I produce as evidence Dick Swiveller and Richard the Lion Heart.

I do not advise young matrons to call their boys, when they arrive in this merry but often censorious world, such grandiose names as Rupert, Vernon, Beaumont, Raymond, or Cecil. Those names are hard to live up to.

Perhaps all this boils down to the advice, "Look ahead when you are naming the baby," for be sure the baby will look backward when he or she has sense enough to consider the significance of the human label.

If You Have Time Try One of These Recipes

SEASONAL HINTS.

BOTH orange and lemon juices are particularly adapted for the sweet sauces which add pleasing flavor and quality to the last course of the meal. These may be made in great variety to serve with all sorts of desserts, from the simplest pudding to plum pudding and ice cream.

Lemon Sauce.

One tablespoon cornstarch, ½ cup sugar, 1 teaspoon grated lemon rind, 1 cup boiling water, 2 tablespoons lemon juice, 2 tablespoons butter, sprinkling nutmeg, sprinkling salt. Mix cornstarch, sugar and grated lemon rind; add water gradually, stirring constantly. Boil five minutes. Remove from fire; add lemon juice, butter, nutmeg and salt. Serve hot.

Lemon Hard Sauce.

Quarter cup butter, 1½ cups powdered sugar, 2 tablespoons lemon juice, grated rind ½ lemon. Cream butter; add sugar while beating constantly; then add grated rind and lemon juice gradually.

Orange Marmalade Sauce.

Three-quarter cup orange marmalade, ¼ cup lemon juice, ½ cup sugar, ¼ cup water. Boil all ingredients together for five mnutes. Serve cold.

Cream Pudding Sauce.

One egg, ¾ cup powdered sugar, 1 cup cream, 2 tablespoons orange juice, 1 tablespoon lemon juice. Beat egg until light; beat in powdered sugar. Add cream whipped until stiff and fruit juices. Serve ice cold.

Orange Syrup Sauce.

One cup orange juice, ¼ cup lemon juice, 1 teaspoon grated orange rind, grated rind ½ lemon, 1 cup sugar. Boil all ingredients together fifteen minutes. Skim and strain; serve hot or cold.

Orange Puff Sauce.

White of 2 eggs, few grains salt, 2-3 cup powdered sugar, 1 orange, ½ lemon. Beat whites of eggs with salt until very stiff; add sugar slowly, beating constantly; then add grated rind and juice of the orange and juice of the lemon.

Lemon Whipped Cream Sauce.

Four tablespoons lemon juice, 4 tablespoons sugar, granted rind 1 lemon, ¾ cup cream. Combine lemon juice, sugar and grated rind. Let stand until thoroughly chilled, then add whipped cream.



VICTORIAN RAILWAYS FOOTBALL ASSOCIATION.

Office-bearers:—President, Mr. C. A. Brown; Treasurer, Mr. M. Brophy; Hon. Sec., Mr. J. Brain.

Matches are played during the season each Wednesday, either at 10 a.m. or 3 p.m., according to the shifts worked by the competing teams. By this means all grades of the service are brought into close touch and fellow employees thus meet fellow employes whom they might never have met during their railway career.

Position of clubs at completion of home and home matches were:—

	W.	D.	L.	Pos. Pts.	Pts. Scored.	Per Cent.
Jolimont	10	—	4	56	40	59.45
Sandringham	10	—	4	56	40	67.24
Oakleigh	10	—	4	56	40	82.62
Box Hill	9	—	5	56	36	69 50
Williamstown	5	1	8	56	22	—
Flinders St.	4	—	10	56	16	—
Mordialloc	4	—	10	56	16	—
Essendon	4	2	11	56	10	—

As three teams were level on matches won for the first place, the minor premiership was decided on percentage of points for and against. Jolimont Yards having the highest percentage, thus gained the coveted position.

The semi and final games resulted in close contests, as under:—

1st Semi-final—Sandringham, 3 goals 6 behinds—24 points; defeated Box Hill, 1 goal 9 behinds—15 points.

2nd Semi-final—Jolimont, 7 goals 9 behinds—51 points, v. Oakleigh, 7 goals 9 behinds—51 points. Drawn game.

Replay.—Oakleigh, 6 goals 6 behinds—42 points, defeated Jolimont, 1 goal 10 behinds—16 points.

Final—Sandringham, 5 goals 9 behinds—39 points, defeated Oakleigh, 3 goals 13 behinds—31 points.

Grand Final—Jolimont, 8 goals 5 behinds — 53 points, defeated Sandringham, 7 goals 8 behinds — 50 points. Jolimont Yard thus won the premiership.

INTER-BRANCH FOOTBALL.

The Old Scotch Collegians' Ground, Jolimont, was the scene of an Homeric struggle on Show Day between football teams representing the Accounts and Audit Branches.

The Audit team led at the first change over, but from then on their rivals gradually got the upper hand, the final scores being: Accounts, 8.8; Audit, 5.10.

The winners were ably led by F. Cadan, who received yeoman assistance from Slade, Nurse, Hough, McTaggart, Hansen and Luff, while L. Madigan's unusual and spectacular style of play evoked much comment. Boyd, Merrifield, Ewels and Jory, of the Audit team, all worked hard to avert defeat.

J. Tatterson was a competent and impartial umpire.

RAILWAY SPORTS GROUND.

Mr. Farrell, a clerk in Room 184, Head Office, has suggested in writing to the General Secretary of the Institute that a cricket competition between all branches of the service be held each year, in order that a more representative team might be selected to compete against New South Wales.

He has also offered the interesting suggestion that a Railway Sports Ground be formed on land near the Jolimont sub-station, where sports could be held by railwaymen. He considers that if each employe were asked to contribute threepence per week to defray the cost of laying out and maintenance of the ground, there should not be many refusals.

It is pointed out that if 10,000 employes agreed to pay this amount, the large sum of £6,500 would be raised in 12 months

The suggestion is receiving the consideration of the Council who have appointed Messrs. Rees, Phelan, Conlan, Arthur, Hyland, Ryan, Cahill, Dowsett and Guyot as their representatives at a conference which will be held to discuss the matter, and it is honed that the various railway outdoor sports associations will co-operate.



JOLIMONT YARD F.C., PREMIERS V.R.F.A., 1925.

Back Row (Left to Right): V. Hogan, E. Jewkes, R. Kennedy, D. Foran, W. Hill, R. Williams, A. Stevens, S. Wilson, J. Gallagher, A. Kolle, C. Catlin, A. King, H. Kreiger, E. Dyke, W. Donald (secretary), J. D. Bain (goal umpire).

Centre Row: C. Anderson, W. Burke, J. D. Forrest, C. H. Smith, D. Wheelahan (capt.), W. Thomas, L. Gilders, G. Burns, R. Barham, W. Darvall (head trainer).

Front Row: W. Sheehy, F. Brodie (boundary umpire), C. Reeves (vice-captain), W. McLoughlin, R. Brown.



SANDRINGHAM LINE FOOTBALL CLUB—RUNNERS-UP, V.R.F.A., 1925.
Standing (Left to Right): W. Addicote. S. Ely. W. Hay, W. Kech, F. Cleal, F. Miller, R. Lyons, J. Moloney. C. Peters, A. Scott, H. Bird, C. Coomber (vice-capt.), J. Anthony (goal umpire).
Middle Row (Left to Right): J. Ryan, A. Strange, G. Besnick, A. Downing (capt.), G. White, G. Hayson, L. Drury.
Front Row: M. Dwyer, W. Murphy, J. Pendergast, C. Cambell, J. Tracey.

Victorian Railways Representatives for Inter-State Competitions

Following on the recent try-outs at the Institute, the following team has been selected to represent Victoria in the Inter-State Railway Boxing and Wrestling Competitions:—

Wrestling. — B. Nugent (bantam), E. Lawrence (feather), C. Angelo (light), F. J. Allen (welter), T. P. Bolger (middle), S. Todd and A. Asker (heavies).

Boxing.—E. Hayes (fly), E. Haines (bantam), A. Macgarvey (feather), A. Mahoney (light), E. Newton, A. Hartnett (welter), H. Worcester (middle), and J. Wookey (heavy).

Inter-State Railways Tennis Club

The next contests with the New South Wales Tennis Club for the Blanch Cup will take place in Melbourne early in March, 1926, and with a view to the selection of a thoroughly representative team of the Victorian Railways, it is intended to hold extensive try-outs of all aspirants.

Those desirous of participating in the try-outs are required to pay an entrance fee of 10/-, and all nominations must be forwarded to the Secretary on or before December 3 next.

Any further particulars may be obtained from J. F. Hennessy, Honorary Secretary, Secretary's Office, Railway Offices, Spencer Street.

Cricketers Are Getting Their Bats Out

With the approach of summer Cricket Clubs affiliated with the Victorian Railways Cricket Association are showing signs of enthusiasm.

Last year's premiers and holders of the Commissioners' Cup, the Jolimont Workshops team, had their first meeting on September 11, when the popular sportsman, Mr. M. E. Maher, was elected secretary. The club is fortunate in having the services of this enthusiastic and tireless worker.

The achievements of the Jolimont Shops in the cricket field are consistent with their achievements in the workshops, having only participated in the competition for five seasons, and carried the premiership on three occasions.

The outstanding feature of their success has been the fine fighting spirit shown by the players, and the wholehearted support given by their president, the Workshops Manager (Mr. H. N. May).

An old international cricketer has remarked that two of their final matches have been the most interesting and exciting games he has ever witnessed.



Accounts Branch Football Club ...

The Accounts' Branch Football Team, which recently defeated the Audit Branch.

Back Row (left to right): W. Hough, L. Madigan, E. Luff, J. Callaghan, E. Gibson, G. McInnes, A. Priestley, E. Glassborrow and H. Hansen.

Middle Row: D M'Taggart, F. Nurse, F. Slade, F. Cadan (capt.), W. Tratt, W. Warren and T. Stanley.

Front Row: L. Sutton, J. Tatterson (umpire) and A. Edwards.

Golf as a Game for Railwaymen

(By Mr. C. R. Lynch, Clerk, Rolling Stock Branch)

The increasing popularity of golf throughout Australia arrests the attention of the student of the game, and gives food for speculation as to what place it will take in the near future amongst Australian games. Municipal links have at last come to stay, and the erstwhile unbeliever has been drawn into the fold, and proclaims his new-found creed from the house tops.

GOLF has the advantages over most outdoor games inasmuch as it may be played alone. He or she may for hours spend pleasant leisure on the links in perfecting their game, and ample reward will be theirs, both from a health point of view and in the improvement it will bring to their golf.

Indeed, it cannot be too often stressed that in the earlier stages of golf and throughout a golfer's career practice is essential to attain any degree of proficiency. The professional is not content with his skill, but may be seen constantly practising to become more perfect; but it is comparatively rare to find the amateur so doing.

This fact is often commented upon, and it is not surprising to find golfers complaining from time to time that they are making no progress. Is it any wonder?

Golf is probably the most complex of all outdoor games, and to achieve anything near the maximum results the highest degree of skill is called for.

Intense concentration and judgment are necessary to not only hit the ball truly, but to keep framed in the mind a mental picture of the line to be followed and the distance to be covered.

With the rapid development of the game fears intrude as to whether in its advance the old traditions and observances that have made golf one of the most fascinating of pursuits will be brushed aside, and some hybrid substitute take its place.

It is not uncommon to hear complaints of the manner in which the laws of the game are disregarded, and to find players of some years' standing lamentably ignorant of some of the simplest rules.

Slip-shod methods, such as these, must tend, unless checked, to destroy the charm of the game, and its popularity will inevitably decline.

If, on the other hand, the right atmosphere is created, and the game learnt in the proper spirit, with due regard for its laws, it will grow and flourish; but it is to committees of the various clubs one must look to see that members acquire a knowledge of the rules and observe them on all occasions.

A plea, then, is entered at the outset for the beginner to commence in the right way. It would be well if he or she could have as a mentor a golfer of the old school, to assure a start on the right lines, where not only the rudiments of the game itself will be acquired, but, what is of as much consequence, a proper respect for the old traditions.

In conclusion, and to support in a more eloquent way the foregoing crude, but well-meaning remarks, the writer submits these pearls of thought on golf by David R. Forgan.

It is a science—the study of a lifetime, in which you may exhaust yourself, but never your subject.

It is a contest, a duel, or a melee, calling for courage, skill, strategy and self-control.

It is a test of temper, a trial of honour, a revealer of character.

It affords a chance to play the man and act the gentleman.

It means going into God's out-of-doors, getting close to Nature, fresh air, exercise, a sweeping away of the mental cobwebs, genuine reaction of the tired tissues.

It is a cure for care—an antidote to worry.

It includes companionship with friends, social intercourse, opportunity for courtesy, kindliness, and generosity to an opponent.

It promotes, not only physical health, but moral force.

In the next issue I propose to deal with what is considered the master stroke of golf.

"Advertising Doesn't Affect ME!" *(Continued from page 623)*

is more concisely expressed by the modern business slogan—"Advertise or Bust."

History is full of instances of firms who, having established their trade by advertising, stopped advertising in the belief that they had acquired sufficient momentum, so to speak, to carry them on. Some of them, after a year's cessation, found they had lost momentum, and despite frantic spending, never regained their old position in public favour.

The methods of advertising are legion, and range from the orthodox to the unique, from the stodgy to the startling. It's a far cry from the fly-specked card in the front window which tells of "Board and Lodging" within, to the graceful writhing smoke lines that trail from an aeroplane across the blue sky and shape themselves into "Somebody's Stockings"—but advertising, like other things of life, ranges from the sordid to the sublime.



It begins with 'Sal's Soothing Syrup—Best for Baby," and ends with "Figg's the Funeral Furnisher—Death with Dignity." But I can hear the Editor's voice—"Time, Gentlemen, Please!"—or have I got the advertisements mixed?

In conclusion, let me ask, how many of you can plead ignorance of such phrases as "Worth a Guinea a Box," "Every Picture Tells a Story," "Keep That Schoolgirl Complexion," or, not least of all, "Help Us to Help You"?

The things you eat, the things you wear, the things you do—advertising has affected you in your choice of all. Advertising pays everybody.



A corner of the recently reorganised and now up-to-date and spotlessly-kept storeroom at the Bendigo Railway Workshops.

Look Out, the Flying Gang's on Board!—*(Continued from page 629)*

glint of burnished metal, and collapsed. He was very much disgusted to find out later that he had been fooled by a pair of ticket nippers.

A scaler found travelling on the undergear of a carriage at Woodend on the early train from Bendigo one cold, frosty morning was so numbed with the cold that he could not stand when removed from his precarious position.

Two passengers found under the seats of a second-class car, after travelling between Adelaide and Ballarat, were so frozen and covered with dirt and dust that they were in a sorry plight when detected.

Others travel under the seats or rugs used by card players, and when detected, some of the sharpers will pass a ticket to the culprit, and an unwary checker may accept it if he does not notice that it has already been nipped.

Race Train Scalers are Canny

Another dodge of the race train scalers is to wait back until the carriages have been checked and locked, then for one of his confederates to hand him out a ticket, and for him to pompously demand of the porter that the door be opened to admit him to the carriage.

An old dodge is for one man in a compartment to gather the tickets for everyone in it, and to pass them to the checker. Unless care is taken, the checker will find that he is one or two tickets missing when he checks up with the number of people in the compartment. It is then impossible to declare who was the person travelling without a ticket.

The canopy of country corridor cars (the section connecting two cars) has been used on occasions to steal a free ride. Such a case came under notice some time ago, and when detected by a special checker the scaler had travelled about 70 miles and had evaded two checks on the train. As the weather was warm, the travelling was not too pleasant in this restricted space.

The excuses given by people when detected would be amusing were they not so ludicrous. A nurse detected travelling from a suburban station to the city one evening in a first-class carriage on a second-class ticket, candidly admitted that her young man had seen her off and that she did not wish him to know that she held only a second-class ticket.

Vanity is the cause of many people transgressing in a similar manner. They admit that their friends who held first-class tickets invited them into the first-class. Others declare that they had to run for the train and got in in a hurry; they overlook the fact that the train has passed many stations since they got in and they neglected to change.

Parents detected passing children as under the stipulated age or without tickets are very indignant with the checkers, and pass such remarks as "You are the first one that ever asked me to pay," and "Don't be a nark, be a sport," or "I suppose you have children of your own." Interstate and Mildura line passengers are frequent offenders in this respect, up to £10 having been collected on an Interstate express.

Children Give the Show Away

Mothers are sometimes badly put away by their offspring when the incorrect age has been given to the checker. The show is quite upset when the youngster exclaims: "Mother, I will be six next birthday," or "I was five last birthday."

A common practice to evade payment on country lines is for the parents to cover their children up with rugs so that they appear to be under age. This practice is not detected unless the checker is firm, and insists on the rugs being removed so that he may inspect the stowaway.

From these incidents it will be seen that the special checking staff has a very difficult and trying job, and, unless they are tactful, they may be considerably hindered in their work. The endeavour is to be courteous always, and to insist on strict compliance with the Departmental by-laws.



Dear Nieces and Nephews,—

HERE we are in November, and soon it will be Christmas! My!—won't you and I be pleased! Christmas is the most universal of the world's festivals, and means more than most holidays because of its goodwill and its love of peace. Just ask mum or dad to tell you what "universal" and "festivals" means. They are great words, standing for great ideas and ideals.

A tiny tot drops a line or two to say she went to see the show at Melbourne, and it made her feel like "Alice in Wonderland." It was so big and bright that it seemed the fairyland of which she had read. Its size staggered her. As for the sights she never had such a joyful and exciting time in all her life. But of all she saw she thought "Little Tich," the Tom Thumb bull, just the darlingest ever! It was so small and looked so old; she says she has been speaking about it ever since. I daresay lots of my nieces and nephews had a peep at "Tich." My correspondent lives on a farm, so you can understand her interest and wonder. She is used to big, big bulls—and keeps away from them.

Of course, the railways helped to make the annual show a success. Our trains brought goods and persons from everywhere. And the show was a record—that is, it had more things in it and more visitors to it than ever known in its long history.

That's all this month, except to greet you again with love and good thoughts,

Yours fondly,

UNCLE BEN.



Sow These This Month.

French Bean ("Perfect" Bush, Epicure), Waxpod or Butter Beans, Beet (Red), Beet (Silver), Borecale, Brussels Sprout, Cabbage (classes 3 and 4), Carrot, Cauliflower (Extra Early, Eclipse), Celery, Corn (Sweet or Table), Cress, Lettuce (Iceberg, New York, Neapolitan), Swede (Laing's Garden), Vegetable Marrow, Turnip (Orange Jelly, White Stone).

PREPARATION should now be made for next month's planting of **Cactus Dahlias.** Beds reserved for this purpose should be deeply worked and richly manured.

It is not yet too late to plant **Chrysanthemums,** but care must be taken to lift them with as much soil as possible and to water them thoroughly when planted. Chrysanthemums required for pot cultivation can be handled with safety this month. Stand the potted plants in a good open conditon, where they will not grow spindly.

The **Fibrous Begonias** are now used extensively either massed or planted in rows. The dark-leaved Begonia Semperflorens is very effective.

If **Pansies** and **Violas** were planted at the proper time they will now be making a fine show. This is the time to watch them closely, never allowing them to suffer for want of water, and carefully mulching them with stable manure. This will prevent them from "burning out" during hot weather.

THE KITCHEN GARDEN.

A constant supply of **French Beans** is essential, and may be had by sowing at frequent intervals. Those sown last month should be well mulched and kept regularly watered. If this is not done they will quickly prove victims to red spider. A frequent hosing of the foliage will also help to check this pest.

A succession of **Lettuce** can be maintained by making a sowing once a week. Rather than transplant, sow the seed in long drills and then thin out young plants to the proper distance; keep the rows well watered and crisp young lettuce will result.

Tomatoes can still be planted, and if given proper attention will not be far behind those planted out weeks earlier. The earlier planted ones will require attention as regards staking, etc.

Like most vegetables and other plants at this time of the year, Tomatoes will need mulching to preserve moisture and prevent burning.

Celery beds should be kept well watered, and if forward enough the young seedlings can be planted out. Prepare trenches 18in. wide and about the same depth; dig in plenty of well-rotted stable manure, and plant the young Celery seedlings about 1in. apart in the trenches. As the plants grow the soil should be banked up around them. This will insure crisp white stems.



Members of the Victorian Railways Institute Musical Society.

Strange Freight *(Continued from page 615)*

shoved his head out and tried to paw the nearest labourer. Everybody jumped back, and everybody told everybody else what to do, while the lion snarled and frantically wriggled and pushed to get out.

"Fortunately, some of the attendants of the show to which the lion belonged were present, and they put things right.

"Once, too, we had a hive of bees to load. It was placed in the truck without mishap, but a few minutes later a cask fell on it, and the gang who were loading that truck vanished from the scene in less time than it takes to tell, with a swarm of bees around them. They were the only men in the shed who didn't see the humorous side of the incident."

Monkeys, according to the Senior Foreman, are often forwarded by goods train. Some time ago, a large ape gave an unfortunate checker quite a lot of trouble.

Crossword Puzzles were Child's Play

The checker wheeled the crate containing the ape into the shed, and then placed the waybills and consignment note on top of the crate while he answered some question.

When he turned round, the monkey had secured the bills and papers, and had torn them to ribbons.

Crossword puzzles are child's play compared with the task that checker had when he tried to piece the remnants of paper together again.

"We had 'Little Tich' here the other day," continues Foreman Jeffers, "I mean, that freak bull from the Show—'smallest bull in the world,' I think it was called. We had an advantage over the ordinary person there, because we were able to have a good view of the animal without parting with our two bob.

"Which reminds me, also, that we loaded 'Billy the Pig' of last year's Show, here, too.

"The checkers here are usually extraordinarily careful. Some of them, indeed, are almost too careful, and so anxious are they to avoid trouble, that they will go out of their way to look for defects on goods before accepting them.

"When one of them noticed that the polish had been scraped off the side of two coffins, he gravely endorsed on the consignment note: 'Secondhand Coffins!'

"Another equally cautious checker went so far as to describe some pig iron as 'rather chipped and rusty.'"

In proportion to its size, tobacco gives the railway staff at the Melbourne Goods more trouble than other freight. It is, of course, very valuable, and cannot be loaded into a truck unless a couple of tons of additional freight is available to stow on top of it.

Theatrical scenery is another unusual type of freight which gives much trouble. It is bulky and unwieldy, and special laborers are given the job of loading it.

"Some consignors," complains the Senior Foreman, "will not recognise the importance of securely fastening crates containing poultry or animals.

"I will never forget an adventure we had here some years ago A huge crate of poultry was dumped into the shed, and broke open. All the hens scuttled out, and went for their lives in every direction.

"Some of the checkers rushed about closing the doors of the shed while others gave chase to the escaped poultry, diving under the trucks, sprinting along the pit, crawling under barrels and crates and jumping over boxes and timber in an attempt to recapture them. They caught every one.

A Pig-chase Up and Down the Shed

"Many's the time, too, that we have conducted a pig-chase up and down the shed. It's amazing how a pig can dodge—he seems to revel in a chase. The checkers don't, though.

"Cats, dogs, and parrots are other strange types of cargo which we handle here daily. During the time when circuses are in Melbourne, elephants are a common sight up at the siding known as Long Road, where all big animals are loaded. The elephants are usually in the charge of attendants, who use them to load tents and other heavy circus equipment into the trucks."

Other strange freight loaded daily at the Melbourne Goods includes motors, buggies, harvesting machinery, cable cars, buses and bread-delivery carts.

Whatever it is—anything and everything—there's one concern that will always carry it, and that is the Victorian Railways!



The recent report that the effects of static interference had been effectively overcome has, I am afraid, given rise to much premature jubilation. The problem is crammed with difficulties, and a fortune truly awaits the person with an inventive and scientific mind that can rid radio of this baneful nuisance.

Many attempts to mitigate the evil have been made by using directional aerials and loops, and although the results have proved that the effect of atmospherics can be effectively annulled when the interferences have not the same characteristics as the incoming signal, there still remains the obstacle of overcoming the effects of static of the same order as the wave length being received.

"A" BATTERIES.

The trouble and expense involved in maintaining "A" (or filament) batteries of wireless sets presents a serious drawback, especially in country districts, where facilities for charging accumulators are not readily available. It is apparently not widely known that primary batteries or wet cells, that are ideal for this purpose when valves of the dull emitter type are used, are available on the market.

Gravity type batteries are also useful for dull emitter work; individually they are considerably cheaper than caustic soda cells, and they are of a smaller capacity, and have a high internal resistance.

The voltage of gravity cells in constant at 1 volt per cell, and a current output of approximately 400 milli amperes may be obtained from a well-made-up battery.

Caustic soda cell elements may be purchased complete, consisting of glass jar, bottle of oil to prevent evaporation, oxide of copper plate, and tin of caustic soda. Care must be taken to house them in a suitable box at a location where no damage can be done by the spilling of the solution.

Gravity cells comprise glass jar, sulphate of magnesia, copper sulphate (bluestone), zinc and copper plate.

IMPROVED CONTROL.

The replacement of the "plug-in" type of inductance by those of the "built-in" type is becoming very popular, and many of the latest radio sets are constructed in this manner. The simple panel layout and the ease of control has much to recommend it, especially when considered from the viewpoint of the person who listens-in for enjoyment only.

Among the recent developments of radio is a receiving set, that has been designed to give extreme simplicity of control. On the panel a number of telephone jacks have been symmetrically arranged and numbered, the only other fitment on the panel being a condenser dial and knob.

The apparatus inside the case is grouped and tuned to receive wave-lengths varying from 20 to 2000 metres, in ranges of 40 metres. There are no rheostats used to control the filament, but, instead, fixed resistances, predetermined by the type of valve to be used, are fitted.

To operate the set the loud speaker of receiver is plugged into the jack of the station wave-length desired to receive. This action also switches on the "A" Battery.

Intermediate wave-lengths are tuned in by aid of the variable condenser. It is claimed that quality of reception is not sacrificed, and that the set is fool-proof, and no knowledge whatever of wireless is required to operate it.

INDOOR AERIALS.

With the advent of summer, more atmospheric interference can be expected, and the use of indoor aerials will become more popular in order to reduce the effects of the static, and also to obviate any danger from lightning.

Amongst the many and varied types of indoor aerials and loop antennae is one in the form of a finely-woven copper tape, which possesses all the qualifications necessary for efficiency, being of very neat appearance, of low resistance, and having a large surface area.

This is essentially an indoor aerial, and finds its best application when suspended between insulators in the roof above the ceiling.

PERMANENT CRYSTALS.

Many favourable comments are heard regarding the latest type of permanent crystals now on the market. The crystal is in compact form, has no cats-whisker, and no adjustment is required. Crystal users will appreciate the advantages of being able to wire the crystal into the set the same as any other fixed unit.

The clarity of the crystal as a detector cannot be denied, and this latest improvement should be the means of substantially increasing the numbers of listeners-in by providing a satisfactory and simple receiving set at low cost.

ANSWERS TO QUESTIONS.

A.L.—The source of a locomotive's power is interdependent upon boiler capacity, tractive effort, and drawbar pull (which may be shortly defined as the force exerted at the driving wheels), adhesive force, which depends upon the weight on driving wheels and the friction between wheels and rails. The coupling of wheels together increases adhesion, and this is why locomotives with a number of wheels coupled, such as our own "C" class, are used for heavy freight service, since nearly the whole of the weight of the engine is available for adhesion and the smaller wheels give tractive force.

W.S.S.—The reciprocating parts to be considered in counter-balancing a locomotive are the piston head, rod, and nut; cross-head, cross-head key pin, and nuts; approximately one-half the total weight of the main rod; arm and link fastened to crosshead for outside gear are the reciprocating parts to be considered in counter-balancing an engine.

DISTINGUISHING LIGHTS ON TRAINS.

In the August issue of the magazine an article was published under the heading "Every Train has Distinguishing Lights on its Front." A diagram accompanied the article, showing the symbolic lights used on the front of electric trains to indicate their destination.

Some of these symbols have since been amended as follows:—

Flinders-street-Newport: Left-hand headlight.

Flinders-street-Coburg and Fawkner: Left-hand and bottom-centre headlight.

Flinders-street-Oakleigh: Lower-centre headlight.

Flinders-street-Glenhuntly: Top left-hand headlight.

Flinders-street-Caulfield: The sign previously used in connection with these stations has been abolished.

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Fresh Fruit for the Masses—

(Continued from page 621)

weight rests on the fruit; five of these trays are placed in a special rack and precautions taken concerning packing. Rocking or rolling of the train cannot affect the fruit. It is landed in practically the same condition as picked from the tree.

Growers who supply the Victorian Railways are now fully conversant with departmental requirements as to packing, grading and branding of the cases, the size, number and name of contents being stated on each case.

Very few people know that all the fruit on the Victorian Railways fruit stalls is sold by the dozen. This has proved the most satisfactory method. It enables the purchaser to see what he is buying; it saves time weighing and giving change, and it means that fruit of a uniform quality and standard is supplied in each purchase.

Reference to the Railways Fruit Stalls would be incomplete without mentioning the sale of fruit juice to the public. This has become quite a feature.

Only the best quality oranges are used for these drinks. It has been found by experience that these oranges contain the largest quantity of juice; to use cheap oranges only retards work at the stall because it means cutting more oranges and more handling at the electric extractor.

Uses 20 Cases of Oranges a Day

Some idea of the popularity of this fruit juice service is indicated by the fact that during the summer it is common for the stall on the main concourse at Flinders-street station to use 20 cases of oranges for drinks in one day.

All fruit juice drinks are prepared in the presence of the customer. There are two electric extractors at Flinders-street, one at Princes Bridge, and one at each of the other important stations in Victoria. So great was the demand at Flinders-street last year that two more are being installed, and the stall accommodation has been extended.

By this brief survey of the work of the Railways Fruit Stalls, it will be seen that the Department has gone to endless trouble to ensure that first-class service which it is endeavouring to render in every branch of railway operation.

The man who does not think, or who perhaps does not know of this work, may be prone to declare that the Department is operating the fruit stalls with the sole object of making huge profits. This is not the case. Good service is the first objective—constant striving to "get over" the idea that only the best fruit will be served at reasonable prices.

Springtime is Weedlime—*(Continued from page 625)*

chemists require the refined article, and it is also used extensively by graziers for sheep dipping.

Some people wonder why the Railways Department should bother about killing the weeds on its tracks, but not only are they unsightly, they hamper effective transportation. The wind blows the long weeds across the rails, and this causes the engine wheels to slip when hauling heavy loads.

Weeds Breathe the Poison.

Experts predict the time when huge tank trucks containing arsenic, which is mixed with caustic soda to ensure it dissolving, will be hauled along the tracks spraying the death-dealing solution on the permanent way.

It is not generally known that the weeds are not killed by the absorption of the poison through the roots, but by breathing it through the leaves and stems, and are thus destroyed.

But, to return to the by-product—gold. There is something romantic about the production of gold at a cyanide works. The actual production of gold is always the centre of interest to visitors. That gold can be produced from a solution which looks nothing but pure water running from the cyanide vats is indeed wonderful. To handle the 150 oz. bars of gold after they have been taken from the bottom of the crucibles and cooled gives one a thrill, which makes one realise more than ever that we are living in a scientific age. Railwaymen have a direct interest in these works. They carry the ore to the works, they use the arsenic on their tracks after it has been produced, they carry tons of the product to all parts of Australia, and, who knows, some of the jewellery we wear or the sovereigns which came to light during the visit of the American Fleet, may have been produced from the gold obtained from the ore treated at these Bendigo works.



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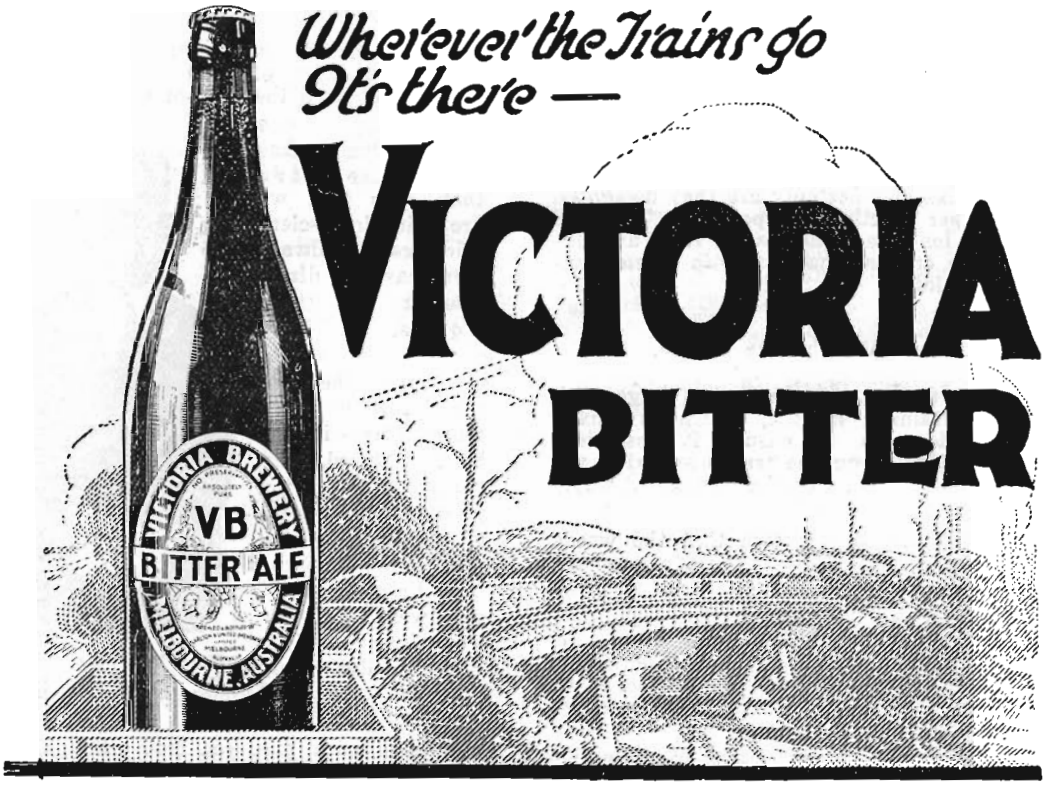
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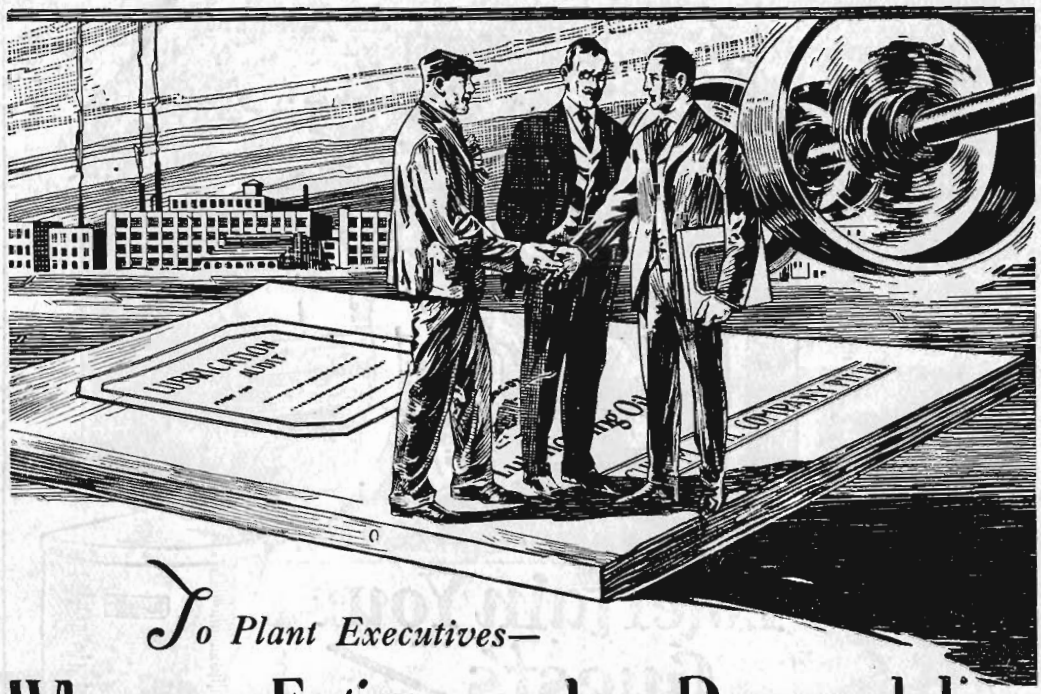
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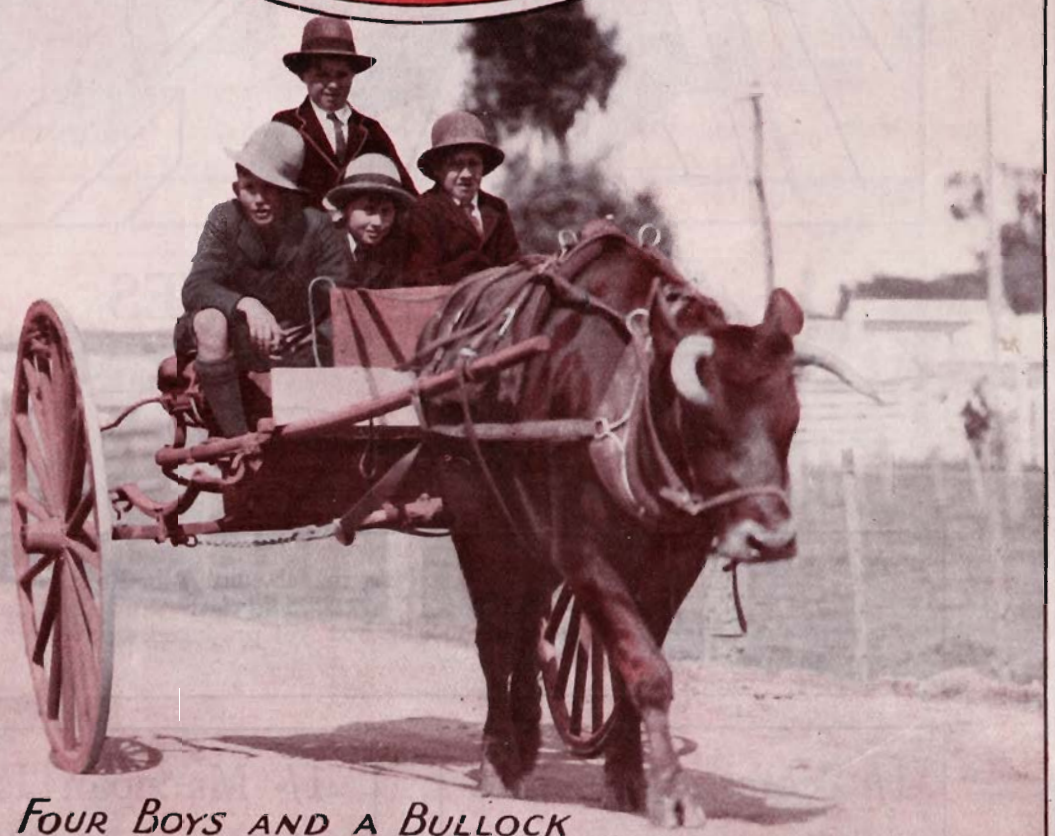
Issued Monthly

DECEMBER, 1925

Vol. 2 No. 12

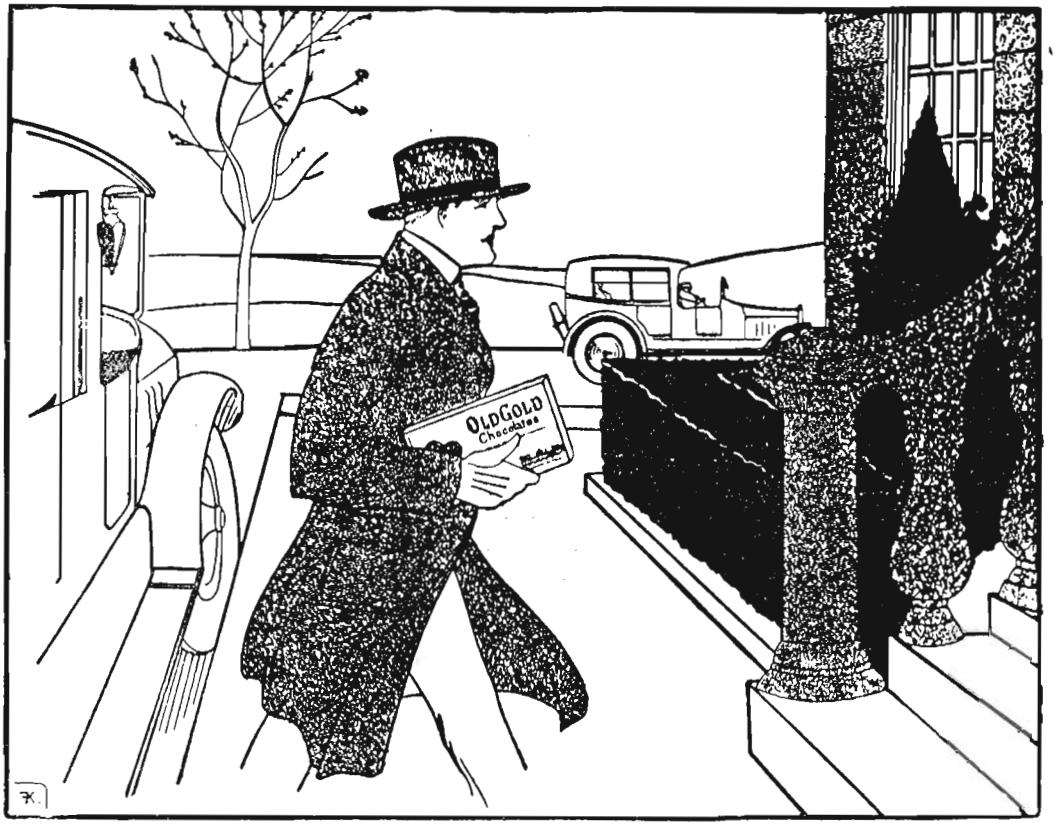
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6D



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(SEE STORY INSIDE)

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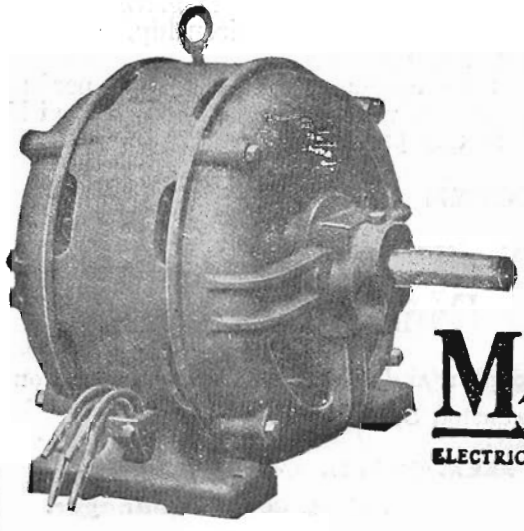
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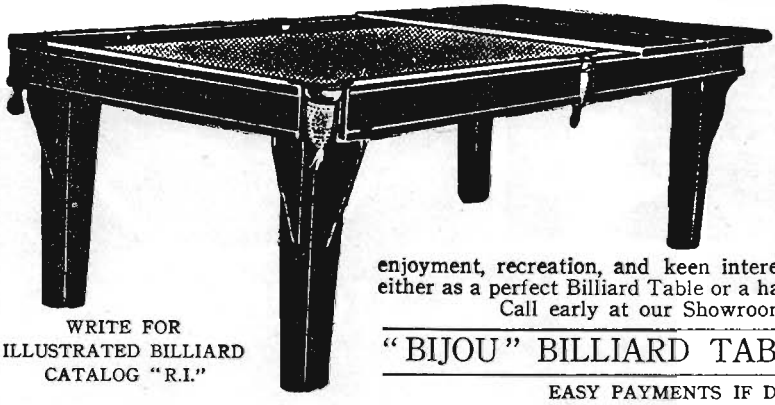
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ALCOCK & CO. PTY. LTD. For All Sporting Requisites.

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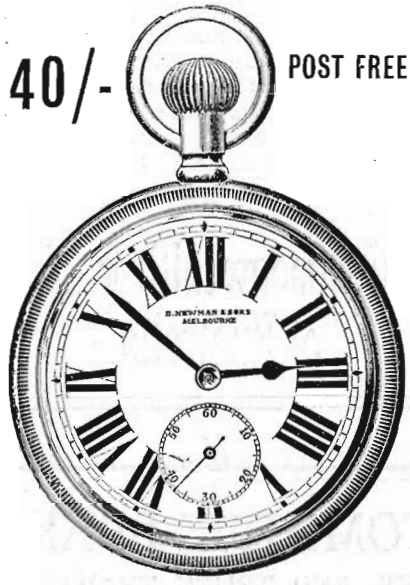
338-40 FLINDERS LANE (BETWEEN ELIZABETH & QUEEN STS.) MELBOURNE



Here are views of the New and Up-to-date Storehouse recently constructed for the Victorian Railways Department at Spotswood, near Melbourne. An article describing the lay-out and extent of the storehouse appears on an inside page. 1. Mr. S. Steele, Storehouse Manager. 2 and 4. Showing sections of the splendidly lighted and well equipped administrative offices. 3. One of the packing counters. 5. The consignment section, where goods are made up for distribution. 6. Showing a section of the racks and one of the extensive passage-ways.

NEWMAN'S Railway Lever- -

40/- POST FREE



RAILWAYMEN! Here is a watch that we can confidently recommend to you

For Hard Service and . . Dependable Timekeeping

It has 15 Jewels, a compensating balance adjusted for temperatures, and a strong Nickel screw case with crystal flint glass. It is dust and waterproof, and the biggest Watch value in the Commonwealth at **40/-** post free.

Send to-day for a "Railway Lever" Complete Jewellery and Silverware Catalogue post free on request.

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Established 1870

84-86 Elizabeth Street, Melbourne

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BOOKS advertised by everybody else are on sale at COLE'S and thousands that are not. Send for "The Rainbow," Cole's paper about Books, free to everybody and their friends.

BAGLEY'S AUSTRALIAN LOCOMOTIVE ENGINE-DRIVERS' GUIDE

To the Principles and Practice of Locomotive Running and Management

By WILLIAM ORLANDO BAGLEY

Practical exponent of the Locomotive and Westinghouse Automatic Brake, Instructor for Firemen's, Inspectors', and Drivers' Advanced Examination; also for Stationary, Mining and Factory Certificate Exams.

1920 Edition

Illustrated (Cloth): 7/6, postage 2d.

THE ENGINE-DRIVER'S GUIDE

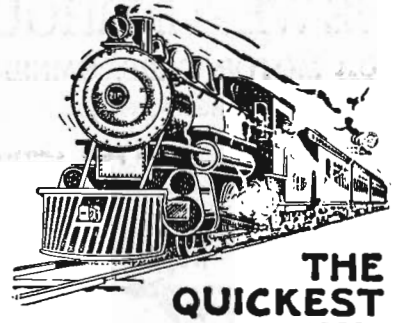
To the Management, Care, and Working of Steam Boilers, Engines and Pumps; and to Exams. for Certificates of Competency. Arithmetic for Engineers, Indicator Diagrams, Lubrication, Etc., Etc.

By A. C. WANNAN, M.C.E.

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For removing Dirt, Grease, Oil, Paint or Grime Stains from the Hands

SOLV-OL

ALL RAILWAYMEN SHOULD USE IT

J. Kitchen & Sons Pty. Ltd.

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YES. Yours! Have you ever considered that the Railways belong to you and the rest of the nation, that every economy in material or labour actually puts money in your pockets? Think it out: Of course it does, because the lower the working costs, the better the Railways must pay, the less will be taken out of your pocket in taxes, whilst fares and freights will be cheaper. This without sacrifice of efficiency.

When you save two nuts and bolts worth eighteen pence, you actually provide a dividend of seven and a half per cent per annum on one pound. Got the idea?

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Penetrene frees rusted and seized bolts, nuts, screws, pipes, battery connections, bearings, leaf springs, joints, and a thousand other things. Is used in your department, the Navy, Board of Works, Tramways, Electrical Commissioner's Works, City Council, and elsewhere. Try it!

Austral Chemical Co., 270 Lonsdale Street, MELBOURNE.

Mark Twain Said

"September is a bad month in which to speculate. Other months in which it is unwise to speculate are—January, December, February, November, March, October, May, June, April, August, July." It's the sober truth that every-one of these months is the best one in the year to add to your savings account in this Bank, because the Bank pays a good rate of interest on your money, and you will take no chance of losing even a penny, for your money is protected by the guarantee of the Commonwealth Government. Practically every Post Office in Australia in an agency of the ...

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FOR MOTOR CARS, OMNIBUSES, TRUCKS, AND TRUCK TRAILERS

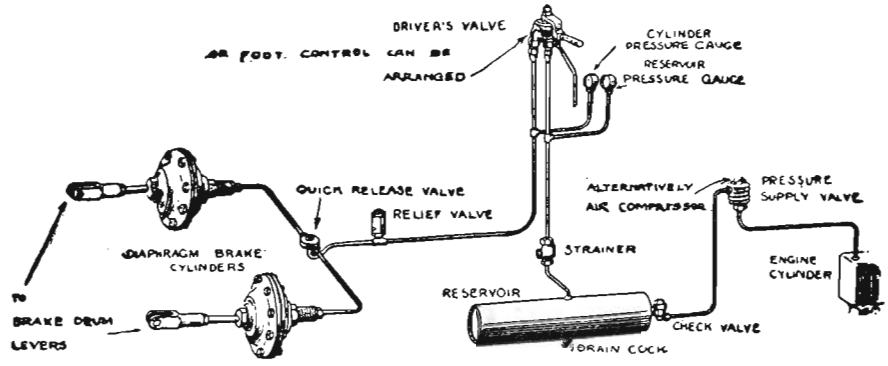


Diagram showing simplicity of system as used for any type of road vehicle without trailer.

These brakes ensure:—Maximum braking power, freedom from skidding, shorter stopping distance, easier control, greater safety through the elimination of manual effort, etc. In making enquiries, state maker's name of vehicle, model, type, etc.

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The
Victorian Railways Magazine

GUARANTEED CIRCULATION EXCEEDS 13,000 COPIES.

Vol. II.—No. 12. Melbourne, December, 1925 Published Monthly Price: SIXPENCE

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Articles published in the Victorian Railways Magazine express the views of contributors, and are not to be accepted as coming from the Administration unless specifically stated.

FOR 7s. per annum in advance the "Magazine" will be forwarded to any address.
It is delivered free to all members of the Victorian Railways Institute.

Articles and reports on matters of interest to employes, short stories and verse, photographs and pen-and-ink sketches, suitable for reproduction, are invited from employes and others willing to help. They should be sent to reach the Editor, "Victorian Railways Magazine," Room 6, Railway Institute, Station Buildings, Flinders-street, Melbourne, not later than the 15th of each month. Correspondence relating thereto is carried free over the Victorian Railways.

Matter for publication should bear the signature of contributor, and should state whether it is to appear over his name or a nom-de-plume.

All enquiries, except on advertising matters, should be addressed to the Editor.

Telephone enquiries to Central 5480; or Railways 174.

For advertising rates, application should be made to the Railways Advertising Division, Savings Bank Buildings, corner of Spencer and Collins-streets, Melbourne.

Telephone enquiries to Central 6414, or Railways 139.

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The Victorian Railways Magazine

FLINDERS STREET STATION MELBOURNE.

TOPICS OF THE MONTH

Seasonal Greetings

ONCE again the season of "peace and goodwill towards men" is at hand. To the average man and woman this means a period of relaxation, but to Victorian railwaymen it means increased activity, bigger tasks, and to most of us greater responsibilities.

* * *

It is only reasonable, therefore, that these facts should be brought under the notice of the large army of customers who will use our railways during the Christmas holiday season. Railwaymen are out to give of their best. All they ask is that the public will be forbearing —overlooking minor discomforts (if there be any) in appreciation of the successful accomplishment of a great transportation feat.

* * *

The travelling public may rest assured that the Christmas traffic arrangements will be of that high standard which characterises railway service in Victoria, and that nothing will be left undone to ensure fast and efficient transportation for everyone.

Giving this assurance, the railwaymen of Victoria, through their magazine, wish everyone the compliments of the season.

Passengers are Guests

EVERYONE *who enters any of our* trains does so by our invitation and consequently becomes our guest.

This is a thought which we railwaymen should keep constantly in mind.

* * *

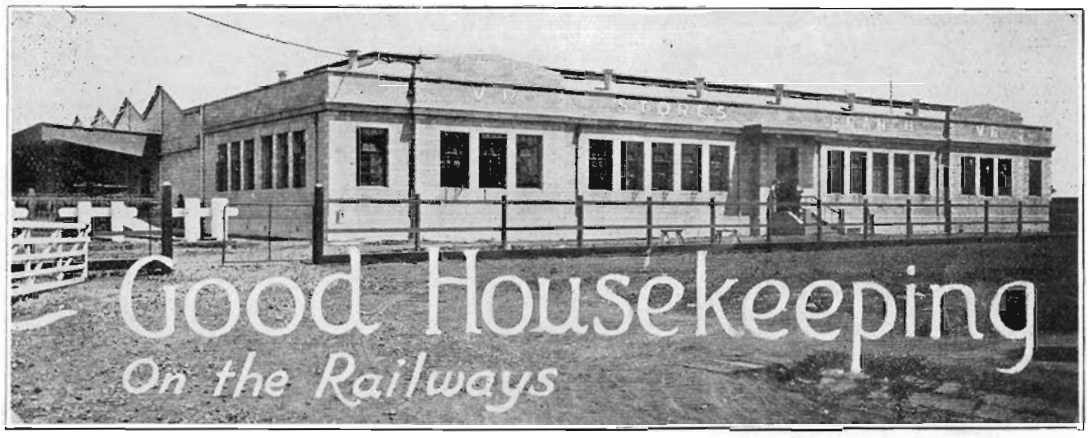
During the coming Christmas and holiday season we will have a special opportunity to show that we are genuinely out to foster this host and guest relationship. We should welcome it as a chance to render perfect service.

Christmas brings to the mind of the railwayman trains filled with happy holidaymakers and station platforms lined with people, either waiting for departing trains or present to welcome visiting friends and relatives.

* * *

Thousands of people will be travelling who travel little during the remainder of the year. They will be our guests during what is for us a busy period. Our reputation will be enhanced if we can render that flawless service which is our constant objective.

Personal interest in passengers' welfare should be our watchword during the Christmas rush.



Anything from a needle to an electric crane is supplied by the Stores Branch of Victorian Railways Department. More than £5,000,000 worth of material is handled by this Branch every year. To collect, classify and distribute this vast quantity is the work of the Stores Branch. Stringent housekeeping on economic lines enables this great work to proceed with the regularity of clockwork. The up-to-date storehouse at Spotswood, the latest adjunct to the storehouse system, is the most modern railway storehouse in the Southern Hemisphere.

WORK in the stores section of a huge undertaking such as the Railways Department cannot be done haphazardly. Material cannot be bought just because someone thinks it might be needed. Things must be bought according to the needs of the service, and they must be supplied when and where required.

While some of the finished articles used on the Victorian Railways are manufactured in the Departmental Workshops, all the raw material, and in some cases the finished articles, must be purchased. This involves the preparation of specifications and plans, the letting of contracts, and subsequently the receipt, inspection, custody, and issue of all such material.

To store this material, modern facilities are required, and in this connection, Victorian railwaymen have good reason to be proud of their new storehouse. It is modelled on ideas adopted on successful American railroads, the chief characteristics being spaciousness, uniformity, close attention to detail and a well-ordered system whereby the whole of the immense stock on hand may be reviewed in quick time at short notice.

New Stores Depot Covers 12 Acres

This system of storekeeping is known as the H. C. Pearce system of service and supplies. Mr. Pearce was General Storekeeper of the Southern Pacific Railway Company in America when he introduced the system. He is now Director of Purchases of the Chesapeake-Ohio Railway. The system has since been adopted by all the main railway companies of America.

As his train flashes by the Stores Branch depot at Spotswood, the average traveller has little conception of the immense scope of the work going on inside. The stores depot covers an area of 12 acres, but to describe in detail the various functions operating therein would occupy several issues of the Magazine. The storehouse itself is a fine single-story building, built of concrete blocks, with a saw-tooth roof, which gives excellent light. The whole building occupies a space of 365 x 165 feet.

Two large platforms, one on either side, extend the full length of the building. Each is covered by a substantial verandah, which ensures protection from the weather when handling materials to and from railway trucks on one side, and to and from motor waggons on the other.

Step from the manager's office into the main storehouse, and you will be at once impressed with the immense floor space, the uniformity of the fittings, and the neatness, order and cleanliness. Nothing can be lost or go astray.

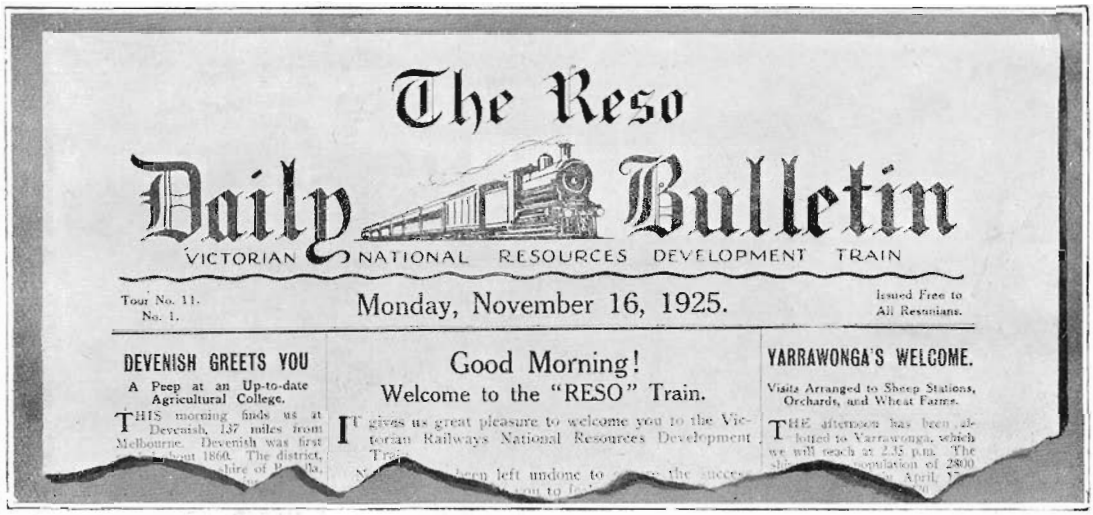
12,000 Different Items of Material

The man in charge of any of the eight groups can tell you at a moment's notice how many of a particular article he has on hand, whether it be a shovel or a one-inch screw. He can also tell you the monthly demand for that article.

This, to some people, may not appear to be much of a feat, but when you realise that there are 12,000 different items of material in that storehouse, you will appreciate that a one-inch screw would soon be lost in the maze of material if system were not the watchword. It would be the old story of the needle in the haystack over again.

Every article is carried in racks, and, if small enough, in trays, the total number of any article in hand being marked on the end of the tray, or on a convenient point on the nearest of the larger articles. When articles are ordered and removed from the trays, the number on the tray is at once reduced accordingly.

Each article has its classified number, and



The Reso
Daily Bulletin
VICTORIAN NATIONAL RESOURCES DEVELOPMENT TRAIN

Tour No. 11. No. 1. Monday, November 16, 1925. Issued Free to All Resonians.

DEVENISH GREETS YOU

A Peep at an Up-to-date Agricultural College.

THIS morning finds us at Devenish, 137 miles from Melbourne. Devenish was first [illegible] about 1860. The district, [illegible] shire of [illegible]

Good Morning!

Welcome to the "RESO" Train.

IT gives us great pleasure to welcome you to the Victorian Railways National Resources Development Train. [illegible] left undone to [illegible] the success [illegible] you to [illegible]

YARRAWONGA'S WELCOME.

Visits Arranged to Sheep Stations, Orchards, and Wheat Farms.

THE afternoon has been allotted to Yarrawonga, which we will reach at 2.15 p.m. The [illegible] population of 2800 [illegible] April [illegible]

Facsimile of the top of the front page of the newspaper issued each day on the last tour of the Reso Train.

this classification ensures that there is only one place for each item of stock. The golden rule throughout the establishment is—"A place for every item, and every item in its place." If it is not in its place, it is nowhere in the storehouse. Storing of material by the other branches, in the hope that it will some day be useful, is not allowed.

These methods, together with the unit piling system, ensure a continual check of the material on hand, and enable a review of the whole of the stock to be readily taken in a day. Previously it took months.

It will thus be seen that by this means a review of the business being done in any one article is easily made, and shortage of essential materials is guarded against, while at the same time over-stocking is prevented. This keeps the investment down to the lowest possible figure.

Stock on Hand Greatly Reduced

Some idea of the revolution which has taken place in the Victorian Railways housekeeping system is revealed by the fact that previous to the introduction of this system stock valued at £2,059,000 was carried. Efficient organisation and the new system has resulted in reducing this to £1,400,000. The fall in values of material has been very slight.

Included in the stock on hand are various items, which are essentially an insurance against contingencies. The principal of these are:—

Coal, reserve against strikes or failure of transport	£150,000
Electrification spares, reserve for breakdowns	£100,000
Timber, reserve for seasoning purposes	£40,000
Permanent Way material, reserve for accidents	£10,000

so that it will be seen that the actual working stock is in the vicinity of £1,000,000.

Think what this reduction of stock on hand means. It means less interest being paid on the value of stock. It means a clean property; it means that the Department knows exactly what it has on hand at any time; it prevents haphazard ordering, and ensures continuity of supply.

It is when other systems and big organisations take notice that we can take credit for having placed our house in order. Practically every State has sent railway officers to Victoria to see what we are doing in our storehouse system. Outside businessmen have also been shown the details of the scheme, and are bringing it into operation in connection with their own businesses.

It is interesting to take a walk around the storehouse. Take a look at the multifarious articles there displayed. Here is a ticket-punching machine; there is a lantern; here is a box of files; there are racks of shovels. Anything and everything is contained in this storehouse. A business warehouse is a small thing compared with it.

You can gain some idea of the extent of the building when Mr. H. Sergeant, Travelling Storekeeper, who has been the right-hand man to the Chief Storekeeper (Mr. C. J. Coleman) during the adoption of the new scheme, tells you that there are 123 racks, 22 platforms, 7 special enclosures for bulk stock, 46 packing counters, and two main passages, eight feet wide, running the full length of the storehouse, along which motor trucks may travel after entering the building by a special ramp.

Eight Groups in Storehouse

There are eight groups in the storehouse, each again subdivided into 15 sections. A storeman controls a full group, and has under him sufficient men to place and issue material to or from his group.

The whole interior of the store is painted with the standard store colours—white on a black base—and this aids the splendid lighting system afforded by the saw-tooth roof

Automatic weighing machines are being installed in the passages (*Continued on page 752*)

Commissioners Send Christmas Greetings To The Staff

WITH the coming of Christmas the Commissioners have the privilege of extending to every member of the Victorian Railways Staff congratulations upon the excellent work accomplished during the year just closing.

This has been made possible by more fully realising our responsibility and studying our patrons and their requirements, and by our patrons extending to us helpful co-operation and constructive criticism.

The year 1925 opened well. Everyone of us in this big business organisation went after the truck load and mileage records of previous busy seasons, with the result that they were eclipsed.

That was only made possible by the staffs of the Running Branches, assisted by all of those responsible for the proper provision and maintenance of plant, equipment, stores and so forth, doing their part well.

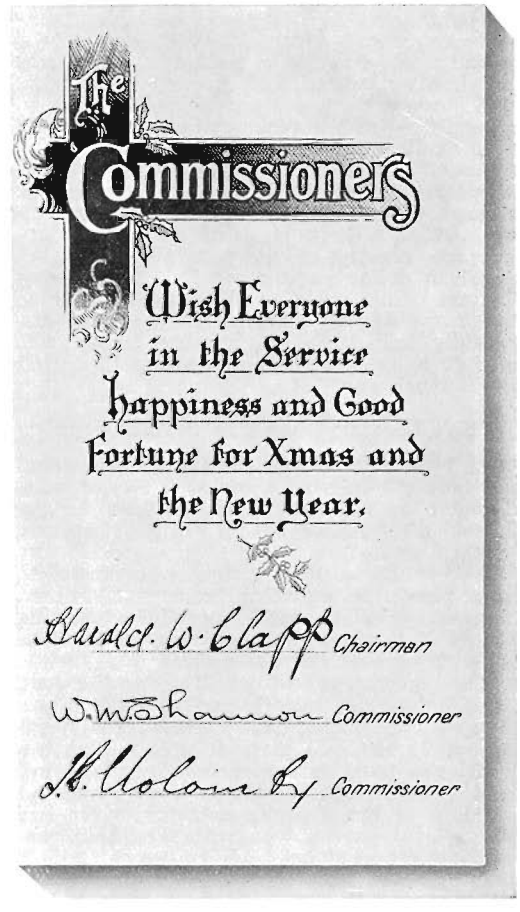
Both fruit and wheat were handled splendidly, while, at the same time, the ordinary services of the Department were satisfactorily conducted.

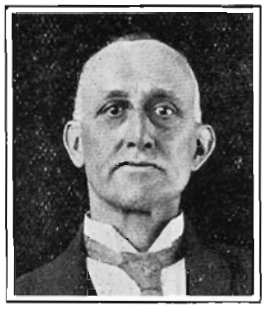
We have had numerous opportunities for rendering special services. The more spectacular, such as the "Better Farming" train, the "Reso" train tours, and the visit of the American Fleet were only examples of equally good services in all other directions, in the discharge of which endless pleasure and satisfaction were afforded our customers.

We were privileged to be of considerable service to the personnel of the American Fleet and to the delegates of the Empire Press Association who visited Australia this year, and it is gratifying to all of us to have received from these visitors such satisfactory acknowledgments of the service rendered.

It has been completely demonstrated that the Victorian railwayman has great pride in his job. He has also proved that he is an excellent salesman, and the citizens of the State are acknowledging this by innumerable tributes of appreciation.

The Commissioners have great pleasure in extending their hearty good wishes for the Christmas and New Year Season to each member of the Victorian Railways staff and their families.





The Information Bureau Has a Busy Time at Christmas

Christmas time means hard work for all railwaymen, but one of the hardest worked of all will be Mr. H. C. Taylor, Inquiry Officer at Spencer Street, who is now marshalling his little staff in preparation for this year's onslaught by Victoria's puzzled holiday-makers.

FOR 30 years, Mr. H. C. Taylor has faced a ceaseless volley of questions hurled at him over the counter of the Spencer-street Information Bureau by countless puzzled and impatient railway travellers.

In a figurative sense, he is now taking off his coat, rolling up his sleeves, and grimly preparing for this year's Christmas traffic, which he predicts will be a record.

"The Officials in Grey have certainly lightened our work," he admits, "but I think the majority of travellers regard them purely and simply as directors. Anyhow, we always have our work cut out in the holiday season to keep the waiting queue at the counter down to 20 or 30.

"And the questions! I defy anybody to answer some of them! What would you do, for instance, if you were a railway inquiry officer, and an elderly lady of forbidding appearance bluntly asked you, 'What is the American dollar paying now?' I suggested that the American Consul would be able to supply the desired information, and was disdainfully told that an 'inquiry officer who couldn't answer a simple question like that wasn't much good.' "

"He's Loading Cement on the Railways"

"And then there was the bucolic individual who inquired in hoarse tones: 'I say, I want to find a man. They tell me he's loadin' cement on the railways. Can you tell me where I could find 'im?'

"I remember a Show visitor, who wanted to know where to catch a train to Wallace. 'Number 4 platform,' I replied, pointing through the window. 'See, over there. The number's painted on that notice.'

"The inquirer walked doubtfully to the door, stared about him vaguely, looked back at me, retraced his steps, and shamefacedly remarked, 'I say, old man, I ain't no scholar. Would you mind taking me to the platform? I couldn't tell whether it was four or 99.'

"Going to the opposite extreme, we've had the superior person who will persist in pronouncing the names of railway stations 'naicely' but incorrectly. One such once asked me what time the next train "dayparted for—ah—Line-dough-noo (that's what it sounded like), on the—ah—Jippsland line, just outside Sydney.' "Jippsland' gave me the clue—she meant Lindenow.

"Another excited traveller rushed in to ask what time her train went, but was thunderstruck to find that she had forgotten the name of the place she was going to. 'Oh, dear; oh, dear!' she exclaimed, 'what will I do? I'd know the name if I heard it again! It's got a donkey or an ass in it.'

"Armed with this clue, I repeated aloud the names of all the stations on the Ballarat line, in which direction she had a hazy idea the town lay. At the name 'Ararat,' she clapped her hands delightedly. 'That's it,' she cried. 'I knew it had an animal in it somewhere!'

"I've been asked what is the railway fare to Tasmania, where to book for the 'Bacon Factory,' from what platform the train leaves that stops 'at all the country stations,' and what time the 11 o'clock train goes.

"I have told a lady that the first available train for a week-end ticket would be the 10 minutes to five train, and have been roundly abused in return because someone else told her she could travel by the 4.50 p.m.

They Did Not Want Scenery

"I have spent a solid quarter of an hour describing the scenic attractions of tourist resorts to a couple of youths who were contemplating a holiday, and have then been informed that they didn't care what the scenery was like so long as the place boasted a 'good pub. and a billiard table.' "

However unreasonable, petulant, or impatient these questions may be, the staff at the Inquiry Office can always be relied upon to put the inquirer on the right track, and deliver the soft answer that turneth away wrath.

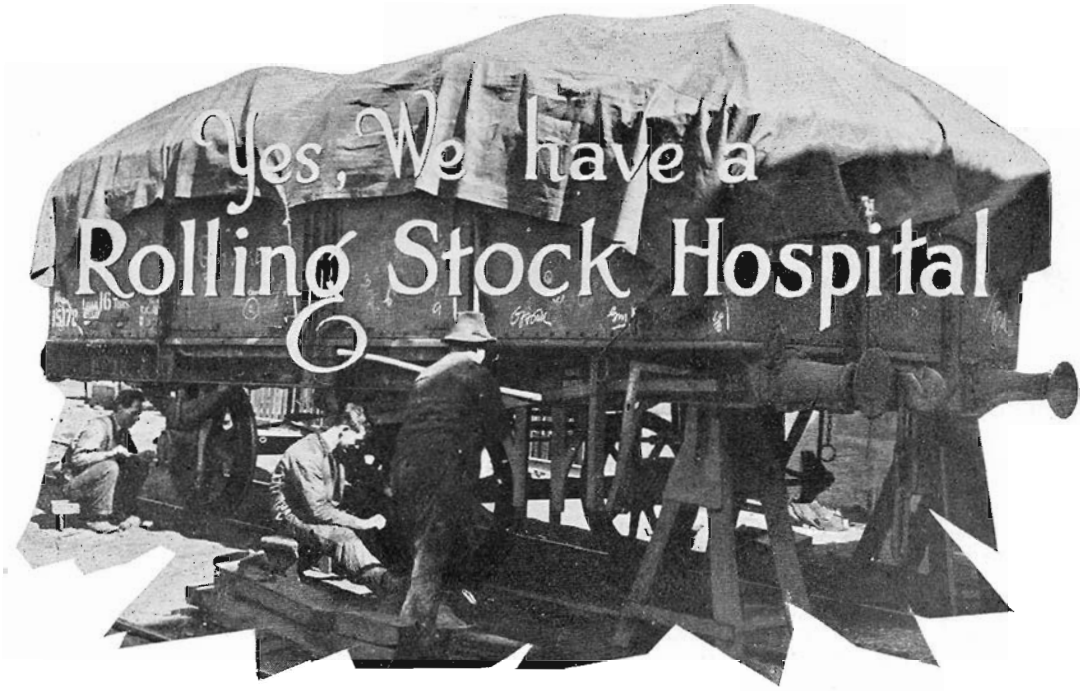
"We'll need all our patience, courtesy, and railway knowledge this Christmas," is Mr. Taylor's prediction, as he gazes ahead into a period of hard work under the most trying conditions.

Native Names for Riverina Sidings

WITH but three exceptions the sidings on the new line from Echuca (Vic.) to Moulamein (N.S.W.) have been given the district native name, soft and smooth sounding, such as Wakool, Yallakool, Burraboi, Bunaloo, Moulamein (the homestead is Mooloomoon).

The line consists of a single set of rails for the 87 miles, and five stock trains were run on it on the unofficial opening day, as well as the passenger train. At the sidings on this new line there are no platforms.

Yes, We have a Rolling Stock Hospital



Railway rolling stock will not run for ever without repair. Like everything else, it wears out, and it is, perhaps, more likely to meet with accident and rough usage than any other form of mechanical transport. Come for a visit to the Victorian Railways' "Rolling Stock Hospital," and see how vehicles worn, battered, or damaged in service are repaired, and again placed in commission.

IT is a typical term this—rolling stock hospital—for all manner of weary and work-worn rolling stock goes to this haven of refuge to have its ills attended to. The official term is the Car and Waggon Depot.

Seldom visited by the outside public, the depot, in its out of the way position, adjacent to the North Melbourne station, nevertheless carries on its splendid work of rejuvenating trucks, re-furbishing carriages, and re-conditioning vans for their heavy work of transporting passengers and goods on the 4807 miles of lines in the State.

Travellers admire the well-appointed and finely-finished carriages of Victorian country trains, but they know little or nothing of where this work is done. Of course, the excellence of the work denotes the skilled tradesman.

Construction of new carriages is not undertaken at North Melbourne, this all being done at Newport, but it is interesting to learn that the Car and Waggon Shops repair and paint 1200 carriages a year, an average of 100 a month. This repairing and painting involves considerable work. Not only is the car cleaned and overhauled from top to bottom, but the woodwork is renovated and varnished inside, the carriage painted outside and the whole of the upholstering either completely renewed or repaired.

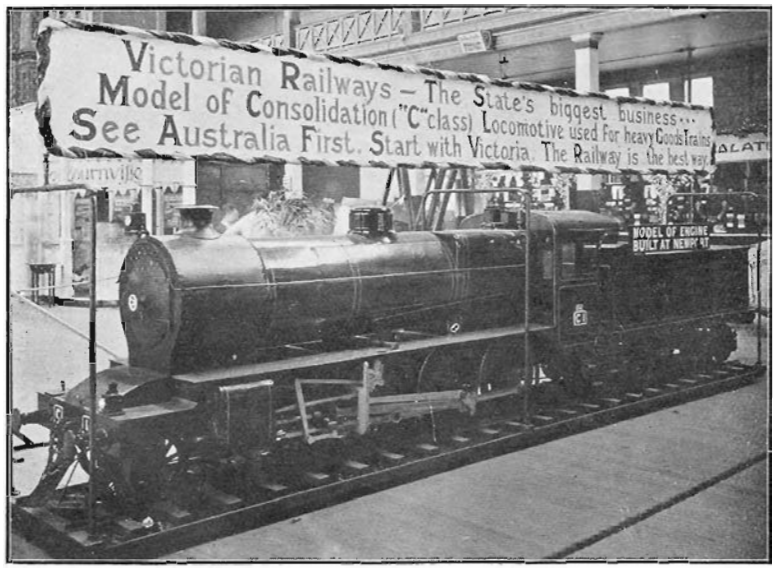
Country carriages come into the shops for this overhaul approximately every 2½ years. The cars on the Adelaide express come in after running for 12 months, and the Sydney express cars after running 18 months. It generally takes about four weeks to re-condition a car for the road.

There is nothing cursory about the treatment a carriage receives when it comes into "hospital." It is thoroughly washed down, the paint burnt off, and after being thoroughly rubbed down and smoothed, it receives on the outside three coats of paint and three of varnish.

The inside is also washed and the bad or stained sections of varnish removed. The ceiling receives two coats of paint if necessary, and the other parts are sized and varnished, and then the whole of the interior varnished throughout.

All the 703 men in the Car and Waggon Depot are skilled tradesmen. There are painters, signwriters, skilled mechanics, engineers, undercarriage experts, carpenters, plumbers, electricians, and blacksmiths. Each man to his own trade, and each a specialist in his job.

The upholstering in all Victorian railway carriages is of the best. One would think that the upholsterers in dismantling a carriage which had been commissioned for some time would find articles of value in the recesses of a carriage where these things are likely to fall, but they will tell you that nothing of any great value is ever found. Small coins, brooches, and odds and ends, which are sometimes found, if considered of any value, are forwarded to the Lost Property Office. The



This model of a "C" class engine, made by the men at the Newport Railway Workshops, was displayed at the Exhibition held in Melbourne under the auspices of the Children's Welfare Association. It attracted considerable attention, and was a striking means of bringing under notice the work done by the Railways Department to induce travel in Victoria.

articles have probably been in their hiding place for some considerable time, and are seldom claimed by their owners, who have probably forgotten all about them.

Repair and painting of trucks forms a big portion of the work done at the Car and Waggon Shops. It is common for the shops to deal with 700 trucks in a week. Of course, these are not all for complete overhaul, many being treated for minor repairs. The truck record held by the shops is 240 trucks passed through in one day.

Trucks Are Spray-Painted

Little time is wasted on the painting of trucks, this being done by means of a spray. One truck is dealt with in 20 minutes, and approximately 50 trucks are so treated in a week.

Most of the truck repairs consist of adjustments of the drawgear and the repair and reconditioning of buffers. These sections of the truck, of course, bear the strain, and the buffers, as their name implies, take the heavy knocks and bumps between the heavily laden trucks.

Men at the workshops are proud of their turning lathe, which deals with 22 pairs of wheels a day, or 1200 pairs in three months. This is a striking contrast to some years ago when only a pair a day could be dealt with. One pair can now be dealt with in less than 18 minutes.

The workshops staff not only turns out work of which they and the whole of the service may be proud, but they are just as keen on good housekeeping methods, The paint store is a model of cleanliness and neatness, though large quantities of all colored paints must necessarily be stored and mixed there.

The oil reclamation separator is a feature of the works, and though this is a messy job, the rooms of the reclamation depot might well be used at any time as a dairy without infringing the Health Act Regulations.

It must be pointed out that the Car and Waggon Shops are only a small section of the Victorian Railways staff dealing with rolling stock. At the Jolimont Yards the whole of the electric suburban stock is overhauled in every section—electric apparatus, undergear, painting and upholstering, while at Newport the carriages first come into being.

Having learnt just a little of the work done by the men in the "rolling stock hospital," it is reasonable therefore for railwaymen to ask that the travelling public treat their work with care.

No decent-minded traveller would wilfully destroy the handiwork of these rolling stock specialists. Placing your feet on carriage seats may seem a simple offence, but if every traveller thoughtlessly treated the fine workmanship turned out at the Car and Waggon Shops, the accommodation and equipment would soon have to be doubled.

Lessons for Railwaymen Here

There is a lesson for railwaymen also in this brief survey of a little-known aspect of railway work. Careless shunting and handling of trucks results in the trucks being withdrawn from commission for repairs. This entails extra work, extra expense and extra loss to the Department because of the idleness, no matter how temporary, of that unit in the vast transportation system of Victoria.

Every truck or carriage out of commission during the coming wheat and holiday season is a dead loss to the Department, and every citizen and railwayman will be doing a public duty by co-operating with the Commissioners in the endeavour to keep every wheel moving.

"3LO Melbourne!"

Successful Long Distance Transmission from Reso Train



Wireless history was made in Victoria on Wednesday, 18th November, when, for the first time, speeches and music were broadcast from a railway train. A feature of the broadcasting was the transmission of the roar of the First Division of the Sydney Express and the whistle of the engine as it rushed past the Reso train, then resting in the Wangaratta railway yard.

Left—Mr Tom Clarke at the Microphone.

SUCCESS attended the broadcasting, as was proved by the large number of letters and telegrams subsequently received by the management of 3LO. The programme was heard in all parts of the State. Officials of 3LO declared that it was the best long-distance transmission ever undertaken by the company.

Members of the Reso party who were touring the North-Eastern districts of Victoria entered whole-heartedly into the preparation of the programme. The principal speaker was Mr. Tom Clarke, Assistant Editor of the Melbourne "Herald," who co-operated with the Assistant Publicity Officer of the Victorian Railways (Mr. H. Roy Gollan) concerning the necessary arrangements.

After the announcement from 3LO Studio, Melbourne, that they were switching over to Wangaratta, the strains of gramophone music were heard coming from the observation car of the Reso Train. Resonians were gathered round in the car, and listeners-in clearly heard their "hear, hears" when Mr. Tom Clarke was announced.

He said that listeners-in were that night taking part in the making of wireless history, because the voice they then heard was coming from the Reso Train 150 miles from Melbourne, in which a microphone had been specially fitted by 3LO.

Mr. Clarke described the Reso Train as a cosy club on wheels, but emphasised that it was not merely a holiday touring train. The idea behind it was much bigger than tnat. It was educating Victorians concerning their own State.

After giving an outline of the first three days of the tour, Mr. Clarke stressed the unbounded hospitality which had been extended the Reso party at all the country centres visited. Resonians had been wonderfully impressed with the productivity and prosperity of the country.

Mr. Clarke then read a number of messages from individual Resonians, expressing their appreciation of the objects of the Reso Train,

Mr. E. G. Pauly, American Trade Commissioner, Melbourne, said that when he left Washington two and a half years ago he had been anxious to find out what held Australia together, with its vast territory and small population. After spending three days on the Reso Train he had found the answer. It was brains, perseverance, and co-operation, everywhere in evidence in North-Eastern Victoria.

"I am deeply impressed after my three days on the Reso Train," Mr. Pauly said, "and I must repeat what I have said before, that I have faith in Australia. Don't stop here. Don't be satisfied. Welcome competition among yourselves. You've got the brains. You've got the pep. You've got the goods. Boost Victoria. Go to it!"

Dr. Cameron, Victorian Director of Agriculture, said that Resonians would scoff to scorn the talk of a drought after what they had seen on the tour. A diminished wheat crop was inevitable, but there was good grass and succulent herbage everywhere.

He was convinced that the Reso Train would have the effect of loosening the purse strings regarding overdrafts and trading and capital advances. This was because the Train had enabled Resonians to see and to understand. The Reso Train took city thoughts to the country, and took back to the city a knowledge of country requirements.

Mr. D. H. Dureau, President of the Resonians, said that the party appreciated the service rendered by the Reso Train, which reflected the general efficiency of the Victorian Railways.

"This train," Mr. Dureau said, "enables citizens to see more of the country districts in a shorter time than could otherwise be given by busy men."

Things We Are Talking About

Reduced Wheat Yield—More Railway Motors—Co-operation Campaign—Clean Picnic Places Wanted—Courtesy and Efficient Service

Victoria's Wheat Yield

THE wheat yield of Victoria in the 1923-1924 season approximated 37,800 000 bushels, while during last season (1924-1925) no less than 47,400,000 bushels were garnered.

Up till the commencement of October, 1925, a yield of at least 50,000,000 bushels was anticipated for the coming season. However, the warm, dry spell, which commenced about the middle of October, and at the time of writing is still unbroken, has altered the prospects to such an extent that the returns from the regions north of Bendigo and Donald, also in the greater portion of the North-Eastern district, will probably realize not more than half of those obtained during last season.

Whilst on present indications the Wimmera district will produce a fairly satisfactory harvest, drought conditions are also prejudicially affecting crops in that area.

Having regard to all the circumstances, it would now seem, according to experts, that we cannot reasonably hope for a better wheat harvest than 30,000,000 bushels in the ensuing season.

Stow Luggage Carefully

A CASE came to notice recently where luggage was insecurely placed on the racks in a railway carriage, with the result that some of it fell, and passengers narrowly escaped injury.

Though the responsibility for placing luggage securely in the racks rests primarily with the passenger concerned, railwaymen can do much to ensure that passengers take reasonable precautions.

It is impossible for railwaymen to inspect every compartment when passengers join and leave trains, but they can keep a watchful eye when passing along a carriage or when helping passengers to place their luggage in the train.

This is a measure of "Safety First," which should be carried out in the interests of the travelling public. We can do much by judicious advice and suggestion.

Daily Paper on the Train

TRAVELLERS on the "Reso" train which toured the north-east last month were immensely pleased with the "Reso" Bulletin, a daily newspaper issued each morning on the train.

The Bulletin was prepared in the same way as a newspaper, having the same headings and make-up. Its news columns gave information concerning the arrangements for the day's tour, also details of the district.

Send Along Your Fishing Photographs

VICTORIA possesses trout streams equal to any other State, or to most other countries. Yet Victoria has made little of this valuable asset up to the present.

Most other countries make a feature by photograph and letterpress of the sport to be had in their streams, and there is no reason why Victoria should not do the same.

If you are lucky enough during the coming holiday season to make a big haul of fish, or to catch an exceptionally large one, let the Betterment Board have a photograph of it. These photographs form excellent publicity material. They can be reproduced in advertisements and articles which are published in other States and overseas.

Geelong is Going Ahead

VISITORS to Geelong cannot but be impressed with the rapid industrial progress of this rising city.

On every hand new industries are being established, and houses are being built to accommodate the employes for these industries. There is undoubted evidence to support the claim of Geelong residents that their city is destined to become second in Victoria only to Melbourne.

An article in this issue gives interesting facts and figures illustrating how important Geelong is as a railway centre.

Co-operate for Efficiency

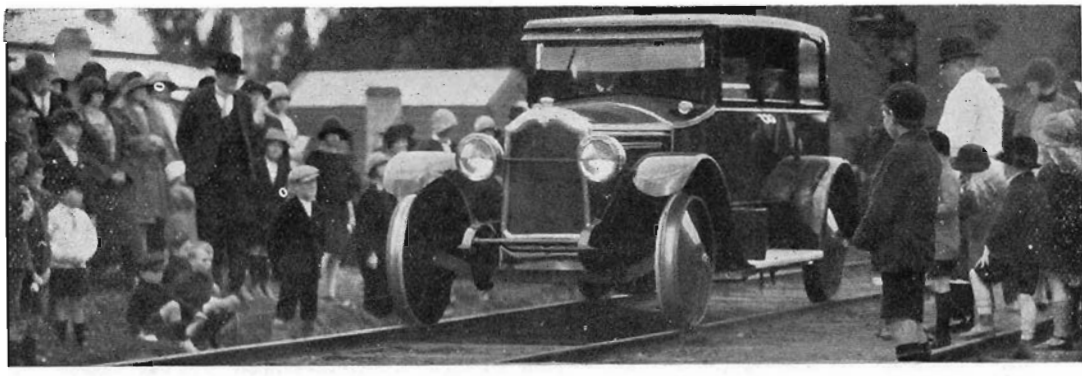
A STRIKING new poster, inviting the co-operation of wheat farmers during the coming wheat season, has been issued by the Victorian Railways Department.

Under an arresting heading, "Co-operate for Efficiency," appears a district farmer in a station yard, with his waggon and horse waiting nearby. He is shown shaking hands with the engine-driver of a loaded wheat train about to depart. One can imagine him saying, "Well, now we have done our part, and brought the wheat here on time; now we look to you to do your part."

More Rail Motors

THREE additional rail motors were recently completed at the Newport Railway Workshops, and commencing with the introduction of the summer time-table these cars will be placed in operation.

One car will be allotted to the run between Dimboola and Rainbow, another between Wychenroof and Kulwin, and the third between Frankston and Red Hill.



Mr. Molomby's inspection motor created considerable interest among the children of Yea when it visited there recently. They had never seen a motor car on the rails before.

Wireless Talks on Railway Work

IF you have a wireless set, and are able to use it on Wednesday evenings, you should not miss listening-in for the series of talks given by railway officers in explanation of some interesting aspect of railway operation in Victoria.

No matter in what part of Australia you live, you will hear something interesting in these talks. All manner of subjects have been dealt with.

An interesting programme has been arranged for the future. During December, Mr. A. E. Hyland, Chairman, Betterment Board, will speak on "Co-operative effort on the Railways"; Mr. W. Robert, member of the Betterment Board, "Carrying Your Merchandise"; Mr. H. Cooke, Chief Time-tables Officer, "How the Holiday Season Affects the Railways"; and Mr. W. Tredennick, District Superintendent, Bendigo, "Railway Humour."

A Servant of the Public

THE Illinois Central Railway System has a motto which might well be adopted by Victorian railwaymen as part of their code of service for the travelling public.

Railwaymen in this State have already learned that service is the keynote upon which successful railway systems operate, but the Illinois Central pledge seems to combine the ideal principles. Their motto is "Courtesy, Efficient Service Always."

It is worth while to note that this pledge places the human element above the mechanical element. Courtesy is a quality of the service that depends wholly on the human element, and it comes first. Efficiency is a quality of the service that depends on both the human and the mechanical element, and it takes both efficient workmen and an efficient plant to produce efficient service.

Murray River Trips

THE last steamer trip on the Murray River for the winter season left Swan Hill on Tuesday, November 10.

The Tourist Bureau advises that the steamer "Gem" will, however, continue to run weekly between Mildura and Morgan till about the end of the year.

"Reso." Train Service

THERE is an opinion abroad that the "Reso" train is intended primarily to enable city men to visit the country. This is erroneous, and railwaymen should take every opportunity to make it known that the booking on the "Reso" train is available for leading businessmen and others in whatsoever part of the State they live.

The "Reso" party, which has just concluded a successful tour of the north-eastern district, was representative of all districts in the State. There were 32 Resonians from Melbourne, 25 from the country districts, 6 inter-State and overseas, 2 representing the Public Departments, and 2 representing metropolitan newspapers.

The object of the "Reso" train is to enable residents of one portion of the State to become acquainted with the resources in another, and the Commissioners are desirous that country people will take advantage of the "Reso" train as a means of learning about their own State.

Leave Picnic Places Clean

WITH the advent of the holiday season the careless holiday-maker comes into evidence. Unfortunately others have to suffer for his delinquencies, and must put up with picnic places which are sometimes anything but tidy.

Victorian railwaymen have long since learnt the lesson of cleanliness, and it behoves everyone of us in our visits to the beauty spots of the State to be sure that so far as we are concerned they are kept clean and tidy.

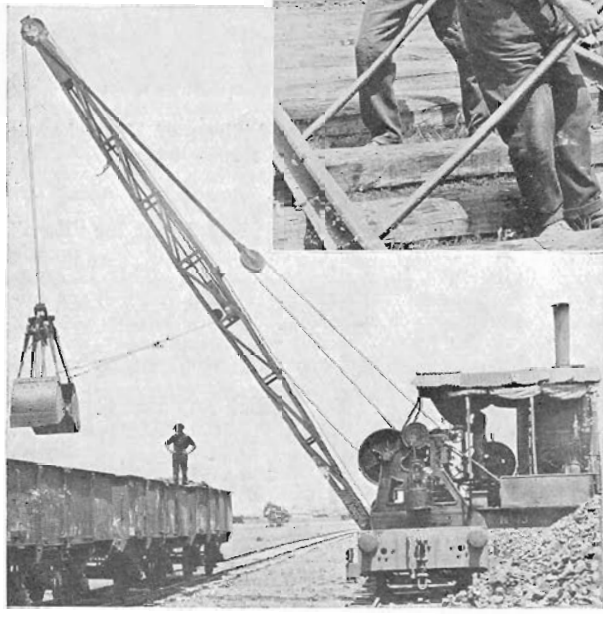
If each one of us makes it a practice to leave the surroundings as clean as we find them, and not cause unnecessary litter, Victoria will earn a reputation for cleanliness and attractive tourist resorts which will be second to none.

Tourist resorts mean much to the railways. Good resorts attract the people, large numbers of people travel by rail, our revenue is increased, and railwaymen are thus assured of steady employment.

The first railway tickets apparently ever made were put into effect by Thomas Edmondston, a stationmaster on a line in the north of England, in 1836. There have been a few printed since, however..

Below is the steam crane with grab in operation at the Mohonga coal dump, Geelong. E. J. Hyatt is the engineer in charge of the crane, and S. Abbott watches operations on the trucks.





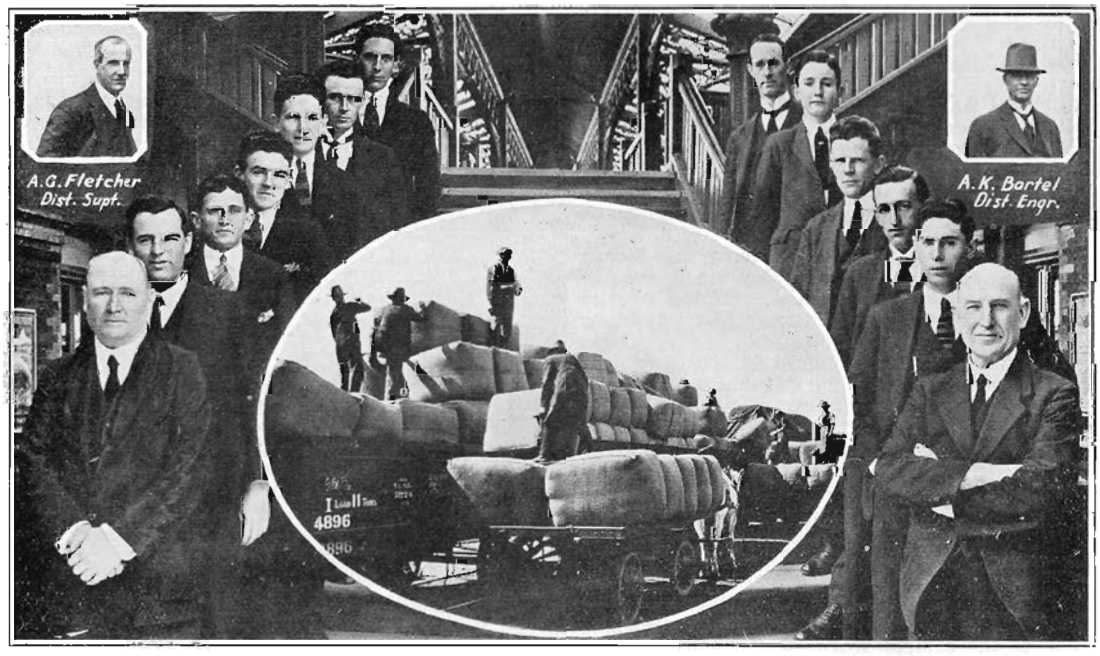
The Railways Department has a coal dump of 50,000 tons of coal at Mohonga, near Geelong, held in reserve. The steam crane at the left empties a truck in about 15 minutes by means of the grap, and deals with more than 120 tons a day. Two temporary sets of rails are moved further away from the mass of coal as trucks are emptied. Above are Repairer W. Thompson, Ganger J. McKenna, Repairer J. Goller and Repairer J. Smirl shifting the temporary tracks.



Here is the staff of the Geelong Loco. Depot, with the Acting Rolling Stock Superintendent, Mr. J. Noonan, on the extreme right. This loco. depot is the most up-to-date on the Victorian Railways system. It is built on the roundhouse plan, and has accommodation for 35 locomotives. It also has a complete hot water washing-out plant.

Wheat and Wool Make Geelong a Busy Railway Centre

No place outside of Melbourne has made such rapid progress in recent years as Geelong. New industries are springing up in every direction. Business centres are expanding, and there is a general air of activity and prosperity throughout the district. Geelong is already world-famous as "The Bradford of Australia," because of its extensive operations in wool selling and manufactures. It is also one of the principal wheat loading centres in Victoria. These activities make Geelong an important railway centre as will be seen from the following article.



Staff at the Geelong District Headquarters:—Left, Train Running and Telegraph Staff, Bottom to Top.—Messrs. W. Killeen, T.R.O.; G. Cameron, Assistant T.R.O.; C. Edgar, Clerk; J. Kennedy, Telegraphist; J. Brown, Messenger; J. McKinnon, Telegraphist; and E. E. Coleman, Clerk. Right, District Superintendent's Office Staff, Bottom to Top.—Mr. C. P. Golden, Chief Clerk; Messrs. L. M. Williams, C. L. Searle, V. C. Rose, L. A. Williams, and H. H. Henderson, Clerks.

"IS Geelong a busy place?" The District Superintendent (Mr. A. G. Fletcher) repeats your question if you put this one to him. For answer he will lead you to his office window in the Geelong station buildings, and point to the station yard.

At this time of the year it will be filled with line upon line of trucks, loaded high with wool. Motor and horse lorries move hither and thither on the roadways between the tracks unloading the wool and transferring it to the extensive wool warehouses nearby.

But this picture does not give an adequate representation of Geelong railway activities. More than one wool warehouse has direct railway lines, whence large quantities of wool are unloaded direct to the wool store elevators.

Geelong is in the height of its wool season now. Wool sales are held every few weeks, when buyers from every country in the world compete for the wool produced in the wealthy Western District, of which Geelong is the natural outlet.

During last season, 134,968 bales of wool arrived at Geelong by rail. The greater portion of these were placed at the sidings of Dalgety's, and Dennys, Lascelles — approximately 50 trucks a day.

On completion of the sales, the wool is retrucked at Geelong for shipment overseas from Melbourne.

Another very important activity at Geelong railway centre is the arrival by train and shipment of wheat from this port. During last season, 4,068,617 bags of wheat were loaded from the various piers into 41 vessels. The casual labour employed by the Railways Department during the busy period was six



Geelong is now the biggest industrial centre in Victoria outside Melbourne. Last year the Geelong Goods Sheds handled goods valued at £104,693. Some of the clerical staff responsible for accounting for this big traffic are seen at work in their office.

additional weighers, 40 additional pier casuals and 9 additional clerks.

Shipping on Corio Bay was never so busy as during the last wheat season. At one period 13 steamers were in port simultaneously, and the work of loading was carried on continuously day and night.

Train loads of wheat arriving at North Geelong are weighed over the track weighbridge and then marshalled. Some of the wheat has to go to the railway pier adjoining the city. Other consignments go to Corio Quay, and others are placed in the stacks at North Geelong. All this marshalling and despatch of consignments must be carried on without interference to the ordinary traffic, which is considerable at Geelong, it being the junction of so many important lines.

Coal traffic, consequent upon the arrival of coal steamers at Geelong, is another important branch of railway activity, and during 1924, 53 steamers arrived and discharged 210,160 tons of coal, which had to be weighed and despatched to all parts of the Western District. As many as 3,000 tons a week has gone to the cement works at Fyansford.

Goods Traffic is Heavy

Add to all these activities the ordinary work which attaches to an important railway centre. The goods traffic at Geelong is exceptionally heavy, as is evidenced by the fact that from 10 p.m. to 5.30 a.m. 20 goods trains are dealt with, including the receipt and despatch of perishable and ordinary loading, from the south-western district, the Maroona line, and Ballarat.

This work entails the provision of 16 shifts of shunters, totalling 33 men. During the busy season this is increased to 21 shifts of shunters (60 men), and the average number of vehicles handled daily is 3000.

In a busy industrial centre such as Geelong, the railways play an important part, and it is the keen desire of the District Superintendents and their staff to afford district business people every facility for the efficient and rapid transport of raw material and the finished products.

A chat with the District Superintendent (Mr Fletcher) gives some idea of the immense volume of work which the presence of these industries brings to the railways.

Take the two huge freezing works at North Geelong, for instance. During the season 250 trucks a week are received and placed in the siding. For the current season, 14,320 carcasses were shifted from these works, and 13,642 loose skins were trucked to Melbourne.

A comparatively new industry is the Cresco Fertiliser Works, and during the busy season, which extends over three months, 50 trucks a day are loaded outwards from this siding to all parts of the State.

The phosphate fertiliser works will also add to the work of railwaymen at Geelong. Production has not yet commenced, but large quantities of building material are being placed at the siding, and during the coming season it is estimated that 50 trucks of phosphate will be loaded each day.

On an average six trucks are loaded every day at the Cheetham Salt Company's siding at Moolap, and this entails a special trip by a pilot engine from Geelong each afternoon.

One of the most spectacular works undertaken at Geelong in recent years, and one which has added to the railwaymen's task, has been the establishment of the Ford motor works at North Geelong. As many as 90 trucks, with material, have been delivered at the Ford sidings in one day, and the average number of trucks arriving is 30 trucks a day. In addition, five trucks are at present being loaded outwards each day.

General Trade Originates at Geelong

At present the despatch of motor chassis for this firm is conducted at the Geelong passenger platform, because cars are now being remodelled at the Ford depot in Geelong city. This requires the placing of an average of 10 trucks a day. This work will, of course, be transferred to North Geelong at a later date.

Add to all these activities the various oil companies' sidings established in the district, whence oil is forwarded to all parts of Australia, after having been received from American steamers, which arrive in Geelong about every three weeks.

A great deal of general trade originates at Geelong for stations in the Western District. The traffic for these (*Continued on page 754*)

"Gatekeeping Isn't As Easy As It Looks!"

Gatekeeper P. O'Brien has been opening the gates at the Park Street level crossing, Moonee Ponds, for the past 18 years, and remembers the days when motor cars were far from common. He anticipates one of the busiest Christmases on record this year, and in this special interview discusses some of the little-known aspects of his responsible job.



PARK STREET level crossing, about half a mile out from Moonee Ponds station, is one of the busiest crossings in the State, and boasts the only automatic signalling frame in use in any gatekeeper's cabin in Victoria.

Mr. Patrick O'Brien smilingly admits that he has controlled affairs at the crossing for 18 years. His strong physique and jaunty bearing give good promise for another 18.

"When I first came here," he declares, "motor cars were nearly as scarce as our leisure moments are at present. I say nearly as scarce, for now and again we used to see a motor.

"Things have changed, though. It's absolutely impossible now, even if it were permissible, to leave the gates unattended for one minute.

"You see, we have to keep the gates continually open for trains, but must run out and open them when a car or vehicle draws up to get through, provided, of course, that the automatic signalling frame indicates that there is no train approaching."

This automatic signalling frame is the ordinary type in use in signal boxes, and was installed at Park-street early in 1918.

Safety First is Not All Slogans

It shows two lengths of track, which are illuminated by an electric glow, but which darkens immediately a train approaches.

From the time the glow disappears, the gates must remain closed to road traffic, even if all the King's horses and all the King's men were kept waiting.

Besides keeping the road gates closed, the gatekeeper operates levers which automatically lock the wicket-gates and prevent pedestrians also from crossing the rails.

Finally, when the train has passed, and the gatekeeper is free to open the gates for waiting vehicles, he must first switch over an ingenious device in his cabin, which controls signals on each side of the crossing, and gives warning to approaching trains that the gates are open for road traffic.

The Department, it will be seen, doesn't restrict its "Safety First" activities to slogans and appeals to the public.

"Yes, we're kept busy," continues Mr. O'Brien. "Our aim is to keep the train wheels moving, and at the same time prevent delays to the public. I think we can safely claim to have done this successfully.

"It's no easy matter to let motors across without delay. Even at the slack periods of the day, we have a 15-minute service, while between 5 and 6 p.m., we handle—let me see," Mr. O'Brien consults a large time-table hanging on the wall, "yes, 24 electric trains, as well as a couple of expresses.

"And on Saturdays, when there's race meetings at Mooney Valley or football matches at Essendon, well——!"

Words fail the gatekeeper, and he shrugs his broad shoulders expressively.

Mr. O'Brien is of opinion that this year's Christmas traffic will be extremely heavy.

Everybody's Buying Cars

"Everybody's buying cars nowadays," he remarks, "and if the weather is any way warm, well, we'll be warm too before we're finished."

Night work constitutes the most trying portion of a gatekeeper's life. After the last train has passed, the gates are locked against road traffic, but the gatekeeper must be prepared at any moment to jump out of bed and rush out to let a car through.

"It's amazing how people will persist in selecting the darkest and wettest nights to go home late by car," says the gatekeeper musingly. "Springing out of a warm bed in the early hours of a winter morning, tossing on a few clothes, and stumbling out into the cold to open the gates for a carload of drunks isn't much of a joke, you know.

"Still, the job has its occasional compensations, too. One day I saw a rather wild-looking customer walk through the gates, turn round, walk back again, stop and stare round him for a bit, and then walk across the line again.

The Postmaster-General!

"He kept this up for quite a while, and at length I went out and asked him what was the game. He replied very calmly that he was the Postmaster-General, and started walking across the line again.

"We rang up the police, and found out that he was a mental case who had escaped from Carlton."

Mr. O'Brien is pardonably proud of the fact that during his 18 years' experience at Moonee Ponds he has never been in any way concerned in a railway mishap or accident of any kind.

If carefulness counts for anything, he never will be.



These are the men who control affairs at the North Melbourne Loco. Depot. They are (left to right)—C. J. Madigan (Engine Power Officer); H. G. Jones (Man Power Officer); J. Landrigan (Acting Chief Loco. Foreman); W. T. Cornish (Acting Metro. R.S. Supt.); O. Hughes (Chief Clerk); T. O'Donoghue (Senior Timekeeper); J. S. Morcombe (Confidential Clerk to Chief Foreman); R. G. Durston (Engrg. Assist.); F. O'Dea (Clerk to Metro. R.S. Supt.).

Keeping the Wheels Moving

Day in and night out the whole year through, engine-drivers, firemen and mechanics continually keep the wheels moving in and out of the North Melbourne Loco. Depot. At no time is the great depot deserted and every hour sees a knot of weary, travel-stained figures making their way homewards, and a handful of rejuvenated workmen taking their place.

COUNTLESS gigantic locomotives, threatening, fearsome, and magnified by unusual nearness to twice their ordinary size—the continual explosive hissing of escaping steam—the crash of metal against metal—a monotonous pounding of mighty hammers from some immense distance to the right, where a blazing forge winks a fierce red eye—ghostly white shafts of light slanting down from fanlights set in the huge, apparently illimitable roof sweeping away until it merges into the mysterious shadows which surround it.

Such are the confused first impressions of the dazed stranger who thrusts his head inquiringly into the loco. depot at North Melbourne, which supplies all the engines and crews for Melbourne's trains.

Cold, official records show conclusively that there is only accommodation for 78 engines in the shed itself, but the casual intruder will be prepared, at first glance, to lay the most liberal odds that there are hundreds and hundreds of locomotives surrounding him.

Armed with oilcans, spanners, and crowbars, groups of mechanics and firemen, begrimed and greasy, and dwarfed to insignificance by the bulk of the resting iron monsters, move about the great wheels, tapping, oiling, examining, and exchanging views and suggestions with the indifference born of years of experience.

Five Months Without an Engine Overdue

Different parts of every engine must be examined separately at periods ranging from a month to a year.

The Acting Chief Foreman of the depot (Mr. J. Landrigan) is at present rubbing his hands with quiet satisfaction as he contemplates the fine record which has just been established at North Melbourne.

Five months have elapsed without a single engine of the depot's odd 200 being overdue for one examination.

The majority of the engines at the depot are of the "A2" class, there being 34 superheaters and 34 of the saturated type. There are 42 "Dd's," 19 "Ee's," 15 "C's," and 5 "K's." The two new Mikado engines are giving the best of service, and doing all that is asked of them and more. Indeed, so successful have been their trials that their rating has been increased by 5 per cent.

The depot also owns a 30-ton wrecking crane, and a smaller one of 5-ton capacity, which, to the irreverent, is known as "Polly."

Organisation and effective administration are the keystones of the North Melbourne loco. depot.

Inside the shed is a large blackboard, on which are set out particulars of every train and engine supplied at the depot from midnight to midnight.

When Driver Jack Jones and his fireman, Tom Brown, come on at the time shown on their roster, they make their way to the blackboard, and find out what time their engine must leave the shed, its number, and where it is located. The engine discovered, they prepare it for the road.

Depot Staff Numbers 1096

It is something of an eye-opener to be told that the staff at the depot, including supernumeraries, is 1,095, and of this total 329 are drivers and 289 firemen.

Considering the large number of engines at the depot, the percentage of delays due to engine failures is amazingly low—roughly, well under ½ per cent.

And this in spite of the fact that administration suffers somewhat from the inability of the Chief Loco. Foreman to keep personally in continual touch with his foremen, who work round on three shifts, day, afternoon and night.

The loco. depot at North Melbourne, though, is one of those amiable places, happily common in the Victorian Railways, where the administration modestly passes on all the credit to the staff, and the staff, with an appropriate and becoming blush, thrusts it all back on the administration.

So everybody's happy!

Slogans—Their Object and Application

When Flinders Street Station (the busiest in the world) bears on its dignified elevation a huge sign which exhorts you to "Eat More Fruit" or "Drink More Orange Juice" some people will aver that it makes them "wild" to see these silly slogans. Philologically speaking this is the real intention of a slogan, says the Victorian Railways Advertising Manager (Mr. A. W. Keown) in the following article.

LET us see what Webster says about it in his famous book. "Slogan" (derived from two absolutely unpronounceable Gaelic words), "literally an army cry. The war-cry of a Highland Clan; any War Cry or Watch Word."

So we see that the earliest form of slogan was intended, by the Highlanders at any rate, to arouse feelings of wildness in the hearers' minds.

The tendency of modern times is, however, not only to express a short sharp cry wherewith to attract attention, but to compress pithily and pointedly in the space of one short phrase a great truth or axiom.

The slogan began, no doubt, with a string of alliterative words, because, all the world over, through all ages, alliteration has pleased the ear. "Don't disdain danger" is an example of this kind. Then came the rhyming slogan—"Children—yes, and grown-ups, too!—Orange Juice is good for you"—is one of them.

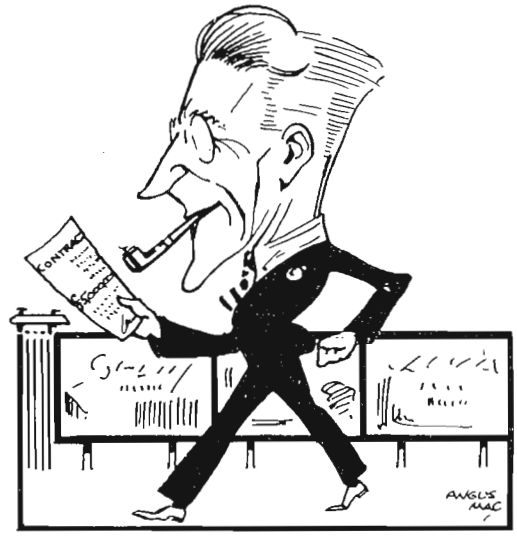
Others, of course, contain a measure of subtlety—or a play upon words. An example of the latter is that one used by an Australian hosiery manufacturer—"Australian Made for Australian Maids."

A Battlecry for Biscuits

Not only brevity, but alliteration and assonance, are essential qualities of a phrase designed to lay hold of the imagination of a multitude of hearers. and it is not to be wondered at that the advertising man of to-day is unconsciously plagiarising his forbears of centuries agone when he invents a slogan. Whether it be a battle-cry for Biscuits, or an exhortation to "Eat More Olives," or whatsoever — he is obeying that primeval urge to tell his story quickly and forcefully.

Instead of some blood-thirsty chieftain insisting that his sturdy henchmen should "Slay more Saxons," his lineal descendant wraps a towel round his head and endures the agonies of literary parturition—to emerge at length with some soul-satisfying string of words, such as "Pergins' Pork Pies are Peerless." Not Porkless—mark you—but Peerless.

Seriously enough—slogans are not to be derided as the effect of this wave of Americanism which we are told is affecting our speech, our customs, and our very appearance. Mr. Webster has told us that the Scotch really began the slogan industry, and with a racial regard for economy in words that almost verges on parsimony, they made them short and to the point.



This is our artist's conception of Mr. A. W. Keown, Victorian Railways Advertising Manager, who herewith chats breezily on the subject of slogans.

That slogans have persisted in our language, have developed from an expression of warlike intentions to an adjunct to better business—is proof that slogans serve a good purpose.

The commercial value of a slogan is inestimable. Hundreds of thousands of pounds have been spent in familiarising the ear and the eye of the public with commercial slogans associated with nationally advertised goods.

I can prove this very easily by quoting one or two slogans which you will have no difficulty in associating with the product to which they belong, although I will not name the product. "Worth a guinea a box"—now you recognise that one, don't you? And a more recent one—"Keep that schoolgirl complexion."

"Help Us to Help You"

But you all read newspapers, those indispensable aids to civilisation—where advertising men ofttimes make their advertisements more attractive than the news itself—and therefore you need nothing more than a reminder of the vital value of the slogan.

This somewhat lengthy introduction to the real pith of my remarks is an attempt to convince you of the sound psychological foundation on which the slogans of the Victorian Railways are based. "Help us to Help you" was one of the earliest appeals to the imagination of the public. It was ridiculed, of course, but the spirit of co-operation between the railway man and the public which has been slowly but surely engendered in the past few years has amply justified it.

"Form queue, please — Present your own ticket at the barrier,"—(*Continued on page 755*)

Railwaymen Play Their Part as Postmen

If there were no railways Australia's mails from overseas would be days late reaching their destination. The active co-operation of the railwayman is essential if the all-important letters from other parts of the globe are to be delivered expeditiously.

VICTORIA possesses a swift and efficient postal service, but very few people are aware of the big part the Railways Department plays in the maintenance of the quick and regular delivery of mail matter, particularly that which comes from the other side of the world.

The carriage of the urgent and important mailbags is one of the Department's biggest jobs—a job which is always given special attention, and which must be performed without even a suspicion of delay if the postmen in Sydney and New Zealand are to deliver the overseas letters at the usual time.

Under ordinary circumstances, all letter mail from England and Europe is landed at Fremantle, the first Australian port of call at which the mailboats touch.

Generally, each boat brings about 600 bags of letter mail, and this is hastily stowed on board the Trans-Continental express, and rushed across Australia to Adelaide.

The mailboat is left far behind in the race for the South Australian capital.

Despite the time lost in transferring the letters at the three changes of gauge—Kalgoorlie, Port Augusta, and Terowie—the mail arrives at Adelaide long before the boat has traversed the Great Australian Bight, and then without delay continues its swift journey to Melbourne, which (supposing the Trans-Continental left Perth at 9 p.m. on Tuesday) is reached by 1 p.m. on the following Saturday, before the mailboat has berthed at Adelaide.

Second-class Mail Matter

The mail will, of course, include letters for Sydney, Brisbane, New Zealand, and the Pacific Islands, and these are immediately sent on to New South Wales.

All "second-class" mail matter—newspapers, magazines, and the like—is carried by the steamer as far as Adelaide, and then landed for conveyance by train to Melbourne.

If there is sufficient accommodation, the mail is forwarded by the ordinary express, but as 3,000 bags (weighing 75 tons) are usually received, it is only on very rare occasions that such a course can be followed.

Should the mail reach Adelaide too late to catch the ordinary express, the Postal Department must charter a special, but if it arrives in time and cannot be loaded into the express because of lack of accommodation, the Railway Department arranges a special train.

A steamer which berths at the Outer Harbour, Adelaide, on Saturday, at once discharges its "second-class" mail matter into "D" vans, which are immediately brought to Adelaide, from where the special train is run.

If such a train left Adelaide at 6.10 p.m. on Saturday evening, (the usual time), it would reach Melbourne by 11.20 a.m. on Sunday morning, in ample time for the New South Wales mail to catch the 5 p.m. express, and reach Albury before 10.30 p.m.

The mailboat, with the remainder of the mails—mostly parcels post—does not berth at Port Melbourne until Monday.

The mailboats do not, of course, always adhere strictly to their advertised time of sailing, and when they arrive late at Adelaide, the railways must redouble their efforts to get the mails promptly to Melbourne.

On many occasions, a mail special has raced across the border with only a bare margin of time to reach Melbourne before the Sydney express left, and, as mile after mile was left behind and station after station passed, a group of anxious officials at Spencer-street eagerly awaited the receipt of wires advising the progress of the special, and then pondered gloomily on the remote chances of the mail catching the express.

Express Sometimes Delayed for Mails

The 5 p.m. express has in some cases been detained 20 minutes, and the late mails then tossed frantically across the pit from one van to another by hastily summoned railwaymen and postal officials.

Throughout the year, the P. and O. and Orient line mailboats arrive weekly at Port Melbourne, and a special train is always run to meet each boat. The schedule arranged enables the mails to be transported from the ship-side to Spencer-street inside 20 minutes.

Familiarity undoubtedly breeds—well, not contempt, but indifference, and the railway staff has come to regard these striking achievements as commonplace occurrences.

They really are a remarkable indication of the ability of the railwaymen to render his best service when the occasion arises, and, in this case, to act efficiently in the dual capacity of carrier and postman.

If you are not a member of the Victorian Railways Institute, though a member of the great railway staff, you should not lose any time in joining up. There are many benefits apart from the fact that each Institute member receives a copy of the Magazine free each month.

Should you not be able to join the Institute, be sure and become a regular subscriber to the Magazine. The subscription is only 7s. a year, and for this small sum the Magazine will be sent to you post free.

New Country Platform at Spencer Street

Ready for Christmas Holiday Traffic



Work Proceeding on the site for the new Platform.

THE second stage of the Melbourne Yard rearrangements includes the provision of a new country platform.

The work comprises a double track 1280 yards long, with necessary crossovers between Viaduct Junction and Dudley Street. This will provide "through" connection between Flinders Street and North Melbourne, thus linking up the northern and southern districts for country trains.

The north track runs alongside a new platform 900ft. long, and at a later date the platform will be extended to accommodate two trains.

The covered approach to the new platform is parallel to the subway at present in use, giving access to the suburban platforms, and midway along this approach, on the right-hand side, a country line booking office, with six ticket windows and a luggage room, will be provided.

At present it is not proposed to roof over the entire length of the new platform, but the columns to carry the roof are being erected so as not to disturb the surface of the platform when the roof is constructed next year.

The luggage subway, which is a feature of the final arrangement, is being constructed at the same time, thus completing each section of the scheme, and obviating interference to traffic, which would be the case if left to a later date.

How the Press Reported Lord Burnham's Praise of Victoria's Railways



A Special Train in Half-an-Hour

Although seven to fourteen days notice is required when a special is desired for a picnic or a race meeting, half-an-hour is more than sufficient to arrange the running of a special train in Victoria in the case of emergency. Here's an insight into the arrangements that have to be made, and the precautions to be taken before a special be scheduled.

HOLDING a travelling bag in one hand and breathing heavily, Mr. Herbert Potter scuttled excitedly across the crowded concourse at Spencer-street, elbowed his way to the barrier, bustled past the ticket-checker, and charged frantically into the open—just in time to see the van of the 4.30 p.m. Adelaide express clear the platform.

To Mr. Potter's heated imagination, it seemed as though the guard's green flag fluttered derisively at him, while the shrewd observation of a genial, quick-witted bystander —"Just missed it, eh?"—moved him to the verge of an apoplectic fit.

Relieving his feelings somewhat by pushing a newsboy out of the way, Mr. Potter accosted the ticket-checker and inquired what time the next train for Adelaide departed.

The blunt reply that there would be no other train until next day was so obviously a staggering blow for the luckless traveller that the checker was constrained to add doubtfully that a special train could be arranged if Mr. Potter was willing to pay for it.

"Of Course, I'll Pay!"

"Pay! Of course I'll pay!" bellowed the distracted Mr. Potter, flapping his arms aimlessly. "I must be in Adelaide in time to catch my boat! Money is no object! Quick! Where must I go to get things fixed?"

Five minutes later Mr. Potter was telling his story at the Head Office nearby, and within another 10 minutes a schedule for the train had been drafted out, the loco. depot at North Melbourne had secured an engine and crew, the yard a carriage and van, and the S.M. at Spencer-street was feverishly making the necessary local arrangements.

Telegraph and telephone messages were flying in all directions, and in less than half an hour after Mr. Potter's frantic descent on the offices, a light engine, with carriage and van attached, and Mr. Potter contentedly reclining in lonely state in the carriage, was flying after the express, which had been given such a long start.

* * *

This little preamble does not by any means exaggerate the Victorian Railway Department's ability to deal expeditiously with any urgent call for a special train.

Cases, happily rare, have been known where, with a few moments' notice, a special train was required to take a medical man to a patient, or to enable a distracted son to reach his dying parent's bedside.

The complicated nature of the arrangements necessary to allow such a special to reach its destination with the least possible delay will probably be apparent to a person with the most casual and limited knowledge of railway operation.

There may be several trains—goods and passenger—operating on the line which the special train must traverse, and not the least difficult task confronting the time-table framer is the question of which of these trains can most easily be side-tracked or held up to let the special through.

Judgment, skill and practical experience are all needed to solve this knotty problem, and it is here that the elaborate graph system in use in the office of the Chief Time-Tables Officer, which indicates just when and where each train is located, as well as its relative importance, proves its worth.

Meanwhile, the Loco. Depot has been scraping together an engine and train crew, which occasionally have to be recruited from shunting and other operations.

It must not be thought that the depot maintains a huge staff of first-class drivers and firemen, who sit about and spin yarns until someone comes along and asks for a special train.

Running staff at North Melbourne is kept down to a bare minimum, and at a pinch it is no easy matter to locate any spare men.

The necessary carriage and van for the special are supplied by the yard, and the only guard available may be a porter boasting possession of a guard's certificate.

Stations Must be Notified

Then there are all the different stations and officials along the line, who must be advised of the running of the special. All available telephonic communication is pressed into the service, the telegraphic wires buzz with messages, word flashes along to the signal boxes, gatekeepers, gangers and repairers are warned, the station masters concerned make whatever arrangements are necessary to detain, hurriedly despatch or side-track ordinary trains, and train running officers ponder over ways and means by which the enforced detention of goods trains may be turned to advantage.

We now come to the catch in the whole scheme—what is the charge for setting all this smooth-working machinery in motion?

A standing scale of charges has been computed, and the cost of all special trains, regardless of varying circumstances or conditions, is determined on a common basis—9s. 5d. per train mile, with a minimum of £5 18s. In addition, 4s. 9d. per train mile is charged if a return journey (*Continued on page 754*)

Why My Job Is Important

Christmas Time is Perspiring Time for Parcels Foremen



Mr. J. Andrew, Parcels Foreman at Flinders Street Station for the last nine years, catches us unawares with a few startling statistics which make us believe his is an important job in the scheme of railway service.

PARCELS traffic, I suppose, forms one of the Railway Department's most lucrative sources of revenue, and, like most railway activities, it has increased enormously in recent years.

During the nine years that I have held down my job of foreman at the Flinders-street parcels office the staff has been increased from 30 to 42, while a further increase of 30 is required at Christmas and holiday time.

Throughout the year we handle on an average 4,000 parcels a day, but during Christmas week the staff are called upon to deal with from 20,000 to 30,000 parcels daily.

On the day before Christmas Eve, two years ago, 43,000 parcels were disposed of. The way the staff perspired on that occasion was alarming.



As I've succeeded in catching you unawares with this handful of statistics, I might as well add that 17 parcel coaches are docked here daily to be loaded, while our four-wheel trolleys total 107—and not one too many, either.

As foreman here, I am, of course, held responsible for the carrying out of all the regulations governing the carriage of parcels. It's my job to make sure that all parcels are properly addressed and secured, to scan the labels, and generally to act as a supervisor of the stowing operations.

If I should happen to see parcels being loaded into a coach carelessly, I'm not supposed to stand back and give three rousing cheers.

On the other hand, neither would the S.M. expect me to rush up savagely behind the careless stower, and signify my disapproval by violently assaulting him. It is my job to show the proper way to do things.

Fortunately, however, there is never any necessity for me to intervene at all. The staff here all know their work, and take a pride in carrying it out carefully.

When you consider the huge number of parcels we deal with daily, the number of complaints we receive as to damage or delay is remarkably few.

Many people have the idea that every parcel delivered for transit in the suburban area is always sent by the special parcel coach. This is far from correct.

If a parcel is received, say, half-an-hour before the next parcel coach leaves, but only a quarter of an hour before the suburban train, which will pass the station to which that parcel is addressed, that parcel is immediately rushed across by one of our despatch men to catch the suburban train.

Which is where the foreman's judgment and discretion come in!

And excitement occasionally comes our way too!

A small bantam escaped from an insecurely fastened crate the other day, dodged half-a-dozen frantic porters, and fluttered up on to the roof of the platform. A ladder was commandeered, and a profane porter crawled up on the roof.

The bird calmly watched him as he got nearer and nearer, then deliberately sneered at him (don't try to tell me a bird can't sneer—this one **did**), and fluttered casually down again, over the iron fence, into Flinders-street, a crowd of furious railwaymen in pursuit.

Finally, after narrowly escaping destruction under five motors, two lorries and a cable tram, the bird was run to earth in the shop of a startled chemist opposite.

Still, it's all in the job, I suppose.

How Would You Like to Spend Your Christmas on the Footplate?

Someone must work at Christmas time, but none work harder than the men in the running branches of the Railway Department. Mr. Henry Pottage, an experienced driver of 38 years service, now stationed at Coleraine, tells what it is like to be working while others are holidaymaking.

NOBODY takes much notice of the locomotive or its attendants at holiday time —except boys.

To the writer the romance of the locomotive got its first rude shock when he had to work on his initial Christmas Day in the railway service.

Work on Christmas Day! Such a thing had never happened before in all his 20 years of life! The locomotive was not at heart as gay as it was (in those days) painted. Illusions of early youth vanished, never to return.

True, I was only an engine-cleaner. But the engines had to be cleaned, ready for the holiday traffic, even more thoroughly than at ordinary times.

And at holiday seasons the ordinary goods traffic has to be kept going also.

My first railway Christmas was in a northern Victorian wheat area, and the wheat begins to come in before that time. I thought the local "boss" almost inhuman when he required even cleaners to work on Christmas Day. But after a year or two it is all taken as a matter of course.

Christmas in Gippsland! Quite a different climate from the hot, dry air of the north. Here we have lower temperatures, but close and humid days and nights, with perhaps bush fires burning in the forest areas, filling the towns and intervening country along the lines with thick smoke.

Gippsland Hills Call for Resource

Apart from the weather, there is not much difference in a locomotive man's Christmas. The holiday-makers of Gippsland must be catered for as well as those of the Mallee and elsewhere. They are perhaps a little more free and boisterous than their Mallee cousins.

The hills of Gippsland call for more resource, more skill in handling trains, than the level Mallee lands. But the heavier, longer loads of the latter country makes the job a man's work. It is no child's play to keep a 1000-ton train of wheat moving at 25 or 30 miles an hour. "Rolling" down the Gippsland hills, we get a chance to relax the strain a little. In the Mallee there are few "rolls."

Christmas time on the Melbourne suburban traffic is a time of stress to all the men of the running branches, and to none more than the locomotive men.

The present writer's suburban experiences were before the days of the "sparks." But the holiday traffic is the same whether carried on by steam or electricity.

You can tell at once when you get the holiday people who do not travel regularly. The regular suburban traveller is much easier to handle. He knows his train, his carriage, his compartment, even the seat in his compartment. And he gets there with a minimum loss of time.

Not so the holiday-maker. Even the regular traveller is disorganised at Christmas time. He has his women folk, his children, with him. They take more attention. Consequently a few seconds lost at a station, and the men at the head of the train begin to feel a strain. He must keep time or he will get "out of running," a calamity no self-respecting suburban crew likes.

Tips for Travellers

If a mere engineman might offer a suggestion to holiday passengers, I would say it would reduce the rapid appearance of grey hairs on the men's heads if passengers would stand well clear of trains until they have stopped, then take their seats with the least possible delay.

To the folks in the train it might be said that the habit of opening carriage doors before the train has stopped ought to be well subsidised by the vendors of hair dye as supplied to men of mature years.

The Christmas holiday traffic on a branch line 100 or more miles from Melbourne is perhaps the easiest of all from a locomotive man's viewpoint. The chief anxiety is to learn "how she's running." That is, if the connecting train from Melbourne is on time, or how much late.

Christmas Eve is always the busiest day of the year on country lines. The passengers are, by the time they reach our distant country towns, tired and cross.

Men are the worst holiday travellers. The women, especially women with children, bear up wonderfully well.

Father Will be Grumpy!

Father will be grumpy and sour. Mother has a smile and a cheery word, even though so very tired. Perhaps men do not hide their real feelings so well as women.

And so another Christmas season, with its rush and bustle, has come.

It is my 38th Christmas as engine-cleaner, fireman, and driver. I am looking forward to the time when I may be a holiday-maker at this season of the year. I have never had a holiday at Christmas time for 38 years.

In the meantime, to all who travel by rail may it be

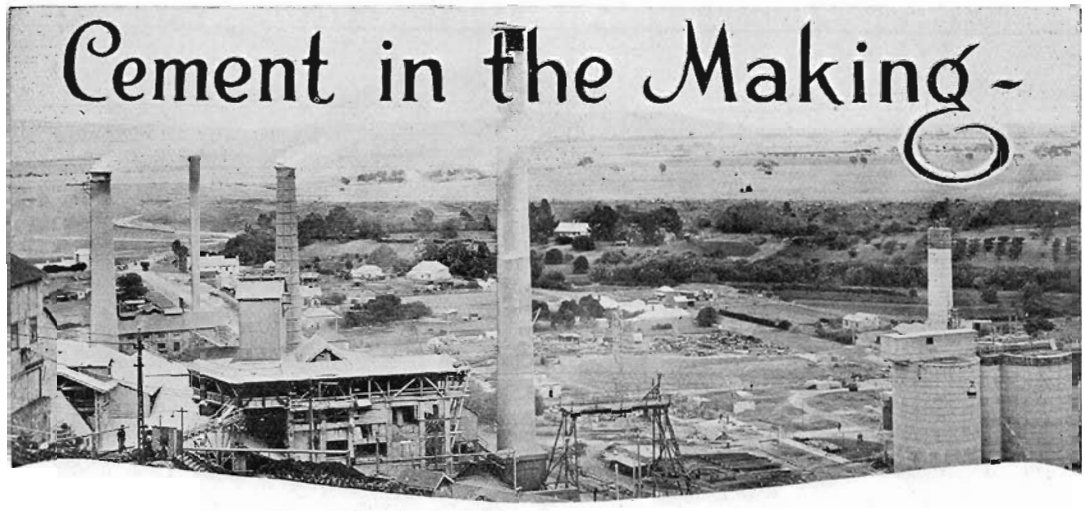
"A MERRY CHRISTMAS."

And in the words of Tiny Tim, as put into his mouth by the Master of Christmas messages—

"GOD BLESS US EVERYONE."

Industries Which Use The Railways

Cement in the Making



A view of the works of the Australian Cement Company Limited, Fyansford, Geelong.

That the average man who uses a bag of cement has no idea how it is made or where it comes from is the impression obtained after a visit to the works of Australian Cement Limited, Fyansford, near Geelong. This company is the largest maker of cement in Victoria, turning out 2500 tons a week, and handling between 35 and 40 railway trucks a day at their special siding branching from North Geelong.

THE view above is a panorama of the company's works. It represents only a small section of the operations, because three miles distant the company has also huge quarries from which the limestone is brought to the works by means of an aerial ropeway.

The company now has a plant capacity at Geelong calculated at 130,000 tons a year, and actually produced last year 121,079 tons.

Under normal conditions it can therefore safely be stated that the output is fully 130,000 tons a year, to which has to be added 7000 tons being produced at Burnley, making a total plant capacity for Victoria of 137,000 tons; and an actual total production last year of 768,474 casks.

Five Steam Shovels

Extensive boring has recently proved that stone exists to an average depth of 100ft. over approximately 500 acres of the Australian Cement Company's quarries near Fyansford.

The quarry plant includes five steam shovels, numerous belt conveyers, and a large gyratory crusher, the largest crusher having a capacity of 200 tons an hour, and dealing with the product direct from the shovel.

The storage bin at the quarry has a capacity of 7000 tons, and from it the stone, having been reduced to 2½in., is automatically conveyed and fed into the aerial ropeway buckets, and conveyed to the works.

The ropeway is electrically driven, and has a capacity of 100 tons an hour, but as this will not be sufficient for the new plant now being erected, it has been decided to put in a railway to take the place of the ropeway, and transfer the preliminary crushing to the works.

On arrival at the works sufficient water is added to the raw material to produce the desired consistency.

In the tube mills, which contain 26 tons of steel balls, the material is reduced to a degree of fineness so that not more than 10 per cent. is retained on a sieve of 32,400 meshes to the square inch. The ground raw material is then conveyed to the slurry silos, where careful chemical adjustments are made.

After this treatment, the material is run off into a large storage basin, where it is kept continuously agitated, and from there pumped into the rotary kilns, which convert the slurry into clinker.

The next stage is the grinding of the clinker into the finished cement, and elevating it to the cement silos, where it is again submitted to severe physical and chemical tests to comply with the standard specification.

After storage, the cement is conveyed to the bagging department at the railway terminus. Packing is done by means of the Bates bagger, which automatically weighs and fills the bags. Five of these machines are in operation, capable of delivering 75 tons an hour into the trucks. The bags when filled fall from the machine on to the belt conveyers, and are transported direct to the railway trucks.

150,000 Tons of Freight

Coal plays a very important part in the manufacture of cement, and about 1000 tons of coal a week is carried on the railway to the works. It is interesting to note that the railway siding was provided on the company guaranteeing to supply a minimum of 50,000 tons of freight a year. Last year freight was paid on 150,000 tons of material.

Here Are the Passengers on the 11th Reso Tour



The full passenger list, giving the interests represented by each member of the Reso Party, is hereunder:

Cr. D. Anderson, land, stock and finance agent, Horsham; R. A. Anderson, merchant, Invercargill, New Zealand; B. B. Allan, saddler, Horsham; H. H. Allan, draper, Horsham; F. E. Allen, chairman of directors, J. C. Hutton Pty. Ltd., bacon curers, Melbourne.

J. Barnes, veterinary surgeon, Minyip; J. P. H. Baxter, investor and property agent, Geelong; Alan Belcher, investor and property agent, Geelong; D. Brown, managing director, Myer's, Bendigo; J. C. Brown, J. C. Brown and Co. Pty. Ltd., engineers, Geelong; Major G. E. Bruce, Traralgon.

H. Balfour Cathcart, solicitor, Horsham; Tom Clarke, assistant editor, "The Herald" Melbourne; W. C. Cone, director, Australian Cement Ltd., Melbourne; A. E. Cooper, director, Sims, Cooper & Co. Pty. Ltd., meat exporters, Melbourne; Erle Cox, "The Argus" Newspaper, Melbourne; T. R. Crosby, Camperdown.

S. Davey, general merchant, Horsham; F. Dean, manufacturer, Melbourne; Dr. J. G. Desailly, Camperdown; D. H. Dureau,, chairman of directors, Australian Cement Ltd., Melbourne.

H. C. Enticknap, proprietor, Refrigerating Works, Bendigo.

O. V. Fechler, farmer, Horsham; James A. Finlay, grazier, Kyabram; M. B. Finney, manager, The Australian Bank of Commerce Ltd., Melbourne; C. H. Flere, grazier, Kyabram.

C. W. F. Gibbard, shoe manufacturer, Melbourne; M. G. Giudice, managing director and director of companies, Bendigo; W. G. Gray, director, Gray's Pty. Ltd., Steel Works, Williamstown.

J. Herman, solicitor, Melbourne; J. B. Huf, farmer, Horsham.

R. Inglis, grazier, Stony Creek; G. Ikinger, manufacturer, Melbourne.

P. J. King, master engraver, Melbourne.

A. Langlands, merchant, Horsham; Cr. F. J. Langlands, merchant, Horsham; Burdett Laycock, Laycock, Son, & Co., wool merchants and manufacturers, Melbourne; Vice-President Victorian Chamber of Manufactures; E. Powell Lewis, managing director, Geo. W. Kelly & Lewis Pty. Ltd., engineers, Melbourne; President Victorian Chamber of Manufactures.

James MacDougall, director, Armstrong, Whitworth Pty. Ltd., Melbourne; Deputy-President, Victorian Chamber of Manufactures; A. Maughan, managing director, Australian General Electric Co. Ltd., Sydney; W. McNeilage, glass manufacturer, Melbourne; J. McRae, farmer, Jung; D. Mehegan, Mehegan & Goldson, wholesale meat merchants, Melbourne; J. G. Melvin, managing director, Parsons Bros. and Co. Pty. Ltd., Melbourne.; H. Moir, merchant, Edinburgh, Scotland; Cr. T. W. Murphy, farmer and grazier, Lindenow.

T. J. Noske, Noske Bros. Pty. Ltd., flour millers, Melbourne.

E. G. Pauly, American Assistant Trade Commissioner, Melbourne; E. R. Peacock, Peacock Bros. Pty. Ltd., master printers, business systems experts, Melbourne; C. T. Prouse, builder, Melbourne.

G. Rath, manufacturer, Melbourne; G. Rawling, D. Richardson & Sons Pty. Ltd., machinery manufacturers Melbourne; S. C. Richardson, D. Richardson & Sons Pty. Ltd., machinery manufacturers, Melbourne; Robertson, S. A., Robertson & Gardener, dairy produce merchants, Melbourne; J. C. M. Rolland, grazier, Willaura; E. R. Russell, manager, Bank of New South Wales Ltd., Melbourne.

C. G. Seeley, manager, Australian General Electric Co. Ltd., Melbourne; A. Sims, director, Sims, Cooper & Co. Pty. Ltd., meat exporters, Melbourne; A. A. Sinclair, solicitor, Melbourne.

W. C. F. Thomas, managing director, W. C. Thomas & Sons Pty. Ltd., Melbourne; President Victorian Mill Owners' Association; H. Tinsley, hardward merchant, Melbourne.

J. A. Walker, chemist, Melbourne; S. R. Wardle, farmer Brim; C. S. Wood, manager Bank of Australasia, Bairnsdale; H. Woodley, merchant, Cardiff, England; L. B. Wurfel, farmer, Brim.

Successful North-East Reso Tour

Sixty-eight leading citizens of Victoria, also representative business men from other States and overseas, took part last month in a most successful tour of the National Resources Development (Reso) Train to the North-eastern portion of the State. The party spent a most instructive and enjoyable week.

"NOTHING has been left undone to make this tour a success," declared the leading article in the Reso Bulletin on the first morning of the tour. This sentence expressed in a few words the weeks of organising which had been done by railwaymen in every branch. All the arrangements were in A1 order when the party boarded the train on the night of Sunday, November 15.

When they left the train on the return to Melbourne at the close of the week members of the party declared that they had never before had such a trip under such delightful conditions, nor had they realised that Victoria had such resources as those disclosed during the tour.

Letter from Resonians

The passengers sent the following letter to the Commissioners, signed by all members of the party:—

"We have much pleasure in congratulating you on the very complete arrangements that were made by your Department for our comfort, pleasure, and enlightenment on the tour just ending.

We have seen more and learned more of the wonderfully rich and fertile north-eastern section of Victoria, with its great mountain tourist resorts, on this tour of five days than could probably have been accomplished in the lifetime of the average citizen.

Your Reso slogan, "See Victoria First," thereby bringing about a closer relationship between citizens of various districts and a better understanding of the many varied problems of our country development, is now fully appreciated and heartily endorsed by everyone of us.

The great water conservation works on the River Murray and at Alexandra that we have been privileged to inspect at this interesting period of their construction, were a revelation to us, and along with the many natural resources of the districts visited inspires us with the utmost confidence for the future prosperity of our State.

In conclusion, we unanimously wish to express our sincere appreciation for the most courteous and able manner in which the tour has been carried through by your officers and train staff on board. Everything on the tour has worked like a clock in its smoothness and regularity, and it is a real pleasure to be able to record our grateful appreciation of their efforts on our behalf."

There were several special features in connection with this tour which made a great impression on the guests of the train. The first was undoubtedly the visit to the Government Agricultural College at Dookie, where all the modern means adopted for teaching scientific methods of farming were explained in detail by the principal and his staff.

The party spent a whole morning at the college inspecting the various activities in detail. Every member of the party subsequently declared that the time had been well spent.

Included in the tour were also visits to the two great water conservation schemes—the Hume Weir and the Sugarloaf Weir. Residents of Albury co-operated wholeheartedly for the visit to Hume and supplied motor cars for the journey from the town to the works. At Alexandra, where the district people have always been keen to realise the benefit to the district which follows a visit by a Reso Train, local residents provided transport to the Sugarloaf and acted as hosts for the visitors.

Members of the party will not soon forget the visit to Mount Buffalo, Australia's premier tourist resort.

The party spent an afternoon and night at Buffalo, and there is not the slightest doubt that the visit has been the means of winning many more ardent admirers of this delightful vacation spot.

Considerable public interest was taken in the tour. Representatives of the leading metropolitan newspapers were among the guests, and they kept the public informed from day to day concerning the progress of the inspections and the nature of the places visited.

Wonderful Hospitality Everywhere

Any reference to the tour would be incomplete without mention of the wonderful co-operation of the residents of the districts visited by the train. Without them the tour would have been impossible. Not only did they act as guests to the Resonians, but they placed their cars at the disposal of the visitors, acted as guides, provided hospitality, and generally went to considerable trouble to ensure that the Resonians would feel at home and that they would see as much as possible of the district in the time available.

As on previous tours, the train staff were "all on their toes" to render A1 service. Mr. W. Robert was in charge of the train and Mr. H. R. Gollan attended to the publicity and supervised the outdoor inspections.

(A poem dealing with the Reso train is on page 742)

By the River Thames from Kingston to Oxford

Few railwaymen have travelled as has Mr. Simon F. Smith, a former Superintendent on the Victorian Railways. Since he retired some six years ago he has circled the globe three times. A trip on the River Thames is here interestingly described.

FROM Kingston to Oxford by river is 91 miles, the journey extending over two days, and it is a question whether, all the world over, one could find within a similar distance so much entrancing beauty.

To one aweary of the rush and bustle of London a trip on one of Salter Brothers' well-appointed and comfortable steamers is a relaxation.

The steamer leaves the Sun Hotel landing stage, Kingston, 12 miles from London, and we pass many interesting and historic places on the way — Hampton Court, Shepperton, Weybridge, Staines, Runnymede, Magna Charta Island, Eton, Windsor, Bray, Bourne-End, and Great Marlow.

The barons assembled at Runnymede in 1215 and on Magna Charta Island, King John signed the now famous Charter.

A stay of an hour is made at Windsor, which permits of a brief inspection of the old town and a light lunch.

Bray was the home of the celebrated Vicar, who is credited with changing his religion three times in order to remain "Vicar of Bray."

Marlow was the home of the poet Shelley, the well-known poem, "The Revolt of Islam," being written here in 1816.

Henley is an Ancent Town

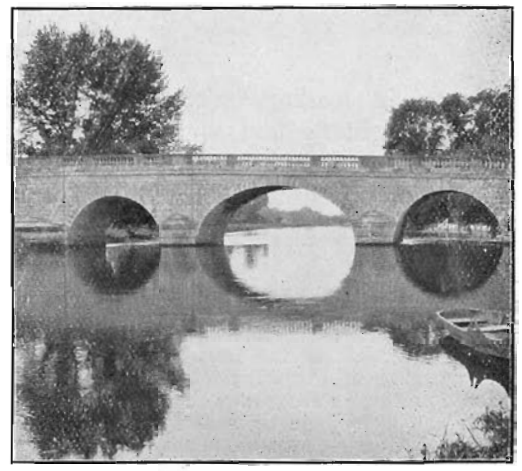
Henley is reached at 7 p.m., and we disembarked and obtained accommodation for the night at a nearby hotel. Apart from its connection with the world-famed regatta, Henley is an ancient town, and there are many nooks and corners in the quaint old place that well repay a visit.

A departure is made from Henley at 9 a.m. next day, and our next important stop is at Reading, a town rich in historical memories, but a drab manufacturing centre to-day.

The adjoining village of Caversham is much more pleasantly situated. Near here a famous battle was fought in the Civil War of 1647, and Charles I. was a prisoner in Caversham Park House for a time.

The scenery on the stretch — Caversham, Pangbourne, Goring, and Wallingford — is claimed to be the finest for natural beauty on the River, and with this I agree. I saw it on a cloudless summer day, and it was simply perfect.

A short distance from the river on the Oxfordshire side, nestling in beautifully-wooded grounds, is Basildon House, built in 1757. It was originally the seat of the Sykes' family, and is said to contain some fine paintings by old masters.



Wallingford Bridge on the Thames.

A stay of one hour is made at Wallingford for lunch, and the photograph on this page was taken as we approached the landing stage. This is a very ancient town, possessing many associations with the Saxon, Danish, and Norman conquests of England. It is the oldest Chartered borough in the United Kingdom, and was of some ecclesiastical importance in the 16th century, when it possessed as many as fourteen churches.

A Benedictine Abbey was founded at Abingdon in the 7th century, and the remains of the Priory and old gateway are visible from the deck of the steamer.

We reached Oxford at 7 p.m., the entire journey, including stops, occupying 46 hours. The outstanding features, as we approached the old city, were the College Towers and the College house-boats. Each College has its own house-boat, apparently used as a club-house, and they are moored to the southern bank of the river, abutting on the grounds of Christ Church College—known as Christ Church Meadows.

I spent the summer of 1921 in England, one of the driest spells known for a century, and the advantage of locking the river was apparent. It was navigable right through this period, but without the locks (which conserve the water), the Thames, in its upper reaches, would probably have been a chain of water-holes, similar to the Murray in the last big drought.

There are 24 locks between Kingston and Oxford, as against 15 to be provided between Echuca and Mildura.

Probably only a comparative few Londoners know of the Kingston-Oxford trip, but how many Australians are aware of the beauty of the Murray River in early spring, say, from August onward?

Fine Display at the Children's Exhibition



By means of this effective stall at the Exhibition in Melbourne, arranged by the Children's Welfare Association, the Victorian Railways Department brought forcibly under notice the advantages of spending holidays in Victoria, and also impressed upon people the principles of "Safety First." The stall contained working models, and literature was distributed free.

Cup Carnival Trains Carried 94,589 Passengers

THE huge railway traffic was handled without the slightest hitch or mishap, there were no accidents, and on Cup Day the racecourse was cleared in 70 minutes.

Mr. T. Sullivan, Assistant Metropolitan Superintendent, personally supervised the traffic arrangements, and his big staff was a picked one. Two well-known R.S.M.'s in the persons of Messrs. D. Considine and W. R. Price, had charge of the first and second class passenger platforms respectively at Flemington.

On Derby Day, 20,851 passengers travelled to and from the racecourse, on Cup Day 47,306, on Oaks Day 12,828 (a record for five years), and on Steeplechase Day 13,604, making a grand total of 94,589 passengers.

Owing to tram competition, this figure was not so high as last year, when 101,040 punters patronised the railways.

Special arrangements were made by the Department to provide accommodation for 118 Sunday school picnic parties in the metropolitan area on Cup Day, 32 of which travelled to the seaside, 15 to stations on the Box Hill line, and the remainder to such widely separated holiday resorts as Glenroy, Heidelberg, Bacchus Marsh, Whittlesea and Werribee.



Geelong Loco Depot, a corner of which is seen above, is open for 24 hours of the day, three shifts working in every branch. There are in the Geelong district 48 broad gauge locomotives and six narrow gauge, and in the busy wheat season in February and March about 56 broad gauge locomotives are operating from this depot.

Governor-General and Governor Inspect Better Farming Train

Executives and Train Staff Photographed with Vice-Regal Party



1. Lord Stonehaven, Governor-General of Australia. 2. Lord Stradbroke, Governor of Victoria. 3. M. W. J. Bourchier, Minister for Agriculture. 4. G. L. Goudie, Minister for Public Works. 5. Dr. S. S. Cameron, Director of Agriculture. 6. Dr. W. A. N. Robertson, Chief V.O. 7. M. J. Canny, Superintendent of Transportation, Vic. Railways. 8. H. A. Mullett, Agric. Supt. 9. C. Mullany, Railway Organising Officer. 10. A. Jones, Orchard Supervisor. 11. H. O. Hagan, Poultry Assistant. 12. S. A. Cock, Government Citriculturist. 13. Temple A. J. Smith, Tobacco Expert. 14. H. W. Davey. 15. W. J. Thyne. Sec. to Min. for Agriculture. 16. J. M. Ward, Horticultural Supt.

Unofficial and Unpaid Experts Co-operate for Greater Efficiency

Anyone who has studied American railroad practices must be at once impressed with the value of the services rendered by the numerous experts attached to the various firms manufacturing railway material who advise and assist railway officials with respect to the articles they supply.

(By Mr. A. R. Stamp, Superintendent of Loco. Running).

IN America, the railroad companies, except in a very few cases, do not manufacture—they repair and reclaim. For instance, if an engine or car is required, a contract is let with an accredited firm of manufacturers, who supply the engine or car to the railroad specifications, and similarly with respect to any part of an engine or a car.

Manufacturers specialise in all kinds of railroad material, and consequently are in a position to supply the railroads with their requirements at a much cheaper rate than they could be manufactured in the railroad companies' workshops or depots.

In Victoria, the position is quite the reverse, as, with the exception of a few isolated items, all work is manufactured in our own workshops.

Competition is so keen between the various manufacturers supplying railroad material in America that every effort is made to see that the article supplied meets requirements. It is generally tested before leaving the manufacturers' shops, so that there will be no complaints regarding it.

In order that the article will give every satisfaction after delivery, the experts employed by the manufacturers visit the railroads concerned to see that it is fitted correctly, that it receives proper usage, and, should it not meet requirements, these experts consult with the raidroad officials on the spot, and advise alterations to overcome the difficulty.

Unpaid Experts Give Advice

The experts are generally former railroad men, engineers, draftsmen, mechanics, boilermakers, and enginemen, specially selected by the manufacturing firms because of their special ability in a particular class of work.

The expert attached to a firm manufacturing, say, lubricators, is allotted a district embracing sections of perhaps half-a-dozen railroads. It is his duty to keep in touch with the officials on all these railroads, to see that the lubricator is properly fitted, that the enginemen correctly understand the method of working it, that it receives proper attention from the shed staff, and generally to see that it gives the results claimed for it.

These experts receive every encouragement from the railroad officials to travel on the engines in their districts, so that they may keep in touch with the article supplied, improve the methods of using it, and to receive any suggestion for its improvement. Suggestions offered by the expert are welcomed by the running shed or workshops officials.

By these methods the manufacturer is always closely associated with the users of his product; he knows their requirements and difficulties, and is ever on the alert to supply an article which will give every satisfaction and service.

This method is adopted generally with respect to all railroad material supplied.

It was my privilege to meet some of these experts during my visit to America. One soon realises their value to the railroads; they are always seeking information regarding their particular manufactures; are keen to assist in overcoming any difficulty, and they remain on the job until the difficulty has been overcome or a remedy suggested.

In this way the railroad officials receive the advice and assistance of specialists, which no doubt has had a wonderful influence on the efficiency obtained on the railroads in America.

Suppliers Could Help the Department

In Victoria most of our locomotives, car and truck stock are manufactured in our own workshops, but there are large quantities of articles and stores supplied by outside firms, and, with the exception of a very few cases, very little apparent interest is taken by the supplier as to the ultimate welfare or proper usage of the article supplied, or whether it satisfactorily meets the requirements of the Department.

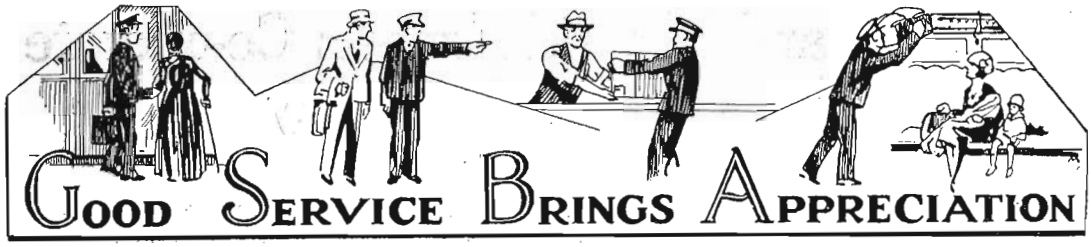
It appears to me that our Commissioners' well-known slogan, "Help Us to Help You," pertinently applies to this question. It would considerably aid efficiency if suppliers to the Department would take a personal interest in the articles supplied, and associate themselves with the officers of the Department in removing defects and improving them generally, to the advantage of the Department and the manufacturer.

I am satisfied that the assistance and help of the representatives of the manufacturers concerned would be cordially appreciated.

Claims Notes

The total number of claims preferred against the Department during the month of October this year was 2,348, and of this total 997 were paid, to the extent of £2,368.

Corresponding figures for the same month last year were:—1,912 claims preferred, 763 allowed, amount involved £1,915.



GOOD SERVICE BRINGS APPRECIATION

Have you ever thought of the unexplored possibilities of your job? – possibilities for rendering good service no matter what your position in the general scheme of organisation. Your work must be necessary or you would not be employed. Here are appreciations of good service in recent weeks.

AT the annual meeting of the Merbein District Doradilla Association, I was instructed to forward a letter of appreciation for the assistance given to the Association in their efforts to dispose of their doradillo grapes by fresh fruit trains. Attendants travelling with the fruit had nothing but praise for the help and courtesy extended by the railway staff, and I have been asked specially to mention Mr Roscholler, who did all in his power to help us.—**E. J. Casey, Hon. Secretary.**

I HAD the privilege of speaking to the men at Newport, and saw some of the workshops. Allow me to thank you for the opportunity, and also let me add my congratulations on the exquisite order of the shops, the yards and the dining hall. I have not seen their equal in the Old Country.—**Taylor Smith (Bishop), late Chaplain-General, His Majesty's Forces.**

THE part of the year through which we have just passed represents the busiest time as regards railway work. In addition to the closing of the winter term and opening of the summer term, the Farmers' and Women's Vacation Classes bring heavy additional work to the Dookie railway staff. Also, for about three months past I have been despatching day-old chickens, which require most careful handling.

Mr. Dunlea and his staff throughout this period have given us most helpful co-operation and attention.—**W. R. Birks, Principal, Dookie Agricultural College, writing to the Commissioners.**

I THINK a word of praise is due our railway authorities and our police for the way in which the immense traffic to Flemington on Cup Day was handled.

The crowds at the stations were phenomenal. Yet there were apparently no accidents—certainly nothing serious. It is a good proof of efficient handling.—**S.R., writing in the "Herald" on 3/11/25.**

I WISH to thank the Railways Commissioners for the very efficient and expeditious manner in which the Inverleigh stationmaster (Mr. W. Bodsworth) forwarded our wool clip of more than 300 bales to Geelong. This consignment reached the wool store in first-class order.—**George R. Murfitt, Manager, Barwonleigh, Inverleigh.**

IT is with pleasure I bring to your notice the prompt action and presence of mind displayed by the driver of the electric train arriving at Princes Bridge, 6.24 a.m. this morning.

I was joining this train at Jolimont, and cut things rather fine. The guard's whistle had blown, but the train was not in motion. As I was about to enter the carriage the train started, my foot slipped, and my leg caught between the carriage and platform. Only the vigilance of the driver saved me from severe injury. He pulled the train up in 10 feet. No official was to blame for my predicament.—**L. Kelly, Sunshine Hotel, Spencer-st., Melbourne.**

SANDRINGHAM Baptist Young Men's Club desires to express appreciation of the Biographic Lecture given on Monday, October 12. The pictures shown gave us some idea of the magnitude of our railway system, and of the beauty of Mount Buffalo. We are also indebted to the Assistant Publicity Officer (Mr. Gollan) for the very able manner in which he conducted the lecture.

ON behalf of the Victorian Technical Sports Union, may I express my appreciation of the work of the railway officials who dealt with the special trains to Ballarat on October 23.

The annual sports meeting of the Union is the largest of its kind in this State—2320 boys and 254 adults travelling from Melbourne. The train arrangements were excellent, and all officials with whom I came in contact were courteous, considerate and helpful.—**G. W. Eiby, Secretary.**

I AM pleased to state that the furniture I had removed from Gellibrand to Queenscliff, and which had to be transferred at your station, arrived in very good order.—**F. L. Cooper, Queenscliff, writing to S.M., Colac.**

ON behalf of the Glenhuntly Progress Association please accept our hearty thanks for the manner in which you and your assistants have assisted the Association in railway matters in general.—**M. Castledon, Secretary, to the S.M., Glenhuntly.**

IT IS A CUSTOMER'S RIGHT to understand what he is buying. It is your duty to help the customer to understand.

IT TAKES TWO to make service perfect, the server and the served, and you are responsible for your part.

THE RECOLLECTION of courteous treatment remains when everything else is forgotten.

OLD CUSTOMERS were once new customers who were fairly treated.

I WISH to convey appreciation of the way my furniture was handled and despatched. It left Trafalgar on 25/9/25, and arrived at Springhurst on 28/9/25. Everything was in first class order, being far before road transport. Also convey to the Stationmaster and staff at Trafalgar my thanks for the courtesy and complete arrangements made by them for obtaining the truck, and efficient packing.—**R. Huking, Manager, Ovens & Murray Dairy Co. Ltd.**

Geelong Railwaymen Come Under The Spotlight of Publicity



Being Stationmaster at a big railway centre like Geelong is no sinecure. There is always plenty to do. Here is the present S.M. and his office staff—
Standing.—Messrs. W. C. Searle and F. C. Collins, Clerks. Sitting.—Messrs. B. J. Cordwell, Clerk; J. Lysaght, S.M., and A. Wallace, Clerk.



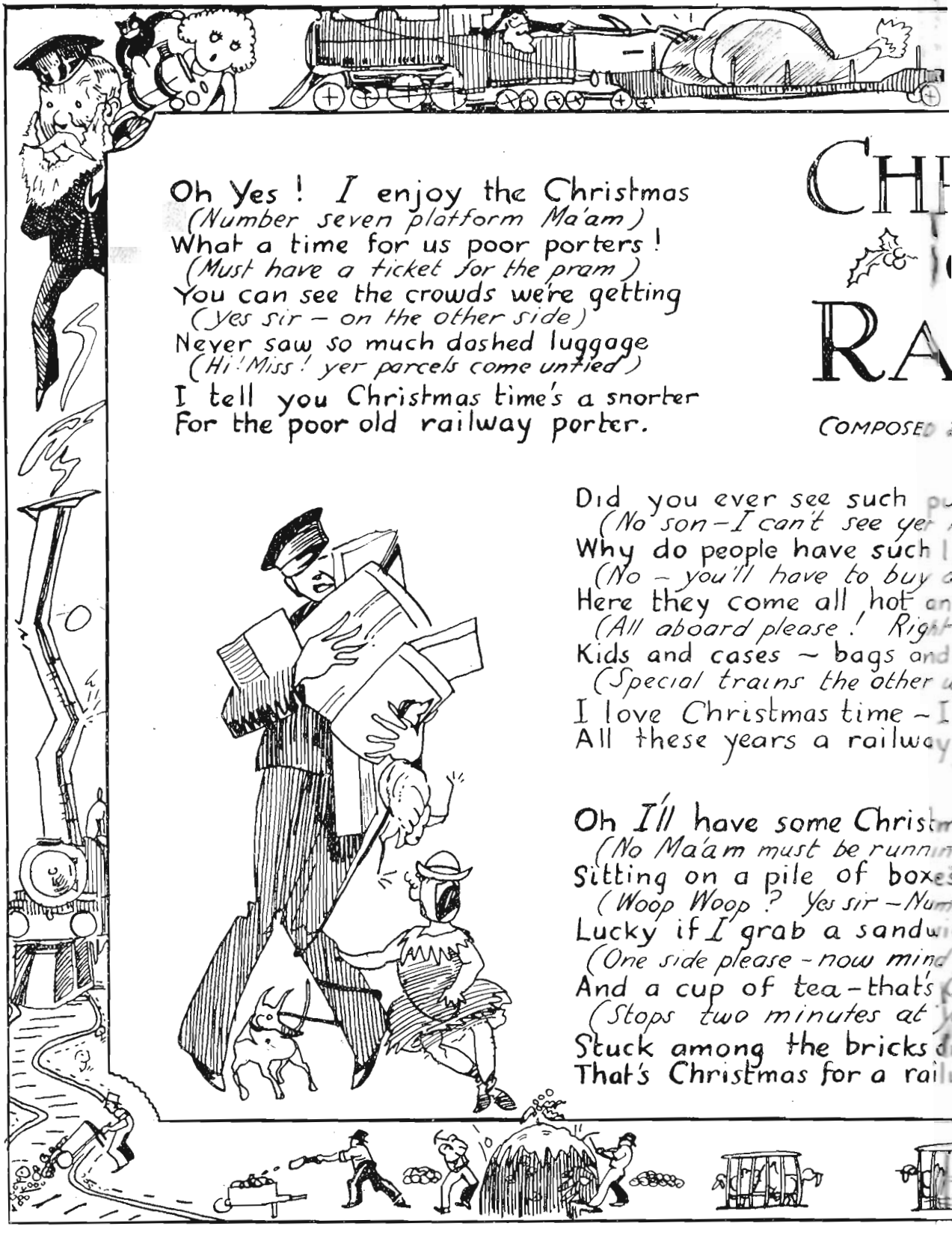
The Loco. Depot Office Staff at Geelong has a busy time, especially during the wheat season.

Background, Left to Right. — Messrs. A. N. Moody, R. S. Gullick, Clerks; A. C. Parker, Depot Foreman; E. W. Johnson, J. T. Richardson, W. S. Lawler, Clerks.

Foreground, Left to Right. — Messrs. Hamilton and M. E. Sheehan, Clerks.



The coal stage adjacent to the Geelong Loco Depot is the largest outside the metropolitan area. District loco men claim that it is the most up-to-date stage in Victoria. It is 400 feet long by 50 feet wide. It has a capacity of 4500 tons, and carries an average of 2000 tons of coal. Approximately 100 tons of coal are issued for use of locomotives each day.



Oh Yes! *I* enjoy the Christmas
(Number seven platform Ma'am)
What a time for us poor porters!
(Must have a ticket for the pram)
You can see the crowds we're getting
(Yes sir – on the other side)
Never saw so much doshed luggage
(Hi! Miss! yer parcels come untied)
I tell you Christmas time's a snorter
For the poor old railway porter.

CH
RA

COMPOSED

Did you ever see such pu
(No son – I can't see yer
Why do people have such l
(No – you'll have to buy a
Here they come all hot an
(All aboard please! Right
Kids and cases ~ bags and
(Special trains the other
I love Christmas time – I
All these years a railway

Oh *I'll* have some Christm
(No Ma'am must be runnin
Sitting on a pile of boxes
(Woop Woop? Yes sir – Num
Lucky if *I* grab a sandwi
(One side please – now mind
And a cup of tea – that's
(Stops two minutes at
Stuck among the bricks a
That's Christmas for a rail



RISTMAS ON THE AILWAYS



& ILLUSTRATED BY THE ADBHOYS

pushing ?
mother)
luggage ?
another)
and sticky
ht away!)
nd babies
way!)
I oughter
y porter!

tmas dinner
ng late)
es
mber eight)
wich
d your feet)
Christmas
'aapeet)
nd morter
lway porter

Did you ever see such crushing ?
(Dogs must travel in the van)
There are thousands leaving Melbourne
(I aint seen yer brother Don!)
Hopes you has a pleasant journey
(No Ma'am goes express right through)
Have a good blow-out on pudding
(Thanks I don't mind if I do)
And thank the Lord you've got a daughter
'Cause She wont be a railway porter.



A Big Railway Centre Must Have a Big Staff



PORTERS AT THE GEELONG RAILWAY STATION.

Rear, Standing, Left to Right.—A. G. Poyser, E. F. C. Turner, W. J. Kerr, E. Farnsworth, S. Loats, H. Grecian, A. C. Robinson, J. Whelan. Front Row, Sitting.—C. Rout, S. Noble, H. Summers, J. Mullen.



An efficient clerical staff is essential for the administration of a big district such as the Geelong railway district. The Geelong Way and Works staff has a fine building adjoining the Geelong station. They paused for a moment to enable the "Magazine" Photographer to snap them. The Chief Clerk, Mr. A. L. Morrison, is shown standing.



Geelong's industries are expanding, with the result that the business at the Goods Sheds is going ahead by leaps and bounds. Here are some of the goods shed staff who are called upon to handle the goods arriving and departing from the sheds.

Road Versus Rail Transport

Every railwayman and every citizen in Victoria should read the following. When outside firms such as this take such an interest in the Railways Department and tender their support in this manner, it acts as a stimulus to the railwayman in his ambition to give the highest possible service

IN these days of keen competition between railways and roads, it is indeed gratifying to discover a large business undertaking which looks at the question of rail and road transport in a serious light and does not abandon the railways for motors, thinking only of the immediate and apparent benefit.

Railwaymen will be interested in the following extract from the monthly report for November of the Australian Mercantile Land and Finance Company Limited, Melbourne. The report states that it would appear that the advantages to be derived from supporting road transport are more imaginary than real, and the matter requires careful consideration:—

"For years in Victoria the railways have had to meet a certain amount of road transport competition, but more recently, with the advent of the efficient modern motor lorry, that competition has become keener, and is encouraged by such important factors as:—

Convenience.—Consignments can be picked up at consignors' sheds and delivered at the warehouse door.

Expeditious Transit.—The delays consequent on cartage to the despatching station, loading into trucks, etc., being eliminated.

Less Trouble.—In most instances, owing to the fact that only one carrier is concerned.

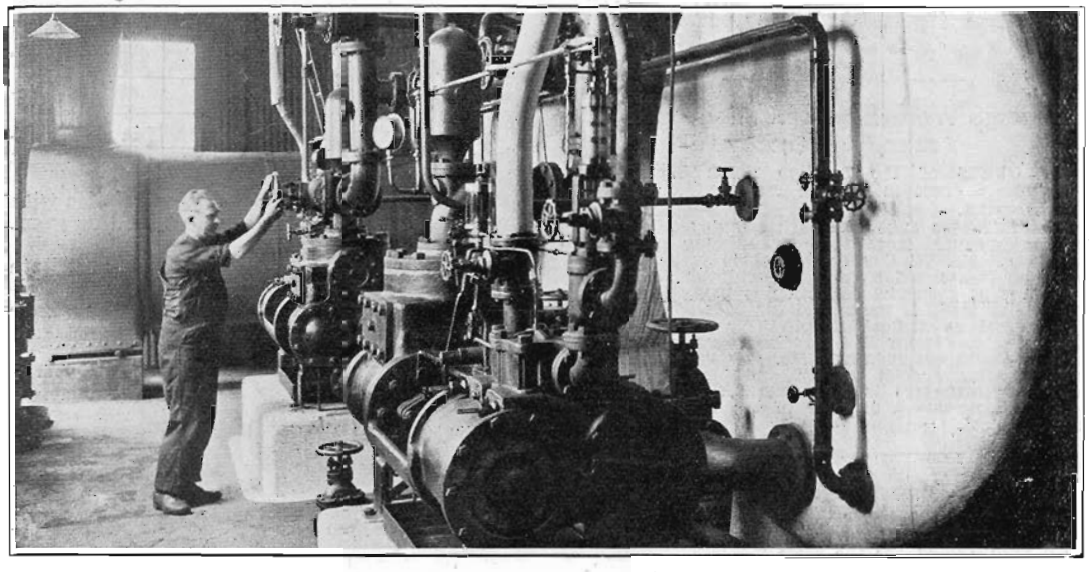
The development of this road transport, however, is of considerable moment to the taxpayer, who owns the railways. In the Victorian Railways £68,000,000 capital is invested, and the interest for the year ended 30th June last amounted to £3,000,000.

Now the railway service must be maintained whatever inroads may be made upon its business by those competing through road transport, and every diminution of railway traffic caused by road transport must in the end fall on the shoulders of the community, either through increased charges for railway services or through taxation to refund railway deficits.

Of course the taxpayer also owns the roads, which have cost large sums of money to construct, and with ordinary traffic cost an immense amount to maintain. Ordinary road traffic, which cannot be served by railways, in itself causes heavy wear and tear upon roads, which has to be paid for by the taxpayer; but if, in addition to this class of transport, the roads are called upon to carry traffic which is properly railway traffic, then the wear and tear will be greatly increased, casting still further burdens upon the taxpayer.

Thus it would appear that the advantages to be derived from supporting road transport are more imaginary than real, and the matter requires careful consideration."

Geelong Loco. Men Appreciate The Wash-Out Plant



Geelong Loco. Depot is the only depot in Victoria which has a complete washing-out plant for washing out boilers of locomotives and filling them with clean, hot water.



Inhabitants of the nursery, including golliwogs, tin soldiers, Felix cats and rosy-cheeked dolls, are depicted in the Victorian Railway Department's annual Christmas poster, which suggested that Christmas shopping should be done immediately, and where possible between 10 a.m. and 4 p.m. so that the business rush might be avoided.

Bendigo Workshop Men Assist Community Welfare

EMPLOYEES of the Bendigo North Workshops take a great interest in the Bendigo General Hospital.

The employees subscribe each pay day to a fund for the hospital, more than £100 being collected each year. Mr. W. Coy (boilermaker) is the secretary, and is assisted by a fine committee.

At present a special collection is being taken up on pay day towards the appeal for £20,000 to equip the hospital as a Base Hospital for the Northern District. More than £84 has been collected during the past three months. Mr. Coy is also secretary for this special appeal, and Mr. P. O'Neil (workshop manager) is chairman of the committee. Mr. O'Neil is also a director of the Base Hospital Public Appeal.

Live Stock Notes

During the month of October this year, the Department handled 15,164 trucks of live stock, compared with 12,903 for the same month last year.

The Live Stock Agent (Mr. Fitzpatrick) attributes this satisfactory improvement to increased markets, the lambing season also being much later this year than last.

Extreme Point of Victoria's System

THE extension of the Redcliffs branch line from Werrimull to Meringur, also known as The Hut, a distance of 15¼ miles, was opened for traffic on October 30.

The new station, which is 393 miles by rail from Melbourne, marks the extreme point from the metropolis of the Victorian railway system. The next longest run is to Pinnaroo, a distance of 373 miles.

The new line now extends 50¾ miles west from Redcliffs into the Sunset country, and in time, no doubt, it will be linked up with the South Australian system.

On the day of the opening Mr. H. E. Russell, Maryborough District Superintendent, boarded the train, accompanied by Mr. E. Anderson, Block and Signal Inspector; Mr. Campbell, Construction Engineer; and Mr. Dacey, Stationmaster at Red Cliffs.

Others in the party were Messrs. Hurtle Pegler, A. E. Pegler, Adye Adair, Dunoon (manager, Commercial Bank, Red Cliffs), and Dr. Fenton (Red Cliffs).

After the train had passed Werrimull, Mr. Russell called upon Mr. Hurtle Pegler, who has been since boyhood intimately connected with the district, to declare the line open.

Inter-State Visitor's Praise

VICTORIAN railwaymen are becoming accustomed to praise for their system, but when people from other States go out of their way to express their appreciation more than ordinary interest is created.

The following letter, signed "Envious Sydney," appeared in "The Argus" on October 30:—

"I have travelled over the railways of many countries, and I have no hesitation in saying that, as far as the principal lines are concerned, Victoria has nothing to learn from any other place. This conviction deepens when, on arrival at Albury, one is forced to abandon the clean and spacious carriages of the Victorian trains.

"How much would one prefer, if it were possible, to travel on the Victorian trains right through to Sydney and Brisbane.

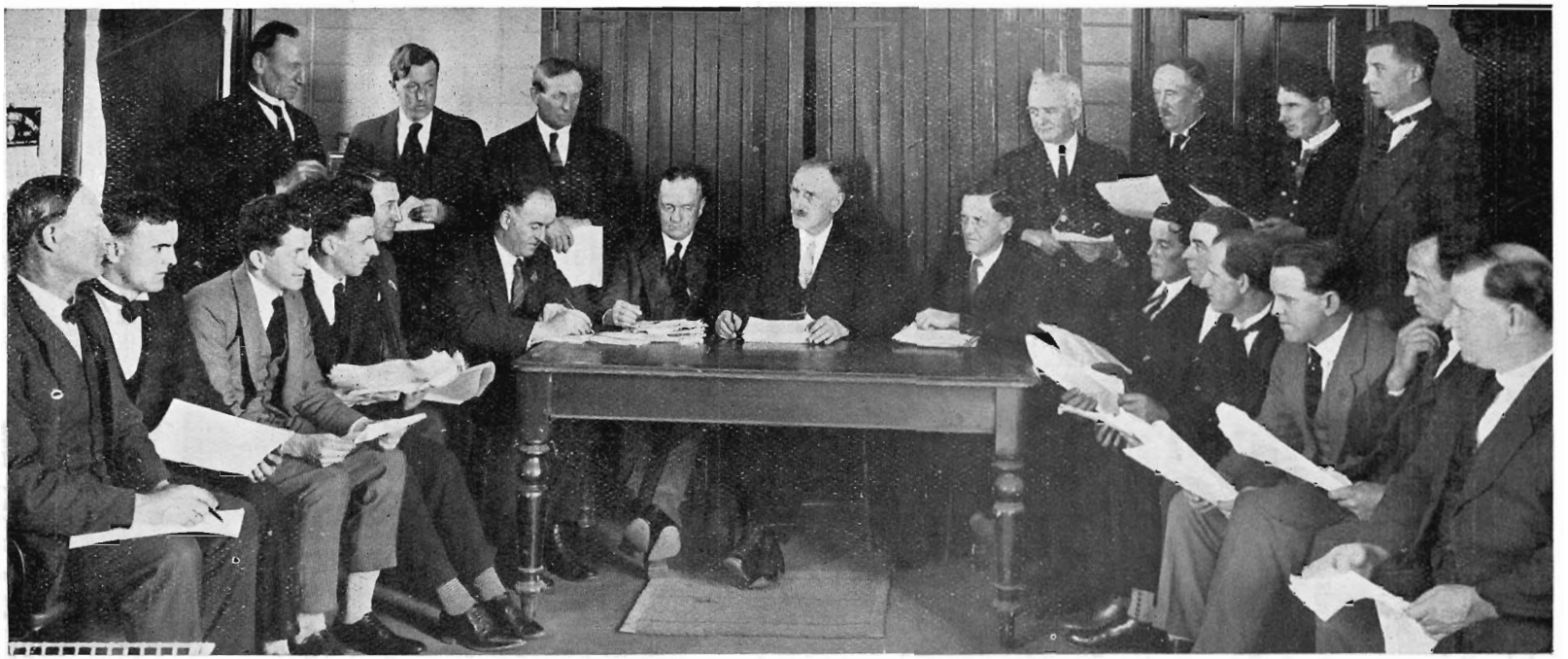
"The Victorian railways system bristles with evidence of efficiency in small as well as great things.

"The envy of the visitor from another State is aroused, too, by the excellence of the Melbourne suburban electric trains. They have speed and comfort combined."

A number of letters have been received by the Department expressing appreciation of the expeditious way in which the live stock traffic to and from the Royal Show was handled by the Department. These letters referred to the splendid work which was done by Mr. D. J. Considine, the officer-in-charge at the Show Grounds.

Letters have been received from the following:—
Adamson, Strettle & Co. Pty. Ltd.
Messrs. Powers, Rutherford & Co.
The Australian Mercantile, Land & Finance Co. Ltd., and
McPhail, Anderson & Co.

Gippsland District Fuel Conservation Committee Paused a Moment to Enable This Photograph to be Taken



Standing, Left to Right.—Mr. S. Clarke, Enginemen's Instructor; Mr. L. Missen, Assistant T.R.O., Dandenong; Mr. H. Ferguson, Guard, Korumburra (Member of Committee); Mr. G. Stride, Chief Clerk, District Superintendent's Office, Dandenong; Mr. R. J. Stanistreet, S.M., Dandenong (Deputy Member of Committee); Mr. G. Martin, Leading Shunter, Dandenong; Mr. A. Vizard, Clerk, District Superintendent's Office, Dandenong. Sitting, Left to Right.—Mr. D. Morganti, Enginemen's Instructor; Mr. I. Jennings, Clerk, District Superintendent's Office, Dandenong; Mr. S. Maher, Clerk, District Superintendent's Office, Dandenong; Mr. E. H. White, Clerk, D.R.S.S.'s Office, Dandenong; Mr. E. W. Procter, Train Running Officer; Mr. F. C. Moylan, Clerk, D.R.S.S.'s Office, Dandenong (Secretary of Committee); Mr. A. Goudy, Chief Engineer of Maintenance (Representative of Central Committee); Mr. John G. Lee, District Superintendent, Dandenong (Chairman of Meeting); Mr. E. Dillon, Superintendent of Loco. Supplies (Representing Central Committee); Mr. V. D. Jones, Fireman, State Mine (Member of Committee); Mr. L. A. Wells, Guard, Moe (Member of Committee); Mr. C. Gaylard, Leading Shunter, State Mine (Member of Committee); Mr. W. Wilson, Leading Shunter, Warragul (Member of Committee); Mr. V. Hall, Fireman, Traralgon (Member of Committee); Mr. T. Hayes, Driver, Warragul (Member of Committee).

District Transportation Activities

The dominant note in the district reports this month is regret at the falling off in the wheat yield which is expected as a result of the dry season. This will necessarily affect traffic from the wheat districts.

The dry season has already resulted in increased live stock traffic. Country freezing works are working to capacity, dealing with many more carcases at present than for the same period last year.

Maryborough District

ON October 28 a sale of industrial sites was conducted at Redcliffs, and three sites were sold, which will have a distinct bearing on the business at this station during the forthcoming fruit season. Sites were keenly sought after. Dennys, Lascelles took the price of two blocks up to £400 before they closed their bidding. The two blocks in question were eventually bought at £430 and £410, the third one bringing £310.

Packing and receiving sheds will be built on them, and, no doubt, sidings will be required.

Heavy quantities of eggs are offering this year, poultry farming is on the increase, and the traffic should be maintained. 3084 cases (70,184 dozen), weighing 87 tons, were despatched from Carisbrook during the six months ending October 31. At Bet Bet, 741 cases taking 19,266 dozen were railed for this period.

Mr. Hinbach, farmer, Eddington, informs that, out of 8000 dozen sent away from Bet Bet during the present season, less than three dozen were broken.

Since the arrangement was made to originate a truck at Carisbrook, consignors state that breakages have been light. One producer has intimated that he did not lose one egg out of 850 dozen sent away.

Freezing operations are in full swing at Donald. Figures up till October 31 (with about seven weeks' operations still to go) disclosed that last season's freezings have been exceeded.

Recent advices concerning the estimated wheat yield disclose that only about a 50 per cent. yield will be obtained in this district. Crops on the Murrayville line beyond Cowangie are good, but on the up side, although there are good patches, in many places farmers are cutting for hay.

The general traffic is being maintained throughout the district; there has been a heavy demand for trucks for metal, gravel, firewood, chaff, and other products.

Geelong District

DURING October five boats discharged 22,664 tons of coal at the Geelong Pier, as compared with 13,220 tons from four boats for the same month in the previous year.

Up to November 7, 70,940 bales of wool have come to hand, whilst for the corresponding period last season 50,202 bales had been received.

During September last, shipping handled at the Warrnambool Pier was very brisk. 54,442 cases condensed milk, weighing 1291 tons, were despatched in three steamers; 3060 tons coal were discharged from s.s. Chillagoe, two trips; and 14,000 bags sugar (447 tons) were received on account of Nestles and Co.

Large quantities of stone are being railed from Rosebrook to Warrnambool, each stone weighing from three to seven tons, which are being utilised to keep the Breakwater intact.

Various stations report that the absence of rain is being felt in their districts, which are well stocked up. Farmers, in consequence of the limited growth of grass, regard the situation seriously.

Bendigo District

DURING October the absence of rain has had a very adverse effect on the season's prospects. Throughout the district growth in many cases is so poor that stock has been turned on to the crops, and many are cut for hay. On well-worked fallow, however, some very good returns are still probable. For the whole district the estimated yield is less than half that of last year.

The dry weather has also caused a very big demand to set in for water trucks to supply tanks at stations and departmental residences.

The movement in stock has been particularly heavy. On one day recently 224 trucks were handled at North Bendigo; this comprised 28,000 sheep for the Bendigo market, and is 12½ per cent. greater than any previous yarding at the local sale yards.

The wool traffic has been well up to the average, and is now almost completed.

Very heavy passenger traffic was handled on the occasion of the United Sunday Schools' Picnic Day. Twenty trains were run, each being taxed to full capacity, approximating 10,000 passengers.

Down loading has been very heavy, and this was, to some extent, due to heavy construction works in the north by the State Rivers and Water Supply Commission and Country Roads Board.

Seymour District

VERY dry conditions still prevail throughout the whole of the North-Eastern and Goulburn Valley Districts, and a lean season is in sight. In the Northern areas the oat crop will be practically a failure, whilst the grain yield will be seriously affected.

With the exception of the early-sown wheat crops on well-fallowed land, the crops generally are very stunted in ear and are drying off rapidly.

Even should rain fall in the immediate future, very little benefit would result so far as the cereal crop is concerned. In some instances crops have been irrigated, with good results.

Conditions are even worse throughout the Riverina territory, and large stock owners are seeking far and wide for good agistment leases. In the irrigation districts the soldier settlers and blockholders generally are quietly rejoicing, and competition is keen for their grazing leases, up to £8 per acre being offered for good agistment. The stock traffic continues abnormally heavy, and many flocks are on the move to better pasturage.

Reports from the fresh fruit growing areas are more encouraging, and up-to-date the dry season has had very little effect on the orchards. The early apricot crop promises to be somewhat lighter than usual, but the fruit will be of good size and quality, and will come on the market about three weeks earlier than usual.

Present indications are that pear and peach crops will be abnormally heavy—the fruit is setting well.

A new cannery will come into operation for the first time at Mooroopna, and it is anticipated that about 3500 tons will be processed.

Seymour V.R. Tennis Club Opens Its Season

There was a large attendance at the opening of the above courts. In the absence of the President, Mr. L. Moore (Vice-President) welcomed the visitors, and expressed the wish that the good feeling which existed between the various clubs would continue.

Mr. Whyte, Secretary of the Institute, also spoke, saying that next year it was hoped a start would be made with the new Institute buildings. In addition to two asphalt courts, a croquet lawn would be established.

Trophies, won last season, were presented to:—Gent's singles, 1st Mr. Darby, smoker's outfit; 2nd, Mr. Boyce, wallet. Ladies' singles, 1st, Miss O'Dwyer, clock; 2nd, Mrs. Moore, set of spoons. Mixed doubles, 1st, Mr. and Mrs. Darby, thermos flask; 2nd, Mr. D. Groves and Miss O'Dwyer, wallet and clock.

Mrs. Darby was then called on to serve the first ace, Mrs. Moore received. Sets were then formed, and an enjoyable time was followed by afternoon tea provided by the ladies.

Four Boys and a Bullock—This Month's Cover Design

READERS of the "Magazine" will notice a striking change in the cover design of the "Victorian Railways Magazine" for the current month.

The picture on the front of the current issue is an actual photograph taken at Mansfield during the recent visit of the "Better Farming" Train to that district. It is a photograph with a message, and will cause considerable thought to the reader who spares a few moments to examine it.

These four boys had heard of the Better Farming Train, and though they lived a considerable distance from the railway station, they determined to see the train at whatever costs. Motor cars were not within their reach, but even as their grandfathers in early days travelled from Melbourne to the northern areas of the State with the aid of the bullock, these lads used the same means of locomotion. This vehicle, however, was perhaps a little more comfortable than a bullock wagon.

Note the spoke of the wheel tied with a piece of rope, the don't-care attitude of the bullock, and the holiday appearance of the boys all dressed up in their Sunday clothes.

The quartette spent an interesting day with the Better Farming Train. They saw everything that was to be seen, they heard the lectures and saw the demonstrations, and were among the keenest of the large crowds who spent the day at the train.

Who can tell but what they learned a lesson which will some day fit them to rank among our growing army of scientific farmers.

Spark Arresters Prevent Bush Fires

Did you know that the Victorian Railways Department puts special spark arresters in the funnels of its locomotives for the summer months? No other railways in the world provide such stringent precautions against the emission of sparks as in Victoria.

A LOCOMOTIVE is fitted with a number of appliances for preventing the escape to atmosphere of live particles of carbon or "sparks" from the coal, and probably the most important of these appliances are the spark arresters, as they have the heaviest duty to perform, the whole of the combustion gases being drawn through them at a high velocity.

These gases carry with them numerous particles of live carbon, and it is the function of the arresters to prevent these particles from passing up the funnel of the engine with the exhaust gases.

At the same time the arresters must be so designed as to not unduly impede the combustion gases, as this would seriously affect the steaming power of the boiler.

Each spark arrester consists primarily of a wire grid, strongly made with wires of No. 6 BWG (.203in. diameter), equally spaced at 40 wires to the foot, thus permitting of spaces of approximately one-tenth of an inch between the wires.

One such arrester is placed in the smoke box in a horizontal position above the centre line of the boiler, and supported by angle irons rivetted to the sides of the smoke box, and also by an angle iron extending across the front of the smoke box, and accurately machined to suit the contour of the smoke box door. This arrester is termed the "bottom" arrester, and is always fitted to an engine whilst in running.

As it is essential that the exhaust steam from the cylinders should have an uninterrupted passage from the nozzle of the blast pipe through the spark arresters and up the funnel, the spark arresters are made with a circular opening above the blast pipe, and a "bird cage" is fitted into this opening.

The "bird cage" consists of an inverted truncated cone of wires, with the same spacing as the spark arresters, and is placed in a vertical position, with its smaller diameter resting on a dished plate fitted to the nozzle of the blast pipe, with the cone extending upwards through the spark arrester sufficiently far to take the second or "top" spark arrester fitted during the summer months.

This second arrester is similar in construction to the "bottom" arrester, but with the wires running in the transverse direction, and is placed in the smoke box above the latter, and on the approach of the hot weather is fitted to all engines on a date which is determined by the nature of the season.

During the winter months the spark arresters are examined daily by the enginemen running the engine, and a monthly examination is made by a competent employe at all locomotive depots. These examinations are also made during the summer months, and, in addition, a daily inspection is made by the leading hand fitter or boilermaker of all engines before leaving the depot.

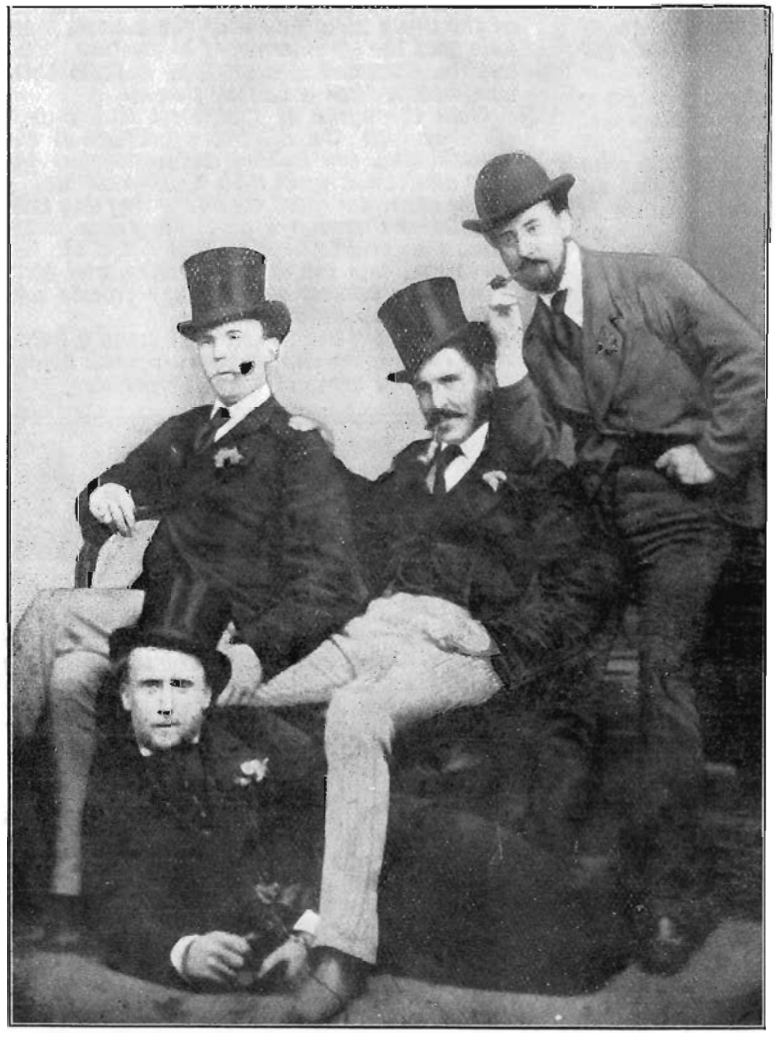
Whenever a defect is discovered the engine is not allowed to run a train until the defect is remedied.

The fitting and maintenance of spark arresters involves a considerable expenditure, and also results in an increased coal consumption, but this additional cost is borne by the Department in the interests of the community.

The devastating effects of a bush fire are too well known to need stressing, and the Commissioners, in their policy of "Safety First," have provided adequate safeguards for the protection of property against damage by fire from sparks.

No other railway company in the world provides such stringent precautions against the emission of sparks as those adopted as standard practice on the Victorian Railways.

Didn't Booking Clerks Dress Strange 50 Years Ago?



This interesting group of young railway booking clerks in top hats and morning coats—the fashion of fifty years ago—comes from the District Superintendent's office at Seymour. Doubtless the faces will be familiar to many old railwaymen in Victoria. Reading left to right, they are Joseph Yates (better known as "Son"), who became a relieving station-master; Frank Pearce, afterwards District Superintendent at Ballarat; and W. O'Connor, District Superintendent at Spencer street; while lying in front is George Southey, who finished up as station-master at Castlemaine. Three of the group have passed away, but Frank Pearce, now 72, is still hale and hearty.

Read What the Way & Works Men Have Been Doing

Geelong District

OWING to the abnormally dry season, the work of ploughing and chipping firebreaks has been put in hand some weeks before the usual time. The grass burning is in progress, and bush fires are already in evidence in this District.

Ballasting operations on the Warrnambool section with metal ex Manor are practically completed, and the train has ceased running.

The filling in of two, and removal of superstructure of seven bridges has been completed on Timboon line.

A new private siding has been provided for the British Imperial Oil Co. Ltd., at Dennington.

Improvements in connection with the truck traversers on Geelong Pier have been effected, with a view to their being in good order for the busy season.

At Little River the station and Stationmaster's quarters have been renovated, and a marked improvement effected in the facilities available.

Ballarat District

PLOUGHING and chipping of firebreaks was practically completed during November, and track gangs have been engaged in burning off grass. Good progress was made on the work of strengthening tracks and bridges to carry "C" class locomotives between Ballarat and Maryborough, and between Castlemaine and Donald.

Strengthening of the track between Donald and Woomelang to permit of a speed of 50 miles per hour for A2 engines was put in hand.

At Ballarat, good progress was made in the building of a new Railways Institute, which, when completed, will provide greatly improved educational and social facilities for the staff.

At Daylesford, a new stock yard of steel post construction was erected, and in connection with the increasing tourist traffic, the station platform and approaches were remodelled and the station buildings renovated.

Our Technical Section

Electrification is Highly Desirable

Electrification of steam railways is highly desirable, says the Acting Chief Electrical Engineer (Mr. C. G. H. McDonald) in the following article. He declares that it is economic, it increases the capacity of the road and conserves fuel.

(Condensed Report of Lecture).

DURING the few years preceding the war, steam railroad electrification was very active, especially in America, where, however, the anticipated extensive electrification of steam railroads has failed to materialise.

The war and its resultant financial strain, which is one of the reasons for America's failure to proceed with electrification, has undoubtedly hastened electrification in other countries.

Immediately after the war, France decided that it was absolutely essential to conserve her coal supplies, and as a result of the investigations of a special committee, some 5200 miles of railroad will be electrified. Before long, France will possess probably the largest electrified system in the world.

The war also hastened railway electrification in Spain, while in countries such as Brazil, where coal is almost unobtainable, and where firewood is becoming increasingly scarce, steam traction is also being supplanted by electric.

Japan, India, South Africa, Mexico and South America are all adopting extensive electrification schemes.

For the main business of transport, there are three reasons for railroad electrification:—

(a) Decreased cost of operation.
(b) Increased carrying capacity of lines that have almost reached their limit under steam operation.
(c) Saving of the country's coal and oil resources.

There are also other reasons—prevention of delays due to grades and weather conditions, and increased safety and reliability—which are, however, purely incidental.

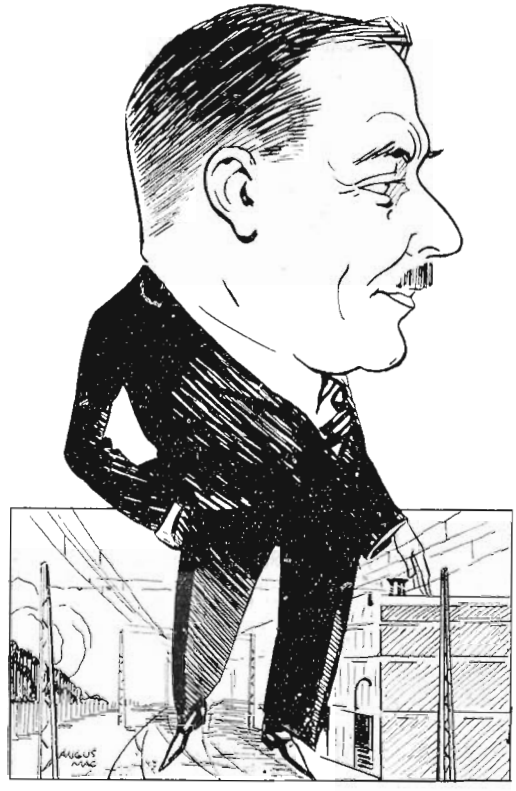
Some of the results achieved by electrification of the Rocky Mountains and Missoula Division of the Chicago, Milwaukee and St. Paul Railroad, are illuminating:—

(1) 48 electric locomotives replaced 112 steam locomotives, and hauled heavier trains.

(2) Cost of operation on the Missoula division increased only a few per cent for 1918, as compared with 1915, while the cost practically doubled on the Idaho and Columbia divisions which were still under steam operation.

(3) The cost of maintenance of locomotives for the last half of 1918 was about two and a half times as much on the divisions operated by steam traction as it was on the electrified divisions, in spite of the fact that the electric locomotives were operating in more difficult country, and hauling heavier trains.

(4) Approximately 15 per cent. of the power used for motoring was returned during regeneration.



Mr. C. G. H. McDonald as caught by our Artist.

(5) A great saving was made in the cost of maintenance of cars, due to the fact that the trains were controlled on the down grades by regeneration, instead of air brakes.

(6) Electric operation on the Rocky Mountain division effected a reduction of 22.5 per cent. in the number of trains handled, and 24.5 per cent. in the average time per train, and the operating conditions have been so improved that 30 per cent. more tonnage can be handled in about 80 per cent. of the time.

(7) The capacity of single track line was increased more than 50 per cent.

Coming to the Butte, Anaconda and Pacific Railroad, we get the same results. In every case, electrification has decreased working-costs and expenses and increased efficiency.

The wages paid to motormen under electric operation represent only about three-fifths of the amount paid to steam crews.

It is only on the point of initial capital outlay and the charges thereon that electrification is at a disadvantage. As the volume of business increases, however, so the advantage of electric operation increases over steam operation.

In nearly all cases, therefore, a point will be reached where the economies to be effected by electric traction will outweigh the fixed charges on capital *(Continued on page 732)*

Interesting Railway People

He Can't Get Out of the Habit of Winning Elections

WHEN bluff Bill Phelan, a signalman in the Melbourne Yard, nominated in 1904 for the position of employes' representative on the Railway Board of Discipline, he had 15 rival candidates, but such was his popularity that he swept the poll, and secured election by the substantial margin of 500 votes.

Since then he has had two "walk-overs" at the elections (which are held every three years), and has utterly routed by majorities of thousands all rival aspirants.

On those occasions when he is not required to take his place behind the table in the Discipline Room, Mr. Phelan moves about the State as Acting Block and Signal Inspector, his long, practical experience as a signalman eminently fitting him for this responsible job.



Mr. W. Phelan

He joined the Railways as a casual hand in 1881, and spent a strenuous two years at the Melbourne Goods, juggling with pig iron and 2 cwt. bags of salt.

Assuming the privileges of a permanent employe, he was sent to Ballarat, and subsequently transferred to Branxholme, at the time the Casterton line was being constructed.

After another four years at Seymour as shedman, acting head porter, guard and signalman, he went to the Melbourne Yard, and for 20 years worked in all the big signal boxes at North Melbourne, the Viaduct and Prince's Bridge.

He was a member of the provisional committee which organised the Institute, and topped the poll at the first election of councillors, leading the field home by well over 500 votes. The then Chairman of Commissioners, Mr. Tait (now Sir Thomas Tait), paid him a graceful compliment by nominating him as a Commissioners' representative and one of the Institute's first vice-presidents, and in this capacity he has been actively connected with the Institute ever since.

The Railways Mutual Benefit Society has also had his services on the committee for the past 25 years.

Assistant Stationmaster Falloon's Hobby is "The Institute"



Mr. B. E. Falloon

THERE is no railwayman better known in the North-Eastern District than Assistant Stationmaster B. E. Falloon, of Ivanhoe.

Mr. Falloon spent most of the earlier years of his career in that part of the State, and his appearance on any railway platform in that district is certain to evoke a cordial welcome from every employe on view at the time, all of whom seem to know him personally.

Beechworth is the station which remembers him best. He was stationed there for eight years as operating porter and acting guard, and there was scarcely a sphere of public life in which he was not actively concerned. The local football club secured him as president, and the official membership rolls of the public library, hospital, and band committees all bore the name "B. E. Falloon."

He was once offered a party nomination to contest a State constituency in the North-East, but the idea didn't appeal to him.

Railway life has not always been his calling. A native of the Emerald Isle, he experienced for nine years the pleasures and discomforts inseparable from a life on the rolling wave, and can reel off the names of scores of interesting and outlandish ports which he has seen and explored.

His first job in the Victorian Railways was in dicator porter on No. 4 and 5 platforms at Flinders Street, but painstaking study soon brought him promotion. Ivanhoe has known him since the beginning of this year.

Mr. Falloon was one of the first members of the Institute, and secured election to the council at his first nomination in 1924, being re-elected this year, and appointed treasurer. So he is quite justified in asserting, when you ask him, that his hobby is "the Institute," although he has also been a boxer and swimmer in his younger days, with an imposing array of medals and trophies to bear witness to his prowess.

A Page of Geelong Railway Personalities

The Yard Staff at Geelong has a busy time, especially during the wool and wheat seasons. Sixten shifts of shunters totalling 33 men, are employed, and the average number of trucks handled daily is 1900. At the peak period of the season there are 21 shifts, totalling 60 men, and the average number of vehicles handled daily is 3000.

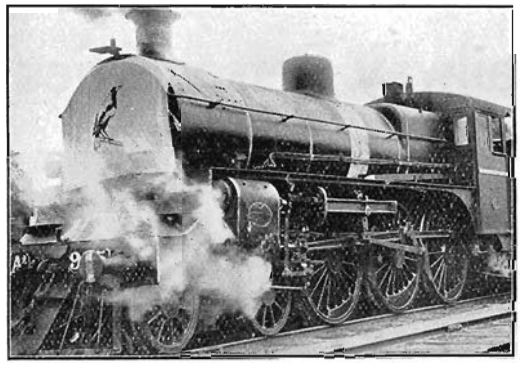




Staff at the Geelong Parcels Office. Left to Right.—Mr. F. E. Butler, Clerk; Parcels Porter H. Williams; Messrs. J. McA. Campbell, T. J. Wright, and B. T. Williams, Clerks.

Left to Right.—H. A. D. Nichols, clerk; W. Cumming, senior clerk; J. Powell, senior clerk, Geelong Loco.





Decorated engine on the special from Maryborough to Ballarat, which took the Maryborough football team and supporters to Ballarat, where they won the premiership of the Ballarat League.

Safe Working Apparatus as Applied to Railway Working

It is a favourite argument with those who oppose the introduction of improvements in railway working, and of those who make excuses for the absence of them, that the employes concerned are apt to become mechanical and careless from the use of such improvements, in consequence of the extra security they are believed to afford.

(By Mr. J. McClure, Signal Adjuster, Ararat.)

ALLOWING for the tendencies to confide too much in additional means of safety, the risk is proved by experience to be very much greater without them than with them; and, in fact, the negligence and mistakes of railway employes are found to occur most frequently, and generally with serious results, not when the men are over-confident in their appliances or apparatus, but, when in the absence of them, they are habituated to risk in the conduct of traffic.

In the daily practice of railway working, stationmasters, signalmen, guards, enginemen and others connected with train running are frequently placed in difficulties which they have to surmount as best they can.

The more they are accustomed to incur risk in order to perform their duties the less they think of it, and the more difficult it is to enforce discipline and obedience to regulations.

The personal risk encountered by certain classes of railway employes is coming to be more precisely realised. It is very considerable; and it is difficult to prevent men, who are in constant danger themselves, from doing things which may be a source of danger to others, or to compel them to obey regulations for which they do not see the necessity and which they declare impedes them in their work.

This difficulty increases with the want of necessary means and appliances, and is diminished when, with proper means and appliances, discipline becomes possible, safer modes of working become habitual, and a higher margin of safety is constantly preserved.

The Queen of the Railways

Eat More Fruit—Ripe, not Green—
And cast a vote for "The Railway Queen."

Our Hobby Section

Rifle Shooting is Always Fascinating

Mr. M. Lenthal, a skilled laborer in the Signal and Telegraph Branch, is organiser of the Victorian Railways Rifle Club and a crack shot with the rifle. He here gives a few hints regarding his pet hobby, which young riflemen should find especially interesting.

BESIDES being an intensely fascinating hobby, rifle shooting also possesses undeniable merit as an adjunct to the defence of this country. The Boer War proved that a handful of expert riflemen in familiar country could hold their own with the pick of trained troops, and in the Great War the sniper was invaluable.

The aspiring rifleman must first master the rudiments of aiming drill, which is the basis of rifle shooting.

He must acquire the correct posture, and learn the hold and let-off of his rifle. Then comes aiming practice, and the accustoming of oneself to the shock of discharge.

Too Much Cleaning is Bad

I was taught very thoroughly the care and cleaning of a rifle, but I have long since reached the conclusion that too much cleaning is as bad as too little. With the modern rifle all that is necessary is a cleaning at the end of the day's shooting, although a light film of oil should be left in the barrel, which can be dried before commencing shooting again.

Time has seen the changing of targets from iron to canvas, although the aiming marks still remain the same.

The great feature of the iron target was the bull, which stood out from the target and rang when hit, so that no doubt existed as to which part of the target had been hit.

Modern rifle shooting is more of a science than ever, but we don't have to paint lines on the bar of the backsight as in earlier days. I have had to use as many as seven lines on the bar when shooting in a "fish tail" wind, which blows from the left for one shot and then from the right for the next.

"Other Fellows Can Get Bulls!"

"Zeroing" should be closely studied, as by this means the amount of error in the rifle and also the amount of personal error can be detected.

The vast majority of riflemen do not thoroughly understand "zeroing," and often follow an imaginary error, which is either due to their having no real confidence in themselves or to their want of knowledge.

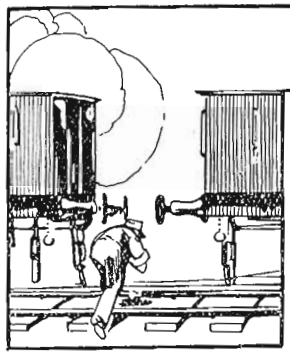
The main essentials for good shooting are good health, fair sight, and plenty of confidence, backed up by the study of weather conditions and a mastery of aiming drill.

A last hint to young shots: Never get it into your head that the bull is too hard to hit. So long as you think that, so long will you never hit it.

Try the auto-suggestion theory. Just say: "Well, other fellows can get bulls, so I'm going to. And this shot, too!"

SAFETY FIRST

NOTES FOR DECEMBER



Shunters!

When going in to couple trucks together, always bend under the buffer no matter how far the vehicles may be apart.

Do it until it becomes a habit.

Lifting Heavy Objects

LIFTING heavy objects is always attended by the possibility of strains, sprains and hernia, due to over-exertion, and bruises and fractures resulting from falling objects.

Such work should be performed carefully and without hurrying, raising the object gradually without jerking.

The following position is recommended for lifting:—The back is straight, the legs are bent, the feet are directly under the shoulders, for in this position the powerful muscles of the legs are brought into play and the weaker muscles of the body spared.

"Do not try to do more than you can" is a good rule to remember in regard to lifting and carrying. Get someone else to help you or make more trips, and you will save time in the end.

Safetygrams

Better to grow up than to **blow up.** Explosives are dangerous.

A.B.C.—Absolutely Banish Carelessness.

Jim's numbered now among the missin'. He didn't stop or look or listen.

Look before you weep.

The man who joins a moving train
May never see his home again.

Better be fired with enthusiasm for Safety than fired for recklessness.

The careless man may be happy—but not for long.

"Safety First"—a conspiracy to rob the doctor, hospital and undertaker.

Make your head save your body from injury.

Let every man be a Safety fan.

Be careful each day—that's the whole story.

Keep your mind on your work and your fingers on your hands.

Stop to think, but don't stop thinking.

Step when the train stops—not before.

Confused by sundry raucous toots
Jim Sykes lies now without his boots.

More milestones per gallon and less tombstones per quart.

Chance travels on crutches.

Andy McTavish crossed the bar,
A reckless man drove the car.

Turning on the gas is one way to commit suicide. Stepping on it is another.

Yes, we'll have no accidents to-day.

Read and heed, cut out the speed.

Don't get sore—get the Safety Habit.

Keep your wits working.

Taking a chance works every time but the last time.





Mr. S. U. Elliott, Assistant Train Running Officer at Geelong. Mr. Elliott was not present when the District Superintendent's staff was photographed for the Geelong feature in this issue, so he was photographed in his office later.

Electrification:

(Continued from page 727)

invested, and at this point a saving can be shown in operating costs.

A number of our own lines are approaching this point at present, and two electric locomotives for goods traffic in the suburban area were built some time ago, and have proved eminently successful. In order to obtain the best results from these locomotives, it is necessary to electrify sidings and yards, and this work is steadily going forward.

Undoubtedly the handling of goods in the suburban area by means of electric locomotion will increase rapidly within the next few years.

One of the chief reasons for the inefficiency of the steam engine is the great standby losses, one-third of the coal burned in steam engines being wasted in this manner. From the time the engine is fired up, it is necessary to keep stoking coal in order to maintain heat, regardless of whether the engine is doing useful work in hauling its load up a grade, on a level track, or whether it is standing for hours at terminals or coasting down long gradients.

It will thus be evident that the electrification of steam railroads is highly desirable from an economic standpoint, in addition to the advantage of increasing the capacity of the road and conserving the fuel resources of the country.

In conclusion, it may be stated that the best system of electrification is the high voltage direct current system. On the French railroads it was decided to electrify eventually at 1500 volts D.C., similar to the system which we have adopted here in Melbourne.

The question of electrification of certain of our country lines and also the handling of suburban goods traffic by means of electric locomotives is receiving careful attention, and there is no doubt that, within a very short time, further electrification on these lines will be recommended.

Sleepers Come from Gippsland

QUITE a lot of the sleepers used on the Victorian Railways come from Gippsland, the extended forest area in the eastern portion of the State. It is interesting to an outsider to be told of the sleeper cutting in the forest, and of the carting to the railway, often by the aid of bullocks.

Mr. Albert Leonard, secretary of the Traralgon Centre of the Victorian Railways Institute, was recently in the Orbost district, and noticed the loading of sleepers on to the trucks and carting them to the sleeper dump.

"The sleepers are carted from the bush and dumped along the line," says Mr. Leonard. "The dumping is done near a cutting if possible, as this facilitates loading. When a full train load has been concentrated at this point, a train comes along, and waits in the section until the sleepers are loaded."

Mr. Leonard has sent along the accompanying photograph, which gives some idea of what a sleeper train looks like when it has been loaded.



Good Service:

(Continued from page 716)

I WISH to thank you very much for the care and attention you gave the two crates of chickens I consigned to Mrs. Harrington, of Toolleen, on October 24. We hear much of the lack of attention of railway officials, but, for my part, I think it great. On this occasion, without your attention, the chickens would certainly have died.—**—B. Mitchell, Rosedale Egg Farm, Kangaroo Flat, writing to the S.M., Goornong.**

NOW that the football season for 1925 has ended, I desire, on behalf of the committee of the Maryborough District League Football Club, to tender you our appreciation of the arrangements made for the conveyance of players and supporters. Our requirements were met by specials being run to suitable schedules, the car stock supplied being most suitable, and timekeeping of trains was all that could be desired. The comfortable trips experienced by our players was certainly one of the factors of our success.

We would be pleased if you would kindly convey our appreciation to the staff concerned in the running of these trains, particularly the District Superintendents (Messrs. Morris and Russell), Mr. Gleeson, Stationmaster, Maryborough, and the staff of the Train Running Office.—**L. J. Phelan, Secretary, writing to the Chief Time Tables Officer.**

What's Doing at The Institute?

Don't Forget to Record Your Vote for the Railway Queen

THE Queen Carnival organised in connection with the St. Vincent's Hospital Appeal promises to reach huge proportions. Several Public Departments and other organisations have entered, and in compliance with a general request, the Women's Social Committee of the Institute, which has done such laudable charitable work, has nominated a Queen of the Railways. After long and careful consideration, Mrs. Boyce, wife of the Government Tourist Officer, has been chosen to carry the railway banner. Mrs. Rees, the President of the Women's Social Committee, is forming a strong Queen Committee, and cordially invites all interested to join. Mrs. Rees will also be glad to receive suggestions for augmenting the fund. Voting cards each containing forty votes at 3d. a vote have been widely circulated, and anyone requiring one or more of these cards should communicate with Mrs. J. S. Rees, Victorian Railways Institute, Flinders-street. The cards are to be returned by 31st December. Many members of the staff are buying votes each pay day, and if all will help in this way, the Queen of the Railways will be well up with the leaders when the poll is declared. Mrs. Rees asks us to say that she is receiving valuable assistance from the Victorian Railways Union, which she and her committee gratefully acknowledge.

Institute is a Meeting Ground for Country Railwaymen

SEYMOUR.—At a meeting of the Seymour Committee last month it was resolved that a Christmas tree festivity would be held in the Institute grounds on December 19. The admission charge would be sixpence for adults and threepence for children; each child to receive a toy.

Messrs. Dean and Howqua were appointed toy stewards, and Mr. F. G. Miller will arrange the concert and musical programme for the open-air entertainment at night.

Although the season has just commenced, the local tennis club has 35 members, and is now in a very sound financial condition.

BENDIGO.—Presentation to Mr. A. Elliott.—At the monthly committee meeting, the Chairman, Mr. McShane, in a fitting speech, eulogised the good work done by Mr. A. Elliott during the period he occupied the position of Hon. Secretary of the Bendigo Centre Area, and who relinquished the office last July. Messrs. J. Bishop, Horbury, Cobbin and Jeffrey supported the chairman's remarks, after which the Chairman, on behalf of the Bendigo Committee, presented to Mr. Elliott a gold-mounted fountain pen, suitably inscribed.

STAWELL.—Miss Winnie Vivian, who was one of the most valued members of the Dramatic Society connected with the Institute here, until she transferred some time back to Melbourne, has been most successful at the recent Ballarat South-street competitions, gaining by 10 points over her nearest competitor, in the character of the Gipsy, in the prison scene from "Il Trovatore," and the "Garden of the Monastery of Albine," a scene from "Thais." The judge, Mr. Slapoffski, congratulated Miss Vivian upon her able presentment of her part.

BILLIARD TOURNAMENT.—Mr. Quayle reported that Billiard Tournament was being handicapped, and would commence during the week ending the 14th November.

BENDIGO.—It was reported at a meeting of the local committee on November 9, that the recent billiard and snooker tournaments had been a financial success, and that the tennis club had re-opened with 27 additional names.

A little social gathering of members and friends will be held to conclude the year's work.

GEELONG. — Date of annual meeting has been fixed for the 3rd January, 1926. Mr. T. Carroll, Guard, has been appointed returning officer.

Annual Picnic of the Geelong Centre Area Members.—It is proposed by the Committee to hold on Sunday, 20th December, 1925, at Barwon Heads, and to leave the arrangements in the hands of the Honorary Secretary, Mr. E. J. Hyatt. That the President, Mr. J. S. Rees, and the General Secretary, Mr. A. Gilbraith, be invited as guests to the picnic.

Retirement from Committee of Chairman, Mr. C. J. Welsh, owing to his transfer within the Department to Melbourne. A hearty vote of thanks was accorded by the Committee to Mr. Welsh for the very able manner in which he had carried out the duties of Chairman during his term of office. Expressions of regret were made at his departure from Geelong.

Mr. Welsh responded, saying it was a pleasure to him to be helping the Institute, and he trusted before long that the long-promised new building would be an accomplished fact. He would come to Geelong for the annual picnic, which, hitherto, had been a great success.

NEW INSTITUTE BUILDING AT BALLARAT. — Secretary reported, 2/11/25, he had been informed by the Works Branch that a start had been made with the erection of the new building. Members were generally pleased, and hopes were expressed that the work would be continued.

Keeta, the Cat, is On the Staff

Magazine readers have read of dogs which have become part of this great railway system of ours, but Red Cliffs Station has a cat which is worth a mention.

"Keeta," as she has been christened, is the oldest member of the staff, has had two years' service at Red Cliffs, and has not yet asked for leave.

Other members of the staff say that the cat meets every train that comes to the station, and watches to see that the regulations are observed.

Several offers to purchase the cat have been refused, and on one occasion at least an attempt has been made to steal it. The cat, however, found its way back to the station.

Once it was shut in a truck and taken to Ouyen, but it returned to Red Cliffs of its own accord by the next train. Sometimes it is persuaded to travel to Mildura, but it never fails to report for duty at its own station.

Dove Upsets Electric System

A spider has stopped an electric train before today by becoming entangled in the apparatus, but a dove caused a "flash over" in the Melbourne suburban electric train system on October 28.

At 12.43 p.m. a heavy kick occurred at Jolimont sub-station, and the rotary in the Newmarket substation flashed over.

This was caused by a dove shorting the catenary insulation with a piece of wire to the overhead mast at structure 51/45B. at Spencer Street Station suburban centre tracks.

The catenary end insulator was practically burnt out, and a centre insulator was also damaged. Eight strands of catenary wire, catenary underloop, and other details were burnt.

The line was made "safe," and was permanently repaired after traffic hours. The short circuit to structure also caused certain signal supply fuses to blow. The maximum delay was eight minutes.

Advanced Educational Facilities for Railway Apprentices

Three Scholarships are awarded Annually by the Railway Commissioners to Railway Apprentices

THESE scholarships cover the three years' full-day course for the Diploma of Mechanical or Electrical Engineering at the Melbourne Technical College, and are allotted to the apprentices who secure the best results at the end of three years' technical course at the Railway Technical College, Newport, or the Ballarat and Bendigo School of Mines.



Mr. A. E. Taebring.

In addition, railway apprentices are eligible, in common with members of the State Public Service, for selection by the Education Department for the five free places available at the Melbourne University each year for persons employed in State Government Departments.

At present, Apprentice Electrical Fitter A. E. Taebring, of the Electrical Engineering Branch, is attending the University as the holder of a free place for the Degree of Bachelor of Electrical Engineering.

A still further opportunity for railway apprentices to become eligible for a free engineering course has recently been provided by the University authorities.

The Commissioners provide facilities for a number of engineering students of the University to obtain practical experience in the railway workshops during the long vacation each year.

In consideration of this the University authorities have agreed to accept each year, for the Mechanical or Electrical Engineering Course, without payment of any fees for lectures or examinations, not more than one apprentice nominated by the Commissioners.

The first free place under this arrangement has been allotted to Mr. J. H. Sansom, of the Rolling Stock Branch.



Mr. J. H. Sansom.

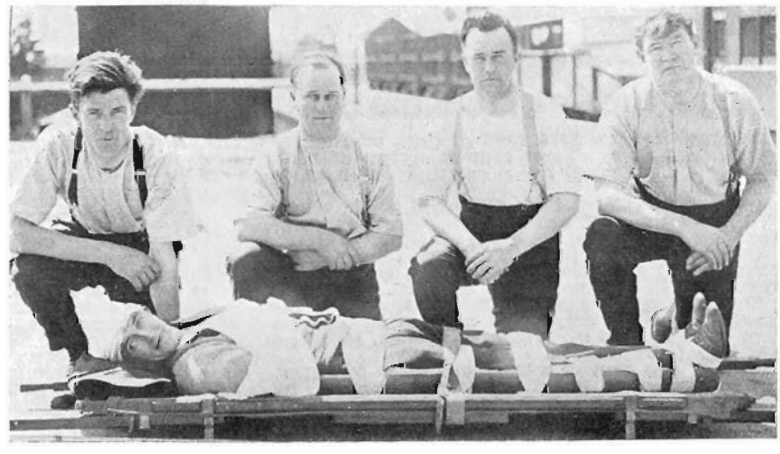
Mr. Sansom was appointed as Apprentice Fitter and Turner on 4/10/21, and prior to entering the Service he obtained his Intermediate and School Leaving Certificates.

He also won a scholarship which enabled him to attend the evening classes at the Swinburne Technical College from 1921 to 1923. He passed his examination in various technical subjects at this College, and also passed with credit the whole of the examinations at the Railways Technical College during the first three years of his apprenticeship.

All the scholarships mentioned above entitle the holder to an annual salary of £151 per annum whilst pursuing their studies, and to promotion to the engineering professional staff of the Department after they graduate at the Melbourne Technical College or the University.

Many of the leading officers of the Railway Departments of Victoria and elsewhere, as well as of private engineering establishments, attained their present position per medium of the scholarships or the apprenticeship course of the Department.

Maryborough Novice Ambulance Corps, winners of the Novice Corps Event in the recent State Championship Railway Ambulances Competitions. Left to right—Jack Pascoe, Transportation Clerk; Les. Kuffer, Assistant Loco. Storeman; Bob. Jones, Signalman; Charlie Williams, Guard. Alf. Barnes, Car Builder, was a docile patient



Toc H. Has Noble Aims and Objects

At the request of the organisers of the Toc H movement in Victoria, the following description of the aims of the movement are published for the information of railwaymen.

TOC H is a great youth movement, which has come out of the Great War, as the Boy Scouts came from the Boer War, and the Red Cross from the Crimean War.

Its purpose is to capture young men in the 16-30 period, and give them training and practice in unselfish social service as a tribute to their elder brethren who fought and died to give those of the present generation the freedom and comfort which they now enjoy.

It is obvious that a considerable percentage of the youth of this community spend their leisure time merely in pleasure-seeking. Toc H aims at arresting this drift by gathering young men together in a club room for music, fun, and fellowship; after which the Jobmaster hands out various commissions of service.

Fathers and mothers have expressed gratification that their sons have come under the wholesome influences of Toc H club life, with its worthy objectives. The club has a special value for young fellows who are beginning to earn their living away from home, and who have to reside in boarding houses.

Toc H houses have spread throughout England with a membership exceeding 10,000. The astonishing growth of the movement is indicated by the fact that its assets grew from £100 in 1920 to £90,956 in 1924.

In August last the permanency of Toc H in Australia was assured by the endowment of the Edwin Wright Memorial Chaplaincy, with a sum of £5000.

It is desired to endow two Chaplaincies, and purchase a house in Melbourne, in which from 20 to 30 members would live, pledged to community service, and around which hundreds of others would gather for good comradeship, training, and service.

It is estimated that a suitable house would cost about £10,000. Once bought and equipped, it would be self-supporting, as resident members would pay for their accommodation in accordance with their means.

When opportunity offered, a second house would be opened in a locality where the needs were greatest.

As present financial resources are small, monetary co-operation would be gratefully welcomed.

Toc H is the army signallers' way of saying T.H.; these letters stand for Talbot House, which was the name given to the first House or Hostel opened in Flanders in 1915, in which more than half a million soldiers were entertained during the war.

Railwaymen and Peagrowers Get Together

THE value of the application of the Victorian Railways' appeal, "Help Us to Help You" has been demonstrated in connection with the despatch of green peas from Red Cliffs. Prior to September goods for despatch to Melbourne were received at the station up to 5 p.m., and owing to the number of late consignments the clerical work was delayed, with the result that the evening train left the station after schedule time on occasions.

With the accumulated delays that followed down the line, the train arrived late in Melbourne, and the consignments missed a day's market.

The delay of one day affected the selling qualites of the peas, which, had they arrived to time, would have, in the majority of cases, been sold on a favourable market.

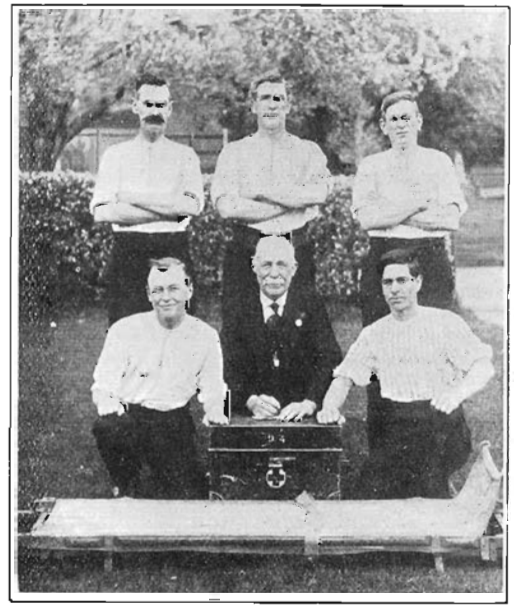
Mr. H. Dacy, the relieving stationmaster at Red Cliffs, with a view to effecting an improvement in the situation, conferred with the honorary secretary of the Red Cliffs Fruitgrowers' Association, and a meeting of all interested parties.

At this meeting Mr. Dacy and the goods clerk (Mr. Beith) explained that the delay in the arrival of the train was due to the consignments being made too late for the necessary waybilling. Mr. Dacy invited the co-operation of the settlers, in their own interests, in making all deliveries of peas before 4 p.m., and said that for the future no consignments would be accepted after that hour. The growers promised their co-operation, and the result has been greatly to the advantage of the growers.

Fuel Conservation

The Fuel Conservation Movement in the Ballarat District is increasing steadily in popularity, the volume of the business being greater every meeting, and the good fellowship increases with the business.

Last meeting (October 20th) was held at Stawell, and the session lasted 13 hours, from 9 a.m. to 10 p.m., with but intervals for meals. The meeting was easily the best to date, the happy spirit of the meeting and the expert chairmanship of Mr. Jackson being special features. Sixty-five suggestions were dealt with, 17 of which were new ones taken at the meeting for the first time.



STAWELL RAILWAYS AMBULANCE TEAM.

Winners Victorian Railways Ambulance Competitions, held at Lilydale, 8th October, 1925. Standing (left to right)—J. A. Dickens; A. W. Morris, Superintendent; F. W. Corrie. Kneeling (left to right)—H. W. Byron; Mr. W. Groves, Depôt Foreman; W. Wells.

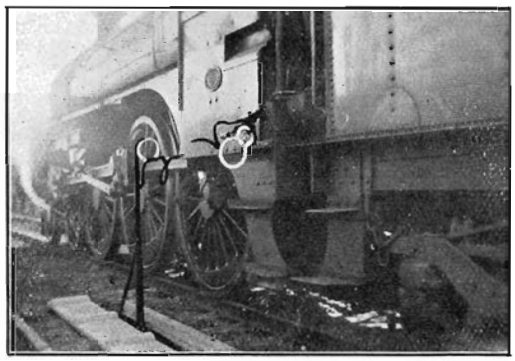
Mechanical Staff Exchangers

It has been decided by the Victorian Railway Commissioners to equip the crossing stations on the single line between Mangalore and Albury with mechanical staff exchangers to avoid loss of time and expense involved in slowing down express trains when exchanging by hand.

THE apparatus used consists of a ground stand, which is normally lowered into a boxing alongside track, and which when erected in a vertical position engages with a lever arm projecting from the engine.

Both the ground and engine apparatus have two distinct parts, which are clearly shown in photo. print of engine about to exchange staff. They consist of a corkscrew receiver and a clip for staff pouch; in the ground apparatus the receiver is below the staff clip, but on the engine it is above it.

With staffs set in position in clips, both receiving arms enter the loops of staff carriers, and drag the staffs out of the spring clips. Successful tests have been made of exchangers at speeds up to 40 miles per hour.



When exchange is effected the ground apparatus is lowered into boxing and engine attachment lifted up against side of cab.

The installations were brought into use on November 15..

The photograph herewith was sent in by Mr. A. W. Farley, stationmaster at Baddaginnie.

Co-operation

You have a shilling—I have a shilling.
We exchange.
Now you have my shilling and I have your shilling—
We are no better off.

You have an idea—I have an idea,
We exchange.
Now you have two ideas and I have two ideas.
Both are richer.
What you gave you have;
What you got I did not lose.
THIS IS CO-OPERATION.

With a Victorian Railwayman Abroad

Writing to friends in the Railways Department, the Staff Officer of the Transportation Branch (Mr. R. McClelland) gives an interesting account of his travels in England, Scotland, Ireland and Norway.

WE spent three days in Durban, a beautiful place, and had a very interesting and pleasant time there.

I wanted to see a bit of South Africa, and took the overland railway journey of about 1300 miles from Durban to Capetown, rejoining the Ulysses at the latter place.

At Capetown we had a fine trip of about 95 miles by char-a-banc along the coast, through their pretty seaside resorts.

At Las Palmas, our next port of call, we spent the most of a day looking round that ancient and somewhat dirty place. Back in the country many of the people live in caves.

We arrived at Liverpool on April 23, and left about 1 p.m. in a special train for London, covering the 200 miles of beautiful country in a non-stop run of about four hours.

After four weeks in London, visiting such places as the Windsor Castle, Westminster Abbey, Parliament Houses, St. Paul's Cathedral, British Museum, London Museum, the Tower of London, the Zoo and galleries, we decided to tour England by motor car, and a party of seven of us started out on May 14.

Covered About 1700 Miles

This tour occupied 18 days, and in that time we covered about 1700 miles, touching Southampton, Bournemouth, Salisbury, Torquay, Plymouth, Falmouth, Bedeford, Lynton, Bristol, Bath, Gloucester, Stratford-on-Avon, Leamington, Birmingham, Worcester, Monmouth, Aberystwyth, Barmouth, Carnarvon, Conway, Chester, Lancaster, Windermere and other places in the lakes country, Carlisle, Darlington, York, Lincoln and Cambridge.

Shortly after our return to London we left for Bonnie Scotland, and after spending a fortnight seeing the sights of Edinburgh and Glasgow and surrounding districts, including many of the lochs, we sailed up the West Coast through the Crinan and Caledonian Canals to Inverness, stopping at Oban a couple of days on the way to visit Iona and Staffa and the Glencoe Pass.

At Inverness we saw the fields of Culloden, then came south by rail to Pitlochry, the Switzerland of Scotland, and passed on through Perth to Dundee, and up to Aberdeen, the granite city.

From there we went by char-a-banc through fine scenery along the banks of the River Dee to Balmoral and Braemar Castles, returning to Aberdeen, thence per rail over the Tay (two miles) and Forth (one mile and a half) Bridges to Edinburgh.

A Splendid Trip to Norway

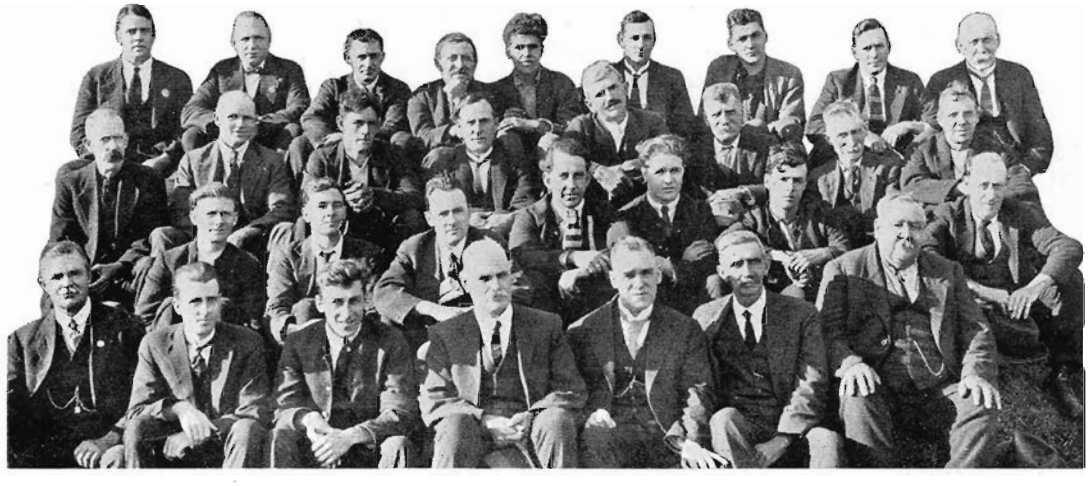
On July 4 we sailed from Newcastle-on-Tyne for Norway, in the Meteor, and arrived back on the 17th. It was a splendid trip, sailing in and out amongst scores of islands, and in and out of fjords, some of them very narrow, with towering, precipitous mountains. Many of them were between 4000 and 6000 feet high, with lots of snow on them, and with streams of water by the hundred coming over their sides and falling straight down hundreds of feet, and, in odd cases, about 2000 feet.

Near Lake Loen we saw the foot of a huge glacier, which is said to be the largest in Europe, and about 600 square miles in extent, with an average depth of 1400 to 1600 feet. At the point we saw it there was a depth of about 100 feet of ice.

We arrived in Ould Ireland on July 20, and are having an interesting time here. Up to the present we have seen Larne, Portrush, Giant's Causeway, Bangor, Dublin, Killarney's beautiful lakes, and Cork, and are now doing Belfast and surrounding district.

Most of the photographs in the Victorian Railways Magazine are taken by the Railways Official Photographer (Mr. W. Howieson). He gets into some queer places during his rambles around this big railway system in Victoria. His work for the Magazine forms only a small portion of the duties of the Official Photographer. He will tell some of his experiences in the January issue.

Personal.



STATION STAFF, SALE.—Back Row (left to right)—A. Jack, J. Lyle, L. Rennie, R. Spence, P. Davis, C. Canet, W. McKechnie, H. Rowsell, T. Boyle. Second Row—H. O'Toole, P. Harland, W. Benson, R. Barlow, J. O'Malley, J. Rea, T. Paton. Third Row—J. Stone, F. McIntyre, N. Stanley, H. Mooney, W. Brown, A. Stubbs, L. Grieves. Front Row—J. Stone, J. Beanland, S. Mathews, J. Hutton, S. Tassell, S. Taylor, G. Quixley.

Mr. P. Nicholson, Cloak-room Porter, who recently retired from the service, had been stationed at Spencer-street for the past five years.

He joined the service in 1889, and had experience at Maryborough, Castlemaine and Kyneton.

Mr. D. D. Collins, who has been Weighbridge Attendant at the Melbourne Goods since 1912, retired from the service on November 10, after 37 years of railway experience.

He entered the service as a labourer in 1888, and was tally porter and goods checker before being appointed in his present position.

Mr. James Reidy, Shed Porter, of Bairnsdale, has the unique distinction of having served his whole railway career at the one station. He joined the service as a porter at Bairnsdale in 1906, and was appointed Shed Porter at that station in 1922, occupying the position until his resignation in November.

With 39 years of service, Ticket Checker, **Mr. J. Ignatius,** who has been located at Flinders-street since 1897, recently retired from the Department.

He joined the Railways on 2/8/86, and had 11 years' experience as a porter before being appointed Ticket Collector.

Mr. J. G. Clark, Station Master at Creswick, retired from the service in October.

He first signed a railway payroll in 1886, when he was employed as a repairer in the Way and Works Branch, and after subsequent experience as a porter, was appointed station master in 1897. Among other places, he had charge of Lethbridge, Beveridge, and Dunolly, and was located at Creswick for more than seven years.

Road Foreman T. Hart, ex Hamilton, obtained promotion to Class 2, and has been appointed to Warrnambool section, from which **Road Foreman J. B. Lathbridge** will proceed to Ballarat to take up duty at that location as Class 1 of that grade. **Road Foreman M. Hogan** is to take Mr. Hart's place at Hamilton immediately his inspection of grain sites is completed.

Mr. J. H. Heap, Passenger Guard, at Seymour, severed his connection with the Department on October 12, after a term of service extending over 37 years.

He joined up as a porter on 1/5/88, and after considerable practical experience as a suburban and goods guard, was appointed passenger guard in 1922. Seymour had been his headquarters since 1914.

At Ballan Railway Station on 12th ult., a number of railway employes met **Lad Porter T. E. Fletcher,** who was leaving that night on transfer to Murtoa, and presented him with a pipe. On making the presentation, Mr. M. O'Donnell, S.M., spoke in very high terms of Mr. Fletcher's good qualities, and of the esteem in which he was held by the staff, and also of the numerous favourable comments by the public regarding the ready and obliging manner in which he had served them.

Mr. M. G. Larkin, T.S.M., Mt. Gambier Line, recently resigned from the Department.

Shedman T. L. Robb, Maryborough, was recently transferred to Hamilton as Leading Porter.. He is no stranger to Hamilton, having previously been stationed there some years ago as Parcels Porter.

Mr. Davison, S.M., has taken charge at Inverleigh, having been transferred there from Strathmerton on 17/10/25.

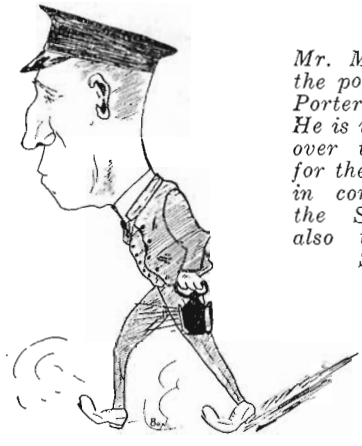
Mr. L. C. Price, Clerk, was transferred to Geelong on October 29, from Victoria Park, but in consequence of the acute house shortage he has been transferred to Warrnambool as from November 5.

Mr. L. M. Williams, District Superintendent's Office, Geelong, has passed the preliminary and portion of the intermediate examination for accountancy. During October, he sat for the remainder of the intermediate, the result of which is not yet available.

Works Foreman Mr. A. Chappel, stationed at Geelong, has reached the retiring age, and is now enjoying his final leave. **Works Foreman Mr. R. Roberts,** ex-Bendigo, has been appointed to Geelong section.



Yarram Station Staff. — Standing (left to right)—C. J. Fitzpatrick, Passenger Guard; R. H. Taylor, Vanman; L. H. Pascoe, Acting Guard; Jos. Berry, Shedman; J. H. Paterson, Optg. Porter. Sitting—E. J. Reilly, Goods Guard; L. Malcolm, Stationmaster; E. J. Lamers, Junior Clerk.



Mr. Martin Young, the popular Leading Porter at Ararat. He is well known all over the Wimmera for the work he does in connection with the Show Traffic, also the Football Specials.

At a gathering of members of the staff of the Metropolitan Superintendent's Office on Saturday, October 17, **Mr. D. J. Buckley,** Traffic Inspector, who was recently married, was presented with a clock, suitably inscribed. The presentation was made by Mr. Cox, Metropolitan Superintendent, who wished Mr. and Mrs. Buckley every happiness and success. Mr. Spencer, Chief Clerk, spoke on behalf of the office staff, Mr. Reilly for the staff of the Train Running Room, and Mr. D. J. Considine on behalf of the Traffic Inspectors.



Mr. Sam Clarke, the popular enginemen's instructor, who is well known throughout the Service, especially among the loco. men.

At a successful fancy dress ball at Mooroolbark Mrs. A. P. Pascoe, wife of the Assistant Station Master, was awarded the first prize for the best sustained character. She represented one of the Victorian Railway campaign slogans, "Eat More Fruit."



Miss I. Scale, of Molesworth, who represented "Eat More Fruit" at a fancy dress ball held in the local hall on September 2. Mr. Taylor, of the Shepparton Railway Fruit Stall, supplied the fruit for the sale, and it was very successful.





MIDDLE PARK STAFF.—Sitting (left to right)—G. P. D. Phillips, Shift Clerk; A. Powell, A.S.M.; F. H. George, S.M., T. Michell, Relief Officer. Standing (left to right)—J. T. Fiddes, Lad Porter; N. V. Maddern, Junior Clerk; J. F. Greig, Lad Porter; F. D. Coleman, Shift Clerk; L. A. Clapton, Lad Porter; H. T. Coldrey, Junior Clerk; R. J. Hagan, Lad Porter.

Miss Agnes Casey, Assistant Instructress of the Elocution and Dramatic Art Class at the Institute, and a prizewinner at the South Street, Melbourne A.N.A., Maryborough, Kyneton, Bendigo, Dandenong, Oakleigh, and V.R.I. Competitions, gave a successful recital in the Queen's Hall, Collins-street, on November 12.

She was assisted by Misses Belle Donovan, Bertha Jorgenson, Lyla Stevens and Mr. T. M. Flanagan.



New Bandmaster



From amongst numerous applicants, the Council of the Institute has just appointed **Mr. A. Belcher** Bandmaster of the Newport Workshops' Concert Band. Mr. Belcher comes to the Institute bearing the highest possible credentials as conductor, composer, and player of various musical instruments. In a word, he is a polished musician, having also had wide experience in orchestral work. Connected with the Royal Navy as Bandmaster for many years, his latest charge being with H.M.A.S. Sydney, Mr. Belcher's experience is both ripe and varied.

Mr. Belcher says that he has been a good deal associated with competition work in brass band playing, but he holds the view that when brass band playing becomes more of an "art," which it should be, and less of a sport, which it shouldn't be, this stimulant will be unnecessary.

Wedding Bells

On Saturday, the 12th September last, Mr. W. J. Dandie, of the Accountancy Branch, was married at St. John's Presbyterian Church, Glenhuntly-road, Elsternwick. On the 12th October, he was called upon to meet his fellow-officers to receive a tangible expression of the good-fellowship of his co-workers.

Mr. T. F. Brennan, the Chief Accountant, in offering for his acceptance a gift, embracing a set of cutlery, a dinner set, and a massive brass jardiniere, referred to Mr. Dandie as "a very quiet fellow, but officialy a very reliable officer." He offered his own and the Branch's good wishes for long life, good health, and great happiness to both Mr. and Mrs. Dandie.

Last Mile Post

The death on the 28th October, at the age of 55 years, of **Mr. John Headland,** Signalman, Benalla, has left a blank in the local railway community that will be hard to fill. Deceased's enthusiastic participation in every activity, having for its object the welfare and happiness of the townspeople, was most marked, thus he endeared himself to everybody, all of whom held him in high esteem.



V.R. Institute Bay Moonlight Trips

THE Down the Bay moonlight trips which each season are held under the auspices of the Victorian Railways Institute, are now again in full swing. A complete list of the dates and names of steamers engaged will appear in our next.

SHORT STORIES FOR QUIET HOURS

How to Conduct a Courtship

DON'T be too sudden about it. Many a girl has said "No" when she meant "Yes" simply because her lover didn't choose the right time and pop the question gently.

Take a dark night for it. Have the blinds down, the curtains drawn, and the lamp turned on. Sit near enough to her so that you can hook your little finger into hers.

Wait until conversation begins to flag and then quickly remark: "Susie, I want to ask you something."

She will fidget a little, reply, "Yes," and after a pause you can add, "Susie, my actions must have shown—that is, you must have—I mean you must be aware that—that—"

Pause here for a while, but keep your little finger firmly locked.

She may cough, and try to turn the subject off by asking how you liked the sermon; she only does it to encourage you.

After about ten minutes you can continue "I was thinking as I came up the street to-night that before I went away I would ask you—that is, I would broach the subject nearest my—I mean I would know my—"

Stop again and give her hand a gentle squeeze. She may make a move to get away, or she may not. In either case it augurs well for you.

Wait about five minutes, and then go on: "The past year has been a very happy one to me, but I hope that future years will be still happier. However, that depends entirely on you. I am here to-night to know—that is, to ask you—I am here to-night to hear from your own lips the one sweet—"

Wait again. It doesn't do to be too rash about such things.

Give her plenty of time to recover her composure, and then put your hand on your heart and continue:

"Yes, I thought as I was coming here to-night how happy I had been, and I said to myself that if I only knew you would consent to be my—that is, I said if I only knew—if I was only certain that my heart had not deceived me, and you were ready to share——"

Hold on—there's no hurry about it. Give the wind a chance to sob and moan round the gables. This will make her lonesome, and call up all the love in her heart.

When she begins to cough and grow restless, you can go on: "Before I met you, this world was a desert to me. I didn't take any pleasure in anything, and it didn't matter whether the sun shone or not. But what a change in one short year! It is for you to say whether my future shall be a cornfield of happiness or a summer fallow of thistles. Speak, dearest Susie, and say—and say that—that—"

Give her five minutes more by the clock, and then add—

"That you will be—that is, that you will—I mean, that you will be mine!" She will heave a sigh, look up at the clock and round the room, and then, as she slides her head over your shoulder, she will whisper —"I will."

Why He Did Not Subscribe

WE stopped at a station to take up a couple of men, and as they came into the smoking carriage, all saw that they were handcuffed together. It was easy enough to identify the prisoner. He was a gaunt-faced, long-haired man of dejected demeanour, and he seemed embarrassed at the sight of so many of us.

"I reckon 'you' can't run from me now," said the officer, as he removed the irons. "Sorry to have put them on you, at all, Jim, but I'm lame, and can't take chances."

"Is the man going to prison?" was the natural inquiry of one of the passengers.

"Yes, sir," answered the officer.

"For what crime?"

"It wasn't much of a crime. I believe he stole bread to feed his starvin' fam'ly on."

"And what is his sentence?"

"Well, the magistrate fined him £5, or fourteen days. He couldn't pay, of co'se, and so he'll serve out his time, if he don't die. Say, Jim, you sit there by yo'self while I go into the adjoining compartment to see Tom Jackson a minit."

He had no sooner departed than our spokesman stood up and said:—

"Gentlemen, this is an outrageous shame. Here is a man being sent to prison because he stole a loaf of bread to keep life in the bodies of wife and children. I'll give a sovereign towards paying his fine and giving him a fresh start."

There were six of us in the carriage. Five of the crowd finally chipped in their sovereigns. The sixth man brusquely refused to give a shilling. The officer soon returned; the money was given him, and at the next station the pair got off. The prisoner thanked us over and over again and all felt amply repaid. The attitude of the sixth man nettled us. He sat reading, and paid no attention to the sly digs given him; but after a while, when something pretty harsh was flung out he closed the book, stood up to face us, and calmly said:—

"Gentlemen, I feel that I owe you an apology. Everyone but me sympathised with that poor man; everyone but me contributed to the purse. My apology and my excuse are that I've met the same pair five different times this week on five different trains going in five different directions, and I thought they were making a big divide without my money."

A Page of Verse for Christmas Reading

Thoughts of Holidays

It seems to me I'd like to go
Where bells don't ring nor whistles blow,
Nor clocks don't strike nor gongs don't sound,
But where there's stillness all around.

Not real still stillness; just the trees'
Low whisperings or the croon of bees:
The drowsy tinkling of the rill,
Or twilight song of whipoorwill.

I'd like to find some quaint old boat,
And fold its oars, and with it float
Along the lazy, limpid stream
Where water lilies drowse and dream.

Sometimes it seems to me I must
Just quit the city's din and dust
For fields of green and skies of blue,
And, say! how does it seem to you?

Sit on the Lid and Laugh

Build for yourself a strong box,
Fashion each part with care,
Fit it with clasp and padlock,
Put all your troubles there;
Hide therein all your failures,
And each bitter cup of quaff,
Lock all heart-aches within it,
Then—sit on the Lid and Laugh.

Tell no one of its contents,
Never its secrets share,
Drop in your cares and worries,
Keep them forever there;
Hide them from sight completely,
The world will never dream half,
Fasten the top down securely,
Then—sit on the Lid and Laugh.

It Isn't Your Job—It's You

If you want to have the kind of job
Like the kind of job you like,
You needn't slip your clothes in a grip
And start on a long long hike.
You'll only find what you left behind,
For there's nothing that's really new,
It's a knock at yourself when you knock your job.
It isn't the job—it's you.

If your work lags on—an endless grind,
And you're farther at night than at noon;
If you never catch up—but are always behind,
You ought to be waking up soon,
And realise then—like hundreds of men,
The reason you're feeling so blue—
You're beginning to shirk—just plain hard work,
And it's not your JOB—it's YOU.

Don't Take Half-a-Day

When you've got a thing to say,
Say it. Don't take half a day,
When your tale's got little in it,
Crowd the whole thing in a minute.
Life is short—a fleeting vapour—
Don't you fill the whole blank paper
With a tale which at a pinch,
Could be crowded in an inch.
Boil her down until she simmers,
Polish her until she glimmers,
When you've got a thing to say,
Say it. Don't take half a day.

A Good Alphabet of Life

The following Alphabet of Life has been received by the Auditor of Receipts (Mr. Low). It was discovered by Mr. W. Thomas, the Assistant General Superintendent of Transportation, who is visiting America. It contains some solid thoughts, which might be incorporated with profit into our New Year resolutions.

Act promptly.
Be courteous.
Cut out worry
Deal squarely.
Eat what is wholesome.
Forgive and forget.
Get religion.
Hope always.
Imitate the best.
Judge generously.
Knock nobody.
Make friends.
Never despair.
Owe nobody.
Play occasionally.
Quote your mother.
Read good books.
Save something.
Touch no liquor.
Use discretion.
Vote independently.
Watch your step.
X-ray yourself.
Yield to superiors.
Zealously live.

An Optimist!

Following is the copy of a letter received by the colleague of a workshop man. It is full of unconscious humour and contradictions:—

"I am sorry to say I will be unable to get back to start work on Wednesday, as I am expecting to die any minute to-day with pneumonia. The doctor states it is now only a matter of waiting for the end, so I will probably not be able to get back before the end of week. I will get back as soon as I can. Please let my foreman know, and oblige."

Railway Company as Farmer

Probably one of the biggest factors in the colonisation of Canada has been the Canadian Pacific Railway. It is interesting to learn that this company is operating a very large farm, with the idea of demonstrating how the land can be worked at a profit.

THE Canadian Pacific Railway Company not only runs its railways, but maintains colonisation and publicity departments in a big way. It entertains hundreds of guests, has special agricultural agents to teach farmers, issues frequent reports, operates a large irrigation system, works coal mines, and does a little farming—if 20,000 acres can be considered a little farming.

The company is operating 11 farms of various sizes, one of which is devoted successfully to experimental work in irrigation farming, says the "Livestock Bulletin."

Plenty of Livestock

On these farms are 1,300 head of cattle, 1,100 horses, and several hundred pigs, sheep, and poultry, for the C.P.R. (as it is familiarly known) believes in mixed farming for sure profits.

Then, too, the farming department provides board and lodging for the mine ponies during their summer vacation.

The C.P.R. says that it does not intend to remain on the farm. When farming gets crowded, it will retire to its principal business of transportation.

It believes that in the interests of everyone every farm should have a resident owner, and that every owner should operate his own farm.

One of the C.P.R. farms is called Strathmore Supply Farm. It is situated on the main line. The primary purpose of this place, for which about 2,500 acres were set apart, is to ensure for the company's guests in dining cars and hotels the best milk, cream, butter, eggs, and chickens. The milk is all from pure-bred cows, the company owning the largest herd of registered Friesians in Canada.

Farm Must Compete with Outsiders

While the farm is operated for the purpose of supplying this produce, the officer-in-charge of the Refreshment Department is under no obligation to accept it, so the farm has to compete in quality and service with the open market. This farm sold £20,000 worth of produce last year, and is now in a position to make greater sales.

There is an official or farm record of every animal on the C.P.R. farms, and even the chicken, who is not prepared to prove that her mother laid more than 200 eggs last year, may as well make up her mind to come to a violent and early death.

The C.P.R. is not interested in propagating the poor to medium kind of cow.

Learn to do things thoroughly, thereby saving delay, confusion and inaccuracy.

It isn't your position but your disposition, that makes you happy—or unhappy.

The Reso Train!

Its Aims and Objects Told in Verse

PASSENGERS on the "Reso" train have always established a friendly feeling between all members of the party.

The 11th Reso Tour, from November 16 to 20, was no exception, and on the run from Alexandra to Melbourne on the last night of the tour a very happy gathering took place in the Observation Car.

During the felicitations and expressions of friendship, Mr. Tom Clarke, Assistant Editor of "The Herald," was loudly applauded for the following composition written a few minutes before the gathering took place:—

What brought us from our city hives
To brighten up our tired lives
And take us back to happy wives?
—The "Reso" Train!

What is it that we all admire,
That helps us knowledge to acquire,
So that our aims shall be still higher?
—The "Reso" Train!

What is it teaches men from town
To dig a little deeper down,
To learn Victoria's real renown?
—The "Reso" Train!

What teaches country folk to know
That something to the towns they owe
For gettting on with push and go?
—The "Reso" Train!

Although the tour had many a halt on,
It was a train without a fault on;
Thanks be to Robert, Gollan, Dalton,
—The "Reso" Train!

What train has got the champion crew
From cheerful footplate men in blue
To those who've fed us this week through?
—The "Reso" Train!

What had the very best of trips
What word will be on all our lips
When people ask us for good tips?
—The "Reso" Train!

What's given us food for thought in full
Of wheat and hops, of stock and wool,
Yet never brought a moment dull?
—The "Reso" Train!

What's made us all so very pally
From Melbourne up to Buffalo Chalet,
From Murray Flats to Ovens Valley?
—The "Reso" Train!

**What is the train that we may say*
Kept such good time from day to day
That it gained a knight—Sir John McRae?
—The "Reso" Train!

What makes us see that Mr. Clapp
Has put Victoria on the map,
What's the best feather in his cap?
—The "Reso" Train!

*One newspaper quoted Mr. John McRae, farmer, of Jung, as "Sir John" McRae.



Interstate Railwaymen's Rifle Match—Trigg Challenge Cup

THE above match was resuscitated after years of abandonment during the late World War, but it now promises, with careful handling, to become a match of worldwide repute. The donor of the handsome shield is Mr. A. B. Trigg, of Yass, N.S.W., who gave it for competition among teams of State railway and tramway riflemen from each of the six Australian States. It is seriously suggested that this match should be fired in conjunction with the Commonwealth Teams Match, and if this proposal is carried into effect, as it should be, then indirectly we, as riflemen, will be assisting in the development of the smaller States and the Commonwealth.

The match was fired on Anzac Range, Liverpool, N.S.W., on October 9 last, by various interstate teams.

The Victorian Team, in charge of Mr. Geo. Waugh, its captain, left Melbourne on October 7, arriving at the range at 3 p.m. the next day. There they went into camp, which had to be fixed up with equipment drawn from an obliging quartermaster. By the time camp was fixed up there was no time left for a try-out over the ranges, which meant that more than half the team had to fire the match over an unknown range.

The team was composed in the main of an unknown quality, but all were brimful of confidence.

The match was fired under the auspices of the National Rifle Association of N.S.W., and the conditions were:—10 men aside, 10 counting shots at 300, 600, 700 and 900 yards, with two optional sighters at each range. Unfortunately the match, which was timed to start at 10.30 a.m., did not commence until after 11 a.m., which was far too late, and the delays which occurred in the shooting arrangements led to the abandonment of the 900 yards range.

The weather conditions were not favourable for "tall" scoring. At 300 yards the conditions were very changeable through a rear fishtail wind, and the light was not of the best. Conditions at 600 yards entailed changes from five left to ten right, causing big alterations between shots with the light getting worse, whilst 700 yards found variation from dead in to 13 right and a bad light.

The top score of the match was notched by H. C. Watson, of the Victorian Team, with 134 points, and he was coached by that consistent shot, P. W. Pearce.

The Victorian Railways Institute Team proved the winners by a margin of 57 points over N.S.W. "B" Team and 60 points over N.S.W. "A" Team, and their success was due in no small measure to the excellence of their coaching and the cohesion of members.

T. Smith, of N.S.W. "B" team, who totalled 132 points, was the second highest scorer of the match and the top scorer for N.S.W.

The following are the principal scores:—

Victorian Railways.

	300 yds.	600 yds.	700 yds.	Total
H. C. Watson	45	44	45	134
J. Buttle	46	46	39	131
J. Sarsfield	44	41	44	129
W. Hilton	45	45	42	129
P. W. Pearce	46	41	42	129
P. Thurlow	43	44	41	128
S. A. Long	44	46	38	128
G. Waugh	40	47	39	126
M. Lenthal	43	44	37	124
M. Tippins	46	43	35	124
Range Tls. and Gd. Tl.	**442**	**438**	**402**	**1282**

N.S.W. "B" Team.—Range totals, 422, 407, 396; grand total, 1225.

N.S.W. "A" Team.—Range totals, 428, 404, 390; grand total, 1222.

The scores do not reflect the true value of the shoot. Interesting comparison can be made with the Commonwealth Teams Match fired at Brisbane some 10 days earlier and under conditions which were little harder than those obtaining in the Railway Match.

Over the three same distances the N.S.W. State Team beat Victorian Railways by 13 points, the Victorian State Team by 7 points, and South Australian State Team by 3 points, and these were the three leading teams in that match.

Railway Harriers

The popular Timekeeper of Geelong Goods Shed (Mr. J. M. Kroger) is proving his worth as a member of the Guild Harriers, having competed in the competitions held at the Motordrome, on November 7, and gaining second place in the 880 yards.

Another officer of the Geelong Goods, also prominent in local Harrier circles, is Mr. C. E. B. Armstrong, Calculator, who was one of the competitors in the various races locally, and in Melbourne has done his share to uphold the prestige of the Christ Church Club. It is pleasing to record that Mr. Armstrong, who recently underwent a serious operation, has progressed sufficiently so to permit of him again taking up his duties.

Maryborough Cricket Club

The Maryborough Railways Club, after an interval of a number of years, has been re-formed. Guard R. Rowlands, president; Guard F. M. Ryan, treasurer; and Guard W. E. Walsh as hon. secretary, hold the chief executive positions.

Shunter G. Haberle, who captained the premier district team the last two seasons, has been elected skipper, with Driver W. Mearns as his lieutenant. The club has been admitted to the Maryborough Association, and if expectations are realised, a strong team will be built up before the season ends.

The Victorian Railways Football Club

recently held its annual dinner to celebrate the Club's success as premiers for 1922-23-24-25. Mr. Dave Ryan, President, was in the chair. Messrs. M. J. Canny, Gen. Supt., and Mr. J. S. Rees, Chief Clerk, were among the guests.

After the loyal toast had been honoured, an excellent programme of toasts, songs and recitations was rendered. In responding to the toast of the Railways Commissioners and heads of Branches — ably moved by Mr. P. Cahill—Mr. Canny expressed his pleasure at being present to congratulate the Club upon its fine performances during the past years. He was proud of the success the team had won. His official duties had precluded him from being present at their matches as often as he should have liked; albeit his interest in all they did never waned. He assured them the Commissioners and heads of branches take a deep interest in the domestic side of the life of the Victorian railwaymen, and were equally pleased with the men themselves at their success in play.

Mr. Rees also made an able response, during which he emphasised the importance of co-operative effort, both at work as well as at play.

Trophies of various kinds were presented to various members, in addition to the members of the Club each receiving a present of a valuable leather kit bag.

Here Are Some Problems in Draughts

MY love for the game of Draughts, because of its amusing and educational value, and the hope that it will keep our railway team together, bears my apology for writing this paragraph, which, at best, can only scratch the surface of its intricacies, its depth, and its wonderful field. Draught players will appreciate this situation, and extend their sympathies. But none can be expected from those who neglect their education by not having played the game to a fair understanding of it; on the contrary they have my sympathy.

In Egypt, the game is lost in antiquity, Plato and Homer mention the game in their writings: "Long ere the Israelites were a Nation before even the visit of Abraham, or the advent of Joseph and his brethren into Egypt, or their great lawgiver, Moses, wrote his account of the Creation, the game of Draughts was practised alike by rich and poor. . . . . The toiling millions raising the pyramids, the skilled artisans erecting King Solomon's Temple. The heroes of Troy's immortal fame, the conquering hosts of Alexander and Caesar, all enlivened their labours by Draughts. It flourished all these long ages, and survived the existence of the greatest nations the world has ever seen; and in one form or another still continues to be a favourite diversion in every corner of the earth.

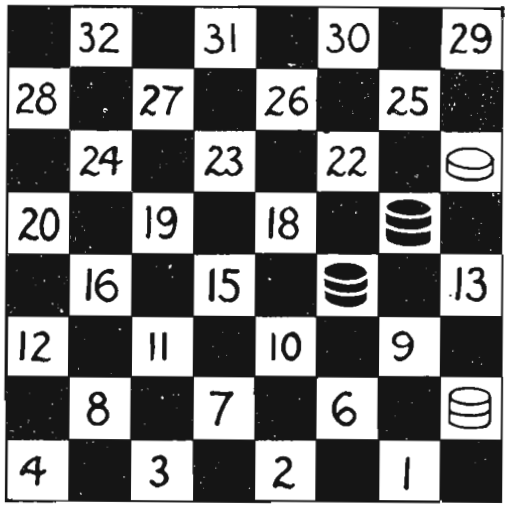
Selected Problems No. 1.

Single Corner. Game 1.

11—15	19—16	15—24	9—6
22—18	4—8	22—18	7—11
15—22	16—12	24—28	18—14 —
25—18	9—13	30—26	10—15
12—16	18—9	13—17	14—10
29—25	5—14	21—14	15—19
10—14	24—19	10—17	Drawn
25—22	11—16	26—22	Sturges.
16—20	22—18	17—26	
24—19	8—11	31—22	
6—10	18—9	7—10	
28—24	11—15	22—17	
8—11	26—22	2—7	

Solution Next Month.

Black: Kings, 14, 17.
White: King, 5; single piece, 21.
First Position by Payne.
Black to move and win.



Interstate Boxing and Wrestling

Under the management of Mr. D. P. Ryan, the Victorian Railways boxing and wrestling team travelled to Sydney a few weeks ago to compete against the New South Wales and Queensland representatives.

Victoria was again successful in carrying off the honors of the competition, winning four bouts out of seven in the boxing contests (one on a forfeit),



C. Angelo.



J. Haines.



A. Mahony.

and three out of six in the wrestling (one on a forfeit). **The points scored were: Victoria, 7 points; New South Wales, 4 points; Queensland, 2 points.**

Victoria's successful competitors were Angelo, Allen, Todd, Hayes, Haines, Mahony and Worcester.

Accompanying the team were Messrs. J. S. Rees, A. Galbraith, P. J. Cahill, H. D. Eddy, J. F. Stewart, B. E. Falloon, and Honorary Instructors Potts and Corkhill.

An enjoyable programme of entertainments was arranged by the New South Wales officials. The teams were met at the station by Mr. G. Gerrard, of the Institute sports committee, and luncheon was provided in the Railway Refreshment Rooms. The preliminary bouts were decided on the Wednesday evening, and the finals on Friday.

On Thursday the visitors were the guests of the Commissioners, who arranged a special tram ride to Sydney's beauty spots, and on Saturday the Government launch was made available for a pleasant tour of the Harbour.

The trophies were presented to the successful competitors on Saturday evening, and a picnic excursion was made to the National Park on Sunday.

Carpet Bowls

Mr. Elliott reported on the Bendigo Centre's "A" Team's win over the Ballarat Workshops' Team. Each team was premier in its respective district.

You will find, if you think deeply of it, that the chief of all the curses of this unhappy age is the universal gabble of its fools, and of the flocks that follow them, rendering the quiet voice of the wise men of all past time inaudible.—Ruskin.

"The Master Stroke in Golf, and Why"

The writer does not intend in this or subsequent articles to dogmatise on how shots in golf are to be played—that must be left to the teachers of the game—but it is the intention to quote opinions of the "Masters" that he values, and may support from his own experience. The desire is to promote the game and stimulate enthusiasm.

THERE may necessarily be a difference of opinion as to what is the master stroke in golf. Even the great ones are at variance, but the consensus of thought seems to focus on the approach shot, which, if properly executed, will save more strokes than any other.

Willie Park has said that the game is won on the green, and Geo. Duncan says the well-driven ball accounts for much. Each of them has supported his opinion by experience and reasoned argument.

But there are too many skilled exponents and good judges of the game on the other side who plump for the approach shot, and it is that shot which the writer has found to be the great economiser of strokes.

With practice—but it must be constant and systematic—the expert from 100 yards seldom fails to place the ball on the green, and from such distances where the half shot or shorter chip is employed the ball is very often laid dead.

Indeed, many golfers play deliberately for the hole when lying just off the green, and in the case of more notable players the pin is removed when they are 20 yards or so distant.

Let us see what George Gadd, the Rockhampton Club's professional, one of the leading British golfers, says.

Gadd says: "The best lesson I ever received was when I happened to be drawn with Walter Hagen, that remarkable American, on the concluding day of the championship at Troon in 1923. Hagen was waging a desperate fight all day to retain the British title, and you may remember that he failed by a single stroke, Arthur Havers just beating him on the post.

"To my satisfaction, at least, Hagen proved beyond doubt what was the most vital stroke in the game. It is the short one of from 10 to 15 yards off the green.

'There may be argument on the point, but let me tell the story of Hagen's final effort when he had about nine holes to play. Havers had finished, and the American knew exactly what score he had to make to win. We will start at the 15th hole.

"Taking a spoon for his second shot, he finished to the left, his ball coming to rest on the top of a bank. Possibly he was 25 yards from the hole, and he studied the line with the utmost care. He had the pin taken out, as if he thought he might actually put the ball down, and though it was a difficult chip, he lipped the hole, and ran three yards past. His putt struck the back of the hole, but spun off the edge.

"At the long 16th he was a little too strong with his third, and his ball ran over the green. He spent fully five minutes examining the next stroke, and working out the possibilities, and once more he had the flag removed. This time the ball went right into the hole, and finished 2in. off.

"The 17th is a one-shot hole, and Hagen cut his stroke from the tee, and he was left with a nasty pitch over a bunker on to the green. In this instance the pin was lying across the hole, and he would not have it taken out.

"He pointed out to the marker, 'If I hit it on this side the ball will probably go in.' He did not hit the flag, but it was a near thing, and he easily got his three.

'So to the last hole, where he needed a three to equal the score returned by Havers. He, however, pushed out his iron shot, and the ball dropped in the bunker to the right of the green. To the huge gallery the American's chance of tieing for the prize appeared to have gone, but he had proved himself so deadly in playing the short shots off the green that I knew the situation was still full of possibilities. The ball was lying well enough in the sand, and the hole was about 20 yards off. Could he hole out? It was perhaps too much to expect, but he made a gallant effort, the ball stopping short, but on the correct line.

"Then he holed the putt, and so took second place in the championship.

"I never expect to see a finer or more heroic finish than this by Hagen at Troon, and I shall always think he was very unlucky, in any rate, failing to tie with Havers. At hole after hole the outlook was discouraging, but when it seemed as if he were bound to squander a stroke that he could not afford to do, he would retrieve the position by means of his master stroke, the little pitch or pitch and run from just off the green.

"This shot from just beyond the green may truly be described as the stroke which saves a stroke, and since that memorable day at Troon I have spent hours and hours practising it."

To play class golf more than two putts are disastrous; then why not save the odd putt and the next one by placing the ball within easy putting distance. Whether it be done by means of the pitch or the pitch and run, it makes no difference; it is the shot necessary to lower your handicap more than any other.

If I may venture an opinion I should say the pitch and run is the most favoured, but there are many times when the contour of the ground to the green calls for the purely pitch shot, so it will be seen that one must learn both types of shot to get there, and hence the necessity for constant and hard practice.

If, then, one desires to excel at golf, I should unhesitatingly say, practice the approach with the mashie, in season and out of season, until you have acquired a knowledge of just what pitch is necessary to give a certain run, or, in the case of the pitch, the firm shot that will stop at the hole side.

Allowing that you commence on the right lines with the mashie, continual practice will soon open up ways and means of using it effectively.

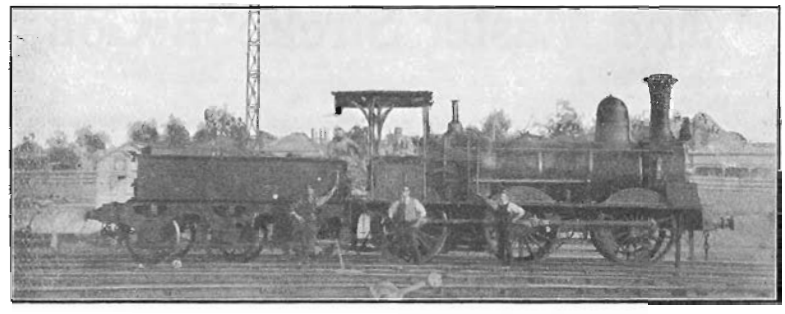
In my own experience it became obvious in the early stages of the game that skill in the approach shot was necessary to attain any proficiency at golf, and I practiced it early and late until, if it did not quite give me the skill I aimed at, it gave me a great liking for the shot, and heaps of confidence—the next best thing to play it.

District Supt.'s Initiative

For the benefit of visitors to the Imperial Press Conference who recently visited Yallourn the District Superintendent, Dandenong, Mr. J. G. Lee, prepared an interesting report, dealing with the country through which the train passed, and especially with the district of Yallourn, in which the great brown coal electricity works are now situated. The copy is now in the hands of the Betterment Board, and a suggestion is being considered for the printing of the booklet, so that visitors on special trains visiting Yallourn may be supplied with it. They will thus have a better appreciation of the country through which the train passes.

Driver's Action Commended

Driver D. Moon, in charge of the Port Fairy express, proceeding to Melbourne on Oct. 12, while approaching a crossing between Panmure and Garvoc, noticed a horse's head showing above one of the cattle pits. Promptly applying the brakes, the train was stopped only a short distance from the pit. A gang of railway men proceeding to work were aboard the train, and they succeeded in releasing the animal. Mr. J. D. Deany, M.L.A., who was a passenger on the train, complimented the driver on his attention to duty, and the other employes for their quick work in releasing the horse.



This is the pilot engine which was used in the Bendigo Yard in the early eighties. It was known as Old No. 11. The photo was taken before the present brick engine sheds and coal stage were erected. (Photo loaned by Mr. A. J. Paul.)

"Tenacity of Purpose Will Achieve Anything" Says Young Railwayman

Read this young railwayman's formula for success. It is inspiring, and should be cut out and pasted in the hats of all young men in the Victorian Railways service who are looking forward to occupying the higher positions in the years to come.

"TENACITY of purpose, combined with zealous attendance at the Institute classes, will attain for the young man with his foot on the first rungs of the railway ladder anything that he sets himself out to achieve."



Mr. A. A. Burns, in the Staff Office of the Way and Works Branch, pleads guilty to the foregoing statement. He means what he says, and has backed it up by capturing a host of certificates for prowess in shorthand, which he set out to achieve. The letters he is entitled to place after his name are legion.

Read the record of this young coiner of slogans for success. He is not yet 21, and has already achieved much. Many great men admit that they laid the foundation of their careers in the shorthand classroom. If this be so, then young Burns's foundation is firm.

In November, 1924, he won Pitman's Teachers' Diploma when 19 years of age.

At the close of the educational year of the Victorian Railways Institute last year he obtained highest place in the speed examination (150 words per minute). After taking up the study of the art at the Institute, he obtained, at his first examination in advanced theory, the first Peter Alexander Memorial prize, gaining 99 per cent. marks. (Owing to a slight deficiency in attendances last year he was debarred from this prize, although obtaining highest place.)

Early this year Mr. Burns was elected a member of the Incorporated Phonographic Society of Australia.

Further, he has just recently received the diploma of associateship in the Society of Certificated Teachers of Shorthand.

In addition, he has again gained highest place in the competitions conducted by the phonographic monthly paper, and has been awarded the fountain pen and certificate for the best and most accurate transcript.

Mr. Burns also holds about 20 certificates for various speeds, theory, Institute and Pitman's certificates, and two fountain pens and some valuable books as prizes.

V.R. Musical Society's Social

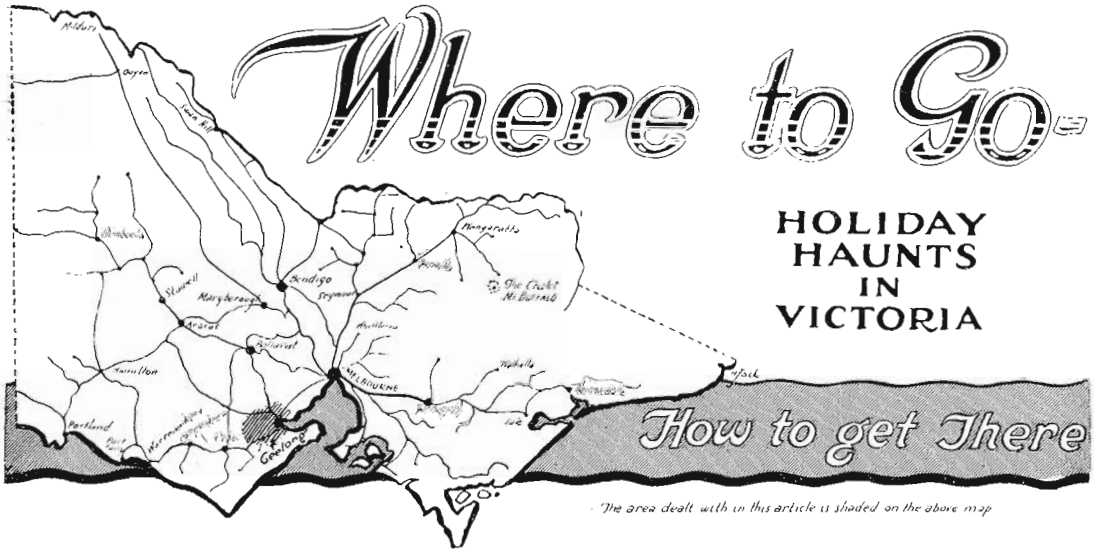
THE members of the Victorian Railways Institute Musical Society, having completed this year's work, held their annual social gathering in the Institute Concert Hall the other night.

With dancing, parlour games, songs, and recitations, a most enjoyable evening was spent. Advantage was taken to present Mr. and Madame Gregor Wood with a folding Kodak camera and travelling rug as a token in appreciation of their valuable services to the Society.

Mr. J. Haworth, Chairman of the Committee, in handing over the presents, referred in complimentary terms to Mr. Wood's able services as conductor, and, as both Mr. and Madame Wood were soon to leave on a holiday trip to Scotland, he expressed both his own and the members' best wishes for a pleasant time, and safe return to Victoria.



Mr. J. W. Carter, District Rolling Stock Superintendent, Dandenong, who is a keen enthusiast for the fuel conservation movement. He unfortunately missed the last meeting of the district committee when the group photograph, on another page, was taken.



Geelong is the Centre of a Very Fine Tourist District

GEELONG'S situation on the shores of Corio Bay, its accessibility from the metropolis and its nearness to some of the most popular watering places on the Southern Ocean, has made it a favourite rendezvous for holiday-makers.

As an attractive city, it has much to commend it to the tourist. The many facilities for easy travelling, the interesting objectives and distinct scenic beauty of the surrounding district, render it a very desirable resort.

Regarded at one time as a place of retreat to which persons of means retired for a quiet and happy leisure, it is, while still being well suited for this purpose, now a place of enterprise and industry, a flourishing commercial centre, and an important railway junction and seaport.

Viewed from an eminence the city and its environs form a pleasing panoramic picture of seascape and landscape. Corio Bay, with Point Henry headland dominating the entrance, widens out into the larger Port Phillip Bay. Portarlington lies farther east, and forms a conspicuous feature. The spreading waters of the Lower Barwon, in Lake Connewarre, the scenic valleys of the Upper Barwon and the Moorabool Rivers, Mount Moriac, Mt. Duneed, the Barrabool Hills, Lovely Banks, and the heights of the You Yangs are all embraced in the picture.

There are ample attractions for tourists, and an electric tramway system provides speedy and convenient means of transit.

Corio Bay affords full scope for sea bathing, and is also ideal for yachting and motor boating, water craft of all descriptions for cruises and fishing trips are procurable from the resident boatmen. For outdoor pastimes there are golf links, bowling greens, tennis courts, racecourse and fine sports grounds.

Geelong is well endowed with public parks and gardens, while the private gardens are renowned for their horticultural beauty. The Botanical Gardens cover a large area of wooded park land, and are further beautified by a fernery and a conservatory, containing a wealth of flowers. Kardinia Park is picturesquely situated in a green hollow near the junction of the Barwon and Moorabool Rivers. Johnstone Park, with its sunken garden and grassy slopes, is close to the railway station. Its beauty is enhanced by the buildings, comprising the Civic Centre on its southern boundary.

From Geelong visits can be paid to the adjacent bayside watering places of Portarlington and St. Leonards, to Queenscliff and Point Lonsdale, at the entrance to Port Phillip Bay, and to Ocean Grove and Barwon Heads, fronting the Southern Ocean at the mouth of the Barwon River. A more extended trip can be made by joining one of the service cars, which leave every morning for Lorne, travelling over the Great Ocean Road—a coastal highway in the real sense of the word — and passing through Torquay, Anglesea, Airey's Inlet, and Eastern View. Lunch can be partaken of at Lorne, and the return trip made the same afternoon. Should inland scenery be preferred, there is the rugged beauty of the Anakie Gorge, or the trip to Flinders Peak (You Yang Mountains).



Slimmer Girls Nowadays—But Do They Make Mothers?

EVERY day in every way, our girls seem to be getting slimmer and slimmer.

I was moved to make this remark when attending Henley-on-the-Yarra with my husband, who was a silent and, I thought, a disapproving observer of the parade of youthful beauty and fashion.

Mind you, I do not say that just because fashions are different, that the way of dressing now is wrong. There must be more than mere difference to justify adverse criticism from a matron of my experience and well-known liberality of ideas in fashion and dressing.

I have always been fond of pretties, and I may say here that I welcomed the dropping of petticoats in favour of the voluminous knickers we call bloomers.

Those heavy petticoats they wore in grandma's day, and even when I was young, were burdensome, and, I realise now, insanitary, and generally unhealthy. We did not give up petticoats without a struggle, because we had been used to them for so many years. My grandmother, who died a few years ago, could remember when white knickers, with lace edging, were introduced from France, and were regarded by many people as immoral wear, until time removed the prejudice.

However, I must not digress. What I desire to point out is that in the opinion of older women the girls of to-day are too much like boys to be considered seriously as women, and as the future mothers of the race.

They are so slim nowadays that they appear unnatural. They do not seem to have a part to sit down upon comfortably, and their frontal development does not suggest that they may nurse a child healthily.

No girl of the crowd I saw at Henley could have posed as a subject for a painting of a young mother by one of the Italian or Spanish artists, who found nothing more beautiful than a young mother nursing a child.

I know that our girls are very sporting nowadays, but I also know that privately many eminent physicians do not approve of strenuous sport for girls more than 14 years of age. I also know that the short skirts and loose one-piece dresses are sanitary, far more to be desired than such afflictions as crinolines, bustles and the long trailing skirts, which made us all graceful nearly a generation ago, but which also swept disease germs along the pavements.

Girls should not be like boys, but pleasing in contrast. The boy-like effect, I know, has been fostered by novelists and fashion-writers, but these people are not really concerned with the vital things of life. They merely play with aspects of life, sex attraction, and appearance.

I should like to see girls dressing as young women who realise that their greatest charm lies in their essential difference to men. I should like to see them dressed sensibly, but not sportly.

Let us all enjoy ourselves by all means, but also let us all be what Nature intended we should be, happy bearers of the torch of Life. We are too selfish nowadays.

Every day in every way, girls should be more unlike the youth of the opposite sex.

Tourist Bureau Service

VARIED service is rendered by the Government Tourist Bureau, and it is surprising the many requests frequently received for all manner of information.

Recently a lady requested the Government Tourist Officer (Mr. Boyce) for details concerning travel facilities in Java. Although he had nothing on hand of a specific nature, he made an appointment for the following day. In the meantime he went to considerable trouble to get in touch with a gentleman friend of his who had travelled in Java.

By a strange coincidence, this gentleman had a friend who had lived in Java for many years and who had arrived in Melbourne on the previous day. Through Mr. Boyce's activities the lady seeking the information and the gentleman from Java were introduced and she was thus able to receive first-hand detailed information concerning her proposed tour.

She was wonderfully impressed with the Tourist Bureau, and expressed her appreciation in no uncertain manner.

Mr. Boyce's motto is: "If we haven't got it we will get it—or tell you where to get it."

High Capacity Trucks Arrive

A contract was entered into in March, 1925, with the American Car and Foundry Export Co. of New York for the supply of a number of high capacity trucks, as follows:

12 40-ton hopper trucks.
2 40-ton gondola trucks.
2 40-ton flat trucks.
2 30-ton Louvre trucks.

The fabricated material of these trucks, including automatic couplers and Westinghouse pipe, will be supplied by the company, and the assembly and also the provision of the Westinghouse brake will be undertaken by the Department at its own expense.

The trucks will be numbered and classed as follows:—

Hopper "J"	1 to 12	inclusive
Gondola "E"	1 to 2	,,
Flat "S"	1 to 2	,,
Louvre "V"	1 to 2	,,

The trucks, which are being introduced for experimental purposes, have now arrived at Newport.



An optimistic farmer, on seeing some clouds floating by, remarked: "Well, I guess we're going to have some rain."

"Aw!" said his pessimistic neighbour, an ex-railway man, "those are just empties coming back from the south."

"Your remedy has worked wonders in my case," wrote a grateful woman to the patent-medicine concern. "When I began taking it six weeks ago, I was so weak I could not spank the baby, now I am able to lick the stuffing out of my husband. May Heaven bless you, sirs."

"I heard your son was an undertaker. I thought you said he was a physician."

"Not at all. I just said he followed the medical profession."

Judge: "Prisoner, the jury finds you guilty."

Prisoner: "That's all right, judge. I know you're too intelligent to be influenced by what they say."

"All intoxicating liquors should be seized and thrown into the river," said an earnest clergyman in concluding his sermon. He then announced the closing hymn, which chanced to be "Shall we gather at the river?"

Little Girl: "Mother, where do they keep the cross-eyed bear they have at Sunday School?"

"What cross-eyed bear, dear?"

"The one we sing about—the 'Holy Cross I'd Bear'——"

An Italian who kept a fruit-stand was much annoyed by possible customers who made a practice of handling the fruit and pinching it, thereby leaving it softened and often spoiled. Exasperated beyond endurance, he finally put up a sign, which read: "If you must pincha da fruit—pincha da cocoanut!"

City Cousin: "Why do you paint the inside of your chicken coup?"

Farmer: "To keep the hens from picking the grain out of the wood."

"Now, which of the great men of the past would you rather be, Robert?" asked the teacher, after a long and interesting talk on the celebrities of history.

"None of 'em," replied Robert, promptly.

"None of them! Why not?"

"'Cause they're all dead."

"John, see, your little sister is crying because you did not share your peach with her."

"That isn't so, mamma. I gave her the stone, and if she plants it she can have a whole tree."

"Susie, what is ice?" the teacher said
To the little girl standing at the head,
Who twisted each finger, and wriggled each toe,
Then blushingly said, "I'm afaid I don't know."

Then up went the hand of rosy-cheeked May,
"Well," said the teacher, "what do you say?"
As if telling a secret that's too good to keep,
May answered, "It's water that's fast asleep."

"I hear you have a record-breaking salesman here whom you would gladly dispose of."

"Yes, that's so."

"Why, what's the trouble?"

"He works in the phonograph department."

Mother (proudly): "Have you noticed that my daughter has inherited my voice?"

Friend (witheringly): "Is that so? You know, I couldn't imagine what had become of it."

Children often have difficulty in describing familiar objects, and it is from them we obtain some funny definitions and descriptions.

Answering questions set for a certain examination, a little girl defines memory as "the thing you forget with." Another describes a snake as "a thing that's tail all the way up to its head." A three-year-old defines beef as "fried cow," and her baby sister is described as "a meat doll." A boy defines a fog as "a cloud down with the colic." Another urchin informs us that "a smile is the whisper of a laugh."

If the would-be reformer is really in earnest, he can generally find a suitable subject by beginning on himself.

A man of a musical turn confided to a friend that his musical talent had once been the means of saving his life.

"How was that?" asked the friend, much interested.

"Why, there was a big flood in my town, and when the water struck our house my father got on a bed and floated downstream."

"And you?"

"I accompanied him on the piano."



"MERE MORTALS" is the second series of the medico-historical essays made famous by Dr. MacLaurin in "Post Mortem." A Sydney surgeon, who was also lecturer in clinical surgery in the University of Sydney, Dr. MacLaurin first attracted literary attention as a contributor to the "Bulletin." By the originality of its theory, coupled with the appeal of its style, "Post Mortem" won a big name and sale, and induced the learned doctor to study still more of the great figures of history in the light of their ailments. "Mere Mortals" is the result. Among its subjects are Dr. Johnson, Ivan the Terrible, Henry Fielding, Nietzsche, Luther, and the Tudor monarchs. The book is a remarkable one, and full of extraordinary fascination and information. Its distinguished author died before the book was published.

"MAJOR Dane's Garden," by M. F. Perham, is quite a strong story in the sphere of the diplomatic service and political plotting, with treachery part of the denouement, and with rivalry in love intertwined about the thrilling developments. The setting is African soil, and the passages on the peoples and on problems and patriotism are full of interest, but the story as such is never subordinated to the surroundings.

WHAT a treat the novels of P. G. Wodehouse are when a laugh is wanted, and "begone, dull care" is a necessity of one's mood. Go to any of the yarns of this modern fun master, and get distraction from worry and entertainment that entertains.

THAT distinctly clever Australian writer, Dulcie Deamer, has just added to her few novels with "The Devil's Saint." Like her "Revelation," it is an attempt at fictionising history, but the second book is a considerable advance on the first. Its scene is "somewhere" in the Middle Ages, when witchcraft and witchery were often synonymous.

TALKING of Dulcie Deamer's book, it and "Messalina," by Crockett—in the historical mould—and the more modern goods of "Ordeal" and "Daughters of the Seven Mile" are four stories distinctly creditable to Australian novelising. Probably there are others as worthy but these four recent books have been read by the writer. Each in its way is as readable and skilful as the imported article. Dale Collins's "Ordeal" is strong in sea thrills, while Zora Cross's "Daughters of the Seven Mile" is a tropical plant with the scent of the bush clinging ot its admirable characterisation.

Sir Philip Gibbs is coming along with "The Unchanging Quest," a novel covering 30 years of English life.

IN the beginnings of a boom in Hutchinson's "One Increasing Purpose," rather regrettably overdone in its missionising, but still worthy of the author of "If Winter Comes." What a gorgeous success that book was!

IAN HAY is at his gayest and gravest best in "Paid With Thanks," which is a moving and gripping story.

AND there's H. G. Wells, with "Christina Alberta's Father," taking a rather different line to his previous two novels—including the wonderful "Dream"—and getting in the region of "Kipps" and "Mr. Polly," but more exasperatng here than there. Every intelligent reader will want to sample the latest Wellsian thought-tantaliser.

A Boy Steals a Ride on an Airship's Wings

A BOY caught hold of a rising aeroplane at Las Vegas, Nevada, on August 14, clambered upon one of the lower wings, and there rode the 300 miles between the Nevada city and Los Angeles, arriving there none the worse for his thrilling experience except that the wind had whipped his shirt off his back, and the death-defying ride had made him, to use his own words, "a little dizzy," says the "New York Times."

Major C. C. Moseler, commander of the California National Guard Air Service, and Sergeant Wood were returning from Salt Lake City to Los Angeles, and in taking-off after a rest at Las Vegas encountered some sort of a heavy drag on one wing end which caused the plane to take the air in a great circular sweep.

"All at once," Major Moseley said, "Sergeant Wood began pounding me on the back and yelling and pointing out to the wing end. As I live, there was a boy's head sticking up over the end of the wing. We were high in the air. I never had such a shock. I was afraid to try to land with him there and motioned him to come on top of the wing. He climbed up and rode sticking to the wingstays during the three-hour ride."

The boy is Jack Richman, 17 years old, and small for his age. He was "hoboing" his way across the country from Milwaukee to Los Angeles.

"My buddy and me," said Jack, "got as far as Las Vegas. We got into there on a passenger train, but there were so many policemen around that we had to get out. I came out to the air field and found out about the plane coming here.

"I thought I'd just take that. I'd rode every other way to Las Vegas. When they started the machine I ran and grabbed hold of the bumper under the end of the wing and stuck on. I got pretty dizzy and kinda sick. But I hung on. Then I got up on the wing and kept on stickin' on and got here. That's about all there was to it."

When the plane arrived at Griffith Park spectators on the ground below, Mrs. Moseley among them, were astounded to see the dark object on one wing become distinguishable as a boy on closer approach.

The lad's shirt was whipped to shreds soon after the wild ride began, he said; and, using his own words, he "took it bareback out of the remaining rage and the rest of the way, and it made my skin burn like everything."

Jack said it was his first aeroplane ride. He said he thought he would "eat, sleep and drink awhile and then go back."

The business of the critic requires less capital than any other business or profession.

Choose the right job, adopt the right attitude, trust your associates, be a good listener, and always finish what you start.

Nothing great was ever achieved without enthusiasm.

Learn to stop croaking; if you cannot see any good in the world, keep the bad to yourself.



My Dear Nephews and Nieces,—

FIRST of all, a Merry Christmas and a Happy New Year to you! Isn't it a grand time of the year, and how long it seems coming! And it goes so quickly, doesn't it? Make the most of the jolly season, children, and have a good holiday. The two things in the old, old wish are very fine if you think a bit about them. A Merry Christmas — a Happy New Year—what more could one ask?

Below is a letter from Kerang—the first to be printed on this page, and in full, too; it is so neatly written and so meaning that I hadn't the heart to cut it down. Well done, Linda, your story of the pet cat is quite pretty. I can see it all taking place. Treat all animals with kindness, even if you have to hurt some of them, Linda. Many animals are man's foe, but we should never torture them. The animals that are man's friends are to be loved too.

Perhaps a lot of other nieces will write now —and also a lot of nephews. Tell Uncle Ben how you would like to correspond with one another. —Yours lovingly, UNCLE BEN.

Kerang, 8/10/25.

Dear Uncle Ben,—

I always look for the Children's Page. Today father brought home the "Magazine" to me, and I looked for your letter.

I am 13 years of age. I am going to the State school. I am also in the sixth grade. Father is in the railways. Last week they poisoned the grass from Fairly station to South Kerang.

I will tell you a little about my pet cat. It was about three weeks old when I got it, and it is about one year old now. When I first got it, it was out on the railway line. A boy passing set two dogs on to it. I hurried out to see, and they ran. I was screaming at the same time. She is a great one for birds.

There is a rabbits' burrow out in front, and a lot of young rabbits in it. The cat goes over to the burrow and catches the young ones.

I would like to know if you would tell me how to treat other animals. I think I will close now, as it it 20 past 8.—From your loving friend,—LINDA COOK.



Sow These This Month

Waxpod or Butter Bean (Startler), French Bean (Perfect Bush), Beet, Red, Beet, Silver, Borecole, Brussels Sprout, Carrot, Cauliflower (Extra Early Eclipse), Celery, Corn, Sweet or Table, Cress, Lettuce (Iceberg, New York, Neapolitan), Mushroom Spawn, Mustard, Parsnip (Hollow Crown), Radish, Peas, (Yorkshire Hero, Stratagem) Savoy Cabbage (Drumhead), Spinach (Round and New Zealand), Swede (Laing's Garden), Turnip (Orange Jelly, White Stone).

DAHLIAS.—This is the month to plant; if previous notes were followed, the ground will be ready to receive them. The best results and effects are obtained in special beds, though they are most adaptable to the mixed border. Apropos the foregoing on new gardens. Dahlias are so diversified—truly **"Dahlia variabilis,"** embracing Show, Pompone, Cactus, Decorative, Paeony, Collarette and Single, Tom Thumb and Giant—that a fancier could make a magnificent new garden of Dahlias only, which would begin to flower in about six weeks from time of planting, if strong tubers are obtained, and continuing till end of May. In planting Dahlias, place the stakes in position first, and plant to the stake. A handful of bonedust or blood manure under each plant will greatly help, but on no account leave the young plants to come in direct contact. A little light soil just round the roots is best.

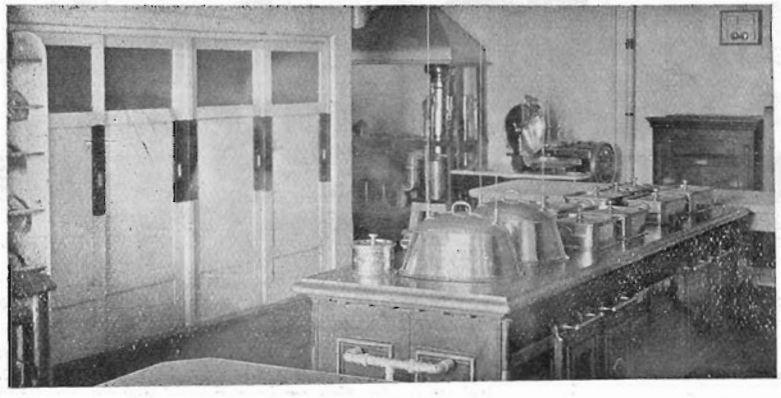
Carnations will be flowering freely. Do not let them exhaust themselves. If plants are old, cut them back, and water; if younger plants, reduce the flowering wood to conserve for later Autumn blooming. Strong plants may be put out now for Winter bloom.

THE KITCHEN GARDEN.

This month brings us to the turning point of the season, and the utmost effort has to be made to secure the main crops of the leading vegetables. **Cabbage** and **Cauliflower** must be sown largely for planting by the New Year; also Brussel's Sprouts, Kale and Savoy. Seed beds are best narrow and dished a little at the edges to conserve the moisture. Do not sow too thickly; plants will be much stronger for a little room. Fine down the surface soil, and water well before sowing, covering with a mulch of short stable manure.

Celery plants should be put out now in trenches, where the soil is deep; on shallow soils they are best on the surface, and for bleaching the soil may be mounded up.

French Beans, Runner Beans, Butter and Lima Beans, or the old Scarlet Runners, may be sown largely this month. Good, rich soil and plenty of water is necessary, and if a double row of Sugar Maize is sown at intervals of 12 or 15 feet, running north and south, or, if water is plentiful, closer, say, for every two rows of beans, it will afford great shelter for the Beans, and prevent the ravages of red spider, which so often shortens the productiveness of this crop.



Patrons of Victorian Railways Dining Rooms may rest assured that their meals are cooked under the most hygienic conditions. Here is a corner of the spotless kitchen at Bendigo.

Good Housekeeping – (*Continued from page 690*)

running from side to side of the building. They will eliminate any mistakes in weight.

The administrative section of the building has features all its own. There are three main divisions—bookkeeping, general and ordering. Special meal rooms have been provided with electric urns and heaters, installed, and there are also retiring rooms for the ladies, with special furniture and fittings.

In the men's rooms there is every up-to-date facility, including lockers and plenty of wash-bowls, while in the storehouse staff quarters there are lockers, dining-rooms, baths, and showers.

Labour is reduced to a minimum for the handling of stores in the storehouse by the use of special industrial trucks. Material is loaded on to a special platform; it is raised by means of the truck, and wheeled away without the slightest trouble. Battery trucks are to be installed later.

It is intended to instal a vacuum cleaning plant, so as to keep all the material and inside appointments free from dust.

Gone are the days of rolling and unrolling linoleum in the alleyways. A special platform accommodates the lino. now, and by means of a specially fitted hand roller, the rolls are spread for measuring and cutting with a minimum of effort. The idea looks so simple that one wonders why big business houses have not adopted it years ago.

Though the purchase and distribution of stores is the main function of the Stores Branch, there is also the reclamation of used material and its disposal to be attended to. Sales of rails and scrap last year amounted to £125,000.

Having settled down in their new home, the storehouse staff are just getting into their stride under the new conditions. Theirs is a busy job, as may be gauged from the fact that more than 700,000 requisitions, the majority with several items on them, are dealt with each year.

The Chief Storekeeper (Mr. C. J. Coleman) pays a high tribute to his staff for the way they have co-operated with him during the inauguration of the new system, and during the transfer to the new storehouse. He also speaks highly of the work done by the Way and Works Branch in the construction of the new building, and especially for the co-operation of the Works Foreman (Mr. H. McNamara).

Lest We Forget!

THOUGH it is seven years since the Armistice was declared, railwaymen in the Head Office of the Victorian Railways Department have not forgotten the large number of their former colleagues who served with the Australian and other forces during the Great War, and especially the large number who laid down their lives.

On Armistice Day, November 11, advantage was taken of the Empire-wide celebration of the signing of the Armistice to gather in the main foyer of the Head Office Buildings, Spencer Street, at 11 a.m., when the two-minute period of silence was observed.

Mr. Commisioner Molomby, on behalf of the Commissioners and the Head Office staff, placed a wreath of poppies on the magnificent embossed metal Honor Board which has been placed in the foyer. The two minutes' silence was then observed, all activities in the Head Office Buildings ceasing.

Busy Time in the Melbourne Goods Yards

On the resumption of the overseas shipping, which had been held up at the various ports for several weeks, and owing to the inability of the Harbour Trust to provide adequate berthage and shed accommodation for their cargoes, two overseas ships with 4200 tons cargo were diverted to Williamstown, and one with 3000 tons to Port Melbourne on November 12.

In addition to having to provide for the transport of this cargo, the Department had to arrange to release and make available No. 5 shed and the old "Potato" platform in the Melbourne yard for the reception of the cargo out of the two vessels berthed at Williamstown. This also involved a further heavy tax on the Melbourne yard operations, where the traffic recently has been abnormally heavy, and on November 10 a new record was established when 6675 trucks were dealt with during the 24 hours, the daily average for five days ending November 12 having been 5916 trucks.

Although all the metropolitan demands for trucks were not fully met owing to the very exceptional circumstances, railwaymen generally rose to the occasion, and it is agreed that the best possible was done under the existing conditions.



High Frequency Amplification

AS is well known, a thermionic valve can be used as an amplifier of either low frequency or high frequency oscillations. As an amplifier of radio frequency currents it increases the range of the set, and when used to amplify L.F. or voice currents it increases the volume of sound for loud speaker operation.

The amplitude and wave length of the wave are shown in Fig. 1.

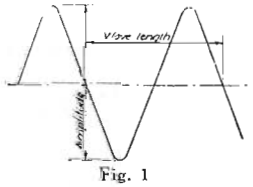


Fig. 1

There are three main methods of H.F. amplification:—1. Tuned anode coupling. 2. Transformer coupling. 3. Resistance capacity. The last method is only suitable for wave-lengths over 1000 metres, and so will not be dealt with here.

Tuned anode or tuned plate coupling is the most popular way of coupling up one stage of H.F. before the detector. It depends for its operation on the following principle:—The tuned anode consists simply of a condenser and coil in parallel, as shown in Fig. 2. It is a well-known fact that if we have a perfect condenser without losses, and a coil without self capacity or resistance in parallel, that when the condenser is adjusted so

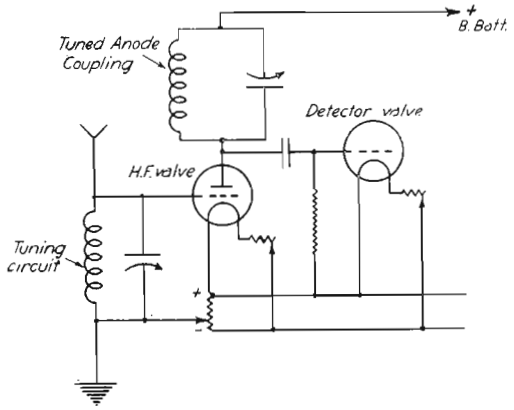


Fig. 2

that the natural frequency of the combination is equal to the frequency of the incoming oscillations, the system of inductance and capacity offers an infinite impedance to waves of this particular frequency. Hence, they are shunted on to the detector, and unwanted oscillations of other frequencies are permitted to pass through the tuned anode combination, and so are not detected. This system, therefore, acts as a filter, retaining the waves of the station we wish to receive, and allowing all others to pass through. It is at this stage that we come to the great defect, from a practical point of view, of H.F. amplification, namely, the tendency of the valve to burst into self oscillation when the tuned anode circuit and aerial tuning circuit are tuned to the same frequency.

A popular method of reducing self oscillation, but at the expense of efficiency, is the use of a potentiometer, as shown in Fig. 2. By moving the contact arm over to the positive side the grid is given a positive potential relative to the filament, grid current flows and damps out self oscillation. However, the use of this method considerably reduces amplification, and a better way of using the potentiometer is shown in Fig. 3. Here the potentiometer is used simply as a rheostat, and introduces sufficient damping to just compensate for the surplus energy obtained by capacity feed back.

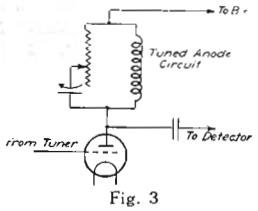


Fig. 3

The best method for neutralising valve capacity is based on the neutrodyne principle. The circuit is shown in Fig. 4, and consists of the usual tuned anode arrangement, but using an auxiliary coil close coupled, as shown, in series, with a very small neutralising condenser.

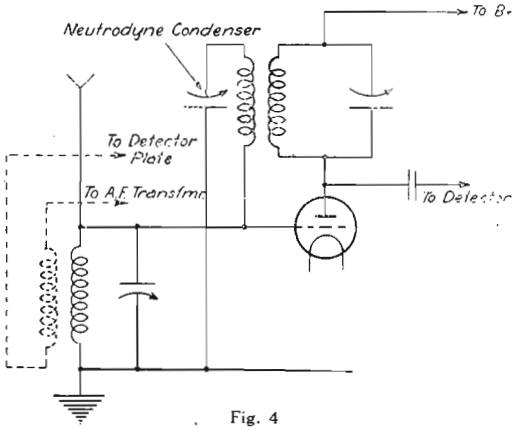


Fig. 4

Of course, there are simpler ways of reducing howling, for example, by simply diminishing the filament current of the H.F. valve, or by reducing the battery voltage on this valve, or by both methods in combination, but this will always be at the expense of amplification.

It should always be remembered to keep the grid and plate leads to the valve, as shown in Fig. 5, as short as possible, and at right angles to eliminate capacity feed back between them, which is as serious here as in the valve itself.

"Peanut" type valves should be used for H.F. work, as their electrodes are small, and consequently internal capacity low. It will be found in practice that for long distance work on ordinary broadcasting wave lengths, say 300-600 metres, at least one stage of H.F. amplification should be used. Although more difficult to wire up and operate than L.F., it fully compensates the constructor by the improved results obtained—E.G.G.

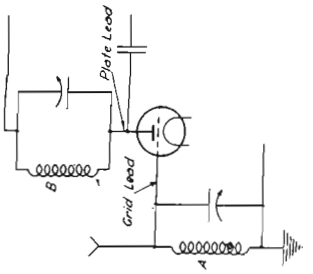


Fig. 5

Special Trains—(Cont. from page 706)

is commenced within 12 hours, while any light running costs are charged at 4s. 9d. per line mile; 17s. 8d. per hour detention fee is exacted if the return journey is not commenced within 12 hours.

The absence of an elastic charge, which would vary according to the length of time other trains were delayed by the special, means that the Department may often be out-of-pocket after providing a special train. The fixed rate, however, is held to be most equitable from the public's viewpoint, and so anyone can work out the cost of a special train for himself before he applies for it.

These conditions apply, of course, to private specials required at a moment's notice in a case of emergency.

When specials are desired for picnics, country race meetings, and similar events, due notice (say, a week to a fortnight) is necessary, and in these cases the promoters of the special pay a guarantee, determined by the distance the special travels, which is refunded if the special pays its way.

A rebate of 10 per cent. is also allowed in most cases, but if the special is run at a loss the Department retains the guarantee, which merely recoups it for out-of-pocket expenses, and pays the guarantors the amount the special earned.

Train Made a Record Run

Special trains have often had exciting races with death. Only recently a special train was chartered by a man in Adelaide, who wished to reach Melbourne, where his father lay dying.

The train made a record run between the two capitals, the inter-State express was detained to let it pass, but the father died just two hours before the son's arrival.

There was a happier ending to another case, which occurred some years ago. A woman, away up in the Wimmera, had to be rushed to the city for an immediate operation.

Application was made for a special, and although the day was a Sunday, and the station a remote one on the Warracknabeal line, a special left with the patient just two hours after the application was received.

At several level crossings the special had to be pulled up while the train crew sprang down, opened the gates, ran the special across, stopped, went back, closed the gates, and started off again on their life and death race to the city.

The journey was completed safely in record time, and the operation was successful.

Next time, therefore, that the short announcement—"a special train left Spencer-street"—meets your eye in the paper, don't turn the leaf with an uninterested expression.

To enable that special to be arranged, the services and close co-operation of hundreds of employees in all branches of the service had to be secured, and a huge system of transport set in motion.

Railroading isn't the dry, red-taped business some people would have you think it is.

Geelong—(Continued from page 700)

is usually despatched from Geelong by the 12.45 a.m goods. This train previously arrived at Warrnambool at about 3.30 p.m., but the work has been speeded up to enable the train to arrive there at approximately 12.30 p.m. This has been a great benefit to Warrnambool, and has, to a large extent, countered motor and sea competition.

To conduct the immense volume of traffic which all this work, plus the passenger traffic, involves, 48 locomotives are required. This number is increased during the busy season.

Though the large number of industries in Geelong means much to the railways, the railways in their turn mean much to Geelong. Apart from the trade which the railways bring to Geelong, the amount of money distributed to railway employes each fortnight represents a considerable amount of trade for district tradesmen. About 533 permanent men are employed on railway work in Geelong in normal times, and approximately £6,597 is distributed each fortnight in wages.

Facts and figures, such as have been enumerated, give some little idea of the work which railwaymen are doing in this important centre, but to gain a true impression of the growth and progress of Geelong and the immense railway activity which is going on there, one needs to make a personal visit and see the work for oneself.

Geelong undoubtedly ranks among the most important railway centres in Victoria, and railwaymen serving in the Geelong district have been wonderfully successful in creating a fine spirit of co-operation with the large army of railway users whom they are serving.



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THE first thing is to ensure that sound and correct material is used.

Illustration shows one of our laboratories

Watch this space for progress in our Manufacture of Railway Products

Vickers Commonwealth Steel Products

WARATAH **Limited** N.S.W.

*Slogans—Their Object and Application—**(Continued from page 703)*

are not clever slogans; they are simply the epitome of common sense. When you obey them you are helping yourself to greater comfort and assisting the railways to carry out their side of the contract in a satisfactory way.

"But there are other slogans I have seen exhibited on railway premises," I can hear some of you saying, "that do not apply to railway activities."

So it would seem at first glance. "For goodness' sake, eat Citrus Fruit," "Every day in every way—Raisins," "Grow More Grass": these and others of like nature would seem to be quite foreign to railway interests.

Their use is easily justified when you realise that the Victorian Railways is Victoria's biggest industry. Upwards of 29,000 employees get their living from it. How many thousands more are employed in the outside world on work directly connected with the railways, I leave you to estimate.

Depending so largely as it does on its primary industries, Victoria, and, of course, its people, have a very vital interest in the man on the land. To make our State independent of imported fruit should be the ambition of every patriotic Victorian.

The soldier settler, the railways (owned by you, remember), and, lastly, you, all benefit, not only by cheaper and better fruit, but by good health, which wholesome fruit induces.

What has been the result of the railways' advertising campaign for Raisins, which was carried through largely on the reiterative value of the few well-chosen words—"Everyday in Everyway Raisins"?

Well, let me tell you what was done mainly by that slogan. Only three bakers in Melbourne were making Raisin Bread originally when we began the campaign. Now there are 180 bakers regularly making and supplying this tasty and nutritious diet to the Melbourne public. The Railways Bakery is making 20,000 loaves of Raisin Bread per month. You can see the stimulus this alone has given to the dried fruit industry.

Packed into the few words of a slogan, or enshrined in the lilt of our apparently foolish jingle on the virtues of Citrus Fruit, is sometimes sound philosophy and true wisdom. Some of our proverbs, which we have written in our copybooks a score of times, are really slogans. "Honesty is the best policy," "A rolling stone gathers no moss," and a dozen others of that ilk—who shall designate them proverbs or slogans? I leave it to you to decide.

Slogans, of course, cannot, unsupported, win public favour for any product or service. They are only the war-cries of the advertising man, heralding the approach of the main body of attraction, so to speak, which is comprised of the poster, the show card, the newspaper advertisement.

But I have talked long enough on this subject, and must close down. Let me leave a slogan with you—one that is certainly of railway origin, but serves a national purpose. "See Australia first—Start with Victoria."

Dr. Marmaduke Rose's Raydo Life Pills

... READ WHAT A FEW GRATEFUL PATIENTS SAY ...

NERVOUS BREAKDOWN "I have been suffering for the past six years with severe nervous breakdown—limbs shaking, and quite unable to work. I have tried almost every medicine advertised. I have had only one box of **DR. ROSE'S RAYDO PILLS,** and I feel so much better. All the shaking has left me, and I am a new man. I am so delighted with the result that, for the sake of any who may be suffering in like manner, you can publish this testimonial."— Signed) W. J. LINDSAY, 18 Earl Avenue, East Brunswick, Melbourne, Vic. [Mr. Li dsay, of Brunswick, whose testimonial we have quoted, called in on April 15, 1925, to show us how he continued to be well. He says he feels younger than he did prior to taking the Pills]—present address, Gippsland.

MESSAGE FROM A NURSE . . . "I was living in the country, and got very bad with my heart—did not lie down for eight weeks—was making arrangements for a trip to Melbourne to see a specialist, when quite by accident I saw **RAYDO PILLS** advertised and thought I would try them. Two boxes quite cured me, and I am advising all my friends who are troubled with heart or nerves to try them. Please send two more boxes for patients." (Further particulars on application).

Cured Neuralgia and Neuritis

"They cured my neuralgia, and in other ways did me a lot of good. Three boxes of the Pills have quite cured my mother of neuritis."

"Two boxes of Pills have done what three doctors in four years have not been able to do. I also sleep very much better."

"I used to wake up very tired. I now get up as fresh as a daisy. **RAYDO PILLS** acted like magic."

If your Chemist does not supply, send direct to . . . . .

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RAYDO LIFE PILLS
For Men For Women
Heart NERVES BLOOD

NERVOUS, irritable, broken-down men and women will find **RAYDO LIFE PILLS** a wonderfully invigorating Remedy. They differ from similar preparations in that their effect is lasting, not merely stimulating for the time being. They are true Battery Charges, supplying Heart, Nerves and Blood with Force, Aiding Digestion, and Beautifying the Skin. Decide Now to give **RAYDO LIFE PILLS** a trial. You'll not be disappointed. These Pills have been used by Dr. Rose in his private practice for 35 years.

Three Boxes Have Cured Me

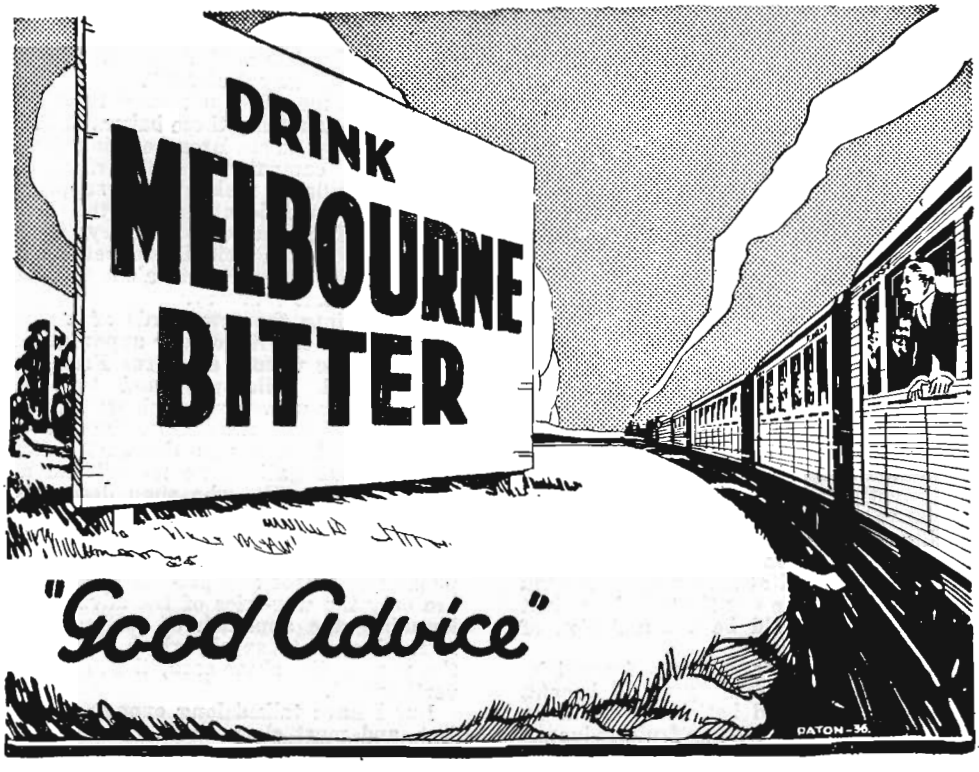
"I was troubled with flatulency and indigestion, but three boxes of Pills have quite cured me."

"My daughter has suffered for years with her nerves. She has taken several boxes of **RAYDO LIFE PILLS,** and is now cured and well."

"I am under treatment by a doctor, who thinks I am taking his medicine, but I am not. He'll get a shock when I tell him **DR. ROSE'S PILLS** cured me."

2/9 & 5/9 Box, Post Free

Unless every box of Pills bears **Dr. Marmaduke Rose's name** they are not genuine. We have good reasons for warning you.



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ABOVE ALL FOR RAILWAYMEN



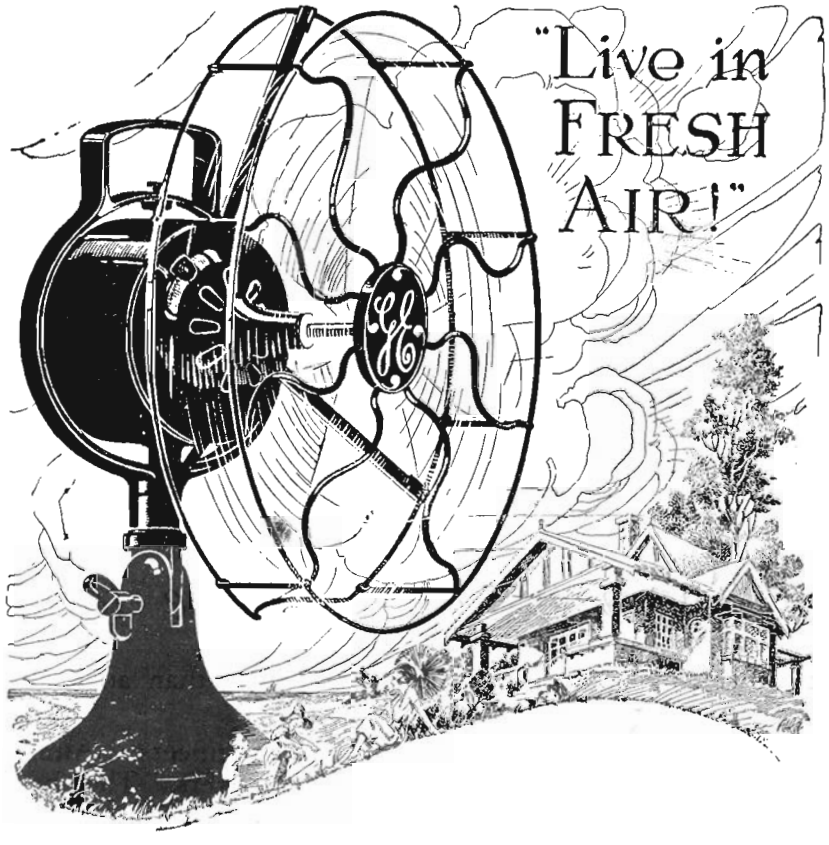
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PARTICULARS POSTED WITH PLEASURE .·. EASY TERMS ARRANGED

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"You wouldn't drink stagnant water, why breathe dead air."

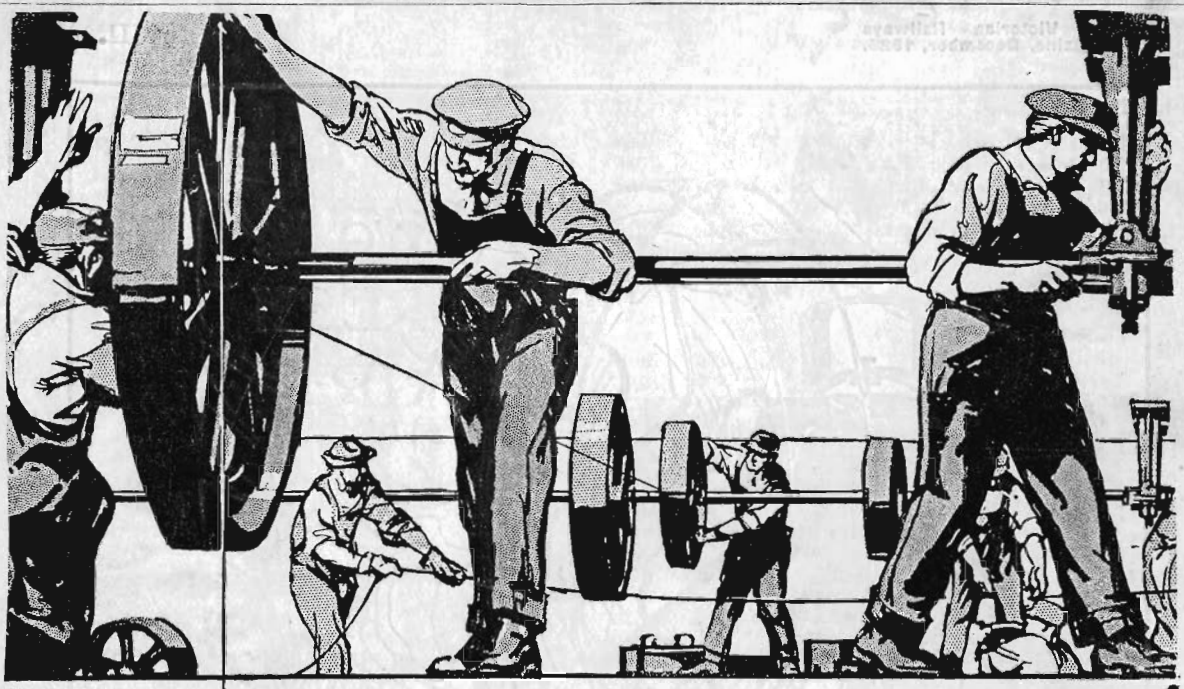
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Printed at the Victorian Railways Printing Office, Spencer-street, Melbourne, for the Publishers—The Victorian Railways Institute, Flinders-street, Melbourne. 6367—25