

VICTORIAN RAILWAYS

NEWS LETTER

JANUARY

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10 CENTS



KEY TO THE FUTURE

Tucked away in the new Federal Government's policy is a reference to investigating "new technologies" for transport links between the new cities to be developed and other centres.

Indeed, the absence of major population centres outside Melbourne in Victoria has been one of the prime reasons for the V.R. and the road industry having had to compete vigorously instead of developing proper and rational co-ordination.

Because traffic volumes have been so low, railways have had to remain at a level that is comparable with road instead of being able to assert its inherent superiority in speed, safety and economics.

Now it looks as if the constricting nexus between revenue, loan funds and modernisation could be broken because the national interest demands that decentralisation be made more attractive.

With the State and the V.R.'s present commitments, developing high-speed freight and passenger services to the country centres would involve a substantial and continuing drain on our limited funds which would, in turn, seriously stunt development in other areas.

If, however, the Federal Government is prepared to underwrite the upgrading of selected rail links to boost decentralisation appeal as a national project, then all previous limitations recede into the background.

To what extent the speed up of both passenger and freight services is taken to, depends only on the breadth of vision of the people authorising the scheme.

Economically, I doubt that greatly improved rail services to selected development centres could be viable for many years, but considered from the national (and State) viewpoint, its role in overcoming the disadvantages of decentralisation would be dramatic and do much to regenerate rail traffic.

As we have said for many years now, the Commonwealth Government has in the past involved itself with all transport forms in Australia with railways unjustifiably relegated to the bottom of the list in terms of treatment.

The new Commonwealth Government has announced its intention to restore the railways vitality and remove some of the financial anomalies presently imposed.

Decentralisation is a key that unlocks the future in many, many areas, not the least of which is the transport field.

And whatever study is undertaken, wherever a high traffic density is involved, the economics of railway upgrading versus road upgrading will always come out in favour of railways. Their natural advantages, which have been subverted for many years, will ensure any Government a satisfactory return on their investment.

G. F. BROWN

NO FIRES, NO SMOKE, NO POLLUTION, NO RISK

Another step in the V.R.'s battle against pollution was taken recently when approval was given for side-widths (land between railway lines and railway boundary fences) to be improved so that burning off in the metropolitan area will eventually no longer be necessary.

For years, smoke nuisance to those living adjacent to railway lines accompanied the burning off of grass alongside lines. The alternative—to not burn off—increased the fire risk. Naturally, the lesser of the two evils had to be resorted to and the fire risk removed.

The problem was looked at and an answer came up with which promises to gradually rid the metropolitan

area of the problem of burning off.

One step is to move the railway boundary fence closer to the track, then improve the land outside the fence. Sowing it to grass and having the local council regularly cut it removes the fire risk.

Investigations are also being made into the use of different types of ground cover plants (many of them native) on embankments and cuttings. Some actually retard fire.

Chemical mowing is applied to the grass remaining within the railway fence.

Council participation is needed to ensure success of the project as the V.R. just does not have the staff available to do the work from its own resources. Most councils approached so far are enthusiastic about the scheme.

Progress will be slow because of

the need to co-ordinate both railway and council resources, but for this fire season, burning off was discontinued between Camberwell and Box Hill and in some other smaller areas.

● In October 1971, the use of incinerators at stations was also abolished as a pollution cutting measure. See *News Letter*, November 1971, p. 162.

WASHING WATER RECYCLED

Water recirculating mechanism has been added to the train washing plant in Jolimont Yards to cut water wastage.

Water from the rinse stage is now run off into a holding tank then pumped back for use again and again.

Previously, water from the plant had been allowed to escape. During the 1967 drought, when train washing had to be stopped for a lengthy period because of water restrictions, the V.R. looked at ways of saving water from this plant. An initial attempt at conservation and recirculation proved unsatisfactory.

Each train is washed externally about every three weeks, and they receive four washing stages. The first is a 'pre wet' of clean water, followed by a concentrate to lift dust and grime, then a detergent and a final rinse.

Recirculating plants will be added to the washing plant at the South Dynon locomotive depot and to all future installations.

GAS TURBINES FOR COMMUTERS

New York's Metropolitan Transportation Authority has ordered eight prototype commuter cars to operate from third rail electric traction (at 650 v d.c.) and two 500 h.p. gas turbines.

A maximum speed of 100 m.p.h. is required from the cars.

Although electric performance has always been superior for commuter operation, these experimental cars should closely conform to general performance characteristics of electric multiple unit sets.

—*Railway Gazette International*

TRIANGULAR WEEKLY

A woman who complained to *Troubleshooter* Bob Wilson about delays at the Flinders Street booking windows on many mornings, ended up a satisfied rail user with a triangular weekly.

Each morning she bought a return

ticket from the city to Footscray, where she worked. In the afternoon, to save a long walk to Footscray station, she was given a lift to Moonee Ponds station. Here she bought a single ticket to Ascot Vale, and from Ascot Vale to the city the return portion of the Footscray ticket was available as an alternative route.

Her transport was geared to tight connections so that any booking window delays caused her to miss a connection, hence her original call.

As delays at booking windows are unavoidable—and she appeared at booking windows 10 times a week—*Troubleshooter* Wilson approached the Commercial Branch with the problem—and they saw an immediate answer, a weekly ticket from Footscray to Moonee Ponds via Melbourne.

Instructions were given for the ticket to be issued at Flinders Street, and now one happy traveller makes her triangular journey without any chance of booking window delays upsetting her daily routine.

BIGGEST RAIL SHIFT EVER FOR EUCCHARISTIC CONGRESS

Melbourne's most intensive special rail service ever, will run for the 40th International Eucharistic Congress to be held in Melbourne late in February.

Planning—dependent on Pope Paul VI attending—calls for 78 trips to be made by special suburban trains and many trips by country special trains before and after the Mass at the Melbourne Cricket Ground. An estimated 69,000 of the expected 120,000 will travel by train on February 23 for the Schools Mass. Because of the strict time limitations, this movement promises to be the biggest ever in such a short space of time.

Within one hour, more than 50 trains—special and regular—will run between Richmond and Caulfield. Carriages will be borrowed from the New South Wales Public Transport Commission and South Australian Railways, and every available V.R. locomotive and passenger carriage will be in service.

Special country trains will run also on the standard gauge line from Albury to Melbourne.

Planning for the event has been lengthy, detailed and intricate. A transport sub-committee has main-

FRONT COVER

The V.R.'s unique fire attack wagon demonstrates its capabilities during a fire week display at Lilydale station.

tained close liaison between all transport operators, and, on this day, the State's entire transport resources will be used to the full.

In the metropolitan area, as fast as electric trains can be released from their commitments in the peak hour, they will travel to the suburbs to bring in visitors for the Mass. A short rest, then the trains will return the people to their destinations before racing back to the city to take up their evening peak commitments. Some of the trains will make two trips to bring in children from nearer-to-Melbourne schools.

On a normal weekday, over 70 trains are idle between the two peaks, but on February 23, no more than 20 trains will not be in service all day.

And all day is correct. Following the Mass at the M.C.G. there is an evening Mass at the Showgrounds for the Sick, Handicapped and Aged and another for Youth at the Myer Music Bowl. Special train arrangements will be made for both gatherings.

Transport arrangements have been specially planned to eliminate as many cross moves as possible for

students between their seating and transport.

Richmond Cricket Ground is being opened as a staging area for some groups waiting transport.

Two-way radios between staff on the Richmond platforms and Richmond Cricket Ground marshalls will ensure that congestion and overcrowding is kept to a minimum. This method was used successfully during the last Royal Visit, in 1970.

When February 23 finally draws to a close, there will be a lot of people who will breathe a little easier—but not railwaymen.

The following Sunday, February 25, promises to be almost as big. For a special *Statio Orbis* service at the Melbourne Cricket Ground, another intensive train service will run. But because more parking space will be available (through not having to compete with city workers) the numbers expected by train are less than for the Friday.

Just the same, the V.R.'s capacity will be in excess of 50,000 people and could be augmented to handle more quite quickly.

NEW TRANSPORT MAP



The Minister of Transport, the Hon. Vernon F. Wilcox, M.P., shows his ministry's newly reprinted Melbourne transport map to V.R.'s Girl-in-Green, Effie Foster, whose duties are to assist people around Spencer Street station.

Photograph courtesy "The Age".

TATURA'S EARLY TURMOIL

Conflict between the Houses of State Parliament was the result of attempts to build a railway to the Shepparton and Tatura districts in the 1870's. The problem was eventually settled by a compromise and the long sought after project completed.

By the mid-1870's, Victoria's railways were reaching out towards the borders and district representatives throughout the State clamoured for a railway to grace their area.

In 1873 the north-east railway opened between Longwood and Wodonga, and spurred development of a vast portion of the State's north and north-east.

Areas around Shepparton and Tatura were already highly productive. Until the opening of the north-east railway, most of the district's produce was carted to Rochester, then it was directed through Avenel.

Attention was therefore focused on the need for a railway into the Shepparton district. Surveys were made and plans drawn up, but when the Bill was presented to Parliament in July of 1877, its passage was anything but smooth.

"Dog's hind leg"

"As crooked as a dog's hind leg" were the comments of some Parliamentarians when they examined the plan of the proposed Avenel-Shepparton railway. But Mr. John Orr, a local M.P., went further, saying: "The Goulburn Valley Railway, as proposed by the Government, seems to be *as crooked as the two hind legs of a dog put together.*"

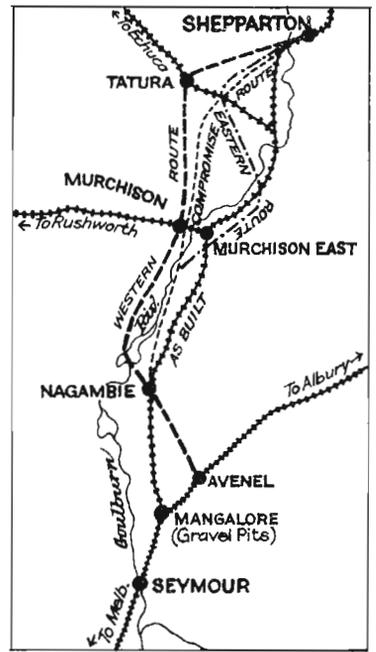
He promptly called for a more direct route and the challenge was taken up by all concerned.

Certainly the proposed route appeared roundabout. Starting from Avenel, it swung around to Nagambie then passed through Murchison, into Tatura, and then swung back to reach Shepparton.

Debate raged in the House. Mr. John Woods, Minister for Railways and Roads, said that the route had been prepared by experts and was the best possible because of the problems of crossing the Goulburn River.

Other members quickly threw doubt on the scheme by indicating that the route on the eastern side of the Goulburn River would pass through poor land while land on the western side of the river was much more productive.

Mr. Woods attempted to counter the argument by saying that while it would be easy for those on the western side to get their goods across to the other side—as they were now doing when taking it to Avenel—but it would not be easy for those on the eastern side to cross the river to reach a railway on the western side. (There must have been logic in that argument 100 years ago because Mr. Woods was not challenged on that point.)



Mr. Thomas Bent rose to have the last word in that debate saying that he personally knew little about the country in question "but if the Honourable Members who represented the district were dissatisfied with the line, why should not its construction be deferred and the money utilized in the Mornington district!"

Amid scenes of uproar the debate closed with the Minister shouting that he would personally investigate the proposed routes at the earliest opportunity.

Second try

A fortnight later, Mr. Woods rose to say that he had just inspected the two routes in the company of many local representative and Opposition Member, Mr. Orr.

He promptly announced that the eastern route was the better, and the argument raged again. Claim and counter claim was launched, and remarks as to which side of the Goulburn had the better potential were challenged and disputed. Even the Minister himself switched sides in mid-argument.

Eventually Mr. J. B. Patterson restored some order to the discussion by stating that if the railway were built too far to the west it would cause unnecessary competition with the Murray River (Echuca line); too far to the east and it would compete with the north-east line. He then called for it to be as "nearly as possible centred between those two railways".

Also, he challenged the Minister's statement that the people of Shepparton were happy to have their railway deviated through Tatura, "thereby penalising them by increasing



A barrier to early railway connection for the Shepparton district was the crossing of the Goulburn River. This train posed near Toolamba for the camera 13 years after the line was opened. This is the first of the two river crossings.

their rates and fares higher than needed for ever."

"The proper way to give railway communication to Tatura is by building a branch line," he propounded.

Heads nodded throughout the chamber and the debate took off on a new tangent.

Cobb and Co.

Mr. Simon Fraser, Member for Rodney, headed off the debate and called for a vote, but not before adding his comments that "past history of railway construction in this State showed that lines invariably followed the route of Cobb's coaches, and it was a strong factor in making the line now proposed on the western side of the Goulburn that, while on the eastern side the mail coach scarcely had a passenger per month, on the western side there was so much passenger traffic that an opposition coach had been running for some time past!"

The vote went 50-25 in favour of the eastern route.

Rejection

Members of the Legislative Council immediately took up the earlier statement that the line should be on the western side of the Goulburn.

They also stated that the logical starting point was "the area called Gravel Pits" (Mangalore) which avoided a steep grade between there and Avenel.

By a vote of 16-3, the Council struck out the route and returned the Bill to the Assembly.

Resubmitted by the Assembly more or less in the same manner shortly



Containerised traffic plays a big part in the rail business from Tatura.



Tatura's station garden has won first prize in the station competitions for the last 16 years. The staff are a little worried about their prospects this year though, because the drought and local water restrictions have hit the area hard.

after, the Council again rejected the Bill.

The then Premier, Mr. Berry, considered the Council's action in rejecting the Bill unconstitutional because it was, in effect, a Bill to procure money to build the railway as well as one to determine the route.

However, he decided that an open challenge to the Assembly was unwise, so opened negotiations with the Council to try and overcome their objections.

Compromise

A compromise route was reached between the two Houses some eight months later. The line would start from Gravel Pits and would strike within a few miles of the Goulburn's eastern bank before crossing over it near Toolamba from where it started a large curve which took it to within 2-2½ miles of Tatura (instead of passing through the township as in earlier plans) before curving back into Shepparton.

In passing the Bill, the Council fired yet another shot in the battle by suggesting deletion of the curve to Tatura.

Weary of doing battle with the Council, the Assembly quickly straightened the track north of

Toolamba and introduced a scheme for the simultaneous building of a branch from Toolamba to Tatura. This was to "keep faith with Tatura".

Heads nodded in agreement in all stages of this final amendment and final assent was given on August 5, 1879.

Railways were finally to come to the district.

The Board of Land and Works were the contractors for the Shepparton line while C. E. Millar and Co. won the \$30,473 contract for the Tatura branch. Being only 6.83 miles long, the line was quickly completed and on January 13, 1880, both the Shepparton main line and the branch to Tatura were opened with the usual pomp and ceremony.

Seventeen months later permanent station buildings were established at Tatura for \$1,422.

In June 1886, the line was extended a further 34 miles to Echuca, and Tatura became just another station along the line, but still an important one.

Today

Today, railway business from Tatura is good. Four decentralised industries within the town use rail for all their export transport, and



Milk powder is loaded into a container bound for Yokohama.

container traffic will double this year compared to last, said Assistant Stationmaster Dick Ellis when *News Letter* called.

Staffed by five people, the station earns big money. Inwards goods levels are surprisingly high, averaging about three times the rate of outwards goods.

Inward traffic features 9,000 tons of superphosphate plus 1,000 tons of cement. Concrete beams are also a regular arrival on goods trains for the many irrigation extensions being undertaken throughout the district.

Main commodities dispatched from Tatura are milk products, butter and canned foods. Most is for interstate or overseas delivery, and most of the overseas containers are destined for

Yokohama. Little wool and live-stock are handled. During the recent drought, though, many head of cattle have been sent to the irrigation district for agistment.

Parcels business is good, with the train service filling the needs of most people, Dick told *News Letter*.

"Despite the difficult times in the country," added Dick, "all our business here at Tatura is holding steady including passengers. We must be doing something right."

He has been at Tatura for five years and before that worked at Tallangatta and Balranald. He originally joined the V.R. as a number taker, and rose through the ranks to conductor, then signal assistant and now assistant stationmaster.

Like so many others in that part of Victoria, Dick's pastimes are fishing and duck shooting, and Tatura's irrigation areas give him plenty of scope to become proficient in those fields.



Assistant Stationmaster Dick Ellis preparing a parcels waybill. Tatura has a staff of five under Stationmaster Don Moar.



One of the two Station Assistants, Rolly Miller prepares a load of steel rodding for unloading.

EXPRESSWAY REVOLT

Britain has become the latest nation to join a growing list of countries who are calling for a halt to the destruction and desolation caused by expressways.

Nottingham council has just called a halt to a \$215 million motorway scheme, reports *The Herald*.

More and more Britons, the article claims, have decided that they do not want to see their country go the way of America, where the car is King.

This rejection follows only a few years after it was generally accepted that motorways should plunge through built-up areas into the heart of the city irregardless of upheavals caused.

Nottingham council has decided on a dramatic change of traffic emphasis within the city centre, planning to allow only buses and commercial vehicles free access. Cars will be limited to certain numbers, well within the capabilities of the existing road network.

Cars which do make it to the city heart, will then have to pay high parking charges for the privilege.

• In London, itself, the trend is similar. There is talk of cars being banned outright in the city centre and a huge motorway scheme, already severely cut back, is now in doubt.

RAIL CAR'S CHARTERED EMERGENCY

Shortly after the Daylesford rail car left its terminus for a recent special trip to Musk station, 3½ miles (5.2 km) away, alarms in all Daylesford emergency services burst into activity.

There was no real danger though—just a simulated disaster to check the efficiency of Daylesford district's emergency arrangements.

For the exercise, the Daylesford rail car, with 25 passengers aboard, had collided with a petrol tanker at a level crossing, with all present being injured. The resultant fire from the collision started a bush fire—so the 200 participants were really tested.

Police, fire brigade and rescue organization observers carefully watched the proceedings to see what improvements could be implemented.

With 16 fire brigade units, several police cars, plus a shuttle of ambulances in the area, any stranger to the district or someone not in the "know" would have been difficult to convince that a major tragedy had not really occurred.

The V.R. has participated in many similar disaster simulations throughout the State.

1973

STEAM CALENDAR

The Association of Railway Enthusiasts have really excelled with their fine 1973 steam calendar.

There are 12 large colour prints of Australian steam engines heading various trains and, in addition, there is a bonus of a fascinating front cover depicting R 707 and its train reflected in the Barwon River, near Geelong.

Although it is a great publication, some steam enthusiasts might hope that August is not a long month, because the photograph depicts, of all things, a diesel loco alongside a 38-class steamer. But apart from that one sacrilege, it is a publication worthy of the wall of any home.

The cost is a mere \$2.20 posted. Our copy was from the Association of Railway Enthusiasts, Box 4810, Mail Exchange, Melbourne, 3000.

SERVICE

" . . . Some time ago I dropped my reading glasses in their case.

"Some kind soul picked them up and handed them in to Mitcham railway station. Meanwhile, I tried to locate them through the Police station and advertised in the local paper.

"The advertisement was seen by a member of the Mitcham staff who kindly phoned to tell me the glasses were at the Lost Property Office at Spencer Street. I picked them up before work on the same day.

As the staff refused my reward (as advertised), I would like to formally register my appreciation of all the help I was given both by Mr. Healy, Relieving Stationmaster, and his staff, and the courtesy of the lost property officer . . ."

—Mrs. R. Henderson, Mitcham, writing to the Secretary.

BIRTHDAY BOUQUET

Railway planned service went a little further than usual when a 100-year-old woman travelled from Sydney to Melbourne on *Southern Aurora* recently.

John Tompkins, of the Cloak Room, received a request for a wheel chair to meet the train; it was just one of many similar requests that he gets. But then he noted an added line—"100th birthday".

Something inside him stirred—"I'm like that, I think that's a tremendous achievement, and to be out and travelling is even better, I felt I had to do something special for her," John commented.

And do something he did. He purchased a bunch of flowers to give to Mrs. Clifter, the centenarian, then he arranged for the Girl-in-Green, Helen McFarlane, to make the presentation.

"The woman was really delighted," said Helen. "It was beautiful, there was a little tear in her eye when I gave her the flowers. It was her first trip on *Southern Aurora*—'like a home away from home she described it'."

And what was her comment when presented with the flowers and wished a happy birthday? "I'm not 100 until tomorrow," she rebuked them gently.



Spencer Street's new Girl-in-Green, Helen Bode, and John Tompkins, of the Cloak Room.

COURTESY IMPRESSES

"I wish to express my gratitude to the staff at Glen Iris. Recently I lost a wallet containing all my personal papers and money during a trip to the city. Thinking it may have been dropped in the train I approached the stationmaster for help. This was instantly given and with such courtesy and concern that your Department has won a staunch friend in me."

—Mrs. A. Le Page, Glen Iris, writing to the Commissioners.

HISTORY



Now hold it . . . just what's gone wrong here? Why are those people trying to board a suburban train that's obviously going nowhere? After all, the pantographs are down. And come to think of it, where's the overhead anyway? Could that train really have coasted that far? Is this a cheap way of providing suburban services without electrifying? And how does the train get back, eh? Baffling, isn't it? Not really—just a party travelling from Laverton through to Belgrave and, as locomotives present problems at Belgrave, the Traffic Branch thought of taking the passengers all the way by suburban train. A diesel-electric locomotive hauled the seven-carriage *Harris* train between Laverton and Spencer Street and it ran under its own power from there to Belgrave and back. Certainly made it the first "spark" ever to run from Laverton to Belgrave . . .

SUPER-SPEED EUROPEAN NETWORK

Europe could have its own Tokaido-like network of super high speed lines by the end of the seventies. Already a working committee has proposed a *Euroopolitan*—a high speed link between the continent's major cities.

One section, between Milan and Naples in Italy, is already under way.

Proposals for new lines are being discussed in Switzerland and Germany, but French railway (SNCF) officers are hoping for Government approval of their Paris-Lyons super speed line this year.

French studies show that the Paris-Lyons high speed line could be amortized (out of debt) in 20 years. Trains would run at about 180 m.p.h.; Tokaido line is 131 m.p.h.

SNCF officials say that amortization should be achieved with loadings of about 10,000 passengers daily in each direction.

Although electrification of lines has been highly successful in France, the super speed lines will probably have gas-turbine powered trains. SNCF's *Turbotrains* have been remarkably trouble-free and popular since they started running between Paris and Cherbourg in September 1971.

An experimental Turbotrain, complete with mobile laboratory, is currently being built to test its suitability for 180 m.p.h. operation.

SNCF officials are hopeful that they can lower their building costs by running in the median strips of high-speed motorways for part of the route. This could lower costs by up to 10 per cent as the gradient and curve characteristics for their proposed lines are similar to those for express motorways.

—*International Railway Journal*

SUGGESTIONS ADOPTED

During November, the following suggestions were adopted and awards granted:

- Slogans for country goods sheds \$30
- Alterations to signalling at Flinders Street \$25
- Alterations to welder's spats \$15
- Wider distribution of two year calendars for staff work \$10
- Plate to assist bolt tightening \$5
- Review of C.O.D. label \$3
- Show trains to be docked with all doors shut \$3
- *Weekly Notice* message about water conservation \$2
- TR cabin at South Dynon be fumigated \$2

FIRE!

Fire—controlled, a friend; unchecked, an enormous destructive force.

Ever mindful of the fire danger in this State, the V.R. has always carried out stringent precautions against fires, but this year, facing possibly the worst fire risk for years with much of the State in tinder box condition, the V.R. extended its fire precautions in some areas. Burning off in some cases started last winter.

South Gippsland is normally a low risk, but not this season. Years of unchecked growth near the railway line have established a densely wooded surround at some locations, and between Fish Creek and Foster, bracken fern and blackberries presented a serious risk for the present season.

At some places, trains were cutting a swathe through the encroaching shrubbery.

Plans were drawn up to burn off the area adjoining the railway for the first time in several years, and, because of the size of the project, the Country Fire Authority joined in to make it an exercise in controlled burning off. The basic plan was for the C.F.A. units involved—Fish Creek, Foster, Toora and Yanakie—to patrol the fence lines ensuring that the fire did not burn into adjoining paddocks. In some areas the C.F.A. actually started a controlled fire to burn a short distance back into the ploughed fire break.

Railways staff fired the vegetation adjacent to the track to burn towards the fire break and, close behind, came the water train complete with fire attack wagon to control the fire in heavily wooded areas and to douse it should it burn too fiercely.

Civil defence organisations in the district also took an interest in the scheme and supplied meals and refreshments to the workers. From the moment the first fire was lit it was hot, sweaty, smokey work. Bracken, dead blackberries (sprayed, incidentally, by the fire attack wagon in April), and other growth roared in flames, belying the greenness of the surrounding countryside.

Bird and animal life left for safer territory—wild pigs, wallabys, rabbits, foxes and snakes were seen scuttling from the flames into safe areas.

The fire attack wagon's presence made the project easier and safer. Had the fire been burning too strongly in some of the barely accessible areas along the line, then, but for the attack wagon, men would have had to attempt to regain control with knapsack sprays.

Only to douse burning bark on the far side of trees did men have to leave the wagon with its high pressure hoses. All told, 9,000 gallons of water were used in the six-hour exercise.

Anyone who doubted the efficiency of railway firebreaks would have been converted instantly by the day's proceedings. Fires repeatedly roared into the firebreak only to quickly die out because of the lack of combustible material. On the odd occasion that they looked like crossing a firebreak, waiting C.F.A. men had no trouble in extinguishing the flames.

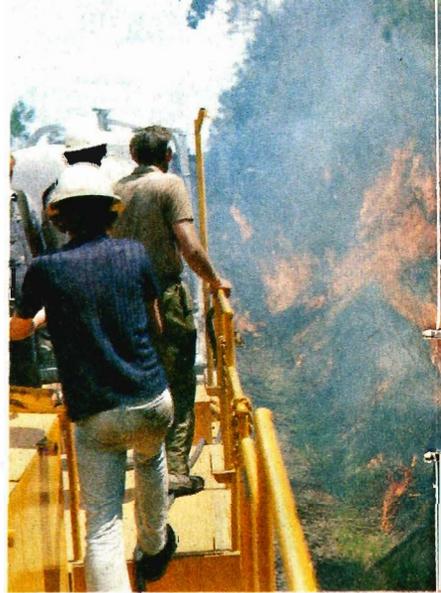
Two-way radio kept railway staff lighting the fires from the trolley and those on the fire train, in constant touch with C.F.A. men, adding to the smooth execution, safety and success of the joint venture.

These views show how the two days, Sundays November 19 and December 3, went.

● Following the first day's fires, the fire attack wagon was working unobtrusively between Korumburra and Koo-Wee-Rup spraying blackberries—a complete contrast to the preceding day's activities.



FIRST, light the fire. Despite the greenness, fires quickly spread through the undergrowth.



INTO ACTION went the crew of the fire attack wagon whenever the flames started to burn too strongly.





ss of the area,
growth.



attack wagon
fiercely.



FIERCE HEAT was generated. Moving to a cooler climate – and sheltering from the heat at the same time – were those responsible for lighting the fires. Close behind the fire attack wagon (*obscured behind the locomotive*) went into action while in the background (*top right*) a C.F.A. water tanker patrolled the fence line.



UNDER FULL POWER the fire attack wagon can shoot hundreds of gallons of water a minute for distances of up to 100 ft. from the line. Near the end of the project the vegetation thinned out and the steep-walled cuttings finished so that a clear view of how the train was operating could be taken.

◀ **INFERNO.** Taken from the fire attack wagon, this view of the fire burning in a barely accessible gully shows how readily the countryside would burn if fire started. After 45 seconds or so spraying from the attack wagon, all fires in this view had been extinguished.

CITY ROAD BRIDGE RECONSTRUCTION

In just 39½ hours next month, a spectacular and concerted effort will see an old inner suburban railway bridge completely reconstructed and modernised.

The old railway bridge structure spanning busy City Road, near South Melbourne station, has reached the end of its economic life. High tensile steel girders are now being fabricated to replace the old girders, which were built about 1890.

Action will start about 1.30 p.m. on a Saturday to be decided when City Road will be blocked off and trains stopped. Overhead power will be switched off and the wires lifted clear of the work site. S.E.C. men will clear power lines through the area and railway staff will sever the signal, communications and power cables which pass over the bridge.

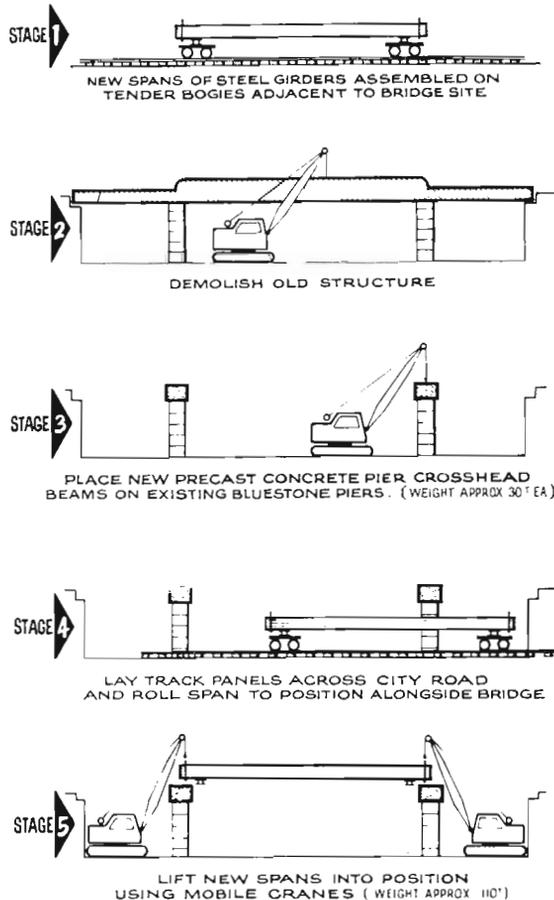
Simultaneously, other workmen will rip up the track and ballast from the bridge and then start cutting the decking and old bridge girders.

As soon as the decking is removed, cranes will lift out the old girders and lower them to the roadway, where they will be cut into transportable pieces and removed from the area.

When this is completed, other stages will start.

Other stages

Capping the bridge piers with concrete beams is the next important task. Each of these beams weigh 30 tons



and will better equip the bridge to handle the new girders. Cranes will swing these concrete beams into position sometime during the early morning.

Next comes the most difficult and intricate part, placing the 110-ton new bridge section.

Three high-tensile steel girders plus cross members go to make up the bridge section and, having been delivered to the site about three weeks before the task is undertaken, will be assembled on the spot. The girders and cross members will be bolted together making the entire double track bridge assembly quite massive.

On railway bogies and special track, which workmen will extend over City Road during the early hours of the mornings the work is carried out, the bridge section will be trundled out on to the roadway at the appropriate time. Four huge crawler cranes will then lift the bridge section and "walk" it into position.

The need to co-ordinate the effort and skills necessary to move the section weighing 110 tons with the four cranes is obvious.

When placed in position, on the Sunday morning, the process of restoration of other services starts.

Restoration

Rail level over the new bridge structure will be raised by more than two feet, and throughout the work period, track gangs will be busy raising the track level on the bridge approaches. The overhead wires, and other structures, have been modified for some time, in anticipation of the work.

The concrete decking has already been fabricated. Eighteen slabs 18 ft. long and weighing six tons each will be quickly positioned on the new girders.

Atop the new bridge, men will ballast then relay the track over the bridge.

S.E.C. workmen will restore power and City Road will be cleared and re-opened to traffic. The overhead will be positioned and the severed circuitry—signals, communications, power, etc.—rejoined and tested.

Then, by 5 a.m. on the Monday, trains will start to run again.

Biggest

All the work will be performed by Special Works Division of the V.R. Engineer of Special Works, Mr. Albert Johns, said: "This is certainly one of the biggest jobs of its type the V.R. has done recently. "We've usually rolled bridge girders this size into position in the past—about the biggest girders we would have 'walked' in before would have been about 60-70 tons.

"Work will be continuous from the time trains stop early on the Saturday afternoon. Three gangs of about 20 railway workmen, plus crane drivers, will carry out the work.

"Planning for this job has been lengthy and we intend to use this method for other bridges at Francis Street, Yarraville, and Jolimont Road, near Jolimont station.

"The life of the new bridge structure should be about 100 years."

For sheer magnitude, the project is impressive and for a busier work scene, the 39½ hours at City Road will be hard to beat.

A MASTER'S ART

The Victorian Railways massive head office building, in Spencer Street, features an excellent example of 19th century mosaic tiling at the old centre entrance.

The V.R.'s head office was opened in 1893—the height of the land boom—and its neo-classic architecture reflects that period.

Marble and mosaic floors were always popular for public buildings and the railways chose to have a coloured mosaic floor at their main entrance.

At the time, there were, reputedly, only two top class tiling suppliers—Walker's and Cawkwell's. The latter got the contract.

A grandson of the founder of that firm, Henry Cawkwell, worked with the V.R. from 1925-71, and has recently pieced together details of the business that bore his name. He is the only remaining Cawkwell, as the last three generations have been graced with only daughters, and, before the name passes, he wished to record some of his grandfather's achievements.

1856

Mr. Cawkwell arrived in Australia in 1856 and promptly used his savings to buy some promising land in the then outer suburb of Malvern. Here the clay was ideal for tile making, and he established a large works.

Having learnt the trade in England, he made a success of the venture, and many rival brickworks dotted the nearby suburbs.

By 1865, the spectre of pollution was being raised in official circles and Malvern council was told that one of its very own members, Mr. Cawkwell, was a major contributor to the smoke nuisance over the district. This, of course, was in addition to the night soil used on the market gardens and the nearby slaughterhouse.

Cawkwell's tile works went from strength to strength and were honoured by having their craftsmanship displayed to all visitors at the 1880-81 International Exhibition.

As well, one of the streets adjoining Cawkwell's works was named Cawkwell Street—it still carries this name today.

Cawkwell's supplied tiles to many major buildings until the land boom collapsed disastrously in 1893—bringing many businesses down with it, including the Cawkwell empire. Its owner died a heart-broken man the following year after seeing his company in ruins.

Fate

Cawkwell's tile works remained idle for years, eventually becoming a shell housing the district derelicts. It was later sold to a former apprentice but he was unable to make a success of the venture and he, too, went bankrupt.

The building survived until demolished in the 1920's, and Cawkwell Street is now the only reminder of former times.

Examples of Cawkwell's work can be found in many churches throughout the city, Parliament House, Stonnington in Malvern (the Governor's residence), many other notable buildings in Malvern plus the V.R. administrative offices and Maryborough station.

Of those available to the public, the example in head office is probably the best surviving. It was saved much wear and tear when the old centre entrance was closed off in 1958.



Mr. Henry Cawkwell inspects the name plate provided by the tiler—his grandfather. This nameplate is at the foot of the centre stairs.



The extensive mosaic pattern laid by his grandfather's firm for the V.R. in head office is the best remaining example of Cawkwell's workmanship.

THE OVERLAND

"... On August 9, I travelled on *The Overland* from Melbourne to Adelaide.

"The conductor in charge of car number 6 (*Conductor Hugh Doherty-Ed.*) gave service of a very high standard. His turnout through the journey was immaculate, he was most cheerful, polite and efficient . . ."

—Mr. M. Armstrong, Kensington Gardens, S. A., writing to the Spencer Street Stationmaster.

MILEPOSTS

1929

Darling-Eastmalvern electrification, February 3; Reservoir-Thomastown, December 16.

1930

Eastmalvern-Glen Waverley electrification May 5.

1931

Electric street railway from Black Rock to Beaumaris closed, August 31.

1932

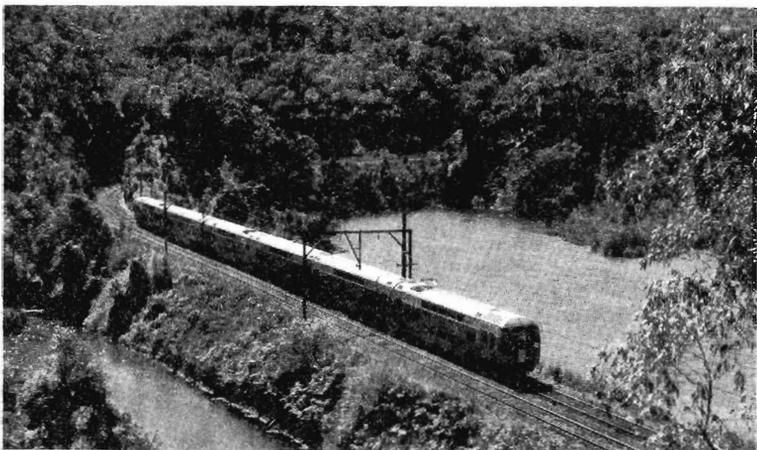
First flashing light signals installed at Moorabbin Road, Mentone, March 16.



Sydney's new eight-carriage double-deck metropolitan trains (above) are now coming into service. Carrying 2,104 passengers, seating capacity is improved by over 90 per cent compared to the older single-deck trains. Each of the 12 complete trains will cost \$1.3 million. A further order of double-deck trains has been placed for the Eastern Suburbs Line now being built.

Gosford line commuters have been enjoying double-deck travel for over a year in air-conditioned, stainless steel interurban trains (below). The trains are most popular with travellers on the 50-mile journey.

Photographs New South Wales Railways.



British Rail's new Maze Hill station in southeast London is planned for one-man operation.

Toughened glass almost entirely clads the station exterior and all passenger functions, enabling one man to have complete control of the station during off-peak hours.

Station staff control electronic barriers from inside the ticket office. To pass through the barrier each passenger must show his ticket to the man in the booking office before the barrier is released.

At peak times, manned barriers are opened as well.

—*Railway Gazette International*

Two letters from people wanting Australian penfriends have been received.

● 10-year-old son of a British Rail Headquarters Account Clerk, living in the south of England, wants a penfriend of similar age. His interests are football, reading, music, records, watching television and writing letters.

Write to Malcolm O'Brien, 66 Tylers Close, Godstone, Surrey, RH9 8AW, England.

● 42-year-old Mr. P. K. Rains, 25 Baden Powell Road, Chesterfield, Derbyshire, S402SL, England, would like a penfriend. Mr. Rains, who works for British Rail, is interested in music, reading, football and watching TV.

AMONG OURSELVES

Girl-in-Green No. 2

Spencer Street station's second Girl-in-Green, Mrs. Helen Bode, seems to have been travelling for much of her career until her latest appointment.

She has worked for the V.R. twice, the first time as a counter hand working the *Spirit of Progress* and *Intercapital Daylight*; the second, the same until graduating to *hostess* on those trains.



Mrs. Bode

"I really enjoyed the travelling, and meeting and helping people," Helen told *News Letter*.

"In fact, I wouldn't have given up the *hostess* position except for getting married."

(On December 30—Ed.)

Before her second stint with the V.R., Helen worked with Grolier International, training girls for their sales team. In the course of that position she jettied throughout Australia.

Did she ever want to be an air *hostess*? "Yes, but I'm half an inch too small," she commented.

And how does she find her new job? "I guess I'm just getting my land legs back because every time I see a train leave, particularly the *Spirit*, I feel like jumping aboard'.

"But being a *Girl-in-Green* is good because you get to meet people and to help them."

Royal Conductor

Jack Freeland, B.E.M., the man who, for the last 34 years, has been Conductor to Royalty, vice-regal and V.I.P. travellers, and the V.R. Commissioners, retired on December 10.

Gaining the cherished position of Commissioners' conductor was never even a thought when Jack applied to transfer from operating porter at Yallourn to Conductor at Spencer Street in 1936—yet two years later the position was his.

The then Commissioners' conductor, Hilton Bacon, offered to put Jack through all the associated routine involved with catering for V.I.P.'s; Jack found the job to his

liking—and took over when Hilton retired shortly after.

Since then, Jack Freeland has accompanied every member of the Royal family, Governor-General, State Governor and other dignitary accorded a special train, during their travels on the V.R. So highly was his service regarded that he was awarded the British Empire Medal for 25 years of service to V.I.P.'s.

He modestly dismisses this honour saying that it was the years of service that counted, nothing else.

"There's not a station or line I haven't been to," he reminisced. "In fact, I've seen a lot fade away"

"I've grown up with some of the latter day vice-regal travellers—I remember when Lord Casey was Dick Casey and Sir Robert Menzies just Bob, and they remained thorough gentlemen to the end."

Jack was also a conductor on *Spirit of Progress* for seven years and was on its inaugural run. "It was regarded then as a 'super train'—it was the leading train of its kind in the world."

And how does he see his career? "I loved it, but after being planned for 49 years I'm now going to have no more plans for a long time."



Conductor Jack Freeland steps from the State Car for the last time after caring for the travel needs of V.I.P.'s in the V.R. for 34 years.

40 years in motor pool

Recently retired Officer-in-charge of the V.R.'s Motor Garage, Mr. Arch McKean, spent 40 of his 50 V.R. years with the motor pool, and they were all interesting years.



Mr. McKean

After completing a fitting and turning apprenticeship started in 1923, Arch found that the depression was drastically altering the established promotion routine. Instead of being sent to the country for experience, which he expected, he was allocated to



Despite the advance of mechanised track maintenance, there will always be a place for the pick and fork. Photographed giving the main western line at Burrumbeet some attention, Eric Lofts (left) and Lawrie Walden display their talents at a task practised since railways began.

the Motor Garage, which then had the dual role of caring for the Department's infant fleet of 70 motor vehicles and all the rail motors.

By 1936, Arch as specialising in diesels. The first of six diesel trucks was bought and he had to train the staff in driving and maintenance procedures.

With World War II, Arch was again at the test bench, this time investigating substitute fuels.

"Two major systems were developed," he recalled. "Producer gas and town gas."

With producer gas, charcoal was burnt to produce a combustible gas which drove the engine. Was it very successful?

"They ran, that's about all, you could say," he continued. "They gave about 60 per cent efficiency compared to a petrol engine of the day, but they kept the service going during difficult times."

Town gas was also used instead of petrol—now the wheel has turned full cycle and L.P. gas is being used as a petrol substitute.

"L.P. gas appears to be very good and economical for use in vehicles doing our sort of work, particularly where fumes present problems such as in confined areas like goods sheds and wagons," Arch said.

The Motor Pool now has 420 vehicles, and, as officer-in-charge, Arch was responsible for the maintenance, replacement and disposal of the fleet. About 200 cars and utilities were obtained each year.

Looking back through the years, the V.R. motor pool has had some very luxurious cars, notably the Cadillac used pre-war at Mount Buffalo Chalet. Now preference is given to locally made vehicles.

Arch retired on January 8.

Fire prevention

The V.R.'s Inspector of Fire Equipment, Terry Smith, is a man of wide experience with fire fighting procedures. He was with the Metropolitan Fire Brigade for seven years before taking up his present position with the V.R.



Mr. Smith

His duties entail looking after all V.R. fire fighting equipment, conducting fire drills and a station assistants' class.

"The V.R.'s fire precautions are very good considering their problems, he said. "Firebreaks have proved their efficiency and the burning off program effectively reduces fire risk along lines.

"Recent seasons have had such a very high fire risk that areas normally considered relatively safe are now receiving the same sort of treatment as the high risk areas."

The most recent major addition to the V.R.'s fire-fighting force is the

attack wagon (see centre pages). "Undoubtedly it's one of our best 'buys' ever," Terry commented. "Its potential for fire fighting is fantastic. We can spray up to 100 ft. from the line, douse burning sleepers and even run out hoses to difficult trouble spots.

"Plus, the wagon has uses for controlling burning off and for spraying weedicides. It's extremely versatile.

"We're now in the process of training all utility gangs in the use of the attack wagon and we're also forming fire fighting teams.

"I'm very pleased with staff response to the wagon and project."

Terry is also on the Fire Prevention Week Committee.

His hobby is pony breeding, and he and his wife are in the process of setting up a pony stud near Korumburra, where they live.

Antiques

Collecting antiques—particularly clocks—is one of the hobbies of Echuca Works Foreman, Orm Cook.

It started about five years ago when the vogue was to have an old railway clock. So, with his attention focused on old and unusual clocks, Orm started to realise the variety in the Echuca district.

From prowling around antique and secondhand shops, and farm auctions, he has now gathered quite a collection of clocks.

Twelve clocks grace his lounge room—one, a French marble clock, was rescued from the tip by a friend who sold it to Orm for \$10. He recently declined an offer of \$150 for it.

While on the lookout for antiques,



Bee keeper Orm Cook shows that bees don't have to sting if you know what you're doing.

he came across many other interesting items. One prized possession is four log books from the paddle steamer *Adelaide*, preserved at Echuca. These books record details of routine runs and times when the paddle steamer travelled overland during floods.

About the same time, Orm also became interested in bee-keeping.

He prepared a colony and today has thousands of bees producing honey for him and his friends.

An accident with a hive resulted in Orm being stung about 200 times in three minutes or so.

"Bee venom is similar to cobra venom," he told *News Letter*, "but it is a very small quantity compared with what a cobra gives you.

"Bee stings have caused death but that is usually due to the person being allergic to bee stings rather than the potency of the venom."

A railway man for 27 years, Orm started at Spotswood as an apprentice carpenter and joiner.

He later worked at Laurens Street and Dimboola before being appointed sub-foreman at Ararat and Bendigo.

Following that he was made Works Foreman at Korong Vale at age 27—one of the youngest to ever hold a post like that, he thinks. Later he moved to Echuca.

By the stars

Sleeping Car Conductor John McMurray's lifelong ambition came a step closer recently when he completed a course on coastal and ocean navigation.

The 12 months course, essential to all who wish to sail overseas in their own boats, shows how to fix location by the position of the sun and stars. It was the navigation method used by all the early explorers.



"Despite what you'd think, the system is quite accurate," John told *News Letter*. "You can get to within about one mile at sea."

Main item for measuring the location is the sextant, an item which dates back to Egyptian times.

Mr. McMurray "A good marine sextant costs about \$600 these days, and then you need a knowledge of angles and trigonometry to convert the readings into locations with the help of charts and tables," he said.

The course is not to be taken lightly—half of those who attempted it failed.

For John, successfully passing the three-hour theory exam means that he can now look to the next stage of his plans—acquiring a sloop for his planned voyages.

"It's all some time in the future," he mused. "I'm hoping to get about three months leave then sail to New Zealand. I'd like to go further, perhaps even to London, but that takes such a long time."

John has lived in Singapore and Shanghai, which no doubt helped foster his interest in sailing and astronomy. His father at the time was a travelling auditor with the Eastern Extension Telegraph Company.

John joined the V.R. in 1958, and was a conductor and later a ticket examiner before leaving for four years as a farmer. He came back in 1970 and is a conductor once more. His son, Robin, is a block recorder at the Flinders Street signal boxes.



Some of the many clocks that Orm has gathered for his collection. On the far right is an old railway tail lamp plus some old kerosene lamps.

RETIREMENTS...

ROLLING STOCK BRANCH

Coster, S., Jolimont, 7/2
 De Santi, G., Jolimont, 20/11
 Freeman, H., Newport, 2/2
 Hernan, G. F., Newport, 15/2
 Myerscough, T., Motor Garage, 12/2
 Papanikolopoulos, D., Shelter Shed,
 19/2
 Roeder, K. H., Newport, 31/10

TRAFFIC BRANCH

Anderson, R., Maryborough, 15/2
 Davine, R. J., Melbourne Goods, 4/2
 Dosser, E. J., Melbourne Goods, 15/2
 Isaac, H. P., Ararat, 18/2
 Jones, A., Melbourne Goods, 13/12
 McKinnis, G. A., Geelong, 21/2
 Pape, A. H., Flinders Street, 11/12
 Robson, J. E., Melbourne Goods, 8/2
 Ryan, J. J., Melbourne Goods, 2/2
 Sinclair, C. E., Room 34, H.O., 15/2
 Spence, P., Geelong, 6/11
 Tranter, A. G., Maryborough, 27/11

WAY AND WORKS BRANCH

Arthur, H. A., Head Office, 10/2
 Barratt, O. N., Benalla Works, 30/11
 Campbell, J. P., Benalla, 25/2
 Carr, W. J., Ararat-Willaura, 6/11
 Crockett, H. J., Head Office, 24/2
 Fricke, F. H. H., Ballarat, 12/2
 Guinane, T. P., Wodonga, 16/2
 Harmer, A. W., Tempy, 15/11
 Martuccio, S., Spotswood W'shops, 16/2
 Meller, F., Head Office, 9/2
 Papworth, G. M., Spotswood Work-
 shops, 27/2
 Stavrakis, N., Spotswood W'shops, 14/2
 Voelker, A. E., Spotswood Workshops,
 28/11
 Wilson, R., Head Office, 12/2

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH
 Ashton, T. R. R., Bendigo North,
 3/12

TRAFFIC BRANCH
 Hoyer, B. L., Ballarat, 19/11
 Mills, L., Shepparton, 22/11

WAY AND WORKS BRANCH
 Carey, P. F., Ballarat, 18/11
 Dunne, P. J., Maryborough, 14/11
 Standing, E., North Melbourne,
 26/11

**ELECTRICAL ENGINEERING
 BRANCH**
 Grabkowski, W., Overhead Div.,
 12/11

Institute INews

SHEPPARTON CENTRE



Meeting time—and the Centre Secretary, Geoff O'Shea reads the minutes. Seated at the council table are, from left, Len Bennett, Jack Williamson, Bob Wright, Institute General President, George Schaper, Centre President, and Oss Keating, Institute Acting Assistant General Secretary.

Rejuvenating a country centre firmly entrenched on the road downhill is never an easy task, but it is the project for the small and willing band of workers at the Shepparton Centre.

Institute members number 66, despite the district's big population. But President George Schaper and recently recruited Secretary, Geoff O'Shea (from the Echuca Centre), are determined to gain new members by revamping the centre's entire programme of activity and attempting to broaden its appeal.

"More involvement for women seems to be the key to success," reflect-

ed Geoff O'Shea, looking at the success of the Echuca Centre. "Sporting ventures also seem to be popular. We planned a football match against the Echuicians but they withdrew because of their age. However, a cricket match is still a distinct possibility. It would be a success socially too," he said.

Hall rentals bring in some revenue for the centre as does its pool table. "We need a table tennis table, and must look at ways to introduce social evenings," expounded Geoff. "This takes time and effort, but with a lot of interest from the younger members the future looks good, indeed."



V.R.I. Councillor, Len Bennett, second from right, discusses the working of the Credit Co-operative with (from left) Bill Naylor, Joe Ielasi, John Szewczyk, Zane McCredon and Neville Leggett.



A pool table is one of the most popular items at Shepparton Centre. Here, teaching Leanne O'Keeffe the principles of the game, are from left, Vince Parker, Kevin Zanelli, Denis Zanelli and Joe Ielasi.

VALE BILL ELLIOTT

November 29 last year, was a sad day for the Victorian Railways Institute, W. E. (Bill) Elliott, former General Secretary and Life Member, passed away. Bill Elliott became the second General Secretary of the V. R. I. in 1934 and, until 1963, guided its destiny with a dedication, loyalty and capacity for work, that welded it into a powerful organisation committed to looking after the interests, education and welfare of railway men and women throughout the State.

Membership increased from 9,500 to 17,000 and the number of country centres grew from 11 to 23. This enormous expansion was due, in no small measure, to his personal magnetism, and ability to understand and communicate with the average railway man and women.

From 1940 to 1945, he was the inspiration and driving force behind the Victorian Railways Patriotic Fund which was backed by a body of railway volunteers who raised a very substantial sum of money for comforts for V.R. members in the armed forces.

W. E. Elliott was singled out for promotion when the late Sir Harold (then Mr.) Clapp, sent him to England to study various aspects of railway administration. On his return he was appointed Supervisor of Apprentices. However, his enthusiasm for the Institute appealed to him so much, that when the opportunity offered he accepted the appointment of General Secretary happily, and continued in the position until his retirement in 1963.

Long hours, particularly during the war years, coupled with the added problems associated with the Institute's rapid expansion, gradually took toll and, unfortunately he did not enjoy the best of health during his nine years in retirement.



Action in the annual V.R.I. v. A.P.I. match.

SPORT

by OSS. KEATING

Cricket—A.P.I. v V.R.I.

You have all probably heard that new slogan for a brand of soft drink—"It's beaut." That aptly reflects the feelings of every member of the V.R.I. side after this annual game ended at the usual venue, St. Kilda Cricket Ground. The weather was perfect and the ground in magnificent condition. V.R.I. captain Stan Wallis won the toss, and contrary to expectations, sent the opposition in to bat. His judgement was soon vindicated when Thomas crashed through Rubira's defence and Postal were 1/12. A few overs later, Thomas struck again, with the score 2/22.

Les Hill, who had been a great V.R.I. player for so many years, helped when a good catch was held by the 'keeper, and Postal were now in real trouble—after one hour of play and at 3/39.

In a great burst of swing bowling, Uccello then picked up the excellent figures of 4/18, to have the "posties" reeling at 7/84. By lunch, they had lost a further two wickets but had rushed the score to 9/129, and, for the first time in many years, the V.R.I. boys sat down and really enjoyed their meal.

Now it was our turn. Opening with "old stager" Lou Balcombe and "new boy" John Courtney, the score moved along steadily until, at 26, Courtney was clean bowled, then in quick succession, Willowwhite was run out and Uccello out l.b.w. without any addition to the score. Shortly afterwards Wallin was caught for

six and we, too, were in trouble at 4/38. Balcombe was then joined by Thomas and together they put 99 on the board before Balcombe was clean bowled by Brooker for 63. It was a great fighting knock by Lou and helped to keep us in the game. Carmody put together a neat 10 before being run out to make us 6/127 chasing 129; at last the game looked safe. Thomas and Hill batted out time and we finished the match 6 for 174.

The eight-year drought had finally broken and the perpetual trophy was at last back with the V.R.I. Heartiest congratulations to all members of the team, for it was a fine team effort. It must have been a great thrill to Maurie Barker, in his first year as President of the V.R.I.C.A., to see his boys take out this game and it was also a fitting reward for Keith Hopkinson, the popular hard-working Secretary of the Cricket Association, for all the effort he had put into getting this team onto the field.

Intersystem Cricket Carnival—Sydney, 1973

Players selected to represent the V.R.I. in the 1973 Intersystem Cricket Carnival in Sydney from February 11-23 are: L. Balcombe, I. Glover, K. McPhee, W. Tuddenham, S. Wallis (captain), I. Willowwhite, from country areas, and M. Barker, K. Carmody, L. Hill (vice captain), K. Hopkinson, W. Thomas, P. Uccello, L. Wallin and K. Young, from the metropolitan area. Len Bennett, V.R.I. Councillor, has been elected Institute Representative and Keith Hopkinson will be the party's manager.



V.R.I. batsman Bill Thomas helping the V.R.I. to victory. He made 62 not out.

VICTORIAN RAILWAYS

NEWS LETTER

FEBRUARY

VR

1973

10 CENTS



ANOTHER NEW YEAR

Transport is now an "in" word.

Everyone is talking about it and all sorts of people are getting on the band wagon.

My advocacy of public transport as a vital part of dealing with the problems of Australia and its large cities is well known—I have been accused of having such bias for years.

There is, I suppose, some reward in seeing the wheel turn after five and a half years of "battling" as Transport Minister.

There are also many people in the transport field, including the Victorian Railways, who have shared the battle with me—this gives us a common bond of some importance.

Having got so many to realize what is needed, we must now all get on with the job of seeing that public transport can do all the things we have been saying it can do. This is a task which involves railwaymen at all levels and in all spheres of influence.

I send greetings for another new year to all readers of *News Letter*



The Hon. Vernon F. Wilcox, M.P.,
Minister of Transport

and to my friends in the Victorian Railways.

WHAT'S IN A NAME

Some Australian locomotives are named after leading politicians—but is this honour ominous?

During 1970, CR named their first CL-class locomotive *John Gordon*, after the then Prime Minister. Shortly afterwards, he resigned his position. Earlier, NT 65 had been named *Gordon Freeth*—he lost his seat in the 1969 elections. When GM 22 was named *Hubert Opperman*, he was a leading politician, but shortly after accepted a posting to Malta. Finally, last October, CL 17 was named *William McMahon*, when the then Prime Minister officially opened the Port Augusta-Whyalla line. On December 2, the day Mr. McMahon's government was defeated at the polls, locomotive CL 17, bearing his name, broke down and was replaced while hauling *The Indian-Pacific*.

In fact, of CR's named locomotives, only two have had no link with the fate that followed: CR's first diesel—GM 1—was named *Robert Menzies* on delivery in 1951; and NSU 51 was named *George McLeay* after another prominent politician.

FASTEST TRAIN

With the recent cutting of several minutes from the schedules of *The Prospector* on the Perth-Kalgoorlie route, Western Australian Government Railways has laid claim to this

service now being the fastest train in Australia.

Covering the 407 miles (655 km) in 7½ hours, with several intermediate stops, calls for an average speed of 52.5 m.p.h. (84.5 km/h) from *The Prospector*, which is several rail cars operating under multiple unit conditions.

In terms of the total run of a train, W.A.'s claim seems safe. But on the Victorian portion of the Sydney-Melbourne *Intercapital Daylight*, the train is called on to average 55.8 m.p.h. (89.8 km/h) for its 197-mile (317 km) journey from Albury.

Victorian Railways operate many fast trains over short distances. The fastest start-to-stop run in the State is for the local Dimboola-Melbourne trains which are scheduled 34 minutes for the 35¼ miles (56.8 km) between Stawell and Murtoa—an average of 62.2 m.p.h. (100.1 km/h).

Another very fast timing is for the rail car service from Ararat to Hamilton, which, *stopping at all stations*, covers the 66¼ miles (107 km) in 72 minutes, averaging 55.4 m.p.h. (89.2 km/h).

U.S. FIREMEN GOING

America's 18,000 remaining locomotive firemen are destined to wither away following the completion of 37 years negotiation on their role.

Management and unions have finally agreed that locomotive fire-

men are not needed on freight trains and on shunting locomotives throughout America. (Some companies dispensed with firemen years ago while others have continued their role.)

However, firemen will still remain on passenger trains and for hostler movements to form a pool for future advancement to enginemans grades.

Attrition (wastage) will take care of the remainder. Their jobs will be struck off as retirement, promotion and resignation deplete their ranks.

Deliberations on the firemen's role started in 1935 after diesels were found to be commercially viable.

● Firemen's duties on U.S. locomotives do not parallel those here. American locomotive crews consist of three persons—engineer (driver), fireman and head-end brakeman (second guard). —*Trains*

SMALL SYSTEM— BIG REVENUE

South Australian Railways' isolated 470-mile Port Lincoln Division on the Eyre Peninsula—more than 350 miles from Adelaide—earned nearly one-eighth of all revenue of the S.A.R. network for the last financial year.

It carried 18 per cent of the total freight tonnage—mainly grain, manures, gypsum and salt.

LONG TIME COMING

The recent bridging of the Macquarie River to link Sydney and Bathurst (150 miles, 241.5 km) with double track completes a project left dormant for many years. Since the 1920's, the river crossing, between Kelso and Bathurst stations, has been all that remained to be duplicated.

But that's not the record for a long awaited project.

When the Melbourne-Geelong line (45 miles, 72.5 km) was built in the 1850's, its builders foresaw the need for a double track and made all the bridgework capable of carrying two tracks.

It was nearly 100 years later before any major attempt was made to provide the second set of rails and today, 115 years after being opened, 10¼ miles (16.5 km) still remain as single line, while a dearth of funds and pressing priorities elsewhere preclude completion.

BIG TROT TOUR

The trotting calendar's highlight, the Inter-Dominion Championship, is the venue for another of the V.R.'s successful packaged tours.

The programme promises to be a real favourite for punters—with trips to see Sydney's racecourses, a night

POTENTIAL

at Harold Park for the Inter-Dom-
inion and admittance to the grand-
stand at Warwick Farm for the Sat-
urday afternoon meeting.

Two mornings—Friday and Sat-
urday—are free for sightseeing.
Travel is by *Southern Aurora* each
way; accommodation at the Top-of-
the-Cross Motel in King's Cross;
and all transport in Sydney is by air-
conditioned coach.

The tour leaves Melbourne on
Thursday, March 1, and reaches
Melbourne the following Sunday
morning. All-inclusive cost is \$84,
which includes most meals.

IF YOU WANT IT

A new railway station could be
built roughly midway between Albion
and St. Albans (2½ miles, 4.4 km) . .
if local residents want it badly
enough.

The new station is not on the high
priority list for financing from the
V.R.'s annual loan allocation
but, if local ratepayers and/or land
developers are keen enough to offer
to finance the station, it could be
built earlier.

"ROULETTE"

"Whether a train is coming from
the left or right it has the right of
way and motorists should treat
every level crossing with caution,"
says the *Ballarat Courier*, reflecting
on public attitudes to railway level
crossings.

"Last Sunday a motorist following
a *Courier* reporter showed disgust
when the reporter slowed to cross
a country level crossing," the article
continued.

"The crossing was on a railway
line which is used twice a week for
goods traffic. Obviously the motor-
ist knew that a Sunday train on the
line is rare, if ever. But it is possible
that railway historical societies could
have a special train in the area, or
the special water train the railways
has on standby during the summer
period could be on its way to or from
a fire or a drought area.

"That is what happens—motor-
ists hit trains, the train does not hit
them, they have no right on the

FRONT COVER

It's the State's newest
named train and it's running
through the scenery that inspired
its name.

It's *The Vinelander*, skirting
the vineyards near Redcliffs.

The train has been highly
successful since being launched
last August, and, with a Moto-
Rail service, has become an
accepted tourist route to and
from Mildura.

Railway administrators through-
out the world must be tantalised
by the thought of what enormous
benefits technological break-
throughs could mean for railways.
Comparing the incredible amounts
channelled into deep space ex-
ploration and the development of
new era aircraft such as the Jumbo
jets, Concorde and F111, with
the small amounts that have
brought the Japanese bullet
lines and Britain's Advanced
Passenger Train into reality,
must make many of us query
whether we really have our prior-
ities right.

The enormous backing for the
Concorde project, for example, is
a point in case. The completed
project offers initially to chop an
hour or so off the trans-Atlantic
crossing and a few hours off
journeys such as Sydney-London.
However, if a cry went up for
similar funds to improve the lot
of the hundreds of thousands of
people who commute daily to the
city centres to work and keep our
nation progressing, then the pro-
ject would quickly be shelved as
"too expensive", or, at best, greatly
modified.

To me, enormous community
benefits would flow from im-
proving the conditions for those
who use transport every working

day of their lives, much more so
than the prestige of offering
supersonic flight and the like for
the few people affluent enough to
afford them.

Britain's A.P.T. project has cost
only \$4 million to get test trains
running at 155 m.p.h. (240 kph)
on existing tracks.

Throughout the world, many
organisations have taken a critical
look at their rail transport scene,
and have come up with the con-
clusion that railways have a larger,
rather than smaller, role to play.
This does not necessarily mean
more lines. Railways are volume-
hungry, and the greater the volume,
the lower the operating costs
become.

With Australia's railways be-
low proper competitive level in
terms of strength and alignment
of tracks, availability of sufficient
modern rolling stock, terminal
equipment and facilities, im-
provements of anything less than
the quality and magnitude
currently being applied to many
road projects would be folly.

After all, to do any job on the
"cheap", is to invite a greater
cost at a later date to bring the
project up to the standard that it
required in the first place.

G. F. BROWN

crossing when a train is approaching.

"A level crossing should be treated
in a similar manner to a rifle or a
gun—it is always dangerous and, like
a gun, is always 'loaded'."

BEST SELLER

Best selling books around the world
will have to be pretty good to better
the record of Japanese National Rail-
ways top selling publication—their
train time-table.

Printed every month, 1,500,000
copies are sold—a total of 18,000,000
each and every year.

RAIL MORE EFFICIENT

Demonstrating rail transport's
supremacy, a recent OECD report
quoted by *Financial Review* shows
that the energy consumption for each
passenger kilometre is 1,000 BTU
(British Thermal Unit) by rail,
2,800 BTU by road and 6,000 BTU
by air.

Freight figures, per ton-kilometre,
are: 420 by rail, 1,400 by road and a
massive 23,000 by air.

Couple these findings to other
surveys that show that rail diesel
locomotives emit less than one-third
the amount of pollutants of diesel

and petrol road trucks based on ton-
kilometre figures, and rails' advan-
tages are even more attractive.

And when electric traction is used,
the pollution problem is almost
wiped out. Modern power stations
burning fossilized vegetable matter
such as in Victoria's Latrobe Valley,
burn their fuel extremely efficiently
and pollutants are kept to a mini-
mum.

Electric trains themselves are com-
pletely pollution-free.

HUMP SAVES

Considerable reductions in oper-
ating costs in Victorian Railways
modernized Melbourne Yard and
Freight Terminal, following a \$14
million investment, saved approxi-
mately \$2.5 million a year between
1964 and 1970, undoubtedly justifi-
fying the initial outlay.

On a 5½-day weekly average,
8,500 wagons pass over the hump.
The record is 9,994 wagons for the
week ending November 25, 1972.

The new yard is still well below
capacity—it could take 3,750 wagons
a day over the hump with the present
pattern of freight trains into Melb-
bourne, and up to 5,000 with an
evenly distributed flow.

There's definitely gold under the Castlemaine railway yards; we know because we put it there! Although Castlemaine's early prosperity was as a result of the gigantic gold field that surrounded the township, this "new wealth" was imported—from Guildford, 6½ miles (10.4 km) away.

Tiny, deserted Guildford station stands today as a forlorn and silent sentinel over the pleasant meanderings and junction of the Loddon River and Campbell's Creek within the confines of a narrow valley profile.

But for those with a keen eye, as the train pulls in to the unattended platform, two adits (horizontal mining tunnels) running from the platform into the hill immediately behind the station, come in to view.

Guildford was a considerable gold field in its own right, and when the railway came in 1874, the field was petering out and no real criticism seems to have been invoked when the railway dispossessed 10 miners of their claims.

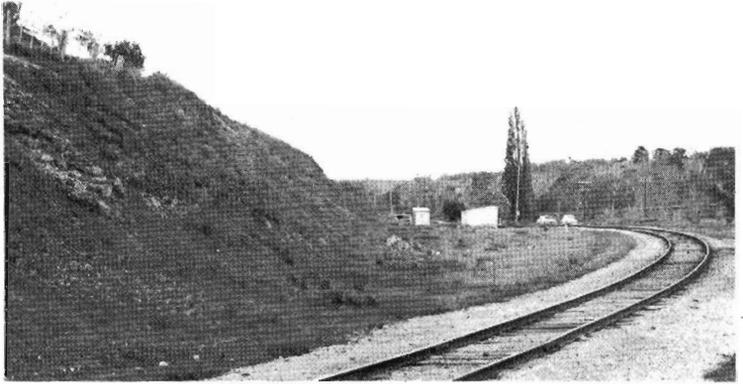
Sweeping into Guildford by a lengthy S-bend in a cutting, the railway actually severed three drives into the hill—two of them are still visible today, 99 years later!

The district was rejuvenated into a grazing area and enjoyed tranquil times; the only reminder of its former boom being the occasional visit from a prospector picking over the bones of the dead field.

Rediscovered

One such prospector, Mr. Thomas L. Duncan, a Guildford blacksmith and councillor, looked closely at Guildford station area and, in November 1916, wrote to both the the Secretary for Mines and the Secretary for Railways with news of his discovery:

"Some three years ago the Railways Department carried out extensive alterations to the Castlemaine rail-



"Exposed was . . . an auriferous bed 600 ft. (183 m) long, carrying gold from end to end . . . This is the area from where the filling for Castlemaine was taken. A walk around the cutting face reveals the site of many of the exploratory drives and shafts of half a century (and more) ago.

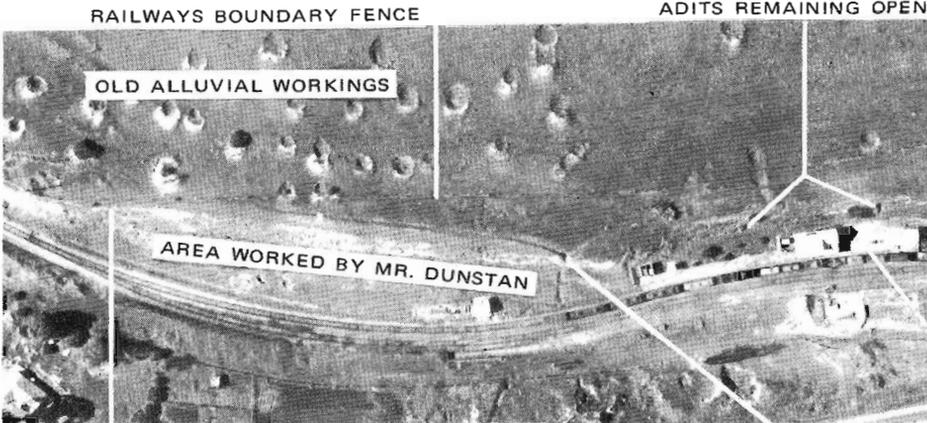
way station which necessitated removing a large quantity of filling from the Guildford railway station. This was taken from a point of the basaltic plains, immediately behind the station and the side of this point was cut away for over 600 ft. (183 m), graduating from nothing at each end to over one chain in width in the centre, and to a height of about 30 ft. (9.2 m). Exposed was a face of clay and gravel and an auriferous bed 600 ft. (183 m) long, carrying gold from end to end.

"This clay occurrence drew my attention to the face, and on examining it, I found it was exactly similar to the lead which my father and brother have been working for the last 50 years, on and off, at Vaughan, some three miles upstream."

Discovery of this lead apparently answered many old timers claims about the gold in the district. Mr. Dunstan continued:

"As a lad I had often heard old Guildford miners remark that they had never found where the shallow lead came out of the Guildford plains, however, when I saw the face of the hill, I immediately recognised it as the missing lead. I surreptitiously prospected it and got prospects equal to 6 dwt (8.5 g) to the load.

"I am not asking for permission to work the ground only to sink so as to find the deepest part of the lead and the trend of same. It would be possible to bore it, but for a shallow depth it would be cheaper and more satisfactory to sink and prospect in the one oper-



This aerial view, taken in 1952, shows the features of the area mentioned in the article. The crossing loop and the goods shed have since been removed.

FACE OF CUTTING WHERE GOLD WAS FOUND AFTER CUTTING WAS WIDENED TO SUPPLY FILLING

THIS ADIT NOW SEALED

ation. It is possible that the lead is running parallel and under the line and in that case it would be valueless. But if it crosses the line, as it appears to be, judging by where it enters the plains again lower down, there is a large area of ground to work."

Not content with having painted the picture of a veritable bonanza lurking in the railway cutting, Mr. Dunstan proceeded to push another hobbyhorse :

"At the same time I tried to get my fellow councillors to bring under the notice of the Commissioners the existence of one of the best ballast gravel deposits in the State. We have an enormous deposit that appears to have been sieved containing nothing larger than a pigeon's egg and yet free from anything that would blow away and a siding into that would be the means of saving the Railways thousands of pounds annually, besides employing local men permanently . . ."

And then, as a postscript, he suggested :

"If it should be as rich as I believe, I would be prepared to pay the Department a royalty or a bonus for the right to work it under their supervision."

Worked

Permission was granted for Mr. Dunstan to sink shafts and drives as required and he set about proving the extent of his find.

In May 1917, he wrote to say that he had discovered payable gold and the existence of a deep lead, which he was unable to test after striking water 40 ft. (12.2 m) below the rail level.

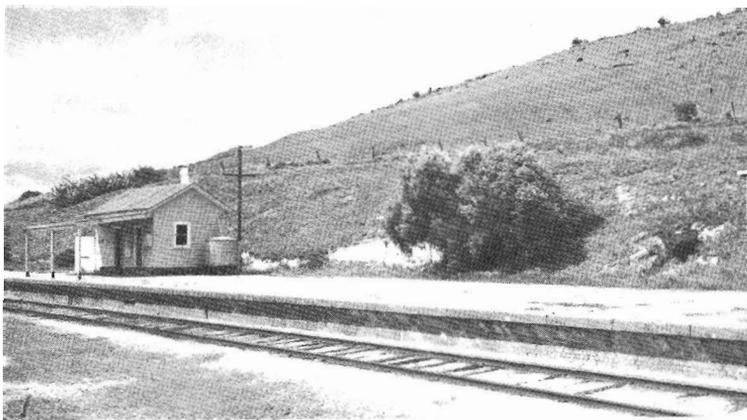
In all, he had 10 shafts open, one to 40 ft. (12.2 m), with the rest sunk to between four and 12 ft. (1.2-3.7 m).

Payable cyanide gold was found in each of the 10 shafts and in one shaft he found good coarse gold.

Hoping to prove the size of the field, he lodged a \$40 security as an assurance that his work would not encroach within 20 ft. (6.1 m) of the railway, and that at the conclusion, all shafts, drives and holes would be filled.

July 1918 saw another voluble report from Mr. Dunstan, this one detailing his success.

"I must thank you for your consideration in allowing me to prospect and later work the area and I can assure you I have had a profitable year's work and have every reason to anticipate, as the result of my work, the reworking of a large area of ground adjacent to the station for its fine gold content. I have proved the existence



General view of the Guildford station. One of the two remaining adits is clearly visible between the trees and the shed.

of numerous false bottoms containing cyanide gold in payable quantities, together with and overlying a deep lead, which was missed by early day miners . . .

"I may have what would appear to be an unnecessary number of shafts open, but I would ask your indulgence in that respect as I believe my operations will result in the establishing of new industries besides employing many men in a new phase of the gold mining industry . . ."

Mr. Dunstan apparently retired to the life of a hard working miner as little was heard from him until late 1921, when he wrote to say that he was surrendering his lease and filling in the remaining open holes. He had sold his promising lease to Hampton Consols Gold Mining Company who intended to work the area. However, before they started, they were taken over by another company, who relinquished any interest in the station area.

In January, 1922, the Road Foreman reported that Mr. Dunstan had fulfilled his obligation to seal the open shafts, and refunded the \$40 security.

Revival

Attempts at reviving the gold mining industry in the district were only sporadic. Various mining companies worked the plateau around Guildford and, following the depression, a company was formed to dredge the rivers. These works lasted into the middle fifties, and the dredge was seen alongside the railway, near Newstead, for many years before being shipped to New Guinea.

As in gold mining everywhere, there's no end of people saying "there's more gold still there than they ever got out" and "there's plenty there"—maybe they're right, but one thing is for sure, under Castlemaine railway yards is a real gold mine!



No bracing was needed inside the small diameter tunnels. This one extends for over 300 yards (274 m) according to locals.

Not so long ago, a newspaper-style publication, catering mainly for the pornographic and pervert market published a front page story suggesting prostitutes were working on *Southern Aurora* and paying railway officers 20 per cent for arranging travel partners.

The "reporter" who "discovered the racket" on his way to Melbourne, blew his credibility when he added that girls out of the buffet car were "starting to muscle-in."

As readers well know : no female staff is on *Southern Aurora*.

Every now and then, somebody cites Los Angeles as an example of how cars and freeways can ruin a city. Occasionally, the proponents of motor madness point to Los Angeles as the zenith of the mobile city. Few Australians ever get to study Los Angeles long enough to form an opinion about its existence under the wheels of the automobile but in a recent edition of *Time* magazine, essayist Timothy Tyler wrote:

WHERE THE AUTO REIGNS SUPREME

"Built in the car-dominated 20th century, L.A. had no need to cluster around a railroad station nor any need to throw up skyscrapers to shorten pedestrian distances.

"So in L.A. you find business, industrial and residential areas hopelessly intermixed and scattered everywhere. All of this makes L.A. a new kind of city, no less vital than a vertical eastern town without any hierarchy, held together by the auto.

"Being so car-oriented, L.A. looks different from any other city in the world. Everything, including the California ranch homes, is long and low and sleek.

"Store blocks and offices grow sideways instead of up, because it is easier to drive an extra block than get out and take an elevator.

"Partly out of fear of earthquakes, but also for convenience, the Hollywood moguls built their studio offices as one-and two-storey buildings with parking slots at the office doors.

"The Angeleno, attuned to motion, moves more often than the resident of any other major city in the U.S. As he shuttles around he gives up trying to identify with his neighborhood. He loses his regional accent, which merges into a breathless, slightly lisping "I-just-got-off-the-freeway-and-guess-what-I-saw"

California way of talking. And, needing something more than freeway signs and shopping centres to identify with, he sometimes looks to his constant companion, his car, for more than just transportation.

"There are Angelenos who, like those old ladies with toy poodles, bristle when told that they have to leave their cars outside, which accounts for the popularity in Los Angeles of drive-in banks, drive-in churches (with speakers and heaters for every car) and Jack-In-The-Box restaurants at which you merely pause, still in 'drive', give your order to a polite machine, move ahead to a window, pick up your Bonusburger with the Secret Sauce as fast as a train snagging a mailbag, pay, then munch away even as you grind back up to 70 on the freeway.

"At first the tourist feels totally lost and vulnerable, especially on the freeways: great, wide, whooshing things, marvellously engineered so that they average 15 m.p.h. faster than the weather-beaten, relatively narrow roads that pass for throughways in the east.

"Of course, this thing Los Angeles has with its cars, this secret life, is coming to an end.

"You can go up in the mountains of Griffith Park in the centre of L.A.

any warm evening now, park on the cliff edge and see the city dying. The smog has a topography all its own these days, massive chocolate mountains of it below you to the east, a permanent black tumor over Hollywood and the downtown area seeping in channels through the passes out into the Valley and on into the Mojave Desert; to the west, over West L.A., Inglewood and Santa Monica, the smog is unexplainably green, and you realize that you are surrounded by a rainbow of smog, all of it a part of the land, undeniable, permanent, so that soon you'll be able to say, 'I live in the green part—or the brown part, or the black part.'

"Up there in Griffith Park you realize that the city does not have long to go. Of course it's just possible that William Lear's steam-turbine car may solve the problem or that people will settle for small, light electric putt-putts before they choke on their own exhaust, but not likely.

"In Los Angeles there is just no replacement for that mammoth steel hunk, that roaring brute car that shrinks the land, expands your reach with churning heady acceleration, burst of speed, smell of rubber, and sends you floating dangerously at dizzy speeds, free and loose and careless, across the land."

INSPECTIONS OFFICER TO PROMOTE TOURS

A new appointee to the Public Relations staff is Ian Cordwell, as the Guided Inspections Officer.

Visits to Departmental installations have always been in demand; now it will be the duty of 22-year-old Ian to handle all arrangements for visits and plan new tours.

Most popular venues for the inspections seem likely to be the Melbourne hump yard and West Tower, Dynon Freight terminal, signal boxes at Flinders Street, train control, Newport Workshops and, especially for very young school children, Spencer Street Station.

Inspections will not be limited to those locations. To quote Ian's own words: "I'll con-

sider a request for a tour to any installation."

First and foremost consideration before any tour can be permitted is safety. However fascinating a behind-the-scenes look can be, the inspecting party must be able to complete its tour in safety. Other considerations that help shape the final outcome of the tour are what disruptions a touring party may cause to the work routine, transport problems, and the size and age limit for any party.

Tours over railway installations have many advantages.

They fulfil a definite PR and marketing activity, allowing a behind-the-scenes look at an industry which is still one of Victoria's biggest. Our ability to handle goods and passengers, and the specialised and sophisticated equipment—and some not so sophisticated—always captures the imagination of visitors.

Industrialists—and travellers—can see for themselves our handling methods and problems, giving them perhaps a better understanding of the total freight picture. By the public taking an obvious interest in our daily routine, it helps better the image of the V.R., which, in turn assists staff recruiting and morale.

If that makes inspections seem important, it's because they are, and the V.R. has acknowledged this by employing a full time officer on this work.

Ian is currently assessing the potential of many areas for future visits, and will welcome suggestions and ideas through 'auto 1367.

Ian has just returned to the V.R. after spending the last 18 months in national service. Before, that, he worked in the employment office, in the Secretariat, and on Commissioners' tours, then in the transport regulation section.



Mr. Cordwell

SAFETY HINT
SNAKE BITE TREATMENT

Many people are unsure of the correct treatment for snake bite, and even medical experts have given differing opinions recently.

The present approved method, according to Commonwealth Serum Laboratories, is :

Be certain there is no further risk of attack. If snake has been killed and/or identified, this information should be given to the doctor.

If the bite is on a limb

- (1) Immediately grasp the limb :
 - (a) above the elbow or knee.
Use a full grip with the fingers and thumb, sufficient to stop the blood returning to the heart.
 - (b) above the bite.
- (2) Apply a constrictive bandage about your grip (note the time).

Suitable constrictive bandage material :

flat rubber 2 ins (50 mm) wide belt; necktie; handkerchief; broad rubber tubing.

- (3) Seek medical aid immediately.
- (4) Place the casualty at rest lying down.
Reassure and relieve fear. The wound should be washed thoroughly and sucked vigorously to remove any venom from the skin and tissues. Remember, the suction method with the mouth could involve some risk to the operator.
- (5) Prevent movement by tying both legs together or the arm to the body.

If the bite is elsewhere than on a limb

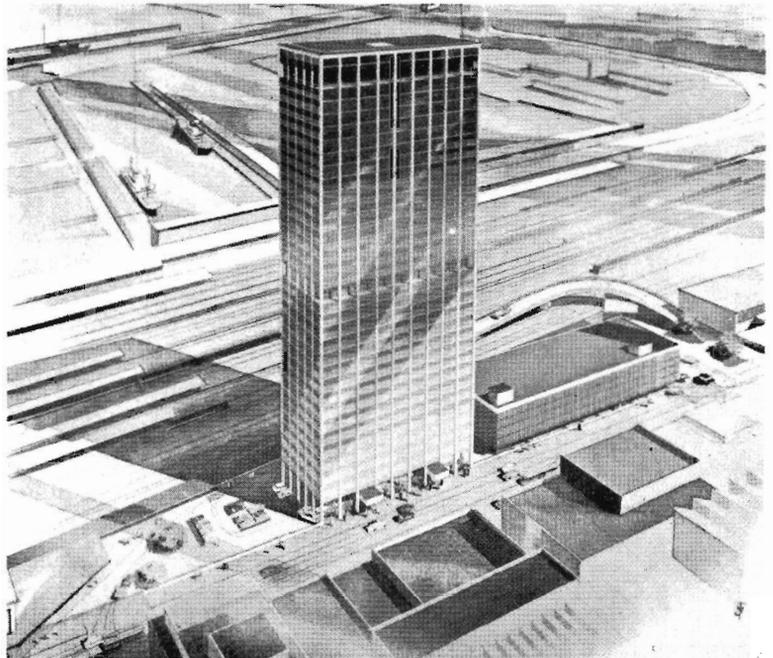
Treat the same as (3), (4) and (5) above.

Caution

The constrictive bandage should be **released** temporarily every 20 minutes for 30 seconds then re-applied. It must be **REMOVED AFTER TWO HOURS FROM TIME OF APPLICATION.**

The bite marks are **not** to be cut.

SPENCER STREET STATION
DEVELOPMENT



Artists impression of the type of development proposed for the area above Spencer Street station car park.

A 400 ft. (122 m) building complex will dominate the western skyline of Melbourne following approval last month by the State Government for a 99 years lease for the air space over the public car park at Spencer Street railway station.

A 35-storey, fully air-conditioned office tower with ultra-modern elevators, and adjacent car park, will be built on the site.

Estimated to cost \$16 million, the building complex will provide 594,000 sq. ft. (55 182 m) of office space to house about 4,000 persons.

Several commercial establishments and shops, a top floor restaurant, and conference hall, beauty salon and similar ventures will be incorporated into the final design.

Melbourne's western skyline will be radically changed when the complex is completed as the building would play a major part in the redevelopment of this sector, which is now receiving the urgent attention of the State Government.

Tenders were invited in May 1970 for the air rights and the successful tenderer was Breheny Bros. Limited who submitted the proposal for an office tower and car park.

The building complex will be designed by J. L. & E. M. Daly Pty.

Ltd., Consulting Engineers and Town Planners, of South Yarra, in association with Mr. J. M. McDowd, Architect.

The project will cater for 300 car spaces for rail passengers and 200 spaces for commercial purposes. Access to the car park would be obtained with the assistance of traffic lights at the corner of Little Bourke and Spencer Streets.

Construction of the car park will begin later this year, and take about nine months to complete. Work on the main building will start early in 1974 and will be completed in two years.

“ . . . Recently hospitalised due to a sudden illness, my wife and I had occasion to be assisted by your Welfare Officer, Mr. Keith Taylor.

“Mr. Taylor is carrying on the tradition set by the former Welfare Officer, Mr. W. P. Bowe, and we feel he is a worthy successor and an asset to the Department and its employees.

—Mr. R. Conway, Belgrave, writing to the Secretary.

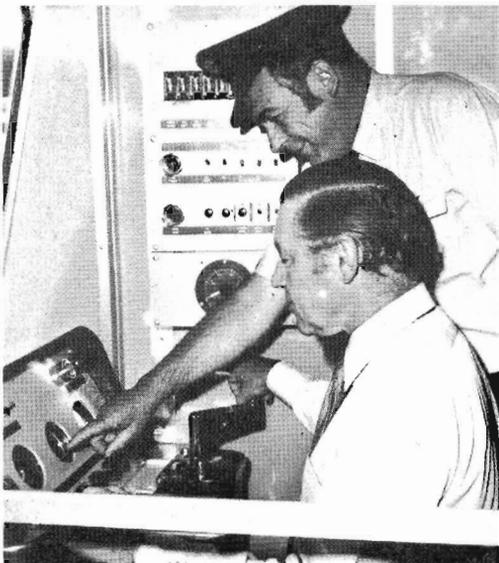
NEW TRAINS GO IN. Melbourne's new look stainless steel metropolitan trains entered service on December 24 following the successful launching of the first four carriage train on a high speed publicity run to Pakenham. The new trains are truly cosmopolitan – Australian companies fabricated and erected the stainless steel shell; an Australian-Japanese partnership (Clyde-Hitachi) produced the motors and electric equipment; the Italian firm of Perilli produced the rubber ripple flooring; Japanese-style air-ride bogies fabricated by an Australian firm to an American design are used; and so is a French-design pantograph. But the total package is a pleasing combination that is distinctive amongst Australian metropolitan trains. "With the introduction of this train we are able to scrap some old carriages – one dating back to 1878," the Chairman of Commissioners, Mr. G. F. Brown, told the gathering at the official launching. The trains are designed for comfortable travelling and efficient operating at the most economical price. Mr. Brown appealed to the Premier and other politicians present to "arrange the money, and double or even triple production, thus eliminating the old wooden bodied trains that have been an embarrassment for so long." Mr. O. G. Edwards, General Manager of Clyde Industries of Australia, whose subsidiaries, Master Industrial and Martin & King, are responsible for 250 of the 300 carriages on order, then addressed the crowd saying that the Victorian plants producing the carriages would do so at the rate of "one every five working days" throughout 1973 to catch up lost time on the order. This will enable 10 trains per annum to be put into service. "It is my pleasure," Mr. Edwards continued, "to advise that we could double our present rate of production, if so desired by the Victorian Railways." Complete details of the new trains were given in June 1970 *News Letter*, pp. 84–85.



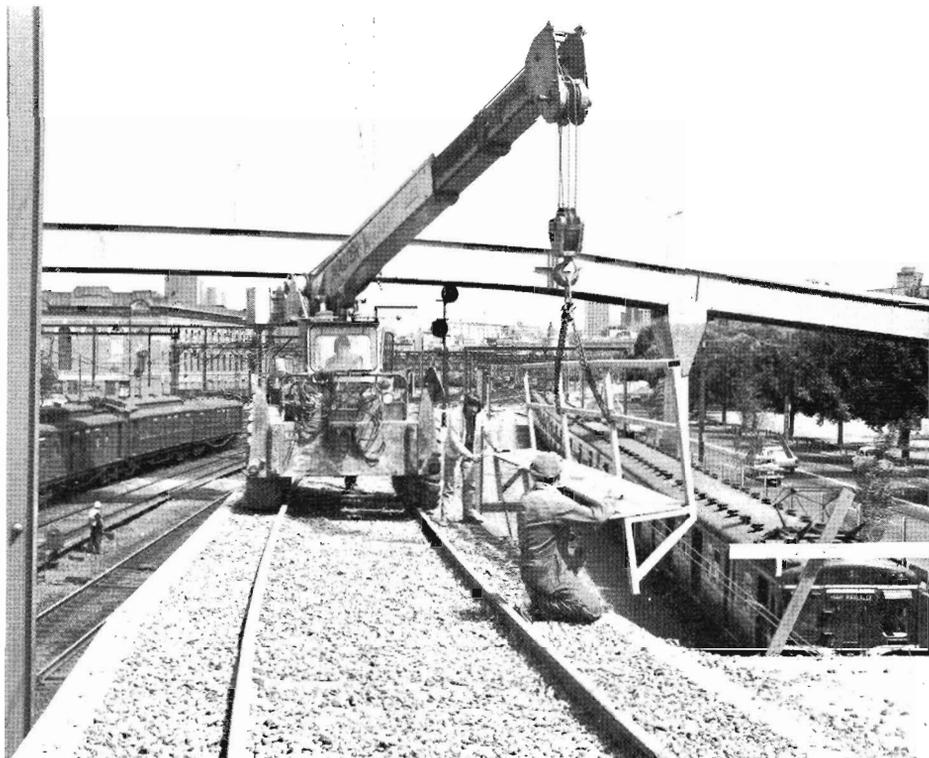
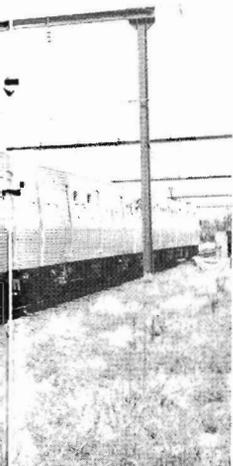
The new train at Pakenham during its publicity run.



Special guests amongst the dignitaries and press were 40 children and their parents from Mt. Eliza Day Special School. Railway staff, through an auxiliary, dome towards the upkeep and medical attention provided at the school. The Commissioner, is seen above with some of the travellers who thoroughly enjoyed the trip – the first, for many.



◀ The Hon. R. J. Hamer, Premier of Victoria, tries his hands at the controls, receiving advice from Electric Train Driver Bert Wilson.



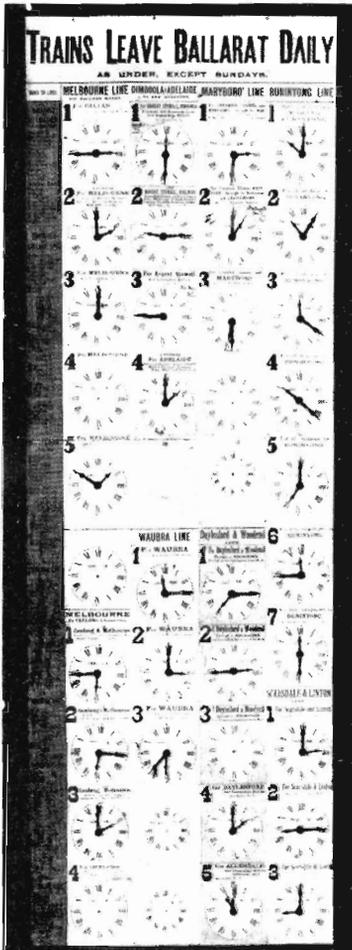
CURVED AND NARROW. Railways really are efficient users of land, and this fact is well demonstrated by this scene of a mobile crane adding a safety walk to the Richmond flyover shortly before it came into use. With the opening of the flyover earlier this month, track capacity for the Burnley group of lines was doubled between Richmond and Flinders Street, and many cross moves between trains eliminated, markedly reducing train delays. The two lines in the direction of the peak flow could cope comfortably with over 50,000 passengers an hour.



BUSY DAY AT BURRUMBEET. Burrumbeet is one of the smallest towns between Melbourne and Adelaide, comprising an hotel, general store, a few houses and a railway station. But when *News Letter* called there recently, Burrumbeet was buzzing — the station's drinking water tank was being cleaned; an express goods from Adelaide to Melbourne was coming through, forcing the track gang giving the main line some attention to stand clear; while in the goods siding, wool was being loaded.

air attendants from the
ae money each pay day
w. Mr. I. G. Hodges,
ly enjoyed their train

controls with "technical"



RAILWAY TIME TABLE INDICATOR
Oxford Chambers 478 BOURKE STREET
Melbourne

The train departure board now displayed
Craig's Hotel, Ballarat

Genuine links with the past are becoming harder and harder to find—and they're becoming worth more and more. But at Ballarat they've found one which few of us are ever likely to have seen—unless we frequent a certain licensed premise in Ballarat.

Craig's Family Hotel—Ballarat's first licensed hotel—dates back to 1852, predating the railway by a decade. And naturally, as Ballarat's leading hotel, it would have catered for the needs of many thirsty passing travellers.

Many branch lines have served the surrounding countryside, and, no doubt, in the interests of both business and the need for customers to catch trains, the ever-thoughtful management acquired a train departure board.

Present licensee, Stan Jacobi, himself a V.R. man for seven years in the fifties, found the board under a mountain of dust and rubbish in the cellar. After a quick spruce up the board almost as good as the days when it faithfully told parched travellers it was time for the last one before scurrying 500 yards (450 m) up Liddiard Street to the station to catch their train.

And what a choice of trains there was, too. Apart from lines still operating, the board carries time clocks for trains to Buninyong, closed 1947, Daylesford (via Creswick and Newlyn) closed 1953, and Waubra, closed 1969.

Stan is so pleased with his find that it has been restored to a position facing all guests as they head for the stairs in the foyer.

● Craig's hotel has other claims to fame, too. Poet Adam Lindsay Gordon conducted stables at the hotel from 1867-8. Mark Twain and Nellie Melba rested there. So did Prince Albert—and his 19th century bed is still in use in one of the rooms.

November *News Letter*, p. 166, quoted 1910 as the date when Taradale viaduct was strengthened to take heavier locomotives. Strengthening was, in fact, carried out in 1933.

The Minister of Transport, the Hon. Vernon F. Wilcox, M.P., recently told State Parliament that he supported the general proposition that finance for freeways be diverted to improving Melbourne's public transport. "Although the working out of it is, like many other things, more difficult than merely saying it," he added.

"I am taking steps to ensure that the fullest co-operation is given to the new Federal Government to ensure that something is done and to enable it to live up to its promises."

NEW TRAINS

Replying to Opposition members' questions during debate on the third reading of the Railway Works and Services Bill (loan funds), the Minister of Transport, the Hon. Vernon F. Wilcox, M.P., said that a doubling in the delivery rate of the new stainless steel trains had been provided for in the Bill.

An allocation of \$8 million had been made for the period July 1, 1972 to December 31, 1973.

**SUGGESTIONS
ADOPTED**

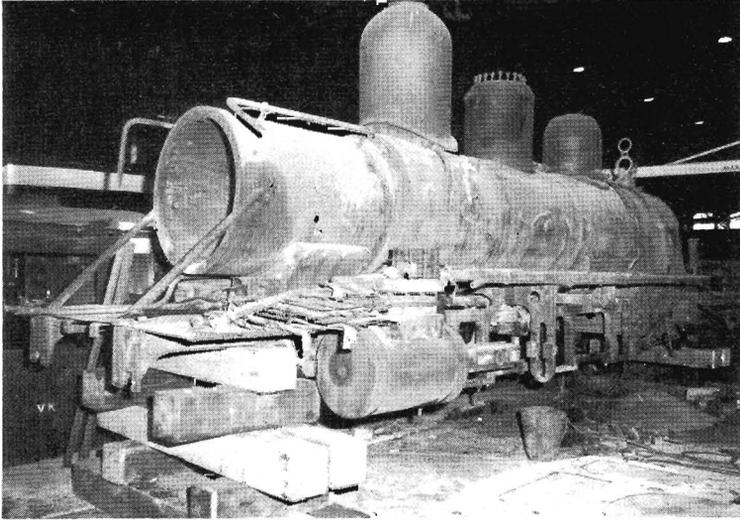
During December, the following suggestions were adopted and awards granted :

- Improved method of detecting track circuit failures. \$250
- Bank accounts for National Savings Group be split below \$20,000 to retain interest earning capacity. \$40
- Alterations to L-class locomotive tubular check valves. \$20
- Windows of Newport water tower be shielded to improve safety on fire escape. \$15
- Car park rows at Spencer Street station be marked for easier identification \$10
- Different bolts for securing triple valves on some wagons. \$10
- Barriers be installed in Strathmore subway to curb cyclists. \$5
- Heavier type of liquid soap be used. \$5
- Drawing attention to incorrect locking plate used over screws on some bogies. \$3
- Amend layout for form A. 277. \$2
- Repairs to booking window grille at Clayton. \$2

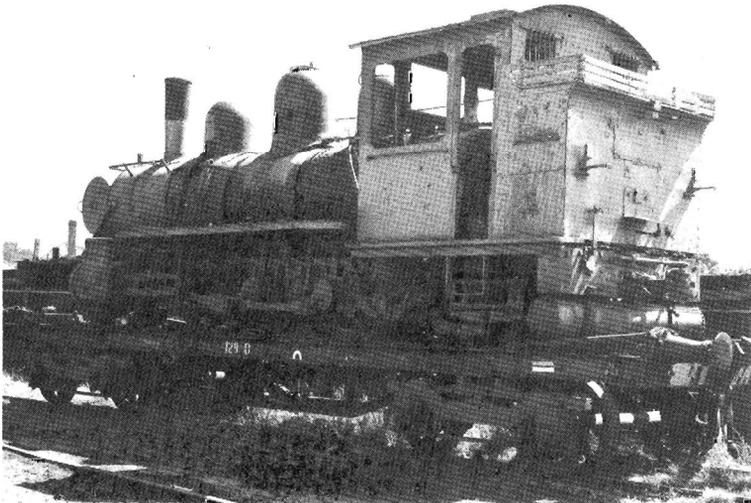
Ground water encountered while building Melbourne's Underground approaches at Jolimont is now used to wash metropolitan trains.

Water, flowing at 500 gallons per hour, is being pumped from 34 ft. below sea level to the washing plant at Jolimont which also features recirculation. Despite its salt content the Railway's laboratories had found it suitable for washing.

About 40 trains are being washed a week by the recycled water.



Doesn't look much like a steam locomotive capable of enchanting many thousands during the remainder of its career, does it? But it will! One of the many projects being undertaken at Ballarat Workshops is the restoration (by amalgamation) of another engine for the Puffing Billy Preservation Society's successful Belgrave-based narrow gauge line. The locomotive above was formerly 12A, which, after a major over haul in 1951, saw very little use on the Moe-Walhalla line until retired in 1954. Although it has been out to grass since then, the boiler, particularly, is still in good condition and is forming the base for the new locomotive. Other usable parts are coming from locomotive 8A (*below*) which was reclaimed from a children's playground in Beaumaris. The latter has not seen service since 1955 (on the Fern Tree Gully-Belgrave line) and is also in fair condition. By collecting parts from the two locomotives one 'new' locomotive will be built, with a minimum of new fabrication, to assist three others in train running duties from Belgrave to Emerald and soon to Lakeside (Emerald Lake).



1933

First all-welded goods wagon in the world built at Newport Workshops, July 21.

1934

Duke of Gloucester left Melbourne by Royal Train for Canberra, October 22, after Royal Train visits to Victorian country centres.

Middle Brighton

"... It's a pleasure to catch a train from Middle Brighton station, everything is so clean and well cared for and the girls always helpful and bright..."

—Mrs. D. Thompson, Sandringham, writing to the Secretary.

Efficiency

"... I would like to thank you and your staff in Seymour for the courteous and efficient manner in which approximately 2,000 sheep were railed from Deniliquin to Kilmore East.

"Special mention should be made of two of your staff, Mr. J Hefferman and Mr. J. Brewster.

"My clients have asked that I pass on their thanks for a job well done"

—Mr. D. John, Manager, the Australasian Estates Co. (Agencies) Pty. Ltd., writing to the Secretary.

Honesty

"I would like to commend the efficient and honest members of your staff involved in the prompt return of three valuable rings I left at Spencer Street station in late July"

—Mrs. J. Campbell, Tatong, writing to the Secretary

Pigeon racing

"... I would like to thank your staff at the various stations between Melbourne and Mildura for their assistance and co-operation in looking after our birds.

"I can safely say that our members have benefited greatly, with good returns right through the season.

—Mr. I. Lamont, Secretary, Heidelberg Pigeon Club, writing to the Secretary

The Gippslander

"... Recently I travelled to and from Bairnsdale and would like to compliment your Department on that service.

"Your staff on the trains were efficient and courteous. I especially noticed how your conductors helped by getting luggage down from the racks, and the cheerful manner of the staff on the buffet.

"I could not but contrast it with my experiences recently in the United Kingdom..."

—Mr. C. Welitler, Mont Albert, writing to the Secretary

AMONG OURSELVES

P. R. PAIR



Mr. and Mrs. Alex Keating following their wedding on December 30 at St. Paul's, Caulfield. The bride was formerly Miss Patricia Harrington, who should be well known to regular readers of *News Letter*, as she has appeared in its pages many times on modelling assignments. Pat is the typist for the PR and transport regulation sections. Alex was also with PR before transferring to the transport regulation section.

Cool head in a hot spot

Embarrassing moments come to all of us occasionally, but for Running Gear Repairer Dave Sleeth they seemed to come every time he went to the football.

For Dave, you see, is the father of former top VFL umpire, Ray Sleeth, and he used to go to all the matches his son umpired throughout his 16-year career.

There, Dave and Ray's wife would stand while some irate and excitable persons shouted torrents of abuse at Ray.

"My wife gave up coming because she couldn't stay calm when the hecklers really got going," Dave recalled.

"I've heard all sorts of things said about him. When one bloke bel-



Mr. Sleeth

lowed out 'When's your father going to get married, Sleeth', I just grinned. Another day someone near to us shouted 'I'd like to see your mother, Sleeth,' I felt like turning around and saying 'how'd his father do,' but I didn't. And then there was always someone who'd grab me by the arm and try to get me to agree that the umpire was doing a lousy job."

As most people are partisan in their football interests, Dave was asked to nominate the club that had the worst supporters. Hardly hesitating, he replied "St. Kilda, without a doubt. Not only did they abuse the umpire and the opposition players, but they even gave their own players a tough time. In fact, we always stood in the outer at St. Kilda in later years."

Dave joined the V.R. in 1928 and did the rounds as a train examiner at Geelong, Ararat and Melbourne Yard before transferring to North Melbourne as a running gear repairer in 1951.

Well known for his union activities—he was president of the train examiners section of the ARU for six years—he was also a foundation member of the workshops successful safety first committee. Dave has another son, Bob, with the Line Supervisor in Signal and Communications Section of the Way and Works Branch.

Familiar face

A face almost as familiar as the trains leaves Geelong next week when George McKinnis, the leading station assistant, retires.

George has been with the V.R. for 21 years, and all of it has been at Geelong.

"I had been managing farms in the Wimmera and was asked to come to Geelong to take over one here," said George, recalling the incidents that led up to him joining the railways.

"I was here for about six weeks and there was no accommodation on the property and no sign of any being built, so I joined the Railways. I've never regretted it."

George's first job was to roll the tarpaulins in the North Geelong Yard, which he did regret. "That was hard work lumping them around—it nearly killed me."

A short while later and he was on the barrier at Geelong station, col-



Mr. McKinnis

lecting and checking tickets of the many travellers.

After eight years of that, followed by the next nine as leading station assistant, George is a familiar face for the regular travellers, just as they are for him. "I know most by sight, and many by name," he said.

And so they should, for twice while every train is at Geelong platform, George walks the train's length to record the train composition and to tally the travellers. Commuting traffic alone accounts for nearly 600 passengers a day.

Despite his previous association with farms, George has no plans for one after retiring on February 21. Instead, his only ambition is to take a long time touring New Zealand.

All apprentices of the years mentioned who would like to attend a reunion on November 9, 1973, are asked to forward their name and address to Peter Gibb, Workshops Manager, Spotswood Workshops.

Ballarat manager

Frank Uhe is one of the younger brigade now managing the V.R.'s large workshops. Ballarat North Workshops is Frank's charge and he has completed his first 12 months there.

Murtoa-born, Frank joined the V.R. in 1952 and undertook an electrical fitting apprenticeship. He worked at Jolimont, Newport, Dynon diesel depot and the train lighting depot before being assigned to the plant engineer's office at Newport, where he stayed for 10 years.

There he was the technical assistant to Mr. A. Nicholson, who is now the Assistant Chief Mechanical Engineer.

Mr. Uhe also spent 12 months with the Superintendent of Locomotive Maintenance.

During his 20 years with the V.R., Frank has worked on many projects, including testing of L-class loco-



Mr. Uhe

motives and *Harris* trains, but the most interesting duty in his career to date, was as a Rolling Stock Branch representative for the 1968 exhibition, which involved the display and use of a considerable amount of passenger and freight rolling stock for two days.

Tennis honour

Top honour in the Australian tennis umpiring scene is to be appointed President of the Australian Lawn Tennis Umpires Association, and that's the honour that's been handed to Traffic Branch's Kevin Bolton.

An umpire for 16 years, and President of the V. L. T. U. A., Kevin has now amassed a formidable tally of honours from the tennis umpiring world. He has officiated at Davis



Mr. Bolton

rules and their interpretations.

To cap off a very successful year, he now hopes to see at least a semi-final of this year's Davis Cup held in Melbourne.

Cup matches as well as Australian Championship, Federation Cup and the various State titles.

In his new role, Kevin presides over the annual meeting of representatives from all States when they discuss and make recommendations for changes to the



When the Ironworks Division have a picnic, they really enjoy themselves, judging by these photos taken at their annual December get-together at Belgrave. What Ron McGarvy asked Father Christmas (Tom O'Donald) for is probably not on the usual list of Christmas gifts, but Arto the clown, (Printing Works' John James) seems a little surprised by the request.



Although Father Christmas is reputed to bring presents to children, this toddler seemed very apprehensive about their meeting.



It was the main event of the day. The competition was keen, and so was the barracking!

"The way the crowds have been flocking back to tennis here the last two years it would be hard for the challenge to be played anywhere other than Melbourne," Kevin commented.

Kevin is Officer-in-Charge of the Traffic Branch medical, vision and leave section. He was formerly Officer-in-Charge of the country guards roster section.

Ballarat duo



Don Mason (left) and Bill O'Loughlin go about their task of renovating a pantograph from a metropolitan train. An average of two pantographs are completely restored each week.

Seeing both Britain and Canberra are revealing war secrets, it's time *News Letter* revealed some, too.

Ballarat Workshops Fitter and Turner Don Mason (left) got into the thick of things during the second world war when he was a fitter at Traralgon locomotive depot and on the area's civil defence organisation.

Reports were being regularly received about the presence of enemy submarines off the coast along the 90-mile beach.

Don and a workmate from the loco depot were assigned to investigate these reports and prepare transport requirements to move residents and their important possessions from the vicinity.

Despite nights of patient watching and listening, Don never heard any submarines himself—but reports still poured in from all around the Australian coastline. The majority of cases must be put down to "hearing things in the night" because if all the sightings were true then there must have been a large number of submarines around the coast—or maybe they were friendly!

Whatever the true story, Don's plan was never implemented as the invasion the locals feared so strongly never came, and Don drifted back to the routine of helping the V.R. running.

After joining the V.R. in 1925 completing his fitting and turning apprenticeship, he worked at Ballarat

at, Newport, Seymour, Wodonga, Traralgon and Maryborough. He retired on December 25.

Don's workmate was Bill O'Loughlin—a well-known amateur distance runner around Ballarat.

There must be something about the 'mountain air' there, because Bill comes from a long line of runners—he is a second cousin to the famous Ron Clarke.

"Clarke's Hill here at Ballarat is named after the family," he said.

Bill has been running for 20 years—the length of his railway career. And all of it has been at Ballarat, though not necessarily at the Workshops.

Tony Benson, the Australian Olympic team member, is a regular runner at his club. Bill's best performance to date was to run second in a B-grade 5,000 m race.

"Ron Clarke told me I'll run about the same standard until I'm about 42," he said. "The body gets a little tired then."

And what will he do then for relaxation?—"I'll see how much I slow up first before I make any plans," he grinned.

But Bill's ability doesn't end there. He has built his own house and most of the furniture—a feat that many would like to be able to emulate.

AMONG RECENT RETIREMENTS



Mr. Bowe



Mr. Edmunds



Mr. Crockett



Mr. Meller



Mr. Wilson



Mr. Aicken

W. P. (Bill) Bowe, on January 27. Bill was Welfare Officer for 18 years, and Assistant Ambulance Officer for 12 years prior to that. He joined the V.R. in 1923 and was a clerk in Melbourne Goods where he became interested in ambulance and safety work.

During his most successful years as the first Welfare Officer—a most demanding position, which brought him in touch with a broad spectrum of staff and other workers in the welfare field—Bill established an outstanding reputation of sincerity, understanding and true compassion. Highly regarded by the Commissioners, railwaymen generally, and the unions, the final months of his career were engaged in researching the potential for a further expansion of the Department's rehabilitation work.

Charles Edmunds, on January 19. Charles finished as instructor for the junior station assistants class and was a keen social bowler with the V.R.I. He had been with the V.R. for 45½ years, and was an assistant stationmaster.

Jim Crockett, Way and Works Examining Officer, on February 24, after 37 years with the V.R. He was ganger at Rosedale and Maffra.

Fred Meller was a professional engineer with the Planning Division for 14 years before retiring on February 9.

Ralph Wilson saw most of the State from railway carriages when travelling with the Hallade Recorder, checking the condition of the V.R.'s tracks. After 15 years, he moved to a clerical position in the way and Works Staff Office. He had been with the V.R. for 33 years before retiring on February 12.

Wilfred Aicken, who retired on January 9 from the position of Signaller at Murtoa, had been with the V.R. for 32½ years. He worked through various grades and had been previously stationed at Bendigo, Lake Boga, and in Melbourne.

Melbourne Goods' cat population lost a true friend on February 2, when Weighbridge Attendant **Jack Ryan** retired. Jack fed many of the area's cats. His 30 years with the V.R. were split between Spencer Street and the Goods.

Gerry Carroll was one of the people responsible for *News Letter's* final appearance—he was a proof reader at the printing works for 15 years before retiring on January 15.

After 47 years with the Way and Works Branch it was time, on January 19, for **Charles Smith** to retire. From a start as a lad labourer he became a ganger in 1938. For the last two years he had been a roadmaster with the Engineer of Special Duties.

Jack Trewin, who retired on January 19, was a 1927 fitting and turning apprentice who, at retirement, was foreman of the fitter mechanics at Spotswood.

George Papworth, one of the Department's locksmiths, has been at Spotswood since 1937. He retires on February 27.

Tom Myerscough had the distinction of serving his apprenticeship with Mr. G. F. Brown, who is now Chairman of Commissioners. The two parted ways when Tom went to the motor garage. He finished there as a car builder on February 12.



Mr. Ryan



Mr. Carroll



Mr. Smith



Mr. Trewin



Mr. Papworth



Mr. Myerscough



The Retired Railwaymen's Association celebrated its Golden Jubilee Year with dinner in the V.R.I. ballroom during December. The R.R.A. is the club longest affiliated with the V.R.I.

RETIREMENTS

ROLLING STOCK BRANCH

- Allen, H. C.A., Donald, 15/12
- Amarella, L., Newport, 20/12
- Barry, R. M., Newport, 4/12
- Coster, S., Jolimont, 8/12
- Green, E.W. J., Newport, 23/3
- Karpowicz, J., Shelter Shed, 11/3
- Martin, T. J., Ballarat, 6/12
- O'Brien, W. J., E.R. Depot, 21/12
- Papantoniou, E., Newport, 2/3
- Pickard, H. B., E.R. Depot, 27/12
- Schiavone, P., North Melb., 16/3
- Semmens, E S., Jolimont, 9/3
- Sleeth, D. H., North Melb., 27/1
- Vasic, M., Newport, 8/12
- Ward, E. C., Newport, 28/3
- Wilson, C. M., Newport, 27/3
- Wunder, B., Jolimont, 17/3

SECRETARY'S BRANCH

- Bowe, W. P., Head Office, 27/1
- Dalton, E. M., (Mrs.) Medical Sect., 5/12
- Jacobs, B. N., Head Office, 20/12

STORES BRANCH

- Carroll, G., Printing Works, 15/1
- Chandler, F. W., Printing Works, 7/2
- Dimopoulos, A., Electrical Depot, 1/12
- De Luca, G., Newport Workshops, 12/12
- Koutouxidis, S., Spotswood General 18/12
- Piccolo, D., Newport, 5/1
- Ploog, H. D., Head Office, 30/12

TRAFFIC BRANCH

- Close, H. L., Chelsea, 9/12
- Constable, T. F., Ballarat, 19/12
- Donovan, J. C., Melbourne Yard, 3/1
- Edmunds, W. C., C/- Staff Office, 19/1
- Elliott, H. A., Warrnambool, 19/12
- Ford, (Mrs.) G. M., Spencer Street, 2/3
- Harvey, H. C. W., Montmorency, 17/1
- Lloyd, P. T., Melbourne Goods, 16/3
- Lyons, A. C. H., South Geelong, 8/1
- McKenzie, R. J., Dynon, 5/3
- McNamara, T. P., Essendon, 16/3
- Neary, A. W., Eltham, 20/1
- Nicol, F. J., Melbourne Goods, 15/3
- Norton, A. E., Bendigo, 12/12
- O'Toole, J., Melbourne Goods 9/3
- Pape, A. H., Flinders Street, 11/12
- Reid, (Mrs.) P. K., Hawksburn, 24/11

- Skey, O. R., Colac, 28/3
- Stephens, H. S., Wangaratta, 19/1

WAY AND WORKS BRANCH

- Formica, V., Thornbury, 10/3
- Kowalczuk, F., Sale, 14/3
- Latella, F., Spotswood Workshops, 9/3
- Leslie, W., North Melb., 5/1
- Miller, M., Spotswood Workshops, 11/12
- McNamara, P. L., Murtoa, 24/3
- Patterson, R. H., Geelong East, 6/12
- Pearson, R. J., Warracknabeal, 23/11
- Plunkett, K. G., Metro. area, 13/12
- Reid, L. E., Ararat, 22/3
- Tagliabue, M. S., Seymour, 14/11
- Tracey, D., Maryborough, 20/3
- Trewin, J. H., Spotswood W'shops, 12/1
- Villani, M., East Melb., 12/3
- Whelan, T. P., Head Office, 5/1

COMMERCIAL BRANCH

- Jones, G. R., Head Office, 30/12
- Molendyk, J., Newport Workshops, 11/11

REFRESHMENT SERVICES BRANCH

- Bate, (Mrs.) L., Spencer St. Cafe, 6/1
- Foulis, (Mrs.) A., Spotswood Canteen, 8/1
- Hallett, E. W., Dining Car Depot, 20/12
- Moskal, (Mrs.) K., Spencer St. Cafe, 23/11

NEWS LETTER REGRETS
TO RECORD THE FOLLOWING
DEATHS

ACCOUNTANCY BRANCH

- Blanch, W. J., Despatch Office, 2/1

ROLLING STOCK BRANCH

- Casey, T. F., Newport, 10/12
- Johnstone, J. A., Newport, 4/1

TRAFFIC BRANCH

- Albrey, G. N., Melb. Goods, 15/12
- Forrest, C. E., Mildura, 7/1
- Neville, T. R., Woomelang, 14/12
- O'Flynn, L. B., Dynon, 27/12
- Spicer, T., Melb. Goods, 4/1

WAY AND WORKS BRANCH

- Collins, E. S., Metro. area, 1/1
- Field, R. J., Hamilton, 29/12
- Lang, R. L., Benalla, 8/12
- Williams, P. D., Caulfield, 13/12

Institute
INews

INSTITUTE
SPORT

by OSS. KEATING

Profitable hobby

We know that the *Geelong Flyer* has been running for quite some time now, but I reckon this famous train might have a rival—the *Bendigo Flyer*. But there is a big difference—the Bendigo version is a trotting mare and not a train. Nevertheless, reports have it that she literary goes like a train, and so she should, she's owned, trained and driven by Garnet Wicks, a Bendigo guard. Up to the time of writing, Atlantic Lady, as she is officially known in the trotting world, has won 12 races, three of them at the Showgrounds.

Bowls

McKinnon Bowling Club was the venue of the 1973 fixture, and in spite of the drought conditions the greens were in remarkably good condition. The morning game started with a strong cross wind blowing and threatening clouds overhead. These conditions certainly tested the players skill and good draw bowling was virtually impossible. After six ends we held a slight lead, 37 shots to 32, but by the time the 12th end was played we were obviously getting on top as the scoreboard showed VRI 93 shots to API 61.

At the conclusion of the 18 ends we went into lunch with a lead of 31 shots, VRI 137 to API 106.

The afternoon game started in blustery winds and sleety rain, making conditions unpleasant for the participants. As in the morning game we jumped to a handy lead, and after six ends were 19 shots up. The weather at this stage began to pick up, and it quickly became obvious to the many spectators that the players were able to attempt their shots with much greater confidence. However the better conditions didn't seem to help the Post Office players because after 12 ends we had increased our lead to 30 shots, and at the 18th end mark had won the game by 37 shots, the scores for the p.m. match being VRI 145 to Postal 108. This gave us an overall victory of 68 shots, and so the perpetual trophy remained in our trophy case. The Deputy Chairman, Mr. E. P. Rogan, viewed the concluding stages of the game.

Tennis

On December 7 the third of these annual tennis matches was played at the Albert Ground. Although in fairly good condition, the courts were showing some effects of the dry weather. From the outset of play it was obvious that Postal had fielded a much stronger team than previously, and at the conclusion of the six single matches they led four matches to two. Our only winners were B. Pearce and W. Schulz, while J. Bromley, R. Booley,



(From left) M. Barker and L. Schultz congratulate Postal's J. Mortimer and B. McCormack on their fine win in the annual tennis match.

M. Barker and S. Stevens, found their opponents too strong. The doubles proved even more disastrous, as API won all three matches, with Pearce and Bromley being the only pair to take a set.

So API had a very convincing win, seven matches to two, and left no doubt as to who, in 1972, were the better side. At the usual presentation function at the conclusion of the game, the perpetual trophy was handed over to the winning captain by Bruce Pearce who congratulated the winners on their high standard of play. Other guests included Des O'Donnell, Chairman of the VRI Sports Committee, Ron Baggott, our General Secretary, and Harold Jones and Eric Grant, two Life Members of the VRI Tennis Association.



V.R.I.'s B. Pearce fires a return from the net while partner J. Bromley watches the outcome during their doubles match.

Table tennis

Ararat VRI Table Tennis Club certainly made their presence felt in the local Association when they won three of the five grade premier-ships in 1972. The A2 grade went to the VRI 2 team—Jack Pianta, Lex Pritchard and Les Styles, the B1 grade to the VRI 3 team of Peter Pianta, Phillip Kerr and David Canty and finally the B2 grade was won by VRI 4, consisting of Ian Watson, Peter Oehm and Mick Watson. Play was of a high standard and most games were closely contested. Heartiest congratulations to the Ararat Centre for this very fine achievement.



Chess is a very serious game—if you don't believe it, just look at the concentration reflected in the faces of these players taking part in the V.R.I. Chess Club's Split Level Chess lightning tournament. At table No. 1, C. Skomina, (right) eventual winner of the tournament, was waiting for A. Marshall to make his move: at table 2, G. Valdare (right) and J. Hurley were considering their moves, as were M. Kirkwood (right) and O. Rode on table 3.

Yarram grazier, Mr. Jack Irving, had a public word of praise for the way in which his stock was moved by train recently, reports *Yarram News*.

Mr. Irving said that the 32-truck cattle train left Yarram at 5 p.m. and was unloaded at Tocumwal, 293½ (472 km) away, at 10 a.m. next day.

The 600 head of cattle were then trucked to north of Moree, near the N.S.W.—Queensland border.

VICTORIAN RAILWAYS

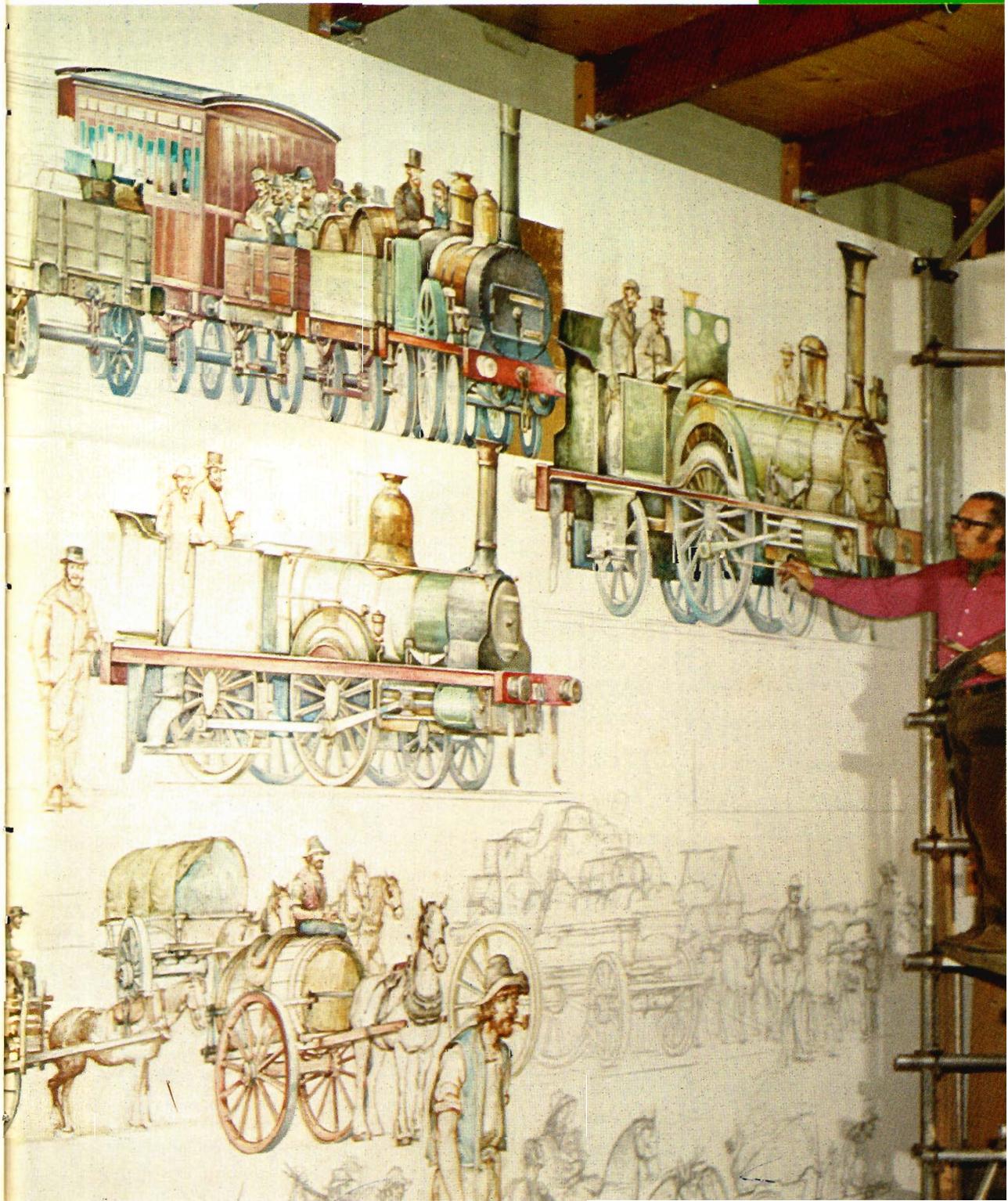
NEWS LETTER

MARCH

VR

1973

10 CENTS



JOBS WELL DONE

February was a month which severely tested the resources, initiative and endeavour of many of the railways' staff.

Looking back in retrospect, I cannot recall another similar period when sustained special projects and natural disasters have consistently confronted the system.

Starting the month, our staff worked to a strict four-hour timetable to re-position tracks, arrange signal circuits, connect up the overhead power and a host of other lesser tasks to bring in four track operation for the Burnley lines between Flinders Street and Richmond. Work of this nature may seem simple, but it was carried out at three work points.

A few days later the drought broke when Melbourne, and the State, received general falls of up to seven inches of rain in a short period.

Flooding followed with delays to rail services. Washaways occurred in the harder hit areas and railwaymen were forced to work at manually-heavy tasks in unpleasant conditions—humidity and mud—to restore the tracks.

For the rest of the month, flooding occurred often, striking in various quarters of the network—at more than 30 locations. Floods at Seymour made the others seem a little insignificant, but all demonstrated the dedication of railway staff to see that trains ran again as quickly as possible.

Closing the month came a week of intensive activity for the 40th Eucharistic Congress. Rail played a dominant part in transporting the crowds.

Key gathering was the Children's Mass, which called on the V.R. to

move 75,000 children to and from the M.C.G. within a two-hour period each way.

Far from being the exception, this is the sort of work the Victorian Railways and their staff can do, and will do, if supported. Encouragement generates initiative and endeavour, which in turn generates appreciation.

Outstanding planning by the many officers concerned, and excellent co-operation between all the staff involved made the exercise an unqualified success. A feature of the children's movement was the complimentary comments from the children's supervisors about the courtesy shown by the staff despite the tremendous numbers they had coped with.

Some problems were encountered when road traffic unexpectedly intermingled with children returning to Richmond station. This caused delays to our planned programme, which, because of our enormous task, and the intensive utilisation of trains and track capacity, snowballed into worse delays during the evening peak.

On this day, we pushed our resources to the limit; slashed our 'time-cushions' to the bare minimum; and success from every viewpoint was dependent on all the organising bodies following their time-tables as well as ours. Even apparently minor delays dramatically snowball under those conditions.

Looking back at February, I say I'm proud to be a railwayman when I see the results of dedication that month brought.

G. F. BROWN

Because of the heavy volume of business around closing time, it was felt there was a need to accept parcels at a later time for added customer convenience.

Whether the business community makes full use of the late night availability to rail parcels in the city will be closely watched.

DESIGN EXPERTS TO LOOK AT N.S.W. STATIONS

Design experts have been asked by N.S.W.'s Transport Commission to work with the Commission's staff to try and improve the appearance and convenience of the transport system's facilities, particularly stations and rolling stock, reports *Railway Transportation*.

RECORD NO. OF SCHOOL CHILDREN USE TRAINS

A record 35,000 students are using trains for travel to and from schools.

School concession fares are estimated to be costing the Railways nearly \$700,000 this year.

Rail concession fares varied with the age of the scholar; some received one-third concession, a half, or two-thirds, depending on classification.

No age barrier was placed on university or technical students attending educational institutions full time.

Not long ago a 71-year old woman, studying full time at Monash University, received a student concession rail ticket.

SOVEREIGN HILL TOUR PACKAGE

A visit to Sovereign Hill historical park is the highlight of a Sunday package tour to Ballarat organized by Victorian Railways.

Tourists leave Spencer Street station at 9.35 a.m. every Sunday. From Ballarat station they are taken by coach direct to Sovereign Hill—an historical re-construction of a gold digging town, full of excitement for the children and interest for the adults—arriving there about noon.

After three hours and a half to explore Sovereign Hill—they are taken on a 90-minute coach tour of Ballarat, seeing the Eureka Stockade, the Botanical Gardens and Lake Wendouree, Black Hill Lookout, and other attractions.

The coach returns the tourists to Ballarat station, where light refreshments are available before the train leaves.

Cost of the package tour, covering

RAILWAY ENGINE FOR TRUCK

A general Motors EMD 12-cylinder diesel locomotive engine (1,300-1,500 h.p.) is the propulsion unit for Mt. Newman Mining's latest experimental truck—designed to move loads of 200 tons!

The \$480,000 truck, as high as a two-storey building, is the only one of its kind in Australia and is used to haul iron ore at their Pilbara mining area.

An example of the superiority of rail for these movements comes by simple comparison. That same locomotive engine could power a diesel-

electric locomotive that could haul 2,000 tons and more on level track—and the quoted cost for the truck is more than for a locomotive!

EXTENDED HOURS FOR PARCELS

Victorian Railways' two major parcels depots for sending parcels by train have extended their hours of operation for a three months trial.

The Spencer Street and Flinders Street outwards parcels offices now remain open until 8 p.m. on Mondays to Fridays, instead of closing at 5.30 p.m.

all transport and admission but not meals, is \$5.50 for adults or \$2.50 for children under 15 and pensioners with economy-class train travel, or \$6.50 and \$3.00 respectively with first-class train travel.

Staff can use their pass and privilege ticket concessions for the rail portion of these tours.

V.R. BREAKS DROUGHT

The drought at Merino and Sandford, in Victoria's Western District, was "broken" by the Victorian Railways.

In late-January, the two towns ran out of drinking water, and the V.R. was called on to move thousands of gallons to the towns.

Sandford's original order was for 55,000 gallons (270 250 litres) but before the second half could be delivered, one inch (25.4 mm) of rain fell.

This was quickly followed by solid drought breaking rains shortly after.

MILDURA PACKAGE TOURS AVAILABLE

Holidays at Mildura—Victoria's Premier Tourist City by award—have been added to the ever-growing list of package holidays and tours organised by Victorian Railways.

Stays of a week-end or seven days are offered, with a choice of accommodation at three top motels or hotel.

The package holiday is available throughout the year, except during school vacations, public holiday week-ends, and Christmas and Easter periods.

Costs range from \$46 to \$48 for the week-end, and \$88 to \$106.50 for the week, depending on the accommodation at Mildura chosen.

Railway staffs' privilege tickets and passes can be used for the rail portion.

Charges cover travel from Melbourne to Mildura and return in an air-conditioned sleeping apartment either roomette or twinette—of *The Vinlander*, luxury accommodation (on a share room basis) and meals, except lunches, which were expected to be had at spots being visited.

An extra charge, ranging from \$1.25 to \$3.30 per night was levied for single accommodation.

A car could also be taken on the

MotoRail, wagon for an extra \$10 each way.

Full details are in a pamphlet available at stations.

RAILWAY THE SAFE WAY

The railway proved to be the safe way for a group travelling from Melbourne to Sydney to catch a cruise ship last Christmas, reports *Travel Week*.

Despite a delay because of a derailment, those on the train were met in Sydney and taken by boat to their ship in the harbour.

Three passengers, however, decided to quit the train at Goulburn and hire a taxi to ensure their connection was made.

They missed the ship by five minutes—and caught the next cruise.

LAWRENCE OF ARABIA DAMAGE REPAIRED

The Hedjaz railway, from Ma'an (Jordan) to Medina (Saudi Arabia), blown up by Lawrence of Arabia during World War I, is to be restored by Indian Railways engineers acting as consultants to the three local Governments.

Indian Railways, who have modernised despite enormous growth problems, are now involved in many roles as consultants.

As well, their workshops are turning out many items for export.

SMOOTHER TRAVEL IN STORE

Four special railway track gangs, with a combined work force of nearly 200 men, are working on major country relaying and reconditioning projects to continue the programme of providing smoother train riding and reducing maintenance costs.

Part of a \$2.5 million allocation for this financial year, 150 miles (241.5 km) of country tracks and seven miles (11.3 km) of metropolitan tracks are being relaid.

Relaying of the Bendigo—Deniliquin line is now between Strathallan and Echuca. It will continue on to Deniliquin, then by 1974, the Bendigo section will be finished. Eighty pound (40 kg/m) rail released from other lines, and welded into 270 ft. (82.35 m) lengths, is being used.

Another gang is working between Maryborough and Bealiba replacing 80 lb (40 kg m) rails with 94 lb (47 kg m), welded to 270 ft. (82.35 m) lengths. Completion date is May.

Near Heyfield, on the Maffra line in Gippsland, is another work site.

A wide range of mechanical equipment, designed to reduce heavy manual work and increase the rate of improvement, is being used.

Serviceable rails released from these projects are returned to Spotswood where they are cropped, straightened, and welded into various lengths for re-use. Rails from the Mildura line are being used for some of the above projects.

The need to replace light rail is a continuous one because much of the lighter rail was put down years ago when locomotives, rolling stock and train loads were much lighter than now.

MUSTARD GOES BY TRAIN

Last of the season's crop of mustard was railed from Hamilton during mid-February.

A little over 100 tons (102 t) of bagged seed, in containers, went by train to Cooks River (New South Wales).

Grown near Moutajup, about 12 miles (19.3 km) from Hamilton, the seed was collected and packed into containers for the rail journey.

At Dynon, the rail wagons were bogie exchanged to continue the trip by standard gauge line. On arrival in Sydney, the seed was taken by road to West Ryde where it was washed and milled into flour, ready for making mustard.

Smaller quantities also came from the Winchelsea, Koroit, and Warrnambool areas.

Much of the 1,000–2,000 acres (405–810 ha) of mustard seed in Australia is grown in Victoria's western district. Smaller crops come from Tasmania and New South Wales.

FRONT COVER

Destined to grace the Spencer Street terminal is this panel of a transport mural.

Artist Harold Freedman is seen adding a colour undercoat to the works.

Details of the project are on pages 36–37.

Depicting the development of Victorian transport in a series of graphic paintings obviously takes a mural to relate properly—in fact, it will take two! State Artist, Harold Freedman, is already well advanced on the first section of a State Government commissioned mural, which will form a wall in the Spencer Street station building from later this year.

Forming a cavalcade of the State's transport history from the first explorers and settlers, the mural will retrace development through horse and bullock drawn vehicles, the various types of railway and tramway vehicles, and motor driven transport, in its 24 ft. (7.32 m) deep by 120 ft. (36.6 m) long size.

Playing an integral part of the State's development, the railways will form a spine through the series of paintings. At one stage it was a railway catchery that they were the 'State's backbone'.

Accuracy and attention to detail is a cornerstone of Harold Freedman's work.

Painstaking research, lasting six months, resulted in some extraordinary finds and the finished work will reveal a wealth of little known facts and interpretations.

Relevant information is assembled chronologically into a time line.

The first segment, to cover 1835–55 involved difficult research.

Unearthed were the actual ships (and their designs) berthed at Sandridge while Victoria's first train steamed triumphantly to their side, and little known facts about the early development of the colony (and later, State) that was to become Victoria.

But his research hasn't ended. Finding reliable information about Victoria's early locomotives is proving



Harold's wife, Heather, has been incorporated into the mural at several points as the face of various pioneer women. Here she poses for one view, while just to her left, she appears as Mary Docker, riding the horse cart.

elusive and on his vacation to England and America he is devoting quite some time to researching this locomotive's design as well as many other items that have interested him.

And since his commission was announced, letters have regularly arrived suggesting items to be included such as a "Condamine bell" used by bullockies on their teams.

History

The mural starts with a horse and dray, which John Pascoe Fawcner brought to the Port Phillip colony in 1835.

Immediately below are two figures on horse-back, representing a journey to the Geelong area made late in 1853 by Gellibrand and Buckley, using Fawcner's horses. (William Buckley was an absconder from the Dromana convict settlement who lived with the aborigines for years after. Reputedly, he killed and ate his fellow escapees.)

Other depictions represent the N.S.W. cavalcade, where, according to the diary of Mary Docker, the Docker family overlanded from Windsor, near Sydney, to Wangaratta in 1859 with 20 servants; Major Mitchell and his bullock teams during one of his explorations; other survey teams; and the first Roman Catholic Bishop, Bishop Goold, who journeyed from Sydney to Melbourne in 1848 in a coach and four. He was met some 40 miles (64.4 km) out of Melbourne by an enthusiastic throng of well-wishers who escorted him into the city!

The first mail coaches, and Freeman Cobb's initial venture into "convenient, comfortable coaches daily"; plus a sample of the transport used during the gold rush of the early 1850's, are also included.

Represented are miners tramping to the fields, trundling their possessions on home-made barrows and a



The start of the mural—showing the first horse and dray type vehicles brought into Victoria. Represented from left, is Fawcner's first horse and dray, opening day scene at Sandridge pier; middle level . . . Buckley and Gellibrand riding Fawcner's horses to Geelong, Hawden and Hepburn's overland expedition, gigs and carriages of the day, and Bishop Goold's carriage; lower level . . . Major Mitchell's bullock team with a supply wagon. The remainder of the mural will incorporate similar stages of development.

selection of supply wagons (most of which plied from Geelong because it was shorter to the fields and easier going) fairly groaning under supplies and foodstuffs.

At this point in the mural, the railway era emerges—from the first successful train—into the natural progression in locomotive size and design as the new transport medium proved itself.

For the scene at Sandridge, the actual ships then berthed are depicted, as is the then practice of locomotive drivers wearing top hat and tails!

Gold leaf background highlights major landmarks in the transport evolution.

Displayed

The first of the five panels—24 ft. (7.32 m) by 28 ft. (8.54 m) for Spencer Street station will be positioned later this year, tilted slightly to minimise the effect of dust and light reflection, overlooking the main concourse. Samples of the oil paints used are being analysed overseas to estimate their life and correct preserving method.

At Spencer Street, the mural will cover the period 1835–1935, concluding with the builders plans of *Spirit of Progress*.

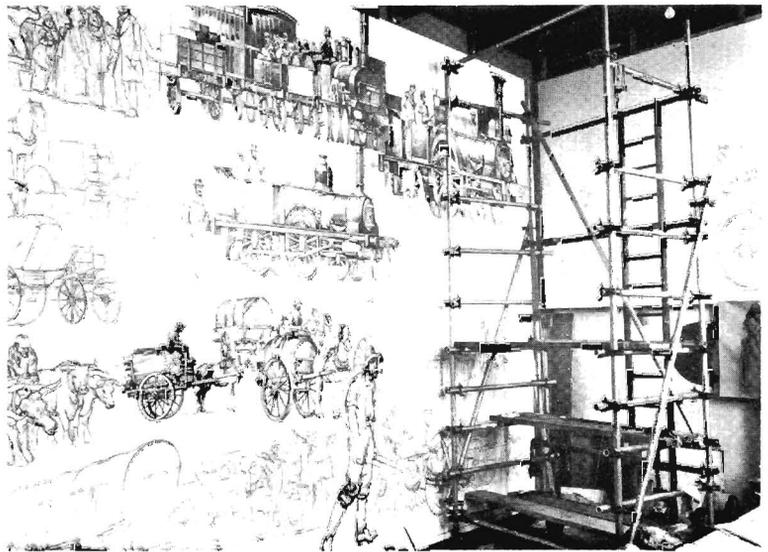
Continuation of the mural will be in another State Government city building.

Government long-term policy is to establish a State Studio so that a team of selected artists can work together to produce historical pictorial works of this century, in this century.

Harold Freedman's mural will take about five years to complete. A panel will be completed each year, depending on studio and staff facilities,



Harold and Heather discuss the interpretation of the gold miner. Actually the face is that of the man who delivers their lemonade.



General view of the studio, showing portion of the mural. The actual surface is canvas over a wooden frame which will form a false wall at Spencer Street station. The 'wall' was prepared at Spotswood Workshops and the panels can be arranged to meet the size of the work. The panel at the far right—depicting one of Freeman Cobb's coaches—will be placed on top of the two locomotives at right.

ties, and will be placed at Spencer Street station on completion.

Exciting

"Enormously exciting," is how Harold Freedman describes his commission. "It's about people, their hopes and endeavours. It reflects the enormous development of our State and the finished work will be a talking point, because of its comprehensiveness."

Born the son of a picture framer, Harold started to study painting at 12 and made a career of it from his teens.

"My attitudes and approach are changing all the time, in fact I'd like to start my various works again in some respects, but once I'm going I've got to follow through to the finish.

"But this commission is fascinating. Including people always is, for me. One of the railwaymen who has helped me enormously in discovering little known technical facts about the V.R.'s early engines, Rolling Stock Branch Engineer Norm Cave, has been incorporated as the fireman of the first train. And my gold miner is the chap who delivers our lemonade—he arrived just when I was looking for typical fortune seeker of the 1850's."

Background

Harold Freedman was the artist who prepared the "history of flight" series in the arrival hall at Tullamarine Jetport, and the large mural depicting military aviation history in Canberra's War Memorial. (That was a five-year task also.)

Other notable work by Mr. Freedman was done for the Victorian Railways around 1948 when he prepared a series of recruiting posters entitled "men of service". Many of the posters won awards and were reproduced in overseas art books.

During the war he was the official war artist for the R.A.A.F. and produced many paintings and portraits which form part of the R.A.A.F. history. After the war he was a drawing master in the College of Art at the Royal Melbourne Institute of Technology.

Talking chairs

"The completed mural will bring interested people from all over, and I'd like to see a couple of the talking chairs that they had at Expo 70 used in the waiting gallery to explain the legend of the work," Harold commented.

Talking chairs or not, the Victorian Railways and the State Government are gaining an art treasure that will greatly enhance the Spencer Street terminal building.

Victorian Railways returned servicemen can march in the annual Anzac Day ceremonies under the V.R. house flag this year.

Bob Stanley, Room 4, H.O., and George Munro, of the Guard's Depot at Flinders Street, have details.



While the train sped to Melbourne there was time for Ron Shand, who plays Herb Evans in the show, to read up on scripts for coming episodes.

'SPIRIT OF 96'

A touch of Hollywood-style publicity was seen last month when the cast of the high-rating television serial *No. 96* travelled in a *mini-Southern Aurora* to attend the Logie Presentation in Melbourne.

Incredible scenes of mass enthusiasm greeted the cast wherever their train stopped, and about 2,000 people met the train on its arrival at Spencer Street precisely on time.

The entire cast were greatly impressed with the train, its comfort, amenities and services.

News Letter photographer John Schwarz travelled part of the way with the cast to capture some of the 'Spirit of 96'.



Before the special arrived in Melbourne, make-up had to be applied for the TV interviews. Here, Lynn Rainbow who plays Sonia Vansard, receives 'treatment' from a make-up girl.



The special train was planned as a promotional exercise—and it worked. Here, at Benalla, at 7.50 a.m., hundreds thronged the station to catch a glimpse of the performers.



The N.S.W. Public Transport Commission's Commissioners' private carriage was a popular spot for the travellers. The rear observation windows were in great demand.



Autographs were keenly sought. The train crew took the opportunity to collect some in a less crowded atmosphere.



As the train arrived at Spencer Street a national live TV hookup went on air to cover the occasion. These two actors seemed a little surprised and apprehensive about the welcoming crowd.

TOPS IN TRANSPORT FOR TIPPY

It was a dog's life at Spencer Street station on February 2. There were pretty girls, the press and plenty of flashbulbs popping—all for Tippy.

Tippy, you see, is a canine star, destined for a grand future in Canada.

Reared at Elfin Vale Kelpie Stud, near Casterton, Tippy is just one of many Australian Kelpies bred and sold throughout the world for use as sheep dogs.

After six months work at the Marcus Oldham Agricultural College (where she helped, not taught) Tippy, a two-year old bitch, is bound for Calgary, in Canada's Alberta province, for experimental use in sheep herding inside heated barns. (It's down to -24°F outside at this time of year).

When her programme there is finished, she's going to American Breeders Service, a large artificial insemination organisation.

There, plans are for Tippy to be the base for the start of an Australian Kelpie stud.

Like many of her kind, Tippy travelled by passenger train from Hamilton to Melbourne.

Recently, Australian Kelpies were sent to Hawaii, where they are used for pig hunting; Kenya, for buffalo hunting; and to New Zealand, for the more normal pursuit of sheep herding.

During January, awards were granted for these suggestions:

- Dust coats for new station staff in lieu of uniforms until three months continuous service completed \$400
- Additional telephone link at Showgrounds platform \$10
- Advice of vandalism \$5
- Clarification of alternative route advertisement \$3
- Repairs to masonry at Footscray Station \$2
- Availability of "Gloucester" flat file for station staff \$2

END OF AN ERA



Mr. Hodges watches as the commutator spins to a standstill.

Railways Commissioner Mr. I. G. Hodges dreamed of February 20, 1973, 24 years ago—but he never thought the project would end the way it did.

In 1949, a young V.R. engineer called Ian Hodges prepared plans to phase in a new and improved system of power distribution for Melbourne's electric trains.

He planned the programme to take from 1950-70, but because of a shortage of funds, it lasted a further $2\frac{1}{2}$ years. Finally, on February 20, the programme he started was finished by his own hand, when he turned off the V.R.'s rotary converters for the last time. They had been in use since electric trains began running in Melbourne in 1918.

Like much of the V.R.'s equipment the rotary converters had long outlived their economic life—estimated at 40 years when new.

They were used to convert A.C. power at 20,000v from the V.R.'s own power supply at Newport originally, and later the S.E.C. grid, to 1,500v D.C. for electric trains.

Since December, they had been relegated to standby duty only, as their converting task has been taken over by highly efficient, and cheaper to run, mercury arc and silicone diode rectifiers.

The converters were 14 ft. (4.3 m)

Commissioner Mr. I. G. Hodges switches off the V.R.'s rotary converters to bring their working life to an end.

high and had a commutator turning at about 300 revs per minute. They were the biggest in the State.

The substation building which housed the converters—a familiar landmark near the M.C.G.—will be demolished in about 12 months time to make way for further underground loop works.

The converters themselves are destined for the scrap yard, where they should be keenly sought after as they have a large copper content.



Seymour was never considered a flood-prone district, in fact, its locality suggests that only minor inundation would come from the few streams and the Goulburn River which meander around its outskirts.

But on February 21, floodwaters swept through Seymour as never before.

Whitehead's Creek carried the brunt of the floodwaters, and, where that stream is channelled under the railway, near the locomotive depot, it caused havoc to railway installations.

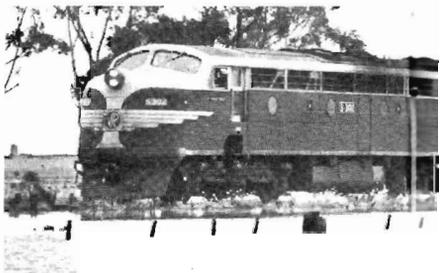
This series of pictures shows just what wild water can do



LOOKING MORE LIKE DISUSED SIDINGS, the average onlooker would be hard pressed to pick these tracks as the main Melbourne-Sydney lines. (That's the standard gauge line on the right.)



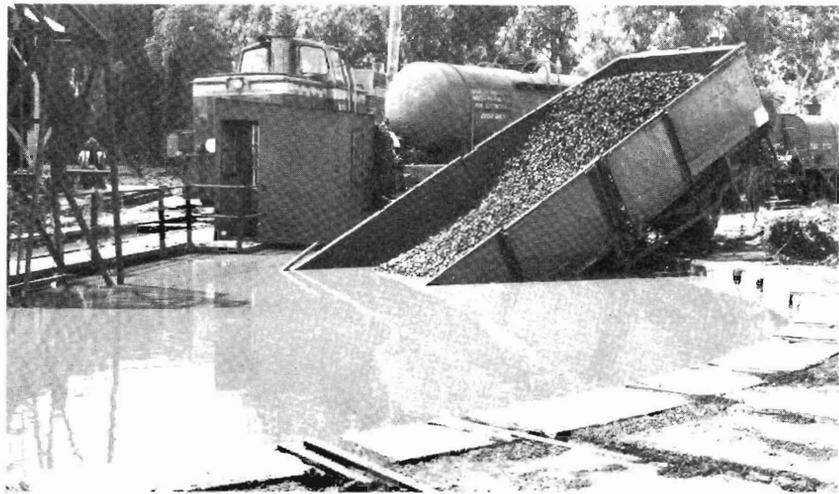
WORST HIT AREA was the locomotive depot of water swept through, flooding the turntable pit, derailing wagons, damaging buildings, and carrying away the foreman's office.



FLOODS IN OTHER DISTRICT Adelaide. One



Depot, where about nine feet (2.7 m) are locomotives and a rail tractor, the razing some buildings and completely and some cars parked nearby.



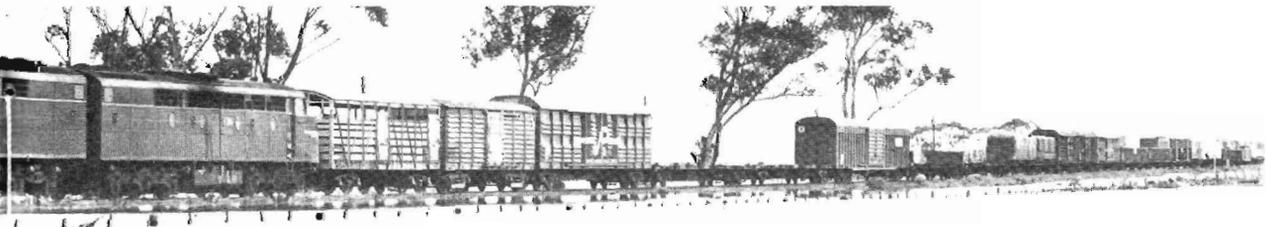
THIS TRUCK OF BRIQUETTES was dumped in the flooded turntable pit at the height of the flood.



COMMUNICATIONS WERE CUT when four poles were washed out. The poles carried communications and signals power and circuits. Emergency arrangements to keep trains running in the unaffected areas were achieved by using P.M.G. telephone circuits and local S.E.C. power.

◀ WHILE ITS OWNER – a V.R. driver – was out on the 'road', so was his car! This car was swept from the loco depot area and deposited on the main lines. Another driver's car was left with its back wheels straddling a fence, while a third was swept down Whitehead's Creek and left submerged under a bridge.

Seymour pictures by John Phillips.



also delayed trains. Seen pushing through floodwaters near Deer Park was one of the Melbourne-bound express freights from the same day, the Geelong line was closed by flooding for nearly 12 hours. (Photograph – John Schwarz.)

In December, two major contracts—one for tunnelling under the eastern fringe of the city, and the other for rampwork at North Melbourne—were let to take Melbourne's underground rail loop project into another major stage. Last month, *News Letter* cameras roamed the works to see what was happening

UNDERGROUND IN MELBOURNE

Work at the Jolimont end, where the project was officially started on June 22, 1971, is centred on three projects:

- building underpass tunnels and ramps for the Caulfield-Sandringham lines.
- construction of a tunnel complete with first stage lining from Jolimont railway yards to the Treasury Gardens.
- experimental excavation with an alpine F6 miner in a pilot tunnel under the gardens at Spring and Wellington Streets corner.

Railway work

Most of the work visible from passing trains in the Jolimont area has been performed by the Victorian Railways' Special Works Division, under contract to M.U.R.L.A.

Here, the V.R.'s own staff are given the task of integrating construction requirements with the problem of maintaining an intensive train service over and around the work sites.

Special Works are experienced in these requirements and performed their portion of the contract to schedule.

Most of their work at Jolimont now moves underground, except for work on the Caulfield-Sandringham ramp.

Two sections of the Caulfield-Sandringham tunnel, totalling 1,475 ft. (450 m), have been finished, as well as 500 ft. (152.5 m) of box tunnel plus 545 ft. (166.2 m) of ramp work for the Burnley lines.

Cut and cover methods were used and rail tracks have been laid across completed tunnel sections.

So far, over 170,000 ft. (4 817 m³) of clay and rock have been removed and used for embankments on the Footscray-South Kensington quadruplication project and for filling areas near North Melbourne, where stabling sidings will be provided for electric trains.

Work is now underway to support the metropolitan running tracks with temporary bridging and build the Caulfield-Sandringham tunnel beneath them.

Rampwork has also started near the big electrical substation to the south-east of the present work area to link up with this tunnel.

The substation will be demolished in about 12 months time. Sidings in the Jolimont workshops area have been cut back to facilitate the works.

As the work in this area progresses, 'E' signal box, adjacent to the M.C.G.—the major signal box in the area—and other signal boxes, will be replaced by a single consolidated box near Flinders Street station.

This will be achieved by the progressive conversion of all signalling equipment to power operation, and a new control panel will be provided preparatory to centralised control, and retained for emergency operation only.

Completed tunnels are 19 ft. (5.8 m) high by 16 ft. (4.9 m) wide



Work in the Jolimont area. Progress can be checked against a similar photograph published in *News Letter* of July 1972, p. 100. 1—Extra Burnley group tracks behind E signal box; 2—Original Burnley tracks; 3—Work on Sandringham-Caulfield ramp; 4—Sandringham lines deviated around ramp site; 5—Extra Burnley tracks; 6—Completed Burnley ramp; 7—Burnley tunnel; 8—Sandringham-Caulfield lines tunnel; 9—Contractors access to tunnels.

(internal measurements). They are designed to take double decker carriages of the future. They were formed in a trench 25 ft. (7.6 m) wide and up to 36 ft. (11 m) deep excavated through weathered basalt rock and clay and silt.

On both loops there is a gap of approximately 300 ft. (91.5 m) between eastern and western sections of the tunnels in the Jolimont yards. This gap will remain so that contractors vehicles can have access to the completed tunnels under the city throughout the project.

Near this work, a silurian rock face—350 million years old—has been exposed.

Treasury Gardens tunnel

M.U.R.L.A.'s first 'outside' contract of significant value went to Codelfa (Aust.) Pty. Ltd., in December 1972, for more than \$1 million to tunnel and line to the primary stage 1,500 ft. (457.5 m) from Jolimont railway yards northwards under the Treasury Gardens to Spring Street.

Tunnelling has started following supporting of the rock face.

To explore the silurian rock structure in detail, M.U.R.L.A. contracted the Melbourne and Metropolitan Board of Works to build a shaft and pilot tunnel under the Treasury Gardens.

The alpine miner is being used to cut rock in this tunnel experimentally. The Board's tunnel will become part of the loop being built by Codelfa.

North Melbourne work

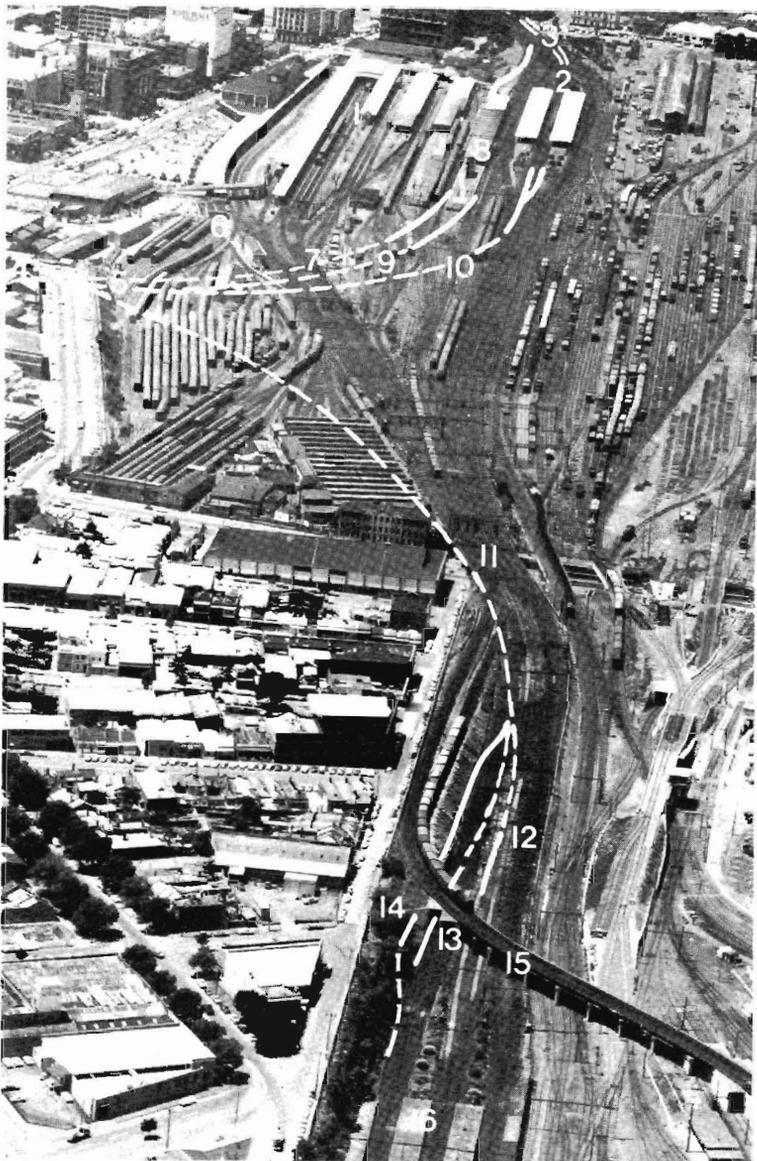
In mid-December 1972, a \$600,000 contract was let to Leighton Contractors Pty. Ltd., for building retaining walls and one of the two ramps from the surface near North Melbourne station to where the northern loop tunnels will be excavated.

The rail access ramp begins on the south side of the railway station and ramps down over 700 ft. (213.5 m) to the tunnel portal. It will pass below Dudley Street adjacent to Festival Hall.

To give the contractor a suitable working area, it was necessary to temporarily close Nos. 1 and 2 Platforms at North Melbourne and take the north suburban lines out of use. An access road was cut from street to track level.

Signalling on the remaining four lines was redesigned to allow closer headways.

In addition to the contract for rampwork, the Leighton organisation will erect retaining walls, underpin



Works planned for the Spencer Street-North Melbourne area are shown on this view. 1—Spencer Street country terminal; 2—Spencer Street metropolitan platforms; 3—Two extra tracks to be built between Flinders Street and Spencer Street stations; 4—Loop tunnels under La Trobe Street; 5—Present work site on tunnels; 6—No. 1 signal box, to be underpinned; 7—Clifton Hill and City loop ramps; 8—Platforms Nos. 9 and 10 to be converted to island style and used for metropolitan trains; 9—Burnley loop; 10—Caulfield-Sandringham loop; 11—Northern loop; 12—Footscray group ramp; 13—Essendon-Coburg group ramp; 14—Extra opening through flyover required; 15—Standard gauge and engine flyover; 16—North Melbourne station.

portion of the existing railway flyover—carrying standard gauge and engine roads—and make an additional opening through the flyover to accommodate the ramp.

This ramp will serve trains on the Broadmeadows and Upfield lines. A later contract will be let to the Victorian Railways to construct a ramp to serve trains from the Footscray group of lines and to provide the junction for the two ramps.

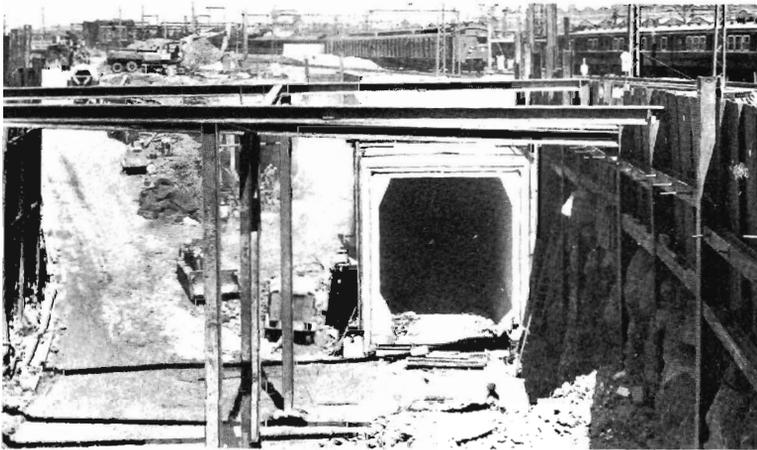
Spencer Street connections

The Railway Construction Board have designed the underpass tunnels and ramps for the Spencer Street and portal area, while the V.R.'s Special Works are the initial contractors. Work started in this area in February, with shoring preparatory to excavation. The No. 1 signal box will be underpinned, as a tunnel will pass underneath.



Two of North Melbourne's six platforms have been taken out of use to give the contractors a working area.

A hoist truck lets workers add supports to the tunnel face under Wellington Parade South. Work from the end of the box tunnel section under the city is the responsibility of the tunnel contractors, Codelfa.



This gap will remain until the final days of the project to give contractors road access to the tunnels under the city from the Jolimont end.

Under the city

Extending 1,347 ft. (410.8 m) from its western portal, is a pilot tunnel under La Trobe Street, built by the Railway Construction Board.

This tunnel was driven to secure information about geology, ground behaviour and water occurrence and to assist in selecting tunnelling design and building methods for this part of the loop.

Nine feet (2.7 m) square in section, the tunnel ends between King and William Streets.

Passing through weathered basalt rock and underlying sandy clay, at depths to 80 ft. (24.4 m), the tunnel reaches the silurian rock—which extends to the eastern portal—at its terminal point.

This pilot tunnel, too, will become part of the Burnley loop.

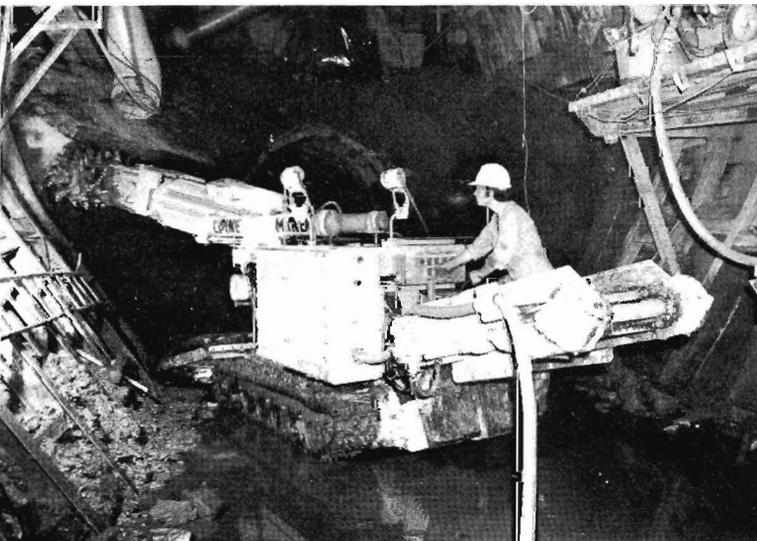
Problems

Stray electrical currents, rock movement and water flow have presented problems in the design of the specifications for the loops.

Concrete has to be designed to resist the effects of electrolysis and water flow. Drainage problems have been studied closely.

Melbourne's freak flash flooding of February 1972, which caused complete chaos to all transport, including railway operations, has been used as a measuring stick for design of flood prevention on the entire loop project. The flooding was the worst in Melbourne's history.

● Previous reports on the underground project were in *News Letter* of July 1971, p. 102 and July 1972, p. 100.



The Alpine Miner at work in the M. & M.B.W. portion of the project.



Preliminary work for a retaining wall at North Melbourne has already been completed and scaffolding erected for initial work on driving a new opening through the flyover.

LINES FROM OTHER LINES

Five train crew members of the *Santa Fe Chiefs* were arrested and the trains' liquor stocks confiscated when officials of Oklahoma and Kansas counties raided the trains recently.

Kansas and Oklahoma have 'dry' counties through which the trains operate. Train operators, AMTRAK, had been warned about selling liquor when passing through the 'dry' portions of the states.

The two raids were carried out within 175 miles (281.8 km) of each other.

Charged with operating an open saloon, evading payment of duties on alcoholic liquor, sale of alcohol, allowing consumption of alcohol and possession of alcohol without a Kansas stamp brought a \$US500 bond for each of the train crew, pending their trial.

—*Upper Canada Railway Society Newsletter*

C.P. Rail's new \$C725,000 paint shop in Winnipeg turns out 24 fully painted freight wagons every working day.

The Upper Canada Railway So-

ciety's Newsletter says that the 48 ft. by 330 ft. (15.64 m x 100.65 m) building is run by a crew of six.

After preliminary grooming—cleaning and painting around hard-to-get-at areas, such as door frames and corners, a console controlled mechanical 'rabbit' (a track level traction device) advances the cars to the painting area.

Ten electrostatic spray guns—four on each side and two for the ends—paint a wagon in 15 minutes, using only five to six gallons of paint.

The paint is sprayed on at a temperature of 140°F and with an electrostatic charge of 90,000 volts which gives a uniform paint coverage around all metal surfaces—including rungs of ladders, etc.

A delicately balanced air spray at each end stops overspray from drifting into other areas of the shops.

Each wagon gets four coats of paint while passing through the works.

The works can handle many paint colour schemes including combinations of colours.

Sludge—a euphemism for liquid organic wastes from sewerage lagoons—is moving by the train load in central America.

Last year the Chicago Sanitary District closed down its drying units, which were major contributors to Chicago's air pollution, and now sends the sludge—used as a soil conditioner and fertilizer—by train.

Making a round trip each day, the train has 40 tank cars which are

simultaneously filled. Loading and unloading takes about eight hours.

Illinois Central, the railroad operating the trains, is exceedingly proud of the fact that the trains have always made their trip on time.

Indian Railways, the world's second largest railway system, have stated that they will still be using some steam engines into the 21st century.

They have over 10,000 at present—the last being built in 1971.

A \$US2.55 million study is being carried out by the US Department of Transportation into safety at the country's 232,000 level crossings.

A data bank for crossing accident statistics will be the base of the study, reports *Railway Gazette International*.

British Railways' Scottish Region has introduced a new type of ticket plus associated examination and collection equipment to thwart fare dodgers.

Tickets can now be bought for one, two, 10, 20 or 50 journeys for use at any time.

No time limit is placed on the tickets which can be used in either direction.

Magnetically encoded on the back is the ticket's information. The tickets can only be used through automatic barriers.

At these barriers, the ticket is inserted into a slot for the equipment to 'read'. If valid, the turnstile is released, and the ticket returned to the passenger in less than two seconds.

At the same time, the remaining number of journeys is shown on an indicator facing the passenger.

Expired tickets are automatically retained by the barrier.

1935

First air-conditioned passenger carriage in British Empire (36 AE—now 49 BE) began running on Melbourne—Albury line, December 23.

AMONG OURSELVES

Drink, Sir?



Stewardess Kay Kirby

A pleasant face for travellers on *The Overland* is Club Car Supervisor Kay Kirby. For Kay, a life on trains was not planned, it just happened.

After a while as a telephonist/receptioniste for a finance company, Kay went to an agency looking for a job that was different. From their books they offered her a post on the trains.

"At first I conjured up pictures of me checking tickets, but then the agency explained the position", said Kay.

"I thoroughly enjoy the job and the travelling. We get to meet many nice people".

Travelling is a big part of Kay's life now—she makes five return trips to Ararat each fortnight on the train.

Kay's task is to prepare the drinks for the other stewardesses.

"Some of the drinks with tomato juice look a bit terrible, but whiskey and milk—ugh!" were Kay's feelings on the drinks she mixes.

Eye on the district

Geelong is a very busy spot on the railway map, and the man who knows just how busy it is, is the Senior Train Controller at Geelong, Gordon Ross.

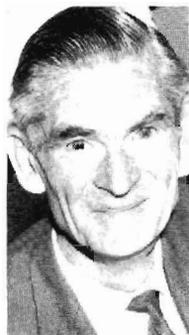
"We handle over 20 per cent of the total V.R. traffic through our area and the revenue is worth many millions of dollars," he said.

1943 APPRENTICES REUNION



The 1943 Apprentices Reunion, held recently at the Carlton Bowling Club, featured a number of the Department's more senior officers. Frank Martin, Superintendent of Locomotive Maintenance, was addressing the gathering when this photograph was taken.

"And the business is still growing".



Mr. Ross

Gordon has been the Senior Train Controller for 16 years and has seen many major changes throughout his career, but none to match the effects of dieselisation.

"With steam, goods trains took 15-16 hours to run between Geelong and Ararat," he added. "Diesels do the same trip in an average of 6½ hours—and some do it considerably faster."

Excluding Melbourne, Geelong would be the V.R.'s busiest centre, with most of the grain and superphosphate movements centred on the city.

"During the superphosphate season we dispatch up to seven 1,000-ton (1020t) phosphate trains a day," he said, checking his records.

"And despite the drought, our business has been good because the Western District has been supplying grass hay to East Gippsland, and taking in stock for agistment.

"Until recently, we were running a fodder train every day."

Gordon started his railway career at Clifton Hill in 1935, and moved to the train control section in 1948.

285 in team
Quietly-spoken, confident and well in charge of his duties is Geelong's stationmaster, Roy Mitchell.

For the last 18 months, Roy has supervised the 285-man team that keeps the railways moving in the Geelong-North Geelong area.

His experience is extensive, having been at the very outposts of Victoria's railway empire — Cudgewa, Orbost, Merbein, Serviceton and Heywood, plus important centres

such as Mortlake, Bairnsdale and Camperdown. He came to Geelong from Horsham.

Geelong's business is still growing, despite its closeness to Melb. Passenger-wise the trend is towards a commuting centre, with about 600 people holding periodical tickets.

From the goods terminal, five road vehicles maintain a steady stream picking up and delivering goods.

It's a unique service, the only one in the State. It derived from the 1920's when the V.R. actually carried goods by road between Melbourne and Geelong. Eventually it contracted into the present service.

"There's plenty of potential for this service," he added when discussing the road service. "It's popular and convenient, and it's what the businesses here want."

Being stationmaster at a station like Geelong is more of a supervisory position than the usual "man-on-the-spot" role of other country stationmasters.

Roy sees his role as supervising the smooth running of the large team in the Geelong North area and doing the occasional bit of troubleshooting.

Transport Regulation section

The Bland Report into Land Transport in Victoria recommended major policy changes in the fields of Transport Regulation and Railway operation, but Commissioners' representative in Transport Regulation matters, Claude Dunn, commented that already many people ignoring the comprehensive nature of the report and suggesting that the recommendations which will adversely affect the Railways should be adopted. The many and major recommendations which affect the road trans-



Mr. Mitchell

port industry are being practically forgotten.

Despite the smallness of Mr. Dunn's section—three men—it performs a vital, and largely unnoticed duty.

Claude and his staff of two check and assess about 150 licence applications each week to see whether rail should compete for the business. As well, many decisions are made by telephone each day.

Mr. Dunn represents the Commissioners in Transport Regulation matters and also at an average of 20 public hearings a year.

State-wide, the section has an

overall view of transport trends and frequently obtains on-the-spot assessments by specialised marketing staff in some areas.

"The take-it-or-leave-it attitude is disappearing from transport," says Claude.

"The industry as a whole, and the railways in particular, must become more market minded.

"We are moving into a vital and challenging period when all staff will have to become salesmen to retain traffic because we are still inadequately equipped in many areas.

"Cost has become all important, and unless we get major extensions

of the right to operate our own pick up and delivery services, we are at the mercy of terminal carriers who, in some cases, charge more for the pick up and delivery than the V.R. does for the line haul."

But there has been a recent breakthrough.

"Just recently we were granted the long awaited permission to operate our own pick up and delivery service within a 25-miles (40 km) radius of Melbourne's G.P.O.," he continued.

"There is no doubt that we can successfully establish the operation and prove that it is worth extending into selected country areas as well."

Claude, a Member of the Chartered Institute of Transport, has a long interest in this field. In fact he expressed interest in the section 10 years ago. He joined the V.R. 28 years ago as a clerk at the Yarraville Goods Depot, and transferred to the Secretary's Branch in 1957.

Others in the section are Clerks Alex Keating and Mike Kennedy. Both have been with the section for about 12 months.

Alex, who has also had experience with the Traffic Branch and the Public Relations and Betterment Board, does much of the research necessary for the hearings and consideration of licence applications.

He also has many dealings direct with the Transport Regulation Board.

He finds his attitude to the railways role has changed as a result of seeing the total transport picture, its problems and the relationships between various members of the industry.

Third staff member, Mike Kennedy, carries out much of the secretarial work for the section plus keeping track of all the scheduled road services and operators in the State. He, too, helps out with research.

Mike is in the final year of the course in Transport Administration and, if he succeeds will be one of the youngest to have completed the four year course.

AMONG RECENT AND COMING RETIREMENTS



Mr. Walker



Mr. Garlick



Mr. Green



Mr. Manson

Mr. R. Walker, a car builder at Newport Workshops for the last 16 years. Mr. Walker worked in one of Scotland's biggest shipyards before migrating to Australia. He retires on April 25.

Mr. D. Garlick, who retires on April 16, has completed (to the time of writing) his last 36 years as a Motor Lorry Driver without an accident—an excellent record. Previously he was a bus driver with the Department for many years.

Mr. E. Green, of Newport Workshops, who finishes on March 23, helped build *Spirit of Progress*. During the second world war he was also engaged on aircraft construction at Newport Workshops.

Mr. B. Manson, a toolmaker at Newport Workshops will have completed 50 years service with the Victorian Railways when he retires on April 6.

Mrs. G. Ford, of Spencer Street station, retired on March 2. She had worked at the station for five years, plus at Flinders Street and on the Box Hill line for the preceding five years.

Mr. E. Ward will have completed 51 years with the V.R. before he retires on March 28. He has been at Newport Workshops for 45 years.

Mr. A. Andrews is another Motor Lorry Driver who will retire shortly—on April 4. He has driven trucks since 1937, and completed 26 years without an accident. He started with the V.R. in 1921.

Mr. J. O'Toole, Goods Foreman in the Melbourne Freight Terminal, retired on March 3. In later years, much of his time was spent supervising the wharf areas and rail movements to and from them.



Mrs. Ford



Mr. Ward



Mr. Andrews



Mr. O'Toole



From left: Mike Kennedy, Claude Dunn and Alex Keating.

RETIREMENTS...

STORES BRANCH

De Beaux, F., Electrical Depot, 2/3
Bozinov, B., Spotswood, 15/3
Crossthwaite, C. A., Newport, 27/3
Stankovic, L., Spotswood General, 25/3

ROLLING STOCK BRANCH

Allen, H. C., Donald, 4 1
Curtis, K. A., E. R. Depot, 25 12
Cooper, G. J., T. L. Depot, 13 2
Elizabeth, F., Newport, 28 12
Emond, A. J., Bendigo, 2 1
Grinter, R. J., Echuca, 11 12
Jackson, T. W., Ballarat North, 31 1
Kauffman, C., Ballarat, 28 2
Lovel, R. P., Jolimont, 31 1
Manson, B., Newport, 6 4
Maskiell, E., Maryborough, 15 12
Papazisis, B., Shelter Shed, 5 2
Papile, S., Jolimont, 18 1
Patrono, E., Ballarat, 31 1
Payne, H. L., Newport, 15 1
Pietromartire, A., Nth. Melbourne, 14 4
Portaro, D., Newport, 2 4
Skewes, H. T., Ballarat, 22 1
Sultana, J., North Melbourne, 4 4
Sutton, M., Newport, 19 2
Terlato, G., Jolimont, 6 4
Villani, L., Newport, 14 4
Walker, R., Newport, 25 4
Williams, T. E., Ballarat North, 2 3
Winnett, L. A., E. R. Depot, 11 1

TRAFFIC BRANCH

Andrews, A. E., Melbourne Goods, 4 4
Brennan, V. J., Melbourne Goods, 9 2
Coulson, V. A., Glen Waverley, 17 2
Dymond, T., Dynon, 14 4
Farrelly, G. T., Hawthorn, 8 4
Ford, F. J., Balaclava, 15 2
Garlick, D. D., Melbourne Goods, 16 4
Key, (Mrs.), D. M. Richmond, 25 1
Lalor, L., Head Office, 24 1
Shepherd, D. R., Shepparton, 8 1

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH

Hobson, N. W., North Melbourne,
30 1
Howlett, T. B., Donald, 7 2
Mulqueen, V. L., Bendigo North,
25 12
McDougall, R., T. L. Depot, 12 1
Rieniets, J. V., Ballarat North, 6 1
Stemmer, K. W., Bendigo North,
21 1

TRAFFIC BRANCH

Mallett, L. F., Geelong, 25 1
Pickett, A. L., Caulfield, 20 1
Roswall, B. S. S. Spencer St., 12 2

IN News

Licensed Club

V.R.I. members can now be admitted as full members of the Softgoods Club of Victoria, of 237 Flinders Lane, Melbourne—just through the Port Phillip Arcade. The joining fee is \$6.30, and the yearly subscription is \$18 for male members or \$12 for females. These amounts may be paid direct to the club, or the yearly subscription can be deducted from salary or wages. For

male members this would amount to 70 cents per fortnight and females, 30 cents per fortnight. Country members can join for a yearly subscription of \$8. Further information from the Assistant General Secretary, V.R. Institute, Flinders Street on auto. 1642.

Education

Who says it doesn't pay to be a V.R.I. member? Ask John Goudge, Storeman in Charge at Echuca Works, who, by hard work and some monetary assistance from the Victorian Railways Institute scholarship fund, obtained his Intermediate Certificate and just recently qualified for his Leaving Certificate and, consequently, appointment as a salaried officer of the Department.

I am sure that John would be the first to admit that the financial assistance he received from Council helped immeasurably in obtaining his goal, and thus assisting in a very practicable way in securing his departmental future.

After you read of John Goudge's success—can you afford not to be a member of the V.R. Institute?

by OSS. KEATING

V.R.I. Wimmera bowls tournament

Twenty six teams competed in this year's event, representing centres at Ararat, Ballarat, Donald, Hamilton, Korong Vale, Maryborough, Ouyen and Serviceton. As well, representative rinks from Brim, Creswick, the Commissioners and Council of the Institute competed. Creswick's four won the individual trophies but as they were not eligible to compete for the *Perpetual Cup*, that trophy was won by Serviceton. A very elated Serviceton four accepted this trophy—a fitting reward for the many years they have been competing, in spite of the long distances usually involved.

The organisation was excellent and the Maryborough Centre are to be congratulated on their effort.

Competitors will need to be pretty fit for next year's fixture, as it will be conducted at Ouyen, where the temperature could be warmer still.

Ten pin bowling club

This new club has now sufficient players to form their own league.

Competitors had a recent trip to

Morwell and it is hoped there will be more country trips at regular intervals. Players interested in joining the club should attend practice, held at the Mutual Bowl, Flinders Street, each Monday evening between 5 p.m. and 6 p.m.

Bowls Victoria v N.S.W.

The second of these biennial matches against the New South Wales Railways Institute was played at the Winsor Park Bowling Club over the Australia Day week-end. Unfortunately, inclement weather caused quite a few stoppages during Saturday and, as a result, only one game was completed on that day instead of the usual two, resulting in a narrow win for N.S.W., 125 shots to 121. Individual scores were: Judd (Vic.) d. Hopley (N.S.W.) 29-18, Taylor (Vic.) lost to Smith (N.S.W.) 27-23, Laycock (Vic.) and Sharp (N.S.W.) tied at 26 all, Sawyer (Vic.) lost to Gurney (N.S.W.) 18 to 30 and finally Cowling (Vic.) defeated Simpson (N.S.W.) 31 to 28.

The second match, played on Sunday morning, also started late because of rain. Alan Cowling had obviously given his side a real pep talk as they were able to finish this game 31 shots up. Individual scores were: Cowling 23 lost to Gurney 26, Taylor 33 defeated Sharp 17, Sawyer 17 lost to Hopley 23, Laycock 30 defeated Simpson 17, Judd 30 defeated Smith 25, resulting in a 136 to 105 win to Victoria and the *Aurora* trophy returned to Victoria—the original donors—by an overall win of 27 shots. It is interesting to mention that both sides included interstate players in their respective teams—Ray Laycock and Ray Judd are well known and regular members of R.V.B.A. representative teams, while George Gurney and Alan Simpson have represented New South Wales on numerous occasions.

Congratulations to Alan Cowling and his team on a very fine victory.

V.R.I. Chess Club

Results of the 1972 Championships were:

Open Champion Mr. O. Rode, registered member

B Grade Mr. S. Soposki, clerk, Way & Works Branch, Spencer St.

The club also entered teams in the Metropolitan Teams Championship and achieved their fair share of success, particularly for a club which is relatively inexperienced. New members are always welcomed and anyone wishing to join should contact Mr. A. Marshall, suburban guard, c/- Guards' Depot, Jolimont.

VICTORIAN RAILWAYS

NEWS LETTER

APRIL

VR

1973

10 CENTS



SAFETY SYSTEMS PAY

On his return from a fact-finding tour of transport trends in Europe and America, the Managing Director of Commercial Motor Vehicles, Pty. Ltd. of Adelaide, Mr. Jim Crawford, said he was of the opinion that overloading, excessive speed, the poor mechanical condition of some commercial vehicles, excessive driving hours, and the taking of pep pills, virtually stem from both excessive competition from within the industry and an inadequate return available for the freight carried.

Mr. Crawford added that the ease with which people could set themselves up as a transport operator and the presence of subcontractors who were employed at very low per-mile rates were local factors contributing to this state of affairs. "Generally speaking, road transport operations overseas are much more stable and profitable, and operators are able to achieve a more satisfactory return from their vehicles," he pointed out.

Shortly after, Mr. Max Eise, President of the Victorian Division of the National Safety Council, was quoted as saying that alcohol and poor policing were major factors in the accident records of commercial vehicles, based on the findings of a truck accidents survey commissioned by the Victorian Road Safety and Traffic Authority. Alcohol was found to be a factor in 80 per cent of truck accidents.

While not suggesting that these comments apply to the entire industry, the underlying theme for efficient and safe operation is *responsibility*. Responsibility in operation, planning, staffing and policing.

Road users know of many cases when transport drivers have flouted the law before their eyes.

Both Mr. Eise and Mr. Crawford, though for different ends, hint at the same solution—more

rigid policing of drivers and their equipment. Despite the cries from the industry, this is neither 'hounding' nor imposing unfair and unnatural restrictions, it is expecting an industry that has much to offer through an orderly existence to accept the fact that safety and responsibility are the major considerations.

Perhaps the stringent list of safety checks to ensure the safety of trains would be a guide for the industry to consider:

- before any train can run, its entire braking system is inspected and tested for efficiency.

- maintenance is properly scheduled and adhered to.

- crews have maximum hours to ensure they are not pushed beyond physical and mental limits.

- vigilance control equipment is installed in locomotives to ensure crew members stay awake and alert at all times. Failure to operate this equipment correctly will stop the train.

- alcohol or pep pills are not tolerated amongst staff on duty. Train and signalling crews know that the penalty can be dismissal or a reduction in their grade for a breach of this regulation.

- each locomotive carries a speed chart, checked regularly, to ensure that all speed limits throughout the entire journey are adhered to.

These safety checks have helped the railways to their outstanding safety record over their years of service.

To say that the road transport industry has to put its house in order is taking a too simple view, but the 'lunatic fringe' that gives the road industry a bad image is of no benefit to anyone, and sooner or later heaps disrepute on everyone associated with it.

G. F. BROWN

by 40 per cent over the past eight months. On the other hand, the number of sheep carried has decreased, due to a general recession in the industry, and intense competition from some road hauliers.

Pronunciation of place names is always a touchy subject with many opinions of the correct form being

banded about to support different views.

But one locality—and railway station—that is regularly mispronounced is Lalor, on the Epping line, 12 miles (19.3 km) north of Melbourne.

Although the majority pronounce the name *Lay'lor*, it is most definitely *Law'ler*.

The suburb (and the station) was named after Peter Lalor who led the Eureka miners' rebellion in 1854, and later became a minister for railways and speaker in Victoria's Legislative Council.

As one percipient pedant succinctly wrote:

"When the redcoats went looking for Australia's first undecorated V.C. after Eureka, they weren't inquiring for Laylor . . ."

● The name Lalor is descended from the Irish O Leathlobhair (O'Lalor) which appears to denote the descendant of a half leper—no doubt a nickname and not to be taken literally.

IONS OF PEOPLE

Ever wondered how much the people in a crowded metropolitan train weigh?

Next time you think your train is riding low on the springs, remember that there is probably between 85 and 95 tons (86.7–96.9 t) of humanity going along for the ride. (No wonder they get so upset at people being overweight!)

A good rule-by-thumb formula for mental arithmetic enthusiasts is 15 people to the ton (or tonne).

YEARS OF L'S

Victorian Railways introduced their first L class 2,400 h.p. electric locomotive 20 years ago last month, on March 3, 1953. These locomotives regularly haul trains on the Melbourne–Traralgon electrified line.

SCHOOLCHILDREN
ARE TICKET FRAUD

Fraud seems to be rife amongst Melbourne's schoolchildren—from all classes of schools—if recent random checking of scholars' concession forms is any example.

The fraud was exposed recently when V.R. ticket examiners detected a group of schoolchildren from one of Melbourne's leading private schools travelling first-class on economy-class tickets. Amongst details taken were the children's ages.

A check on their original forms authorising the concession (retained by the V.R.'s audit section) showed that the ages on the forms didn't match those given on the train, so the hunt for truth was on.

AMB ON THE RAIL
IS CHEAPER

Rail transport costs cannot be blamed, even remotely, for the high prices Victorian housewives are currently expected to pay for meat.

In the past five years, railway livestock rates increased only once—in 1971—and even then, on an average haul, by 3 cents a sheep and 34 cents a bullock.

Cattle rail figures have increased

At the school in question, seven of the eight forms queried were incorrect.

Startled by this, the Railways' took a further sampling of forms to various schools to check ages. A similar result was obtained, indicating a large scale fraud was being worked with these tickets.

Some schools were shocked to find their pupils were indulging in this dishonesty. Many admitted they were signing blank forms and trusting the children to fill in the details correctly.

One of the top private schools, when shown examples of false statements on the forms, propounded expulsion as the only remedy for their students lack of integrity.

This contrasted greatly with some schools which shrugged off the problem saying it was up to the Railways to see that their forms weren't abused.

But the form clearly states that the person signing the form on behalf of the school verifies that the information relating to the students is correct.

Children's attitudes to the fraud also amazed V.R. checkers. Several students, no matter the class of their school, dismissed the matter as trivial with flippant comments like 'doesn't everyone do it?'

Some parents even echoed these sentiments.

Whether everyone does it or not, they are not going to for much longer.

Ages stated on concession forms will now regularly be checked with schools—and breaches of this statement on forms carries a penalty of up to \$100.

A U.S. manufacturing firm has produced a more powerful 'sleeper beaver'—a machine which cuts railway sleepers, logs and other timber into chips.

Powered by a GM C 453 diesel engine, the all-hydraulically-operated unit chews the wood to chips at speed of up to 1,800 r.p.m. The machine handles wood up to 4 ft. 4 in. (1.3m) in diameter by 8 ft. 6 in. (2.6m) long.

The remnant chips are carried by conveyor to the front of the unit and deposited on a second conveyor which lifts them to a truck or pile.

The annual Easter egg invasion got underway late last month when special low temperature rail vans began moving more than 55 tons (56.1 t) of Easter novelties to over 40 Victorian destinations, where they were off loaded for country shops

belonging to two major chain stores.

Shepparton topped the list with an order of three tons (3 t) for one supermarket; there were several other consignments of over one ton (1 t).

Each rail van carrying the "Easter goodies" was kept at a constant temperature of 7-10°C (45-50°F) and handled about two tons (2 t) of novelties.

OUND OF FLESH

Shakespeare's classic tale *The Merchant of Venice* nearly came to life in Head Office recently.

A man in his late 20's sauntered up to Head Office Hall Officer Brian Glare and asked about how he could get a train ticket to Sydney without any money.

He explained he had no money and wanted to get to Sydney urgently to meet up with his brother.

Brian contacted the Commercial Branch who said it was possible, in extreme cases, if the person was willing to put up some collateral. The goods would then be forwarded to the destination station and could be obtained by paying both the freight and the cost of the train ticket.

When asked what he had of value that he would leave, the man quickly hoisted a trouser leg and set about unscrewing his artificial leg.

In the words of passers-by, strong men blanched, women paled and dustbins were put to good use before Brian could persuade the man that something less drastic was needed.

"It's worth \$300," the man said proudly as he restored his leg to its rightful place.

Impressed with his sincerity the V.R. gave him a ticket with his luggage as collateral.

It really happened.

It was at the Australian Model Railway Association's annual show in the Cammerwell Civic Centre and they were handing out the V.R. map which shows all the State's railway lines plus a red grid for indexing.

Back came a gent with his copy, which ran to only the grid and red numbers—no railway stations or lines at all.

"I want one before the Bland Report, please", he said blandly. Now that *is* taking things *too* far.

Victorian Railways have modernized their Melbourne train booking procedure by introducing a direct phone system for country and interstate train travellers.

Passengers can now book a seat or sleeping berth on interstate and Vic-

torian trains by phoning 62 0771, between 8 a.m. and 9 p.m., Mondays to Saturdays, or 8.35 a.m. to 9 p.m. on Sundays.

Payment for the tickets can be made by cheque, with the tickets returned by certified mail or arrangements can be made to collect them from any railway station selling the same type of ticket.

Passengers can still book travel from local stations selling Victorian country travel or at main metropolitan and most country stations for interstate travel, as before.

Railway package tours and party travel bookings may also be arranged on the new direct phone number.

PAPAL MEDALLION FOR V.R.



The medallion presented to Mr. Brown by Cardinal Shehan, the Papal Legate, on behalf of Pope Paul VI. The inscription reads: Paul the sixth, supreme pontiff, 10th year (left); and (right) Leaving everything they followed Him.

The Chairman of Victorian Railways Commissioners, Mr. G. F. Brown, was recently presented with a personal medallion from Pope Paul VI for the Victorian Railways' role in transport arrangements for the 40th Eucharistic Congress, in recognition of the railway men and women who played a part in making the congress so successful.

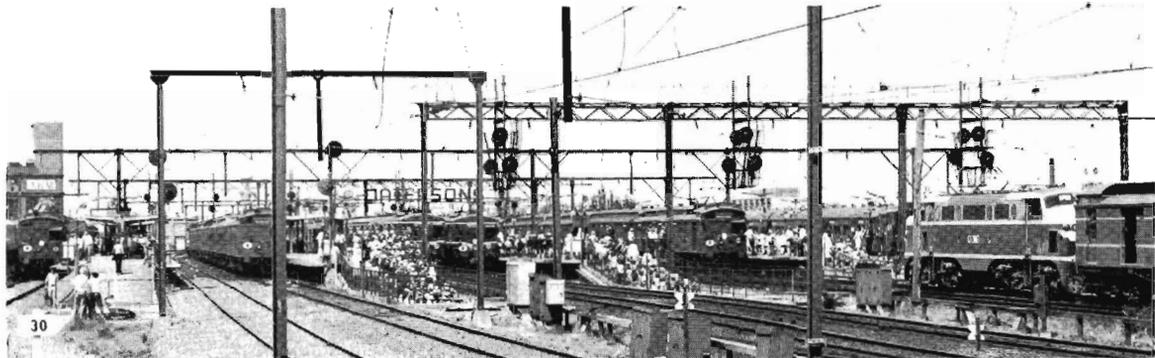
Similar specially minted medallions are normally given by Pope Paul as a memento to those responsible for his tour arrangements.

One of the State's most attractive branch lines links Cudgewa with Wodonga.

Over the years the line has met with varying fortunes, notably a boom when handling materials for the Snowy Mountains scheme.

Traffic is once again light on this steeply-graded 56½-mile (90.6 km) line, but the steep grades are still the problem they always were.

That's why this line virtually has its own engine, locomotive T 413, the only class member fitted with dynamic braking, which is ideal for handling trains on the continuous steep grades.



Richmond station at peak use.

THE IMPOSSIBLE — IT TOOK A LITTLE LONGER

For the 40th Eucharistic Congress, the Victorian Railways geared for their biggest-ever people moving task in a limited time. With resources pushed to the limit, they did a job that brought praise from many quarters and recognition of the Railways' vital mass transport role. *News Letter* here looks at some of the organisation that went into catering for the Congress crowds.

An inkling of the task to come was given when Under-Secretary of the Premier's Department, Mr. J. V. Dillon, convened a conference of all the major transport operators, where Congress organisers outlined the extensive programme and announced that they were circulating schools for details of their attendances.

From here, various committees liaised with the Congress organisers about the size of their respective tasks.

Under the captaincy of the Acting Manager of Passenger Operations, Mr. Fred Blencowe, V. R. timetables staff started plotting the run-

ning of the special trains and their dove-tailing into the regular programme of the systems biggest ever passenger task.

Major event for the V.R. (and all transport operators) was the Children's Mass on Friday, February 23. This called for the V.R. to take nearly 75,000 people (mostly children) to and from the M.C.G. within a two-hour period each way using 55 suburban and 26 country trains.

Even at this stage, the uniqueness of the event was reflected in the people behind the planning—it was the V.R.'s 'younger brigade' of up and coming officers.

Adequate crowd control and the abolition of unnecessary congestion was carefully considered.

Congress organisers planned to minimise children's cross manoeuvres by having transport deliver them to the appropriate quarter of the ground.

Drawing on experience from similar (but smaller) moves to the M.C.G. for other major events (Royal visits, etc.) the V.R.'s planning staff already had some knowledge of likely trouble spots.

A group visited the actual localities and timed various point-to-point journeys. They mapped out the entire area and pinpointed exit gates in relation to the railway entrances at Richmond and Jolimont stations.

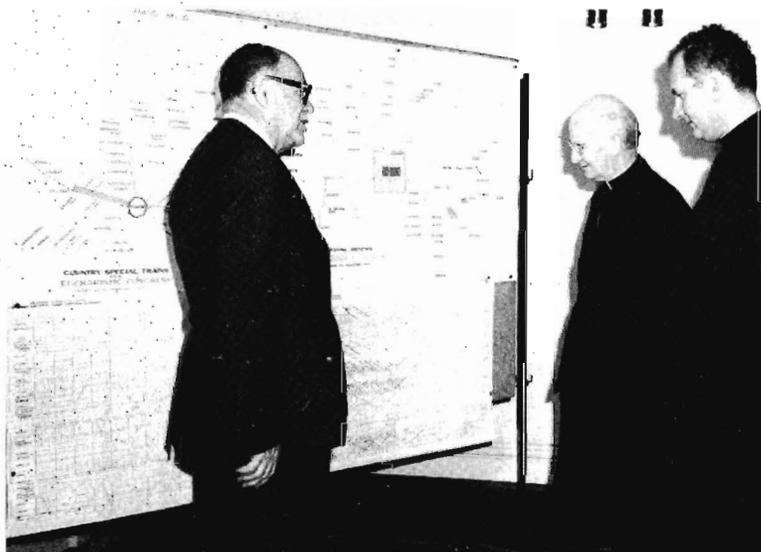
It was planned that nearly 10,000 children arriving by train would be diverted to Jolimont to take some of the load off Richmond, and place them near their allocated seating.

To check arrangements, the V.R. (and the Congress organisers) staged a dress rehearsal with 750 children.

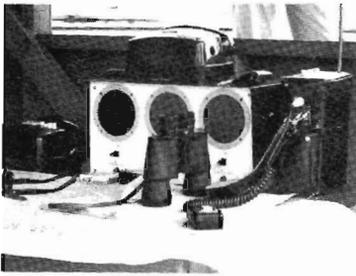
Observation posts were built overlooking the northern and southern approaches to Richmond station, and several other control points were established to ensure that the children approached in the correct order. Two-way radios, loud hailers and telephones were installed between the 'command posts' and the various control points.

Several days before the event, staff were briefed on site in their role in moving the children.

Then came the big day—the test of the planning. The forward movement went like clockwork with long distance trains from Sydney, Hor-



Mr. G. F. Brown, Chairman of Victorian Railways Commissioners, explains details of how the V.R. will move crowds to Cardinal (then Archbishop) J. R. Knox (centre) and Father J. Walsh, Executive Director of the Eucharistic Congress.



Some of the radio and telephone equipment provided in one of the command posts.

sham, Warrnambool and the like, as well as the metropolitan trains arriving when scheduled and the children clearing rapidly to their seating.

Almost every major mishap that could happen was anticipated and steps taken to minimise the effects. Bridge inspectors and track gangs were on standby to check and correct any bridge struck by road vehicles; maintenance and supervisory staff were positioned throughout the major areas to instantly deal with any mechanical failure or departure from the scheduled programme.

For the signalmen, who faced a vital and exacting top-pressure task, special handwritten charts had been prepared. Most train movements were scheduled at the minimum possible interval.

For the country special trains, 40 locomotives were allotted, which included several standing by at strategic points to meet any problems.

With an ultra-intensive train service running through Richmond's 10 platforms, quick identification of the trains was imperative, so each suburban and country special train carried a number indicating its origin or destination.

After a lull, the return movement started behind time which created many problems.

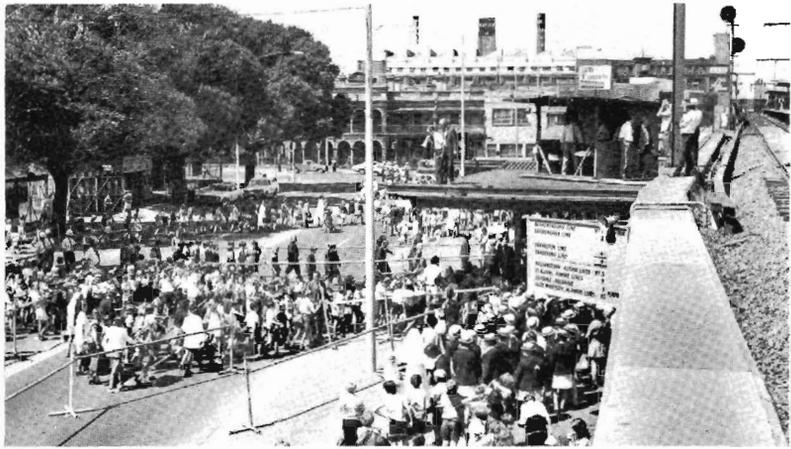
Each of the schools were taken to or from their appropriate platform by a 'leader' (usually a station assistant) displaying the group number to the supervisors.

Loud speakers covered every approach to the station to inform the leaders of their next move.

At other areas, crowd marshalls saw that the children were assembled in correct order ready to move when necessary.

All in all, the movement was a credit to those who tackled the task of the V.R.'s biggest-ever passenger shift.

Perhaps their efforts could best be summed up by the words of an American bishop who said that no U.S. transport operator would ever contemplate moving 75,000 children, let alone ever setting out to do it!



The special command post over Brunton Avenue gave an excellent viewpoint over the approaching children. Rails were used to guide the children to the appropriate entrance.



Refreshment Branch staff prepared 2,000 lunches and dinners for the children returning to the country. Each child received two rounds of sandwiches, a piece of fruit and some fruit cake.



Children stream along Brunton Avenue towards Richmond. Visible in lower left corner is a group number to indicate to the supervisors which group is approaching. Richmond football ground was used to arrange many children in train order.

It's a big, untidy, rambling building backing on to the Bendigo-Echuca rail line. But inside

AUSTRALIA'S OLDEST POTTERY

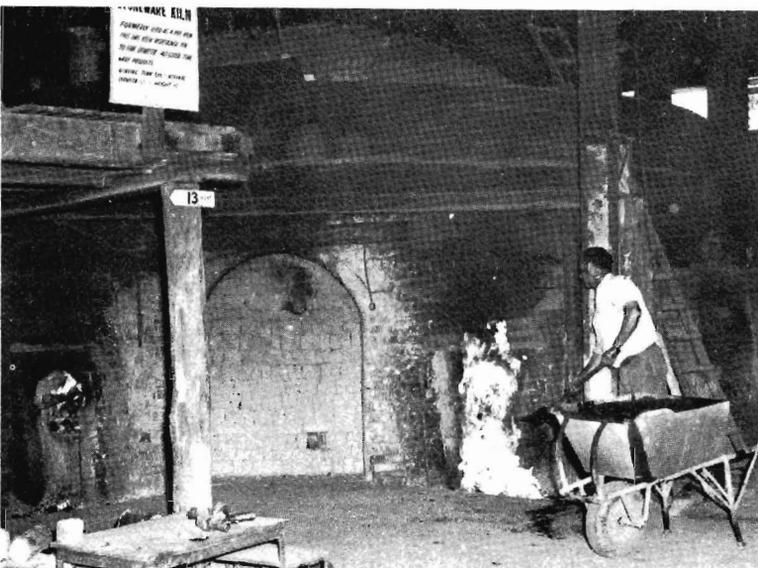
it's living history—where a wide range of distinctive hand made pottery is made.



Bendigo Pottery works from the Echuca rail line. The siding once went right into the works.



Thrower Malcolm Cooke moulds a wine jug, while behind him, Trainee Potter Tom Johns prepares bread crock lids. Malcolm made 104 jugs that day. Products are then allowed to set, before being glazed. Most popular items are the wine barrels, and bread crocks.



Once the peak temperature is reached, the kiln is fired four times with salt—at two hourly intervals—to set the glazing. The kilns are then sealed and left to cool.

In 1968, the then 111-year old Epsom Pottery Works were in danger of closing. Humes Pipes, its owners, felt that the works, which, since the late 1940's had produced tiles and pipes only, were incapable of competing against modern tile works.

But a few people felt there was still a future for hand made pottery—after all, it flourishes as a cottage industry, why not as a proper industry?

Individual hand made stoneware in Australian colonial designs and earthy textures were the basis of the company's marketing strategy—and it was the right formula.

In May 1971, the pottery returned to Bendigo ownership when Humes abdicated their interest in the work, after 25 years of management.

Bill Derham, a senior man with Humes, joined the new company as its Managing Director, and the stage was set for a remarkable re-entry of century old products and skills into the market place of the mass-produced goods.

Restored

Since its founder's death in 1910, the pottery business had gradually declined until its demise shortly after World War II.

Fortunately, at the time of the revival, the works still had several employees with the old skills.

Redundant equipment found scattered around the works was restored and employees trained to throw, decorate, set and draw pots, and to fire the circa 1890 bottle kilns.

Twenty long serving employees relished the chance and the company was on the comeback trail.

In September 1971, the pottery opened its doors to tourists. The trickle became a stream, and then a flood—culminating in 30,000 visitors last Christmas.

Distinctive

Century old designs were updated for today's society. New designs were prepared and the potters set about giving the jobs a touch of individuality.

In accordance with tradition, each item is stamped with the potters' personal seal to give historic value.

The company also resurrected its tile works, gave them a new name (Nova) and a new look, and took on the giants of the ceramic industry.

Again they pinned their faith on the distinctive earthy textures and colours of the Australian countryside, and again the strategy was correct.

So successful have they been in the ceramics side of the works, that the company now boasts its ability to match any carpet or wallpaper design and colour within three days.

From 20 loyal employees two years ago, 85 now ply their trades, and the company has plans for further expansion.

Their stoneware has been shown at official Government stands, by the National Trust, and is keenly sought after by overseas buyers.

Local materials

Founded in 1857 by a young Scottish potter, George Duncan Guthrie, searching for gold, the works have never had to go far for their materials.

Fine clays were found a few hundred yards from where the works now stand, and Guthrie promptly gave away gold mining.

Clay supplies in the area are practically limitless, ranging as they do from Huntly, three miles (4.8 km) north, to Axedale, 10 miles (16.1 km) east.

Nineteen different types of pottery clays have been found in the district giving an excellent basis to the pottery's attempts to create a fine product.

Blends of the different clay types produce differing qualities of finish, heat resistance and appearance.

Rail users

Guthrie's Epsom Potteries have had a long association with the Victorian Railways.

George Guthrie was considered a trifle odd when he built his pottery on the 'wrong' side of the Bendigo-Rochester track—but he knew what he was doing, for six years later, the Bendigo-Echuca railway came through along the works' fenceline.

Guthrie had a private siding (and a station at the back) and made good use of the V.R. for transporting his materials.

Rail business fluctuated with the fortunes of the pottery and dwindled



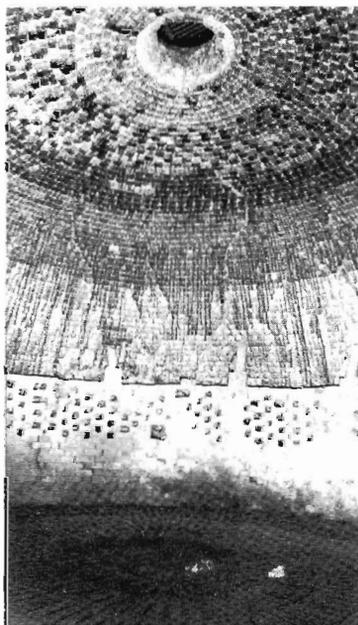
V.R. Commercial Agent Eric Dossor (centre) discusses transport with Managing Director Bill Derham and his packaging supervisor.

severely in recent years.

But now that the business is booming again, the business is flowing back to the railways. Negotiations for a national freighting contract are being concluded and some of the company's products and raw materials are handled by rail.

Oddly, the old-fashioned idea of packing the pottery in straw has proved most successful and is widely used.

An unusual item railed from the pottery is potters clay, in polythene bags. These are sent to keen potters throughout Australia — no doubt hoping to emulate the spectacular success of Bendigo Pottery (Epsom) Pty. Ltd.



Inside a bottle kiln. Designed to distribute heat and glazing evenly, up to 1,300 products remain inside the kiln for up to four days, while the temperature is brought to 1,200°C. Salt is then added for glazing.

SUGGESTIONS

During February, the following suggestions were adopted and awards granted:

- Alterations to station doors to make forced entry more difficult. \$50
- Alterations to fencing to improve visibility at Puckle Street level crossing, Moonee Ponds \$20
- Extra telephone links between the yard and No. 1 Platform at Flinders Street. \$10
- Ticket Examiners' caps no longer be issued. \$10
- Standard location for entering details of rail/bus, rail/admittance tickets on 'C' sheets. \$5
- Altered method of making plan press drawers. \$5
- Re-issue of reminder to conserve electricity. \$2

Southern Aurora, Australia's premier train, now takes passengers between Melbourne and Goulburn and Albury and Sydney as well as between Melbourne and Sydney.

This arrangement started on April 1, and follows agitation from Albury travellers for the right to travel on this train since *Southern Aurora's* inception in 1962.

Local passengers can book accommodation on the day prior to travel. Special fares apply.

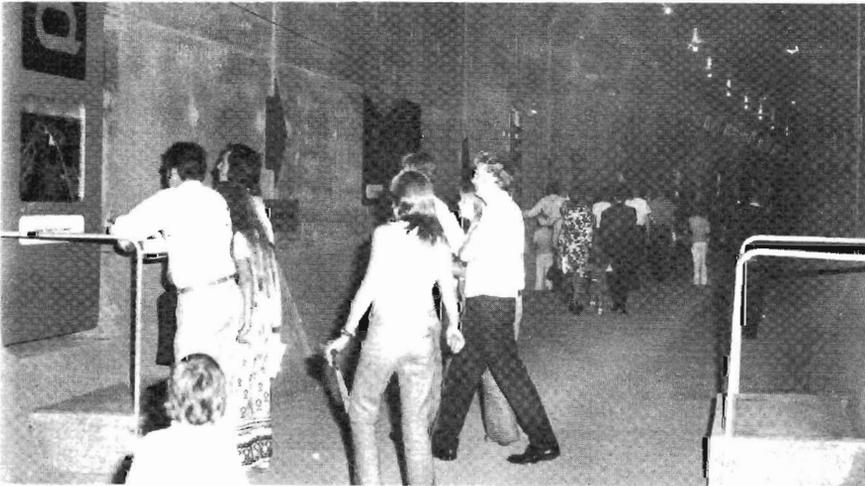
To minimise inconvenience to intercapital travellers, short distance passengers will not be booked into a twinette apartment occupied by an intercapital traveller.

VIEWS OF NEWS



MOBILE SEMINAR. Conducted by the Fire Protection Association and the Fire Department, the tour was held on a train to show the new C.F. and present papers on various subjects. The whole exercise was co-ordinated by the Fire Machinery and Water Supply.

EUCCHARISTIC POST MORTEM. Careful planning was one of the features of the recent massive move for the 40th Eucharistic Congress (see story p. 52). After it was all over men responsible for the top planning took time to collate reports and conduct a post mortem. *From left, Time-tables Officer Brian Sherry, Superintendent of Country Passenger Train Running Jack Clancy, Time-tables Officer Bob Bray and Senior Time-tables Officer Eddy Martin, refer back to the original special train diagram with Acting Manager of Passenger Operations, Fred Blencowe (seated).*



UNDERGROUND OPEN DAYS. For March's four Sundays and the Labour Day Monday Holiday, the underground loop project's East Melbourne worksite was open for inspection. More than 27,000 visited the site to stroll the completed tunnel sections specially fitted out with display panels and audio messages, and to see first hand the project that will affect their lives and their city so much in the future. MURLA PR man, Tom Dwyer, said that for the first two Sundays and the Monday holiday — when Moomba attractions were around the city — the crowd was a true cross section of the community. But the last two open days were predominantly populated by the young family group, which greatly pleased the organisers.



CONTAINER BOOM COMES. The year's record total. Containers were loaded on the train.



Force and industry representatives were present recently when the Australian Fire Country Fire Authority chartered a luxury training centre at Fiskville (near Ballan) to discuss aspects of fire protection en route. The event was hosted by the V.R.'s Assistant Engineer of Railways, Mr. George Edney, second from right.



CREDIT CO-OP DIRECTORS. The Railway Staffs Credit Co-operative is going from strength to strength, having already loaned more than \$250,000 during its short existence. Photographed are the seven directors, from left: (back row) Graeme Smith, Traffic Branch Accountant, Charles Bone, A.R.U. President, Jack Brown, A.R.U. Secretary, (front) Horrie Lowe, A.T.O.F. Secretary, Ray Dooley, O.I.C. Goods Audit, Jack Crouch, Plant Engineer at Newport Workshops and Brian Sullivan, an Estate Office surveyor.



CONTAINERS. With only nine months of the 1972-73 financial year gone, the V.R.'s container figures have already exceeded last year's. Containers are now second only to wheat as the biggest single commodity railed in Victoria, and represented nearly 11 per cent of all freight business in the 1971-72 financial year.

NEW COMPUTER TO EXPAN MATTER

To meet the growing demand by management for more and more information about the Department's services, the V.R. took delivery of another computer and associated high-speed coding equipment recently.

Designated a Honeywell G. 415, the unit is essentially the same as the Department's other computer, except for the absence of a paper tape reader.

Additional systems are being prepared for the new computer, the most involved being a wagon monitoring system.

The monitoring system is designed to assess the relative usage of various types of freight wagons, analysing transit times, idle time, empty and loaded running, capacity utilisation, the commodities they usually handle, and the revenue each wagon earns.

Information will be accumulated and integrated with other data to determine such things as the economic time for wagon replacement, relative economics between bogie and four-wheeled rolling stock, the correct unit for fleet replacements and the size of the fleet.

This could lead to the eventual application of total wagon control, with the wagon monitoring system as the first step.

An advantage from the study of wagon movements over an extended period is that areas for closer research should be evident from the computer figures.



Trainee Computer Operator Christine Stanton prepares to load a programme into the new computer.

Manually recording this information would require an enormous staff. More than 15,000 transactions each day will be processed to keep tabs on the wagon fleet of just under 23,000.

Second computer necessary

This number of daily transactions makes the use of a second computer imperative.

The other G 415 is already occupied

with regular tasks such as inventory control and accounting, preparation of earnings and deduction records from payrolls, freight statistics and many other systems.

Other projects under development include the audit of ticket sales and revenue, and associated statistical work, waybilling and customer billing, refreshment services profit and loss accounting and rental debits.

Computer based personnel files will also be investigated and if advantageous, a system will be designed.

Also being investigated as a possible important aid to the financial management of the Department is the use of a "Corporate Model". It would be able to test the overall consequences of internal decisions relating to fares and freight rates, capital investment, etc., while taking into account external factors such as inflation.

Speed up

Punch cards have been used by the V.R. since 1921 with some use of punched paper tape on the Stores system which started in 1967. Direct coding to magnetic tape, experimented with recently, has certain inherent advantages for specific applications, and four new tape coders have been installed.

Called Inforex Intelligent Terminals, these units are capable of recording data onto magnetic tape,

The Inforex Terminals. There are four terminals coupled to the control unit. Normally the keyboards are almost silent, but the keyboard noise can be varied for operators who need key stroke sound to help with their rhythm.

which can be read by the computer at a maximum rate of 30,000 characters per second, contrasting with 1,200 characters a second from punch cards.

Top girls will be able to perform about 18,000 key strokes an hour with the Inforex system.

Visual indication of the information entered is displayed on a small video screen at each terminal, providing a means of immediate visual check. Further format, range and validity checks may be imposed by the Inforex system. Instead of having to prepare a completely new card and re-insert in the correct sequence when errors are found, the entry can be recalled and the incorrect data—perhaps one character—can be erased and the correct information substituted.

With conventional punch cards, verification is achieved by another operator recoding the information over the original card. When the machine notes an inconsistency, the card is marked for later manual checking.

Future

Much statistical work is carried out by the computer but recent em-



Data Processing Assistant, Michele Healy, uses the 1004 Electronic Data Processor before it was released on delivery of the new G 415 computer. Programmes for the 1004 were the maze of wires inserted on a panel (at right).

phasis has been on expansion of management information. This remains the pattern for the future.

Success of the E.D.P. section is such that the actual cost of processing information has continually declined despite escalation of labour and

materials costs.

Seven years experience in data processing has given the section the knowledge and ability to expand into more intricate systems. The possible entry into new areas is continually being assessed.

Many people have a thirst for what goes inside beer bottles, but there's a group around whose main interest is what goes on the *outside* of the bottles!

What started out as an innocent pastime in collecting beer labels to paper a bar at home, soon became a fascinating hobby for Equipment Examiner Norm Long and developed to the stage where he was one of the founders of an international club devoted to collectors of beer labels—or *labelogists* as they prefer to call

themselves.

Today, as club secretary, Norm's collection of Australian labels—700—is only bettered by the club's president, whose collection stands at over 1,100. But their international collections total more than 14,000 each.

Beer labels may look pretty much the same to the layman, but to the enthusiast they reveal a fascinating insight into the early days of brewing here in Australia.

Prized amongst Norm's collection are some labels from Cooper & Crabbe's Glenelg (S.A.) brewery. This brewery never produced a drop, for although they had all their bottles, equipment, labels and works ready, the stock market crash that led to the 1929 depression caused them to delay (for ever) their opening!

As stories like this unfolded from behind the beer labels, Norm found his appetite for the history of the many breweries was being whetted. (appropriate).

"We've found labels from about 75 Australian breweries that I, and most others, never knew existed," he tells you with pride.

"A Chamber & Blade's label of 1896 is one of my rare Australian ones. They were another Adelaide brewery.

"The history is really fascinating. Many earlier brewers ended up in later years making soft drinks—Cohn's at Bendigo is an example.



Norm Long (nearest camera) shows some of his label collection to Laurie Godden. The unmarked beer bottle (far left) is the one recently recovered from near the River Yarra.

"Some of my rarer labels include brands like Foster's Bros. They were two Americans who had done some brewing in America before coming to Melbourne to establish their own brewery in Rugby Street, Collingwood.

"At the turn of the century, they were exporting beer to South Africa, New Zealand and America.

"Then, in 1907, they became part of the original brewery takeovers, which brought Carlton and United into existence. Their brew was the origin of Foster's Lager."

This research has netted Norm some unusual finds.

"I came across an early bottle—full—of 'Abbotsford' beer," he said. "Actually, the brewery's official name was Melbourne Co-operative Brewing Co. Pty. Ltd., but because their works were in Abbotsford, that's what they were called.

"Carlton and United examined the bottle, label and contents and said that the bottle was made in July 1911, and the beer was brewed in August 1913."

The club came into being through a chance reference in an article on the activities of a Kew man collecting labels from around the world. Norm wrote to the man but received no reply for nine months.

The reply mentioned that Norm's letter had been re-directed time and again, but had eventually found the right person, and the two got together to discuss the need for a club.

Norm is secretary and Melbourne Goods Leading Shunter Laurie Godden is their research man who has the envied task of testing and tasting all new brews coming on the market and reporting their meritorious aspects.

The club has 77 members throughout the world, with four Victorian Railways' men included.

There is still much to learn and find. In fact, the group are casting covetous eyes on the V.R.'s Bendigo goods shed.

"During recent renovations," reports Norm ruefully, "workmen noted thousands of local Bendigo bottles—including beer bottles—under the building.

"But instead of telling us while there was still access to it, they waited until they sealed it up.

"We'd love to get at it, even if it means we have to demolish some of the building then rebuild it later!"

But Norm recently scored a great coup adjacent to his work where V.R. staff are excavating the foundations for a new substation near Batman Avenue.

Their excavations have taken them down to about river level, and

they've unearthed a tremendous collection of old bottles.

"It was either an old rubbish dump, or, as some suggest, a swamp where the spoils of many celebrations were left behind," says Norm.

"But the best find of all was there—an 1858 beer bottle—hand made and imported."

Despite the group's triumphs to date—there's an apparent tragedy. The group are only social drinkers at best!

● Norm would welcome hearing from anyone with old bottles, labels, etc. Write to him at 31 Victoria Street, Preston, 3072.

PASSENGER

Sixty-eight automatic passenger counting devices have been installed at the passenger barriers at Flinders Street and Spencer Street stations.

Of Melbourne manufacture and mains operated, the counters are worked by the interruption of an infra-red light beam—invisible to the eye—which activates a photo-transistor (similar to a photoelectric cell).

The phototransistor impulses are amplified to a control box containing an electro-mechanical counter. Each impulse counts as one passenger.

Provision has been made for the counters to ignore small items, such as pram handles and walking sticks, by the use of a time delay.



Flinders Street barriers with the new counters fitted.

Previous passenger checks were made by staff actually counting passengers and recording them into various time-groupings.

Railway officials are now looking at automatic printout from the counters.

With the extra equipment, the required time interval can be preset (and changed as required) and the machine will record the information on tape at the appropriate intervals.

A portable counter has also been acquired for use at various stations whenever checks are required.

Because metropolitan barriers are generally two-directional, the equipment is able to distinguish between passengers entering and leaving the station—and keep separate counts simultaneously.

It does this by having two light beams and recording in which order they are broken to assess whether the person is entering or leaving the station.



It was right numbers all round on March 10 when Telephone Technician Graham Homewood and Railway Construction Board Telephonist-Receptionist Jan Lefevre married. Graham has been with the V.R. for six years and Jan for four years.

(Photograph: Oakleigh Studio)

The final reunion of 1927 apprentices will be held at the Hotel Australia, Collins Street, Melbourne at 6.30 p.m. on May 11.

Fred Hunt of Newport Workshops (391 5111, ext. 3344) has the details.

AMONG OURSELVES

Relieved his mother



Colac Stationmaster, Kevin Doyle, admiring some of his flower garden.

Few railwaymen can say their career started by relieving their mother when she went on annual leave, but that's the claim of present Colac Stationmaster, Kevin Doyle.

When he joined the V.R. in 1940, Kevin's first posting was Yarroweayah to release the caretaker for her leave. He then worked at Tocumwal, in the metropolitan area, Violet Town, Merino, Chiltern, Pyramid, Yarram, and Maffra before moving to Colac five years ago.

Experience at his three previous appointments stood him in good stead for Colac—all had been associated with dairy produce, and that product is Colac's biggest business.

"It's still growing," Kevin told *News Letter* after flicking through his station's figures. "Our overnight goods service suits them ideally and they've been happy to stick with the railways, particularly since containers came in."

One product that has fluctuated a lot recently, is onions. "During the 1972 season we freighted out more than 1,900 tons (1 938 t) in containers for export," said Kevin. "This season we've had none because of the hot, dry weather earlier this year."

Despite the good picture of rail business from Colac, there is intense road competition, including a border hopper who runs via Moama 130

miles (209.3 km) north of Melbourne.

Colac station is already showing the effects of five years under Kevin. Flowers in drums line the platform and quite a large area has been converted into a colourful garden.

The work gained him prizes in the V.R. competitions plus favourable mentions from the local press, townspeople and rail travellers.

Kevin has had other prize-winning gardens at stations, too, notably Chiltern.

Lady surveyor



Judy Jubb working on the jigger.

Women surveyors are rare, indeed, but the V.R. recently obtained one, in the shapely guise of Mrs. Judy Jubb.

Fresh out of her diploma course, Judy is now keenly completing her two years of articles to get her licence with the V.R.

For Judy, surveying is a real way of life—her husband Roland is a surveyor, with the Forests Commission.

Judy says she always wanted an outdoor life and surveying appealed to her as a good fresh air job with excitement.

She has since found that there's little excitement apart from the uninvited snake, and that the schooling for the diploma is pretty tough.

"It's mainly the use of trigonometry, and that doesn't appeal to too many girls," says Judy. And she should know.

Throughout her schooling, she was the only girl in her class, and had to stand constant ribbing from her classmates. Except for one who took a special interest in her—her husband to be.

Despite the apparent disapproval of surveying for women, Judy thoroughly enjoys the life and is quick to recommend it to other girls.

Her work entails going out in three-man (two man, one girl?) parties to check on railway land throughout the State.

Each surveyor must be experienced in 'jigger work' (using the theodolite to check angles, etc.), chaining (measuring distances) and booking (overall supervision of each job).

Germaine Greer would be proud . .

Narrow gauge rider

Excluding "Puffing Billy," the V.R.'s narrow gauge lines have long since passed into limbo, along with many of the staff who worked these fascinating lines. But one man who vividly remembers the Colac-Crowes line (finally closed in 1962) is former Assistant Stationmaster of Colac, Ron Skey, who was officer-in-charge of the narrow gauge line for its last five years.

For Ron, working on the line was always a highlight, a "job-and-a-half" to use his own words. Its scenery was magnificent and the action on the line was always varied.

Each trip on the train meant that Ron was guard, stationmaster for each tiny station, V.R. salesman and troubleshooter to the district farmers, and rent collector for the leaseholds along the way.

The line had its share of excitement, too. There were bushfires to run through, floods to ford, fallen trees to remove and many other natural hazards.

Ron recalled that one guard, when blocked by a flood just out of Colac, swam the swollen stream with his cash box, before heading home.

And he also recalled one morning when the train arrived in Beech Forest when the district was completely under fresh snow. "There was no other sound apart from the train," he said. "It was a sight to remember."

Ron joined the V.R. in 1926 at Middle Park, although he was being 'schooled' for a V.R. job long before that. A friend's father was the operating porter (now signal assistant) at Rutherglen, and his son and his friend were delighted to do much of the cleaning, rolling tarpaulins, etc.

Ron was at Portland for many years and long before he applied for the Colac position, he dreamt of working on the little train out of Colac.



Mr. Skey

He retired on March 28, after being at Colac for 22 years.

Company's product

Motor garage clerk Bob Denman had old memories revived recently when Royal Navy submarine *Odin* visited Melbourne. Before he came to Australia 23 years ago, Bob worked for the firm that built *Odin*, and many other top British naval ships.



Mr. Denman

For 23 years, as a timekeeper for Cammell Laird, shipbuilders at Birkenhead, he watched many fine warships being built for the Royal Navy.

The ships included the *Prince of Wales*, *Repulse* and the two *Ark Royals*.

As well, he also saw *Cunard's* famed passenger liner, *Mauretania*, being completed and launched.

So when Bob heard that *Odin* was opposite where he worked, old memories were stirred. At the dock he saw the 1960 Cammell Laird builders plate on the submarine, stirring even more memories.

Bob is in charge of pool car allocations for the Motor Garage, and has been with the V.R. for 22 years.

News Letter's photographer

Ever wondered who is the man who takes most of the pictures for *News Letter*? None other than genial John Schwarz, a man with a colourful railway background.

In 1951 a German migrant who couldn't speak English joined the V.R. and was allotted to a bonding gang. It was here that John first showed his talents by teaching himself basic English from working out the picture captions of daily newspapers.

"My workmates were a great help, too," he says.

Then, in June 1954, disaster struck when the gang John was working with were run down by a rake of wagons being shunted at Dandenong.

"One was killed and several of us spent a long time in hospital," he recalls. John spent six months in hospital before returning to the job.

He was then placed in the plan room, where his welcome back task was to check the indexing of the room's 250,000 plans.

From there he went to the blueprint room where he copied plans, and it was here that John's flair for camera work was noticed. As soon as a photographic vacancy occurred, he was transferred, and his new career began.

A two-year course at R.M.I.T. was followed by much practical experience.

In 1970, John was appointed Publicity Photographer—the man who does the bulk of the work for the Public Relations and Betterment Board and *News Letter*.

Since then there have been hundreds of assignments.

"My recent visit to *The Great Walls of China*, near Mildura is the highlight," he said. "I've never seen anything like it in my years of travel. A trip on *Southern Aurora* covering the behind-the-scenes activity was a real eye-opener, too.

"People just don't realise how much there is in running in a railway."



John Schwarz on a typical assignment.

RAILWAYS STAFF
CREDIT
CO-OPERATIVE

"What is a credit co-operative?" and "What is the Railway Staffs Credit Co-operative all about?" are questions that are often asked. The answer is simply "a family of railway people helping each other financially."

Essential to the success of the Co-operative is the amount that each member can save regularly and benefit by the five per cent per annum interest rate offered.

Higher interest of 6½ per cent is available for long term deposits. A minimum of 15 months is required, although if money is withdrawn during that period, the interest reverts to five per cent.

During February and March the number of membership registrations increased by 144 to 1279 and members loan needs of \$211,821 have been satisfied in the Co-op's first 17 months.

Payroll deductions per fortnight now exceed \$17,000.

It is planned to bring the co-operative closer to members, espec-

ially in country centres. Selected members will be asked to participate as area representatives.

Secretary/Manager Mick Lorkin can be contacted on harmonic 148L or 61 3392, or by writing to him at State Savings Bank building, Cnr. Collins and Spencer Streets, Melbourne, 3000.

RETIREMENTS

ACCOUNTANCY BRANCH

Andrew, L. S., Stores and Material, 16/3

REFRESHMENT SERVICES BRANCH

Cullen, (Mrs.) J., Dining Car Depot 23/2
Harcus, A., Mt. Buffalo Chalet, 19/3
Weller, (Mrs.) E., Flinders St. Stalls, 16/3

ROLLING STOCK BRANCH

Abbott, H. H., Newport, 13/2
Bartczak, J., Newport, 30/5
Benbow, E. S., Bendigo Nth., 31/1
Bertram, W. D., Jolimont, 13/2
Borecki, W., Ballarat Nth., 27/5
Caporale, D., Jolimont, 21/2
Casey, J. P. P., Newport, 18/5
Edgar, A. W. J., Newport, 11/5
Flowers, G. W., Ararat, 21/2
Gorski, M., Nth Melbourne, 28/5
Greenwood, W. A., Newport, 28/2
Gropel, J., Newport, 5/5
Lalor, C. G., E.R. Depot, 8/2
Lyons, K. H., E.R. Depot, 31/1
Milosevic, M., Wodonga, 2/2
McDougall, C. F., North Melbourne, 6/3
McDougall, E. M., Deniliquin, 19/2
Page, T. N. K., Newport, 7/2
Petcopoulos, P., Newport, 17/3
Pollard, J. J. E., E.R. Depot, 6/2
Sanelli, V., Jolimont, 15/2
Sullivan, D. J., Ballarat Nth., 16/2
Sutton, T. W., Ballarat Nth., 13/5
Sweeny, D. J., Ballarat Nth., 15/3
Teran, R., North Melbourne, 26/5
Trye, W. M., E.R. Depot, 21/2
Unbehau, W. H., Jolimont, 2/3
Whitfield, J. J., Newport, 13/5
Wlodyka, T., North Melbourne, 7/5

STORES BRANCH

Chandler, F., Printing Works, 7/2
Papadopoulos, G., Spotswood Gen. Store, 8/2

TRAFFIC BRANCH

Allan, J., Horsham, 9/5
Beazley, A. E., Wodonga, 5/2
Brose, H. F., South Dynon, 13/2
Caulfield, T. J., Eltham, 12/2
Cousins, L. J., Ballarat, 26/5
Donovan, J. C., Melbourne Yard, 3/1
Hall, C. T., Ballarat, 9/5
Hogan, M. H., Wodonga, 8/3
Jordan, P. J., Leitchville, 21/2
McDonald, F. J., Mildura, 9/4
Montiford, G. L., Flinders St., 12/4
Pigott, P. J., Ballarat, 3/3
Pinnell, H. G., Redcliffs, 31/3
Reynolds, H. A. N., Hampton, 12/3
Smith, W. V., Ararat, 28/2
Toohey, D. W., Flinders St., 22/3
Ward, A. L., Pyramid, 30/4

WAY AND WORKS BRANCH

Attard, M., R.F. Flinders St., 3/4
Beard, M., R.F. Spencer St., 12/2
Carr, G. F., Tatyoon, 15/2
Cotter, J. B., R.F. Flinders St., 1/4
Dawes, S. C., Kyneton, 23/1
Ferrara, A., Special Works, 19/2
Forrester, J., Comm. Supervisor, 4/4
Haigh, H., Line Supervisor, 28/2
Hammond, D. J., W. & W. Acct., 26/2
Hurren, E. C., Seymour, 3/3
Italiano, B., Flinders St., 1/4
Mahoney, D., Line Supervisor, 8/4
Martins, F. R., Bendigo, 12/4
McDonnell, J. H., Dalyston, 15/2
Sablich, G., R.F. Relay, 3/4
Smith, G. J., Engr. Mach. & W.S. 6/3
Tafft, H. A., Tatyoon, 15/2

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

ROLLING STOCK BRANCH

Gandolfo, R., Newport, 3 3
Taylor, G. T., Murtoa, 7 3
Wilson, C. M., Newport, 8 3

TRAFFIC BRANCH

McShane, P. L., Melbourne Goods,
4/2

WAY AND WORKS BRANCH

Quinn, R. J., D.E. Eastern, 3 2
Penny, F. A., W.F. Warragul, 4 2
Linder, J. A., W.F. Dimboola, 3 3
Burt, R. H., S & C Engr., 5 3

I nstitute INews

ECHUCA V.R.I.

Born late in the summer of 1972 amid predictions of a rosy future, Echuca V.R.I. has blossomed into the autumn of 1973 with a creditable

record of achievement.

The initial enthusiasm responsible for the centre coming into being is still there, although one of its leading lights, Geoff O'Shea, has taken his talents to Shepparton and is affecting a rejuvenation there.

Highlights at Echuca are the former croquet greens, which are being converted into revenue earners. Two of the four greens have been converted into the V.R.I.'s only lawn tennis courts, and already feature a regular competition.

Proposals to restore the remaining two greens for lawn bowls are being considered, but there are several excellent local clubs, including some over the border financed by the 'dreaded pokies'.

Bought at a bargain price, the greens and clubrooms easily cope with the centre's activities, as well as bringing in rental money, giving the centre a sound financial base.

Other activities organised by the livewire committee include car rallies, cabaret balls, socials and barbecues.

The ever popular billiards and table tennis are also played, and the library is well used.

The ladies' auxiliary is very active

and responsible for quite some share of Echuca's present success.

And there is plenty more to come, too.

Senior Administrative Officer

Recently appointed to the newly-created Senior Administrative Officer post at the V.R.I. is 33-year old Bruce Pearce.

Bruce is well known to Institute sportsmen, being captain of the tennis team and a regular competitor on the 'circuit' since 1958.

In his new post Bruce will share the ever-increasing work load as the V.R.I. heads into new activities and will relieve the Assistant and General Secretary and others when they are absent.

He is no stranger to committee work having been on committees for many years and Secretary of the Tennis Association for the last five years.

Enthusiastically looking forward to the coming years, Bruce comments that with the constant review of Institute services and the entering of fields such as the discount store and the licensed club, there is something for every railway man and woman. He hopes to see it stay that way, too.

Bruce came from the Rolling Stock Branch, where, after 15 years, he had seen much of the State and the range of clerical jobs. His prior appointment was with the Branch Accounting Office.



Mr. Pearce



Echuca Centre Secretary George Morgan reads the minutes at the first annual meeting. The large ratio of ladies present indicates the tremendous support given by the ladies' auxiliary.



Members of the V.R.I. council and Echuca Centre committee discuss plans to restore the greens to a useful existence once more.

SPORT

by OSS. KEATING

V.R.I. soccer club

The club urgently requires more players to fill the two teams competing in the Amateur Soccer Federation's winter season. Formed to allow railway adherents of this great code to play for a railway team, surely we must have some metropolitan area railwaymen keen to participate in this great game. If you are interested, training runs are held on No. 7 ground, Albert Park—outside Middle Park station—on Tuesday and Thursday, starting at 5 p.m.

The season started on April 1; and matches are played Sunday mornings. The home ground is at Royal Park.

If you are interested in helping out, ring the Assistant General Secretary, V.R. Institute, on auto 1642; contact Michael Christy, on 37 1216; or just turn up for training—you'll be made more than welcome.

Intersystem cricket carnival— Sydney

The Victorian team, under Keith Hopkinson's managership and Stan Wallis' captaincy again proved that a well moulded team of average players will always prove a handful to any opposition, no matter how talented that opposition may be. Unfortunately for the organisers, bad weather dogged the fixture throughout, and only one game was completed in the first week—Victoria defeating Commonwealth.

In the second week, all matches were played, although the grounds were rain affected. The game between Victoria and our hosts, New South Wales, played on the final day decided the Carnival winner and holder of the *Commissioners' Shield* and the *Mick Simmons Cup* for the next two years.

After dismissing N.S.W. for 85, our batsmen could only muster 78 runs and so the major trophies remained with the host Institute.

Final placings showed that the locals has won the carnival from Queensland, who just edged us out of second position by the barest of percentage margins, followed by South Australia, Western Australia, Commonwealth and Tasmania in that order. John Acken of New South Wales, won the batting trophy and Carol Frankie of Victoria the bowling trophy. Carol's average was 5.6 per wicket, but he was hotly pressed for his trophy by two other Vics, namely Les Hill and Paul Uccello who averaged 5.8 and 6.8, respectively.

Three members of our team, Lew Balcombe, Paul Uccello and Keith Carmody (his first Carnival) were selected in the All Australian Team.

Country bowls week

There was an excellent turn up of bowlers at this fixture, and although the opening Monday was washed out by rain, I feel that all participants had a most enjoyable week.

The Fours Championship was an all Ballarat affair, with Ballarat 5, skipped by Cliff Beanland, defeating Ballarat 2, skipped by Henry Boyle, 17 to 16 in a great final. Other winning rink members were Bob Lees, Ted Williams and Charlie Campbell. Ballarat also gained the Pairs Championship when Arthur Stacey and Alec Briggs beat the composite pair of Jack Hayhoe and Jim Lamb.

It's worth mentioning that the



Commissioner I. G. Hodges presents the *Commissioners' Shield* to the victorious Korumburra team.

winning pair consisted of the immediate past Hon. Secretary and the present Hon. Secretary of the Ballarat Centre—you never know, Council may use this result as an advertising gimmick; become an Honorary Secretary of a V.R.I. Centre and win a major V.R.I. Sporting event. The consolation fours event was won by Sunshine 4, with Jack Shorten as skipper beating Ararat 1, skipped by Cope Cluff, in the final game.

The singles event, because of the washout on the opening day was abandoned.

Country cricket week

It seems that the weather, which generally, has been so good to us over the years, decided that 1973 was not our year. Firstly the cricket carnival was seriously affected, then country bowls week lost a day, and now I am unhappy to report that country cricket week was also adversely affected. In fact, the Wednesday matches were abandoned and this decision had a definite bearing as to who eventually won the *D.S.J. Shield*. Dimboola, Korumburra, Sale, Sunshine and Traralgon competed. With the Wednesday washout, it meant that Sunshine, who had the bye on this final day, had completed the week undefeated but Korumburra, who were to play Sale, were in the same position. The 'Burra boys' proved equal to the occasion and comfortably defeated Sale outright, and so took home the major trophy. The irony of the situation, of course, was that on the Wednesday these two teams were scheduled to meet and this match would have resolved the position, without doubt. Never-the-less, the Korumburra team proved that it is once again a power in Institute cricket and really deserved their win. Sunshine, naturally disappointed, were perhaps

just a little unlucky, could not force an outright win against any of their opponents, as they had probably the best percentage of all the competing teams as is proved by the 1st. David Stark and Roy Alexander, both of Sunshine, won the bowling, and batting averages respectively.

Donald v Maryborough

Donald and Maryborough Centres recently played a cricket match at Donald, resulting in a narrow win for the locals. Scores were Donald 83, Maryborough 76. A return match is being arranged at Maryborough when not only a cricket match will be staged, but also a basketball game between the ladies of both Institutes. The results of both games will be reported as soon as they come to hand.

Golf

Maryborough's third tournament will be held at the Maryborough Golf Course on Sunday, July 15. Hit off time is 11.30 a.m. and a light luncheon will be provided prior to the start of play. There will be provision for A, B, and C grade scratch and handicap events as well as a number of trophies for novelty events. A ladies scratch and handicap event has also been included on the programme. Entries close with the Hon. Secretary, C/- V. R. Institute, Maryborough on July 7.

Post entries will only be accepted subject to the filling of the time sheet.

Entry fee is \$3 per player and includes a three course meal at the conclusion of play. The Maryborough Golf Club is on the Dunolly Highway, one mile north of Maryborough, has grass greens and is fully licensed.

This tournament should be a must for all V.R.I. Golfers.

VICTORIAN RAILWAYS

NEWS LETTER

MAY



1973

10 CENTS



RAIL NEWS..

BIG SUPERPHOSPHATE MOVE

Almost 100,000 tons (102 000 t) of superphosphate were carried by the Victorian Railways during January, more than double January 1972's figure of 39,143 tons (39 926 t).

Every day of the week, train loads of superphosphate were leaving Geelong for Seymour, Bendigo, Ballarat, Ararat, and other major districts, where the wagons were transferred to other freight trains for dispatch to individual stations.

In addition, superphosphate was being railed from Portland, mainly for South Australia.

Some trains hauled 1,000 tons (1 020 t) of superphosphate, in up to 50 rail wagons.

Last financial year, the Victorian Railways carried 690,823 tons (704 639 t) of superphosphate.

U.S. TRANSPORT CRISIS WORSENS

The six major American railroads serving America's most populated quarter—the north-east—are all heading for bankruptcy and promising to bring the U.S. its greatest transport crisis ever, reports *The National Times*.

Penn Central—biggest railroad of them all—chalked up an amazing \$284.5 million deficit for 1971, despite carrying 300,000 passengers a day, including a third of that total in New York alone.

But while Penn Central's trustees are being told that the losses must not be permitted to run at the same level beyond the coming October, no one is willing to endorse the amputation of 9,000 miles (14 400 km) of its 20,000-mile (32 200 km) network in one swoop, which is said to be necessary to balance costs and revenue.

Mirroring the Australian situation is the fact that this corner of the U.S. has the most developed freeway and trucking network.

The super-highways were built with Federal funds while the railways struggled to meet their new competition with war-worn tracks and equipment, and the need to meet ever-growing tax bills.

The U.S. Government now acknowledges that roads and trucks are not the answer, and railways must survive—but how?

The Nixon administration is opposed to a railroad handout—where beggars' cups are rattling for a poss-

ible \$800 million over the next six years.

Various levels of Government support are being considered, but nationalisation is still an ugly word to the Americans.

However, greater pressure is being applied all the time as city after city turn to rapid transit and underground transport to solve their transport problems.

Boston has gone all the way—and legislated against super-highways.

But at the Federal level—where the decisions really count—it's up to the various lobbies, to quickly decide America's transport fate.

DESIGN CONSULTANTS FOR V.R.

The V.R. could have its own copyrighted style of signs if proposals from a recently engaged firm of design consultants are accepted.

The consultants will investigate the whole range of railway signposting at passenger areas. This covers platform nameplates, directional and special information signs, and train indicators.

They will also investigate the preparation of special illuminated signs to indicate rail facilities.

These signs, for station exteriors, must be readily discernable from adjacent advertising signs.

\$50 MILLION REDEVELOPMENT FOR MUSEUM STATION SITE

Above Museum underground station could become a giant retail commercial centre costing more than \$50 million.

Over the past 18 months, MURLA has spent more than \$2.5 million acquiring the more than two-acre (one ha) site fronting La Trobe Street between Swanston and Elizabeth Streets, according to *The Sun*.

Council zoning regulations allow a building of more than 40 storeys for this site.

MURLA will discuss the project with potential property developers over the next few months.

The station will occupy the basement and ground floor of the building.

COUSY \$2 BECAME \$7

A Langwarrin woman who protested the wrong way, paid the penalty in Melbourne County Court recently.

In response to a request from the Department for \$2, covering the price of a Frankston-Melbourne ticket and an allowance for railway

costs after she was detected travelling without a ticket, the woman forwarded her cheque endorsed 'two lousy dollars'... 'paid under protest'. The cheque was payable to "The Victorian Bone Shakers."

The V.R. did not accept the cheque (they really haven't got an account under that name) and took the woman to court.

The Stipendiary Magistrate saw no humour in the incident, told the woman she would have been better off paying the \$2 in the first place, then fined her \$5 with \$2 costs.

ADELAIDE PACKAGE TOURS

Three new package tours — to Adelaide—have been added to the Victorian Railways expanding tour programme.

The tours were initiated following the success of similar package tours to other Australian tourist centres.

They allow a week-end, three days mid-week or a full week in the South Australian capital.

There would be coach trips on all tours and for the longer stay visitors, a day tour into the famous vineyard centre, the Barossa Valley.

Total costs are \$65 for the week-end, \$73 for the three day mid-week package, and \$137 for the seven day holiday—all on a share room basis.

The price includes: air-conditioned accommodation at The Grosvenor, a top Adelaide hotel, all meals (except for the full week package when lunch and dinner on the first day and dinner on the final day are not included to allow for greater freedom in personal sight-seeing), coach trips, return sleeper travel on *The Overland*.

A descriptive pamphlet is available at railway stations.

Three, four and five day, all-inclusive education tours to Adelaide will begin shortly.

RIDERS DO COME TO BETTER TRAINS

PATCO—in Philadelphia—is just one of several American transit

FRONT COVER

Relaying work between East Camberwell-Box Hill is in progress. Here a welder at Surrey Hills pre-heats existing rail prior to building it up to match unworn new rail, thus eliminating a stepped joint.

companies who can prove that the automobile is not invincible.

From a 1969 level of 1,500 week-day riders on its 14½-mile (23.4 km) line, PATCO now caters for 42,000, requiring it to order more cars.

And for further proof that motorists do switch, PATCO's station car parks are always jammed and the biggest recent increase in riders has been at *week ends*—up about 20 per cent.

—*Railway Age*

SECOND 'EXCLUSIVE' SYDNEY FREIGHTER

A second freight forwarding agent is now hiring his own daily train six days a week between Melbourne and Sydney.

Road transport organisations make big use of rail freighting between the two cities—of the nine forwarding agents using rail on this route, two have sufficient freight to take up their own complete train.

Forwarding agent trains leave Melbourne's Dynon Freight Terminal at 6.30 p.m. and 9 p.m., to reach Sydney at 1 p.m. and 2 p.m. respectively, the next day.

Up to the 1950's, Australian railways were at a disadvantage in competing with road transport for interstate freight business; they were unable to provide door-to-door service, which road operators successfully exploited.

In 1953—20 years ago—the Railways, in a determined bid to recapture lost business, introduced what became known as the Forwarding Agents' Scheme.

Established carriers undertook pick-up and delivery using the railway for the long haul from capital to capital, the client being quoted one charge for the complete streamlined movement.

Freight between Melbourne and Sydney is on the increase and every day (except Sunday) there are 11 scheduled freight trains to Sydney and 12 into Melbourne. On Sundays there are five trains each way.

Forwarding Agents also operate between Melbourne and all other mainland capitals.

SHEPPARTON NOT WORTH IT

Shepparton's direct bus link with Sydney is in doubt, reports the *Shepparton News*.

Pioneer has dropped its Sydney service via Shepparton and many people believe that the other bus line operating a similar service, Greyhound, will also bow out of Shepparton.

Despite its population—20,000—

Shepparton is apparently disinterested in public transport. The trains are not well patronised, either.

FREEWAYS ABOVE RAILWAYS?

The State Premier, the Hon. R. J. Hamer, when announcing that the State Government had virtually halved Melbourne's planned freeways, hinted that freeways could be built above rail tracks.

Major cutbacks were announced for the inner metropolitan area although most freeways planned for the present outer suburbs will go ahead.

Mr. Hamer was quoted as acknowledging that greater emphasis would be placed on public transport.

● It is just as well that the freeways will be above the railways instead of vice versa. This way, the motorist will be able to drive in the train's pollution output—which is nil! The other way would see Melbourne's train commuters immersed in car exhausts!—Ed.

'TUBE' PROJECT FINDS EAGER BACKERS

Melbourne's \$117 million underground railway project, now entering its major stages after two years of design work, is finding money to finance the various stages easy to come by, according to *The Herald*.

The authority has established itself as a prime borrower in the wholesale money markets of Melbourne and Sydney and enjoys wide acceptance by savings banks, life offices, insurance companies, superannuation funds, trustee companies and corporate investors.

MURLA believes the ready acceptance stems from the considerable interest in the project by people

who regard it as an enormous asset to the city.

MURLA is authorised, by Act of Parliament, to borrow a maximum of \$80 million to finance the loop.

Tunnelling contracts, including more than \$50 million of tunnelling between Wellington Parade and Museum station, and Museum station and Adderley Street, West Melbourne, will shortly be let.

TRAINS IN G.M.H. ADS

Trains play leading roles in new commercials for General Motors-Holdens.

From last November, a nationwide 60-second commercial titled '8.05', to sell Holden's Kingswood car, features pacing scenes of *The Overland* near Burrumbett (between Ballarat and Ararat) and Lethbridge station, has been shown.

Ian Blain, creative director for George Patterson Pty. Ltd., said that ad men had a tremendous problem with car advertising.

"We cannot include any scene that suggests breaking the law, such as speeding, and we must create a scene acceptable to the basic market," he said.

"We needed to stress reliability, power, smooth running, comfort and good design, so a train was a natural simile. You remember that old campaign about 'it goes around corners as if on rails'—that shows you how long trains have been thought of in advertising."

Following the success of the initial TV release, the agency took a still shot, using the same theme, for a coming *Reader's Digest* spread (reproduced below).

● I wonder if the agency realised that the B class diesel was also a G.M. product, and built locally, too—Ed.



CHAIRMAN RETIRES

On May 7, the V.R.'s top man, Mr George Brown, retired as Chairman of Commissioners.

His career of just over 50 years, encompassed many events which dramatically changed part of the railway system. And during his terms as commissioner—totalling 15 years—he was responsible for many of the changes.

From a start as an apprentice fitter and turner in May 1923, the young George Brown obtained his apprenticeship with “passed with credit” endorsed against several subjects.

George was not content to be just a tradesman. He studied at nights to get an engineering diploma, and then when he had one, he went after more.

By 1933, his efforts paid off when he was promoted to Engineering Assistant.

War Effort

In 1939, George became Plant Engineer at Newport Workshops, and when World War II's war effort extended to Newport Workshops, it was he who designed and supervised the extensions for building aircraft and manufacturing ammunition at the workshops.

In October 1943, he was pressed into the demanding position of Superintendent of Locomotive Maintenance, and presented with a fleet of

run down locomotives. Minimal maintenance from wartime manpower shortages and coal supply problems had taken heavy toll of the fleet's efficiency.

At war's end, Mr. Brown was faced with the difficult task of rejuvenating the system's locomotive fleet, and he saw the probable answer in the diesel locomotive, then proving itself in America.

In 1949, with representatives from Clyde Engineering Company, he went to the U.S.A. to study diesel traction first hand.

There he was convinced of the diesel's vital role in increasing railway efficiency and curbing maintenance costs and prepared plans for 26 diesel locomotives for the V.R.

He asked for them to be double-ended, a practice unheard of in America. Despite objections, Mr. Brown stuck to his guns and the V.R.'s B-class came into being as double-enders, abolishing the need for them to be turned.

So successful was this class that they have logged nearly 60,000,000 miles (9 660 000 000 km) in their 21-year career.

In 1954, Mr. Brown was made Acting Chief Mechanical Engineer, and 20 months later, succeeded Mr. Andy Ahlston as Chief Mechanical Engineer.

Mr. Brown accelerated the diesel-

“We've endured boom conditions and times when the tide of support has run against us. There's an oft-quoted ideas clash called the generation gap. I believe it is man made by people clinging unrealistically to past values and letting the pace of life pass them by.

“I feel confident that the support that you, the men and women of the Victorian Railways have given, proves that you are prepared to accept the continuing change required to further our railway system.

“The men whose task it will be to lead the railways in the coming years will be relying on your support.

“I wish them and you, every success.”



Mr. G. F. Brown, F.I.E. Aust., F.I.M.E., F.C.I.T., F.A.I.M.

isation programme although he has always maintained a soft spot for the romance, and satisfaction, of working with, and on, steam engines.

Commissioner

On April 1, 1958, his dedication to the V.R. was rewarded when he was appointed Commissioner.

Looking back to his first pay—of 31 cents—he had progressed well up the ladder. He was now earning \$8,000 per annum.

Mr. Brown's work was still not finished.

He introduced one-class travel for the metropolitan area, and saw that efficient centralised traffic control was used on the Melbourne-Albury standard gauge project and later extended to other areas.

He had the bogie-exchange concept developed; introduced bigger programmes of more efficient bogie freight wagons; had the economics of various railway tasks transferred to computers for faster assessment; and saw dieselisation programme completed.

As quickly as steam engines ended their daily working life, he took steps to see representatives of the faithful steamers preserved for future generations.

In 1966, as Deputy Chairman, Mr. Brown again travelled overseas to see the latest trends. This time it was rapid transit applications, damage free freight handling, containers, and many other areas of railway operations.

On his return, the wheels of change were set in motion again.

MotoRail arrived on the scene, updating of *The Overland* was undertaken, new methods of freight handling and packaging were developed.

Special attention was given to the

For nearly six years, each month's *News Letter* has carried a personal message from Mr. Brown, as Chairman.

On his retirement eve, he prepared his last message for the staff. It reads:

“Over my 50 years with the Victorian Railways, I have seen changes in just about every area of operations. Change is not something to be feared, but something that is natural and necessary if railways, as an industry, is to progress.

“As far as anyone cares to predict, railways will always have a vital role to perform in this State. It may not be the same role that we see today, but it will be a role of passenger and freight transport. Given sufficient support, we have the potential to be transport leaders.

metropolitan area where longer trains were introduced and more modern rolling stock sought.

There were many other changes that Mr. Brown inspired, but however many there were, there were always the ones that couldn't be implemented because of money shortages. This was always a sensitive area. Potential going to waste.

Since 1967, he had been the Chairman of Commissioners—only the 12th person to have held that post in the 90 years that the V.R. has had a triumvirate of Commissioners.

Today's railway system is vastly different from the one he saw in 1943 when the onus of locomotive maintenance was given to him.

Thirty years later, the system carries out its job with efficiency and much new equipment. But the battle

is not won—just merely started.

His interest and work for the Victorian Railways Institute is widely known, but in the technical education area he has been a Member of the Council at the Royal Melbourne Institute of Technology since 1958 (he has been president and is the Chairman of the Work Committee); has been Chairman of the Council for Technical Education since 1966 (this appointment is made by the State Minister for Education); a member of the Transport Industries Advisory Council (which deals with future transport planning on an Australian wide basis) and is also a member of the Victorian Committee on Employment of the Handicapped.

One of his great delights—apart from a rare game of golf—is to get V.I.P.'s into trains and in contact with railway men.

VICTORIAN RAILWAYS BOARD

A Board of seven Members became the governing body of the Victorian Railways from May 8.

The Members of the new Board are:

Formerly Chairman, Victorian Railways Commissioners

Chartered Accountant and Company Director.

Immediate Past President, Royal Automobile Club of Victoria; Architect and Town Planner.

Formerly Deputy Chairman, Victorian Railways Commis-

Managing Director, W. S. Atkins and Associates Pty. Limited, Consulting Engineers.

Formerly Commercial Director I.C.I. Australia Limited and Managing Director, Fibremakers Limited.

Director of Transport.

Mr. Brown will be a Member of the new Board for two years and will be Chairman for a short period until a permanent Chair-

man is appointed. Mr. Meech, will be a Member of the Board for this period.

Mr. Rogan, will be a full time Member of the Board and General Manager of the Victorian Railways. All the other appointees are part-time Members. Mr. I. G. Hodges (previously a Railways Commissioner) is Deputy General Manager.

In announcing the appointments, the Minister of Transport (Mr. Vernon Wilcox) said that he believed that the new Board would re-vitalize the Railways.

Mr. Wilcox added: "Railways have a vital role in transport and must be given every opportunity to fill this role. There is a fixed track revolution going on around the world; progressive communities know that railways are not 'old hat' but must make a large and vital contribution to the lives of people in both urban and rural areas".

The Minister said that Railways must be given the ability to compete with other forms of transport and to market improved services, not only for freight, but for their most important customers, their passengers.

"I anticipate that the new Board will have available to it increased funds to implement improvement programmes as part of a balanced transport system for the whole State," Mr. Wilcox concluded.



During my fifteen-year term as Commissioner and Chairman of Commissioners, developments have taken place which are having, and will have, a far-reaching influence on the future of Victoria's railway system.

Undoubtedly the most important of these was construction of the Albury-Melbourne standard gauge line and its associated terminal facilities. This project, combined with the introduction of bogie exchange, gave an enormous stimulus to interstate freight traffic, which was already showing healthy growth under the influence of the freight forwarding scheme.

The most significant feature of the standard gauge project is the way it demonstrated what railway men are able to achieve when they are given the proper tools to do the job. The key to the situation was the financing of the project by the Commonwealth; ready access to adequate funds for renewals and improvements remains the key to the Railways' future.

For this reason I feel that railway men should look to the future with confidence. Both State and Federal Governments have acknowledged the essential role that railways must play in coping with high-density transport problems, and in the urban sphere the State Government has expressed this acknowledgment in a positive way by commencing construction of the city underground loop.

Commonwealth financial involvement in the suburban rail network, both for replacement of the obsolete wooden-bodied trains and for trackwork and signalling improvements, is now only a matter of time. Other areas where the rapid injection of funds is essential to efficient operations are the replacement of over-age four-wheeled freight rolling stock by modern bogie vehicles; the extension of power signalling and C.T.C. to main interstate and country routes; and the further upgrading of tracks to permit higher speeds. I am confident that in these areas also a sound economic case can be made for Commonwealth financial assistance.

In the meantime railway men must struggle on—as they have already been doing for far too long—in their endeavour to provide competitive standards of service under the handicap of a legacy of outworn and obsolete equipment. No one who comprehends this fact can fail to have the deepest sympathy with their problems and the deepest admiration for their efforts. To those who have tried so hard to achieve the impossible I can only say "Thank you".

G. F. Brown.

TAKING THE HEAT OUT OF AN ISSUE

Victoria's reputation as one of the major fire-prone areas in the world, has meant hard times for men involved in the V.R.'s fire precautions. But since the extensive 1966-68 drought, action taken by the V.R. has drastically reduced fire damage along the railways' 4,000-plus miles (6,440 km) of track.

These changes came about during the heat of a vicious fire at Upwey, in the Dandenong Ranges' foothills. Here, the fire swept up on to the line from a steep gully, and the then newly-appointed Assistant Engineer of Machinery and Water Supply, George Edney (the man responsible for the V.R.'s fire fighting) decided that a re-appraisal of methods and strategies was necessary.

At a later free-wheeling discussion, many aspects of fire-fighting were considered. Greater mobility was seen as a key point, so was the need for better training and the potential for a platform with powerful hoses.

Back into the melting pot went these ideas and over the following months a revised fire-fighting force came into being.

Perhaps the greatest advance was the creation of the fire attack wagon, whereby fire-fighting staff have water "cannons" able to shoot up to 120 ft. (36 m) from the track, and in any direction. As well, the attack wagon features lighting, for better safety.

At the same time, with the advance of cyclic mechanised maintenance, railway track gangs were being made more mobile and given five-ton (5.1 t) Bedford vans to carry urgent equipment.

V.R. fire-fighting planners saw immediate possibilities in these vans for emergency transport of men and equipment to fires.

Specially made fire-fighting trailers—incorporating pumping equipment—were attached to the



The railways fire train and fire attack wagon co-operate freely with the C.F.A.

vans' depots; There are now 43 such units.

Training was stepped up to cover new aspects.

The faithful knapsack spray was still a valuable aid, but the fire attack wagons and trailers were now key aspects. All gangs are regularly trained in fire-fighting methods, and proper use of the equipment.

"The training has brought a marvellous response from the men," says George Edney with pride. "Because they have been trained it generates confidence—and they know they are an integral part of a team."

The 1966-68 drought showed up many new problems for the V.R. Close co-operation with the various brigades of the Country Fire Authority saw the railways station water trains and fire tenders (old steam locomotive tenders filled with water) at many points throughout tinder dry Victoria.

This was particularly so where the local water supply was suspect or inadequate.

Victoria's second great drought of

recent years—in 1972-73—saw the revised railway fire fighting strategies at their best.

Big Test

One big test was the Pyalong-Lancefield fire, which was being swept before a 30-knot north-westerly.

C.F.A. control alerted the V.R. that it was expected to reach the Seymour railway between Kilmore East and Broadford.

Instantly the V.R.'s fire fighters were swung into action.

Fire trains, one with the fire attack wagon, were sent down the line to Kilmore East and Broadford.

Forty men in three trucks were dispatched to the area, along with a mobile workshop and communications centre.

As well, a command car was allotted to Broadford, which was established as the h.q.

Gradually the wind swung more southerly, taking the point of burn on the railway property north with it.

As each report confirmed the fire's progress, the h.q. moved men north to match the fire's advance.

Suddenly the wind swung completely south and carried the fire away from the railway altogether.

The test had not come to the critical stage, but the C.F.A. confirmed that they were banking on the railway force to beat the fire.

In fact, the only item of railway equipment to see fire service that day was a bulldozer loaned to the C.F.A.

Chalet

The next test was at Mount Buffalo National Park, where a V.R. task force was put into the area to fight a fire endangering the Chalet. A



The aftermath of fires near Diggers Rest, with the water train dousing burning sleepers

wind change again saved them from going into action.

There were other areas though where they did get into action. The fire at Hattah was one example.

Mobile forces, the fire train and bulldozers were all used to combat this blaze. Water from the railway dams in the area were used by C.F.A. and V.R. fire fighters.

Today, the V.R. is confident about its ability to meet the challenge.

Important role

Apart from his important V.R. tasks, George Edney holds many senior positions on the fire-fighting world.

He is the State Chairman of the Victorian Fire Protection Association, and a representative on the national committee.

He was the organising chairman

for the "fire protection in high rise buildings" and the "fire protection on tour" seminars. He will be a representative at the fourth national conference on fire, to be held in Sydney in August.

As well, he is the V.R.'s representative on the State Council of the National Safety Council of Australia, and is on the Activities Committee of the Institute of Transport.

George's background has little to do with fires, but he has always been conscious of the devastating and unnecessary effects of carelessness with fires.

"I lost my only uncle during the 1939 fires," he said, "and it always seemed to me that our one irreplaceable commodity is people".

"If we can save anyone from agonising death or injury from a fire, then fire protection is worth it".

NOW JUST A CENTIDAY...

Supporters of metrication always balk at the prospect of metric time—and here's why:

Proposals are that there will be 10 seconds to the minute, 10 minutes to the hour, 10 hours to the day and so on, delineated according to the following table:

OLD TIME	NEW TIME
second	milliday
minute	centiday
hour	deciday (or millimonth)
day	day
week	decaday
month	hectoday
year	kiloday

Note: Use of the term fortnight will be forbidden.

Obviously from the State Government's point of view, due to the fact that one new hour represents only 5/12 of an old one, staff might be expected to work longer hours, viz. 3-1/3 decadays or millimonths per day. However, as this is inconvenient for administration and pay purposes, it is intended that the lunch break will be shortened by 1/3 of a deciday, thus making a total daily working time of four decadays.

It is expected at this time that any compensatory uplift will be made to salaries, except in the case of leap kilodays, where an adjustment will be built in at the end of the hectoday every 1.46 kilodays. Overtime meal vouchers will be issued to non-salaried hectodaily staff for the time worked in excess of 5/6 of a deciday, provided approval from the proper Chief Officer has been obtained beforehand.

Leave will be affected only so far as the change to metric time is concerned, and no one shall be worse off than previously. Thus, if an employee was entitled to 24 days (old time) he will now be entitled to 240 decadays or one hectoday plus 40 decadays for every hectoday over and above 20 kilodays service since the 10th deciday of the third hectoday of 1954. The Queen's Birthday will accordingly be reduced to five decadays (six south of Wodonga) but the five decadays will be added, where relevant. The Christmas break will be moved to Show Day so as to take advantage of the longer shopping decadays. The term "a month of Sundays" is not to be used on official documents. The correct term will be a "hectoday of decadays."

Personnel officers would need to be allotted three centidays per capita to clarify any points which may arise prior to "deci" day.

[Needless to say, the above "proclamation" was issued on April 1, commonly known as April Fools Day.]



V.R.'s man responsible for fire protection activities, Assistant Engineer of Machinery and Water Supply, Mr. George Edney, points out features of the fire attack wagon.

SUGGESTIONS ADOPTED

During March, awards were given for the following suggestions:

- Modifications to back hoe for use in re-sleepering \$1,000 (plus \$250 awarded earlier)
- Different toilet seats for Departmental residences and stations. \$500
- Polythene covers for ambulance stretchers in some trains. \$25
- Amalgamation of forms R.S. 138 and R.S. 138A \$15
- Whistle cord to fireman's side on E-class locomotives \$10
- Portable loading gauge for MotoRail service. \$10
- Information for inclusion in Storeman's duties book \$5
- Renovations to Room 62, Flinders Street \$5
- Soap dispensers for selected locations at Princes Bridge Station \$3
- Soft drinks be sold at North Melbourne station's sweet stall \$3
- Revision of food handling methods at V.R. kiosks and canteens \$3
- Improved signposting to Medical section \$1
- Protective screens on some Head Office windows be altered \$1



CARDINAL THANKS V.I.
50 railway men and women
Each of the 2

NEW UNIFORM. A new grey-blue uniform is being worn by station staff at Blackburn. The colour is lighter than the present navy blue uniform, as is the material's weight. Passenger and staff reaction during the six-month trial period will determine whether the uniform is made standard. Reaction on the first morning included stunned amazement (with passengers leaving their change behind) and comments such as 'Liberace' 'huge improvement' 'smart'. With the Blackburn staff in their new uniform is Mr. I. G. Hodges, then Commissioner. The old navy blue uniform is shown second from the right.



SHAPED SEATS FOR
Different shaped padded
glass seats in Melbourne's
considered. The seat pad
give more thigh support
angled by one inch to gi
The seats will not go into
have been thorough



SPECIAL LUNCH. Before his retirement on May 7, Mr. Brown lunched with senior officers from the Traffic and Rolling Stock Branches, who had retired while he had been a Commissioner. Also present were the heads of the two Branches. Almost everyone had logged nearly 50 years service, making almost 1,000 years of railway service present in the one room.

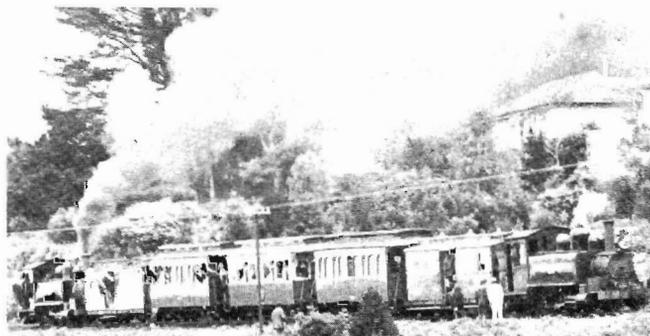


Newly-appointed Cardinal Knox made a special trip to the Victorian Railways' Head Office to specially thank more than 100 representatives representing a cross section of those who played a part in the highly successful Eucharistic Congress massive rail movement. The presentation was personally presented to the Cardinal by the then Chairman of Commissioners, Mr. G. F. Brown.



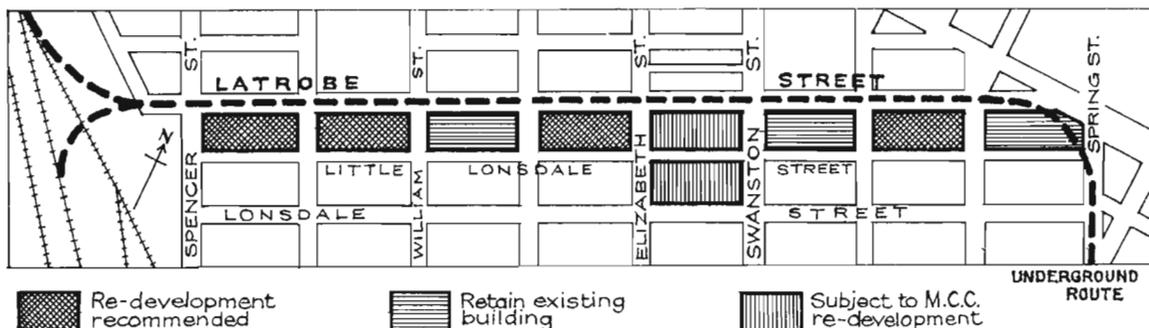
SILVER TRAIN?
 Inserts for the fibre
 new trains are being
 has been shaped to
 and the back rest
 lumbar support.
 the trains until they
 assessed.

PUFFING BILLY PROGRESSES. *Puffing Billy's* willing band of volunteer workers now have their final goal in sight — extension to Lakeside station at Emerald Lake. They've recently started restoration work on this two miles (3.2 km) of track which hasn't seen a train since 1953 ... until recently that is. Several V.I.P.'s, including State Governor, Sir Rohan Delacombe, politicians and guests, travelled beyond Emerald station to view the Society's progress. State Cabinet is considering a request for financial aid. Sir Rohan took quite some interest in watching volunteers pack ballast under the sleepers with mechanical packers. The special train made an unusual sight with an engine at each end to overcome the lack of terminal facilities at the work site.



SAVING \$56.4 MILLION ON THE UNDERGROUND

Over the next few months, the merits of the *La Trobe Street Renewal Plan* (also known as the *McAlpine Plan*) will probably be publicly aired. *News Letter* looks at the controversial plan which Melbourne Town Planner, Robert J. McAlpine, claims could trim \$56.4 million off the cost of Melbourne's underground.



The plan neither challenges the concept of the underground nor does it seek to have it rerouted. What it does seek is working on the assumption that the project is going ahead anyway, to maximise the loop's potential to boost Melbourne development.

Basically, the scheme calls for the State Government to compulsorily acquire about 90 per cent of the properties on the southern side of La Trobe Street.

These properties would then be razed and the sites resold or leased to developers at a profit. There will be a general rise in property values along the route because of the underground loop anyway, contends Mr. McAlpine.

Discussing his plan, Mr. McAlpine says that the underground loop project benefits are greater than just transportation advantages.

"Controlled development of the southern side of La Trobe Street is one important part or phase of a general plan that the city of Melbourne will need if it is to have a loop railway and successfully meet the demands and pressures of the 21st century," Mr. McAlpine said.

He claims the major benefits will be:

- economic, from increased land evaluations due directly to the new railway line and consolidation of properties along the route; and
- city planning, where each new development will relate not only with each other, but to a total City Master Plan. Redevelopment would otherwise be on an *ad hoc* basis.

Mr. McAlpine's scheme excludes the Commonwealth buildings and makes provision to preserve historically significant buildings such as the royal mint and the shot tower.

By controlling redevelopment, Mr. McAlpine sees the way clear to intro-

duce a whole range of exciting city planning possibilities to make the top end of the shopping area exciting, attractive and convenient.

Although the Government must compulsorily acquire all the properties to make the scheme work, all existing owners and occupiers of businesses will have their investment protected by receiving full monetary market value as well as extra financial benefits and first option of inclusion in the redevelopment at locations suited to their needs.

"The ultimate increase in land values and subsequent rate revenue will be determined by the percentage

of the 22 acre (8.9 ha) area used for Government purposes, public open spaces and commercial enterprises," claims Mr. McAlpine.

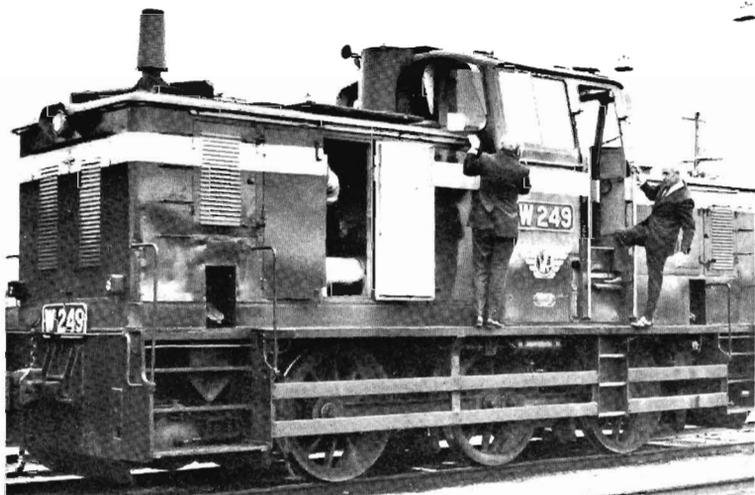
Increase

"The conservative increase above the *natural* increase is estimated at between \$34 million and \$56 million."

This figure, claims Mr. McAlpine, can be recouped by the Government and used to offset the cost of the loop project.

And, as he is quick to point out, there is yet to be any objections to his proposal—even from the land owners along the takeover route.

NEW ENGINE FOR W-CLASS



One of the V.R.'s 27 650 h.p. (487 kW) W-class shunting locomotives has had its four-stroke Mercedes engine replaced by a 12 cylinder GM Detroit series 149 two-stroke diesel engine. The original gearbox and transmission are used, as the GM engine has identical idle and maximum speeds as the engine it replaced. The hood over the new motor was raised by eight inches (203 mm). Inspecting the new engine, which is under trial, are Superintendent of Locomotive Maintenance, Frank Martin (right) and Gordon Perlstien, Locomotive Inspector.

NEW STAFF TRAINING CENTRE

The former Princes Gate restaurant has taken on a new role for the Victorian Railways—it is their new staff training centre.

Staff training is one of those fields that everyone thinks is fine for someone else, then they become apprehensive when told that it is going to affect them.

But in the words of Mr. I. G. Hodges, Commissioner when opening the new centre with the first "middle management" training course, the fact that the V.R. is going to train staff now is no reflection on their personal ability, or any attempt to equate them against personalities from the past.

"It's just that life's more complex, competition is more fierce and the pace of life is faster," Mr. Hodges said. "The fact is that you've got to be better than your father."

Mr. Hodges described the training as a road from which there is no return and said that "we must remember that we are one organisation and our staff are all doing the same thing.

"We've no longer got a favoured place. The Railways' fate depends on the management.

"If the railways are to retain their place in the transport world, we've got to alter with the times."

Mr. Hodges went on to point out the differences between supervisors and managers.

"Supervisors control the work on which our money is spent, but the middle management must decide what work is to be done," he said.

The course, planned by the Department's Education Section, aims to make the present managers more aware of what the V.R.'s real aims are.

It plans to do this by group discussion on various aspects of railway services.

Experts from private enterprise will also address the groups on the way their organisations set about achieving their aims.

The supervisors' course, which has had over 250 people pass through it in its two years, will continue in the new centre.



The main area at the centre. Projection facilities, comfortable seating and a modern decor are features in the air-conditioned centre. The area at left is for discussion groups. Education Officer, Bill Hunter, says that a feeling of no artificial barriers and spaciousness is necessary for those taking part to be really conscious of the V.R.'s aim for all staff to work towards a corporate goal.



Mr. Hodges explains to participants in the first "middle management" course why the Department is now developing staff training.



An unusual and distinctive mural representative of railway wheels on the move dominates the decor of the centre's cafeteria. The mural's theme was suggested by Chief Traffic Manager, Mr. J. C. Crute.

A DREAM COME TRUE . . .

A wish of 20 years standing—to travel to Sydney by train—came true for a woman recently when she won a prize in radio station 3KZ's recently conducted *wish-a-thon*.

Delighted to co-operate, the Victorian Railways and Public Transport Commission of New South Wales gave the woman—Mrs. Merle Turner—a ticket for herself and her husband to travel to and from Sydney on *Southern Aurora*. The couple came back full of praise for rail travel. To quote Mrs. Turner's words: "Thank God we've now done the trip by train, we'd forgotten how relaxing travel can be."

Mrs. Turner's wish stemmed from 20 years ago when she farewelled friends on *Spirit of Progress*—then the premier train in Australia.

She was particularly fascinated by the telephone connection.

When she won the competition, Mrs. Turner was delighted to accept travel on *Southern Aurora*, because that is now the prime train between Melbourne and Sydney.

Mrs. Turner, and her husband, Clarrie, found much to enjoy in *Southern Aurora*, particularly the air of relaxation, and, after much travel by air and car, punctuality.

"Everything was so clean," she remarked about her apartment on the train. "There was every convenience, and the conductors were absolutely wonderful, just brimming over with natural friendliness.

"If anything was missing, I suppose it would have to be a TV set, but then I would never have gotten around to watching it; I



Mrs. Merle Turner with a treasured memento from her trip on *Southern Aurora*.

stayed awake all night just watching the countryside.

"That bed was most comfortable, though."

There was special significance in Mrs. Turner's trip, for only two years ago, she had been confined to a wheelchair.

Problem

Now, with the trip behind them, the Turners are looking forward to

many more pleasant trips by train throughout Australia.

But there is still a small problem! Mrs. Turner's wish was to travel in *Spirit of Progress*, and she still hasn't done that.

She did make a special trip in to see it off, recently, just like in 1953 . . . just to see if she did miss out on anything.

The obvious question is why did Mrs. Turner wait 20 years before travelling by train to Sydney?

"I've often wondered myself," she flashed back. "But one thing is for certain, I won't wait another 20 years before the next train trip."

DRIVER FOR TRIAL OVER LEVEL CROSSING FATALITY

A car driver has been ordered by Geelong Coroner's Court to stand trial in June on a culpable driving charge following a level crossing fatality at Norlane last year.

Geelong's Coroner, Mr. Gude, heard reports that the train crew had reduced the speed of their passenger train before the collision and were sounding the locomotive's whistle continuously, that a bystander estimated the car's speed at 60-65 m.p.h. (96.6-104.7 km/h) in the street which was zoned 35 m.p.h. (56.4 km/h), and that the driver admitted to police that he saw the flashing red lights at the crossing, says *Geelong Advertiser*.

A girl passenger in the car was killed in the accident.



. . . they grow up in the most delightful ways . . .

And it's true. In V.R. publicity photographs, there are times when babies are needed, and times when people definitely out of baby class are required.

One girl who has filled both roles for the V.R., is Robyn Gouldson.

Left, in a 1957 shot, she is the 19-months-old toddler and right, the (very) pleasant looking traveller (when she was a 17-year-old).

Her father, Allen, is a display artist with the Public Relations and Betterment Board.



All retired former V.R. apprentices are welcome at bi-annual re-unions held at the Corner Hotel, Swan Street, Richmond at 1.30 p.m. on the fourth Thursday of each October and April.

Mr. J. Hamilton, 22 Claremont Street, South Yarra, 3141, would like to hear from those interested.

AMONG OURSELVES

Ticket examiner recommended for bravery award

A suburban magistrate has recommended that V.R. Ticket Examiner Charles Makrides' courageous act in wrestling a gun from a passenger on a crowded metropolitan train recently be recognised.

Although the gun was later found to be a very lifelike imitation, the magistrate commended Mr. Makrides for his attitude.

For Charles, it was an unforget-



Mr. Makrides

table moment. After detecting the man travelling without a ticket and giving him his change for the 75 cents fare paid, he was suddenly confronted with a pistol only inches from his chest. His instant reaction was to ask the man for the gun.

The man refused, and returned the gun to his belt. Again Mr. Makrides asked for the pistol and the man pulled the pistol out again to have Mr. Makrides wrestle it from his hand. He was taken off the train at the next station, Caulfield.

"It was a joke," was the man's defence when appearing in court later that week.

The magistrate saw little to laugh about, though, and gaoled the man for five months, as well as warning him that his offence carried a maximum sentence of three years gaol.

What makes a man take a risk like tackling a gunman? For Charles there was never any other consideration. "I thought if it wasn't me he was going to shoot, it would be somebody else," he said.

"Somebody had to do it. I was there, he was pointing a gun at me, so as soon as he took the gun out for the second time, I took the chance."

Realisation of the actual incident came to him later, but he is still adamant he did the right thing. At no stage during or after the incident did any passenger offer to help, or even make any comment.

But then, so many rail travellers have so little regard for ticket examiners that they probably thought they have no heart, anyway!

GEELONG IDENTITY



Twenty-three years at Geelong station is the railway career of Miss Pat Myles. Over the years she has worked with the stationmaster, the district superintendent, and the goods and booking staff. Recently she has filled a position as an accounting machinist and clerk in the goods depot.

Saved Seymour five

Fitters' Assistant Maurice (Mocha) Elliot is a little reluctant to talk about his role in February's Seymour floods, and particularly how he saved five people from the raging waters, but it is one of the heroic stories of the floods.

The day started for him when floodwaters lapped into the works area at Seymour station. At the same time, early reports of the extent of the damage filtered in.

One report was that there was a young girl stranded nearby in a tree, with water up to her waist, and apparently no-one trying to rescue her.

Maurice went to check the area, and saw two army men in a motor boat heading towards the stranded girl—however, the water swept the boat into the tree's branches and submerged the motor. Three to be rescued.

Another boat set off for the scene, and although this two-man crew manoeuvred carefully to the tree, their boat was suddenly swamped at the last minute—and then there were five in the tree.

Maurice quickly decided his course of action.

He grabbed the longest rope he could find, tied one end around his waist and the other around a tree stump and headed into the swirling water.

Around four trees and a fence post he hitched his rope while making his way across 150 yards (135 m) of floodwaters to reach the tree.

Several times he lost his footing



Mr. Elliot



Fitter and Turner Barry Ward uses Ballarat North Workshops' mimic lathe to turn a set of wheels. This lathe was specially adapted for this duty. Barry, who has been with the V.R. for 17 years, spent eight years at the Newport Workshops before transferring to Ballarat.

in the water and had to swim or float to another object before regaining his course.

On reaching the tree, he sent those stranded back along the rope, then, when they were safe, followed, collecting the rope as he went.

"It looked like a footy queue at one stage," he said, jokingly recalling the action. "There were people everywhere pulling the group in and helping them to safety."

Maurice did his rescue so well, he even brought the two boats back with him.

But heroes have to pay for their

daring. Somewhere in the middle of the torrent, Maurice gashed his leg on some object, and was off work for a week because it was slow to heal.

Mildura's pomegranates

Growing lonely beside the Mildura goods shed, overlooking the River Murray, is a pomegranate.

Michael Murphy, a goods checker, who has been at Mildura for 22 years, cares for the tree. He thinks it grew from a ripe fruit discarded years ago by a rail customer.

Michael has tended the tree for the last 15 years; its growth has been aided by the abundant supply of fertilizer from the cattle vans.

AMONG RECENT AND COMING RETIREMENTS



Mr. Edgar



Mr. Casey



Mr. Teran



Mr. Wlodyka

Mr. F. W. Edgar, Carriage Superintendent, Newport Workshops, retired on May 5, after 50 years with the V.R. During his career he worked at all the V.R.'s workshops, and was engaged on Beaufort Bomber construction at Newport during World War II.

Mr. J. P. Casey, one of Mr. Edgar's sub-foremen, was also on the retirement list—for May 18. The two were 1923 apprentices together. In later years, Mr. Casey was sub-foreman in the erecting shop, following years at the North Melbourne car and wagon shops, Jolimont Workshops and Dynon diesel depot.

Mr. Teran, who retires on May 25, after 20 years with the V.R. is the man responsible for the sign writing on locomotive headboards and many other V. R. signs.

Mr. T. Wlodyka, retired on May 5. He was a weighbridge attendant at

North Melbourne for the last five years. For the preceding 19 years he was a painter's labourer.

Mr. J. Allen, of the Ambulance Section, was well known to staff who had suffered an injury, or needed first-aid. He had been with the section since 1961, before retiring on April 6.

Mr. D. Mahoney, retired from his position of Line Sub-foreman on April 8. In his 32 years as a linesman he claims to have worked on every line in the State, and as he said: "I've climbed nearly every pole too."

Mr. H. Reynolds, who retired on May 12, was stationmaster, Hampton for the last 11 years. He joined as a station assistant at Graham 47 years ago.

Mr. C. Bartczak, retires from Newport Workshops on May 30. He has been with the V.R. for 10 years with a trolley gang.



Mr. Allen



Mr. Mahoney



Mr. Reynolds



Mr. Bartczak

Anyone interested enough to taste the fruit, which is now ripe, is welcome to, says Mr. Murphy.

The tissue surrounding the seed is filled with a sweet, but somewhat astringent, juice.

California is the home of the pomegranate, and it is unusual for any to be found in Victoria, although Mildura's climate is said to resemble that of parts of California.

The tree is generally grown for ornament, but many do eat the globular-fruit—like a calyx—that it produces.

Tending for the tree has extended to his home; Mr. Murphy has several small pomegranates growing in pots.

In his spare time, Mr. Murphy's hobby is breeding canaries—he has 30 different types.



Mr. Murphy with Mildura's pomegranate tree.

Manager station ops retires

April 6 saw the retirement of the V.R.'s Manager of Station Operations, George Caldwell. For the last three years, he has been the man responsible for the changing emphasis on stations and their services.

In his 48-year career, he claims he has notched up three notable achievements.

Perhaps the most unique one is that



Mr. Caldwell up three notable achievements.

he and his son (Michael—District Engineer at Seymour) both hold gold passes. (Gold passes are allocated to senior positions only.)

"I tried to talk him out of a railway career at the start," George recalled. "But we don't discuss it too much these days," he added jokingly.

A second claim stems from his recent years on the inquiry board, which examines all train accidents. Although he has investigated over 30 main line incidents, including the derailment of *The Overland* at Bungaree, there has only been one person injured (and only a minor injury at that) during those incidents.

His third claim stems from the time when he was the V.R.'s livestock agent—he joined the R. S. P. C. A. (He is still a member.)

George has held many senior administrative positions throughout his V.R. years, and now, after looking from the top, can still see a good future for people wishing to join the V.R.

"Study and get all the qualifications available and you can't go wrong," he said. "That's what I did and I'm much better off than the many who waited for things to happen.

Mt. Buffalo Manager

Mt. Buffalo Chalet, the Victorian Railways own tourist resort, has a new Manager.

Mr. Jack Klason, former Manager of the Geelong Refreshment Rooms, has succeeded Mr. A Harcus.

Jack is no stranger to the Chalet, having relieved there as Manager over the last three years, and is looking forward to the challenge.

It's been a long climb for him

ARMY HOLIDAY



Many of us think a fortnight in the army is anything but a holiday, but to these five railway men from Wodonga, the C.M.F. Camp is a home from home. From left, back row, are: Warrant Officer Terry Ter Haar (driver), Cook Lindsay Lacey (driver), Sergeant Cook Jim Robertson (guard) (front row) Sergeant Keith Ziebell (driver) and Squadron Sergeant Major Lou Madjeric (fitter's assistant).

since joining the V.R. in 1954. Until then, he had been working in the Warragul—Noojee district. His wife was working in the Warragul R.R.R.

A position became vacant for a married couple to manage the



Mr. Klason

Jack's initiation into the V.R. can be imagined.

In later years he has managed several R.R.R.'s around the State, and the Geelong rooms for the last seven years.

For Jack, the Chalet has enormous appeal as a tourist resort. "From October to March, I feel the area is at its best," he told *News Letter*. "In spring there are the wildflowers, in summer there are the pleasant days and horse riding and in autumn just plain relaxing."

● Railway staff can holiday at the Mount Buffalo Chalet at discounted rates. Details are shown on the back cover of *Weekly Notice*.

RETIREMENTS...

COMMERCIAL BRANCH

Langley-Bates (Mrs.) K. I., Head Office 15/3

Cotterill, A. H. F., Lost Property, 30/3

ROLLING STOCK BRANCH

Calder, K. I. H., Shelter Shed, 7/3

Cummins, R. M., Jolimont, 8/6

Dally, W. J., Echuca, 31/3

Donnellan, J., Geelong, 4/3

Duffin, J., Geelong, 5/3

Farrant, F. B., South Dynon, 11/6

Hernan, H. D., Newport, 5/6

Hogben, A. W., Bendigo North, 24/6

Lucantonio, A., Jolimont, 12/6

Mogford, R. G., South Dynon, 28/6

McDonald, R. A., E. R. Depot, 28/2

McLure, J. P., E. R. Depot, 3/6

Peters, A. H., North Melbourne, 29/6

Silver, A. J., North Melbourne, 11/6

Tofo, A., North Melbourne, 12/6

Wiseman C. R., Ballarat North, 3/6

SECRETARY'S BRANCH

Allen, A. J., Medical Stn, 6/4

STORES BRANCH

Failla, D, Nth. Melbne., Workshops, 4/5

TRAFFIC BRANCH

Caldwell, G. J., Head Office, 6/4

Connell, A. R., Maryborough, 15/3

Knight, A. V., Flinders Street, 4/6

Power, G. O'C., Geelong, 12/6

Ryan, W. J., Melbourne Goods, 13/6

Stingel, H. R., Flinders St., "E", 20/6

Swift, E. W., Box Hill, 30/3

Wallace, H. J., Colac, 27/2

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH

Alton, G., Ballarat North, 4/4

Long, R. F., Newport, 30/3

Streeter, R. K., Newport, 30/3

TRAFFIC BRANCH

Oakley, R. G., Melb., Yard, 27/3

O'Connor, J. W., Meatian, 22/3



The ladies of Sunshine V.R.I.'s bowling team recently took out their second Victorian Lawn Bowling Association pennant in D2 grade by defeating Albert Park V.R.I. team—which, of course, has a "railway connection". Both teams went through the season undefeated but the Sunshine ladies recovered from a lunch-time deficit to win by 17 shots. Preparing to bowl in the first match after receiving the pennant is E. Cameron, (club president). Other team members are: (from left) E. Payne, B. Kenna, M. Johnson, G. Keating, N. Sonneman, L. Rowan, G. Gleeson (skip.) and E. Shorten (secretary and team manager).

TRAIL RIDING CLUB

Does the thought of being able to traverse parts of our glorious bushland, have pleasant company and breathe in fresh clean air without having to walk miles appeal to you?

It does to a few very keen people who are exponents of trail riding (horsey style). They claim that because the horse is never "out of season" you are able to indulge all the year round. It can be a family sport as age and sex are no barrier and, if you can't ride a horse, there are qualified instructors on hand to show how it is done.

Because of the interest shown by so many of our members, a meeting of intending trail riding members will be held in the V.R.I.'s Room 10 on June 13, at 8 p.m.

SPORT

by OSS. KEATING

Country tennis week

This year could have seen the title altered to "Geelong Week". What a performance! Geelong won the Donald McIntosh Perpetual Trophy and the F. M. Mitchell Trophy for the teams event and also provided the title holders for the Open Singles, Railway Singles and Doubles Championships.

The weather was fine and the new venue, St. Kilda Tennis Club, at its very best; it only remained for the four competing teams—Stawell, Traralgon, Geelong and Sunshine—to provide the close competition needed for a perfect week.

However, as the fixture progressed, it was evident that Geelong was the superior side and it was left to Traralgon and Sunshine to vie for runner-up with Traralgon just getting there.

The Railway Country Singles Championship was won by Russel Booley from Geelong, defeating Wayne Schulz also from Geelong 6-5, 5-6, 6-4 in an excellent match (and not without some nerve wracking moments for Russel). As these two

players were to fight out the final of the Open Singles Championship, a battle royal was anticipated, and they didn't let us down.

This time Wayne turned the tables, downing Russel 6-5, 0-6, 8-6, and I feel sure that now Wayne has tasted success, he will go on to better things and that a few of the "old" stagers in the intersystem tennis side will have to watch out.

Wayne and Russel then combined to win the Doubles Championship defeating Sunshine's S. Priestley and D. Taylor in straight sets.

It was very pleasing to see the previous General Secretary Mr. Frank Mitchell and retired ex-Councillor, Mr. Frank Jones, who obviously intends to continue his unbroken interests in railway tennis country weeks, at the presentation ceremony.

Cricket

Serviceton was the venue for a very "intense" interstate cricket match between Serviceton Centre and Tailem Bend (S.A.) held on January 14.

Our reporter advised that due to the weather, the match didn't get under way until 1 p.m. Although the cricket wasn't of "test" standard, the day was a tremendous "social success."

Serviceton ran out winners by scoring 113 (R. Merrett 25, B. Pryor 25) to Tailem Bend's 106 (B. Naughton 25) and will, next season, defend their title at Tailem Bend.

Whilst this country centre might lack some of the facilities of other centres, it lacks nothing in its ability to create and enjoy fun. Keep up the good work.

Football

WANTED—20 Australian Rules Footballers who can be at Junction Oval, St. Kilda, on Wednesdays, June 20 or 27 at 1.30 p.m.

AIM—to inflict a rather severe hiding on the opposing Australian Postal Institute's team who, last year, dealt a heavy blow to our prestige, not to mention our pride.

REWARD—self satisfaction at being a team member and helping to wrest the football trophy back from the A.P.I.

Seriously though, we would like to hear and see any off-duty staff down at the Junction Oval to give our boys some vocal support and to encourage them to avenge the drubbing we received last year.

Applications from players will be called for at a later date in the *Weekly Notice*.

VICTORIAN



RAILWAYS

JUNE

1973

10 CENTS



WELCOME TO RAILWAYS

Railways is the Victorian Railways new house journal.

Like railways themselves, the former staff magazine had been adapting and changing with the times over its 43½-year history—and had outgrown the title *News Letter* (which was given to the eight-page publication which first appeared in 1930). Plus, there are many magazines of differing content and quality which are presented under the *News Letter* banner.

With the new board taking over the administration of the Victorian Railways and the changing public emphasis on the future role of public transport, the time was ripe for *News Letter* to change its image.

And what is in the future for *Railways*?

Most of the changes from the format of *News Letter* will result from the evolution and re-emergence of railways.

Railways will continue to document the gathering momentum of railway changes throughout the world and here in Australia, cover the events and changes on our own system, and represent the railway family with stories of unusual and interesting points about the people who make our railways run.

Railways will be just as much the staff magazine that *News Letter* was, and anything that is news will be presented in its pages.

HOW MUCH?

Everyone knows metal contracts a little during the cold weather, but America's longest railroad—the 25,415 mile (40 918km) *Burlington Northern*—estimates it is 8½ miles (14.1km) shorter in January than in July, reveals *Trains*.

North Dakota loses most mileage, say the men from BN—about 1.4 miles (.9 km).

Alas, they also say, taxes are just as high in winter as they are in summer. (U.S. railroads pay tax according to their mileage—Ed.)

COMMUTERS' SURVEY

Brisbane commuters have been asked their likes and dislikes of the railway carriages they use daily.

Under the auspices of the Bureau of Transport Economics with the assistance of the Queensland Railways, the survey, which lasted three weeks during May, was aimed at finding out what comfort standards today's commuters felt appropriate.

The survey, which asked for views on appearance, comfort and convenience of metropolitan rail travel, also aimed to reach potential rail users.

Federal Transport Minister, Mr. C. K. Jones, told *The Australian* that Brisbane was used as the test city because plans for electrifying the metropolitan network were well advanced and presented an opportunity to simultaneously introduce the optimum type of rolling stock.

FIRST GOV'T TRANSPORT FUNDS

Brisbane appears the likely recipient of the first hand-out of transport funds from the Federal Government.

Transport Minister, Mr. C. K. Jones, recently told Parliament that a \$60 million scheme to electrify and upgrade Brisbane's metropolitan transport system was being considered for inclusion in his Government's first budget—due August.

The Queensland Government had submitted details of the scheme to the Federal Government and, said Mr. Jones, under the Commonwealth agreement to give \$2 for each \$1 raised by the State, Commonwealth aid would amount to \$40 million.

PENN CENTRAL TRIES AGAIN

In another attempt to chop its massive deficit down to a manageable size, Penn Central administrators have filed to abandon 25 per cent of its route miles.

Less than 800 of the requested 5,000 miles (8 150 km) have been approved for closure and no public authority has rejected the trustees' approach to passenger cost compensation, but then they haven't exactly rushed to put it into operation either.

—*Trains*.

HAMILTON TOURS

Three week-end package tours to Hamilton have been added to the Victorian Railways special tours programme.

Initially, three tours—June 22–24, September 21–23, and January 18–20—will operate.

The railways are hopeful that package tours to the tourist attractions, both in and close to Hamilton, will be attractive.

June and January tourists will return by train from Warrnambool after a coach tour through the Tower Hill wildlife sanctuary, while September tourists will travel through The Grampians at the height of the wildflower season and return by train from Stawell.

The tours leave Melbourne at 4.55 p.m. on the Friday night and return on the Sunday night.

Within the price of \$40 (children between 12 and 15 years pay \$29, under 12 pay \$25) is return first-class train travel, all coach travel,

two nights accommodation and all meals.

BIG CUTS FROM GIPPSLANDER TIMES

The May acceleration of *The Gippslander* cutting 30 minutes between Melbourne and Bairnsdale is one of the biggest train speed up in Victoria in recent years.

Increased line speed in some areas allowed the schedule cuts to reduce travel time for the 171-mile (275 km) journey to 4 hrs. 10 mins.—an average of about 43 m.p.h. (69 km/h) and very comparable to road journey times for the trip.

FRANKSTON COUP

A 'raid' on the Frankston line by V. R. ticket examiners resulted in 14 passengers being fined a total of \$196 by Frankston Court.

Ten people were fined for having travelled without a ticket, one for having illegally crossed railway lines, one for having travelled on a child's ticket, and two for having produced expired tickets, reports *Frankston Standard*.

TRUCKER FINED FOR NO PERMIT

A Shepparton secondhand dealer was fined \$380 for carting freight illegally, reports *Shepparton News*.

Facing 19 charges of operating unlicensed commercial vehicles, the man told a Transport Regulation Board official that he was in financial difficulty and could not afford to pay for the required permits.

Total cost of the permits would have been \$161.25.

The dealer's records showed that he had carried loads of iron, corrugated steel and other goods between Melbourne–Shepparton and Melbourne–Seymour on two different vehicles during three months of 1972.

The Stipendiary Magistrate convicted the man on all charges and fined him \$20 on each charge.

CANBERRA TOURS

Seven three or four-day all-inclusive package tours to Canberra and the Snowy Mountains will operate this year.

FRONT COVER

Although 1,500v are surging through the overhead wires (evidenced by the train passing), the V.R.'s overhead linesmen enjoy apparent immunity. Careful work procedures plus attention to the use of insulating materials allow the men to work on the live wires with safety.

Air-conditioned train, then air-conditioned coach travel to dozens of attractions in the Snowy Mountains and nearby resort towns, plus extensive tours of Canberra, are features of both packages.

Four of the tours will last three days and three will be of four days duration.

Included within the price range of \$72.50 to \$90 (children \$54.50 to \$72) are all meals and motel accommodation, coach trips and return first-class travel on *Intercapital Daylight*.

The tours run between June 8 and December 27.

Three-day tours start on a Saturday morning and return on the Monday evening (except for the December package which starts on a Thursday morning and returns on a Saturday night). Four-day tours all leave Melbourne on Friday morning and return on Monday night.

A major attraction of the tours is a full day in the snow at Smiggin Holes—December excepted, naturally.

UNTAPPED MARKET

A 1972 poll revealed that only four per cent of Americans aged 18 or over had travelled 100 miles (161 km) or more by train in the previous 12 months.

The remaining 96 per cent constitutes a vast untapped market for organisations like AMTRAK, which is now starting to show a gain in riders after two years of solid effort.

HOVERTRAIN PROJECT LAPSES

Britain's Hovertrain project has been abandoned—after more than five years research costing \$10.5 million.

The successful development of the Advanced Passenger Train project finally sealed the fate of the Hovertrain.

Studies have shown that time savings between the two modes for the proposed line between London and its proposed third airport at Maplin would be only five minutes in favour of the Hovertrain.

With 'track' for the Hovertrain expected to cost \$2 million a mile, developers felt more inclined to support the A.P.T. principle—which uses existing tracks with only minor modifications.

However, research into two aspects of the Hovertrain technology are continuing.

The linear induction motor—which, claims its inventor, will propel every high speed transit system within a decade—and the magnetic suspension are the subjects of a further \$1.8 million research programme.

Only 12 of the 150-strong research team will remain on the project.

RACECASTER DIDN'T TRAIN

Radio listeners could have been forgiven for thinking that their set was playing up when tuning to 3UZ to hear descriptions of Bendigo races on April 18—3DB race-caller Ray Benson's voice was heard!

However, 3UZ later explained the position: the station's racecaller had set out by plane to Bendigo for the meeting, but fog prevented the aircraft from landing and it had to return to Melbourne.

The 3DB crew travelled by special race train and, together with many punters who did likewise, were in ample time for the races.

SUNRAYSIA WOOL SALES

First of this season's unique wool sales at Mildura have begun. All wool bought for Melbourne is sent by train.

The sales, conducted by Mr. David Moore about every two weeks during season, are believed to be the only private wool sales of their kind in Victoria, apart from Ballarat.

To obtain wool, Mr. Moore travels to properties in three States up to 400 miles (644 km) from Mildura; to Ouyen, Lascelles, Hopetoun, Manangatang, Woomelang, Buronga and even beyond Broken Hill, and Pinnaroo.

Wool is bought from the grower following acceptance of a quote from Mr. Moore, then cash on collection basis.

Mr. Moore has 10 people working full-time in connection with the sales; collecting wool from the grower, sorting, grading, and baling.

"Paying cash on the spot does have its risks, because if I can't obtain that price or better, I could easily lose money," claimed Mr. Moore.

At each sale around 400-500 bales are available for selected buyers from mainly Melbourne and Adelaide who are invited to Mildura. Generally, most of the wool offering is sold.

"I estimate that I handle about 80 per cent of the wool grown within a 100-mile (161 km) radius of Mildura," claimed the wool seller.

Mr. Moore said that wool for Melbourne can be sold in the morning, rebaled and taken to Mildura station yard in the afternoon, loaded into the "Fruit Flier", and be in Melbourne next morning, even before the buyer reached home.

"Although a speedy freight service is not always needed, the quicker I can get it off the floor, the sooner I can bring in more wool and prepare for the next sale," Mr. Moore said.

METRIC FROM JULY

From July 1, the Victorian Railways go metric.

Distances, mass (weight) and all other railway measurements will then be in the new units.

Rail Ways will change to metric units from the July issue, too. But imperial equivalents will continue to be shown in brackets until the December issue.

From the January 1974 issue, metric units only will be shown for all measurements in *Rail Ways*.

JUST BEAT TRAIN —\$30 FINE

Shepparton Magistrates' Court fined a local woman \$30 for driving through a level crossing while the flashing lights and bell were working.

The Police Prosecutor told the court that a woman was seen to drive over the lines about 15 seconds before a goods train passed.

"I saw the lights but was too late to stop . . . I don't know why I didn't stop," the woman told the court. —*Shepparton News*.

PAYNESVILLE GROUP PACKAGE

A special five-day, mid-week package tour, based at Paynesville Country Club, has been introduced for senior citizen and student groups of 20 or more people.

The packages start any Monday throughout the year—except Easter and Christmas time—and include boating on Gippsland Lakes, coach tour of Bairnsdale and surrounding countryside, inspection of the famous Buchan Caves and rail travel between Melbourne and Bairnsdale by *The Gippslander*.

For senior citizen groups, the cost of the package is \$42.50.

For student groups, the cost ranges from \$38.50 to \$43, with one teacher for every 20 students (or part thereof) without charge throughout.

REAL LOW FLYING

It was enough to make many look twice—and more—but it was real. There, lounging nonchalantly on a rail wagon in San Francisco was the front half of a former Trans World Airways Boeing 707.

It was meant to be there, though. It was en route to Burbank for salvage of usable parts.—*Trains*.

NEW BOARD TAKES OVER



The historic first meeting of the new Railway Board. From left are: Mr. C. S. Morris, Secretary for Railways, Mr. E. P. Rogan, General Manager, Mr. G. J. Meech, Member of the Board, Mr. R. W. Ellis, Member of the Board, Mr. G. F. Brown, Chairman, Victorian Railways Board, Mr. L. M. Perrott, Member of the Board, Mr. N. G. Wilson, C.M.G., Member of the Board and Mr. J. G. Urbahns, Member of the Board.

The newly-appointed seven man governing board for the Victorian Railways met for the first time on May 8. Since then, the new and part time members have been engaged on assimilating railway problems.

Many problems confront the 7-man board—not the least being how to cope with snowballing costs. Despite this and other pressing problems, the new General Manager, Mr. E. P. Rogan, told *Rail Ways* that the future looks very good.

“The new board members have a wide variety of talent and business experience, and with the greater interest in public transport being taken by both State and Federal politicians, as well as promises of help, even the most pessimistic must agree that

the railways are being given a chance to prove themselves,” he said.

“Major road transport organisations acknowledge that rail potential is under-utilized and more efficient in many areas; city planners say that only fast, efficient public transport can sustain cities as we know them today; and politicians acknowledge that automobiles and freeways have become insatiable.

“Into the very depths of the financial desert—where some of

Australia’s State Railway systems were languishing, a ray of hope is now reaching, focussing public attention on our plight and on our potential.

“But service is still the most important item on the railways’ agenda.

“It was service which gained us our initial reputation, which maintained it through difficult years, and it is service which will prove that the confidence in the future of the railways is not misplaced.”

Here is the background of the members of the Victorian Railways Board:

● **Mr. G. F. Brown**, F. I. E. Aust., F.I.M.E., F.C.I.T., F.A.I.M., Chairman Railways Board, was formerly Chairman, Victorian Railways Commissioners, Commissioner for 15 years, and a railwayman for 50. (Full details of Mr. Brown’s career were published in *May News Letter*, p. 68).

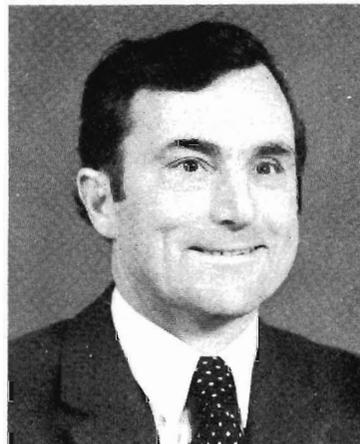
Mr. Brown will revert to Member of the Board when the new Chairman is announced. His appointment is for two years.



Mr. G. F. Brown

● **Mr. R. W. Ellis**, Dip. Comm., F.C.A., is a chartered accountant and director of a number of public companies.

He was an early member of the Management Consultants Association in Australia and Past State President of the Australasian In-



Mr. R. W. Ellis

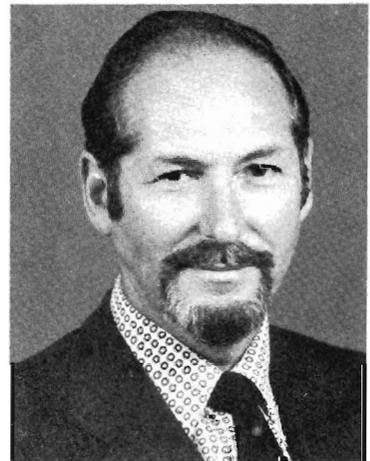
stitute of Cost Accountants.

During the rash of big company failures in the 1960’s, Mr. Ellis was heavily involved in resuscitating

many of these organisations. It was in this type of work that he added to his experience of managing large numbers of staff in very difficult circumstances.

In his spare time, he works for the Epilepsy Foundation, schools and the National Gallery Society. He has lectured at universities and colleges.

● **Mr. L. M. Perrott**, F.R.I.B.A., F.R.A.I.A., A.M.T.P.I., F.R.A.P.I., is principal of the Australian firm of



Mr. L. M. Perrott

architects and town planners, Perrott Lyon Timlock & Kesa, which has been responsible for planning many major building projects and town plans.

Formerly President of the Town Planning Institute, Chairman of the Australian Institute of Urban Studies, and President of the Royal Automobile Club of Victoria, Mr Perrott is currently Member of the State Urban Renewal Advisory Committee, Federal Immigration Planning Council, and the Board of the Australian National Travel Association.

Mr. Perrott has a great interest in youth activities, including the Boy Scouts Association and Y.W.C.A.

● **Mr. E. P. Rogan**, B. Comm., A.A.S.A., F.A.I.M., F.C.I.T., also General Manager of the Victorian Railways, was formerly Deputy Chairman of the Victorian Railways Commissioners, and had been a Commissioner for 12 years.

His 48-year career has included services on the Commissioners' personal staff, as well as industrial and staff aspects of the railway industry; he has travelled overseas looking at many aspects of railway modernization, including computer applications.



Mr. E. P. Rogan

● **Mr. J. G. W. Urbahns** B.C.E. (Melb.), L.S., C.E., E.W.S., F.I.E. (Aust.), M.I.S. (Aust.), spent six years with the Snowy Mountains Authority, including 12 months in the U.S.A. on secondment to the United States Bureau of Reclamation.

In 1961, Mr. Urbahns joined Civil and Civic Pty. Ltd., engineering subsidiary of the Lend Lease Corporation, and shortly after was appointed Manager for the A.C.T. In 1963 he was appointed to the Board of that Company and assumed responsibility during the ensuing eight years for the Company's operations in Victoria, South Australia and Tasmania. During this period, he directed the design and construction of many major industrial, commercial and government spon-

sored building projects.

For the past two years Mr. Urbahns has practised as a consulting engineer in both England and Australia.

In his spare time Mr Urbahns is Chairman of Y.M.C.A.'s Property Redevelopment Committee and a member of its board; President of the Old Geelong College Association and on the Board of Management of the Presbyterian Church.



Mr. J. G. Urbahns

● **Mr. N. G. Wilson**, C.M.G., B.C.E. (Melb.), F.R.A.C.I., F.A.I.M. F. Inst. D., was formerly Commercial Director of I.C.I. Australia Ltd. and Managing Director of Fibremakers Limited. He took up the Fibre-



Mr. N. G. Wilson

makers appointment in 1962, and while under his control assets of that company trebled. Marketing oriented, he has been associated with many engineering and product innovations, particularly in the chemical, paint, and textile industries.

He is business advisor to the Department of Air and Deputy Chairman, Defence Business Board; Chairman Production Board, Department of Supply; former executive Member, Export Development Council; Member, Australia-Japan Business Co-operation Committee and Pacific Basin Economic Co-operation Council; and deputy Chairman, Victorian Conservation Trust. (His outside interests are farming, golf and Australian rules).



Mr. G. J. Meech

● **Mr. G. J. Meech** is a member of the board until the permanent Chairman takes up his appointment; he is Victoria's Director of Transport.

Mr. Meech was Secretary of the Metropolitan Transportation Committee during the final stages of the preparation of the Transport Plan for Melbourne—as Director of Transport he is now a member of the Metropolitan Transportation Committee.

He is a member of the standing Committee of Advisors to the Council of Australian Ministers of Transport, and Chairman of the Passenger Services Co-ordination Committee which has co-ordinated train, tram and bus services.



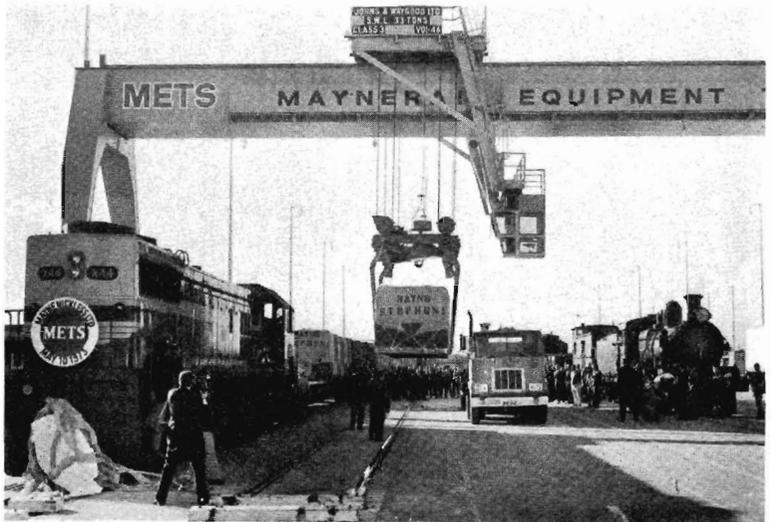
The last meeting of the Victorian Railways Commissioners. The V.R. had been ruled by three Commissioners for 70 years, and been under the control of a single Commissioner for a further 20 years. From (left) are Messrs. C. S. Morris, Secretary for Railways, I. G. Hodges, Commissioner, G. F. Brown, Chairman of Commissioners and E. P. Rogan, Deputy Chairman.

NEW ROAD- RAIL CENTRE BOOSTS TRAFFIC

Indicative of the faith that some segments of the transport industry have in the ability of the railways to perform a major and vital transport role was the May opening of the second main forwarding agent's terminal in Melbourne.

Called the Maynerail system, the twin terminals (in Melbourne and Sydney) are controlled by the Mayne Nickless subsidiary Mayne Stephens—formed by the absorption of F. H. Stephens Pty. Ltd. into Mayne Nickless' forwarding operations.

Mayne Stephens see their \$1,250,000 venture as bringing together the benefits of rail transport between major cities with the flexibility of road transport for customer pick up and



The official opening ceremony. At far right stands an old style freight train headed by a steam locomotive—symbolising the past method of freight handling. Senior railway and Mayne Stephens officials travelled to the depot by this train. On the left is the first load of containers handled by the system. The huge 33 ton (33.7t) crane is transferring the first of the flexi-flats on to a waiting road transport.

delivery. The modern gantry crane—capable of lifting 33 tons (33.7t)—can complete a transfer between the modes in four minutes.

The twin terminals have provision for a steady flow of vehicles—and if either mode's vehicles are not ready, then the containers can be stacked in an area for later loading.

Designed to handle many different types of container systems, the gantry crane has special frame locks for handling 20 ft. (6.1m) I.S.O. containers, grab arms for transi-flats, and can attach a special elongated frame for handling 40 ft. (12.2m) I.S.O. containers.

The crane weighs each lift.

At the official opening ceremony in Melbourne (conducted simultaneously with one in Sydney), Mayne Nickless' Managing Director, Mr. Bruce Redpath, said that the railways have the ability to handle all traffic now going by road between Melbourne and Sydney with proper scheduling.

He also said that once the political troubles surrounding the railways were solved, they would return to a pre-eminent role in transport.

"We believe so, otherwise we would not have spent the money," he added.

These comments were not downgrading road's contribution of transport, but were designed to emphasize that the railways were now getting a larger share of the traffic that their unique characteristics entitled them to expect.

Rail's record

Rail has a far superior record in

delivering freight intact and on schedule says *Mayne News*. Damage and delay factors have never been entirely eliminated from interstate road haulage, adds the magazine.

Modern express freight trains running on both the standard and broad gauge systems are scheduled with the same precision as fast passenger trains.

"Today's railway managements are noted for a high degree of skill and enthusiasm for their role as terminal to terminal bulk transporters of volume freight and are co-operating fully with a view to ensuring the success of the new development," is the comment about the railways co-operation.

Wagons are hired from the railway systems—75 ft. (22.9m) container-carrying wagons—and attached to express freight trains leaving Melbourne at 9 p.m. and Sydney at 10.07 p.m. six nights a week. Transit time is about 17 hours.

RAIL USERS SAY

South Melbourne

"... We write to express our gratitude for the wonderful co-operation and assistance given to us at South Melbourne station.

"We regularly dispatch quantities of parcels through them, and with their assistance we have been able to improve our dispatch system.

"It is reassuring to hear from country agents advising that they have received their parcels intact and promptly..."

—Mr J. Morris, Wilkins Servis Pty. Ltd., writing to the Secretary.



"Let the depot be opened." Chairman of the Victorian Railways Board, Mr. G. F. Brown, waves a green flag to bring the container train into the terminal. Mr. Bruce Redpath, Mayne Nickless Managing Director, whose father and grandfather were railwaymen, sounded the whistle to warn everyone of the train's approach.

POLLING AT THE STATION

VICTORIAN RAILWAYS

Railway stations at Parwan, Mangalore and Wallan were used as polling booths for last month's State elections. Voting facilities were also provided at Mount Buffalo Chalet and two V.R.I. centres.

At each of the three stations, two polling officials set up booths in the waiting room, complete with the appropriate signs attached to the outer walls of the buildings. However, there was little chance for train

passenger trains stopped at Mangalore, five at Wallan and four at Parwan. No provision was made in the time-table for voters.

These stations had been used for some years as polling centres and early records reveal that, at Parwan in the 1930's, the Railways were called on to supply an oil lantern which was hired for one shilling and



Chalet, Mt. Buffalo



Mangalore



Parwan



Wallan

Chalet Manager, Mr. J. Klason said that guests and management from "the opposition", Tatra Inn came to the Chalet to record their vote.

After the election, votes were counted behind closed doors, taken



passengers to jump out at these stations and make a quick vote because during polling hours, three



sixpence. Other Railway equipment was also used such as a table and chair, mat, etc., but apparently no charge was made provided they were returned in "good order".

Possibly one of the highest polling booths in the State was at Mt. Buffalo Chalet, 210 miles (338.1 km)



to Bright then on Sunday to the Returning Officer at Benalla.

V.R.I. centres at Ararat and Maryborough became polling places on May 19, too.

In addition, the Railways transported a considerable amount of electoral material from Melbourne to the 91 Returning Officers throughout the State. After the election, used material was also returned by train, as well as material between Returning Officers in the electoral districts and provinces and their deputies at the polling booths.



from Melbourne, 4,000 ft. (1220 m) up in the Australian Alps.

The V.R.-controlled Chalet has been used for elections almost since its inception; the ballot takes place in the drawing room.



A voter enters the railway station cum polling booth at Parwan



Mangalore's station polling booth.



Wallan station bearing a polling booth sign.

VIEWS OF NEWS

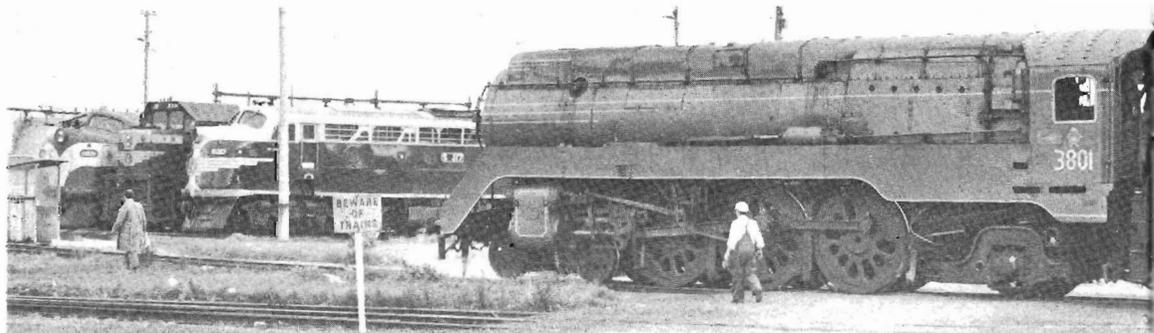
STEAM FESTIVAL. Nearly 2,000 people turned out to travel when two New South Wales Public Transport Commission steam engines visited Melbourne over Easter. While their train load of enthusiasts sampled Victorian steam travel, local enthusiasts travelled to Seymour and back on two separate journeys behind the 'foreigners'. One of the locomotives - 3801, and semi-streamlined - has now steamed into every mainland State capital except Adelaide, and in 1968, powered a special from Sydney to Perth.



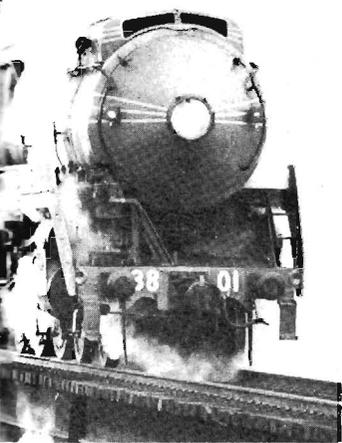
For the long haul between Sydney and Melbourne, the two 3 water supplies to compensate for those removed since dieselisation never provided on the standard gauge line between Albury and special, hauled by an R-class, paralleled the 'fore



For local enthusiasts, the N.S.W. steamers ran trips to Seymour and back. A Victorian steam engine paralleled one of the two trips.



In Melbourne, the N.S.W. steam locomotives weren't the only interlopers. Tucked away in this clutch of diesels waiting their next assignment was one of the three diesels on hire from Commonwealth Railways.



Class locomotives needed extra
 on and the fact that they were
 Melbourne. From Benalla, a V.R.
 mer' to Melbourne.



VISITORS FROM DEVELOPING NATIONS, as part of their 12 weeks study of
 tourist administration in Australia, were lectured on the role of railways in tourist
 travel and promotion. Their programme was organised by the Department of
 Foreign Affairs.

SUCCESSFUL RAILWAY DISPLAY. A railway display
 promoting mainly our newer
 rolling stock and package tours
 was held at Myer's during the
 school holidays. It was so
 successful that the one week
 display was continued for a
 second week. ▶



ON HAND TO DISCUSS the
 display with hundreds of children
 was Myer's own 'Casey
 Jones'. Here Casey (Mr. A.
 McBain) shows four pamphlets
 to Bendigo children Sarah
 and Jason Searle. ▶



Melbourne was a hard-drinking town around 1840 when Melbourne's 3,000 people were importing 3,300 gal. of rum and 2,500 gal. of gin and whisky; the three local breweries were flourishing. "Shouting" became an established custom around this time . . . but the coming of the Railways saw the

OPENING OF THE PUB TRADE

by KEVIN BAKER, M.P.R.I. (Aust.)

Most of the wayside inns, built during Victoria's gold rush era, closed their doors when, around the 1870's, railway expansion began to take traffic from the roads.

Hotels, with many bedrooms, were built, particularly at junctions where passengers transferred from one train to another, and at the end of lines.

At the same time, a new breed of business man—the commercial traveller—moved out from Melbourne and main cities. Between 1870 and 1930, the commercial traveller became a reliable source of train and hotel custom.

Invariably, hotels were called Railway or Commercial. A few earned the name Terminus or Junction or for originality, Station or Travellers.

Even today, there are more Victorian hotels named Railway or Commercial than any others. The Australian Hotels Association lists 68 Commercials and 54 Railway hotels; roughly one in 13 of its 1,566 hotels.

Back in the mid 1800's, the west side of Elizabeth Street, Melbourne, began with the "Hobson's Bay Terminus Hotel", where Hosies stands now. Not far away, at Flinders Lane,

was the "Royal Railway", which later became "Connell's".

Another Railway Hotel in Swanston Street, near Little Collins Street, was the venue for an argument between a Peter Snodgrass and William Ryrie. It was settled with pistols next day at Batman's Hill. The duellists, with pistols, ammunition, a surgeon, and urgers assembled where Spencer Street station is today.

Settlement was reached when Snodgrass accidentally shot away one of his toes. The audience, deceived of their enjoyment, wanted to shoot the surgeon. However, they reluctantly accepted his top-hat as a target.

The first suburban pub growth was eastward when "The Travellers Rest" was opened in Nicholson Street. About 1851, it was held-up by bushrangers.

When the Melbourne-Sandridge railway opened in 1854, the "Napoleon III" hotel at South Melbourne immediately changed its name to Railway.

When Captain Langford returned to Williamstown from the Ballarat gold rush he bought the Rainbow Hotel and renamed it Railway. It soon became the haunt of Cockney seamen from mail vessels, most of

whom were heavy drinkers and blasphemers.

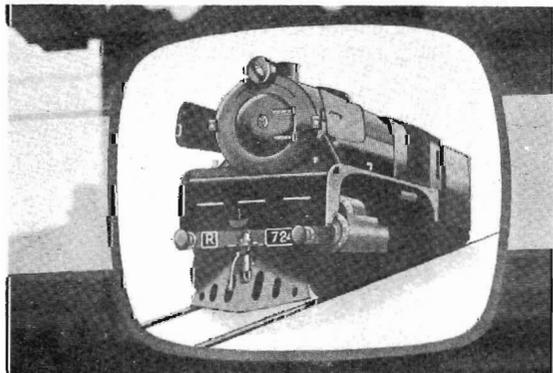
A song about this Railway Hotel was printed and distributed to Australian-bound crews at Liverpool. Whether it was fit to print in *Rail Ways* is unknown.

A few miles away at Newport, the hotel was named "Geelong Junction and Railway Refreshment Hotel". The only record shows that licensee Ashman died after he fell downstairs and broke his neck.

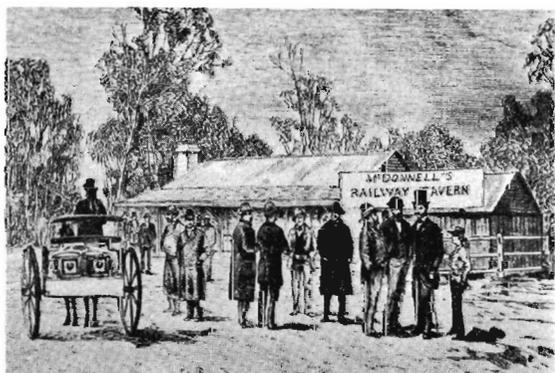
Four hotels at Wodonga—Railway, Terminus, Junction, and Carriers Arms—have a close association with early inter-colony transport.

Wodonga did not have a bridge across the River Murray until 1861 and was a teamsters and coaching termini for many years. From 1873, it became a railway terminus until the completion of the railway bridge 10 years later. With customs duties to pay on goods moving between colonies, prior to Federation, the walls of the four hotels must hold many secrets.

Although there is a Railway Hotel at Glenrowan, on the Hume Highway, opposite the railway station, it



R-class at Railway Hotel, Fitzroy.



Preparing for the funeral of Dan Kelly and Steve Hart near McDonnell's Railway Tavern.

was not where the historic siege took place in 1880 between Ned Kelly and police. This occurred at Jones's Hotel on the other side of the railway and ended with the hotel being burnt to the ground. No doubt the bush-ranger had frequented the "Railway" on occasions.

Establishing a Railway Hotel at Bacchus Marsh was full of frustration.

In 1885, John Alford requested transfer of his licence from the run-down Hopetoun Hotel to his store beside the railway station. However, a poll of ratepayers voted 87-35 against the proposal.

Alford would not give in and opened a temperance hotel for accommodation and meals only. In 1886 he won a licence and renamed the hotel "Railway Family". Service included "stabling at moderate charges for persons driving to the station and leaving their horses until return".

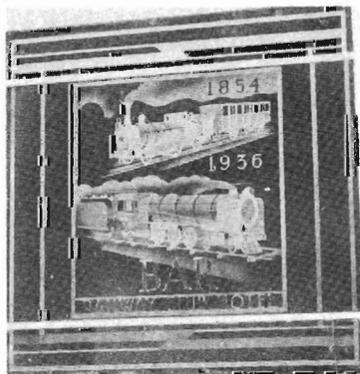
The Victorian Railways time-table of 1895 had many advertisements featuring Railway Hotels. The Railway at Yea boasted "meals ready and served in best style on arrival of all trains". At Murtoa, the licensee mentioned "passengers called for express trains".

Prior to the turn of the century many hotels were primitive; the hotelkeeper having but one object—to make a fortune . . . quickly.

Newly discovered ice was the only refrigerant and when this was not available, wet bags were placed over the barrels of beer which were placed in a draught—hence today's name "draught beer".

When Stationmaster Walter Ware left the Railways after the depression in the 1930's following 34 years service, he became proprietor of four hotels, in turn, all associated with railways.

Initially, he took over the Hibernian beside Golden Square railway station, then followed the Pyramid



Window at Railway Hotel, Seymour



Dingee's Railway Hotel.

Hill Hotel with a level crossing virtually at the front door. The third was Bendigo's Terminus Hotel, close to the station, and finally the Railway Club Hotel next to North Port station.

The tiny Dingee Railway Hotel bar has a "full house" with four or five customers, but drinkers can sit under a giant tree that shades the brick paved verandah. This hotel has zinc ceilings and prized collector's items dating to the gold-rush days.

Merrigum's Railway Hotel in the Goulburn Valley, had its beginnings in 1886. When auctioned in 1969 it had been in the hands of the Heaphy family for about 60 years. Mrs. W. Heaphy held the licence for 48 years alone.

The longest existing licence of a Railway Hotel is possibly that at Ultima, which has been in the Punch family for 49 years. Licensee Mr. M. W. Punch recalls as a boy meeting the late Sir Harold Clapp, Railways

Commissioner, when he called there.

When the Railway Hotel at Wychitella was doomed to close 13 years ago, local farmers formed a syndicate and put in a manager to run it.

Many Railway Hotels had emblems of trains and some exist even today. For example, the Railway at Seymour, has windows stained with Hobson's Bay Railway Co. trains as well as X class steam engines dating back to 1930's. Another at South Melbourne has rail tracks and trains frosted in glass doors. The Railway at Fitzroy, has a painting of steam engine R724 on one window.

Of more recent buildings, there is the "Southern Aurora" Hotel at Dandenong. It is on railway land and named after one of Australia's crack overnight trains that runs between Melbourne and Sydney.

One of the latest Railway Hotels to change hands is the 100-year-old Railway at East Wallan, bought by former world boxing champion Lionel Rose.



Hobson Bay Railway Terminus Hotel, Melbourne.



Railway men in the Anzac March.

Nearly 100 railway men from the Victorian Railways Returned Servicemen's Section, marched for the first time behind the V.R. house flag in Melbourne's Anzac Day march to the Shrine of Remembrance.

Afterwards, the first-ever reunion was held at the Victorian Railways Institute.

Apart from a contingent from the Victoria Police Force, it is believed that the Victorian Railways is the only organization whose members marched as a group.

Previously many railway men

found it difficult to take part in the Anzac procession because they did not have identity with local units. With this in mind, a sub-committee—Messrs. R. M. Wright (Chairman), G. Munro, B. Glare, R. Staveley and G. Tutty—researched the proposal and ultimately approval was obtained from the Anzac Day Commemoration Council.

Leader of the march, Mr. C. S. Morris (Secretary for Railways) who served in a combined operations unit attached to the sixth, seventh and ninth division headquarters, told the gathering how proud he was to be

given the honour and reminded those present: "Today we celebrate those we remember."

"We at the Railways are a big family and like every family we fight at times, but let someone else attack us and we turn on a united front," Mr. Morris said.

"Previously, being a member of a small unit I haven't had any of my wartime colleagues to march with; from today this has altered," added Mr. Morris.

Mr. R. M. Wright (Chairman, Staff Board) who marched immediately behind the leader said: "We acknowledge those we remember on this day, and this gathering is the way we do it."

Then he related a story which he claimed occurred as the party marched over Princes Bridge.

"A young chap with long hair and mod clothing was looking over the bridge at the Yarra. Hearing marching feet he dashed over and said: 'Say mates, what are we protesting about today?'"

Mr. Wright said that there was no protest, "We showed with our V.R. flag that we are still very much part of the community. Today is a foundation for the future; we will march together as we work together."

State President Mr. H. L. Wignall paid a tribute to the executive and the various sub-committees throughout the State.

"Through their effort a badge was introduced which rejuvenated the organization and the V.R. section had marched for the first time in an Anzac Day march."

"The future looks very bright," he added.

Among the marchers were two



Discussing old battles at the re-union were (from left) R. Staveley, investigation officer, Spencer Street, who served in air sea rescue craft R.A.A.F. in the north west Pacific, Victor Mirkin, suburban guard, Lalor, who served in Eighth Divn. in Malaysia. Vic was a P.O.W. for 3½ years captured by the Japanese; Sam Roberts, suburban guard, Flinders Street, ex ninth Divn. Infantry serving mainly at Borneo and Ron Way, shunter, who saw service in the Royal Australian Navy in the Indian Ocean and Red Sea and around the Pacific Islands on H.M.A.S. Nizam and H.M.A.S. Maryborough. George Munro, suburban guard, who previously marched with the navy contingent, had a lot to do with organization of the Anzac Day function. He arranged contact with the Section's 1200 members.

"Surprisingly, there was some early opposition," George said, "but eventually the idea took, particularly the re-union afterwards. Next year, we look forward to a bigger roll-up as we will be over our teething troubles, and Anzac Day will not be associated with the long Easter holiday period," Mr. Munro said.

retired railway men: Wal Peacock (ex Commercial Branch) and Allan Anthony (ex Rolling Stock Branch). Wal, who had just returned from a trip to Perth, spends much of his time writing poetry and following Carlton during the winter months. During World War II he was in the R.A.A.F. mainly at Frazer Island and Darwin as an Aerodrome Defence Radar Instructor. Allan said he missed the railway life since he retired as a driver 12 months ago. He served in 2/4 Light AA in Middle East and New Guinea.

Conductor Vin Hall arrived at the march from the job. He had been on "The Vinelander" that morning. Vin was in 2/2 Pioneers (Army) before transferring to the R.A.A.F. "It's a great idea marching behind

the V.R. flag," Vin said.

Two in Army uniform were Arch Burton (Special Guard) and Fred Harrison (R.M. Driver). Both are members of the C.M.F.—Royal Australian Engineers, Arch, a W.O.2 and Fred a Sergeant. Arch served in the Eighth Divn. Artillery at Darwin, New Guinea and New Britain and Fred, who is commonly known as "Sailor", came out of the Naval reserve where he served in the South West Pacific and Philippines as a Leading Stoker.

Three ex-Viet Nam men were in the march: Brian Glare and John Cullen, both Accountancy Branch clerks and Kevin Bamford, suburban guard.



Pictured at the re-union following the march were Jack Grimes, Stationmaster, West Footscray (right) and Harry Kellett, elec. train driver. Both have been great friends for many years and it was no surprise when Jack's daughter, Pauline, married Harry's son, Donald, earlier this year. Both were in the R.A.A.F. For Jack it was his first march in 27 years and Harry had never marched previously.

U.K. RAIL EXPERT'S AUSTRALIAN VISIT

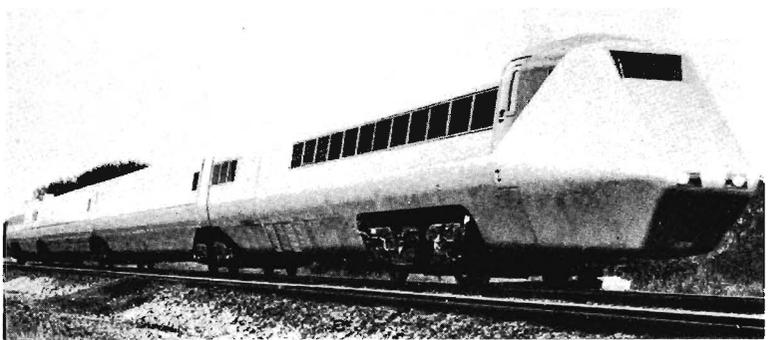
Senior railway officials in Melbourne, Sydney and Adelaide recently discussed technology advances with British Railway Board's Director of New Product Development, Mr. Paul Cautley.

British Rail claim many technological breakthroughs resulting from their development of the Advanced Passenger Train (A.P.T.) project which is said to be the quietest and smoothest high speed train in the world.

As well as discussing the 200 m.p.h. (322 km/h) A.P.T. project with Australian railway officials, Mr. Cautley also discussed braking and power systems, aerodynamics, signalling and communications, track dynamics, pollution and environment control and other projects investigated by British Rail's Transport Technology Centre, where research into many problems of railways has been carried out over the last four years.



Mr. Cautley, who during his visit to Australia advised railway officials of the result of British research into railway problems



The gas turbine powered prototype Advanced Passenger Train. It is designed for speeds of up to 155 m.p.h. (250 km/h) on existing tracks and to exceed 200 m.p.h. (322 km/h) on the new tracks.

Mr. Cautley, a former managing director of a big London advertising agency, is enthusiastic about the future of trains.

"Railways can be put right with a relatively small investment," he said.

"In the U.S., England, Japan and other countries, rail travel is becoming more popular all the time.

"If you cut the time between Sydney and Melbourne by half and had a train with perhaps a discotheque, darkened bars, playroom for kiddies, good food, the latest movies, whatever people like, then you are competing properly against air travel."

He said that an eight-car A.P.T. that would cut Melbourne-Sydney journey time to less than seven hours would cost about \$1.1 million—not much more than a conventional train.

CUSTOMERS SAY

Surprise

"... A passenger on *The Overland* when it was delayed by a derailment, I was agreeably surprised when, reporting to the booking office as directed, I found I had been allocated a sleeping berth on *Southern Aurora* free of charge.

"I wish to express my appreciation for this consideration and also for the assistance and courtesy of your staff both on the trains involved and in the Spencer Street station..."

Miss M. Seavers writing to the Department.

[V.R. policy is to allot higher class accommodation free of charge whenever there is a serious disruption and the appropriate grade of accommodation is fully booked—Ed.]

SUGGESTIONS ADOPTED

During April, the following awards were granted for suggestions adopted:

- Later scheduling of Sunday Horsham-Melbourne train. \$5
- Modifications to brush holders to prevent break-ages. \$5
- Removal of some signs relating to parking conditions at Murrumbenea station car park. \$3
- Dustcoats for staff handling bulk collected tickets. \$2
- Publicity for the fact that stations can order individual numbers instead of full sets of type for dating stamp. \$2
- Additional platform number boards at North Melbourne. \$2
- Amendments to Form G. 145. \$2
- Plastic drinking straws for refreshment stalls. \$1
- Drawing board covers be laundered. \$1
- Reissue of instructions about availability of club car on *The Overland*. \$1

people

Senior Architect retires

The speed at which thousands of commuters pass through Spencer Street station at peak hours is a continuing source of pleasure to Dudley Cook.

Dudley, who retired on May 17, had been the Railways senior architect for the past 16 years and, as such, was responsible for the design of Spencer Street station, which was completed in 1963.

"Yes, Spencer Street was certainly my biggest job and it presented quite a few problems not encountered at many other major rail stations; it incorporated design for suburban, country and interstate facilities," said Dudley.



Mr. Cook

Dudley saw many innovations and design changes in the 47 years he spent with the architectural section.

Outstanding achievements in his mind were the designing and building of sheds in the 1930's that eventually formed the Dynon complex, building the hump shunting yard, the Melbourne Goods Yard and the start of the underground.

"My first big job when I became senior architect was designing Richmond station," he said. "This station represented the beginning of the modern Melbourne system and eliminated a bottleneck restricting speed in the eastern and south-eastern areas of Melbourne.

Dudley Cook felt Railways architecture was completely specialized—almost a "world apart" from normal architectural practice. "The railways architect must be integrated with the railways engineer and vice versa," he said. "Our buildings must be efficient, keep up with modern trends by using the available building material, but maintain logical development."

Design of stations is kept to traditional lines because of the absolute necessity for the buildings to last two or three lifetimes.

"Not enough emphasis is placed on that factor in some buildings these days," he said. "The architect should live his job and what he designs today he should be responsible for in 20 years time."

Dudley joined the Railways in 1926 as a pupil-architect. He passed his Diploma of Architecture at Melbourne University in 1929.

Although from time to time he has been involved in various schemes for the replacement of the Spencer Street head office he has always been in two minds as to whether it should be replaced.

"After all it is a building of historical importance representing almost a century of our architectural heritage. The tendency nowadays is to leave such buildings standing."

Ten years ago, Dudley went on a world tour taking in the United States, Canada, Russia, Japan, France, Germany, Sweden, Great Britain and many other countries, to examine rail underground systems.

He has been involved with the Melbourne underground system since it was first mooted and will continue to help out on that complex in his retirement.

"I learned a tremendous amount from that world tour but one thing of vital importance was that a person could not say that one underground system was better than another," he said. "Each authority solved its own specific problems in its own way and that's what has to be applied in Melbourne."

In his retirement Dudley will con-

tinue to enjoy his love of opera, repertory theatre and music.

Because of its high degree of specialization, Dudley considers that a career in the Railways has limited appeal to architects.

But he has enjoyed his career and never regretted joining the other 99 applicants for two vacant pupil-architect positions in March 1926.

"It has been like being a member of an exclusive club for my entire working life," he said.

Steam loco favourite



Mr. Bengough

"I didn't like to see them go, but realized that it had to happen." Harry Bengough said when he retired late in April. He was referring, of course, to the steam engine because of his involvement on the R and J classes; he had carried out much motion gear and firing design work.

Mr. Bengough began with the Department as an apprentice fitter and turner in 1926. Continued study brought promotion through the various grades and when retired was O.I.C. of the Rolling Stock Engineers motive power division.

Another important task for Mr. Bengough was designing some of the equipment for South Dynon Diesel Shop, mainly in connection with sanding, lubricating and air compression.

Two weeks after retirement, Mr. Bengough was on his way to Europe on a 4-month tour. He will be back in time for the bowling season and ready for the greens at Carnegie where he has been a member for 11 years.

Rolling Stock Wedding



For Rolling Stock Branch newlyweds Kaye Wilson and Peter Beasley, the deluge that disrupted Melbourne in February 1972 was one occasion they will always remember. T r u d g i n g home through the floods, the pair met; they married 15 months later. Peter has been a clerk in many sections of the branch, while Kaye has served all her railway career in the office of the Superintendent of Locomotive Running.

Accountancy Branch changes



Accountancy Branch heads Jock McGowan (left) Ron Featherstone and John Bewsher

Jock McGowan and Ron Featherstone, who had for several months acted as Comptroller of Accounts and Assistant Comptroller of Accounts, have been appointed to the respective senior positions in the Accountancy Branch.

Jock, who replaced Norm Miller as Comptroller, has been in the Railways for 34 years—all of them in the accountancy section—and was formerly the chief bookkeeper.

The vacant bookkeeper position was filled by John Bewsher.

Jock did his accountancy course following World War II as part of the rehabilitation scheme and qualified in 1951. In 1963, he undertook a diploma course in accountancy.

The new Comptroller takes over the section at a time when Railways finances are being thoroughly studied.

“Our job in the accountancy section is to accurately record the

revenue and expenditure of the Railways,” he says. “By thoroughly investigating aspects of revenue and expenditure it is hoped more information will be available to management in their decision-making.”

Outside of the Railways Jock enjoys cricket, but in recent times his leisure time has been taken up renovating his Camberwell home.

Film officer

Railways have just about every vocation represented in their ranks, and one of the more unusual of these is the Department's Film Officer, Ted Davis.

He joined the V.R. in 1969 to establish a film section to capitalize on the public relations potential of supplying film—both documentary and news—to the visual media.

Since starting he has taken over production of all the Department's TV commercials, at great savings compared with the cost of having them made through agencies. The commercials are scripted by the Chairman of the Public Relations and Betterment Board, Mr. Harry Hauptmann.

Television news stories take up much of Ted's time, and the results of his labours have been shown on TV stations throughout the State. These films, about railway happenings, last from about 30 seconds to six minutes, and about 15 a year are produced.

Ted's experience in film making is considerable.

Over the years he has made nearly 90 documentaries. Four have won awards in film festivals—two from San Francisco film festivals, one from Berlin and one from the Commonwealth Jubilee film festival.

He is engaged now on making a training film for Way and Works Branch staff showing the use of track machines in cyclic maintenance.

From all these films, one naturally stands above all the others in Ted's mind, and that was one about open-heart surgery—the first film on that subject in Victoria.

For relaxation Ted helps his wife prepare tapes of text books for blind students undertaking tertiary education. By their help they have assisted a doctor who went blind to become a psychiatrist, others to become social workers and helped many blind students over the years. Some books take up to three months to tape.



Film Officer Ted Davis at work.

RETIREMENTS ...

ELECTRICAL ENGINEERING BRANCH

Harvey, H. J., Head Office, 7/5

REFRESHMENT SERVICES BRANCH

Cox, (Mrs.) A., Flinders St., 25/5
Halasz, L., Central Store, 27/4
MacDonald, (Mrs.) D., Bookstalls, 4/4
Toscano, (Mrs.) T., Dining Car Depot, 2/5

ROLLING STOCK BRANCH

Abbott, R. E., Bendigo Loco., 2/7
Andryjowicz, A., Newport, 12/7
Baker, F. O., Newport, 24/7
Bengough, H. A., Head Office, 27/4
Boyle, H. P., Ballarat North, 17/7
Brown, A. K., Jolimont, 12/7
Canny, L. V., Ballarat North, 14/7
Coup, E., Jolimont, 2/5
Federico, L., Newport, 23/7
Findlay, E. G., Head Office, 13/7
Geraghty, P. P., E. R. Depot, 20/7
Hewitt, T. A., Newport, 20/7
Jackson, W. J., Jolimont, 5/7
McLean, D. M., Bendigo North, 15/7
O'Brien, R. J., Newport, 13/4
Pietromatire, A., North Melbourne, 15/7
Southgate, A. E., Benalla, 27/7
Stubbs, E. W., Newport, 25/7
Strolla, V., Newport, 26/3

STORES BRANCH

Moss, J., Spotswood, 1/6

TRAFFIC BRANCH

Allen, H. J., Melbourne Goods, 23/3
Bayles, G. H., Swan Hill, 2/7

Bell, J. M., Melbourne Goods, 4/4
Daly, J. T., Melbourne Yard, 19/4
Dominguez, J., Melbourne Goods, 9/5
Dooley, F. J., Dynon, 19/7
Duck, W. J., Ballan, 28/4
Fraser (Mrs.) E. L., Mornington, 27/4
Jones, G. M., North Melbourne Junction, 23/4
MacDonald, K. C., Melb. Goods, 30/4
McDonald, F. J., Mildura, 8/4
Molloy, R. W., Echuca, 19/4
Oaten, H. W., Coburg, 29/4
Rimington, R. J., Melb. Goods, 11/5
Vajk, K., Melbourne Goods, 10/7

WAY AND WORKS BRANCH

Altas, E., Spotswood Workshops, 21/3
Andrejchuk, T., Spotswood Workshops, 11/5
Angus, A. M., Spotswood Workshops, 9/5
Anlezark, R., Flinders Street, 4/7
Arfri, S. M., D. E., 17/6
Ashley, S. E., Estate Office, 28/3
Boles, S., Track & Drainage, 18/5
Bruce, W., Newport, 26/3
Cassidy, F. M., Croxton, 14/4
Charlton, V. E., Blackburn, 23/5
Cheeseman, I. W., Ballarat, 23/4
Collins, A. J., Sea Lake, 4/4
Cook, D. B., Head Office, 17/5
Crellin, S. W., S & C (Franklin St.), 16/4
Critelli, L., Spotswood Workshops, 15/3
Dougherty, C. G., Dimboola, 24/7
Down, W. H. J., D. E. Ararat, 13/5
Dunstan, H. M., Murtoa-Horsham, 17/6
Evans, A., North Melbourne, 11/6
Fisher, R., Spotswood Workshops, 18/5
Fitzgerald, G. W., North Melb., 3/5
Fraser, R. A., Caulfield, 27/4
Glazner, G. L. A., Ballarat, 12/6
Hay, G. S., Laurens St., 18/4

Head, W. J., Ballarat, 11/5
Hepburn, H. W., Toora, 25/5
Homfray, H. R., Ararat, 2/5
Hughes, T., Caulfield, 16/3
Jameson, W. J., Colac, 1/7
Kenny, F. J., Bendigo, 11/7
Kinnane, D. J., Ballarat, 28/3
Kruiger, K. N. O., Spotswood Workshops, 6/7
Kulibaba, G., Sale, 6/4
Langley, A. C., Relay (3), 2/5
Lizzul, Coppe, M., Spotswood Workshops, 8/5
Lockwood, W., Shepparton, 14/6
MacDonald, D., Sunshine, 6/6
Mantle, L. W., Ironworks, 17/5
Marais, J. J., Geelong, 3/6
Markoff, M., Foreman Painter, 29/3
McArthur, A. I., Seymour, 20/5
McElhinney, K., Head Office, 13/5
Onsio, L., Ouyen, 27/7
Panther, W. H., Ararat, 11/6
Pattison, T. G., Bendigo, 21/3
Pickering, G. E., Stawell, 20/5
Pozzi, Z. R., Flinders Street, 11/4
Richards, L., Flinders Street, 16/5
Richmond, J. C., Power Signals Const., 15/5
Ronald, G. B., Wangaratta, 6/5
Russell, G. S., Spotswood Workshops, 26/4
Schumann, H. J., Bairnsdale, 22/3
Semmell, T. O., Head Office, 10/6
Sturni, W. J., Maryborough, 21/3
Tabacco, C. M.D.E., 19/4
Tasic, J., Flinders St., 28/4
Terry, E. A., Haddon, 26/6
Thomas, L., Geelong, 5/5
Thompson, S. J., Relay (3), 9/5
Vlasoff, N., Warragul, 8/5
Wood, D. S., Spotswood Workshops, 27/4

Institute News

CLUB

Have you joined our licensed club yet?

V.R.I. members now have the opportunity of joining a well established club, in the heart of Melbourne.

It is in Flinders Lane, giving easy access to shops, theatres, trains, etc. and affording such services as a ladies lounge, dining room (luncheon only) and normal bar facilities; an excellent place to meet friends prior to "stepping out."

Female members are most welcome to join, as are country members who perhaps visit Melbourne frequently and would like a quiet comfortable spot to rest their feet.

For more details re joining, ring auto 1642 or call in to the General Secretary's Office, V.R.I., Flinders Street.

Members are also reminded that after the initial joining fee has been paid, the balance of annual fee can be paid as an increased V.R.I. deduction from his or her payroll.

DERBY EVE DINNER DANCE

The 2nd Annual V.R.I. derby eve dinner dance will be placed in the starter's hands on Friday, November 2 and all nominators for the event should watch future editions of *Rail Ways* and *Weekly Notice* for tips regarding "fees" and "location of the track."

Bookings are done on a first past the post basis, so don't be left at the barrier. Make an early run with the bit between your teeth and be assured of a 'thoroughbred' night out.

INSTITUTE SPORT

Social bowling club

Members are reminded that the annual meeting of the social bowling club will be held on July 27 at 8 p.m. in Room 56, V.R.I., Flinders Street.

Bowlers should also keep in mind

that the next Intersystem Bowls Carnival will be held in Wellington, New Zealand, from February 25 to March 7, 1974. Entries, stating bowling club of which the applicant is a member, the grade of bowls played during season 1972-73 and any outstanding performances recorded over the last two seasons, should be forwarded to reach the V.R. Institute, Flinders Street, Melbourne or the Hon. Secretary of the V.R.I. Social Bowling Club, C/- V.R.I. Flinders Street, Melbourne, not later than July 27.

Basketball

The 1973 Intersystem Basketball Carnival is to be held in Brisbane from September 30 to October 11 and we are in need of female team members.

There must be female basketball players in the department who would like to spend 10 days in sunny Queensland playing basketball and enjoying the hospitality offered by the Queensland Railways Institute.

Now that female participation in Intersystem Sport has been accepted it would be a shame if Victoria could not field a ladies team in Basketball.

So what about it girls? If you require any information or want to submit your application, give Cathy Lonegan a ring on auto 1734 or contact the V.R.I. on auto 1642.

Ouyen

At the time you are reading this, the casualty clearing station at Ouyen should almost be back to normal.

We have heard that on June 10 one of the most dynamic, bruising games of football ever witnessed was to have taken place at Ouyen between the staff at that location and the "Mildura Maulers".

While Mildura had made diabolical threats about what they were going to do, Ouyen were quietly confident that brains, bulk and some of their costly 25-year players would do the job.

Ten pin bowling club

The V.R.I. ten pin bowling club recently journeyed to Morwell to play a local team for an annual trophy presented by the manager of the Morwell bowling centre.

Everyone has remarked on the hospitality shown by the Morwell bowling club and all agree that it was a very enjoyable week-end.

It is great to see our metropolitan clubs visiting the country areas, cementing new friendships and renewing some old acquaintances.

V.R.I. table tennis association

With so much interest being shown in table tennis at the moment it is no wonder the V.R.I. table tennis association has gained a new lease of life.

At the completion of the Northern Table Tennis Association's season we find that seven teams from the V.R.I.T.T.A. had participated. Five played in their respective grade finals with one reaching the grand final. Unfortunately this team was defeated, but with the experience gained it should not be long before three or four premierships are won by these sides.

Eight teams have been entered (gradings from A2 to E1) in the Victorian Table Tennis Association Winter Pennant and a good showing is expected from them.

Continuing a particularly good season, the V.R.I. table tennis association is running an internal competition with eight teams and this is most pleasing because for the past couple of years there has not been sufficient interest shown to enable this fixture to be held.

V.R.I. football league

The recently reformed V.R.I. football league started the first round of its fixture at Romsey on May 13, and results were:

Newport defeated Melbourne Yd.

Commercial defeated Rolling Stock.

A noticeable feature was the good turn up of spectators equipped with barbeques, etc. who settled back and really enjoyed the outing as well as the football.

Without a doubt, the day's highlight was the return to form of "Gunsynd" Peters, the "Newport Workshops Grey" who, sporting the latest in football fashions (shorts tucked into his socks), coolly marked the ball and nonchalantly dished it right through the middle to the plaudits of the crowd.

If you would like to spend a day in the fresh air, why not take the family to see one of these matches?

It may not be up to V.F.L. standard but it's terrific entertainment.

Hamilton golf

The 5th Annual Hamilton Golf Tournament was held on March 4 and although entries were down on last year it did not prevent the fixture from being a great success.

Approximately 60 entrants hit off with the following results: winner of the Hamilton and District championship—I. Patterson (Geelong), with a 76 off the stick. Men's 'A' scratch—G. Goss (Hamilton), carding a 77. The ladies' 'A' scratch event was won by Mrs. Thomas (Dimboola) with a 91.

VICTORIAN

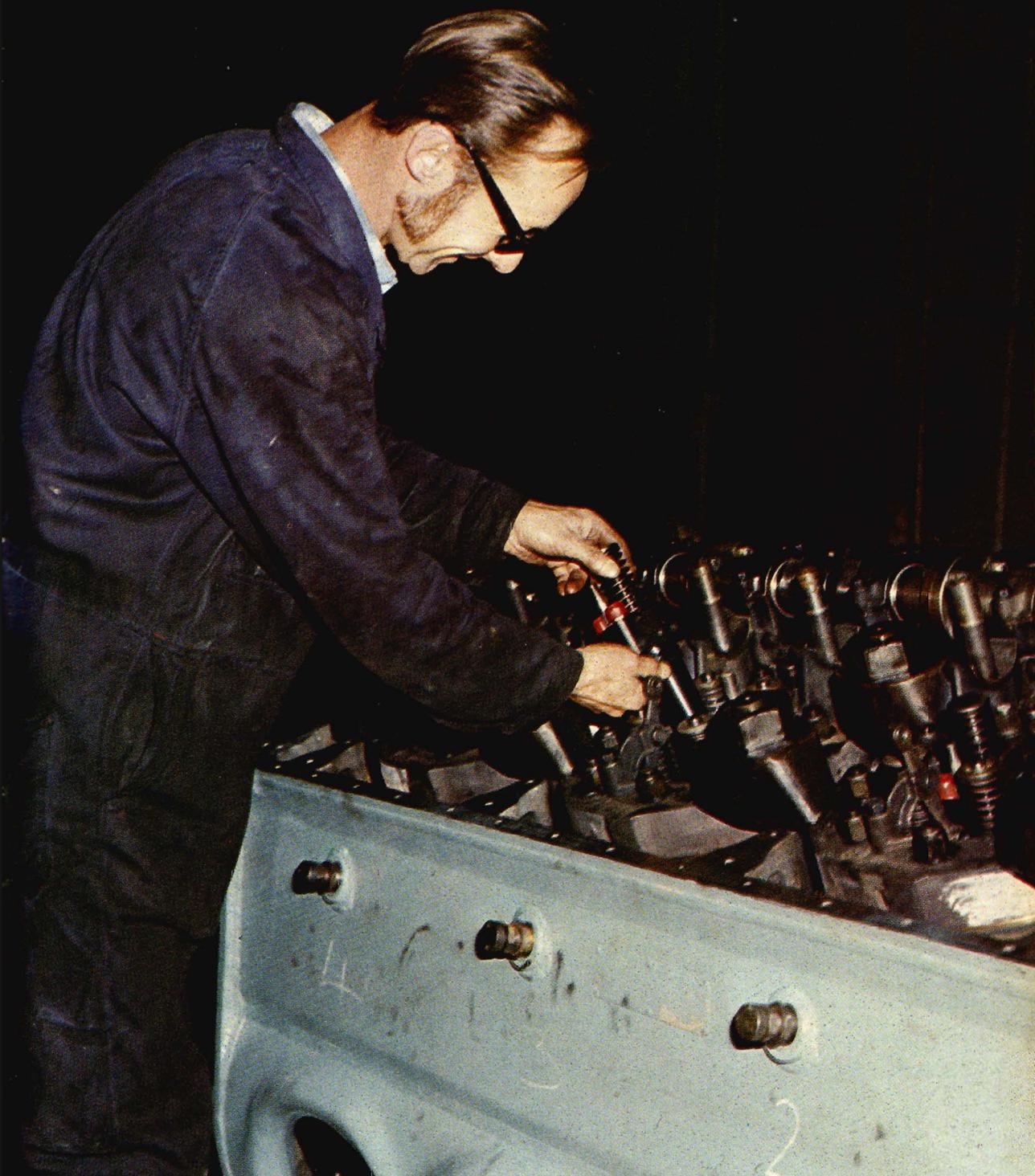


RAILWAYS

JULY

1973

10 CENTS



RAIL NEWS . . .

VICTORIA PRESENTS TRANSPORT CASE

The Victorian Government has presented to the Federal Government a \$290 million scheme to update Melbourne's transport systems over the next five years.

The former State Minister of Transport, Mr. V. F. Wilcox, submitted the claim. The report envisages spending \$70 million on rolling stock—mainly passenger—\$24 million for new trams and \$5 million for new buses between 1973-74 and 1977-78.

Federal transport Minister, Mr. C. K. Jones, has confirmed that his Department is analysing the recommendations.

The Federal Government recently invited State Governments to submit plans for the updating of their urban transport systems, including extra railway tracks, installation of modern signalling systems and the purchase of modern rolling stock.

BIG WHEAT TASK FOR V.R.

Victorian Railways will move 22,000 wagon loads of wheat before the coming season's crop is placed in storage around the State.

At the middle of June, 476 600 tonnes (471,000 tons) were in storage.

The coming season's crop is expected to be 2 478 600 tonnes (2,430,000 tons, 85 million bushels)—more than double last season's 1 165 860 tonnes (1,143,000 tons, 40 million bushels).

● The correct term to replace bushels is cubic metres (m³) but the V.R. would prefer grains to be measured in tonnes.

FEDERAL RAIL RATE INQUIRY

Officers of the Commonwealth Department of Transport visited the Albury-Wodonga district during June as part of an investigation into intersystem railway rating practices, reports the *Border Morning Mail*.

Four specific questions were looked at :

- effect of present intersystem charges on the manner in which goods are transported to and from Riverina areas;
- whether the rates charged are influenced by competition;
- whether the rates charged are determined on a reasonable and equitable basis; and
- whether an alteration from the present system of rail charges to a through mileage rate would be more equitable to transport users, and its effect on railway finances.

NEAR MISS ENDS IN COURT

A train crew's words were accepted by Korumburra Court's Stipendiary Magistrate, Mr. A. Foley, in preference to three people, involved in a near miss at Korumburra, who said that a train did not sound its whistle until after their car had crossed the line only yards in front of it.

The crew took the car's registration number and reported the incident.

In Court, the magistrate told the defendant he was lucky to be alive.

He then fined him \$30, ordered him to pay \$36.50 in costs and cancelled his driving licence for three months, reports *Leongatha Star*.

FREEWAY PROBE ORDERED

The effects of stopping all freeway construction in capital cities is to be assessed by the Bureau of Roads on direction from the Federal Government.

The Minister for Urban and Regional Development, Mr. Uren, said that on assuming office he was appalled at the lack of assessment surrounding the decisions to build expressways. "There seemed to be some simple-minded assumption underlying many decisions that because there were some traffic delays then the best way to solve them was to build freeways," *The Australian* reported him as saying.

Mr. Uren has already asked the Department of Roads for a complete report into the need for the existing proposed freeway networks and a breakdown of the effects within 3 km (two miles) of the city centre and in 8 km (five miles) jumps to a 32 km (20 miles) radius.

He added that as the Government has approved the principle of providing two-thirds of the cost of improving urban public transport, it was wrong to be giving huge amounts to the States without knowing the answers to the questions about the environmental and social effects of freeways.

"All of us want freedom to travel," he continued, "but at the same time none of us want to lose our homes or get within sight, sound and smell of heavy traffic."

MOTORAIL EXTENDS

MotoRail came to *Southern Aurora* on July 1 when the popular car-carrying system was extended to Australia's top train.

In a joint venture operated by the Victorian Railways and the Public Transport Commission of New South Wales, cars can also be consigned through to Murwillumbah, near the Gold Coast. They go on from Sydney by the *Gold Coast MotoRail Express*, which has operated since May.

To have cars taken by *Southern Aurora* MotoRail wagon, passengers must travel by *Spirit of Progress*, *Intercapital Daylight* or *Southern Aurora*.

The decision to provide a MotoRail service between the three centres was taken following the success of MotoRail to Mildura and the later Sydney-Murwillumbah service.

Before Easter, 10 MotoRail wagons were attached to trains to Mildura.

People travelling to Murwillumbah, or from Murwillumbah to Melbourne, will be able to use their vehicle for almost a full day in Sydney, if desired.

Cost between Melbourne and Sydney is \$30 each way and from Melbourne to Murwillumbah \$60 each way.

FRONT COVER

Keeping the V.R.'s 311-strong diesel fleet operating is a task that requires a big staff. Constant examinations and repairs keep the 100 diesel maintainers busy around the clock.

Our cover shows Diesel Maintainer Dennis Morford giving the engine from a B class a G exam—that's after each 805 000 km (500,000 miles).

FORMER RAIL MAN ON QANTAS BOARD

Newly-appointed Qantas board member, Mr. Jack Egerton, the first trade union man to be appointed to a company board under the Federal Government's policy of placing union representatives on major boards, has a railway background.

He was for many years a boiler-maker at Rockhampton (Q'ld) railway workshops.

BEECHWORTH WANTS ITS RAIL SERVICE

Beechworth Shire Councillors are rallying to resist any attempt to close down the rail link to Everton, reports *Wangaratta Chronicle-Despatch*.

"We should ask the Railways if there is anything council should do to attract better and more sound local patronage to the rail service," one councillor was reported as saying.

Another suggested that the line could be used as a tourist attraction with old carriages and steam engines.

● No decision has been made on the future of the 16 km (10½-mile) branch from Everton—Ed.

COFFS HARBOUR TOURS START

Latest V.R. package holidays feature 10 or 14 day stays on the north coast of New South Wales, with headquarters at Coffs Harbour.

Seven of Coffs Harbour's top motels have co-operated to enable just one set of charges to be made, whichever motel is chosen.

Four of the motels are at nearby Park Beach, three right in Coffs Harbour.

So as to benefit from the fine scenery along the way, the package holiday has been arranged so that only one night is spent travelling—on the way home, by *Southern Aurora*.

Coffs Harbour, the unofficial capital of the 'Banana Coast', is surrounded by scores of holiday attractions ranging from the 915 m (3,300 ft.) high Dorrigo Plateau, wild-life sanctuaries and deep-sea fishing, to horse riding, photogenic scenery and choice surfing beaches.

Cost for the 10-day package-holiday is \$110 for an adult or \$76 if under 15 years; and for the 14-day holiday, \$127 (adult) and \$94 (child).

This covers first-class rail travel, bed and tropical breakfast at the selected Coffs Harbour motel and two day-tours from Coffs Harbour.

The holiday leaves Melbourne by *Intercapital Daylight* at 8.40 a.m. any day Monday to Friday.

BAD BUSINESS AT RED HILL

Red Hill station, the terminus of a short branch off the Stony Point line between 1921 and 1953, was not the best place to make money, the records show.

According to the *Frankston News*, the peak year of passenger travel recorded a meagre 254 journeys, while the freight still left a \$7,000 gap between revenue and expenses.

But worse was to come.

To celebrate the first Red Hill show, in 1922, the show committee chartered a special train from Melbourne for \$38.10—43 passengers travelled and the revenue reached only \$24.22. This was the last show train.

And then there was the March 1927 meeting of the Dromana Race Club. The special train to Red Hill had 15 passengers and 13 horses.

During unloading operations, one of the horses broke a leg, and the Dromana Racing Club had to pay compensation.

Coupled with the loss on running the train, the racing club went broke and racing at Dromana came to an end.

JAPAN CONTINUES BULLET LINES

Despite economic forecasts that less than two-thirds of the proposed 7 000 km (4,347 miles) network of *Bullet* lines for Japan will prove financially viable, the Government has indicated its intention of spending \$A30,000 million to bring fast, safe, reliable and pollution-free passenger transport to many of the less prosperous parts of the country.

Doubled construction costs—up from \$A3 million per 1.5 km (one mile) for the original Shinkansen (formerly called the *Tokaido* line) to \$A6.5 million per 1.5 km (one mile) for recent lines has not daunted the Government.

Much of the increased cost has come about because extensive tunnelling is necessary to reach many parts of the new network.

One of the tunnels will be 54 km (33½ miles) long!

SYDNEY FREEWAYS CUT—OPPOSITION

N.S.W.'s Labor Party Opposition plans to abandon three proposed expressways—which the Labour Party authorised when they were last in power in N.S.W.

Opposition Leader, Mr. P. Hills, said that since then, things had changed and expressway systems were not the answer.

Mr. Hills added that building two expressways to link outer city areas, the establishing of clearways on all main roads in the metropolitan area on a 24-hour basis and the expanded use of reserved lanes for buses in peak hours, coupled with a boost in spending on rail transport, provided a far more speedy and satisfactory solution to Sydney's traffic congestion problems.

ZIG ZAG SLEEPERS FOR SPEED TRACK

Netherlands Railways has resorted to a zig zag spacing of concrete sleepers for its high speed lines, reports *International Railway Journal*.

Steel spacer bars hold the concrete blocks under the rails and give this appearance.

Although the zig zag arrangement—specially designed by the railway's own engineers—is costly to produce and difficult to maintain compared to conventional sleeper spacing and materials, the country's poor sub-soil and gravel ballast have rendered all other attempts inadequate.

Because of the cost, the zig zag sleepers are being used on lines with a 140 km/h (87 m.p.h.) speed limit while wood and concrete sleepers are used for lines with a maximum of 100 km/h (62 m.p.h.).

Main benefit from the zig zag arrangement has been its excellent resistance to lateral track movements. It has proved outstandingly efficient against track buckling.

Continuous welded rail of 60 kg/m (120 lb. per yard) is used. (The Victorian Railways have ordered some rail of this mass for relaying on some main lines—Ed.)

CHEERS, ALL

Rhodesia Railways now has a cocktail car. Four new dining carriages, recently refitted at the railways' workshops, feature a separate lounge and cocktail bar as well as space for 27 diners.

TOP LEVEL TEAM FORMED

In June, the new Chairman of the Victorian Railways Board was announced, completing appointments to the seven-man board charged with revitalising the V.R. into a more commercial-minded organisation. About the same time, control of the Ministry of Transport changed hands during a State Cabinet reshuffle of portfolios.

Mr. Gibbs' acceptance of the position of Board Chairman rounds out the array of business experience and expertise of the seven men named to comprise the board.

One of Australia's most successful businessmen, Mr. Gibbs has had a long standing interest in railways,

and has expressed his enthusiasm for tackling the tasks confronting him.

In the other major announcement of the month, the Parliamentary representative of the Transport Industry, the Minister of Transport, also changed.

Here, the former Chief Secretary, Mr. E. R. Meagher, took over from Mr. Vernon F. Wilcox, who had been Minister of Transport since 1967. Mr. Wilcox is the new Attorney General.

Mr. Meagher was Minister of Transport between 1962 and 1967.

CHAIRMAN

Mr. Allan George (Bill) Gibbs, 62, is the new Chairman of the Victorian Railways Board.

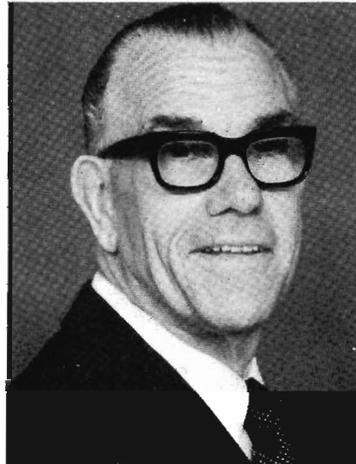
He came to the V.R. from his post as Managing-Director of General Motors-Holden's Pty. Ltd., but his background contains more than an interest in trains.

His first job was with South Australian Railways, on completion of his Bachelor of Civil Engineering course in which he specialised in railway engineering problems. Cut-backs in Government spending as a result of the depression saw Mr. Gibbs retrenched.

He then found temporary employment as a fitter's assistant in Western Australian Railways' Midland Workshops, and stayed there for a while, before becoming an underground gold miner at Wil-

una in Western Australia. He joined GMH as a draughtsman in 1934.

In 1935-36, while gaining factory experience in car production overseas, he attended a five weeks training course at the Military Railway Training Centre and School of Military Engineering.



Mr. A. G. Gibbs

Announcing Mr. Gibb's appointment, the Minister of Transport (Hon. E. R. Meagher) and the Attorney-General (Hon. Vernon Wilcox) said:

"Mr. Gibbs is one of Australia's most senior businessmen, and we were delighted that he was available for this very important position—one of the most important transport posts in Australia.

"We believe that it is appropriate that a man who has led a large commercial organization concerned with the transport industry should now move to another task in the industry. The abilities Mr. Gibbs will bring to his new position will be another major step in revitalising the Victorian Railways so that they can play their proper role in the total transport scene."

During later years at GMH, Mr. Gibbs, as Director of Manufacturing, was closely associated with the development of plans for moving materials and vehicles between interstate plants using railways. This culminated in a scheme finalised last year, in conjunction with the Railways and TNT, using steel racks and Flexi-flat rail trucks.

A Member of MURLA, Mr. Gibbs has studied first-hand the San Francisco's BART Mass Transit System, the Shinkansen line in Japan (formerly the Tokaido line), AMTRAK services between Washington and New York (201 km/h, 125 m.p.h.), as well as a number of freight applications throughout the world.

He was appointed for a five-year term from July 1.

MR. MEAGHER RETURNS TO OLD FIELD

A reshuffle of Cabinet portfolios, following the recent State election, brings the Hon. E. R. Meagher, M.B.E., E.D., M.P., back as Minister of Transport—the ministerial position he had from September 1962 to April 1967.

In a special message to railway staff, Mr. Meagher said that he was pleased to return to look after railways and the transport system generally.

The Minister recalled how he was greatly involved with the innovation of hump shunting and introduction of hopper grain wagons.

"But let's not look in retrospect, it's the future that counts," Mr. Meagher said.

Continuing, Mr. Meagher pointed out that railways must stand on its own feet and the new Board will have to sell railway services ensuring that they are so organised that competition from other sources can be beaten off.

When Railways are on a sound basis, they can look forward to competition; they will be able to compete in their own right and give the type of service that the community deserves.

Mr. Meagher emphasized that the key to upgrading Victoria's Railways will be an injection of funds. Initially, Commonwealth participation will be essential.

"However, I hope, that in years to come, this aid might not be necessary," added Mr. Meagher.

The Minister said that if money is forthcoming—and it was promised by the present Prime Minister in his pre-election policy—there would



Mr. E. R. Meagher

be a quicker delivery of the stainless steel electric trains, a speed up of third track works and modal interchange.

"Likewise, the underground rail loop, as an integral part of improving Melbourne's commuter service will be expedited because I'm convinced that increased rail services is the only solution to the city's traffic problems, Mr. Meagher said.

"So let us all work as a team to develop as quickly as possible an efficient rail system that we can all be proud of. I, as Minister, the new Victorian Railways Board and each member of the staff from heads of branches to the junior employee have a part to play.

"Jointly, we can look to the future with confidence," concluded Mr. Meagher.

VICTORIAN RAILWAYS BOARD

The seven members of the Victorian Railways Board are:

- Mr. A. G. Gibbs, Chairman;
- Mr. E. P. Rogan, General Manager;
- Mr. G. F. Brown;
- Mr. R. W. Ellis;
- Mr. L. M. Perrott;
- Mr. J. G. Urbahns;
- Mr. N. G. Wilson, C.M.G.

MR. WILCOX HAS SEEN "THE WHEEL TURN"

I am glad to take the opportunity through the columns of *Victorian Rail Ways* to send greetings to my friends and acquaintances in the Victorian Railways, as I change to my new appointment as Attorney-General.

The Editor has, from time to time, given me space so that I have been able to convey some thoughts and greetings to his readers.

It will be clear to most of you that I took up the many challenges available to me as Minister of Transport with a clear belief that transport was a vital industry. It will also be clear to many that, while I always encourage people to see transport as a whole, I have a real interest in the railway role in the total transport scene.

This, of course, meant that I had a keen interest in the Victorian Railways; although I do not now have direct responsibility I have no doubt

that my interest will continue. To say the least, we have been through too many tough times together.

During my period of six years as Minister, I am glad to say I saw the wheel turn. We have started to move towards balanced transport—the community and government now see the need to restore public transport.

Many exciting things have happened. We have new silver trains; we have new trams on order; construction of the Melbourne Underground Rail Loop is on schedule. New people have joined the Victorian Railways to help you in your work. There is, of course, much more to be done—but a real start has been made.

I send good wishes to all readers of *Victorian Rail Ways*; I look forward to meeting some of my friends "around the system" from time to time.

AS A CUSTOMER . . .

A letter recently published by *The Australian* said :

"The quoted comments in Michael Lawrence's article unfortunately contribute to the general impression that none of the services provided by the railways is satisfactory. This is far from the truth, and does no justice to the men who run them. It is not my experience that they 'cannot make sound and quick decisions'.

"GMH has long been a major customer of the railways in each State, spending over \$1 million with the Victorian Department alone last year. Our interstate assembly operations are completely dependent on the Australian railway system. On the basis of past and current experience, and our complete satisfaction with it, we are maintaining our long-term commitment to rail transport. Our company is, in fact, currently engaged in introducing a completely new system of interstate shipment.

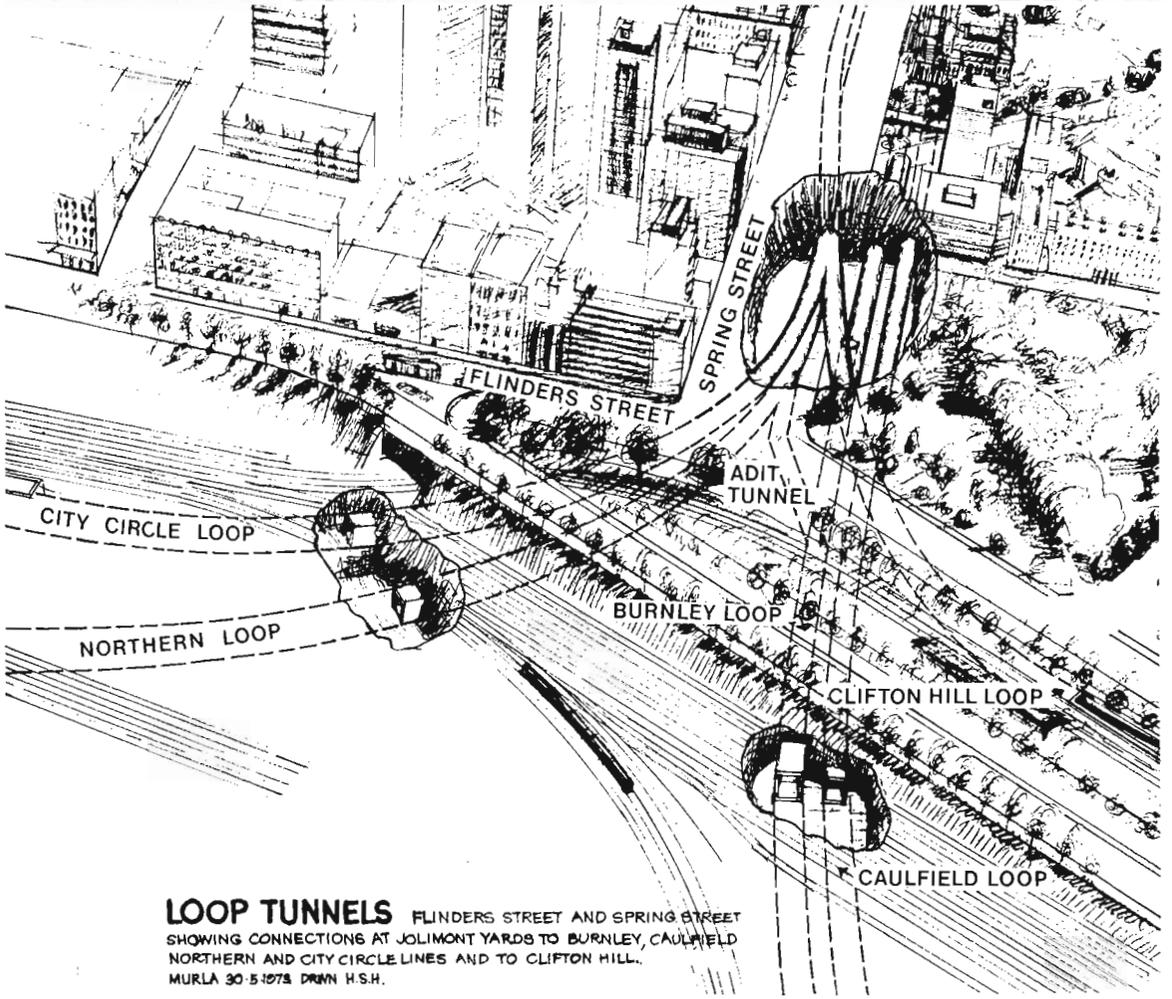
"In this, as with similar exercises in the past, we have found the railways more than capable of adapting to change flexibility and efficiency."

—A. G. Gibbs, Port Melbourne. (The writer was then Managing Director of General Motors—Holden's Pty. Ltd., and is now the Chairman of the Victorian Railways Board).



Showing his obvious enthusiasm for the project, former Minister of Transport, Mr. Wilcox, steps from the cab of the excavator after turning the first sod on the Melbourne underground loop project. The date was June 22, 1971.

UNDERGROUND TUNNELLING BEGINS



LOOP TUNNELS FLINDERS STREET AND SPRING STREET SHOWING CONNECTIONS AT JOLIMONT YARDS TO BURNLEY, CAULFIELD NORTHERN AND CITY CIRCLE LINES AND TO CLIFTON HILL. MURLA 30-5-1973 DRAWN H.S.H.

Work has begun on the first tunnel of the Melbourne Underground Rail Loop project to run under city buildings.

This tunnel, the northern loop tunnel, will serve trains on the Altona, Williamstown, Sunshine, Broadmeadows and Upfield lines.

Starting 21 m (70 ft.) underground north of the junction of Spring Street and Flinders Lane, the tunnel will run south-west under Flinders Street to the vicinity of Wellington Parade South.

The contract supplements work already being undertaken by Codelfa Construction (Aust.) Pty. Ltd., for tunnel excavation for Caulfield-Sandringham and Burnley loops.

The Codelfa company has carried out its work to schedule. The top heading of the Caulfield tunnel has been completed between the railway

yards at Jolimont and the Treasury Gardens area. Excavation of the bottom bench is underway.

An adit (approach) tunnel, to provide access to the spot where northern loop tunnelling is now being commenced is also well on the way to completion.

At the North Melbourne end of the project, work began early this year on the first stage of the ramp structure from which rail tracks enter the northern loop tunnel.

Under-street tunnelling from North Melbourne is expected to start early next year.

This tunnel will pass through Flagstaff, Museum and Parliament underground stations before linking up with the section being constructed by Codelfa organisation.

The first trains are due to run through the Loop in 1978.

LIQUID NITROGEN FOR SYDNEY'S UNDERGROUND

Liquid nitrogen is not what most people would consider an important factor in keeping Sydney's eastern suburbs railway project on schedule—but it is.

The 'mole' boring tunnels between Edgecliff and Bondi Junction suffered damage to its main spindle and bearings—and liquid nitrogen was an essential element in getting the machine back in operation in the quickest time.

The sandstone through which the machine has been boring proved extremely abrasive, and although movable bulkheads are used to seal off the boring face and water sprays draw the dust into a collector bin, the main shaft and bearings suffered considerable damage.

At -196°C , liquid nitrogen quickly reduced the size of the sleeve used to repair the shaft so that it could be easily inserted.

SUGGESTIONS ADOPTED

During May, awards were granted for these suggestions :

- Higher ruling grade load for T class locomotives between Horsham and Hamilton. \$25
- Higher ruling grade load for Y class locomotives on Horsham-Carpolac line. \$25
- Device to check clutch adjustment. \$25
- Panel van for concrete field testing division. \$10
- Various 'change of shift' forms be standardised. \$10
- Alterations to shower drain pipe on *The Vine-lander* twinette carriages. \$10
- Extra trains authorised for parcels on the Glen Waverley line. \$5
- Relocation of cleaning fluid dispenser at Electrical Depot. \$5
- Envelope trays for messengers in Melbourne Yard. \$5
- Publicity for need to exercise care in placing items in train luggage racks. \$3
- Alterations to signposting in Spencer Street car park. \$2
- Special form for Investigation Division. \$2
- Pram sizes advertisement be included on all give-away time-tables. \$2
- Drawing attention to red phone faults. \$2
- Abolition of term 'south side' for area designated Nos. 9 and 10 sheds, Melbourne Freight Terminal. \$2



For part of the festivities surrounding the Victorian section of the Miss Australia quest, a special *Harris* train was used to take 16 entrants and their army officer escorts to Frankston. Organisers of the special train—*Xanadu*, a social club—were sponsoring aboriginal girl Annarella Charles, from Beagle Bay, near Broome in Western Australia. Annarella, who wants to become a special worker for aboriginals in her hometown area, is seen above with Pastor Sir Doug Nicholls, Mr. Brian Dixon, State Minister for Youth, Recreation and Sport, and special train driver, Mr. Terence Bugler. Below, adding some unaboriginal music to the special's departure from Flinders Street was this pipe band—complete with kilts and a chilly Melbourne southerly.



BLUE IS GREEN

It is in South Africa!

Considered the world's top train South African Railways *Blue Train*, between Johannesburg and Cape Town, displaced its predecessor of the same name a short while back.

After a quick refurbish and paint job, the former *Blue Train* is now the *Green Train* running between Johannesburg and Durban.

Both old and new *Blue Trains* have 15 carriages plus dining and lounge cars, reports *Rhodesian Railways Magazine*.

VIEWS OF NEWS

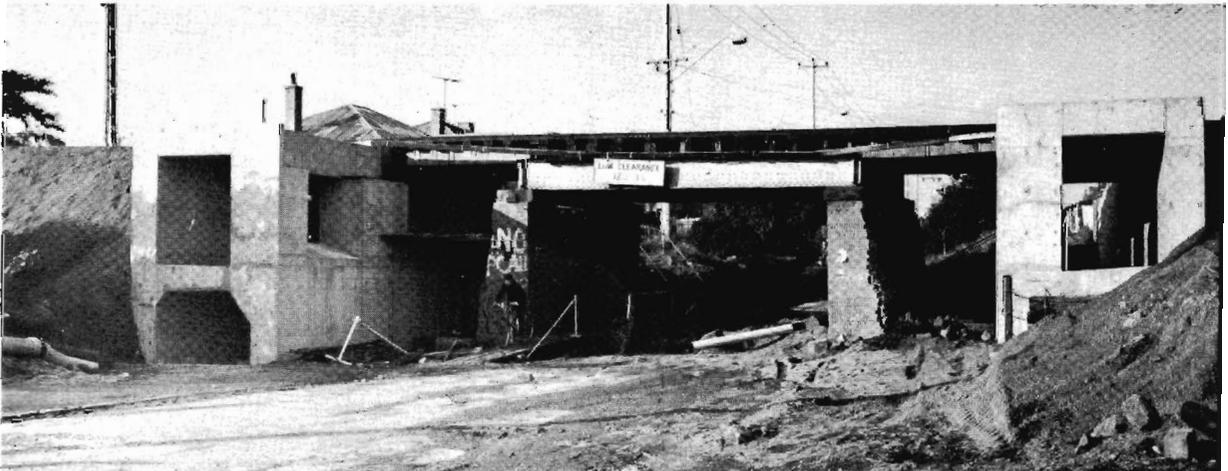
BRIDGES MAKE NEWS. Bridge maintenance is a continuing task throughout the State, and three major projects in the metropolitan area feature bridges.

Bridge No.1, is where the Clifton Hill railway will pass over the Eastern Freeway to Doncaster. To give easy access for the work, which involves substantial widening, a detour of the busy tracks is being completed just north of Victoria Park station. Trains will use the deviation (*shoofly trackage* in American parlance) until the new bridge is completed under the present line, when trains will revert back to their present line and the deviation demolished.



Bridge No.2, City Road Melbourne, where the pre-fabricated bridge structure is being moved by rail bogies prior to position. (Details of this particular project were outlined in January's *News Letter*. The job was delayed for about six weeks because of difficulties in moving the steelwork.

Bridge No.3, at Francis Street between Yarraville and Footscray, features roadway widening and extra clearance. The new road width is clearly visible, as is the pedestrian subway on each side. Footpath approaches are provided with the road surface some distance below.





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LITTLE BRIDGES are also part of the railway scene. Here, at Myamyn, workmen are busy lining up a small concrete culvert.



THROWBACK TO YESTERYEAR? Not really a steam suburban train, just another carriage for the new stainless steel metropolitan trains being transferred between various areas at Newport Workshops after tests. Some obsolete steam engines are used for minor shunting roles at the workshops.

FROM COAST TO COAST

one of the world's great railway routes



Launching "The Indian Pacific" No. 3

The nation's seven government owned railways last month introduced selected travel agents, railway staff, major freighters, newspaper travel writers and people connected with tourism to a number of Australia's named trains. The project, a Discovery Train Tour, was primarily to promote the third *The Indian-Pacific* which enters service between Sydney-Perth this month. The extra train will provide Melbourne-Perth (via Adelaide) passengers with a 7-days a week service.

The Indian-Pacific made a special return Sydney to Perth trip. Guests from the eastern States, including Tasmania, travelled by *Southern Aurora* and *The Overland* as well as *The Indian-Pacific* by making a round trip through Sydney, Adelaide and Melbourne.

Part of *The Indian-Pacific* journey was designed to show how groups could be entertained and educated on trains. Many companies showed great interest and support in the promotion by making their products and services available on the train.

Activities included wine and beer tastings, cheese samplings, golf and bowls clinics, seminars, impromptu concerts and sing-a-longs.

For the first time on Australian railways, colour video tape pro-

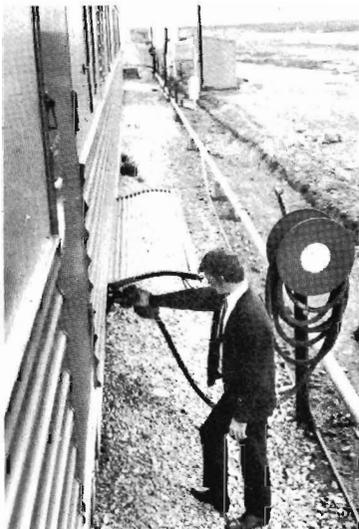
grammes were exhibited. One apartment temporarily became a TV studio for Mr. N. F. Brealey (Chief Traffic Manager, Commonwealth Railways) and later, other railway officials, who interviewed selected guests for replay on the two television sets in one of the three lounge cars on the train.

GOLF AND BOWLS CLINICS

On board to show the basic points of bowls was Herb Mangelsdorf, Sports Director, Returned Services League of N.S.W. Royal Sydney Pro, Alex Mercer, was the golf expert. The clinics, with pre-recorded videotapes, were a first for Railways of Australia.

But there was yet another first when golf and bowls were demonstrated in two special stops on the Nullabor. As soon as the train stopped, the publicity team rolled a green mat—conveniently from a twinette aisle—on to the Plain ready for the first end. A short distance away the golf pro showed his prowess by hitting a few balls into the wilderness. All this action had *The Indian-Pacific* as a backdrop. . . and was a photographers delight. As Mercer later said: "In years to come, someone finding one of those golf balls could assume it to be a pre-historic egg."

Wine tastings conducted by Fred McKeever (Director of the Wine Information Bureau in Melbourne), a champagne breakfast and a mid-



Watering the train at Cook. Water is brought by rail tankers from either Port Augusta or Kalgoorlie.



The longest-ever train to run across the Nullabor Plain.



The long straight stretch of rail line on the Nullabor Plain.



V.R. men on the trip relax in the club car. From left: Messrs. J. McBain, P. Donohue, J. Meerters, S. Edwards, S. Jolly, G. Fox, S. Angel, and C. Mouras. In the foreground are K. Halpin and D. Joyster.

night champagne party were other highlights of the discovery train. Each evening there were rip-roaring sing-a-longs with the piano of a lounge car sounding out most of the

100 community songs printed in special books. Some unusual talent was discovered. All this as the train sped along at 97 km/h (60 m.p.h.). The enormous limestone Nullabor

Plain extends for 673 km (420 miles) and covers an area greater than Victoria; there are no trees. The longest stretch of straight railway in the world extends from near Nurina in Western Australia for 476 km (297 miles) to between Ooldea and Watson in South Australia.

Throughout the Nullabor summer, day temperatures frequently reach 44°C, yet, according to Mr. Brealey, every evening a cool breeze, locally referred to as "the doctor", comes in from the Great Australian Bight, even though it is more than 161 km (100 miles) distant.

Because of the remoteness of this part of Australia—Perth is closer to some Indonesian islands than it is to Sydney and Melbourne—Commonwealth Railways has built and maintains 15 airstrips at strategic points across the Plain.

Mr. K. A. Smith, Commonwealth Railways Commissioner, who travelled on part of the tour mingling with the guests, explained their purpose.

"The airstrips are a key factor in a wide disaster plan and allow access for the flying doctor, thus providing security for railway families and others in the outback", he said.

"Besides, on odd occasions, when a passenger becomes ill on the train, hospitalization can be quickly arranged with an emergency air-lift," added Mr. Smith.

WATERING THE TRAIN

A train travelling for such a long period has to replenish its water supply and this generally occurs at Cook, although facilities are available at Tarcoola and Rawlinna. Water is brought an average of 857 km (532 miles) by train from either Port Augusta (piped from the River Murray

VR HANDLE ON-TRAIN PUBLICITY

Victorian Railways Public Relations and Betterment Board were asked by Railways of Australia to handle on-train publicity for the biggest-ever promotional train project.

Chairman, Harry Hauptmann, produced the blueprint aimed at convincing travel agents that train travel is worth selling, *The Indian-Pacific* is a superior way of travel across Australia and that the linking trains are top quality, too. In addition, there was scope for on-board entertainment which travel agents, with imagination, might organize for group travel. It was important that there be an awareness of the extra capacity of the coast-to-coast run from July and availability of the round trip, Melbourne—Sydney—Port Pirie—Adelaide—Melbourne.

A 4-man publicity team handled the entire on-train promotion—Kevin Findlay, Kevin Baker and Ted Davis from the V.R. and Bill Harris from the Public Transport Commission of N.S.W.

Intricate planning was necessary to make 16mm film available to television stations while the Discovery Tour was still news—that is, after the train left Sydney, but before it reached Perth. This was achieved by filming a sample of all activities—golf and bowls, travel seminars, sing-a-longs, stop-over inspections, wine tastings—complete with news item and shot list—prior to the train reaching Parkes on the first day. The material was then air freighted to Sydney to connect with a Melbourne bound flight. Following morning, after processing, copies were delivered to Melbourne television and sent by air to Hobart, Launceston, Perth, Kalgoorlie and Adelaide—available for same day transmission—and by train to Victorian country areas.

Still films were sent to Sydney and prints forwarded by air to various newspapers in advance of the train's arrival. Later, TV and still films were handed to the media at Orange, Port Pirie and Perth to supplement arrival shots handled by local cameramen.

Stopovers in Melbourne by the two parties from New South Wales, Queensland and South Australian guests meant special arrangements and tours, the latter being organized by the Victorian Ministry of Tourism.



The publicity team relaxing at the midnight champagne party. From left: Ted Davis, Bill Harris, Kevin Findlay and Kevin Baker show their talents as a song group.



Mr. C. Barker (V. R. Traffic Branch) with a group of travel agents during a seminar.



Mr. F. McKeever explains various vintages during one of the wine tastings.

at Morgan) or from Kalgoorlie (pipeline from Perth). The locomotives can be refuelled at the watering points, too.

A few graves, simply marked with white stone cross formations, can be seen at trackside as the train speeds across the Plain. Beneath are the remains of Italian prisoners of war who died, as enforced labourers, while working on the railway.

At many loops across the Nullabor other trains pass. Conductors and crew exchange greetings and newspapers. Standing out near the locomotive on one particular freight train which passed the Discovery Train was a double-decker bus being railed from Sydney to Perth.

At Kalgoorlie, on the return trip, *The Indian-Pacific* joined the *Trans Australian* to form the longest passenger train ever to run in Australia. The 29 carriages and two locomotives made a total length of 744 m (2,400 ft.) and mass 1479 tonnes (1,450 tons). Yet the two locomotives with a combined 3760kW (5,050 h.p.) could have hauled another eight sleeping carriages.

INSPECTION STOPS

The special train stopped for local inspections at Bathurst, Orange and Broken Hill (in New South Wales); Peterborough, Port Pirie, Port Augusta (in South Australia) and Merredin and Kalgoorlie (in Western Australia). The train was taken specially to Whyalla for public inspection and open to the public in Perth. Earlier *The Indian-Pacific* travelled to selected N.S.W. cities and Canberra for viewing. The promotion concluded with a big railway display at Sydney's central station on Sunday, June 17.

The Discovery Tour proved beyond doubt that trains are feasible for conventions, seminars, clinics, parties, etc. Trains are ideal for groups having a common interest allowing coaching, tuition, or get-togethers to be held on board. Coaches or instructors can pretape demonstrations for on-train video screening.

Any boredom that might hitherto have been associated with long distance rail travel can not only be eliminated but the pattern completely reversed.

As Mr. P. Shirley, Chief Commissioner, Public Transport Commission of N.S.W. said when welcoming guests to the Discovery Train: "It is possible to book an entire train and manufacturers and suppliers can sponsor their products".

FOUR-SYSTEM CO-OPERATION

● *The Indian-Pacific* operates over four railway systems: New South Wales (Sydney-Broken Hill), South Australia (Broken Hill-Port Pirie), Commonwealth (Port Pirie-Kalgoorlie), Western Australia (Kalgoorlie-Perth).

It is five years next month since the standard gauge reached Kalgoorlie (from Perth) linking the transcontinental line. In June 1969, the first through passenger train travelled between Port Pirie-Perth. Later that year completion of the Cockburn-Broken Hill standard gauge line allowed the inauguration—in February 1970—of *The Indian-Pacific* direct between Sydney-Perth.



"The Indian-Pacific" stops for a brief bowls clinic, with the aid of a twynette mat, on the Nullabor Plain.

Mr. A. Mercer explains some golfing points in the club car.

BRANCHING OUT

W.A.G.R. HUMP OPENED

Australia's second automatic hump marshalling yard was opened in Perth in June.

Designed to handle 150 wagons an hour, the hump, in the suburb of Forrestfield, is for narrow gauge trains only.

The marshalling complex covers 5.6 km (3½ miles) and occupies 247 ha (610 acres).

Australia's first automated hump shunting facilities were opened by the Victorian Railways in their Melbourne Freight Terminal during December 1970.

INDIA ENDS SECOND CLASS

Indian Railways have abolished second-class travel and are converting all second-class coaches to third-class.

Justifying the change, the Indian Deputy Minister of Railways said that the occupancy rate of second-class carriages was extremely low.

• When Britain's railways adopted two-class travel early in the 20th century, they also abolished second-class and ran their trains with first and third-class accommodation for many years.

And today, there is still the delight of *fourth-class travel* in some African countries and the Sudan!

KALGOORLIE TO LEONORA REGAUGED

W.A.'s orphan 1 067 mm (3 ft. 6 in.) gauge line from Kalgoorlie 259 km (161 miles) north to Leonora will have its services suspended for 12 months from July while the line is regauged to 1 435 mm (4 ft. 8½ in.).

During the temporary suspension, a co-ordinated road service will supply the small towns along the route.

The line which came close to being closed several years ago is being converted to serve Posiedon's Mt. Windarra nickel project and increase the prospects of similar developments in the northern goldfields and Murchison areas.

When completed, W.A.'s standard gauge network will be about 1 350 km (840 miles) with branches from Kalgoorlie to Esperance and Leonora.

RED SPEED UP

Russian Railways, the world's biggest single railway system, has pushed its modernisation further ahead with the construction of new high speed locomotives.

Designed for 1974 introduction between Moscow and Leningrad, new electric locomotive of 8040 kW (10,720 h.p.) are designed for 200 km/h (124 m.p.h.) operation.

Czechoslovakia—builders of the new locomotives—has recently been testing the performance of some at speeds of up to 220 km/h (137 m.p.h.) and plans their introduction later this year.

—*International Railway Journal.*

PERTH-PILBARA LINE 'ECONOMIC'

A Bureau of Transport Economics study has found that a rail link to the Pilbara region—about 1 600 km (1,000 miles) north of Perth—would be an economic proposition, reports the *Financial Review*.

Federal Transport Minister, Mr. C. K. Jones, said that the report showed that rapid mining development in the area had already increased the freight transport task and was expected to increase it even more.

"As things now stand," he said, "it would be economic reality for a standard gauge link between the West Australian Government and one of the ore lines.

"If, as we hope, the Pilbara industrial complex becomes a reality then a standard gauge link would be a most attractive proposition."

Mr. Jones also commented that the whole concept was of particular interest because of the current discussion on the possible transfer of the Western Australian Government Railways to the Federal Government.

TRACK STABILITY INVESTIGATED

Weak subgrade soils which allow the ballast and track to move under the weight of passing trains have been receiving much attention over recent years.

Track stability is a vital part of upgrading railway lines for higher speeds and heavier axle loads.

Apart from improving the drainage (not always successful), one method was to cover the subsoil with a heavy duty polythene sheet and then cover that with sand and the ballast to minimise water and mud being

pumped up through the ballast when trains passed.

Grouting—pumping concrete into the subsoil—has also been used in very soft formations.

Now British Rail has offered their solution which drastically lowers the cost—cationic bituminous spray.

Carrying a positive charge, the bitumen adheres preferentially to stone and dirt particles, and introduces stability.

Tests have shown that the bitumenising is successful and can be done without removing the ballast structure.

—*Railway Gazette International.*

PROSPECTOR FASTER

Australia's fastest train, W.A.G.R.'s *Prospector* (see February *News Letter*, p. 18), has had its schedule cut again, this time to seven hours exactly.

Up to 45 minutes have been slashed from the times for the 655 km (407 miles) journey between Kalgoorlie and Perth, lifting the average speed to 93.5 km/h (58.1 m.p.h.).

Also, Australia's first 129 km/h (80 m.p.h.) speed limit is allowed between Koolyanobbing and Kalgoorlie.

Over this 200 km (124½ miles) stretch, *Prospector* trains are scheduled 111 minutes with two intermediate stops—an average of 108.1 km/h (67.1 m.p.h.).

Prospector trains make up to 17 intermediate stops on their journey between Perth and Kalgoorlie.

JAPAN SPEEDS UP NARROW GAUGE

Japan National Railroad is not neglecting its narrow gauge network while it pushes ahead with its developments in high speed standard gauge lines.

JNR is now experimenting with a three-section articulated railcar with tilting mechanism to enable it to negotiate the nation's many curves at 20 per cent greater speed than existing trains.

Maximum speed of the new set is 130 km/h (81 m.p.h.) on the narrow gauge 1 067 mm (3 ft. 6 in.).

The pendulum tilting mechanism has been adapted for electric powered rolling stock as well.

Main feature of the pendulum suspension is that it removes centrifugal force from the passengers and also limits its effect on the rails on curves.

people

Deputy C.C.M. retires

June 15 was Deputy Chief Commercial Manager H. D. (Bert) Chandler's retirement day from the Victorian Railways, but it was not the end of his working association with railways. Shortly, he will take up a post as consultant to giant freight forwarders Mayne Nickless, one of the V.R.'s biggest customers.

Bert's esteem amongst transport industry executives can best be measured by the fact that a farewell dinner was put on for him by 130 top V.R. clients at a leading motel.

After 50½ years with the V.R., Bert's knowledge of the commercial aspect of railways is highly regarded. He has seen the V.R.'s freight share tumble from its all-time high during World War II, and then start its fighting comeback.

"During the last 12 years the Railways have realised how necessary it is to get with their clients and make them real friends," he said. "If the railways are given sufficient money, they must become the major means of transport throughout Australia, in my opinion."

Since he became a Commercial Agent in 1948, Bert was associated with many special 'campaigns'.

He recalled how the V.R. built its first car-carrying wagon, and how he was sent out to 'sell' the concept and set an appropriate rate.

This he did so well that he had to return to the clients and reluctantly advise that the V.R. couldn't meet their enthusiasm for the venture until they had built more wagons. Today, there are 79 such wagons.

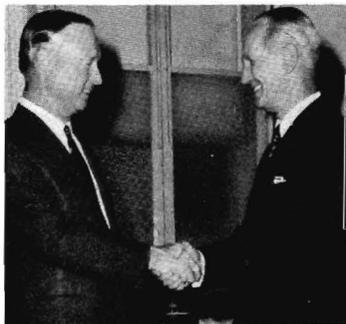
He also sold companies on sending liquid petroleum gas by bulk rail tankers. The first bulk tank car—owned by Boral Company—was known in the industry as the 'Bertie' in honour of Bert Chandler.

Bulk flour in wagons, L.C.L. containers, and millions of dollars of business captured from road were achievements during Bert's career.

And when international shipping containers caught on in the middle sixties, it was Bert who did much of the original 'leg work' to sell the V.R.'s interest and potential in this new field which is now one of the biggest commodities handled.

Since his start in 1923 as a Junior

Clerk in the Weighing Supervisor's office, he has worked in every section of the Commercial Branch, and gained his present post in 1965.



Mr. Alf Bewry (left), the new Deputy Chief Commercial Manager, compliments Mr. Bert Chandler on his achievements during his railway career.

New Deputy C.C.M.

Replacing Mr. Bert Chandler as Deputy Chief Commercial Manager is Mr. Alf Bewry, who has been with the V.R. since 1937.

His extensive experience in the Commercial Branch centres around the claims division—where he started, the division he has held every senior post in, and the division he has headed for the last three years.

He is the Chairman of the Department's Mechanical Handling Committee, and was Research Officer for the Commercial Branch. He is a Member of the Chartered Institute of Transport, and a Fellow of the Australian Institute of Management.

Mr. Bewry attained the rank of Captain with the A.I.F. during World War II, is a Colonel with the C.M.F., is a Justice of the Peace, and was awarded the Efficiency Decoration (ED) by the Queen in 1962.

Music maker

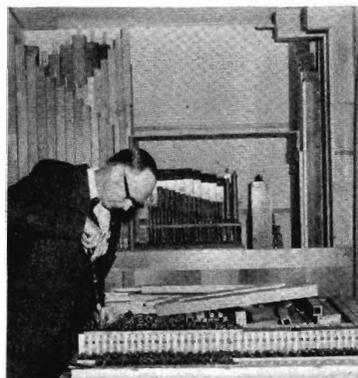
Hiring Sydney Town Hall for an hour—just to practise on its concert organ, which was then the third largest in the world—is not on everyone's list of achievements.

But V.R. Traction Design Engineer Ross O'Brien did just that during World War II, and his receipt—for \$1—is a prized memento.

Today, making music isn't enough—he is now building his own chamber pipe organ with 455 pipes.

Organ music has been a part of Ross' life since he was 15; he has been a church organist for the last 17 years.

For many years, Ross has wanted to build his own organ, and he set



Mr. O'Brien working on the organ he is building for his home. Note how some of the pipes are mitred over at the top to fit into the room.

out to do just that some years back.

Then came the chance of a lifetime. An old church pipe organ, with 1,090 pipes, was being offered for sale and Ross, after inspecting it, formed a group to raise the money to buy it and relocate it in his local church, St. Mark's at Chadstone, where he is organist.

During the shift, Ross lovingly restored the organ and built a new console for it.

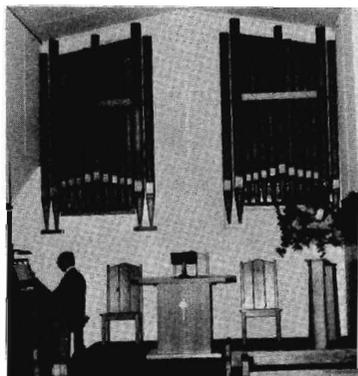
He estimates that 2,000 hours were spent on this task, although the organ, now 90 years old, was in very good condition.

Now he is again devoting time to his own special project.

He has already made all his pipes, including some up to 2.4 m (eight feet) in length and mitred at the top to fit into the room.

The smallest pipe is only 16 mm (¾-in.) long.

Strangely, although the metric measurement system was adopted in Europe in the 1790's, organ measurements are still quoted in feet and inches. Middle C pipe—the basis



Mr. O'Brien playing the organ he lovingly restored. The operator's console was completely rebuilt.

of tuning—has long been an accepted standard of two feet (61 cm) long.

All the pipes are made of wood, and Ross has found that the older the better. Old church pews, cupboards, desks, etc., particularly if cedar or other similar wood, are ideal for making the pipes.

Music interests run high in the family. Ross' eldest daughter is in America studying music, his youngest daughter is an accomplished violinist and the whole family sings in choirs.

In fact, Ross met his wife when she was also an organist.

Ross also has produced and directed the classic Handel's Messiah and Mendelsson's Elijah for local groups.

He has been with the V.R. since 1949.

Winning form

With all the recent controversy about allowing women to ride at metropolitan race meetings, at least one girl in the V.R. hopes it comes to pass—Jenny Burleigh of Warragul—she already rides in races.

Most mornings will find 24-year-old Jenny riding trackwork at Drouin before dawn. After two hours of that, it's into Warragul Goods Shed for a day's work as a clerical assistant.

But all the time, Jenny is dreaming of riding winners.



Miss Burleigh

Her form to date is startling. Two rides. One second, beaten a neck, and first in the Yarra Glen Ladies' Bracelet on Queen's Birthday.

One of Jenny's regular early morning mounts is Big Spark, which ran a short half head second at Sandown just before Christmas.

With not enough races around for women to ride in, Jenny prefers the distance events. "Those six furlong sprints are over too quickly," she commented.

She has been with the V.R. at Warragul for five years, and has no ambitions to be a full-time jockey.

Her next race appearance will be at Drouin in October, and as good form is winning form, punters would do well to look closely at whichever mount the V.R.'s Jenny takes the ride on.

Instructor retires

For Engineman's Instructor Eric Findlay, driving trains is still a great career, even though it has changed drastically during Eric's 46 years with the V.R., which ended on July 13.



Mr. Findlay
Because *Spirit* was the top train then, no-one ever complained about the task set for them—in fact it was a sought-after job.

Eric's toughest task was as fireman on *Spirit of Progress* during steam days when, in four hours, he had to shovel between 7 and 10 t (7 to 9½ tons) of coal while the train ran non-stop between Melbourne and Albury.

After 2½ years on *Spirit*, Eric was appointed a driver in 1939, and remained at Wodonga until 1952 when he transferred to the metropolitan area and suburban trains.

A year later he passed his Foreman's exam and since then has been training and testing drivers in the operation and maintenance of electric trains and the 1 800 kW (2,400 h.p.) L-class electric locomotives used on the Gippsland line.

And drawing on his years of experience, Eric states strongly that the V.R. has never had a locomotive the peer of the L-class—except, perhaps, for the S-class steam engines which used to run *Spirit* in Eric's day.

\$5 bonus

The chance to earn a \$5 bonus by introducing a newcomer to certain grades in the Department is good as the demand for staff in those grades continues unabated.

Goods guards, shunters, goods shed grades, station assistants, fitters and turners, boilermakers, fitters and trainee engine drivers are needed urgently.

Any member of the staff who introduces such a newcomer receives the bonus if the nominee completes six months service.

Nominations should be sent to the Employment Officer at Head Office before or at the time of application.

A NINE-YEAR-OLD SAYS..

"... Would you kindly pass on my thanks to the staff on *Spirit of Progress* on May 10 and return on May 23 for the way they looked after me.

"I am only nine years and travelled alone for the first time.

"I would never be afraid to travel by rail interstate . . ."

—Melissa Graham, Aspendale, writing to the Secretary.

Melissa also added: "You have my permission to use this for advertising purposes . . ."

RETIREMENTS.

ACCOUNTANCY BRANCH

Veitch, W. C., Head Office, 14/2
Achipapoff, D., T & E Accounting Office, 22/6
Hingston, G. N., Spencer Street, 18/7

ROLLING STOCK BRANCH

Allen, L. C., Head Office, 25/6
Bray, H. C. T., Geelong, 2/5
Brown, J. R., Bendigo North, 19/4
Carbone, G., Newport, 21/8
Christie, R. F., Jolimont, 26/7
Ciappara, A., Newport, 17/5
Farr, T. J., Newport, 3/8
Hallam, E. G., North Melbourne, 3/8
Iannucci, R., Newport, 20/8
Kaminski, M., Jolimont, 27/4
Kent, C. K., Maryborough, 17/4
Lyle, G. F., Newport, 13/8
Marshall, F. J., Donald, 3/5
Martin, L. V., Newport, 13/7
Moffat, H. A., South Dynon, 17/5
McLean, D. M., Bendigo North, 23/4
Overall, P. A., Jolimont, 11/5
Schiavello, A., Jolimont, 15/6
Senkevics, E., Newport, 4/8
Stuart, H. J., T.L. Depot, 27/4
Tonkin, R. C., Donald, 31/8
Tsiotsios, D., Newport, 7/5
Watts, H. L., Bendigo North, 6/7

STORES BRANCH

Failla, D., Nth. Melbourne W'shops, 4/5
Lialios, K., Newport Workshops, 30/5

TRAFFIC BRANCH

Banfield, H. K., Melbourne Yard, 29/8
Guthrie, W. T., Shepparton, 1/8
Kreija, J., Dynon, 18/5
McCabe, J. A., Melbourne Goods, 26/5
Williams, L. L., Sunshine, 9/8

RAILWAYS REGRETS TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH

Falkenberg, R. E., Ballarat Loco, 7/6
Jarvis, G. H., Seymour, 27/5

STORES BRANCH

Grivas, G., Jolimont W'shops, 17/4
Treisz, B., Newport W'shops, 8/5

TRAFFIC BRANCH

Camilleri, (Mrs.) K. J., Hawthorn, 21/5
Kerise, A. T., Ballarat, 13/6

Institute INews

INSTITUTE SPORT

THE V.R.I. LIBRARY —THE FIRST 85 YEARS

According to the accepted authorities, Australia, and therefore, presumably, Victoria, in the 1880's was comparatively well served by the library services available. The Public Library was founded in 1853, and by the eighties, mechanics institutes and schools of arts libraries were nearing their heyday. In fact, a 1934 survey of Australian libraries reported that "as a whole, Australia was better provided with local libraries in 1880 than it is today."

Whether the report should be interpreted as commendation of the situation in 1880, or condemnation of that in 1934 is a moot point. However, the Victorian Railways Commissioners of 1887 obviously felt that the social and cultural needs of the Railways staff was not properly being catered for, and a Library Committee was formed to organize the establishment of a Victorian Railways General Library.

After 11 meetings, this committee had, by early 1888, established a library of just under 2000 books, in rooms in the Sailors' Home, Spencer Street, and appointed a Librarian.

Even before the library had been officially opened, the desirability of increasing the stock of books was brought to the Commissioners' notice and an additional grant sought.

At a grand "opening demonstration" in May, 1888, the guests were entertained by "volunteer vocalists" accompanied on a piano loaned for the occasion, and the library was away to a most successful start.

Now, eighty-five years later, this same library, now known as the Victorian Railways Institute Library, is still providing a valuable, and greatly appreciated service to thousands, not hundreds, of members.

Today, over 50,000 volumes are available to members through 26 outlets, and by using a free carton service, these books, are available to V.R.I. members wherever they are located throughout the State.

Tennis

The next Intersystem Tennis Carnival will be held in Adelaide during March 1974 and all tennis players intending to apply for positions in the V.R.I. teams should start making leave arrangements now.

Applications for positions in the mens' and ladies' teams should be forwarded to the Assistant General Secretary, V.R.I. Flinders Street station, before September 30, stating name, grade, dept. no., location, as well as Pennant Grade and name of club presently playing with.

All applicants are required to attend a practice session to ensure selections are made on form.

Team members are assured of plenty of tennis as all matches run in conjunction with the teams competition, and the doubles championship, are played best of three sets.

As a guide to standards on these trips, our No. 1 singles representative at the last carnival played L.T.A.V. 'C Special' Pennant for his club—which shows you don't have to be in Davis Cup class to get a game.

Apart from the tennis, you will have plenty of time to sight-see and enjoy the hospitality of the South Australian Railways Institute.

Wives are welcome to accompany their husbands as members of the official party, but children cannot attend a carnival or any of its official functions.

Maryborough cricket

This season saw Maryborough participate in four social matches with all members given the opportunity to show their skill.

Korong Vale was the venue for the first match and although the weather was unkind, a good turn up of members witnessed the home side coast to victory by 35 runs.

The second match played at Donald, proved to be the highlight of the "season" providing the large crowd with an exciting match played under ideal conditions. Both opponents

fielded pretty good teams and a dour struggle took place until Donald emerged victors by only four runs.

Donald proved to be not only good cricketers but also excellent hosts as many a Maryborough member will testify—and all agree that the return match cannot come quick enough!

A win at last! That was the the result of the third match against a local hotel social team and after a close "go" against Donald, players opened their shoulders and dispatched the ball to all parts of the fence as well as over it.

What a victory—132 runs in front at the end of the game!

A fortnight later a return match took place but without their strongest side, Maryborough succumbed to the hotel team by 37 runs.

All members are keenly looking forward to next season's matches.

Judo

The V.R.I. Judo Class, which has been in recess for a short time, has now restarted in earnest under the supervision of a new instructor, Mr. J. Rogers.

The class meets on Tuesdays from 5.30 to 7.30 p.m. and on Thursdays, 7.30 to 9.30 p.m. The fee is \$4 per term for payroll members or \$5 per term for registered members, and tuition can start at any time. Terms consist of 12 weekly periods from the first night.

If you would like to learn self defence without having to take a "poke on the nose" or a "belt in the eye", enrol in one of these classes and have the finer points of self protection demonstrated.

Intersystem Golf

The 1973 Intersystem Golf Carnival held in Hobart from April 4 to 14, was, going by reports received from our representative party, a highly successful and well conducted event.

All expressed their pleasure at playing on the fine golf courses used during the carnival.

The Commissioners Shield and Tintara Cup went to the Queensland team, with Victoria finishing in third place. The individual championships resulted in C. Ryan (Q'land) winning the 'A' grade, J. Kennedy (Victoria) being equal runner up and J. Clark (N.S.W.) taking home the 'B' grade trophy. Victoria made its presence felt with the Collins brothers featuring in individual trophy wins.

VICTORIAN



RAILWAYS

August

1973

10 CENTS



Now in the railway family....

Chairman BILL GIBBS

Appointment of the Chairman of the Victorian Railways Board, Mr. A. G. Gibbs, started on Sunday, July 1, and on that night he turned up at Spencer Street station to see the inauguration of the MotoRail service to Sydney.

On the Tuesday, he looked in on the Heads of Branches monthly meeting to set out his philosophies and approach to management.

Quick walking, fast talking, Bill Gibbs quickly established he had a sense of humour, a keen interest in staff and recognised there was talent and ability; he demonstrated that his reputation for "doing his homework" was justified, and that he appreciated he is in a family of railway people.

He opened his remarks to the Branch Heads by quoting from the preface to "British Railways after Beeching":

"Developments of the Beeching era have been founded on essential re-equipment begun by previous regimes.

A WIFE'S POINT OF VIEW

What does a railwayman's wife think about her husband's job, and the industry in general?

Victorian Railways Board Chairman Bill Gibbs intends to find out—using his wife and the wives of other railway executives as listening posts as he tours the railway network.

"I want to learn about the Victorian Railways and their people; their future is in my hands and they are entitled to see me that I can better understand their problems. I must have this background to manage the Board," Mr. Gibbs told the Heads of Branches' July meeting.

He outlined how he planned to take his wife on his tours of inspection and hoped that one or two other wives of the inspection party would come also, that they could talk to railwaymen's wives.

"We must recognize the wives and get the women's side," he added.

There are already signs that Dr. Beeching will instinctively be given credit by the public for a number of improvements which were in fact the fruition, during his incumbency, of his predecessors' initiative."

Commented Mr. Gibbs: "I hope you get the message."

Mr. Gibbs pointed out that for the past 18 months he had worked very closely with the former Chairman (Mr. G. F. Brown) on M U R L A and was fully exposed to the shortcomings of railway finance, the age of metropolitan passenger carriages, antiquated signalling, etc. In June he had visited every capital city on the mainland and met his opposite number in the railways. This had enabled him to find out what they were doing and inspect some of their new developments.

In the UK, Europe and USA he had seen the use made by General Motors of rail for shipping cars and components.

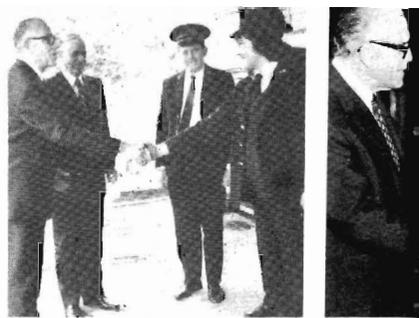
Railways in the past had been neglected by politicians and the community, but generally around the world were coming into their own.

"If you think you have troubles in the railways with delays and holdups, you should try some overseas air trips," commented Mr. Gibbs.

Victoria had one of the best Railway Boards in Australia, and the comments of the General Manager (Mr. E. P. Rogan) in the June issue of *Victorian Rail Ways* (page 84) were very apt to what he was trying to do, said Mr. Gibbs.

With a Board of mainly non-railway men, some changes were to be expected in order to make progress but at this stage the Board had purposely refrained from reviewing the railway structure.

While at General Motors, however, he had kept a quotation of Petronius, director of entertainment at Nero's court, to show newly appointed heads of departments whose first ambition was to change their organization—"We trained hard—but it seemed that every time we were



During his tours, Mr. Gibbs met stationmasters and junior station assistants

beginning to form teams, we would be re-organized. I was to learn later in life that we tend to meet any new situation by reorganizing; and what a wonderful method it can be for creating the illusion of progress while producing confusion, inefficiency and demoralization".

Hastening slowly

"I'm not against change but it has to be for long term improvements. First, I've got to learn about the organization and ensure that we hasten

TRAVELLING

One of the first duties Mr. Gibbs gave himself on taking up the Chairman's position was to see first-hand much of the system, its staff, and operating practices.

Over the next few months, Mr. Gibbs will travel thousands of kilometres around the system.

On his first tour—to the north-east—he expressed his first impressions to *Rail News*.

Greatest impression Mr. Gibbs gained was the outstanding loyalty to their job that many railwaymen have, and their pride in the railway tradition—the railway 'family'.

Mr. Gibbs commented that, over the years, he had never seen anything to match it in any industry. "It's really something to find people working here for years and years and to find that their fathers, and possibly grandfathers, worked for the V.R. also," he said.

Accounting checks and station records, plus safety procedures and safeworking practices were of particular interest to Mr. Gibbs, who declared himself whole-

queried safeworking

and goods handling

saw the track from the loco

from the rear





caretakers saw welding demonstrations



checked the result by eye



and by flaw detector



saw stock control

slowly," continued Mr. Gibbs.

"We are, of course, aware of the changes going on around us. Some are from a continuous orderly progression to a series of bumps and bangs. This is not the way to do it, certainly where it involves people.

"Underneath, we all crave for stability and order, and secretly hope that things will soon return to normal—that the boat will stop rocking. But they won't, and it won't.

"We face a future where customers, newspaper readers,

CHAIRMAN

heartedly a safety man.

"Much of the Railways tradition has been built around its safety record and it is something to be proud of," he commented.

Then, switching his interest to goods handling and packaging—a vital part of the railway image—he said: "I now see how vulnerable the V.R. is to having the cream of its freight traffic picked off—ways to limit this will have to be looked at."

On the subject of railway losses, he said that reducing the deficit was a five-year task, and money had to be spent to make money.

Closing lines was a negative attitude that invariably involved the railways in an image-damaging hassle.

"Railways are a social service," he continued, "but the deficit must be reduced to a reasonable figure.

"Re-investment in areas offering a good return is the key.

"I believe some loss is acceptable—and that for the Railways to make a profit could be the basis for criticism".

voters, workers and politicians are going to get quickly more sophisticated. The question is: 'How are we going to adjust to all that?'

"It is easy for top management to concentrate on senior executives and forget the middle rank—often the most deserving, working solidly away and hoping for future progression."

Tomorrow's managers

"These are the people who will be the managers of tomorrow. They have fresher skills, more modern attitudes and their ideas must be tapped," he added.

"I believe in training, delegation of responsibility and involvement of the middle echelon in fixing and achieving objectives.

"My concern will not be the day-to-day operations so much as the future of the railways—the medium and long term objectives, the ways in which we can achieve some of the many things railway people have worked for, for years."

Many worthwhile proposals had, in the past, fallen by the wayside for lack of finance, continued Mr. Gibbs.

He had to operate in a different way to Mr. G. F. Brown, as there was now a Board and this was close to his way of working at GMH in a corporate structure where day-to-day operation had to be left to departmental heads.

"There can only be one chief mechanical engineer in the organization or one director of marketing. However, there is a co-ordinating of policy from a top level and also an audit on planning and control. I will be examining the functions in your organization which are closely associated with long term planning

and believe I must look at the co-ordination of some of the activities affecting policy decisions.

"I do have an open mind and as everyone is a stranger to me I have no favourites or preconceived judgments of people. Therefore, subject to my working hard on getting to know them properly and giving everyone a fair go, it opens up the way for proper personnel development and progress.

"I believe that the railways of Australia have a good future and the challenge of the Victorian Railways' Chairman job appealed to me. I'm looking forward to this job with enthusiasm".

NO MORTALS NEED APPLY

That the problems of the new Chairman were about as old as the railways was pinpointed in a cartoon from *Melbourne Punch* of February 27, 1896, which Mr. Gibbs showed to Branch Heads.

Its caption:

"Premier Turner (talking to an archangel on the edge of a cliff over which the Victorian Railways' track ended)—'Yes, my angelic friend we want a superhuman Railway Manager—one who can save us £10,000 a week and yet who must not dismiss hands or reduce wages, raise fares, raise freights, close lines or reduce interest. Observe, we will allow him a perfectly free hand!

Angelic applicant—'And you expect your Chairman to make the Railways pay under these circumstances? I'm afraid I won't suit—I'm not a miracle worker. You do not want an archangel merely—you want a god. Good day!'"

Commented Mr. Gibbs: "That was said 77 years ago!"

of the train

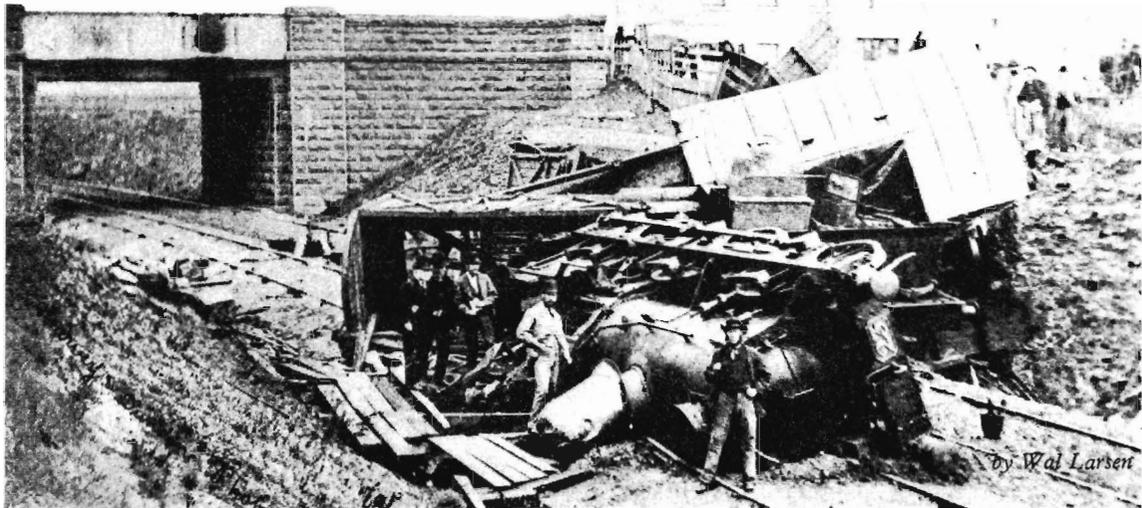
from on foot

saw track machines demonstrated

and their reports



THE ENGINE THAT ROARED



On August 23, 1873—one hundred years ago—a train left the Geelong goods shed behind locomotive 0 23. However its planned journey came to an abrupt halt about 1.6 km (one mile) out when the locomotive's boiler exploded.

0 23 was a somewhat inelegant locomotive built by the Bristol company of Slaughter, Bruning & Co., 12 years prior.

The first of a batch of six built specially for the Geelong and Ballarat railway line, 0 23 had six coupled driving wheels set within the frame with the coupling rods on the outside, and these rods, whirling around when the locomotive was travelling

earned them the nickname of "over-armers".

Driver Penzman was at the controls this day with Fireman Macnamara feeding the fire with wood fuel.

Northwards rolled the train of thirteen heavy vans and trucks, some of the latter being loaded with pig iron, towards the Kildare bridge carrying Church Street across the

rails via an iron bridge.

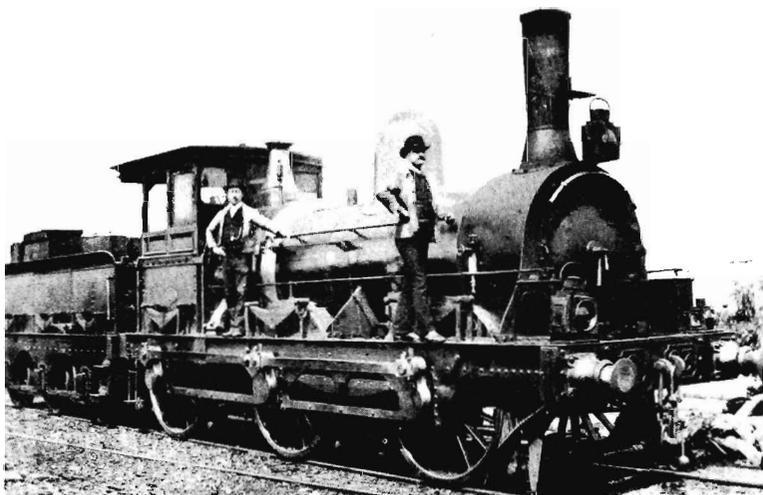
Telegraph Hotel stood on the west of the bridge, and as 0 23 emerged from the bridge's bluestone abutments people inside the solid two-storied hotel thought that an earthquake was taking place as the locomotive's boiler suddenly burst with a mighty roar.

Driver Penzman was flung from the footplate to "fetch up" on the opposite rails with scalp lacerations and steam burns to his face while his fireman found himself sprawled out atop the 4.6 m (15 ft.) embankment.

People rushing to the scene discovered 0 23 lying on her right side her tender skewed sideways across the track, and six of the goods vehicles piled into a heap 6.1 m (20 ft.) high.

The boiler had a hole in it 610 mm (two feet) by 1525 mm (five feet) where a plate weighing 45 kg (100 lb) had been punched through by the steam pressure.

People on the Geelong wharf claimed they had seen the engine in mid-air—a claim that would have 0 23 between 9.2 m (30 ft.) and 12.2 m (40 ft.) in the air, and this was given some credence when other eye witnesses said that she had turned a complete somersault before landing on her side.



023 in later, and happier guise

Overseer Cadwallader was soon along from the Geelong depot and a quick summing up had him telegraphing to the Williamstown Workshops for assistance and equipment after which he got the local men to clearing the debris.

A temporary platform was soon erected and passengers travelling to and from Geelong were able to cross from their train to another on the far side.

By 9.30 p.m., 11 hours after the explosion, the two work gangs, working now by the light of fires, had cleared the "down" track and the job of re-railing the locomotive was left until daylight.

Critics were soon condemning the locomotive, claiming that a knife-blade could be easily inserted between the boiler's inner and outer skins, thus showing faulty welding.

Others claimed that poor workmanship would have shown up long before this, seeing that the six locomotives had been engaged in heavy work for 12 years since 1861.

One newspaper asked why it was necessary to import railway locomotives when the Victorian Railways were quite capable of building them in their Williamstown Workshops.

"Future passengers no doubt will look carefully to see if the engines on their trains are of Bristol manufacture, liable to burst without notice through defective workmanship", warned a Melbourne newspaper, adding that it would seem that some type of penalty might be imposed upon manufacturers for accidents arising from defective work.

0 23 eventually returned to work following repairs costing \$2,000, and it is quite possible that she out-

lived most of her critics, being finally scrapped in March 1905, 32 years later.

Sister engine 0 25 became famous along the Ballarat line, earning the name of "Terror of the Road", although how this nickname came up is not recorded.

Confidence in the locomotive's design was shown by building up a fleet of 44 locomotives of this class.

The V.R. built two of them in their own workshops (apparently taking the advice of the newspaper) and five years later ordered a batch of seven from Ballarat's Phoenix Foundry.

One of these Phoenix locomotives lasted until 1922—a long, long time after the first of the class went up in a mighty bang on the morning of August 23, 1873.

SHOW GIVEAWAYS

Lucky Royal Agricultural Show visitors could walk away from the Victorian Railways exhibit with a package holiday worth \$285 if they're at the right spot at the right time.

Over \$2,000 worth of holidays will be given away over the Show's 10 days.

The 14 giveaways—ranging from 10-day tours for two to the Gold Coast, through a week at Coffs Harbour or Mount Buffalo, bus and rail tours of the N.S.W. South Coast, to week-ends at Mildura and Paynesville—were selected from the V.R.'s now extensive range of packaged holidays to Australia's better tourist resorts.

One or more of the holidays will be given away each day that the Show is open. The prize will be awarded to the person at a pre-nominated spot at a pre-designated time in the exhibit.

Naturally, the lucky location will vary from prize to prize.

Theme of this year's Railways' Royal Show exhibit is package tours and group concessions.

S.A.R. TRANSFER UNDER CONSIDERATION

Railways of Australia's *Network* reported that three sub-committees were formed to investigate the transferring of the South Australian Railways to Australian Government control following preliminary meetings in Adelaide in late May.

Whatever the final decision on the transfer, the Australian and South Australian Governments both stated that S.A.R. employees would be given a guarantee that they will retain their employment.

Committee members were drawn

from the Attorney-General's Department, Commonwealth Department of the Treasury, Commonwealth Railways, Commonwealth and State Treasuries, S.A. Auditor-General's Department, S.A. Railways, S.A. Trades and Labour Council, and the S.A. Transport Control Board.

They are inquiring into management and organisation; financial arrangements; and conditions of employment.

U.S. PRESIDENT RAIL ROMANTIC!

U.S. President, Richard M. Nixon, is a reputed 'rail romantic.'

According to *The Sun*, he instructed his agents to get a property on or near a train line if possible. San Clemente, the President's Californian retreat, is separated from the Pacific Ocean by Santa Fe's Los Angeles-San Diego line.

San Clemente is near his birthplace, which holds many fond memories of trains for him. His father, Frank, was a motorman (driver) for inter-urban companies (long distance trams) and of trams around San Francisco and Los Angeles for some years.

Richard Nixon told his biographer that his initial burning desire was to be a Santa Fe line engineer (driver).

During his various campaigns he used special trains for classic 'whistle stop' tours. This was done in 1952 and 1956 for the Vice-Presidency, again in 1960 and 1968 when campaigning for the Presidency, and in 1962 when campaigning for the Californian Governorship.

According to one of Mr. Nixon's personal staff, the President likes campaign train travel. "He found it better to talk with the party brass. It gave him a chance to firm up his contacts, and he'd have a chance to

talk with his staff. It was easier to campaign by train than plane," he commented.

"There's nothing better to build campaign morale and momentum than a train. It's infectious and really very effective."

J.N.R. PROVIDES FOR DISABLED

Japanese National Railways now provide experimental facilities for the disabled at five stations in Tokyo. Braille markings on ticket machines, handrails, and block markers on the ground to lead blind passengers between station entrances and platforms are the facilities provided, reports *Railway Gazette International*.

N.Z. TOURIST PASS

For \$50, tourists can now buy a 14-day pass for unlimited travel on long distance trains and road and ferry services operated by N.Z.R.

Designed to stimulate winter travel in N.Z., the pass will be available for any fortnight between June 10 and October 14 this year.

FRONT COVER

That's a pay load of 112.2 tonnes (110 tons) being delicately manoeuvred into position at City Road, South Melbourne, last month.

In one of the biggest tasks of its type, four giant crawler cranes 'walked' the pre-assembled bridge structure into place.

The total rebuilding job on this bridge took only 26 hours.

THE RAIL REVOLUTION —

World transit developments at a glance

And they said that the train was dead! A recent issue of *International Railway Journal* published this list of 63 cities around the world which are engaged on either extending or planning new transit systems (several are underground projects, too).

Transit means an electrified line for metropolitan passengers.

Complete world 'pictures' are difficult to come by, but by painstakingly preparing this information, *International Railway Journal* (and *Rail Ways*) should go a long way to killing the notion that the day of the train is past!

Country	City	Operating	Present Activities	Future Plans
Argentina	Buenos Aires	63.33 km	Work under way on 580 m tunnel section to be opened this year.	Line extensions to cost \$9 million proposed.
Australia	Melbourne Sydney	284.5 km 262 km	Construction of 19.2 km link with V.R. metropolitan line underway. A 30.4 km subway under construction.	Plans to overhaul all city transport by 1985. Future development needs under study.
Austria	Vienna	26.5 km	Completed 2.16 km test track being prepared for revenue operation this year.	Aim is for a 25.2 km system by 1981. Cost will be a A. Sch. 11,500 million.
Belgium	Antwerp Brussels Charleroi	— 6.3 km —	First 1.3 km section of pre-Metro under construction. Opening scheduled 1975. Construction of a 10.7 km (18-station) line for operation early 1975. First section of projected pre-Metro line under construction. Opening 1974.	A 13 km pre-Metro system planned, with full-scale Metro working for 1985. Full Metro and pre-Metro system will total 73.4 km by 1990. Extensive pre-Metro system planned for 1980 operation.
Brazil	Rio de Janeiro Sao Paulo	— —	Government has guaranteed foreign credits for subway construction; work could continue this year. First 3 km test section complete. Work continuing on 17 km north-south line.	An 18 km system linking Nossa Senhora de Paz with Saenz Pena is planned. Cost could be more than \$US 300 million. Plan is for a 66 km system. Second line (17 km SE-SW) should be ready by 1976.
Canada	Montreal Toronto	25 km 33.8 km	Construction of extensions totalling 50 km now underway. Construction continues of 8.8 km Yonge Line extension, to open March 1974.	— New line proposed to serve northwest suburbs.
China	Peking	22.4 km	City circle line now under construction.	Plan is for complete subway system with radial lines from circle to city centre.
Czechoslovakia	Prague	—	Tunnelling completed on first 6.9 km section of C Line.	First section should open mid-1974. Total 88.5 km system scheduled for 1990.
Finland	Helsinki	—	Testing underway on first 2.8 km section An 11 km line from Kamppi to Poutinharju under construction.	Aim is a total 40 km Metro system.
France	Paris	235.5 km	Extensions to line 13 nearing completion.	Several further extensions planned.
Germany	Berlin Frankfurt Hamburg Hanover Munich Nuremberg Stuttgart	111.83 km 19.8 km 88.5 km — 16 km 3.62 km 5.2 km	Several extensions under construction. New tunnel section (8.5 km) under construction. New inner-city transverse subway to come into operation this year. Two tunnel sections for route A (3.9 km) and route B (1.0 km) now under construction. Opening scheduled 1975. Work continuing on 11.5 km U-Bahn line. Two sections under construction, totalling 3.5 km. Cost will be DM 140 million. Working now on new 3 km line.	Further extensions planned in both East and West. Plans for a total 123 km transit system. Plan is to go over to full automatic operation. Preparations begun for additional 1.5 km on route B. Four lines planned. U-Bahn network will eventually total 100 route-km. Target is 54 km by 1983. Completion of U1 line (5.7 km) scheduled for 1979. Cost will be DM 274 million, without cars. Plan is for 95 km system.
Greece	Athens	25.83 km	—	Revised proposals call for new line extensions, to cost \$US 25 million.
Holland	Amsterdam Rotterdam	— 7.5 km	Work nearing completion on first 2.5 km section. A 9.5 km extension is now being built.	First revenue service on 16.5 km. East Line planned for May 1977. Complete 106 km system scheduled for year 2000. Work begins this year on 12 km East-West line.
Hong Kong	Hong Kong	—	Government now studying tenders and financing for 20 km first phase.	Plans call for completion of a 52.1 km system by 1986. Work to start 1974.
Hungary	Budapest	19.6 km	Construction of 15 km north-south line under way. Completion scheduled 1980.	Plans under discussion for a 10 km third line.

Country	City	Operating	Present Activities	Future Plans
India	Calcutta	—	Work began December 1972 on 16.5 km Metro. system. Cost could be Rs. 1,400 million.	First revenue service planned for 1978. Other lines may be added.
Italy	Milan	23 km	A 5.4 km extension under construction.	Approval of further 3 km extension given. An additional 9.3 km extension proposed.
	Naples	—	First line under construction, second in project stage.	
	Rome	11.03 km	Line A construction nearing completion.	Several lines planned.
Japan	Kobe	—	First 5.8 km section to open this year.	Remaining 7.8 km for completion 1975. Plan is for a north-south 11 km transit line to cost about \$US 200 million. System should total 77.4 km by 1980. Proposed extensions would bring system to 130 km by 1985. Extension south on Line 2 (10.2 km) between Tennoji and Kawanabe. Plan for 12th line (a loop) submitted to Ministry by city government. Aim is for a six-line system totalling 133 km by 1985.
	Kyoto	—		
	Nagoya	32.4 km	Work continuing on 5.4 km section of line 4, for completion this year. Cost will be Yen 25,200 million.	
	Osaka	67 km	A 9.61 km extension of the line north (Line 2) from Higashi-Umeda.	
	Sapporo	12.1 km	Work continuing on new 10.4 km line.	
	Tokyo	146.2 km	Total of 53.5 km under construction, for completion 1975.	
Yokohama	5.3 km	Working on extensions to provide 6.4 km more route this year, 2.2 km in 1974.		
Korea	Seoul	—	Under construction is a 9.5 km line due to open for service 1974.	Aim is for 133 km system by 1985. Cost may reach \$US 762 million.
Mexico	Mexico City	42.2 km	—	A 7.5 km northern extension (7 stations) and a 1.5 km southern extension planned.
Norway	Oslo	39 km	Three extensions totalling 5.85 km now under construction. Completion 1980.	A total of 40-45 new cars to be delivered between 1975 and 1978.
Poland	Warsaw	—	Some preliminary work in hand.	Plan is for a 24 km north-south line open by 1985.
Portugal	Lisbon	12 km	A 7 km line from Alcantra to Madre de Deus (12 stations) under construction.	Plans call for a final system of 40 km.
Spain	Barcelona	34 km	A further 22.1 km under construction.	Plans call for 111.4 km system (141 stations). Aim is for a 100 km system by 1980.
	Madrid	55.3 km	Three lines (20.9 km) under construction.	
Sweden	Stockholm	70.4 km	Two lines and extensions totalling 33 km under construction for 1975.	Plans to extend present system to 130 km by 1985.
U.K.	Liverpool	—	A 1.8 km underground rail link now under construction. Work also in hand on 3.2 km underground loop line.	Plans for 7.3 km Wimbledon extension and 2.3 km Bakerloo extension. Several new links proposed.
	London	411.2 km	Fleet Line (4.4 km) and extension to Heathrow airport (5.6 km) underway. A 3.7 km subway under construction.	
	Manchester	—	—	
U.S.A.	Baltimore	—	UMTA has made \$22.5 million grant to launch subway construction.	Major work on 38 km subway should start next year.
	Boston	123.7 km	An \$800 million programme for construction of new transit facilities is now under study.	
	Chicago	143.9 km	Replacing existing elevated line with subway, at a cost of \$1000 million.	Proposals for new 32 km transit line, using expressway medium strip. Five extensions under study. Further extensions planned.
	Cleveland	30.56 km	—	
	New York (NYCTA)	381.8 km	East River tunnel (2.4 km) now complete. Work started on new 6.9 km line.	Extension to Newark international airport proposed. A further 10.3 route km planned.
	New York (PATH)	22.8 km	Journal Square transfer and control centre opens this year.	
	Philadelphia (SPTA)	57.1 km	Construction of 1.9 km section in hand.	Plans for three new lines (34.8 km)
	Philadelphia (PATCO)	23.3 km	—	
San Francisco	69 km	Line to Concord (32 km) now ready for May opening. Work continuing on San Francisco Bay tube to Daly City (16 km). First 10 km line nearing completion. Start next month on further 29.9 km.	Early start may be made on line to San Francisco airport. Further extensions being studied. Total system will run 157 km. Cost likely to exceed \$3,000 million.	
Washington	—	—	—	
U.S.S.R.	Kharkov	—	First 10.4 km section, with eight stations, being prepared for 1974 opening.	First line will eventually reach 18 km, 13 stations, running west to east. Second line will run north to south. Second stage will include a line from city centre to stadium and airport. Long-term plans are to increase route length to 240 km. Extension of Kaluzhckaya line to Byel-yayev station to follow. Three-line system (50 km) planned. Four-station circle line planned.
	Kiev	15.8 km	Work continuing on extending present line.	
	Leningrad	56.3 km	Construction of extensions to existing lines continuing.	
	Moscow	148.6 km	A 15.2 km extension of Krasnopryenskyenskaya line now under construction.	
	Tashkent	—	First 16 km line under construction.	
	Tsbilisi	10.8 km	A 2.5 km line under construction.	

As well, these 55 cities are considering plans for transit systems: Adelaide, Atlanta, Auckland, Birmingham (U.K.), Bogota, Bombay, Bordeaux, Brisbane, Buffalo, Calgary, Caracas, Casablanca, Cincinnati, Copenhagen, Denver, Dusseldorf, Florence, Geneva, Genoa, Ghent, Guadalajara, Honolulu, Houston, Istanbul, Johannesburg, Las Palmas, Liege, Los Angeles, Lyons, Manila, Maracaibo, Miami, Michigan, Minneapolis, Minsk, Novosibirsk, Palermo, Perth, Pittsburgh, Saigon, San Juan (Puerto Rico), San Diego, Seville, Singapore, Sofia, St. Louis, Teheran, Tel Aviv, Toulouse, Turin, Vancouver, Venice, Wellington, Winnipeg, and Zurich.

GRANDMOTHER BEATS THEM ALL

An American grandmother has beaten Penn Central Railroad and the Interstate Commerce Commission in a battle over rail services, reports *Time*.

A crusader over many years, the woman, Lettie Carson, sued when Penn Central tried to end services on a 49 km (30½ miles) branch near Millerton, in New York State.

In contrast to her earlier battles—to retain parlour and Pullman car services to her town, and later to try and retain passenger services north of her town—her action was successful.

The court ruled that the ICC cannot allow abandonment of any rail service without showing that the action does not significantly affect the quality of human environment.

The woman's lawyers argued that removing the train service would increase air pollution by forcing a shift to truck traffic and also have other results that should be considered as 'environmental damage'.

Among those listed: grain price increases would raise the cost of the region's dairy goods and disruption of transport patterns could bankrupt a number of businesses.

Commenting on the looming energy crisis in America, the lawyers also showed that trucks use up to five times as much energy as trains to haul the same load.

The judge agreed with the claims and tied rail changes to the National Environmental Policy Act.

BIG STUDY INTO PERTH UNDERGROUND

An economic and engineering feasibility study into proposals for an underground railway in Perth, promises to have ramifications throughout Australia.

Overseen by the Bureau of Transport Economics and the Western Australian Government, the study will be used by the Federal Government as an accurate measure of the likely costs and benefits that might flow from construction of similar projects.

Eight of the 10 companies invited to register as likely builders formed themselves into five consortia and submitted proposals for the study which will also determine the W.A. Government's attitude to the scheme.

The Federal Government is meeting two-thirds of the study's cost so long as it does not exceed \$350,000.

MORE CONCESSIONS

Students can now get concession-fare travel at any time of the year anywhere in Australia.

Students concessions allow return rail travel at a maximum of the appropriate adult single fare.

SAFETY AWARD FOR BENDIGO



Bendigo North recently became the first Rolling Stock Branch Workshop to receive a certificate of merit from the National Safety Council for their injury-free record. At a short ceremony, Assistant Chief Mechanical Engineer, Mr. A. Nicholson, presented Mr. L. Ryan, Foreman of the Blacksmiths and Spring-makers Shop, with the certificate for that 'shops' 108,334 hours free from a disabling injury logged between July 1971 and February 1973. Watching were, from left, Messrs. B. Clancy, Senior Safety Officer, W. Carnie, Bendigo North Workshops Manager and A. Eaton, Workshops Foreman.

'PEKE' OF TRANS



'Susie'—along with an ever-increasing number of canine companions—doesn't mind a bit travelling interstate by train.

En route from Sydney to Adelaide, 'Susie', a light brown Pekinese (above) or, along with all animals, a V.I.P. (Very Important Pekinese?)—spent her half day in Melbourne under the very best care in the Outwards Parcels Office at Spencer Street station.

Attached to 'Susie's' cane basket was the message: "Hi, my name is Susie. I will not bite you. You will find biscuits and a drinking container on my basket. Please do not

TRANSPORT SUBSIDY

Federal Transport Minister, Mr. C. K. Jones, said, on his return from a study tour of public transport in 15 cities, that public transport would always run at a loss and need to be subsidised.

He said he had not realised how much other countries subsidised public transport before his world trip.

Country people, he told *The Australian*, would strongly oppose any attempt to make them pay for city train, tram and bus services, so people living in state capitals would have to pay extra taxes to finance transport improvements.

He added that money earmarked for future freeways would be diverted to improving public transport.

The previous Federal Government had committed \$1,252 million for roads in the present 5-year scheme

PORT PERFECTION



feed me bones as I will choke on them and make my basket smell."

Over the years the V.R. would have carried just about every type of animal in Australia, and regular consignments of camels and wild horses are still handled.

Amongst the canine contenders, the V.R. Outwards Parcels Office has been the home for as many as 25 pooches, ranging from Chihuahuas to Great Danes, waiting for their trains. Greyhounds are frequent travellers, too.

And, not to be outdone, the feline fraternity is also represented in large numbers.

INEVITABLE—MINISTER

(which ends next year), and just to maintain that level for the coming 5-year period would take \$2,300 million.

"We are in a similar position to Los Angeles 20 years ago," he said, "when they were going to have public transport or the motor car.

"Places that decided on the car are now trying to get back to public transport.

"I'm more convinced than ever that Governments should re-examine their freeway policies.

"Freeways tear the insides out of cities."

The best way to attract people back to public transport was to provide fast, clean and frequent services, he added.

Many trains were too old and not fast enough.

EXTRA COMMISSION

All Australian railway systems lifted their commission to accredited travel agents from five to seven per cent from July 1.

ADELAIDE'S DIAL-A-BUS FALLS BY THE WAYSIDE

Adelaide's experimental Dial-a-bus system has been forced out of business by excessive demand!

The company, operating under State Government sponsorship, announced that it was impossible for their staff and the 14 buses to keep up with the work load.

Under the system, people wishing a bus to call, telephoned a number and stated their pick up and destination points.

At a central control room, routes to combine the loads into an economical load were worked out and the drivers instructed accordingly.

Company operators claimed that a bus would be at addresses in the specified areas within 30 minutes of calling the number.

While the Government reconsiders the scheme, the buses will be used in tourist and charter work, reports *The Australian*.

PROFIT SHARING REPLACES RULES ON U.S. LINE

A railway with the name of Providence must have an interesting background, and America's newly formed Providence & Worcester Railroad, which started operation on February 3, has just that.

Railway Gazette International reports that the United Transportation Union has granted major work-rule concessions to employees and management of the 88.5 km (55 miles) former Penn Central branch.



Providence & Worcester might be the name of the railroad operating this locomotive (one of six leased), but to the 21 employees, Providence is an interesting union-management agreement.

KNOCKOUT!

The Northern Territory heavy-weight title contestants were a buffalo and a Darwin-bound iron ore train, but the Victorian equivalent, the Mallee bantamweight championship, was slugged out over one round by an emu and a repairer plus trolley.

Even the date of the bout was ominous—Friday, July 13.

Repairer Max Neville was quietly patrolling on his trolley between Ouyen and Speed when suddenly, out of the adjoining bush charged an emu, which ran straight into him.

Off the line crashed the trolley; off the trolley crashed Max; and out of the whole scene crashed the high-speed emu.

When his head cleared Max surveyed the scene—the emu lay nearby with a broken leg, while Max's wounds ran to torn clothing, a giant lump on his head and a good dose of gravel rash (*ballast rash?*) on his arms, legs and hands.

Max and his trolley then limped into Speed for first-aid, where Assistant Stationmaster Terry Casey promptly diagnosed his head injury as an 'emu egg'.

On Sunday July 1, all Australian railway systems switched to metric measure. Before the date came many official books giving the rates, charges and distances in metrics. Conversion charts came too, for the staff to use while the actual physical conversion grinds its way along its three-year programme following

M DAY

Shortly before M-Day, all spare scales held at the Workshops were converted and tested, to start the programme.

Most of the scales at Flinders Street and Spencer Street stations—the system's busiest—were converted the week-end before M-Day.

The day after the official change-over date, railway staff began the massive task of converting the system's 2,404 sets of scales from Imperial weights to metric mass—singled out as the most important and urgent change.

Three weeks were allotted to convert all the 56 lb scales at metropolitan stations to 25 kg weighing devices—there are 798 scales in service. In fact, 25 and 50 kg scales account for almost 40 per cent of the V.R.'s weighing devices.

On the Monday morning, they were dispatched by truck to selected stations on the Sandringham line and exchanged for their Imperial unit scales.

Back at Spotswood Workshops, the newly collected scales were quickly converted, tested, and sent to other stations the next day. This 'quick' conversion ensured that all stations had continuous use of a set of scales.

Victorian Railways are one of the few bodies licensed to test and adjust scales.

Their set of Imperial test weights dates back to 1884, and a prized possession is their new set of metric weights.

Problems

The compulsory changeover, while offering little benefit to the Railways and not gaining extra traffic, will cost a substantial amount.

Weighbridges, for example, will each cost about \$700 to convert; there are 56 of them, plus the electronic weighbridge at South Dynon.

Also, the 1,424 platform scales pose special conversion problems.

At the moment, a slip weight ratio of one lb. (454 g) to one cwt. (50 kg) gives accurate measurements, but as the conversion has to be hard (to an approved exact metric amount) this relationship cannot be maintained.

Conversion engineers are hopeful that merely by recalibrating the scale they will be able to keep about the same measuring range with a slip unit of 500 g (17.6 oz.).



Acting Foreman Peter Ewenson holds some of the V.R.-designed metric faces. The scales surrounding him are located mostly on station platforms.

Conversion of these scales—and the weighbridges—will not start until later this year.

Conversion teams have just finished converting scales from stations within 100 km (62 miles) of Melbourne. Districts will follow, Geelong is being worked on now.

V.R. staff designed the new dials to fit the Department's extensive range of 25 and 50 kg weighing devices.

In fact, the V.R. has been asked to undertake the conversion for some private companies and other Government Departments.

Other conversions

All the training for operating staff, and the issuing of 25 books and leaflets were accomplished before M-Day and conversion, apart from the weighing machines, now centres on stencilling wagon capacities and tares on to the more than 23,000 items of rolling stock.

Another team are preparing the needs for educating V.R. staff in the intricacies of following building plans in metric sizes.

Once the training is completed, the workmen will tackle the Department's first all-metric size building—a small area for the signals and Communications section at Wodonga. All measurements will be in millimetres.

Another metric 'first' is the task given by Railways of Australia to the V.R. to design a new metric rail section for 60 kg/m (120 lb. per yard) stock.

About the only other major area remaining for decision is locomotive and train speedometers and the many curve boards showing maximum train speeds throughout the State. That decision will be made later this year.



The metric conversion team at Spotswood Workshops at work on some 25 kg scales. The team is Apprentice Fitter and Turner Rod Haywood (nearest camera), Fitter Alan Anderson (centre) and Carpenter Ian McLean.

EXTRA 'DAYLIGHTS' TO SYDNEY

Intercapital Daylight will run between Melbourne and Sydney in both directions on Sundays during school holidays.

The train, which makes the fastest surface journey between the two capitals, will run during this year's spring and Christmas and next year's autumn and spring holiday periods.

Intercapital Daylight has been well patronised when running on Sundays during recognised holiday periods.

WATCH YOUR LANGUAGE!

Metric units all have a base unit—metre, gram, litre, pascal, bar, etc. (see July 1972 *News Letter*, p. 103), but there is a range of prefixes which can be added to give different fixed amounts.

For example, 1000 grams is a kilogram—kilo indicating one thousand.

Naturally, with the changeover, some people will incorrectly name the units while others will invent new ones. So, to keep the record straight, here is the full list of prefixes, their symbols and values:

tetra	T	1 000 000 000 000
giga	G	1 000 000 000
mega	M	1 000 000
kilo	k	1 000
hecto	h	100
deka	da	10

deci	d	10th
centi	c	100th
milli	m	1 000th
micro	μ	1 000 000th
nano	n	1 000 000 000th
pico	p	1 000 000 000 000th
femto	f	1 000 000 000 000 000th
atto	a	1 000 000 000 000 000 000th

The terms most people will come in regular contact with are kilo, mega (thousands and millions) centi, milli and micro (hundredths, thousandths and millionths).

LITTLE BRIDGES



While the St. Kilda line was out of action last month for renewing the City Road bridge, railway workmen also took the opportunity to do a similar—but smaller—renewal at nearby York Street bridge. Here, in 16 hours, new beams and decking replaced the old, concrete was poured and the tracks restored, to give the old bridge a new lease of life.

NEW N.S.W. LINE?

N.S.W. Public Transport Commission is planning to ask for Federal aid to build a railway to serve the Manly/Warringah area of Sydney.

A line from North Sydney to Mona Vale or Newport with a branch to Manly Beach is envisaged to bring rail services to the last area of Sydney's metropolis not served by rail—after completion of the Eastern Suburbs line, that is.

—*Railway Gazette International*.

BIG BRIDGES



Bridge building was big news during July. In another week-end battle against fog and time, railway workmen positioned a pre-fabricated steel bridge structure at Francis Street, Yarraville. During the early hours of the morning, when the fog lifted a little, this was the scene as workmen guided the bridge into position.

SUGGESTIONS ADOPTED

During June, the following awards were granted for these suggestions:

- Cramp hold for rivetting strap hangers \$90
- Alterations to waybill sorting \$30
- Flange lubricators for curve near Hawthorn \$25
- Level crossing sign at Violet Town be moved \$5
- Signposting at Darling station car park \$2
- Price list of uniform clothing be published in *Weekly Notice* \$2
- Renewal of numbers on time clocks \$2

WE WERE WRONG

It was red faces all round with the first issue of *Victorian Rail Ways* in June.

There were two errors. One was the transposition of the captions for the Accountancy Branch heads (p. 95)—John Bewsher was in the middle and Ron Featherstone on the right—and Editor Clarke couldn't count, because when he thumbed

through the original 1930 *News Letter* (p. 82) he counted eight pages.

But, following a recount suggested by some pre-1930 vintage railwaymen, he found that there were really only four pages. Apologies all round.

people

More turtles

It's probably the only exclusive club that no-one wants to join—but once they're in, they're certainly glad they made it.

That's the turtle club—and it now has 12 V.R. men as members. To gain entry, a workman's hard hat has to save him from injury (or worse) and that's the origin of the club.

During June, two new members were welcomed—and an old friend gained his second membership.



Mr. Bastin

Arthur Bastin was the man fortunate enough to be saved from serious injury twice by his helmet.

It was 4 a.m. outside the Burnley sub-station when the contact wire suddenly dropped 4.9 m (16 ft.) striking Mr. Bastin on the

safety helmet. He was uninjured.

In his previous accident, a branch weighing 11-14 kg (25-30 lb) fell 7.6 m (25 ft.) during a tree-logging exercise. The helmet was split but Mr. Bastin was uninjured.

Mr. Vic Mead of Warragul is a new member also. His accident happened when he was transferring contact and catenary wires. A hook-eye and pulloff straightened causing the overhead assembly to lose tension and drop.

Mr. Mead, who was working on a ladder 6.1 m (20 ft.) up, was struck on the helmet by the wires and a 25.4 cm (10 in.) double disc insulator weighing 9 kg (20 lb.).



Mr. Mead

His arm and leg were pinned to the wire and two workmates saved him from further injury by preventing the ladder from crashing to the ground.

Mr. Mead received only minor injuries, but no head injuries.

The incident which gained Mr. Barry Atkins his membership can only be described as remarkable—and one thing's for sure, you won't separate Barry from his hard hat on the job these days.



Mr. Atkins

His accident happened at the City Road Bridge South Melbourne, while he was cutting rivets from the old bridge structure.

Working from a small hole beside the track, he was struck on the back of the helmet by a train passing at about 60 km/h (35 m.p.h.).

He was shoved forward by the initial impact, then dragged further forward by the train's steps as it sped past.

A head-ache-and-a-half and severe back bruising was Barry's total injury list—but how many do you know who've been hit by a train and lived?

SUPPER DANCE

Tudor Court, 141 Kooyong Road, Caulfield, is the venue for the Metropolitan District Social Club's Grand Final Eve Supper Dance, on Friday, September 28.

Tickets, at \$12 a double, B.Y.O., plus all the information, are available from the Metropolitan District Engineer and Road and Works Foreman's offices.

Trains and cars and planes

Healesville's Assistant Stationmaster, Tom Thompson, is building himself an aeroplane—but only because it appears "easier than some of the other tasks" he has set himself over the years.

For Tom, his engineering talents have been a hobby, wherever his railway career has taken him.

People were quick to note his talents after he built a lathe during 1938, and, after the War, armed with

a lathe purchased from an ordnance factory, he was given his first challenging commission—a model live steam locomotive.

At the time, Tom was Yard Assistant at Wycheproof, and also the town's watchmaker, and the Sea Lake Stationmaster, Len Lalor, after hearing of Tom's talents, set him the task. (Len recently retired from the post of Manager, Passenger Operations.)

Fascinated by the engineering problems, Tom set about building a 71 mm (2½-in.) gauge British-design locomotive.

Twenty-seven years later, it is nearly finished, but Tom is not too sure whether he should contact Len and tell him his locomotive is ready! This fine model has already been tested on compressed air, and runs well.

But Tom is not the slow worker that his locomotive project makes him seem.

Sandwiched amongst fits of activity on his steam engine, there have been many other tasks tackled.

His favourite one has been the building of a working model V8 internal combustion engine.

This incredible model has 25.4 mm (one inch) bore and stroke, and again satisfied Tom's curiosity about intricate engineering problems.

"There were many problems with making parts this size, but I was eventually able to overcome them all," he added with pride. "I estimate that I spent over 2,000 man hours on that project alone."

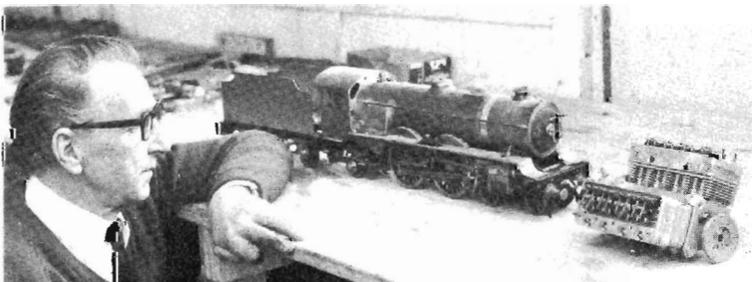
Another of his projects was to build himself a car—which he has used for some years and, although still registered, is now waiting for alterations to its body styling.

But now Tom is looking forward to a new challenge—building his own aeroplane.

Quietly commanding a corner of his workshop is a 49 kW (65 h.p.) Continental aircraft engine and a mound of blueprints for a Jodel D11—an 8.2 m (27 ft.) twin seater.

"Building your own plane isn't as rare as it sounds," adds Tom, fingering a magazine indicating instructions for the do-it-yourself aviator.

"And the D.C.A., who have to approve the various stages of the construction, have given me a test



Tom Thompson with his model V8 and steam engine.

piece to build, to test my workshops facilities and workmanship," he added.

This test piece—of curved wooden construction—has to be accurate to within .4 mm (1/64th of an inch).

Just the sort of challenge that Tom loves!

The aeroplane project has accelerated the completion of Tom's other projects, and he intends selling his steam locomotive to raise funds for aeroplane parts.

Tom joined the V.R. in 1939 in the Ballarat Goods Shed. Apart from his years at Wycheproof, Tom's only other posting has been to Healesville, where he arrived in 1951.

And that home-built lathe is still working—in a Healesville factory!

Man of many hats

Warragul Overhead Maintenance Supervisor Vic Laity takes his sporting interests very seriously—and they take up most of his spare time.



Mr. Laity

For a start, he is president of the Logan Park Sports Improvement Committee (which controls Warragul's Logan Park complex where eight different sports are conducted), Secretary of the Warragul Cycling Club, and Secretary of the Gippsland Amateur Cycling Club Delegates Committee.

Logan Park is claimed to be the best sporting complex in Australia, and caters for trotting, greyhound racing, football, cycling, athletics, pony clubs, the agricultural society and the kennel club.

In his youth, Vic was a keen bike rider and it is this sport which holds most interest for him.

He was delighted to judge the Australian Track Titles when they were held at Warragul—to select the team for the Munich Olympic games—the first time outside a capital city.

Cycling interest is high in the family—11 years ago Vic took over the Secretary's tasks from his son.

Vic has always thought that the V.R.I. should try and organise a day of bike racing for the V.R. cyclists on the Logan Park track.

"We've got some toppers amongst our ranks," he said. "There's Kevin O'Malley, last year's Warranbool runner-up, Eddy Martin, a noted road racer, Owen Hicks, a Footscray amateur, plus many others".

One of only two Overhead Maintenance Supervisors in the V.R., Vic started as a skilled labourer in

1940. In the following years, he was a high tension linesman, worked through the various grades of inspector and supervisor, and then gained his present position at the Warragul Depot.

Stood in for Prince Philip

Many passengers who have travelled by *Southern Aurora* and eaten in the dining car or relaxed in the adjoining lounge car have met steward Roy Ritchie, in charge of a team of eight refreshment staff in the two carriages.

Likewise, Roy knows all the regular travellers—and has attended to many V.I.P's.

Since Roy's first trip on *Southern Aurora* in 1962, he has travelled five times a fortnight on the train, but only between Melbourne and Albury—very familiar territory for him, because he started with the V.R. 20 years ago working on the dining car of *Spirit of Progress* between Melbourne and Albury.

"In those days, we'd serve 200 dinners a night; on the *Aurora* the figure rarely passes 80, mainly because of the later departure time.

"But the presentation is different. On S.O.P. the meals were mostly pre-cooked, but S.A. meals, particularly the joints, are put in the ovens at strategic times from about 4 p.m.," he said.

On occasions, there are birthday parties held in the dining car when the wife—and sometimes the husband—pre-orders a birthday cake complete with candles.

Off the job, Roy teaches sloyd to the local 10-15 year olds in and around McKinnon.

"I have always been interested in carpentry, sharpening tools and pottery," he added.

Of all the V.I.P's that Roy has catered for, perhaps the one that stands out more than anyone else is Prince Philip—and with very good reason.

Roy was on the Prince's special train to Gippsland and Prince Philip had a seat at the rear to wave to the cheering schoolchildren.

When the Prince had to temporarily leave the area, Roy, seeing so many long faces among the youngsters, decided to wave to them. Immediately they cheered and waved back.

Shortly afterwards, the Prince returned unobtrusively. Before Roy could explain, Prince Philip remarked: "Fine job Roy. You've stood in well for me."



Mr. Ritchie

Business up 300 per cent

When Tony Hamilton was offered a stationmaster appointment at Trentham, he thought of Trentham as a quiet little potato-producing backwater—but he was proved very wrong within a short space of time.



Mr. Hamilton

After a couple of weeks at his new post, the local saw mill boosted rail business enormously by railing thousands of creosoted poles to S.E.C. installations throughout Victoria, and to some interstate areas.

Trentham's three-track yard bulged with nearly 60 wagons waiting for loading, and, as fast as they were cleared, more empties were brought in.

The pole business has remained good, and there have even been shipments of poles coming in from N.S.W., for creosoting, before being railed out again.

Trentham's days as a potato-producer seem gone forever, although several consignments are railed interstate each year—but the days of complete 'spud' trains are not seen any more.

For Tony, the pole business could not have come at a better time; coupled with some other traffic that he obtained, the station's revenue has more than trebled in his 20 months there.

During the recent droughts, Trentham district was a regular supplier of grass hay, and this kept the small yard full.

Tony's 10 years with the V.R. have been mainly at Metropolitan stations, apart from time at Manor and Gisborne, and, of course, Trentham.

RETIREMENTS...

COMMERCIAL BRANCH

Chandler, H. D., Head Office, 15/6

ROLLING STOCK BRANCH

Atamian, S., T.L. Depot, 13/4
 Buchanan, A. G., Head Office, 21/6
 Bullock, W. E., Bendigo North, 5/9
 Cairns, A. G., Newport, 6/7
 Compagnino, S., Jolimont, 27/6
 Costoglou, S., South Dynon, 11/9
 Diliberto, S., North Melbourne, 4/9
 Dimos, C., Jolimont, 5/6
 Fotiadis, T., Jolimont, 25/5
 Jenkinson, D., Bendigo North, 16/6
 Jolley, R. E., South Dynon, 27/6
 Kelly, K. F., Bendigo Loco, 12/6
 Kennett, S. J. M., Geelong, 21/6
 Minnala, G., Newport, 14/9
 Parry, A. R., Ballarat North, 30/5

SECRETARY'S BRANCH

Agnew, H. F., Head Office, 9/7

STORES BRANCH

Garelli, G., Reclamation Depot, 30/7
 Moss, J., Perm. Way Depot, 1/6
 Smith, W., Spotswood W'shops Store
 18/6
 Zuccaro, B., Perm. Way Depot, 22/8

TRAFFIC BRANCH

Bechaz, V. H., Geelong, 6/7
Burns, W. H., Ballarat, 15/6
Cannon, T. W., Melbourne Goods, 3/9
Coady, H. J., Lilydale, 21/7
Di-Benedetto, G., Melb. Goods, 15/9
Doyle, H. A., Deepdene, 29/6
Hickey, C. B., Echuca, 6/9
McLean, N. L., Flinders St., 7/7
Martin, L. P. E., Tottenham Yard, 2/7
O'Meara, G. H., Nth. Melbourne, 16/9
Pimm, M. J. H., Dandenong, 27/6
Quanchi, H. D., Spencer Street, 27/9
Riggall, C. E., Hurstbridge, 23/9
Stanley, E. P., North Brighton, 28/7
Watts, G. K., Locksley, 23/7

WAY AND WORKS BRANCH

Bowyer, P. C., Engr. of Spl. Wks., 8/8
Britton, A. M., Coburg, 4/6
Brown, D., Greensborough, 6/7
Ciancio, D., Shepparton, 2/9
Conry, G. A., Head Gardener, 17/7
Dell, K. A., Warragul, 30/5
Durda, S., Engr. of Spl. Wks., 13/6
Duff, E. J., West Bank, 7/9
Durka, A., Seymour, 8/9
Evans, J., Koroit, 2/7
Gleeson, M. J., Sunshine, 5/9
Golebiowski, T., S&C Flin. St., 17/9
Haby, F. C., Road Foreman, Relay 2, 5/8
Hadden, W. L., Ballarat, 16/5
Hansen, H. B. J., Seymour, 13/8
Head, J. L., Plant Engineer, 15/6
Harris, L. M., Flinders St., 11/9
Hughes, T., Mordialloc, 24/9
Humphrey, T. A., Maryborough, 13/7
Fitzpatrick, Power Signal Supervisor, 8/8
Giamiccolo, G., East Melbourne, 11/9
Kluczynski, F. W., Warragul, 21/8
Kubica, P. F., Engr. of Mach. & Water Supply, 13/7
Lonergan, J., Yarrowonga, 11/9
Long, C. J., Engr. of Spec. Works, 6/6
Giuffrida, F., Plant Engineer, 6/7
Osborne, S., Spotswood, 4/9
Palermo, G., Spotswood, 16/8
Pap, I. Sale, 6/8
Pauli, W. M., Ararat, 6/7

RAILWAYS REGRETS TO RECORD THE FOLLOWING DEATHS

ELECTRICAL ENGINEERING BRANCH

Brown, L. M., Head Office, 18/7

ROLLING STOCK BRANCH

Fink, N. P. W., Jolimont, 21/4
Frawley, T. X., Ballarat North, 17/4
Peckett, J., Newport 4/7
Peterson, E. W., Ballarat North 5/7

TRAFFIC BRANCH

Fennis, L. J., Melb. Goods, 15/5
Leitch, J. A., Melb. Yard, 8/7
McDonald, J. N., Bairnsdale, 6/4
Ryan, M., Spencer St., 11/7
Sansoni, F. A., Hawksburn, 14/7
Seery, J. R., Warragul, 24/4
Soutter, C. D., Spencer St. 7/7

WAY AND WORKS BRANCH

Andrea, A. J., Korong Vale, 9/4
Fry, T., Benalla, 8/4
Gunn, F. L., Redcliff, 13/4
Hamilton, R. A., Sale, 16/3
Hanley, E. D., East Melb. 17/2
Kennedy, W. H., Maffra, 8/7
Lewis, W. R., Seaford, 30/6
Montebello, S., Spotswood, 12/5
Perkins, L. J. K., Ararat, 14/4
Perry, G. E., Ballarat, 14/6
Pitts, F. A., Traralgon, 19/3
Purcell, R. M., Korong Vale, 21/4
Saracino, A., Spotswood Work-shops, 17/3
Senkans, V., R. F. Relay (1), 15/3
Skipor, H., Dynon, 14/5
Taylor, E., Warragul, 22/5

Institute INews

MR. GIBBS TO SPEAK

As a railwayman of only 10 weeks, what are the first impressions and observations of the new V.R. Chairman?

What does it take to make the transition from the top of the car industry to the top of the State's biggest transport concern?

What sort of man is the new Chairman, who now largely controls the destiny of the V.R.'s 25,000 employees?

Railway men and their families can find out on September 18 when Mr. Gibbs faces railway people to tell of his background, his interest in railways and a little on the future that confronts him and the V.R. "On the move—from motor cars to railways" his talk has been titled. He has sub-titled it "The making of a Chairman."

Surprisingly, people will hear how Mr. Gibbs has always sought a railway career—and never really achieved his ambition until now.

Transport, he said, has always been in his background—ever since he noticed that his pram had four wheels!

He will also reveal that the strongest impression that has been made on him to date has been the loyalty and tradition of people in the railway 'family'.

They will hear some of the fallacies surrounding the motor car industry dashed, and see that railway problems are not that remote from those facing all big business.

They will see how Mr. Gibbs, both as a member of MURLA and private traveller, has looked closely at modern transport throughout the world.

They will hear what has impressed him, and see that Mr. Gibbs is aware of the enormity of the task confronting him, yet optimistic of his chances of success.

And of the future?

The role of the V.R. Board will be spelled out, and mention made of several of the possibilities that could be used to achieve the Board's aims of cutting the deficit.

Illustrated with colour slides, the talk will be anything but a serious technical lecture—anecdotes and humour will be sprinkled throughout.

Tickets for the evening, which starts at 8 p.m., are available from the V.R.I. at Flinders Street—contact auto. 2445.

THE V.R.I. LIBRARY— 1888-1910

From its inception in 1888, the Victorian Railways General Library grew in leaps and bounds.

Generous grants by the Commissioner, and many donations, enabled the library stock to steadily increase in its first two years. Canvassers sought new members throughout the colony (as it then was), and membership reached 1,400 in 1891.

But near disaster struck. From the mid-1890's, the Library Committee found that finance was an ever present problem in providing an adequate library service.

After only four years, lack of funds had so restricted new purchases that nearly half the members declined to renew their subscriptions. On numerous occasions liabilities exceeded the bank balance, and the Commissioner was approached for grants to enable these accounts to be paid.

On one occasion the Librarian reported to the Committee the embarrassment he suffered at the number of debt collectors visiting the library!

The Committee men, many of them senior officers of the Department, were faced with unfinancial members, delinquent borrowers, eligibility for membership, expenditure, staff, advertising, book selection, complaints from members and many other matters.

Damaged books were submitted to the Committee for direction on action to be taken.

One of the more intriguing of these cases was that of the book which, in the Librarian's words, had been "shot by a pistol bullet which had penetrated through the back cover and 129 pages of the interior, thereby damaging it". The Committee wrote to the member responsible, and "after hearing the pros and cons of the case . . . decided to drop the matter". Unfortunately, the pros and cons were never revealed.

Another case of malicious damage involved the use of a razor sharp knife whereby a book was ruined for the sake of a picture of a football match.

By 1901, the Committee was comparing the facilities available to Victorians, with those in N.S.W. and Queensland, where Railways Institutes were already operating. The formation of a Victorian Railways Institute, with accommodation for classrooms and social activities had been recommended by the Commissioner and gained Ministerial approval. Accommodation was allotted in the proposed new Flinders Street station building.

In 1907, with Library membership down to 254, despite every recruiting effort, a Committee representative visited the N.S.W. Institute to investigate its objectives, facilities, and operating costs.

On December 17, 1909, the Vic-

torian Railways General Library Committee held its final meeting, the Library being absorbed into the Victorian Railways Institute which was officially opened on January 22, 1910.

One can imagine the sigh of relief with which the Committee-men handed over their burden to the new Institute Council. But at least three of these men re-appeared as nominated Councillors and one as Chairman of the Institute Library Committee.

The Library, with more funds available, soon thrived again. In the next issue, the Institute Library's development over the next 63 years to its present stature—with 25 branch libraries throughout the State will be described.

DERBY EVE DINNER DANCE

Nominations were recently called for the VRI Derby Eve Dinner Dance to be held at the Chevron Hotel in St. Kilda Road.

It is time for final acceptors to be brought to the notice of the stewards to ensure that they are eligible for a start.

Acceptors can record their entry by ringing the Assistant General Secretary on Auto. 1642. Details can also be obtained as to conditions of the track, type of food and liquid refreshments available for the competitors and any further information necessary for a good meeting.

For safety reasons, the field must be limited to a certain number, therefore it is important to enter — early.

The fee of \$18 a double covers entry to the "course", food and liquid "revivers" for all starters and entertainment in the "enclosure".

As everyone will be Totally Abstaining from Betting the best silks can be worn without the fear of losing the shirt off your back.

INSTITUTE SPORT

VRI v. API Football

The annual football clash between the Posties and ourselves was played, as usual, at the Junction Oval, St. Kilda. An inspiring pre-match address by Coach Sharp—particularly his mention of the fact that if there was a repetition of last year's thrashing, then the boys could look forward to cold pies and definitely no tomato sauce after the game sent our team out on the field full of fire and enthusiasm.

Captain Lindsay Murphy won the toss and elected to kick with a howling gale behind him; so what happened,

the Post Office boys declared our forwards "black" and wouldn't let them touch the ball. At quarter time we led by two points—2-4-16 to 2-2-14. A much more determined performance by the Railway boys in the second quarter kept them in the game but at the big interval they trailed by 11 points and were really in trouble. By $\frac{3}{4}$ time we had converted the 11 point deficit into a 10 point lead, proving that the Railways don't always run at a loss. Never-the-less, the Postal blokes were coming home with a five goal wind behind them and our slender lead did not seem nearly enough. However, carrying out some forthright directions from the coach, and quite a few of the spectators, we still had that 10 point lead when the final siren sounded. Final scores: VRI 11-10-76 to API 8-18-66. Best players for the Railways were Murphy, Tarrant and Flavell and the Post Office were best served by Davis, Renfrey and Collins.

You read of the huge sums of money paid by some VFL clubs to obtain the services of top line coaches, yet nobody has bothered to snap up our man of the moment, Jack Sharp, VRI Coach. His record would compare well, yet he's just allowed to sit around on his old wrecking crane and dream of next year's victory.

Angling Club

The VRI Angling Club's annual meeting will be held at 8 p.m. on September 15 in Room 109 at the Institute.

If members of this club wish for a successful year, and to enjoy the activities as they have in the past, it is imperative they attend and give the committee full support for the forthcoming year.

The club boat has undergone extensive repairs and is now in excellent condition.

Secretary, John Williamson, Room 77, Head Office (auto. 1278), has further information.

VRI Fencing Club

Over the years the VR has provided a wide variety of sports in which its members can participate and from these have come top sportsmen and women who have gone on and represented Australia at various world competitions.

The VRI Fencing Club is a good example. Under the astute leadership of Andy Szakall (who has managed the Australian Olympic Fencing Team on more than one occasion) and incorporating the best instructors, this club has produced many top class fencers.

The last Victorian Junior Fencing team to participate at the Australian Championships consisted of nine boys (seven from the VRI Fencing Club) and five girls (three from the VRI).

Success went to VRI members this way:

Men's Foil		Men's Sabre	
A. Drew	1st	A. Drew	1st
C. Shepherd-Clark	3rd	B. Sharpe	3rd
G. Scott	4th	C. Shepherd-Clark	5th

Men's Epee		Woman's Foil	
G. Scott	1st	B. Hubl	2nd
Z. Vilagosh	2nd		
A. Drew	4th		

If any railway personnel or their dependents (who are Institute members) would like to learn the art of fencing, they should get in touch with either Mr. J. Conlin on Auto. 1574 or Mr. A. Szakall auto 1166.

Ouyen Football

Ouyen are now top dogs in the Mallee football world — final scores — Ouyen 17-12-114 defeated Mildura 7-9-51.

After Ouyen kicked 7.5 in the first quarter, they came complacent and it was only a Barassi-like move by the Ouyen coach that saved the day. He refused to let his men change ends—backs became forwards and vice versa!

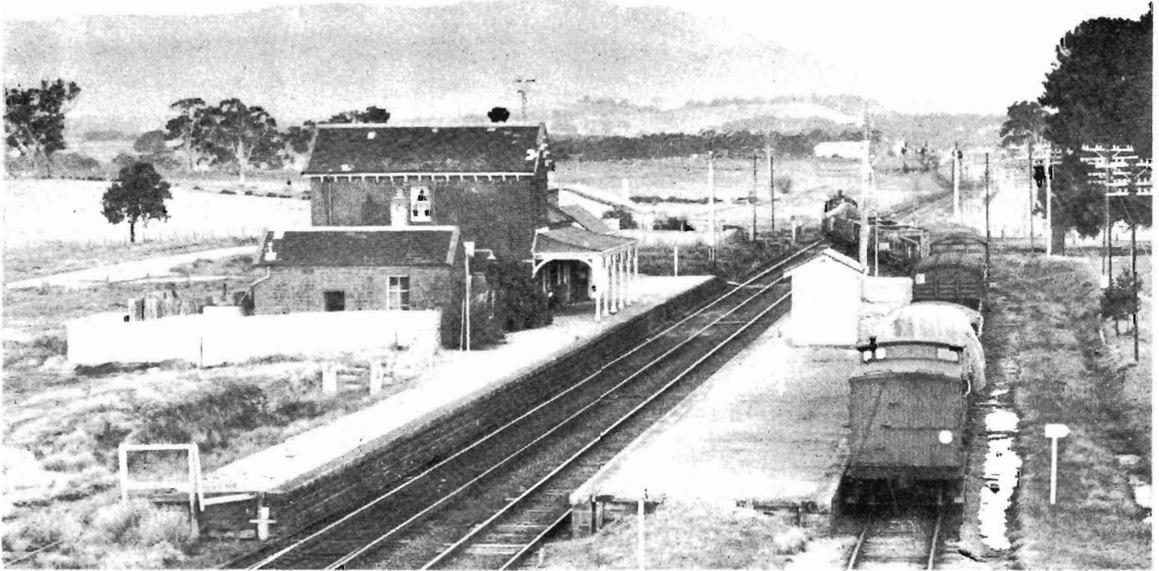
After half time, Mildura staged a great come back, but although playing the "loose" man to perfection (it was found later that they had 21 men on the ground) failed to pull the game out of the fire.

The after-match social proved a great success. The Ouyen ladies are to be congratulated on the afternoon tea they provided, while other plaudits go to Darrell "the Barrell" Bursill, who umpired until he ran out of puff, W. "Foster" Doyle, head trainer on the day and of course, those mighty Mildura men who put up such a fight.

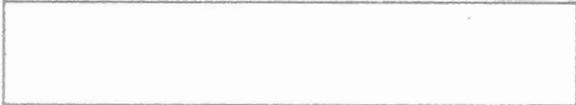


V.R.I. coach Jack Sharp lays the law down to the team.

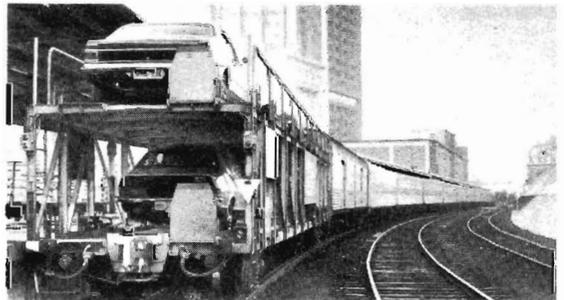
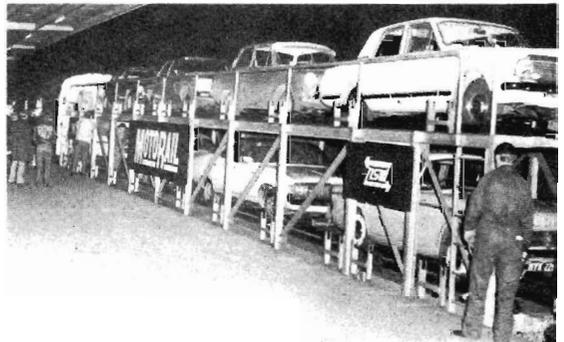
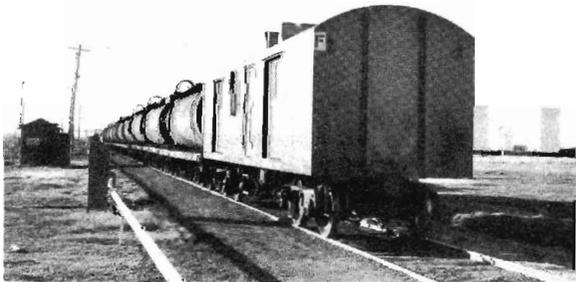
Trains



BRANCH LINE trains are generally small – but not on the Daylesford branch of late. Booming business in poles from Trentham has boosted the length of trains on this train to very respectable lengths. This scene of the lonely junction station, Carlsruhe, shows a train from Daylesford coming off the branch on to the main line.



MOTORAIL came to *Southern Aurora* on July 1 – and first night business was a load of eight cars (right). Although MotoRail wagons leave the capital city on the front of the train, they arrive in the opposite city on the rear – a little shunting at Albury takes care of that! In this later view of *Southern Aurora* and its MotoRail wagon, included in the load just arrived from Sydney are a GTS Monaro, a Torana XU-1 and a GT 351 Ford – the sort of cars you would expect to see hurtling along the Hume Highway instead of hurtling along the steel highway.



OIL TRAIN: B.P., Shell and Golden Fleece have joined forces to use a special oil industry *block train* carrying about 409 500 litres (90,000 gallons) of petrol, kerosene and diesel fuel from B.P.'s Altona installation to their recently expanded Wodonga terminal. A late evening departure from Paisley gets the train to Wodonga early the next morning. After unloading, the nine tank cars – supplied by the companies – are returned for reloading. The train, running three times a week, could run nightly when demand warrants. It started on July 2.

VICTORIAN



RAILWAYS

September

1973

10 CENTS



Spencer Street station has been part of Victoria's railway scene since 1859—when the first Government train ran from there. For the first 100 years of its career, the station was the subject of many proposals for grander edifices more in keeping with the status of the major long-distance terminal. Despite this century criticism, the original 1859 station remained remarkably little changed until the standard gauge project of the early 1960's. This two-part article shows

SPENCER STREET'S CHANGING FACE

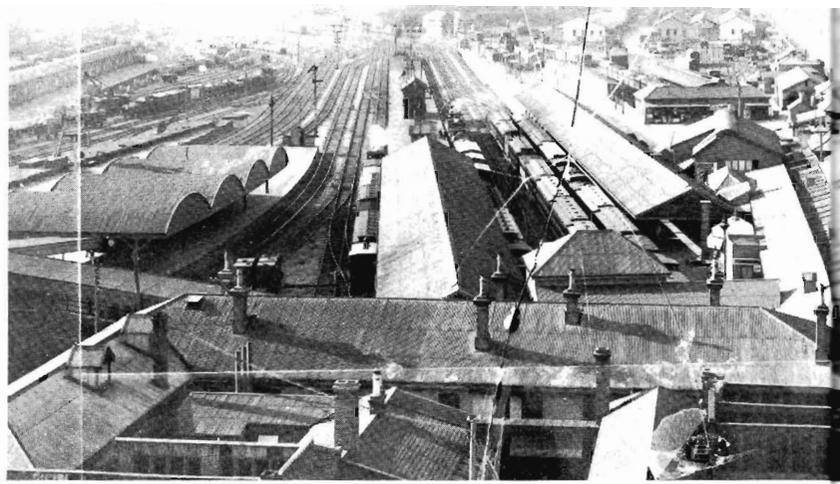
The site of the present Spencer Street—terminal station was an 18.6 m (61 ft.) high knoll—Batman's Hill. In 1835, when Batman and Fawkner started their "village" which was to become Melbourne, Batman built his house at the foot of the hill—the spot becoming known as Batman's Hill.

Fawkner also decided that the place was ideal and built his home there, too, and wheat and vegetables were sown between the foot of the hill and the river.

At this stage, Batman was in Tasmania. On his return, he objected to Fawkner's house being on his hill, and Fawkner later moved his house further along the Yarra to where William Street is now located.

Batman's house was the scene of Melbourne's first church service by an ordained minister, on April 24, 1836.

Originally, the hill extended over the area now occupied by the VR administrative offices and portion of Melbourne Goods Yards. It was on the north bank of the Yarra and



Melbourne changed a lot . . . but Spencer Street station changed very little between this

to the west of Spencer Street.

Batman's house, as far as can be ascertained, was between the second and third trees on the incline leading from the railway viaduct to the goods sheds.

Batman's Hill was a natural grandstand, and Melbourne's first race meetings were held on a course that extended from its base to where North Melbourne station now stands. All this, too, has become railway land.

In 1840, the races were moved to a new site—Flemington.

Batman died in 1839. In December 1841, his home was requisitioned for Government Offices and even had the honour of housing the Treasury for a short period.

During the 1840's a trigonometrical station and river navigation beacons were erected on the hill top.

In 1844, Melbourne's first botanic garden was formed there but the locality proved unsuitable. Between what is now Spencer Street station and North Melbourne station there was a lake teeming with wild-fowl. Trees and wildflowers covered its banks, making it a favourite place for the citizens of the young metropolis.

In later years the spot became a favourite promenade when military

bands played on Sunday afternoons.

A Government gunpowder magazine and an immigration depot had sprung up around the base of the hill soon after the first gold discoveries. An immigrants' hospital and surgery were established adjoining Batman's original house site.

Suddenly the word in the community was railways. Companies were being formed to bring the new form of transport to the colony.

Despite recommendations to the contrary, the hill formed part of the boundary of the general 20.2 ha (50 acres) terminus for railway companies authorised in 1853. Three years later the first work on the site was undertaken when the Government took over the uncompleted works of The Melbourne and Mt. Alexander Railway Company and its terminus—Batman's Hill station. Opened on January 13, 1859, it was, officially, a temporary building to be replaced in future years by a more imposing edifice.

If only they knew then what was to transpire in the station's history.

Batman's Hill station was never over-popular with Melbournians and complaints flowed in right from the



By the 1870's, Spencer Street station was well on the way to meriting the criticism " . . . a heterogeneous collection of platforms, offices, sheds, tracks and curves . . . "



This 1889 view shows the lightly altered original temporary station at Spencer Street. Signs above the let-



1895 view . . .

. . . and the station most travellers knew until the 1961-63 rebuilding.

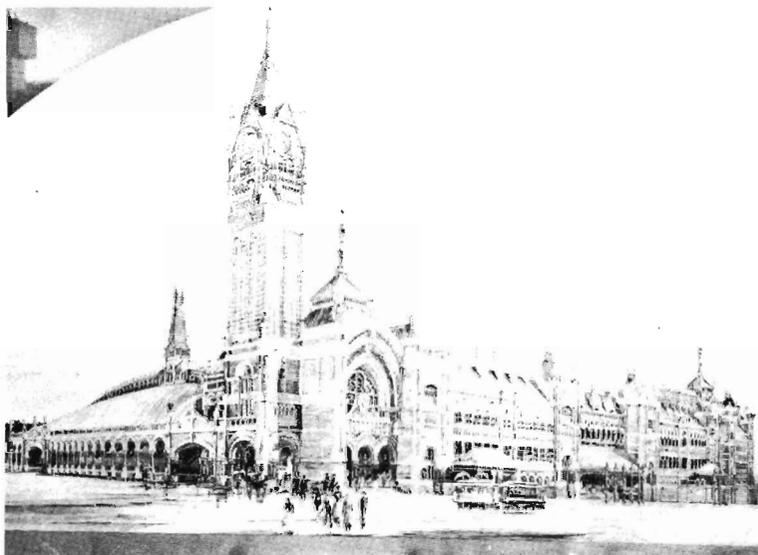
start. Later in the year it was opened, a proposal was submitted for an alternative terminal at what is now the Victoria Market (see November 1971 *News Letter* p. 166).

As early as 1860, plans were drawn up for \$500,000 alterations and improvements. The cost apparently alarmed the ministry and, apart from a few makeshift additions, the general alterations were deferred.

Pressure continued to mount against the terminal and, in 1861, forced a Parliamentary Select Committee inquiry into the alternatives and the two-year-old station.

The committee found in favour of a new site—at the Victoria Market—it considered the Spencer Street area too small for expansion [what would they say if they saw today's development of the "too small" site?—Ed.]. A goods terminal was considered the appropriate fate for Batman's Hill station.

Flinders Street station was also dealt with harshly by the committee. All professional evidence taken by the committee opposed the Hobson's bay terminal—Flinders Street—or a site on the opposite bank of the River



Neither a market place nor a cathedral—but Spencer Street if 1882 plans had been carried out. Believed to be the award winning entry of Architect William Salway, this 1882 lithograph shows the projected building for Spencer Street and Flinders Street railway stations.

Yarra, becoming a central terminal. Traffic increased quickly and it was soon necessary to expand the terminal's facilities. In late 1863 a contract was awarded to Messrs.

Overend and Robb to cut down Batman's Hill for \$50,000. By mid-1865 the top had been sliced off, and Batman's Hill was no more.

Despite the Select Committee's



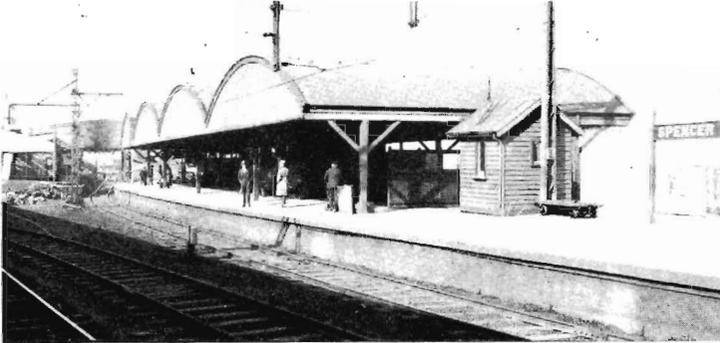
terbox listed lines to which passengers could book. Sydney and Adelaide being listed as branches.



Spencer Street station's exterior to the street of the same name. Although the facade was remodelled between 1895 and 1903, its ancestry can be readily identified from the 1889 photograph.



By early 1924, the new suburban platforms were taking shape. After the shift had taken place, Head Office lawns were extended to cover the area where the tracks had led to Nos. 7 and 8 Platforms. But fate is to have the last laugh. When additional tracks are provided around the viaduct (as part of the underground project) present plans will see them relaid on their 1924 site.



Spencer Street's suburban platform until 1924 was this structure built with the viaduct between 1888-91. The hangar-shaped roof is evident in the 1895 and 1955 general views.



The Man-in-Grey has long been known to VR patrons and this view, which includes his once familiar blackboard of train information, brings back many memories to pre-1961 travellers.



Nos. 9, 10 and 10A Platforms were a little run-down in their later days. No. 9 Platform (right) now marks the approximate position of the new No. 1 Platform, while to the left is now car park. These original platforms were one of the three locations in Victoria—other than at workshops—where tracers (locomotives were transported sideways to another track instead of reversing through points) were used.

recommendation, VR Commissioner Thomas Higinbotham maintained a passive resistance to the scheme. The colony's politics were in turmoil and railway finances were curtailed. Thus, by inaction and chance, opportunities to move the terminal lapsed and were lost.

When the Government decided to build the Gippsland railway controversy again arose as to the site for a suitable central terminal. Government recommendations favoured purchasing the Hobson's Bay United Railway, and rebuilding the company's Flinders Street station for a metropolitan general terminus. The proposal for a passenger station at the north end of Elizabeth Street was also revived.

Higinbotham strongly opposed these plans. The answer, he claimed, was the outer circle railway from Oakleigh to Spencer Street via Fairfield.

In 1874, new plans were prepared by the Railway Department for the entire re-building of Spencer Street, which, at this stage, still had the one original platform for passenger departures and arrivals. The staffs of the Engineer-in-Chief, Accountant, and Traffic Manager were housed in offices placed in various parts of the station premises. Engine sheds, carriage sheds, and other small buildings were scattered haphazardly about the confusion of tracks in the yard. (See 1872 photograph of Spencer Street station, November 1971 *News Letter*, p. 167): A goods shed 335.5 m (1,100 ft.) long, covered portion of the Batman's Hill location, and a low level siding extended towards the river wharves.

By the proposed rebuilding, the passenger station was to be converted into a wool and grain store, 31.1 m (1,020 ft.) long by 45.8 m (150 ft.) wide, fronting on to Spencer Street roadway. Opposite to and some distance from Lonsdale Street, new premises for passenger traffic were to be erected. Three double-faced platforms would handle trains for: Eastern and racecourse, north-eastern; Bendigo and Echuca, Geelong and Ballarat; Williamstown, Gippsland.

Beyond the original station, large goods sheds to handle the goods business of the entire Government railways, would replace the old buildings. Three engine sheds of the "roundhouse" design were to be placed near North Melbourne. A partial diversion of Spencer Street, near Lonsdale Street, was to be made into a street plantation, and hotel accommodation, cab ranks, and other conveniences were to be provided on the railway land at the station entrance.

Like earlier plans, it was not



The year was 1929 and a fleet of fast cabs was waiting to whisk passengers arriving off the *Melbourne Express* (from Sydney) to their destinations. The former Essendon and Coburg platforms had now become three—Nos. 9, 10, 10A—and housed "Whittlesea, Goulburn Valley, North East and Sydney trains" according to the sign.



The main concourse (still intact today) was a high roofed cavern, typical of terminal stations around the world

adopted. But later, parts of it were.

During 1875-80, additions were made by the erection of a new goods sheds, engine sheds and a passenger platform. From 1869-75 more than \$400,000 was spent on alterations and additions to the terminus. By 1880, total money expended on the terminal since it was built in 1858 had probably exceeded \$1 million—and it still consisted of a heterogeneous collection of platforms, offices, sheds, tracks and curves.

In 1882, a Government Board of Inquiry, dealing with improvements to the River Yarra, including the building of bridges, recommended that Flinders Street station be made the central passenger terminal.

Arising from this, a competition for designing new stations at Flinders Street and Spencer Street was won by William Salway, a Melbourne architect, who received \$800 for his plans.

Again no action resulted.

In 1899, another competition resulted in Flinders Street station being rebuilt as it stands today. But Spencer Street remained as a temporary building.

Action at Spencer Street resulted from the building of the viaduct between Spencer Street and Flinders Street stations, which took from 1888-91. At Spencer Street, an island platform was provided for suburban trains running through to Flinders Street.

Electrification was the next prime mover. The viaduct had been duplicated in 1915 as part of the associated works with the electrification of the Melbourne metropolitan system. At

the start of the '20's, new suburban platforms—present Nos. 11-14—were built at Spencer Street, opening in 1924.

A subway replaced the wooden footbridge and the station took on a new look. The extra platforms had been built in portion of the goods yard, and the old island suburban platform had been quickly converted into storage and work space.

Although the station now had a new look, it was still essentially the 1858 edifice and platform. The then

No. 1 Platform (now No. 2) was still the original 1858 platform (though somewhat lengthened!)

Over the next few years, ideas continued to flow for a re-designed station, but, until the standard gauge project was a reality, major changes to Spencer Street station remained a pipe-dream.

Next month:

The stations that Spencer Street could have been—and the station it became.

RAIL BONUS TO LAND BUYERS

Cheap rail fares will be available to buyers of Government land in new outer-area subdivisions, reports *The Sun*.

The scheme, designed to check rising land prices and Melbourne's sprawl, is earmarked to accommodate 30,000 to 40,000 families in selected areas between 48 and 80 km (30-50 miles) from Melbourne.

The chosen areas—Pakenham, Cranbourne, Berwick, Kilmore, Broadford, Whittlesea, Gisborne, Woodend, Kyneton, Melton, Bacchus Marsh and Ballan—were selected because they had transport, education and health services which could be expanded, Government sources were quoted as saying.

BANGLADESH RAILWAYS REBUILD

Bangladesh's war-torn railway network is being rehabilitated.

Railway Gazette International reports that earlier this year, of the 299 bridges damaged, 178 are permanently restored and 120 temporarily

repaired.

A rail ferry service substitutes for the other bridge while rebuilding continues.

With damaged rolling stock, 29 of the 45 diesel locomotives are back in service, as are 36 of the 95 steam engines, 236 of the 367 passenger carriages and 1,375 of the 1,484—freight wagons.

Restoration has been slowed by a shortage of skilled personnel—Bangladesh Railways lost 1,300 employees during the 1971 conflict.

FRONT COVER

"Ticketless travel is a social evil" says signs throughout India—it's frowned on here, too.

The average Victorian station has many different tickets—some to faraway places that many have never heard of.

And in a scene typical of those VR stations, Booking Clerk, Joseph Bugeja, is shown preparing records for accountancy purposes.

Although articles of such a technical nature are not usually printed in *Rail Ways*, this hard hitting criticism of deficit financing, with its thought-provoking alternative, is so relevant to the present situation in Victoria that it is reprinted here.

"A passive policy whereby railway deficits are met at the end of each year from general taxation is probably the single greatest factor contributing to the lack of credibility among Governments and transport users as railway managers seek to face up to future challenges . . ." says Railway Gazette International in their June issue.

"The continuing rapid pace of inflation affecting railways to a much higher degree than competitive modes, problems of refinancing the existing rolling stock fleet, and struggles to fund anticipated technological advances, have all contributed to bringing railways to the brink of insolvency again and again within a short space of time.

"Moreover, the typical approach of providing a financial sop through government absorption of a deficit, of by arbitrarily writing down capital debts to remove the burden of servicing them, distract attention from the true situation of railways in comparison to that of other transport modes.

"It is hardly surprising that no Western country has a coherent and truly integrated national transport policy, in which the solution of railway problems is directly linked to the solution of problems affecting other transport modes, such as overcrowding and environmental pollution from internal combustion engines.

"There are some who would dismiss these arguments, saying that because railways are state controlled, deficit financing is the most convenient way to fill the gap between revenues and costs.

"Moreover, these observers say that Ministers of Transport have the capability to develop integrated national transport policies without treating railways any differently than at present in a financing sense.

"These arguments, however, are dangerously fallacious.

"● In the first place, most Governments are under increasing pressure to exercise fiscal control in a more responsible way.

"This is especially true with regard to deficit spending, which is popularly conceded to be one of the fundamental sources of inflation.

"Moreover, in the face of the obvious need to control inflation, Finance Ministries are pressing more and

RAILWAY FUNDING— SUBSIDY OR DEFICITS?

more for the exercise of deficit fiscal control and are wanting to know, what government funds are buying. Expenditure made in support of public services such as railways are under particular pressure since such services are theoretically supposed to be self-sufficient.

"● Secondly, all commercial enterprises in a free market economy must be financially viable if they are to survive and develop in the long term.

"Railways are obviously not viable at present, and if they are to be healthy new policies must be found that do not depend upon largesse doled out in arrears.

"● Thirdly, deficit financing merely responds to the needs of the moment.

"It does not encourage the fundamental thinking and planning required for the railway product life cycle of 10 to 15 years or more.

"Indeed the constant pressure placed on budgetary processes by deficit financing—pressure that may not yield any great benefit in terms of reducing costs to taxpayers—can defer expenditure required for future development.

"● Fourthly, railway initiative can easily be blunted by continually seeking to compete with other transport modes that do not have to bear equivalent financial burdens, and whose pricing policies therefore only need to be justified with regard to their own interests.

"● Fifthly, current accounting gives a less-than-objective picture of railways often leading, for example, to branch lines bearing an unfair proportion of total costs.

"Thus arbitrary allocation of railway costs within the current financial framework can obscure correct assessment of the real cost to the community of many individual railway services that use these lines.

"Indeed, current transport pricing policies do not reflect the true costs of transport either to the individual taxpayer or to the paying customer.

"This is quite apart from indirect social costs, which are seldom brought into the equation at all."

RGI then offers four areas where railway infrastructure costs (track-work, signalling, and their maintenance and renewal) would be absorbed into Government accounts—putting railways on a similar accounting basis to their competitors.

Amongst other benefits, RGI claimed these two:

"The traditional railway focus on operations could be progressively and more easily transformed into a true market orientation based on identifying and meeting real customer needs. Moreover, management would more easily see when it is chasing unprofitable volume better handled by competing transport modes.

"The argument that a particular stretch of rural railway does not pay its way would become irrelevant. Lines would only be closed if they have ceased to serve any significant social purposes. And hence, decisions that might be regretted in the future would no longer be pre-empted by current financial pressures."

RGI see their solutions as a short term effort to get railway re-investment moving again—and to prevent them being overtaken by circumstances and public opinion.

And the growing concern about pollution and the environment generally, plus fears of possible fuel shortages, all point to the continuation of railways as a major national and international transport system.

WORLD RAILWAYS

Australia was the first country outside the United States to hold an international symposium on rail sleepers.

Modelled on the annual conference held in the United States by the U.S. Railway Tie Association—where views are exchanged on traffic and track needs for years ahead—it was held in Sydney in August.

Delegates were invited from the U.S., India, Germany, Asia, New Zealand, the C.S.I.R.O., timber organisations and all Australian railways, public and private.

GAOL FOR STATION FIGHT

A 22-year-old Fitzroy man was gaol for seven days by Collingwood Court after being convicted of assaulting a station assistant.

The Court was told the man punched the station assistant at Clifton Hill station when he was asked to show his ticket.

The stationmaster assisted to apprehend the man.—*Northcote Leader*.

TAX CONGESTION MAKER — EXPERT

Employers should be taxed according to their employees' travel patterns, an economics lecturer suggested recently to the Australian and New Zealand Association for the Advancement of Science.

As the major decisions affecting peak hour traffic were made by employers when they set their workers' hours, it was they who should pay the cost of congestion, propounded Mr. S. N. Jacobi to the Perth conference.

The *Australian* reported Mr. Jacobi as saying that as governments and planning authorities in Australia had obviously been unable to implement staggered working hours, his taxation incentive scheme would encourage employers to change working hours which clash with peak periods.

By dividing urban areas into districts and having employers supply the residential location of staff and their job start and stop times, a central co-ordinating authority could calculate appropriate congestion charges.

The taxes should not apply to public transport, he said, and vary according to the time of travel and route used.

Regular revision of the rates could be made, and with the entire organisation computer-controlled, a vast and continuing wealth of information about travel habits and needs would be available for urban planners.

\$10 FOR COLLISION

A motorist who ran into a train was lucky to be alive a Stipendiary Magistrate said at Horsham Court recently, reports *Horsham Mail-Times*.

The car driver—along with two passengers—escaped serious injury when a car and a Natimuk-bound freight train collided at a level crossing.

While the SM acknowledged possible validity of the defendant's claim that the bright sun may have caused difficulty in sighting the train, he said that "one would think that a prudent driver would have halted

or slowed so he could cope with the situation."

The driver admitted that the car's windows were wound up and the radio was on. He was fined \$10 and ordered to pay \$37.30 in costs.

ASSAULT FINE \$100

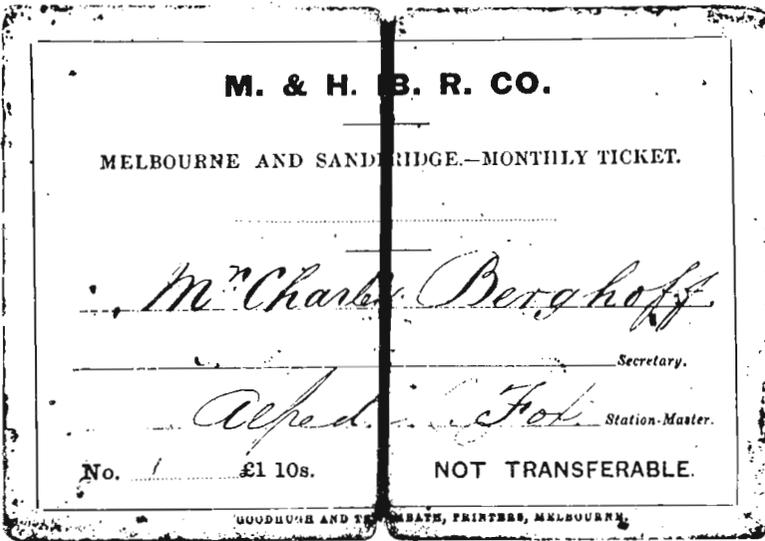
A Highbury youth aged 20, was fined a total of \$115 by Cheltenham Court for incidents at Highbury station, reports *Standard News Pictorial*.

Court was told that the youth had alighted from a train and then walked off along the railway lines. A station assistant who asked the youth for his ticket was kicked on the leg. The stationmaster then apprehended the youth.

The youth, who admitted a number of prior convictions, claimed that he wasn't on a train.

The Magistrate fined him \$100 for the assault, \$10 for travelling without a ticket and \$5 for crossing lines where a crossing was not marked. Costs of \$5 were added.

VICTORIA'S FIRST PERIODICAL TICKET



As far as is known, the first monthly train ticket issued in Victoria was held by Charles Berghoff for travel between Melbourne and Sandridge (now Port Melbourne). Although fading has prevented reproduction of some of the details (see picture at left), an examination of the original shows that it was signed personally by the secretary of the Melbourne and Hobson's Bay Railway Co. (Joseph Ward) and the stationmaster at Sandridge (Alfred C. Fox). The line to Sandridge was opened on September 12, 1854.

The cost of the ticket was £1.10.0 which in terms of today's prices would be at least \$15. The present fare for such a ticket is \$5.20.

HAPPY CUSTOMERS

Appreciated

Recently I was waiting on the far end of Ripponlea platform for my train when a young porter came along the platform advising passengers that our train had been cancelled and giving the time of the next train. Only a small thing perhaps, but something which is appreciated.
—G. A. Durham, Elsternwick, writing to the Minister of Transport.

Packaged tour

"... May I take this opportunity of congratulating you on the very enjoyable trip from which I have just returned—the five day tour of the east coast to Sydney and back.

"I have never been on a more pleasant or better organized trip..."
—Mrs. V. Towns, Caulfield writing to the tours promotion office.

In the metric changeover on July 1, one major item stood out—mileposts were not replaced by kilometre pegs.

Although other systems are changing over, the Way and Works Branch of the Victorian Railways does not see worthwhile justification to spend about \$200,000 to replace mileposts with kilometre pegs.

All distances will be measured in kilometres, the existing mileposts will still be of use.

They will be used as *reference posts* to give information on approximate locations simply by referring to *marker post* so and so plus so many metres.

A direct conversion to position km pegs is impractical as the accuracy of the system's mile posts is subject to qualifications.

During World War II, all mileposts were removed from the VR, and no real checks were made to see that they were correctly repositioned.

Therefore, when km pegs are eventually substituted, there will be a costly complete recalibration of distances over the network.

Generally, there is no claim that the Traffic Branch has completely

gone metric, but because fares and freights have gone metric and they comprise the bulk of our commercial activities, the changeover effects are widespread.

In South Australia, where km pegs have replaced mileposts, this was done in order to avoid confusion and trouble with clients who might see a post near a station with, say, 100 (miles) on it, yet be charged a rate based on a 160 (kilometres) distance.

The VR believes that staff can overcome any difficulties if they arise here by explaining the VR position.

U.S. FREES FUNDS FOR PUBLIC TRANSPORT

The U.S. Administration, in a precedent setting move, has freed portion of its \$16,259 million highway trust funds for use in mass transportation systems, reports *The Australian*.

The Bill, hailed as a sign of "constructive co-operation" between the President and Congress, is a compromise on the demands of the urban conservationist coalition and the automobile, road building and oil lobbyists.

NEW WORKS



Progress on the Footscray quadruplication is now centred on approaches to the Hopkins Street bridge. On the Williamstown line side (above), the bridge approach has been prepared, while on the St. Albans line side, workmen are blasting their way through the bluestone. Space for one of the tracks from South Kensington has also been finished and the embankment sprayed with concrete to stabilise it. Work will start soon on cutting the way for the track to come through on the south side.

DOUBLE-DECKERS FOR ADELAIDE?

Adelaide could be the next Australian city to have double-decker trains if the Australian Government accepts the case prepared by the South Australian State Government.

Costing nearly \$23 million, the scheme provides for electrification of the existing Hallet Cove suburban line and its extension to new housing areas at Christie Downs, 27 km (16½ miles) south of Adelaide.

If the scheme comes to fruition, it will also be Adelaide's first electric train service.



Winners of a free ticket for two by train to station 3 KZ, Balaclava couple Mr. and Mrs. "The Vinelander" as their prize. "It was fantastic," delighted Gladys Johnston at Spencer Street to take the car with us," added husband Reg. Mrs. sitting up, and she had never travelled in a change all that. Actually the train trip was within three weeks of winning the train tickets other comp

RAILWAY DAM TO B

Charlton Chamber of Commerce is converting a former railway dam into a picnic area for the district.

Townpeople are donating materials, supplies and labour to level the area, erect toilets and bar-

CELEBR



The Vinelander was one year old on August 8, and celebrate the success of both ventures, VR participated in the festivities at Spencer Street the birthday candle then cut up the cake and the produce—to the

A very interested group of schoolchildren in a (right) Two special trips were run between Melbourne and



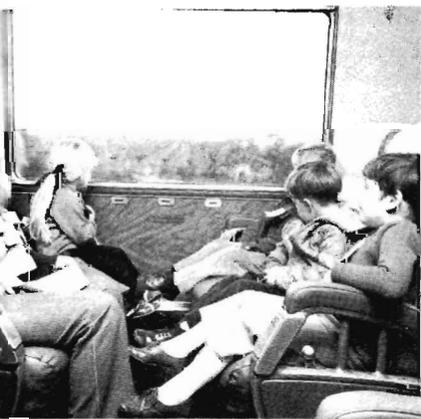
where in Victoria from a competition on radio Johnston took a trip to Mildura and return on car, we wouldn't travel any other way," said the couple's return. "Particularly now we can Johnston's recent train trips had been to Sydney sleeping carriage before . . . but she intends to start of a successful period for the Johnston's—husband Reg won \$1,000 and a beach buggy in competitions.

BECOME PICNIC SPOT

becue facilities, plant trees, and stock the dam with fish.

The Chamber plans that the brick water stand be a focal point of the finished scheme, reports *Charlton Tribune*.

ATIONS



s MotoRail service was five on August 16. To firman, Mr. A. G. Gibbs, and his wife, (left) before departure of the train, they blew out the distributed it—along with samples of sunraysia in's passengers.

of the sitting carriages of "The Vinlander". ura and Redcliffs to give district youngsters tips.

OATH UTTERED \$60 FINE

A man, 21, who used indecent language in a late night train, and then struggled with a plain clothes policeman who tried to arrest him, was fined \$60 by Preston Court recently.

The Court was told that the constable was on plain clothes duty with the Victorian Railways vandal squad, reported *Preston Post*.

ARTS TRAIN

An arts train, to give practical tutoring in fields such as painting, jewellery making in gold, enamel and silver, and movie and still photography, left Spencer Street station on September 10 for a 42-day tour of Victoria's Western District and Wimmera.

Each of the train's three carriages is equipped as an exhibition workshop. Professional tutor/demonstrators give groups of 10-12 students exhibitions and practical demonstrations of their skills.

Itinerary for the train, sponsored by the Council of Adult Education, includes stops at Beaufort, Ararat, Willaura, Dunkeld, Hamilton, Stawell, Murtoa, Warracknabeal, Minyip,

Horsham, Dimboola, Hopetoun, Rainbow and Jeparit.

Mr. Harold Baigent, Head of Country Arts for the Council of Adult Education, said that the train is concentrating on small towns where facilities for this type of work are not usually available.

"We hope to encourage an interest in these arts and a continuing activity in the smaller communities," he continued.

"If successful in attracting interest, we expect the train to make a number of excursions to different areas of Victoria".

"THE VINELANDER" FLOURISHES

The Vinlander, Mildura's overnight train link with Melbourne, which celebrated its first birthday on August 8, carried over 13,000 more passengers during its first year of operation than the former train in the previous year.

This represents a 25 per cent increase in passenger travel.

MotoRail growth has also continued. Cars carried by the train nearly doubled during 1972-73 compared with the previous financial year.

PROGRESS



Doesn't look much like the way to bring a better train service to the Lilydale line . . . but it is. Into a trench being dug will go the power cable for a new signalling system between Ringwood and Croydon to allow closer spacing of trains and reduce delays. Work should be finished by November.

IRON ORE TRAFFIC BOOMS

Hammersley Iron—largest of the iron ore producers in north-west Western Australia and third largest in the world—is studying highly sophisticated techniques for increasing the carrying capacity of its 290 mm (179 miles) railway to carry over 30.6 million tonnes (30 million tons) of ore annually. Faster loading and unloading, and train turnround techniques, are being investigated reports *The Financial Review*.

Proposals for branch lines to serve ore reserves around Wittenoom—

113-130 km (70-80 miles) from Hammersley's line—are also being considered.

SIGN OF THE TIMES!

" . . . Despite continuing road improvement programmes the West German autobahns just cannot handle even present traffic densities, and the Government has already banned all heavy goods transport by road during summer week-ends.

"Other countries, too, are likely to see similar restrictions in the near future . . ."

—*Railway Gazette International*

A.P.T. BRAKING IMPROVED FOR 200 KM/H SPEEDS

Britain's A.P.T. project will be travelling at 201 km/h (124 m.p.h.) on lines now carrying 161 km/h (100 m.p.h.) speed limits, without any alteration to the signalling.

A most important factor in high speed operation is the stopping distances of the trains. Careful appraisal of braking characteristics has enabled A.P.T.'s developers to bring about a 25 per cent speed increase while keeping braking distances within those for today's conventional locomotive-hauled train.

The high cost of signal alterations has been a daunting prospect to the initial economics of the project.

The modest 24 per cent speed increase represents a 55 per cent increase in the kinetic energy for the braking system to absorb.

British Rail have long favoured disc brakes for their passenger rolling stock, and although initial costs are somewhat higher than providing two or three stage cast iron

(or composition) blocks, disc brake pads run 128 800 km (80,000 to 100,000 miles) between changes. This is eight to ten times the distance for cast iron blocks.

But cast iron blocks are not banned from the A.P.T.

Power coaches of the train will carry one cast iron block on each wheel to actually provide some friction when braking. Tests have shown that wheels without some form of on-tread friction-brake (brake blocks) tended to skid more easily.

Brake dust from a cast iron block has the same effect as sand applied to the rail—increased braking friction.

The system is required to stop the A.P.T. in 1 800 m (2,000 yards) from its design speed of 201 km/h (124 m.p.h.).

Other braking systems were considered but each had drawbacks.

Main contender was a rheostatic system, but this increased the axle

load of the motor coaches above that permitted for high speed operation.

Cast iron brake blocks are generally conceded to be less efficient in high speed areas, although the actual cut off point varies according to system.

France uses them (four to a wheel) for its prestige 201 km/h (124 m.p.h.) express trains.

—*Railway Gazette International.*

MINI RAILWAY FOR GOLD COAST

A \$1.2 million overhead rail system has been proposed by an American aircraft company to overcome parking problems at Surfers Paradise.

Gold Coast Mayor, Alderman Nuemann, said recently that the Melbourne company, Hanover Holdings Ltd., which was about to start a \$32 million development at Surfers Paradise, would pay for the scheme.

The Gold Coast City Council approved the plan at a recent meeting, reports *Sunday Telegraph*, and work could start within 18 months.

The elevated rail system would run at about first-floor level and operate in a loop between the development's parking area and the Esplanade.

Council also hopes that other developers will contribute to the scheme so that it might eventually link Broadbeach and Southport.

The actual computer-controlled vehicles, which accommodate 12 people, are based on similar systems operating in Disneyland and at some American airports.

CANADIAN PASSENGER SUBSIDY

The Canadian Transport Commission has voted more than \$11 million a year to subsidise un-economic passenger services.

Recipients of the pay-out—four companies which had applied to discontinue virtually all passenger services in a large area of Canada—

FORUM

Rail Ways offers its readers a new service.

Not quite a letter to the Editor column, *Rail Ways* will attempt to answer queries about items of interest in other sections and branches of the V.R.

The more interesting queries will be printed in a column under this name.

Questions for the *Forum* column should be addressed to: Forum, C/- Editor *Rail Ways*, Room 97, Head Office.

NEW STOCKYARDS



Going in near Irymple are these new stock sidings, replacing those on the river bank near Mildura station. Now that the river bank has been vacated, that whole area is being beautified. Our views show the new sidings under way and one of the last 'shunts' approaching Mildura from the old cattle yards siding.



were cited as having made many attempts to make the services profitable only to be thwarted by low passenger volume.

Covering losses incurred during 1970, the first payment brings commission-approved railway losses to about \$110 million a year—of which about 70 per cent are attributed to Canadian National's system.

FINE FOR LIGHTS INCIDENT

A man who told Sunbury Magistrates' Court that his reason for not stopping at a level crossing when a train was approaching was that his car was playing up, was fined a total of \$75 and had his probationary licence suspended for six months.

The Police Prosecutor said that the defendant had driven through the level crossing while the lights were operating and a train was about 370 m (400 yards) away. The policeman was stopped at the lights.—

—Regional News Gazette

WRONG AGAIN!

An error in the April *News Letter* has recently come to light.

In the interests of absolute accuracy, reference to one person being killed in a shunting accident at Dandenong (p. 62, *News Letter's* photographer) should have read that although there were major injuries, no one was fatally injured—Ed.

NEW TOP ADMINISTRATION ROLE

When the Victorian Railways seven-man Board was set up on May 8, it replaced the former control by three Commissioners.

With the July 1 appointment of Mr. Gibbs as Chairman, the Board was able to move into its proper management role.

Set out here is the management function of the Chairman, the Board and the General Manager.

Role of the Board

The Victorian Railways Board is responsible for overall corporate planning, policy making and the longer term direction of the Victorian Railways while ensuring that the business is effectively managed. Matters which are of particular concern to the Board include:

- Establishing overall policies and objectives.
- Approving plans for implementation of objectives and reviewing progress.
- Reviewing management development and succession.
- Deciding major issues as raised by the Chairman.
- Approving financial proposals for submission to the Government.

Role of the Chairman

The Chairman is to act as principal spokesman for the Board and for the Victorian Railways on policy matters, major items of railway operation and items of public interest.

He is to ensure that the Board is effectively informed in order to carry out its role.

He is responsible for projecting the Board image both within the Railway organisation, to outside bodies, and to the public at large.

He is to maintain relationship with the Minister of Transport and his Department.

The Chairman of the Board is relieved of day to day responsibilities in relation to the running of the Victorian Railways to enable him to concentrate on major policy matters and to generally oversee the railways operations.

The Chairman has the major responsibility of co-ordination of long term planning in relation to the corporate activities of the Board—overall financial objectives, executive development, new works programmes and general business strategy.

Role of the General Manager

The General Manager is responsible to the Chairman for controlling and co-ordinating all aspects of the day to day running of the railways. This includes the co-ordination of commercial operations and technical requirements in respect of both passenger and freight traffic.

The General Manager is principal spokesman for the Victorian Railways in respect to day to day operations.

He is to manage the railways business within the policies laid down by the Board so as to achieve the financial objectives and service standards as approved by the Board.

IMPROVED POWER SUPPLY

Melbourne Yard's electricity supply came a step closer to being fail-proof with a recent foray into prison escape techniques!

While people have worked in and around Spencer Street terminal over recent months, under their feet a small team, using best Colditz methods, was hacking out a tunnel.

Purpose of this unusual exercise was to prepare a route for a 6,600v power cable supplying railway installations in the area bounded by Dudley Street in Nth. Melbourne and Flinders Street extension in the city.

Replacing a 15-year-old temporary cable, which supplies Head Office's power, the new one completes a power supply 'ring' to 14 substations controlling power into the area.

By arranging the power supply in a circle, the effect of any power interruption to the area is minimised because power can be switched to flow both ways to the point of interruption.

This ensures that only the minimum area is affected at any time.

During late June, the actual cable was laid.

Ropes were used to haul the 55 mm (2½-in.) cable through P.V.C. piping laid along the trench and through the tunnels.

To avoid any future disturbance to the cable, its route was kept outside the area where future buildings could be added, although it passes under some existing buildings.



Not gold mining, not tunnelling into trouble (or a bank vault), just feeding a new 6,600v power cable under Spencer Street terminal.

LLANFAIR P.G. BOUNCES BACK

British Railways, renowned for their railway station closures has reopened one—with a \$A3,544 subsidy from the Department of the Environment and a council contribution of \$A4,890 towards the cost.

The station—Llanfairpwllgwyngyllgogerychwyrndrobwlantysiliogogoch (Llanfair P.G. is its manageable form)—was the subject of an intense local campaign for re-opening ever since it was closed in 1966.

Apart from serving the needs of local travellers, reports *Railway Gazette International*, the station is an important tourist attraction.

Even when it was closed, nearly 50,000 150 mm (6 in.) long souvenir platform tickets were sold to tourists visiting the North Wales village with the world's longest name.

STEAM COMEBACK IN S.A.

A \$10,000 appeal to bring a steam train back to the Pichi Richi Pass in South Australia has been launched.

Planned as a tourist venture, the Pichi Richi Railway Preservation Society, based at Quorn, 340 km (215 miles) north of Adelaide, hope to revive the 19 km (12 miles) line between Quorn and Port Augusta by September 1974.

Until 1956, the line through the scenic pass in the lower Flinders Ranges, was a busy rail link. Since then it has seen little use, reports *The Australian*.

people

After 49½ years

From lonely railway outposts like Meredith, Tresco and Cudgewa, to the big centres like Colac, Horsham and Spencer Street is the story of retiring Spencer Street Stationmaster Harry Quanchi.

On September 27, Harry ends his 49½-year association with the VR and a 3-year association with Spencer Street.



Mr. Quanchi

There was the best part of a fortnight that Harry and his Cudgewa A.S.M. (Ted McInerney, now at Gheringhap) spent fighting bushfires at night after working at the station during the day.

"That fire, I believe," he said,

One of three stationmasters at the major terminal, Harry admitted that at the start, he missed the client contact that is so much a part of a country station appointment before he settled into the supervisory role required at such a large station. But it wasn't always that way.

LEVEL HEADED



A lot of back breaking work has gone out of track maintenance since mechanised maintenance was stepped up, but there's still plenty of opportunity to bend the back! Caught by the *Rail Ways* camera was Special Ganger Ted Wyatt checking the cant (superelevation) on the standard gauge line curve through Bowser, 6 km (3½ miles) from Wangaratta. Track machines had been working on the line and Ted was checking that the 102 mm (4 in.) cant was correctly aligned.

"apparently started on the New South Wales Railways near Holbrook.

"It burned south through the hills and jumped the Murray, and then came up into the area around Shelley and Koetong, damaging the big wooden railway trestles.

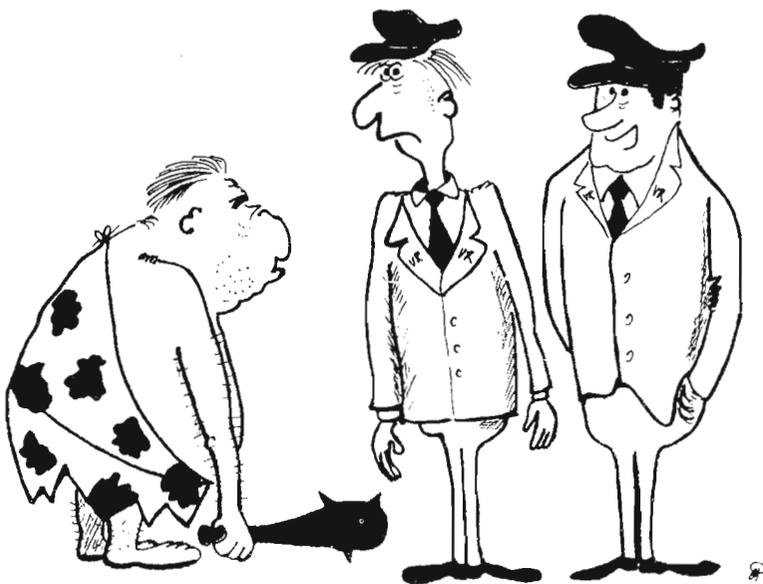
Harry also recalls his time at Won-

WINNING WAYS



That's winners' smiles! Suburban Guards Kevin Bamford (left) and Don Easton are sporting—and that's a Tattersalls' cheque for \$2,000 they're holding. The two shared the prize recently on a ticket with a syndicate name *Bendigo-Worthington*. Says Don: "We've regularly been buying tickets for some time, but this was the first in that name—Kevin and my home towns!"

IT COULD HAPPEN...



"He's waiting for friends from the club car."

thaggi with pride: "In the six years I was there, Wonthaggi station lost only about half a point (in the station grading system assessed on volume and type of business handled) although the State Mines were being phased out. And I always remember the time the railway carrier and I sold over 1,700 tickets—about 90 per cent—of the raffle tickets for a car on behalf of the local Police Boys' Club. The others hardly sold any . . ."

CREDIT CO-OP BOOMS IN FIRST YEAR

A \$3,179 surplus and a computer accounting system were part of the rosy picture at the end of the first year of operation of the Railway Staffs Credit Co-operative.

The Co-operative's financial year closes on March 31.

At the Annual General Meeting, the 34 shareholders present returned Messrs H. J. Crouch and H. Lowe to the Board of Directors, and voted in a new face, 25-year-old Mr. J. F. Cullen, of the Accountancy Branch, who plans to establish a Credit Union Youth Council for the under 25's.

Highlights from the financial side were:

	at	31.3.72	31.3.73	12.8.73
Membership		642	1,202	1,537
Non-member depositors		9	12	16
Fixed term depositors		—	9	58
No. of loans granted		98	300	601
	\$	\$	\$	
Amount on term deposit		—	6,900	57,000
Members savings		39,403	172,693	274,334
Average savings per member		61	143	171
Average payroll deduction per member		—	—	15
Amount of loans granted		32,585	192,561	151,939

	\$	\$	\$
Amount of loans granted since formation	32,585	225,146	377,085
Fortnightly payroll deductions	5,944	17,501	24,000

Loans granted in the last year were for land or house purchases, home additions or alterations, cars, caravans, debt consolidation, home appliances, furniture, travel, vacations, education, rates, taxes, etc.

The Railway Staffs Credit Co-operative offers a profitable investment with deposits earning 5 per cent per annum on call or 6.5 per cent on fixed deposits with a 15-month term.

The effective loan interest rate of 6.61 per cent is more than comparable with other lending institutions.

Other highlights from the meeting were:

- An improved accounting system started on July 1, when the Commonwealth Banking Corporation agreed to handle the Co-operative's records on its computers.
- To assist the Co-operative to register as an authorized Savings Organisation, members seeking finance for land purchases should contact the Secretary/Manager Mick Lorikin, on 'auto 1517.

At the meeting, the Chairman of the Board of Directors, Mr. E. C. Bone, expressed his thanks and appreciation to retired director Mr. J. J. Brown for his contribution to the Credit Co-operative as a foundation member.

Flying R.I.O. retires

Popular Railway Investigation Officer Jack Loftus turned 65 and retired in mid-August.

It is almost as if his career was pre-destined, for within one year of joining the VR as a lad porter at Armadale, John was a key witness in a court inquiry into a 1924 train

WODONGA CALLING



A pleasant voice to callers and a pleasant face for visitors to Wodonga station is 18-year-old Telephonist Sue Sangster. For 2½ years, Sue, and another girl have "manned" the station's switchboard and teleprinter. And Wodonga is one of the busier stations.

accident at Caulfield.



Mr. Loftus

Then 16, Jack never forgot the grilling he received by the Prosecution. Later he became one of the VR's Prosecuting Officers!

From 1924-29 Jack was a block recorder, until transferring to the VR trams as a conductor—the youngest then appointed between Sand-

PRIZE WINNING APPRENTICES



Railway apprentices who were presented with prizes in August, by Branch heads. Fifty-five of the 62 award winning apprentices are in the above photograph with, from left in the front row, Mr. J. Kain, Principal of the Technical College, Mr. R. M. Wright, Chairman, Staff Board and Mr. R. Curtis, Supervisor of Apprentices.

ringham and Beaumaris.

Five years later, Jack transferred to the Railway Investigation Division.

"The job has changed a tremendous amount," he said, recalling his past. "Pre-war, and until diesels really took over, thieving from moving trains was a major problem, and many times RIO's travelled in wagons waiting for burglary attempts.

"When station breaking was prevalent, we placed officers in every station office on the line and we'd often stake out goods sheds in anticipation of burglaries.

"Now, we are getting a great increase in By-law offences—particularly by teenagers—while criminal offences are dwindling right away.

"Young girls—13-15 year-olds—are the worst and cheekiest offenders.

Staff shortages have made prosecution difficult since a By-law revision some time ago, and the inconsistency in penalties given by courts has been extremely disappointing, added Jack, reflecting on his days as the VR Prosecutor.

A great love of flying developed in 1932 when Jack was second in a newspaper scholarship which gained him honorary membership in the aero club enabling him to get his pilot's licence.

Forty years later—in 1972—he was awarded an honorary life membership in the Royal Victorian Aero Club.

Jack's flying ability and full licence gained him some unusual jobs on the VR's behalf. For example, most of the aerial views of work on the Mel-

bourne Yard project were taken from planes he piloted.

On the inaugural run of *Southern Aurora*, Jack was the pilot of a light plane which followed the train to let railway photographers get aerial pictures of the train.

That flight also got Jack into the Coroner's Court to recount a radio message he heard about a Mustang crashing at Monbulk.

Cans

Discarded aluminium cans are providing further money for the Frankston Orthopaedic Hospital thanks to an idea developed over drinks at the Electrical Engineering Branch's Christmas party.

The suggestion—that the branch could convert drained cans into cash by crushing them and selling the aluminium to Comalco—was accepted enthusiastically; and recently 480 lb. (217.92 kg) of aluminium was sold to be recycled, for \$48.

Clerical assistant, Harry Simpson, who heads the "can brigade" with tester, Jim Mawdiit, said the cans were collected from many sources.

"We have been crushing and bagging the aluminium in the old test laboratory in the electrical workshop," he said. "I reckon we have about another 300 lb. (136.2 kg) of aluminium ready to go and there is a plentiful supply of cans. At 10 cents a lb. the money soon mounts up."

Any drinker or conversationalist who wants to donate aluminium cans to the pile can get in touch with Harry on Auto 1854.



It's can crushing time at the Testing Depot and H. Simpson and S. Ganger are working on cans dumped by Typiste Jan Nowak.

RETIREMENTS...

COMMERCIAL BRANCH

Loftus, J., Investigation Div., 13/8
Wilson, B. F., Head Office, 27/6

STORES BRANCH

Horsburgh, F., Jolimont Workshops, 31/8
Garelli, G., Reclamation Depot, 30/7
Petrou, D., Reclamation Depot, 5/7
Zieleniewski, A., Spotswood Workshops 20/1

REFRESHMENT SERVICES BRANCH

Quinn, (Mrs.) L., Spencer St. Cafe, 20/7

ROLLING STOCK BRANCH

Baker, W. E., Bendigo North, 18/10
Blackbourn, L. C., Ballarat Nth., 17/8
Brown, J. R., Bendigo North, 22/10
Busch, M. R., Ballarat North, 26/7
Collier, R. C., Bendigo North, 4/10
Diss, J. C., E. R. Depot, 17/7
Flett, G., Newport, 26/6
Gurriss, G. V., North Melbourne, 18/10
Harrington, D. G., North Melb., 17/10
Kizkeropoulos, A. A., Jolimont, 25/7
Landrigan, J. T., South Dynon, 20/7
Marasco, S., South Dynon, 19/7
McInnery, D., Jolimont, 8/10
Newland, G. A., Newport, 10/10
O'Loughlin, J. P., Shelter Shed, 2/10
Propsting, N. A., Newport, 7/9
Quaife, F. W., Maryborough, 5/7
Shisa, M. E., E. R. Depot, 30/10
Serafini, C., Jolimont, 4/10
Smart, S. W., Ararat, 24/7
Smerdon, F. C., E. R. Depot, 2/7
Stamp, R. B. H., Nth. Melbourne, 17/7
Stella, A., Newport, 21/10
Thomas, N. E., Bendigo North, 28/7
Tsaoussis, S., Newport, 31/7

TRAFFIC BRANCH

Arnott, G. H. G., Oakleigh, 25/8
Burrell, T. L., Hamilton, 1/10
Cahill, J. D., Spencer Street, 10/10
Cotter, (Mrs.) G.A.M., Heathmont, 15/8
Dunne, K. J., Caulfield, 24/8
Eames, F. E., Mildura, 16/7
Edwards, F. A., Cheltenham, 21/10
Evans, H. C., Flinders Street, 23/10
Jones, E. J., Revision Bureau, 15/10
Nance, A. G., Frankston, 31/8
Priekvlis, V., Flinders Street, 20/7

WAY AND WORKS BRANCH

Potter, H. A., Metro. Dist. Engr., 3/8
Ralston, D. A., Tallangatta, 17/8
Robertson, W. P., Bendigo, 11/6
Skeen, L. V., Sale, 22/7
Stephens, R. B. S., Spotswood, 20/8
Stevenson, L. S., Penhurst, 28/6
Stillman, R. N., Alexandra, 14/6
Thornton, P. L., Spotswood, 12/6
Warke, H. C. D., Wangaratta, 7/9
White, W. J., Bendigo, 8/9
Williams, C. J. H., Tottenham, 18/8
Zarik, L., Spotswood, 21/8

RAILWAYS REGRETS TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH
Arnold, R. C. B., T. L. Depot, 6/8
Scopie, W. A., Ballarat Nth., 28/7

TRAFFIC BRANCH

Chambers, S. C., Dandenong, 20/7
Paton, J. H., Melbourne Goods, 20/7
Tak, K. H. J., Melbourne Goods 20/7

Institute INews

The VRI Council will present a revised version of its Constitution at the Annual Meeting on Monday, October 8.

Basically, the objects, organisation and control of the Institute will not be affected, but updated to conform with progress over the years and present day thinking. If adopted at the annual meeting, the new constitution will operate forthwith.

Copies of the proposed revised Constitution are available for perusal at all country centres, the General Secretary's office and Institute Library in Flinders Street station buildings.

THE VRI LIBRARY 1910-1973

The first parts of this account summarized the birth and early growth of the Victorian Railways General Library.

With the VRI's formation in 1910, the Library became the VRI Library, with an Institute membership of 3,000 as potential readers.

More new books were added in the first year of the Institute Library than in the preceding several years, and the Library again became a valued, and much used facility.

In 1912, Catalogue No. 1 was published—340 closely printed pages. An extensive arts and sciences section covered a great number of technical, educational and recreational subjects. Biography, history, natural history, poetry and drama, religion, voyages and travels were other subjects adequately covered, as well as a reference section, miscellany and popular fiction. Railways' employees who joined the Institute were well buffered from the chronic lack of public libraries at that time.

The number of donated books was evidenced by such entries as:

Report of the Board of Health of New York for 1867-72.

Report of the Commissioners of Fisheries of Iowa, 1889.

Army List (U.K.) for 1894.

Proceedings of the Zoological and Acclimatisation Society of Victoria 1872-1878.

In 1916, the first country centre library opened at Ballarat, and others quickly followed—doubling the bor-

rowing rate in the first five years, again in the next 10 years, and again in nine years, peaking in 1939.

World War II developed the paper back books as a popular medium but after the war, municipal and regional libraries and mobile library services became more and more widespread. The Institute had no desire to compete with the cost of books increasing so the Library's objects and functions were altered to meet the circumstances. The Institute libraries now cater for mainly recreational reading—fiction and non-fiction (including a limited technical collection, and an expanding hobbies and handiman section).

So, having endured many tribulations, the Library survived to reach its present development—with over 50,000 volumes available to 15,000 members through 26 outlets. No Institute member is excluded from use of the Library: those who cannot, or choose not to visit the metropolitan or country centre libraries may use the carton service, and two adult fiction titles, two adult non-fiction titles and two children's books, may be borrowed at a time, enabling the Library to reach members' families as well as members themselves.

INSTITUTE SPORT

Golf

All VRI golfers are reminded that the 17th North Eastern VRI Golf Championship will be held at the Golden Vale Golf Club, Benalla, on Sunday, October 7 at 11.30 a.m.

Luncheon and afternoon tea will be available at the Club House.

Events include the North Eastern Championship, J. H. Jupp Memorial Trophy, A, B, and C grade handicaps, etc.

Entries to Mr. P. Hale, Hon. Secretary, VRI Institute, Benalla, by September 26 stating name, address, handicap and SSS of club course.

Bowls

The next Intersystem Bowls Carnival will be held in Wellington, New Zealand from February 24 to March 8, 1974. The following will represent the VRI: J. E. Barker, J. W. Brown, K. J. Bryce, A. G. Cowling, L. R. Duggan, G. K. Garlick, C. J. McFarlane, K. M. Pope, P. L. Smith and E. J. Williamson from the metropolitan area, G. T. Harrod (Ararat); R. T. Judd, L. F. Taylor, D. E. White (Ballarat), R. C. Graham, T. L. Hindson, R. A. Sawers, (Bendigo) E. S. Hubbard (Creswick), R. B. Robinson and A. J. Scott (Geelong).

VRI Councilor Mr. D. O'Donnell has been appointed Institute Representative, but no manager has yet been selected.

Table tennis

The VRI Table Tennis Association held their Annual Championships on July 15, at Albert Park Table Tennis Centre.

Entries were down on past years, so much so, that the Women's and Country Singles events had to be cancelled.

The open Singles Championship developed into a battle between two metropolitan players, M. Davey and W. Lawrie. After a hard game M. Davey emerged the winner, and then completed a double by teaming with G. Roiter to win the open Doubles Championship.

G. Roiter (Horsham) won the Restricted Singles whilst L. Curson and J. Falzon (Melbourne) took the Restricted Doubles event. J. Falzon also won a double with a fine win in the B Grade Singles Championship.

Indoor bias bowls

The Glenroy Bowling Club, on July 29 was again the venue for the Inter Centre Indoor Bias Bowls Championship.

Teams from Ballarat, Colac, Hamilton, Serviceton, Shepparton and Sunshine competed for the VRI Council's Perpetual Trophy won by the Colac No. 2 team last year.

Keen, positive bowling was the order of the day from all teams and the spectators showed keen interest. As the day progressed it became evident that Colac No. 2 side was again the team to beat.

At completion of play, Colac No. 2 remained the only undefeated side. Three teams were level in second place and it was left to the referee to adjudicate on who would be runner up. After some careful deliberation the "pat" was given to the Sunshine No. 4 team.

THANKS . . .

Beechworth

I am writing to express my gratitude for the way in which your department, and in particular the passenger operations section, arranged our rather unusual request for a passenger carriage to be attached to the Beechworth goods train.

The train crew were particularly helpful and quickly established a good relationship with the students who learnt a lot because of the goodwill shown by your staff.

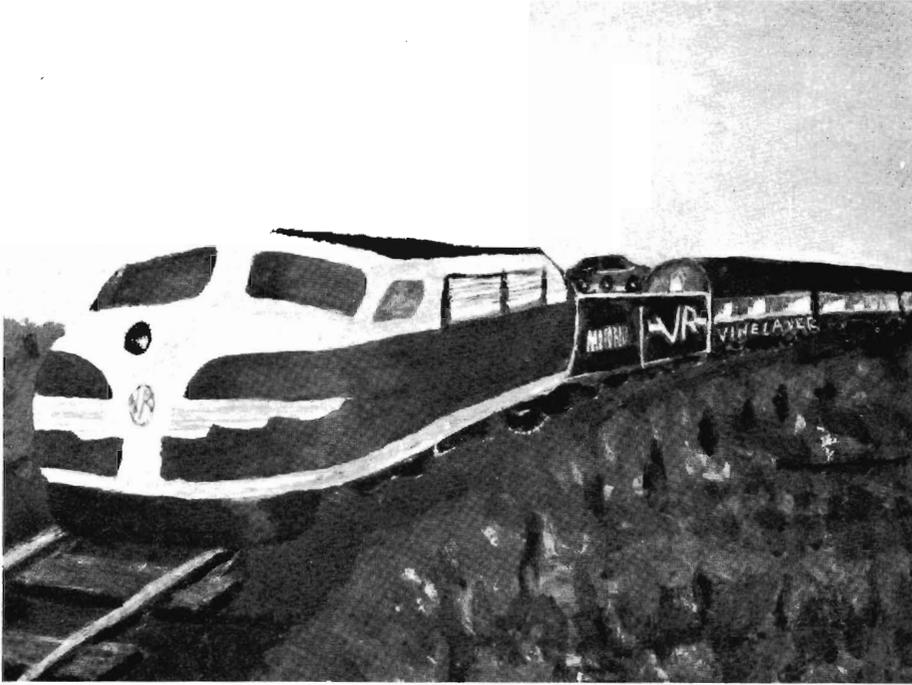
The excursion was very successful and enjoyable. Thank you to those concerned.

—Mr. A. D. Blair, Wangaratta High School, writing to the Secretary

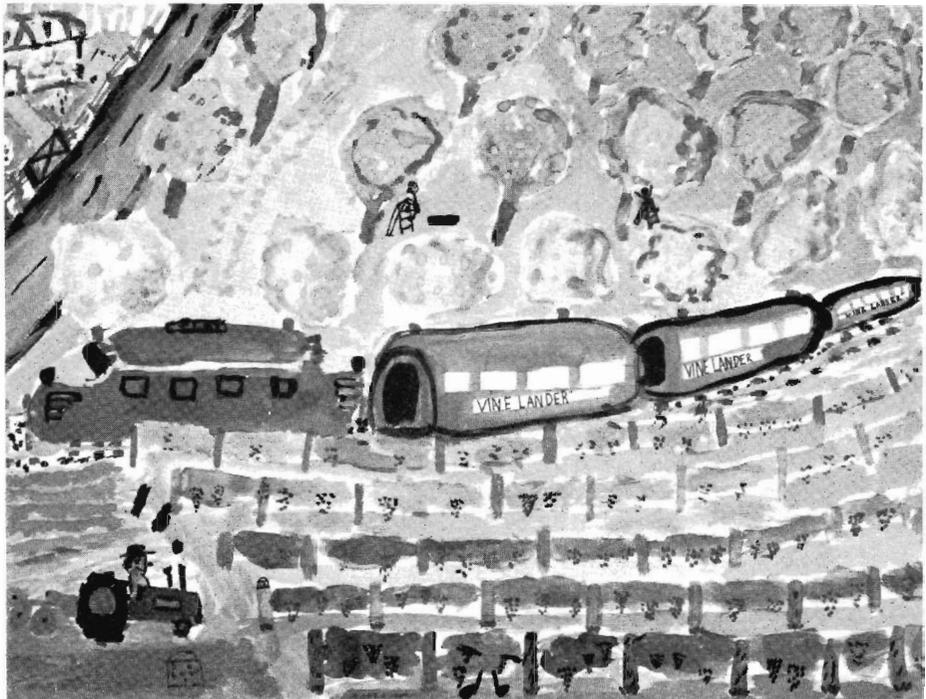
AS SUNRAYSIA
YOUNGSTERS SAW

The Vinelander

These are the two winning entries in the "paint 'The Vinelander'" contest, held in conjunction with the first birthday celebrations of "The Vinelander" last month. The two winners each received a free return trip to Melbourne by "The Vinelander" for self, a parent and the family car on MotoRail.



Senior section was won by Neil Hecker of Seventh Street, Mildura. Neil, 13 years, attends Mildura Technical School.



Junior section was won by 9-year-old Michael McCabe of Irymple, a student at Irymple Primary school.

VICTORIAN



RAILWAYS

October

1973

10 CENTS



SAVING KERANG...

Saving Kerang became more than just a catchcry during recent flooding in that district—for a while it became a matter of great urgency which brought out the best in just about everyone in the town.

photography Max Oppy

Saving Kerang was the unifying factor for the townspeople during recent floods, and the Victorian Railways played a major role. A large portion of the freight yard was given over to the Flood Liaison Committee to use as an area for preparing sandbags around the clock.

The Victorian Railways became involved on September 3, when Kerang's Flood Liaison Committee called a meeting of all people they thought could minimise the effects of the flood they predicted would soon threaten the town.

Kerang Stationmaster, Mr. Bob Bird, was the VR's representative, and straight away he was asked if the VR could help strengthen the permanent levee banks around the town.

One of these banks roughly parallels the Kerang-Koondrook line along Foster's Swamp—the town's sewerage outlet. If the swamp flooded, so would Kerang—via the town's sewerage system.

All the service organisations in the

district rose to the challenge.

The VR made available portion of the Kerang rail yards as a sand bag and transport depot, and allotted half the goods shed to the ladies, auxiliary to establish a food distribution centre for the workers.

Staffed 24 hours a day, the ladies held their post for 12 days. In the meantime, much freight from the shed was returned to rail wagons.

The Shire Council brought in 3 440 m³ (4,500 cu. yds.) of filling for sandbags.

The State Electricity Commission floodlit the area so that the volunteers—up to 230 at a time—could make the 240,000 sand bags required. They also provided portable gener-

ators and lights on the rail wagons used on the sandbag trains.

Within 15 hours of the first meeting, trains were running to strengthen the levee.

In all, 2.8 km (1½ miles) of the Koondrook line was protected by sandbags around the sensitive Pyramid Creek-Foster's Swamp area.

Two special sandbag trains were prepared—while one was at the site, the other was being loaded.

Bendigo District Superintendent, Mr. Ron Penrose, gave Bob Bird of Kerang the power to make on-the-spot decisions, although Bob reported frequently on the situation there.

For the first few days, the Flood Liaison Committee was meeting twice a day, and, in meeting their requirements, Bob Bird and the staff at Kerang station were working about 18 hours a day.

Four days after the crisis started, the local State Rivers and Water Supply Commission engineer warned that water was expected to close both the Kerang-Koondrook road and railway soon.

The school service was stopped and the rail car brought into Kerang, but sandbag trains continued to shuttle back and forth to Pyramid Creek.

That same day, the locomotive, a Y class, was taken off the sandbag



Kerang Goods Shed became a food distribution centre for the workers, staffed 24 hours a day by the Ladies' Auxiliary.

train and replaced with a shunting tractor.

In all, throughout the crisis, a total of 35 trips were made by train to the levee area.

When the water did cover the line, it did less damage than expected—the embankments were softened and there were a few mud spots from seepage.

A few days later, attention switched to the Swan Hill line—with the major area for attention between Lake Charm and Mystic Park.

Water was covering the Murray Valley Highway for 2.5 km (1½ miles) and was also encroaching on the railway reserve.

Minor sandbagging was undertaken to protect the embankment, and also stop the water flooding a nearby salt lake.

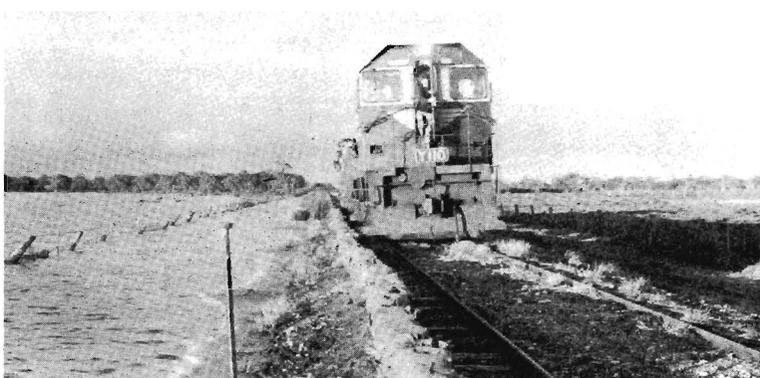
If the lake had been flooded 2025 ha (5,000 acres) would have been ruined by salt penetration.

Apart from one day when strong winds whipped waves over the levee, the Swan Hill line was never in danger.

For two weeks though, passengers on trains between Kerang and Swan Hill were treated to a vista of flood-water as far as they could see in all directions.

Schoolchildren from the Mystic Park area were brought into Kerang by the motor which normally ran the Koondrook school train service.

Stops were made at Kangaroo Lake, Lake Charm and the closed station of Fairley to bring in 55 children who normally travelled to School by bus.



One of the key areas protected was Foster's Swamp along the Kerang-Koondrook line. This photograph of the sandbag train shows the levee along the railway ready to stem the water from crossing it into Foster's Swamp. The permanent levee is just on the other side of the submerged fence. Water reached to within 12 mm (half an inch) of the top of the levee along the railway.

Despite the tremendous influx of workers and new faces to the rail yards and goods sheds, Bob Bird was happy to report that there wasn't one case of thieving or pilfering, and, despite all the risks in building the levee banks—especially during the night in the rising waters—there were no injuries.

“The willingness and marvellous co-operation of the Railways' staff at Kerang was really something,” Mr. Bird said.

“Many of these fellows, after a day's work, would then turn out to help on the sandbag train, or on some other duty.

“Kerang station was, for a while, open 24 hours a day for six days in a row.

“And somehow, through it all, we kept our sense of humour and did the job that was asked of us.”

Specially singled out for mention by Mr. Bird, who handled the total arrangements, were Assistant Station-masters Barry Jeffery and Darryl Haw, who kept the station going and assisted with flood arrangements; Yard Assistants Fred Wilkinson, Bob Hughes and Maurice Chapman, who acted as guards and helped with tractor driving on the specials; Station Assistant Ian Burmeister and Labourer Barry Ladson who were regular tractor drivers; and Goods Clerk Bob Skinner, who kept the goods shed going while four out of five telephone calls were in connection with emergency arrangements in the half of the goods shed given over to the Flood Liaison Committee.



Day and night the sandbag trains ran, and when the spots were reached, activity was stepped up to position the bags. The SEC provided portable generators and lights for each wagon on the train.

Commonwealth participation in public transport is now one of the hottest areas of contention between the Australian and Victorian Governments. At a Symposium on Urban Public Transport, held in Melbourne in September, Federal Transport Minister, the Hon. C. K. Jones, M.P., outlined his Government's urban public transport policy.

Extracts from his address are reprinted here.

Main themes centred around the expansion of public transport, a new relationship between road and rail expenditure and the designing of a uniquely distinctive Australian passenger train for use on all systems.

Attitudes of the Victorian Government and the Victorian Railways Board to this ambitious scheme will be published in the November issue of *Rail Ways*.

Public transport in Australia is far from dead—but it is on the path downhill according to Mr. Jones who pointed out that during the 1960's urban public transport travel on a per capita basis dropped 35 per cent. Acknowledging that reversing this trend is a problem, Mr. Jones refused to accept that it's too hard. "It is hard," he said, "but not as difficult as leaving things to continue as they are at present."

Mr. Jones doesn't believe that transport policies are solely a State matter. "With two-thirds of our population living in cities of over 100,000 people I fail to see how it could not be regarded as a national problem", he said.

"We see the first step towards achieving our goal as the improvement of the existing public transport systems.

"Some may wonder why this was selected rather than simply start from scratch with an entirely new approach based on the latest overseas technology.

"The reason is straightforward—our present systems still form the basis for good public transport despite the years of neglect."

"Public transport has not only suffered from changing patterns of demand; it has been starved, by neglect," said Mr. Jones.

"During the 10 years to 1970-71 capital expenditure on urban roads was almost \$5,000 million; the amount spent on public transport was \$200 million—only 4 per cent of the funds provided for road development.

"In 1970-71 itself, expenditure on public transport was \$30 million of which one third was for Sydney's

THE AUSTRALIAN GOVERNMENT'S IDEAS ON REVIVING AUSTRALIAN PUBLIC TRANSPORT

Eastern Suburbs Railway and the Melbourne underground. *This represents the 'massive' investment of two cents per passenger journey for those systems actually in operation."*

In February, Mr. Jones announced that the Government had approved in principle a scheme to provide two-thirds of the cost of improving above ground public transport in the State capitals.

To gain Government support, a project must undergo an economic and social benefit/cost analysis by the Bureau of Transport Economics. Consequences on urban development and the environment are then considered and the programme, if considered worthwhile, then competes with others for Government funds.

The 1973-74 Budget allocated \$32.09 million for transport, with \$1 million of that earmarked for planning, development and research into urban public transport.

Mr. Jones said that from this fund the Australian Government would contribute two-thirds of the cost of approved projects which deal with:

- research into new techniques which could be used within urban public transport systems
- investigation of public transport in relation to private transport within urban areas
- research into design of rolling stock, safety in public transport systems and the motivation of people to use public transport, and
- such other matters that would contribute towards improving the standard and attractiveness of public transport in urban areas.

Provincial centres would be similarly treated. After all, Newcastle and Wollongong are considerably larger than Hobart, and Geelong not much smaller, he said.

Mr. Jones is committed to expanding urban public transport.

Today's situation where much of

the outer metropolitan areas have virtually no Government transport services and private bus operators provide mainly for peak demand periods, needs to be corrected, he indicated.

"By expanding the role of public transport within the total urban transport system a significant contribution will be made to the quality of life in our cities."

"There is a close relationship between the city's quality of life and its standards of transport."

"In later years of our assistance programme to the States," he said, "we will be looking particularly at this aspect."

Transport authorities will have to realise they are in the business of selling transport, not just providing it, Mr. Jones said. They will have to develop marketing techniques similar to commercial organisations, he continued.

Services should be faster so that door-to-door times do not compare unfavourably with the time taken to complete the same journey by private car, also, the travellers' environment should be improved.

"People are no longer willing to sit for long periods on cold, dreary railway stations," he added. "They are no longer prepared to walk for long distances or to wait for long periods at modal interchanges or to ride in dirty, badly ventilated, poorly lit carriages."

But Mr. Jones doesn't blame the transport authorities for this situation.

Coupled with the declining patronage/reduced revenue/bigger losses vicious circle has been an appalling lack of finance which has reduced the standard and comfort of the remaining services, he stated.

Road development projects will be subjected to far more detailed investigation than in the past, said Mr. Jones.

Investigations into new public transport or roads projects will give the Government a basis to consider

alternatives to direct development of each system towards performing the functions for which it is best suited, he continued.

Cost of travel is also a significant factor.

ROAD COSTS

Mr. Jones said that although the 'cost' to the user of his private vehicle journey is small (petrol, a little wear and tear), community costs of car travel are of a different magnitude:

- over 60 per cent of city air pollution is caused by motor vehicles
- delays—to himself, which he may value, and to others, which he undoubtedly does not value
- cost of the roads used
- cost of parking space
- cost of accidents

On the other hand, continued Mr. Jones, public transport is at present expected to meet the costs for many social services it provides such as maintaining a time-table when, on many services, the fares collected do not even cover the driver's wages for that trip.

"Public transport is not credited with the benefits it provides by reducing demand for road space, pollution, etc., and that development of central business districts would not be possible without public transport.

"I was attracted to some of the policies adopted overseas," he went on. "In France some form of payroll tax is levied on employers whose business houses are served by the Metro. systems. In Montreal the local government districts set the fares at a low, attractive level and then subsidise them from local taxes. In West Germany a special levy on fuel taxes is used to help finance public transport, and in San Francisco a 'city tax' (a sales tax) is imposed.

"I have therefore instructed my Department to examine alternative approaches to pricing policies suitable for adoption in Australia—not only for public transport but also for the private motorist.

"Here I must say that I do not envisage that our goal should be for public transport to provide the only means of urban transportation. Such an approach would be as bad as that which has developed and now exists—there will continue to be many journeys which public transport is not suited to perform.

"Our goal should be a rational development of urban public transport."

Shortly after Mr. Jones publicly announced his Government's plans for transport, reaction from the various State Governments was voiced. In the Victorian Parliament, State Transport Minister, the Hon. E. R. Meagher, M.P., defended his Governments' rejection of the conditions attached to Commonwealth finance.

Mr. Meagher told State Parliament that the 1969 Transportation Plan for the Melbourne of 1985 was being revised to "bring it up to date and into better conformity with today's realities".

"However," he continued, "the public transport sections of the plan remain valid as basic to the improvement of Melbourne's transport, and are very relevant to the Government's policy of encouraging people onto public transport where ever practicable."

Mr. Meagher admitted that progress on these projects had been limited by "the financial strait-jacket placed upon us by the Commonwealth".

Despite this, over \$250 million was earmarked for public transport this financial year—not including debt charges from earlier years written off by Parliament.

Following promises of Commonwealth assistance, engineers, economists and administrators worked with the Department of Transport and the Bureau of Transport Economics on extensive analyses of specific urban transport projects, claimed Mr. Meagher.

A five-year "shopping list" with expenditure of \$44.5 million for 1973-74 and \$317 million for the next five years was then presented and the expected benefits listed.

The Australian Government then announced, in its Budget, that it was prepared to commit \$9.66 million to part finance some of these schemes.

The Government also presented a list of conditions under which the

money would be made available. Summarised, these conditions related to:

- approval of projects
- calling of tenders
- letting of contracts
- inspection of works
- provision of funds
- State contributions
- budgetary procedures
- auditing procedures
- a voice in the *management of public transport authorities* "as soon as possible and certainly not later than July 1, 1974"
- a voice in the *pricing policies* for public and private transport

What these conditions mean, continued Mr. Meagher, is that, in return for a contribution of two-thirds the cost of *some* of our planned projects, the State Government must legislate away its constitutional power to determine transport policy not only in the area where assistance is offered, but in the entire transport administration field, including the pricing structure of both public and private transport systems.

"I advised Mr. Jones (Federal Transport Minister) by letter that this Government was prepared to give assurances that the money would be spent as agreed, but that the demand for participation in the daily administration of our transport authorities is unacceptable," he stated.

"The addition of a Commonwealth representative to the Board, or to any of the other State Authorities, would mean divided responsibilities and loyalties within the management team."

NZ TRAINS GAIN

New Zealand Railways recently introduced modern express trains are attracting record patronage.

The daylight *Silver Fern* railcar service between Wellington and Auckland is returning the same load factor—70 per cent—as the units they replaced, although there are now 576 seats a week instead of 240.

This represents a doubling in patronage.

Loadings on the *Blue Streak* service between Wellington and New Plymouth are up 30 per cent, and *The Endeavour* service between Wellington and Napier, which boosted daily capacity from 88 to 136 seats, is reaching 60 per cent capacity.

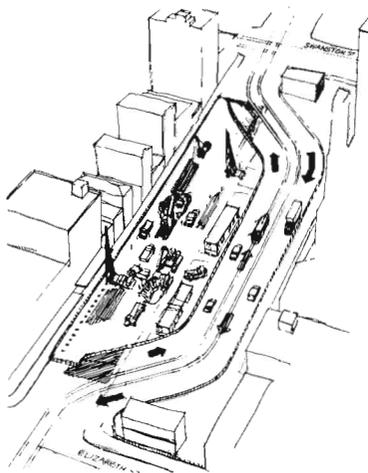
The *Southerner* service between Christchurch and Invercargill is averaging between 60 and 80 per cent loadings, while the top overnight service, *Silver Star* between Auckland and Wellington, is averaging about 100 passengers a night.

MOTORAIL BOOM

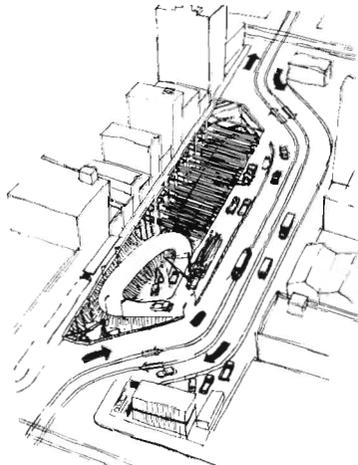
August saw record figures for the Melbourne to Mildura MotoRail service with 314 cars to Mildura and 112 in the reverse direction.

MotoRail business to Sydney is also good—240 cars were railed in the first month, followed by 366 during August.

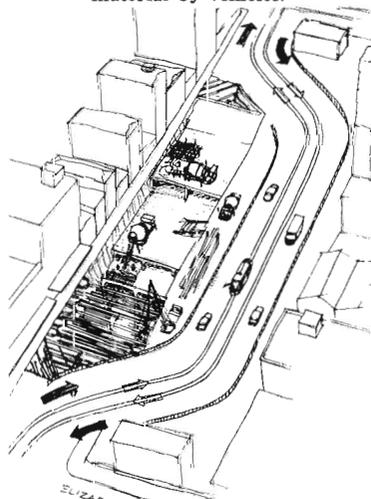
There are bookings on both services for the next eight months.



Stage 3
Full diversion of all La Trobe Street Traffic. Commencement of cut and cover excavation.



Stage 4
Bracing of main excavation area with steel struts and shoring. Ramping to enable removal of excavated material by vehicles.



Stage 5
Building, in stages, of concrete structures including platforms, and Doors of concourse complex.

MUSEUM STATION CONTRACT



Museum station site with westbound road traffic deviated.

The largest contract let to date by the Melbourne Underground Rail Loop Authority was awarded on August 21. For a total of \$6,493,000, Leighton Contractors Pty. Ltd. will construct Museum underground station—expected to be the busiest of the five city stations.

Demolition of buildings on the site—the south side of La Trobe Street between Swanston and Elizabeth Streets—is complete, and the roadway and tram lines are being diverted. West bound road traffic has already been diverted.

Around the perimeter of the site, 126 soldier piles are being installed.

The piles have an aggregate mass of 1530 tonnes (1,500 tons) of BHP steel and vary in length from 22.5 m to 30.5 m (75 ft. to 100 ft.).

More than 107 100 m³ (140,000 cubic yards) of material will be excavated from within the retaining wall formed by the piles.

Stretching from footpath to footpath in La Trobe Street and from Swanston Street to Elizabeth Street, the excavation will reach a depth equivalent to a 7-storey office block.

The station will then be built by cut-and-cover method.

Tunnels, platforms, the escalator and concourse structure at Museum station are scheduled for completion in 1976.

Tramway and road services will then be returned to their former location and the area released on the south side of La Trobe Street will be similarly excavated to enable a booking hall, escalator and other services to be added to the station complex.

A feasibility study for development above the station site is well advanced.

Announcing the contract, the MURLA Chairman, Mr. R. B. Roscoe said that ample provision would be made.

He also added that the Authority was right on schedule with its programme to have the first trains using the loop in 1978.

FREIGHT CHARGES REVIEWED

Victorian Railways freight and parcels charges are being reviewed to try and boost revenue from these sources by \$2 million.

Victorian Premier, the Hon. R. J. Hamer, M.P., rejected wholesale increases in public transport charges in the Budget speech, but said that some adjustments would be made "by the Railways Board within the framework of their new management charter".

Details will be announced soon.

FRONT COVER

When it comes to heavy work, there is little to better overhauling a diesel locomotive. At the major exams, the locomotive is completely stripped down, checked, overhauled, then re-assembled.

Soon bound for fast haulage duties again, S 307 is seen receiving its reconditioned engine at the South Dynon Diesel Depot.

SUGGESTIONS ADOPTED

During July and August, the following awards were made for suggestions adopted:

- Altered design for parcels delivery book to increase entries \$40
- Electric lighting for signals at Sunshine \$25
- Lightweight, compact tool to aid on-site clutch replacement of train stop motors \$20
- Modified VR emblem for uniforms \$20
- Vandal protection for parking ticket machine at the rear of Lost Property Store, Spencer Street \$20
- Clear labelling for certain dangerous commodities \$15
- Epoxy resin base terminal block for train generators \$15
- Amendment to G12 form \$10
- Lighting for Leawarra platform \$10
- Improved amenities in Head Office ladies rest room \$10
- Vented uniform dustcoats for greater freedom of movement \$10
- Abolition of metropolitan luggage allowance \$5
- Electric stove for Head Office female locker room \$5
- Improvements to welding gloves \$5
- Updated Instruction 20 to be issued \$5
- Form SB 249 to be supplied not gummed \$5
- Train names to be shown on platform signs in Spencer Street subway \$5
- Paling fence at Stawell level crossing to be replaced by chain wire fence to improve visibility for motorists \$5
- Equipment for drivers to top up radiators, check oil level and clean wind-screens be provided at motor pool garage petrol bowsers \$3
- Indicator sign at Sunshine for trains not stopping at South Kensington \$3
- Single ticket from Flemington to Showgrounds Platform for trotting patrons \$3
- Alterations to passenger lift at Spencer Street to minimise damage \$3
- Low clearance sign at Collingwood to be relocated \$2
- Guards or conductors on 210 kW (280 h.p.) diesel rail cars to ride in rear compartment \$2
- Telephone numbers in drivers' roster books to be updated \$2
- Notice board for Bairnsdale station \$2
- Pass holder booking arrangements \$2
- Form WW397 to be supplied in pads \$2
- 'Question and answer' column for *Rail Ways* \$2
- Update of certain fare tables at Flinders Street \$2
- Better publicity for availability of grills at Spencer Street station cafeteria \$2

G.M. MOVES TO S.A.

Australia's major locomotive producer—Clyde Industries Pty. Ltd.—is transferring its locomotive assembly operations from Granville, N.S.W., to Rosewater, an Adelaide suburb.

Extensions to the existing SA plant will increase its workforce from 200 to 1,200, said the company's General Manager.

Geared to supply the needs of States except Queensland and WA, plus service existing locomotive fleets,

72 YEARS OVERDUE!

We are all a little bit forgetful at times, but a Mildura bank and the Victorian Railways have a little bit to answer following a recent find.

Discovered rusting away in the bank's vault recently was a long forgotten key to the station safe at Mildura which had been lodged for safekeeping on October 2, 1901!

And for those who are good at history, that's two years before Mil-

Clyde-GM locomotives of up to 4 924 kW (6,600 hp) could be built at the works, reports Adelaide's *The Advertiser*.

● Clyde's main competitor, A.E. Goodwin's, which manufacture Goodwin-Alco locomotives, has lost its Sydney plant at Auburn, near Granville. Com-Eng, (a Clyde Industries subsidiary) bought Goodwin's locomotive and rolling stock business recently and is consolidating it into Com-Eng's own area at Granville.

dura station saw its first train.

The key was lodged by a Mr. Weatherston of the Chief Engineer's office, the constructing authority.

How it came to be overlooked by both the VR and the bank until 72 years later will never be known.

But there's one good point . . . fortunately, the bank doesn't charge storage!

SCALPED!

It started just like every other train trip between Melbourne and Lilydale—perhaps the only difference was that this was one of the trains fitted with power closing doors.

At Richmond, the well-filled train took on more passengers—and the last to squeeze in was a youngish chap with flowing locks.

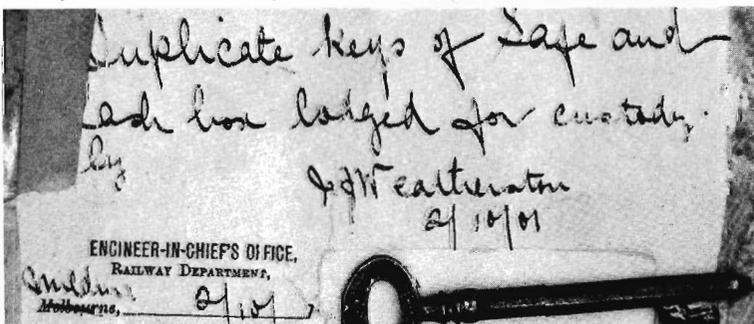
The doors snapped shut, and gasps went up through the carriage—there, tightly gripped between the doors was a fine head of hair.

Last in had been de-wigged!

Assuming a relaxed pose and placing his hands on his head, the victim tried to appear unconcerned—but his beet root colour and casual tugs at the wayward wig did not escape the eyes of the 150 or so amused passengers.

It was a relieved passenger who retrieved his hair and moved further down the train at the next stopping point—obviously trying to spare the other passengers further embarrassment.

On reflection, you probably couldn't describe it as an ordinary trip, could you?



SPENCER STREET PART 2

Owing to space demands in *Rail Ways*, the second part of *Spencer Street's changing face* has been held over until the November issue.



PAINTING COMPETITION AWARDS. Mildura's two budding artists who won free trips to Melbourne for their paintings of *The Vinlander* (back page, September *Rail Ways*) were recently presented with their free tickets. Mildura Stationmaster, Mr. Ken Bailey, presented 13-year-old Neil Hecker with his ticket at the station. Nine-year-old Michael McCabe's presentation was made at the Irymple Primary School. The boys, accompanied by a parent and the family car, can take their trip to Melbourne any time within the next 12 months. Their winning entries were framed and displayed in a Mildura store for the week after the presentation.

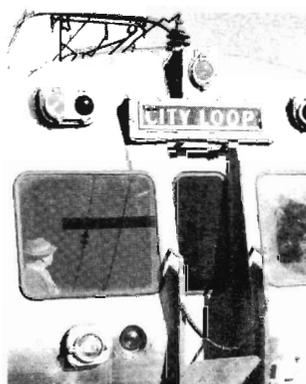
VIEWS OF NEWS



BIG, LONG SHIFT. Moving 172 km (107 miles) of pipeline is a big task – and it's now part of the VR's work load. Since September 26, regular consignments of pipes for the Gidgealpa-Sydney natural gas pipeline have been railed from Melbourne to Maimuru, near Young in Central NSW. The pipes are 12.2 m (40 ft.) long, have a diameter of 864 mm (34 in.) and a mass of 2.2 t (2.16 tons). Each working day, seven specially modified wagons are loaded with eight pipes each. Fifty-one wagons have been converted to handle the pipes. Every Wednesday, Friday and Sunday, 14 loaded wagons leave on a special train bound for Maimuru. A special stacking method used in Melbourne allows the Maimuru unloading to be achieved without cranes.



CONFERENCE EXPOSES PRICE VARIATIONS. Major price variations for key items common to all Australian railway were exposed at the first-ever meeting of Comptrollers of Stores (or their equivalents) from the Australian railway systems Melbourne on September 12 and 13. On the 22-item agenda were discussions on rationalising stores specifications and centralised purchasing on behalf of Railways of Australia; and the effects of computers on purchasing stock control territory. Many areas for cost saving were exposed by price comparisons between the systems, but it was generally conceded that the conference had only "scratched the surface".



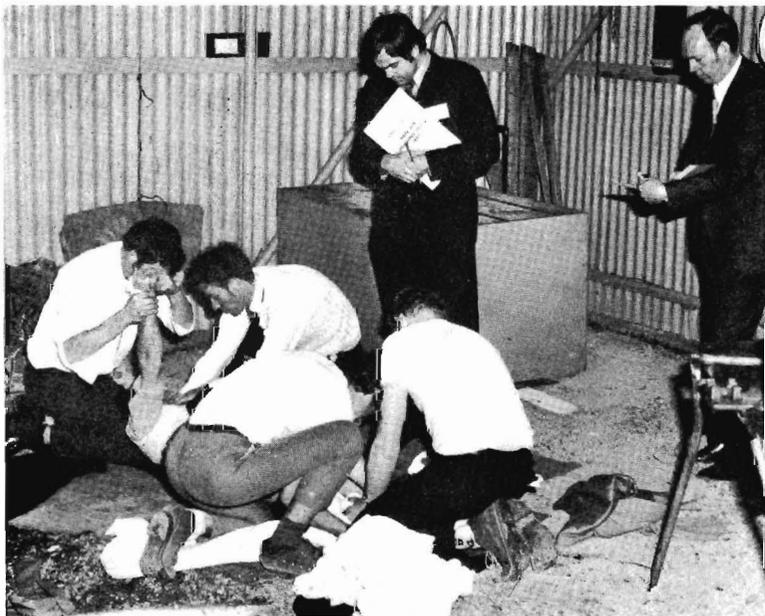
NEW NAMES ON NEW TRAINS. Victoria's new silver trains have many innovations but none more unusual than some of the names on the destination blinds. Out of the 71 names, most are well known to railwaymen - but what about the selection printed above? Most are planned extensions of the existing system or relate to the underground project.

FIRST AID FINALS



The Challenge Shield is presented to Bendigo North Workshops No. 1 team captain, Tom Schaefer by Mr. Gibbs. Other team members are, from left, Gordon Goldsmith, Roy Sawyer, Peter Aisbett (patient), Wally Bramley and Joe Jones.

For the 63rd time, railwaymen met to compete for the right to represent the Victorian Railways in the Australian Railways First Aid Championships, to be held in Port Augusta this month. For keenness and enthusiasm the teams lacked nothing, and in most cases, close results ensued.



Runners-up, Ballarat North Workshops No. 3 team failed by the narrow margin of three points to take out the shield, but no-one could doubt their concentration and thoroughness as they set about treating an injured farmer in this scene. Adjudicator David Brownbill and Timekeeper Ken Crebbin were keeping check on the team's progress.

After 63 years, it is a little late to ask why the VR sponsors such an interest in first aid and why so many eminent surgeons and doctors give up a day's practice to foster the series—but the answers are interesting.

Mr. David Brownbill—a neurosurgeon at Royal Melbourne Hospital (and son of former VR Chairman of Commissioners, Mr. Edgar Brownbill)—is one of the adjudicators who has found time to officiate at eight challenge shields.

For him, it is extremely encouraging to be able to help in any way to further interest and knowledge in the field.

"The standard here is very, very good" he said.

"As a surgeon, I get to see only a small percentage of all injuries, so really, one of the most important facets of treating injuries is first aid.

"And when judging the teams I look for safety—to the team and patient—then to leadership, teamwork and thoroughness."

Many would think that David came to take up his interest because of his father, but that isn't so.

"I had very little to do with railways when I was younger," he added,

"but I found out about the competitions and made myself available. I've enjoyed them each and every year."

And why does the VR take such an interest?

David continued, saying, it's an industry where bad accidents can happen at anytime, and it's an industry that gets into remote and isolated areas. This, he said, makes it very important for staff to be proficient in at least the basics of first aid.

Competitions

Electrical Engineers No. 1, who have dominated recent competitions, slipped to fourth place this year.

VR team representation at Port Augusta will rest with Bendigo North Workshops No. 1.

This team compiled the excellent total of 444 points out of a possible 510, yet they only pushed Ballarat Workshops No. 3 into second place by a meagre three points.

In the Novice teams, Ararat took the title by nine points from Bendigo Loco. Bendigo North Workshops No. 5 filled third place.

In the individual events, Ballarat North Workshops Fitter, Bert Phillips, won the senior title and will also represent the VR at Port Augusta.

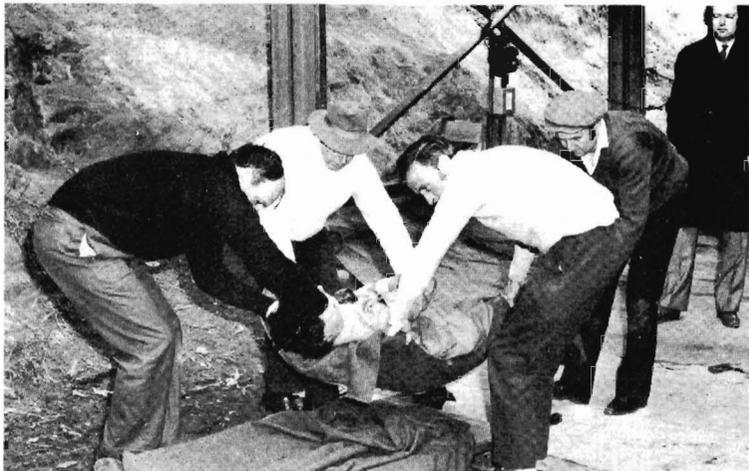
Novice winner Graham O'Donnell, a clerical assistant at the same workshops, caused a surprise when he took out second place. Third placegetter was last year's winner, Max Sternberg—also from Ballarat North Workshops.

Problems

Problems set for this year's competitions included treating a bank teller injured in a hold up attempt; a ganger injured when his inspection motor was derailed after hitting a sleeper; a street worker injured by a road compacting machine; an injured farmer; a racing car driver injured in a high speed crash; and a man injured in a fall from a bridge.



One of the challenging tasks was to extricate the driver from his racing car before treatment could start. Here, Electrical Engineers No. 1 team, eases the driver out while a team member moves to console a bystander.



When it comes to winning form, Bendigo North Workshops No. 1 team were the pacesetters throughout the day. Here they demonstrate the correct way to place someone with an injured spine on to a stretcher.

Adjudicator was Dr. R. W. Howard (right).

Novice winner, Graham O'Donnell, capped off a great series by filling second position in the senior individual event. Here, he was treating a bank manager who had been injured. Dr. J. Peter Bush was closely watching Graham's work.

Injuries to be treated included a fractured spine, compound fracture of the femur plus concussion.

As in all events, the patients played their parts to perfection.



RESULTS

SENIOR TEAMS

Bendigo North Workshops No. 1	444
Ballarat North Workshops No. 3	441
Ballarat Traffic No. 1	425
Electrical Engineers No. 1	413
Head Office Works No. 1	380

NOVICE TEAMS

Ararat	409
Bendigo Loco.	400
Bendigo North Workshops No. 5	388

Ballarat North Workshops No. 2	380
Mildura	372½
Bendigo North Workshops No. 4	366
Spotswood PWMD No. 1	357

SENIOR INDIVIDUALS

A Phillips, Fitter Ballarat North Workshops	126
G. C. O'Donnell, Clerical Asst., Ballarat North Workshops	111
E. M. Sternberg, First Aid Attdt., Ballarat North Workshops	109
J. W. Coughlin, Boilermaker, Bendigo Loco	97
H. vanGinkel, Engineer, Special Works, Spencer Street	94
G. Storey, Fitter, Ballarat North Workshops	81

NOVICE INDIVIDUALS

G. C. O'Donnell, Clerical Asst., Ballarat North Workshops	103
B. G. Richardson, Fitter, Ballarat North Workshops	100½
R. A. Sawers, First Aid Attdt., Bendigo North Workshops	97
A. C. Clough, Blacksmith, Bendigo North Workshops	95
M. G. Willis, Fitter, Ballarat North Workshops	93
G. B. Collins, Boilermaker, Ballarat North Workshops	82½
J. McAdam, Material Cont. Officer, Spencer Street	69
J. T. Jones, Fitter & Turner, Bendigo North Workshops	58½

"NO INTERFERENCE" PROMISES GOV'T.

"There will be no government interference with railway management, either in its day to day affairs, or in the pursuit of long term business objectives in accordance with the criteria set down in the Bland Report," the Premier of Victoria, the Hon. R. J. Hamer, said when delivering the State Budget in September.

Successive railway managements in Victoria for years have wanted an unqualified statement like this to let them set the VR's destiny without the worry of political intervention.

Mr. Hamer said that the new Railways Board would operate within a management charter set by Chapter XIV of the Bland Report.

"The Government accepts those recommendations, and the reasons given for them, without qualification, and it is now the responsibility of the new Railways Board to put them into operation," he continued.

"Meantime the Government should set indicative financial targets: as goals for management they would have the same purpose as the Railways long term objective of breaking even."

Five years is envisaged as the time required to achieve these targets, so fears of a massive and rapid change in the VR are unfounded.

The Board will be invited to suggest appropriate targets, he added.

The Bland Report recommendations on road transport will be adopted too.

"The Government is convinced," said Mr. Hamer, "that Victoria's best interests will be served by the long term approach which the Bland Report involves."

Bland Report Chapter XIV relates to:

- the Railways performing that part of the total transport task for which they have inherent advantages
- the Railways functioning as a commercial enterprise with responsibility for determining their own freight and fare levels, services provided, etc.
- subsidies in the event of the Government deciding that certain commodities (or groups of people) should be carried at concession rates, or uneconomic services be retained at State request
- seasonal operation of some lines
- withdrawal of unprofitable services and closure of uneconomic lines. Closures will only be authorised after an independent authority has investigated the cases for and against

- establishment of regional freight centres in the larger country towns or key railway points for more efficient freight handling

- better marketing, and

- restructuring of the V.R. staff structure

THINGS TO COME ?

If the Australian and Victorian Governments can resolve their differences over Commonwealth assistance to Victorian Public Transport, then many new railway projects listed in the State Budget will start during the 1973-74 Financial Year.

Among the projects nominated by the State Treasurer during the budget speech, were the building of an extra track between Caulfield and Mordialloc, Sunshine and Deer Park, and Macleod and Greensborough; a new railway station between Noble Park and Dandenong and between Seaford and Frankston; a programme to rebuild and improve 20 metropolitan stations a year; and building new and improved facilities for interchanges between road and rail.

Continuing projects include two extra tracks between South Kensington and Footscray, preliminary work on the East Doncaster railway, \$30 million expenditure on the underground project, and delivery of more new stainless steel metropolitan trains.

Commonwealth assistance—vital to achieve the programme—has been offered for all projects except the East Doncaster line and the underground loop works. At the time of printing, the terms of assistance had not been determined and no agreement had been reached.

MORE THAN BARGAINED FOR

Passengers on *The Overland* arriving Melbourne on September 20 got a little more than they bargained for.

Because of a level crossing accident between Rockbank and Deer Park, which derailed the 210 kW (280 hp) diesel rail car involved, *The Overland* was diverted via North Geelong, giving the passengers an extra 47 km (29 miles) journey at no extra cost.

But for those booked to travel on *Intercapital Daylight*, the bonus continued.

With connection normally at Sunshine, passengers for N.S.W. and beyond were detained at Footscray and then whisked to Sunshine on a special two-carriage silver train to meet *Intercapital Daylight*.

Luggage and everything else was looked after by VR officials and the whole operation went smoothly.

WANT TO BUY COUNTRY PASSENGER SERVICES ?

South Australia's government-operated country passenger rail services are for sale or lease to a private contractor, reports *The Australian*.

A good marketing approach was considered the key requirement to make a financial success of some of the 10 or so services remaining.

Losses on SA country passenger services have been substantial in recent years.

The Director-General of Transport, Mr. Derek Scrafton, said that the passenger service contract could be granted in one of three ways:

- owned and operated by the private contractor
- own and operate rolling stock and equipment, using present railway drivers
- lease all country passenger services and take on marketing.

Although negotiations into an Australian Government takeover of South Australian Railways are progressing, Mr. Scrafton was reported as saying that there was no commitment at this stage to the Government to take over these services.

BIG CHANGES FOR METRO TRAINS

Major changes in the working of metropolitan trains start in November when 'memory' time-tables are extended to week-days and Saturdays. ('Memory' time-tables were introduced on Sundays from July 9, 1972.)

Where possible, off-peak frequencies will be standardised on 20 minute intervals.

Major change for passengers, though, will be a re-allocation of platforms at Flinders Street.

Frankston line trains will run to and from Nos. 8 and 9 Platforms (instead of Nos. 6 and 7) but some peak hour services will still leave and arrive at Nos. 10 East and 11 East Platforms.

Sandringham line trains will move to Nos. 10 and 11 Platforms (instead of Nos. 8 and 9).

For passengers who travel through Flinders Street, through-routing of trains on some lines will be altered, which should eliminate some delays outside Flinders Street.

Major change is the running of Sandringham trains to St. Kilda with an occasional trip to Port Melbourne.

Frankston trains will run through to Broadmeadows and Dandenong trains will provide the bulk of Williamstown services.

The changes are also part of the plans for the underground, which is due to start in 1978.



Junior Station Assistant Derek Dalton believes in action irrespective of the risks. Recently at Ringwood, he leapt on the tracks in the path of a train to try and pull clear a girl who had fallen from the platform. Unfortunately his attempt was unsuccessful, and the girl was badly injured. Derek, 16, said modestly: "I saw the incident and just had to try and save the girl." After it was all over, Derek, a little shocked, recalled that the train was "pretty close—it brushed past me." A VR man of only six months, Derek's initiation into railway service is one few would envy. But it's not over yet; he will have to attend a court case over the incident.

Good past, good future

During recently retired District Superintendent Stewart Rae's 47 years with the Victorian Railways he has seen many highlights, but perhaps the ones that stick with him most are the 1970 fires and 1971 floods at Orbost.

Personally involved with getting trains moving again after the disasters, Stewart reflected that the manner in which the help was given, the all-round co-operation and teamwork of the staff plus co-operation and assistance from other organisations made the restoration work a satisfying experience.

Looking back on his career, which ended on October 12, he said that he was always conscious of how employment conditions changed.

One early posting, to Langi Logan as Utilised Signal Porter, was when that station was considered a nine-hour station—and a fortnight was 12 shifts.

"That meant we had to work 109 hours to get one hour's overtime," he said. "And there was no sick pay for daily paid."

But he was glad to see conditions improve, and sees a bright future for



Mr. Rae

people

the VR in Gippsland.

"There is no peak time, we are busy right throughout the year with timber, paper and briquettes. Passenger business is healthy and despite pessimistic claims by some that the district is going backwards, I think it has a tremendous future—and so has the VR there."

Again reflecting on the past; Stewart can't help comparing trains today with his time at Ararat around 1930.

"In those days, there were only three fast goods trains each way per week between Melbourne and Adelaide—now there are up to five a day each way."

In younger days, Stewart was a keen footballer—he captained Maryborough side Primrose, and later played for Ararat club St. Andrews (now Caledonians). He also represented Maryborough in VRI cricket.

Sport today means a game of bowls at Moorabbin or cheering on Carlton for the 51st year.

Won award



In the recent station and workshops decoration competition, Bendigo North Workshops took off the first prize for new work in the Locomotive and Works Depot sections judged on a Statewide basis.

Originally an area of weeds, gravel dumps and rubbish, the area was gradually transformed into landscaped sweeping lawns, shrubs, and banks of multicoloured pig face.

Since the beautification project started, a number of garden-minded Workshops employees have become involved.

Workshops Manager, Mr. J. W. Carnie, and many employees, bring along cuttings from their own gardens to add to the area.

Responsibility for the garden is



Caught by the *Rail Ways* camera when sending a message by walkie-talkie radio to Way and Works gangs working on the standard gauge line near the River Murray was Repairer D. Vaughan of Wodonga. With the VR for 22 years, he started with the points and crossings gang at Barnawartha, later moved to Violet Town and has spent the last seven years at Wodonga. Off the job, he played football—rugby league—in Gundagai prior to World War II. Mr Vaughan was also a top bike rider and won many events, particularly hill climbs. He won the first bicycle race he was in—a 32 km (20 miles) event—as well as the last one, too.

presently vested in Labourer L. Claringbull (left) who, time permitting, attends to its requirements, and much of the credit for the work gaining the award, belongs to him.

Workshops staff are justifiably proud of their achievement, and Bendigo has a certificate to prove that other people are pleased, too.

Rewarding time

Alan Branchley's month relieving as Troubleshooter was "the most rewarding time" of his 21-year VR career.

"I am amazed at the appreciation shown by the public when they know that there is someone in the Department who will listen to them and, most importantly, contact them with a reply," he said.

Surprising aspects for Alan were that most complainants were women, and that only a tiny fraction of the troubles presented to him were unreasonable.



Mr. Branchley

"After 15 years in staff work, he continued, "it was quite something to see the public reaction to many of our practices.

"It certainly gave me a new insight into our problems."

Before Troubleshooting, Alan chaired the Rostering Committee involved in simplifying train crew rosters, and was the Board of Discipline's Prosecuting Officer before that.

Alan was warmed by many of the 'human' stories that he came across during his troubleshooting month.

Perhaps the best concerned a complaint that a kitten received by rail from Myrtleford arrived in a carton after having being dispatched in a bird cage.

Inquiries found that at Wangaratta the parcels assistant had transferred the kitten to a carton because the bird cage was so small the kitten could not stand up. The parcels assistant arranged to return the cage to the sender.

Given the facts, the woman complainant was most apologetic over the whole incident.

But despite all his successes, there was one case Alan couldn't crack!

An elderly lady contacted him on the chance that her missing girdle might have been left in her *Southern Aurora* apartment.

But despite a search, the missing item was not located and the lady was left at a very loose end.

Alan has since taken up duty as the VR's new Rehabilitation Officer.

Much travelled

Railway men are renowned as great travellers—mainly because of their pass privileges—but Display Officer Alex Topp has probably logged up more miles in the four years he has held that position than many achieve in a lifetime.

Alex's job includes arranging, in-

stalling and shifting the many displays used to help 'sell' rail travel that appear around the state (and interstate).

His 'contact' book reads like the 'who's who' of business.

He has been to Sydney, Brisbane and Adelaide so far, plus all the worthwhile country towns in Victoria and the Southern Riverina.

In just four years, he has broken new ground for the displays, having secured rights to instal them in several banks., shopping centres and even RACV offices!

One of these displays—at a large regional shopping centre in the Melbourne suburbs—helped a local travel agent to sell over \$900 worth of rail travel in two days!

But all Alex's travelling doesn't end with displays—a lot comes from accompanying the PR & BB's mobile display caravan to country shows and trade fairs.

There's not one town with an annual show that Alex can recall not having been to, and bookings until the end of 1974 have been accepted.

In short, Alex's duties are a very valuable asset to the Railways' PR image, and despite the demands on his time, remains a youthful looking 52-year-old.

Alex joined the VR in 1947 as a carpenter at Spotswood Workshops. His father was head gardener, and a brother is also a carpenter.

During the rebuilding at Spencer Street, Alex was in charge of the building and installation of all the furniture, shelving and counters.

PREVIEW



The annual first aid championships held at Mount Evelyn are the place for railwaymen to show their skill in first aid, but while travelling to this year's competitions, two railwaymen got in a little unexpected practice.

Diesel Maintainer Kevin Brophy (right) and Ambulance Officer Assistant Clarrie Patterson were taking some of the props to the Mount Evelyn site when, nearing the Lilydale roundabout, they came across a truck and car collision.

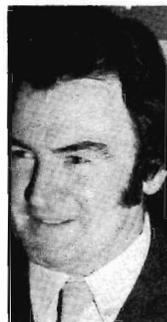
No-one was around, so Clarrie and Kevin moved out to assist the injured.

To their surprise, they found victims flung up to 63 m (70 yards) from the wreckage, and, even more surprisingly, they found only minor injuries.

The car driver, who was pinned by the legs in his seat, was the worst injured; the truck driver was just severely shocked.

Within a few minutes, all the injuries were treated as well as could be with the materials available—and well before the ambulance arrived.

After the ambulance took the victims away, Kevin and Clarrie continued on to the competition site—Kevin to be patient in a bank assault scene, and Clarrie to be a competitions supervisor.



Mr. Topp trade fairs.

RETIREMENTS ...

ROLLING STOCK BRANCH

Aldering, W. F., Geelong, 10/9
 Clarke, S., Ballarat North, 19/11
 Czesnik, J., Newport, 24/11
 Davies, L. E., Jolimont, 31/8
 Dowell, C., Jolimont, 30/7
 Fraser, N. R., Motor Garage, 11/9
 Goudge, K., Bendigo Loco, 12/10
 Hennessy, K. J., South Dynon, 16/8
 McIlwrick, R. C., Maryborough, 16/7
 Petrides, C. T., Shelter Shed, 26/11
 Pollalis, D., Newport, 8/11
 Scimenas, A., South Dynon, 21/9
 Stanway, H. H., Newport, 7/11
 Strachan, W. F., Seymour, 13/11
 Thomas, D. E., Ballarat North, 24/8
 Vacirca, G., Shelter Shed, 19/11
 Watkins, E. A., North Melb., 16/11
 Wearne, H. L. G., Jolimont, 20/8
 Zvaigzne, Z., Newport, 30/7

STORES BRANCH

Robinson, G. H., Ballarat North Workshops, 1/10
 Minehan, B. P., Dynon, 12/10

Horsburgh, F., Jolimont Workshops, 31/8

RAILWAYS REGRETS TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH
 Hickey, T. F., Bendigo North, 25/8
 Ojala, O., North Melbourne, 4/9
 Williams, A. E., Bendigo Loco, 13/9
 Kokinos, P., Newport Workshops, 30/7

TRAFFIC BRANCH

Bell, C., Ringwood, 25/8
 Coombe, G. T., Murtoa, 27/8
 Cvetkovic, M., Spencer Street, 2/9
 Faulkhead, M., Melb. Goods, 21/8
 Horley, L. G., Maryborough, 9/9

WAY AND WORKS BRANCH
 Cutter, R. C., Spotswood, 25/7
 Martin, R. W., Spotswood, 6/8
 Mattessi, P., Laurens St., 14/8

Javos, I., Spotswood Workshops, 19/9
 Zuccero, B., Permanent Way Depot, 22/8

TRAFFIC BRANCH

Budd, N. E., Flinders Street, 25/7
 Crotty, E. J., Melbourne Goods, 15/11
 Davis, F. C., Spencer Street, 18/8
 Dawson, W. J., Geelong Goods, 22/8
 Hall, J., Bendigo, 16/7
 Henderson, F. J., Flinders Street, 24/9
 Howard, J. W. R. Melb. Goods, 31/8
 Kenny, J., Bairnsdale, 22/11
 Laffin, H. A. Glen Waverley, 7/8
 McNeil, (Mrs.) A. E., Essendon, 4/9
 Sewell, G. W., Tallygaroopna, 23/11
 Sharpe, A. Melbourne Goods, 1/11
 Wearne, G. D., C/- D. S. Ararat, 17/11
 Whelan, H., Dynon, 4/11

WAY AND WORKS BRANCH

Blanco, S., Srion Kop (6), 21/10
 Bowman, T. L., R. F. Geelong, 17/7
 Boyd, W., Bonding Supervisor, 23/10
 Broadway, J. J., Special Works, 14/8
 Corfe, H. E., Senior Timekeeper, 20/11
 Czerepaszenko, W., Coburg, 11/11
 Diss, J. D., Guildford, 17/7
 Donnelly, W. W., Spotswood, 28/11
 Fajnsztejn, N., Flinders Street, 21/11

RETIREMENTS Cont.

Fatchen, R. P. H., Moe-Traralgon, 28/10
 Mackinnon, K., Seymour, 4/11
 Maga, G. A., Spotswood, 14/11
 O'Meara, M., Ballan-Ballararat, 19/10
 Orte, G., Wonthaggi, 1/10
 Pahor, E., Geelong, 23/10
 Philpott, P. C., Spotswood, 17/8
 Piscioneri, C., Ballarat, 2/10
 Sheen, A. S., Hawkesdale, 6/7
 Stratton, H. E., Flinders Street, 1/9
 Stuart, R. G., Dandenong-Koo-Wee-Rup, 28/10
 Thomson, F. H., Spotswood, 24/10
 Tyler, L. W. J., Special Works, 21/11
 Waight, H. J., Bendigo, 13/8
 Yates, L. V., Bendigo, 13/8

Institute News

VRI MILITARY BAND

For hundreds of years people, regardless of colour or nationality, have reacted to various styles of musical arrangements.

Music has provided the means by which armies have marched to war, people have married, festivals mounted, and also accompaniment for those older folk who like to sit in the sun and muse on past events.

When talking of music one thinks of bands, and the band without peer as far as public appeal goes, is the Military Band. Thus it is no real surprise to learn that the enterprising railway man has had just such a band since 1892.

Initially formed, by a group of railwaymen, in 1896, the Commissioners granted a subsidy on the condition that an efficient band be available to play as the Department required.

In the following years the band gave recitals at Brighton Beach and performed weekly at Glenferrie. They were involved in fund raising appeals for the Boer War and World War I, and obtained their "sea legs" with recitals on the Paddle Steamers *Hygea* and *Weeroona* on their Bay cruises.

Unfortunately, although providing much pleasure, the band's performances were, by and large, unprofitable. This, together with repeated requests to the Commissioners for a larger subsidy, led to them being subjected to an exhaustive investigation by an Efficiency Committee.

As a result, it was recommended that the band be placed under the direct control of the Victorian Railways Institute, in the hope that their activities could be channelled towards more profitable ventures.

On September 30, 1921, the band came under the VRI's direct control. After 10 years, the band again became

V.R.I Annual Smorgasbord



At the VRI dinner were Mr. A. G. Gibbs (third from right), Chairman of the VR Board, Mr. I. G. Hodges (third from left) Deputy General Manager, who was about to leave for an overseas study tour to look at railway financing and management, Mr. J. W. Urbahns (second from left) Member of the VR Board, accompanied by, (far left, VRI General Secretary Mr. R. I. Baggott, VRI General President, Mr. R. M. Wright (second from right) and VRI Immediate Past President, Mr. M. L. McKenzie.



The VRI Annual Smorgasbord Dinner is the night when many of the country members come to Melbourne and meet the Council and other workers. This group represented Traralgon, Dimboola, Serviceton and Geelong.

self reliant but continued its Institute affiliation.

One of the heaviest areas of expenditure was uniforms. The Commissioners' subsidy plus the Department's decision to allow the band to purchase several stationmaster-style uniforms helped immeasurably.

However, each member provides and maintains his own instrument, so it can be appreciated just how heavily the band would be committed if this were not the case.

These problems aside, the band has remained fully operational and has played at many Departmental functions. The last "Puffing Billy" trip from Upper Fern Tree Gully to Belgrave in 1958; the first standard gauge "through" goods train, Sydney to Melbourne in 1962; The Centenary celebrations of the Geelong-Ballararat line at Ballarat in 1962; the *Spirit of Progress* Silver Anniversary in November 1962; the 50th Anniversary of Electric Train Running in 1968; the 1972 Railway Exhibition and the official opening of Ruthven

station were occasions on which the band was well to the fore.

As well as VR commitments, they have also given recitals at VRI dinners, concerts at several metropolitan hospitals, and Moomba performances in the Alexandra Gardens. Responsibility for the Band's proficiency lies on the shoulders of Mr. J. S. Martin, ex RANR Band and formerly a foreman car and wagon builder with the Railways, who has led the band for the past 25 years.

Practice of course, makes perfect, and if you happen to be passing room 52 of the Institute on a Tuesday night, it's possible you will hear the band in full swing playing anything from "high opera" to "top of the pops".

Our VR Institute Military Band has provided so much enjoyment to people and the feeling of well being that goes with music, that it could well be classed as a living example of William Congreve's famous quotation "Music has charms to soothe a savage breast."

INSTITUTE SPORT

COUNTRY CARPET BOWLS

The VRI Ballroom was the venue for the 1973 Country Carpet Bowls Tournament held on August 26.

Eight men's and eight ladies' teams battled for seven hours for the respective Championships with much holding of breath in tense moments.

Often remarked upon is the keenness and enthusiasm shown by women at a bargain sale. Well, you wouldn't want to be a member of one of these girl's teams and put your bowl off the mat in a tight situation. They were well worth watching.

Geelong No. 1 won the Ladies Championship after a great tussle with Bendigo No. 3. However, Bendigo showed their all round strength later by winning the Men's Championship from Ballarat No. 1 in another tight and exciting match.

Consolation events for men's and ladies' sides both went to Ballarat teams.

Mention must be made of the generous sporting action by the Ballarat Ladies team who allowed their opponents to use the maximum number of bowls permissible even though they were playing one team member short due to an accident. Well done girls!

FOOTBALL

Sunday, September 2 saw the final of the re-formed VRI Football League's Sunday Competition.

This Grand Final was the culmination of a season which saw eight teams representing different Branches—Accounts, Commercial, Melbourne Goods, Melbourne Yard, Newport Workshops, Rolling Stock, Traffic and a combined Ways and Works and Secretary's team—participating, games played on grounds outside the metropolitan area (Sunbury, Little River and Romsey) and, most important of all, the re-introduction of Victoria's No. 1 sport into the Institute calendar.

As can be imagined, these things don't appear overnight or run themselves, a lot of hard work and organization has to be put into them. Here tribute must go to the President of the League Peter O'Dwyer, the Secretary Tony Worsdell, the team's delegates and a special mention to the Leagues "refreshment providers" Mr. and Mrs. Bill Burns.

Now to the game! Newport Shops and the Traffic Branch teams, because



The Victorian Railways Institute's Fencing Club is acknowledged as Australia's leading fencing club, and they recently pulled off a coup. Dr. Jenó Kumuti, (right) a leading Hungarian fencer and one of the best foil fencers of the day, arrived to participate in the first international invitation foil championships, organised by the VRI's Ernie Simon Sr. and Andy Szakall. Dr. Kamuti, a member of the Budapest Railways Fencing Club, has been runner-up many times in world championships and at Olympic Games, has won numerous international events and been university world champion four times. In late August, he won the Australian title.

of their strong consistent play throughout the season, earned the right to participate for the Cup.

Although the ground was heavy it was expected that a close, hard match would be fought out, but as often happens in Grand Finals, in appalling conditions, the opposite was the case and Newport Shops ran out easy winners.

Best players for Newport Shops were: A. Flavell, L. Murphy, G. Crick and K. Hardy.

Best players for Traffic were: T. McBean, B. Trehwella, L. Stitt and P. Hines.

Deputy Manager of the V.R. Mr. I. G. Hodges presented the "Commissioners Cup" to the Newport Shops Captain and congratulated the team on their fine victory. He pointed out that it was their eighth win in 10 seasons. A great effort.

George Peters deserves a special mention for his contribution towards seeing the Newport Shops team always well prepared and immaculately turned out. Good work, George.

GOLF AT NEWRY

With good weather and the course in fine condition, the scene was set for a great golf weekend at Newry on August 11-12.

Nearly 90 VRI members, including Institute Councillors Ian Adcock, Bob Richards and Norm Roberts, participated in events over the week end.

B. Williams (Traralgon) won the VRI Men's A Grade Scratch 27 holes stroke play while B. Gordon (Traralgon) won the VRI Men's A Grade Handicap 27 holes stroke play.

In the ladies' section Mrs. J. Woznica (Moe) won the VRI ladies Scratch event (18 holes) and Mrs. J. Williams (Traralgon) had a fine win in the VRI Handicap Event (18 holes) for women.

Due to lack of space, the names of all the winners can't be published, but they are congratulated.

CRICKET

October 16, saw the start of the Cricket Associations' 1973-74 season, and any cricketer wishing to play in this competition, but not yet attached to a team, should contact the Secretary, Mr. Keith Hopkinson, on auto 1640.

Players should note that the annual match against the Australian Postal Institute will be held early in 1974 and that the Association intends to conduct a series of social matches on Sundays against Country Centres. Keith Hopkinson has details.

VICTORIAN

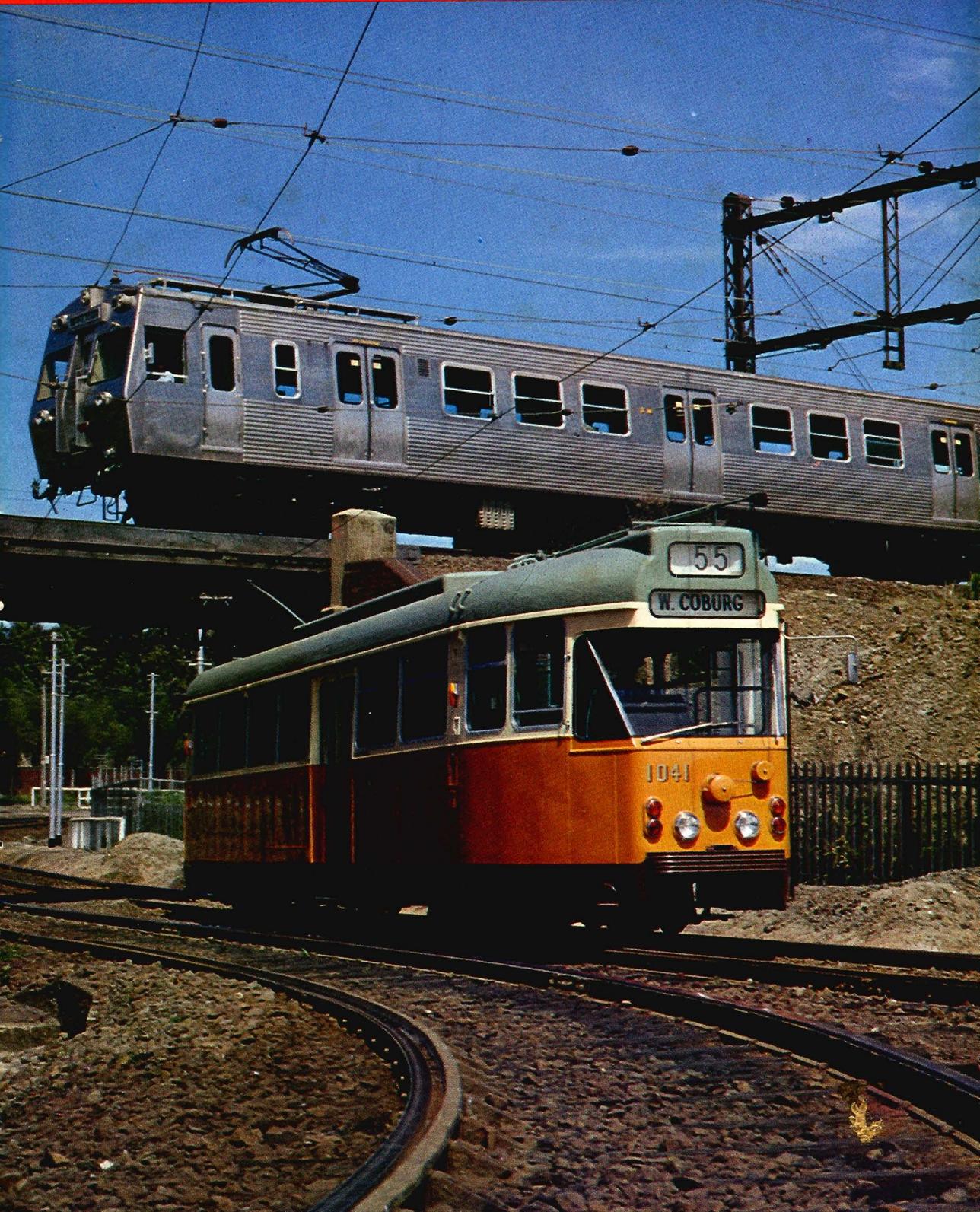


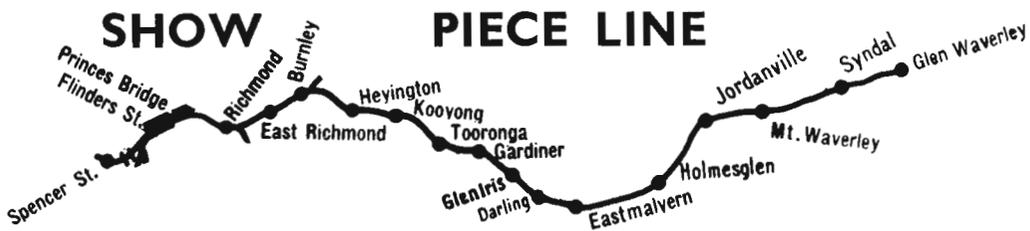
RAILWAYS

November

1973

10 CENTS





The Victorian Railways plans to begin a complete overhaul of the Glen Waverley line if the money is available, in an attempt to entice private car owners to commute by train. To include the reconstruction of six of the 15 stations along the 20.91 km (13 mile) line—and the refurbishing of another—the project could get under way within this financial year, and possibly before Christmas.

The stations that are planned to be reconstructed are Heyington, Tooronga, Gardiner (down side), Glen Iris, East Malvern, and the completion of reconstruction at Mount Waverley. Darling station would be refurbished.

With changed public and political attitudes to public transport, and the consequent assurance of much bigger financial allocations for suburban railway works in future, the Victorian Railways Board believes the time has come when planned improvements can be implemented in the light of overall long-term objectives rather than immediate expediency. This could be done in such a way as to produce results that would make a real impact on the travelling public.

The situation has arisen where the major track and signalling improvements, towards which the Commonwealth has offered financial support, are wide-spread and fragmented and none of which result in the overall upgrading of a complete rail corridor.

It is for this reason that the Board has decided to select a line which can be approached as an entity and given the "full treatment". It can then be used to show the travelling public of Melbourne the standards of service amenity which could be progressively extended to the whole of the metropolitan system and which are con-



fidently expected to win passengers back to rail transport from the private car.

Only by such an exercise in concentrating its resources can the Board demonstrate reasonably quickly (in say 12-18 months) what its plans and standards are for the future.

The Board realizes that this approach is open to criticism on the grounds that it favors one line at the expense of others, but believes that the objectives of the demonstration project are too important to be sacrificed for this reason.

The decision to adopt the Glen Waverley line was made only after exhaustive study of the possible alternatives. Successful implementation of the concept made it essential to find a line which came as close as possible to meeting the following specifications:

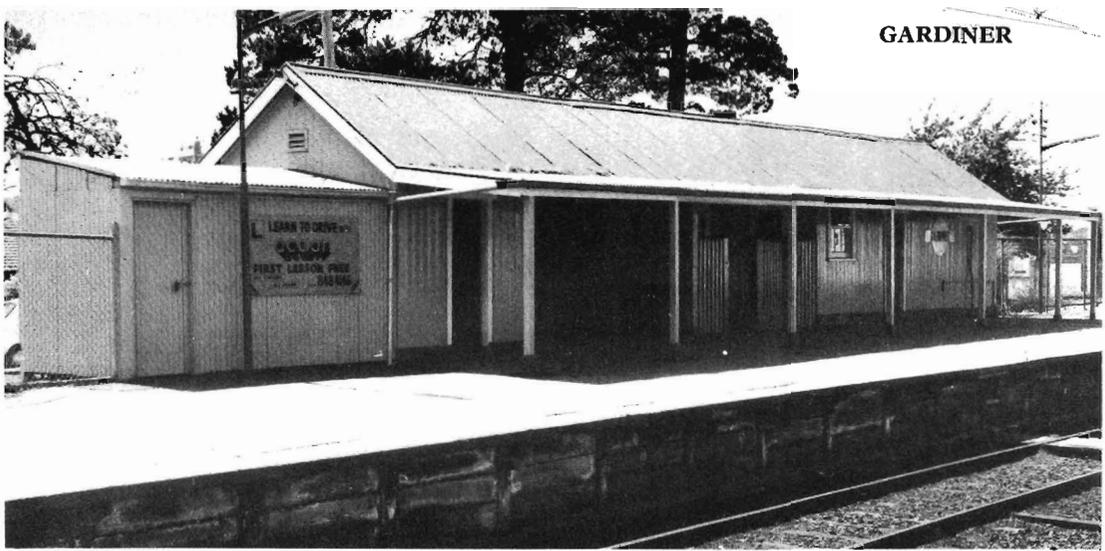
- A corridor, complete in itself, to the Central Business District.
- An established traffic growth pattern, with potential for further growth.
- A line on which the desired degree of upgrading could be amply demonstrated, if not completed, in 12 to 18 months.
- A line on which work, carried out in the initial stages, would not be altered or rendered redundant by future developments already being planned.
- A line passing through suburbs with a wide range of socio-economic circumstances.

While no line completely fulfills these requirements, the Glen Waverley line comes nearest. Its only disadvantage is that, in the section between Glen Iris and Kooyong, several major grade separation projects (including two rail/tram crossings) must be carried out before train speeds can be raised to their full potential over this section. As a result, it would be necessary to execute the overall concept in two stages, which are:

Stage One (12-18) months

- Reconstruction and rehabilitation of station buildings and platform surfaces where necessary.
- Development of car parking to the maximum practicable extent at ground level.
- Beautification of station and car park areas.

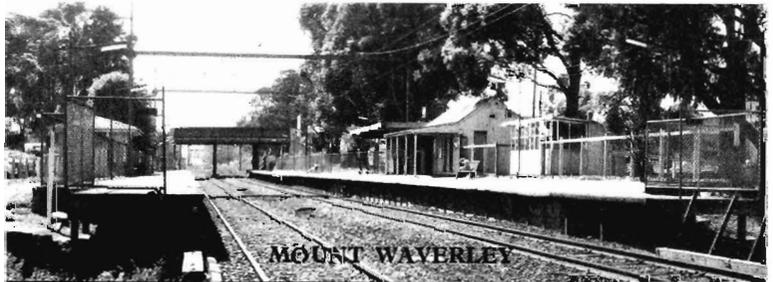




- Beautification of lineside areas between stations, seeking maximum available co-operation from municipalities, community groups and adjoining property owners.
- Raising of maximum permitted line speed to the greatest extent practicable, section by section, within the constraints set by track condition, signalling, gradient, curvature and station spacing.
- Operation of an average five minute frequency of service at peak periods and a 10-minute frequency at other times (15 minutes on Sundays).
- Operation of the whole of the service on the line by modern trains (blue or stainless steel).
- Reduction of overall running time to the maximum extent practicable by the elimination of "make-up time" from the schedules (i.e., trains to power up to permitted line speed or braking point, as appropriate).
- Fitting of all station staff employed on the line with new style uniforms.

Stage Two (19-36 months)

- Elimination of level crossings, with priority being given to Glen-



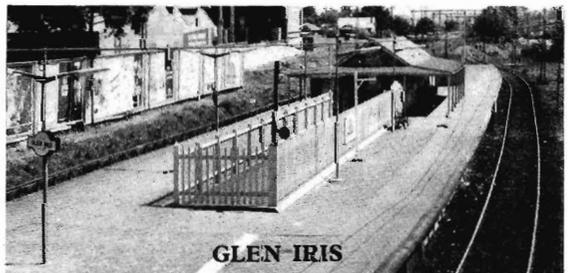
ferrie Road, Toorak Road and Burke Road.

- Development of multi-level car parking at stations where warranted and practicable.
- Further raising of speeds by reduction in curvature, where practicable.

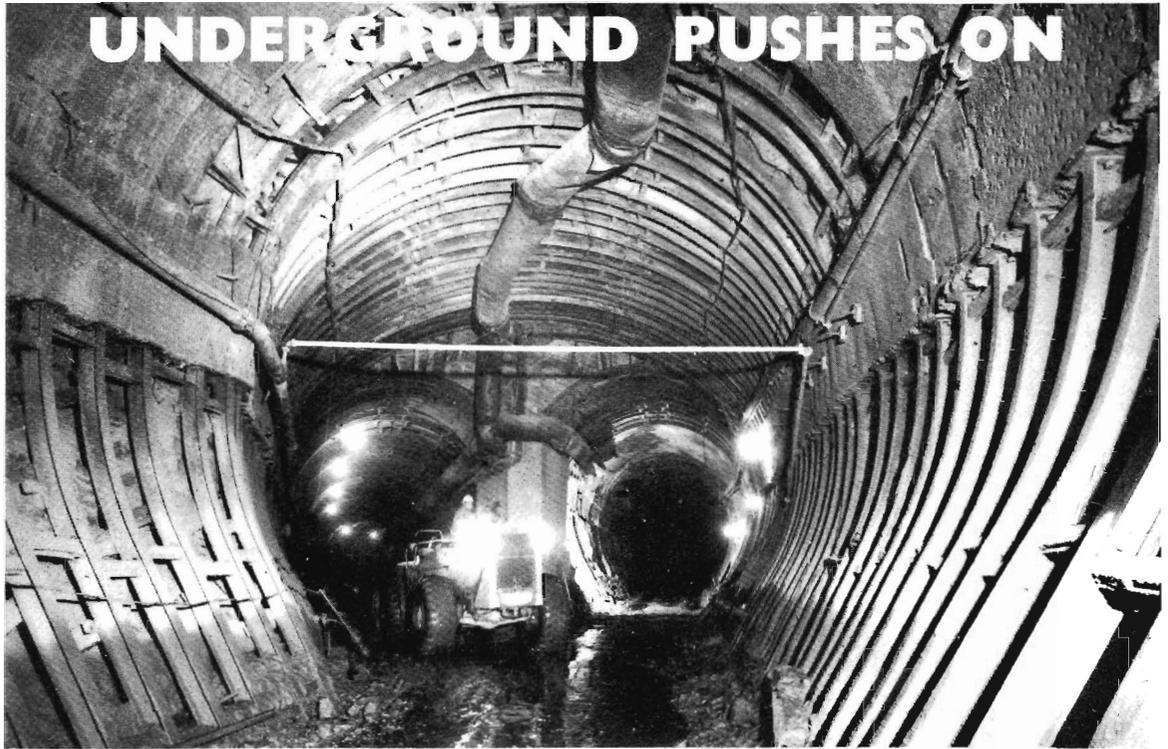
The immediate objectives of the proposal could be adequately achieved by completion of Stage One. Stage

Two represents a further long-term level of upgrading which would, in fact, yield greater total benefit to road traffic than to rail-users.

Stage One could be financed by concentrating the resources already available or in sight, but the execution of Stage Two, within the time scale visualized, would be absolutely dependent upon some new and adequate source of funds being made available to the Board.



UNDERGROUND PUSHES ON



The shape of things to come—Codelfa Constructions Pty. Ltd.'s tunnel under Spring Street which, in a few years, will see trains instead of construction vehicles in its 6.7 m (22 ft.) diameter tunnels.

Following last month's announcement of the \$6,493,000 contract for Museum station, *Rail Ways* reviews the underground loop project and its other work sites.

North Melbourne

Work at North Melbourne is at the stage where the concrete structure, which supports the standard gauge interstate train track and the broad gauge connection between Spencer Street yards and the workshop and locomotive depot facilities, has been completed.

The structure, built in sections, incorporates the temporary steel deck beams along with additional beams. It rests across the top of the pipes and supports the flyover track.

Work on the section was carried out during week-end and night occupation by Leighton Contractors Pty. Ltd.—contracted by the Melbourne Underground Rail Loop Authority (MURLA).

Leighton's were assisted by the Victorian Railways in removing, and subsequently replacing, the track work during the operation.

The northern end of the retaining wall has been built and work on the southern wall is well advanced.

The high retaining wall was necessary to support the area where a large volume of excavation was required to make space available for an additional track under the flyover. This replaces a track formerly on the alignment now taken over by the underground's northern loop east ramp.

On the west side of the railway yards the VR is erecting a further retaining wall to provide space for track rearrangement for building the second ramp.

The lines through North Melbourne station, from the northern and western suburbs, enter the northern loop tunnel by two ramps. Opposite the corner of Railway Place and Dudley Street these ramps converge into an underground 'Y'-junction leading into the northern loop. This 'Y'-junction will be constructed by the VR using the cut-and-cover method under rail tracks.

Tunnel construction between the 'Y'-junction and the northern loop passing under La Trobe Street will be carried out later in the project through a contract to be let by MURLA.

Spencer Street

Work in this area has been designed for the Authority by the Railway Construction Board and work is by the VR.

Already approved by the Authority and sanctioned by Governor-in-Council is 260 metres (853 ft.) of underpass tunnel. The completion date for this initial tunnelling is early in 1974 so that a contractor's work area can be made available for tunnelling under La Trobe Street.

Cut-and-cover method is being used for these underpass tunnels which pass beneath the trackwork connections to the main Spencer Street country terminal. It has been necessary to bridge all of these tracks with steel piles and beams while the



At North Melbourne, the retaining wall alongside the flyover has been completed as has the base of the ramp. *Southern Aurora* can be seen going over the new opening in the flyover. The approach ramp on the other side of the flyover is also completed.

FRONT COVER

For the best of both urban rail worlds you can't go past the VR's new stainless steel electric train or the MTB's prototype 1041 tram, seen together at Royal Park.

At present only five of the new trains are in service although when the full order on them is completed the VR will have 50, each consisting of six cars.

The new tram is not yet in service but 100 of this type of tram are expected to be in use by mid-way through 1974.

underpass tunnels are being built.

Ultimately, the area around the tunnels will be back filled and consolidated and the steelwork removed for re-use.

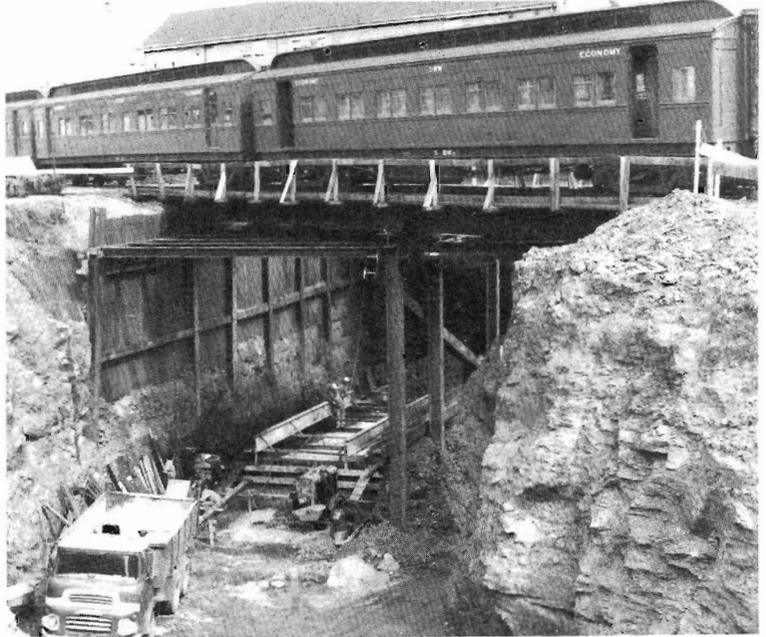
Jolimont

The Clifton Hill loop tunnel will be connected with a new track on a surface ramp on the alignment of the present down line from Princes Bridge to Jolimont.

A new bridge over Jolimont Road was recently erected by the VR. Work is in progress on the south side to provide space for three tracks which will require a bridge relocation and erection of a further single-track bridge.

On the east side the Railway Construction Board has built a crib wall to retain the widened bank for the third track.

On the west side of Jolimont Road, the VR has built a concrete retaining wall to avoid projection into the car parking area or through two existing buildings.



Tunnelling in the Spencer Street area extends from the pilot tunnel under La Trobe Street, under the rail tracks leading to the country platforms, and will soon move into the area near the suburban platforms. At one point, the twin tunnels pass underneath the corner of No. 1 Signal Box, which is temporarily supported while construction continues underneath.

Tunnelling

The preparatory tunnelling works being carried out by Codelfa Constructions Pty. Ltd. from Wellington Parade South to the Treasury Gardens and Spring Street will be completed this year.

The Burnley tunnel has been connected to the full size pilot tunnel constructed by the MMBW under the Treasury Gardens.

Work on the section of the Caulfield-Sandringham loop is complete

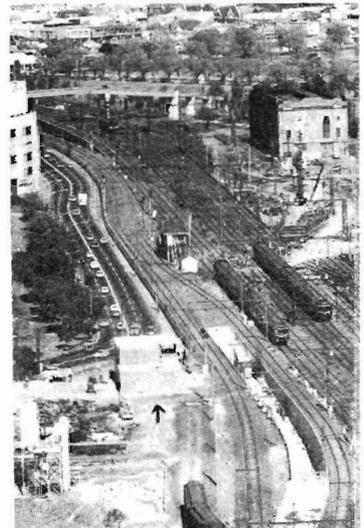
as is the cross adit (sloped connecting tunnel) from the Burnley to the northern loops where work is still proceeding under buildings on the corner of Spring Street and Flinders Street.

Primary lining of the tunnel varies according to ground conditions and is mainly supported by steel ribs and sprayed on concrete assisted, in some cases, with reinforcing mesh and rock bolts.

Tenders closed for a contract on



The ramp from the Clifton Hill group of lines leading under Spring Street is very close to street level as it passes under Wellington Parade to link up with Codelfa's tunnel.



The new E signal box (arrowed) takes shape just a short distance from the one it will replace.

September 25 for work which includes tunnelling from the end of the preparatory tunnelling contract, under the Treasury Gardens and Spring Street, to Museum station. Also included is the City Circle connection under the corner of Spring Street and Flinders Street.

This contract will contain work for the enlargement of the tunnels for the Parliament station platform area.

Under the city

MURLA plans to call a contract—or contracts—for the section of tunnel between Adderley Street and west of Museum. Work on this section of the loop will commence about April 1974.

As *Rail Ways* mentioned last month, demolition of buildings on the Museum site—the south side of La Trobe Street between Swanston Street and Elizabeth Street—has been completed, and the roadway and tram lines have or will be diverted.

Currently, architects are proceeding with architectural services and treatment for the station structures under the roadway plus a feasibility study for the possible future use of the Authority's site.

In Wellington Parade, near the corner of Spring Street, contract work by John Holland Constructions Pty. Ltd. is progressing on the underpass tunnel for the Clifton Hill loop tunnel, with temporary bridging for tramway and roadway facilities.

Steel piles have been planted 14 m (45 ft.) for the cut-and-cover excavation to enable the "box-section" tunnel to be constructed. The

The Director of the State Railways Training Centre of Thailand Mr. Ploen Sootarsukorn, recently spent a week in Victoria inspecting our railways educational system.

Part of a five-week Australian tour which began with two weeks in New South Wales, Mr. Ploen followed his

Victorian stay with a week in Queensland and a further week in Sydney.

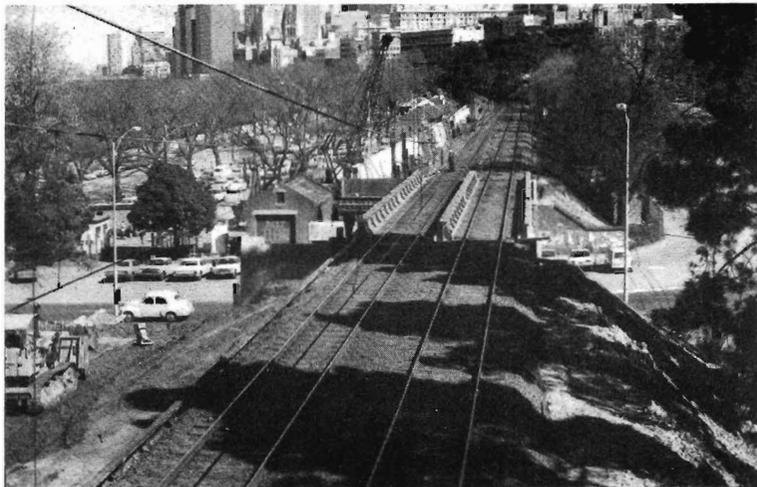
His tour of the Victorian Railways system started with a look through the Education Centre at Princes Gate, where he attended a supervisor's training course and also a traffic inspector's course.



Mr. Ploen

This was followed with observations of the operating procedures in the Traffic Branch safe working class and station assistant's class.

Included in the remainder of Mr.



Between Jolimont station and the city, work is progressing on building a retaining wall and widening the railway formation to take a third track. Recent bridge works over Jolimont road made provision for the third line.

tunnel will be so close to the surface at this point that its top becomes part of the footpath.

Flinders Street Yard

Underpass tunnels and ramps for Caulfield-Sandringham, Burnley and Clifton Hill-City Circle lines are underway.

The VR is continuing on the construction of the Caulfield-Sandringham connection under the suburban tracks in the 'E' signal box area and to the east towards Jolimont sub-station.

This sub-station will be demolished next year to enable building of the ramp for the connection to be completed.

A new building being erected near the corner of Jolimont Road and Brunton Avenue is to replace the existing 'E' signal box and will house all equipment for resignalling of the area for underground loop operation.

Also being built is a new sub-station at Flinders Street on the Batman Avenue side of the yard-master's footbridge to provide for the demand on traction power for the loops.

In Flinders Street, opposite "The Herald", open cut excavations have been completed and shaft sinking is in progress for a sewer diversion pumping station.

Ploen's visit were inspections of the VR's Technical College at Newport, train crew training at South Dynon Locomotive Depot, a visit to the signal fitters school at Caulfield and a trip to "Fiskville", the Residential Training College for Rural Fire Fighters, near Ballan.

A tireless observer and always with a ready smile, Mr. Ploen was amazed by one fact of our railways.

He asked how many railways investigation officers were employed and when told approximately 85, laughed and said: "Is that all, we've got 600".

"This is because of the high number of bandits and pick-pockets we get on our system," Mr. Ploen added.

Traffic Inspectors

Of interest was that the traffic inspector's course attended by Mr. Ploen was the first of its kind in the history of the Victorian Railways.

In previous years traffic inspectors were appointed after they had reached the grade of stationmaster and gained a number of years experience in that position.

Although this is still a prerequisite of becoming a traffic inspector, the new course will now formally qualify them in that capacity.

The course is conducted over six days which is broken into two, three-day sessions a week, due to difficulties involved with arranging relief for the men over a continuous six days.

This is understandable when it is learned the men come from the six country districts, the Metropolitan Superintendent's Office and the Metropolitan Train Running Office.

Lectures are conducted by the course director and Traffic Branch Special Officer, Bill Callahan, who is assisted in this capacity by senior officers from the various branches.

On September 18, 300 railway men and women packed the VRI Ballroom to hear Mr. Gibbs explain his background and interest in railways. And for 90 minutes the audience was treated to an insight into Bill Gibbs, the man who has been made Chairman of the Victorian Railways.

Right from the start, railways have played a large part in Mr. Gibbs' career.

His first job was as a draftsman with South Australian Railways until retrenched during the depression.

Job two was as a fitters' help at Western Australian Railways' Midlands Workshops, but, still looking for experience, he shortly after headed 1120 km (700 miles) north-east of Perth to the goldfields at Wiluna.

Here he worked as an underground miner. His accommodation was a hessian-walled hut.

"White arsenic fumes were everywhere," he recalled. "It killed off all the vegetation and covered everything—and people talk about pollution today."

In 1934, he joined the Adelaide firm of Holdens' motor body builders which had just completed 60 trams for Melbourne.

Strangely, Holdens' started in 1854—the year railways started in Australia.

Originally a leather business, Holdens' later became wooden carriage builders.

Through amalgamation they became Holden & Frost and Later Holden's Motor Body Works. General Motors entered the scene in 1931 to become GM-H.

Military railway

Still searching for experience, Mr. Gibbs headed to England in 1934.

An approach to the railway companies in England for employment was rejected, but he was able to attend the School of Military Engineering which had its own railway—the Longmoor Military Railway—where people were trained in railway operating and engineering problems under war conditions.

A year later, Mr. Gibbs was off to the US, and was struck by many of the American railroad practices.

One which he illustrated was at a Canadian station where a driver used a blowtorch to de-ice toilets when the temperature was about -12°C .

War

Because of his UK railway experience, Mr. Gibbs, as Officer-in-Charge of the Army's Field Engineers in S.A., was given the task of protecting the railway bridge over the River Murray at Murray Bridge (SA)

from enemy attack from the day war was declared in 1939.

After several months of training field engineers, Mr. Gibbs sought experience for his demolition experts and gained approval to demolish the remaining piers of the Sleeps Hill viaduct (near Eden Hills in the Mount Lofty Ranges, and just out of Adelaide).

The railway had been deviated around the site some years before, and the piers were quite substantial.

"These men are all experts," Mr. Gibbs assured the SA Railway chiefs. "There'll be no problems."

On the day of the big blast, press men assembled to watch the exercise.

Instead of toppling the piers tidily, the entire area resounded to a gigantic blast which reduced the piers to rubble, hurled debris over a wide area, and blocked the Melbourne-Adelaide line.

"In keeping with the then army tradition," said Mr. Gibbs, "Someone had doubled our calculations on the amount of explosives needed."

More close work with the railways then followed.

He was placed in charge of manufacturing parts for Beaufort bombers, which were being assembled in railway workshops in Victoria, South Australia and New South Wales.

GMH made all the parts.

An anti-tank gun programme followed.

"As fast as we'd got one into proper production, the army would come to us and say 'that's superseded, make bigger ones'," he said.

Impressions

During his many overseas trips in later years railways always seemed to crop up.

He was particularly taken with the way that new cars are transported in America. There, 30 Vegas—a car about the same size as a Holden—are loaded in one railway wagon in a system called *verti-pack*.

The wagon sides are lowered to horizontal and the cars are driven onto them over special loading ramps. After securing, a folk-lift raises the sides into their normal position, for fastening. The cars are actually carried vertically within a completely enclosed wagon; thus eliminating damage.

In the field of operating difficulties, Mr. Gibbs showed some scenes from Norway, where station-masters have snowmobiles for transport.

Monorails didn't impress him—he summed them up as largely a 'gimmick'—a sentiment that has been shared by most who have seen the monorails operating around the world.

He then went on to point out how

GMH were committed to rail transport—including a new system about to start—and how that company was looking at overcoming problems caused by no direct rail connection into their large Pagewood plant in Sydney.

"It's very difficult when you haven't got a rail connection," he told the audience.

The BART system of San Francisco also impressed Mr. Gibbs. The simplicity of design, coupled with its effectiveness in creating a dynamic appearance for the stations, had a lasting impression.

Recalling his first three months with the VR' Mr. Gibbs said that 40 per cent of his time had been spent in seeing the System and its employees first-hand.

"I am impressed by the people and their attitude to the tasks confronting them.

"I am constantly reminded of a quotation of Sir Harold Clapp's which goes 'belonging to the great family of railway workers is a way of life'."

Mr. Gibbs concluded his talk with another quote—this time from the 1949 Report on Transport in Victoria by Sir John Elliot.

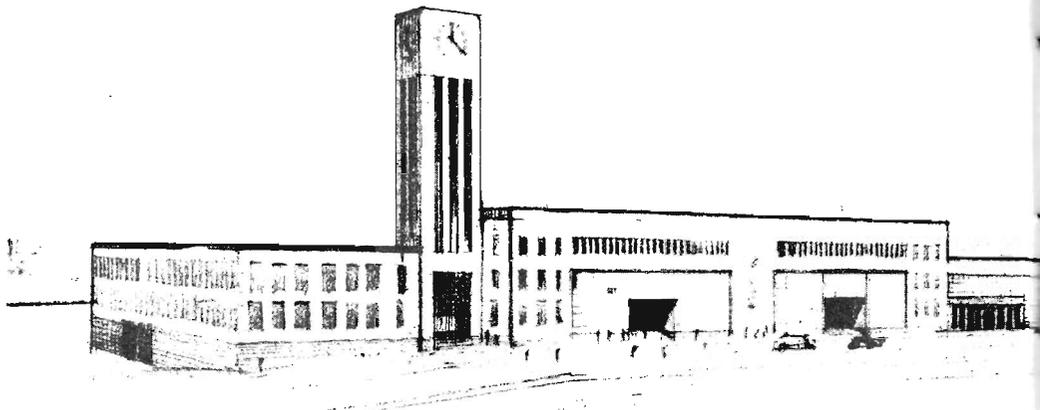
Quoted Mr. Gibbs: "I am of the opinion that the Victorian Railways are efficiently managed, the Heads of Branches and their principal assistants are men of high professional competency, the staff are well trained and the standard generally is fully equal to that on systems of similar size and character in other parts of the world."

Rail Ways has a new Editor. He is 25-year-old John McPherson, who joins us after 6½ years with "The Age".



Away from "The Age" John gained further printing knowledge during two year's national service, and radio experience from a one-hour, tri-weekly radio programme he did over Australian Forces Radio, Vung Tau, Vietnam.

He replaces Jim Clarke—who, after 12 years with the Victorian Railways, including three years as *Rail Ways* Editor, has taken up the position of Director of the Geelong Regional Tourist Authority.

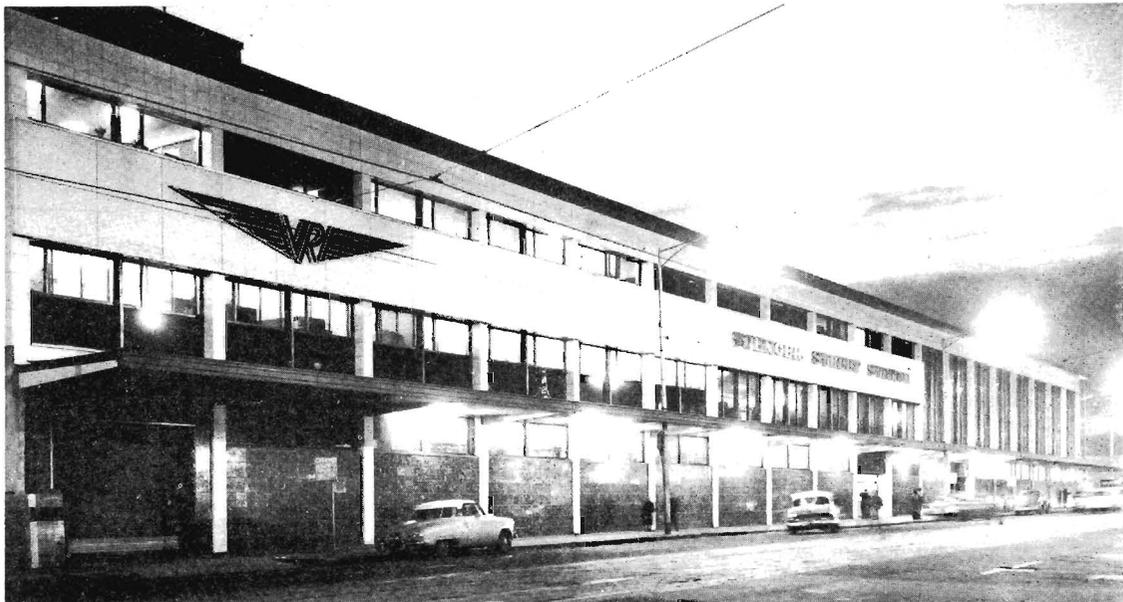


One of the early sketches by an architect of a concept for a new Railways building based, primarily, on a parcels handling system. On the left can be seen the below ground-level parcels entrance with the main entrance under the clock tower. Entrances to suburban and country platforms are to the right of the main entrance.

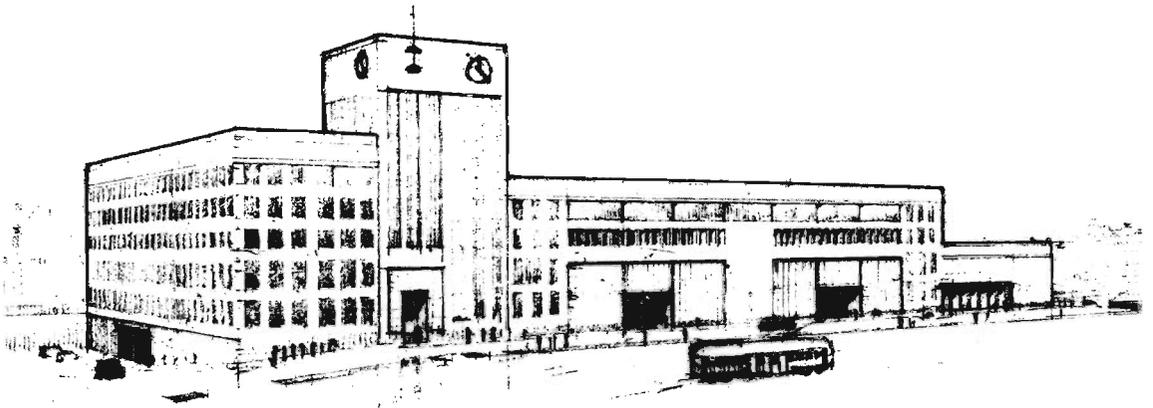
SPENCER STREET'S CHANGING FACE

(Part 2)

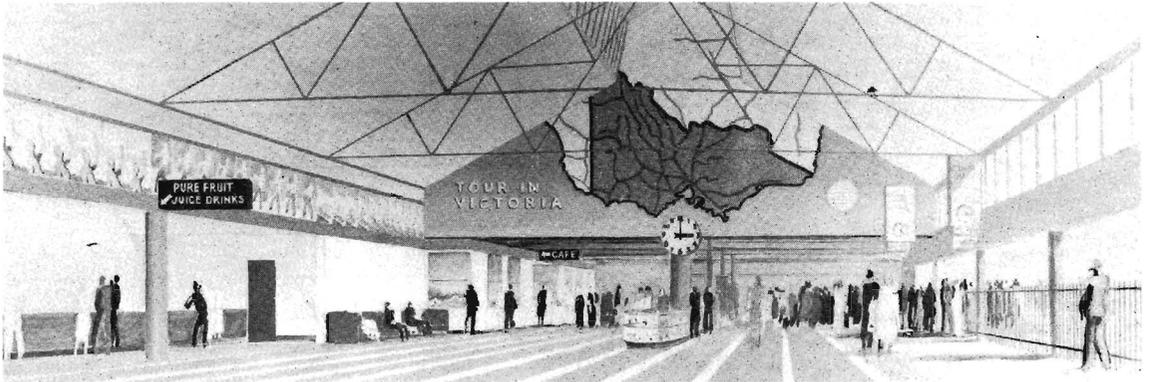
Part One, covering the establishment and early development of Spencer Street, was featured in the September Rail Ways.



◀ Following the new station, a general plan for Spencer Street among the standard product plan is Five of through building the left booking spacious At the be seen room-ca the ramp master's the right ramp left and cor right-hand and new No.1 Pl state tra obs



This is a re-vamp of the sketch on the left with administration offices added. Drawn up in the mid-30's, both proposals were abandoned when the necessary government finance was not available.



With finance for the proposed parcels and administration building being unavailable, the Railways Commissioners of the day wanted to do something to brighten up the face of Spencer Street. Once again the architects set to work and came up with plans for a new facade for the main entrance, which was then opposite Little Collins Street, and a plan for the general rehabilitation of the south concourse. World War II intervened and neither plan went ahead.

World War II plans for a new terminal building and a reconstruction of Spencer Street were developed to allow, among other things, the coming of electric gauge tracks. The finished plan of the new terminal building is shown here as it is today. The clock and people hurry through the foyer of the terminal on their way to trains. On the other side of the country and interstate offices, above which is a waiting and observation area. A part of the waiting area can be seen through the entrance to the dining area and, directly below it, the station office and cloak room. To the left of the ramp is a second set of stairs leading down to the suburban train platforms. Along the wall is a refreshment stall with the entrance to the platform for country and interstate trains. Further right again, but not shown, is the Man-in-Grey. ➤





Mr. L. Howard is a picture of happiness after being presented with a package tour prize of a trip to Mt. Buffalo by the Acting Deputy General Manager, of the Victorian Railways, Mr. L. A. McCullum. Mrs. McCullum is on the left.



The Chairman of the Victorian Railways Board, Mr. A. G. Gibbs, is seen with his wife congratulating former Railways employee, Mrs. L. Bell, on winning a Gold Coast tour for two.

PACKAGE PRIZES

Visitors to the Victorian Railways exhibit at this year's Royal Melbourne Show won package tours valued at over \$2,000.

In all, 14 package tours went to people who happened to be standing on the "Lucky Spot" inside the exhibit at the right time.

The utmost precaution was taken to ensure the "lucky time and spot" did not become known before time; tight security surrounded the whole operation. To maintain secrecy, the tour promotion officers collected each day's envelope from the office safe at the Showgrounds platform.

Although a time for the envelope to be opened was written on the front, this was not necessarily the time of the giveaway package as quite often a further envelope was to be found inside the first.

Also enclosed was the secret spot which was not opened until the specific time of the giveaway.

Commercial agents acted as scrutineers around the exhibit to watch the

lucky spot. Usually three scrutineers moved to various areas to "throw off" visitors who may have been watching their movements.

After a few teething problems, the staff became greatly enthused with



A rush trip to the Show by Spencer Street signalman, Mr. M. Sokol, paid dividends when he won a 10-day trip for two to the Gold Coast. Mr. Sokol with his wife and grandson, happily accept the prize from Mr. K. Findlay, Member of the Victorian Railways Public Relations and Betterment Board.

the giveaways and many human interest stories came to light.

Commercial agent Eric Dossier was about to consult his Passengers Fares Book for a ruling when it looked like a black dog was going to win one

of the tours. The dog entered the exhibit and was standing near the correct spot at giveaway time but fortunately for all concerned he lost interest and left before the announcement.

A humorous tale to come from the exhibit was of the mother of a large family who was determined to win one of the package tours. When the pre-recorded tape announced "Giveaway Time" the mother methodically placed each of her 10 children on different spots.

But it was all to no avail as they failed to win the prize.

The popularity of the exhibit can be gauged by the fact that the coloured spots on the floor had to be repainted after only three days.

Even the hardened commercial agents and other staff could be excused for having glassy eyes following one particular prize winner—and as a co-incidence it was the top prize given away.

When the boy won the prize he immediately turned and handed it to his mother but there was no need as the tour was for two.

The lad had been very ill and has only been able to attend school for 10 weeks since the start of 1972. His mother whispered to scrutineer, Keith Schaefer, that they would take the trip almost immediately as she had an incurable disease and time was important.

And on top of it all, the woman, who had been widowed for 12 years, produced a bankbook which showed a remaining balance of only 78 cents.

Stall attendant, Mrs. Beverley Price, won a Paynesville week-end for herself while signalman, Mr. M. Sokol, won the final give-away—a 10-day Gold Coast rail tour for two. Mr. Sokol had finished his shift at Spencer Street only about half an hour before winning the prize.

Ex-railway employee, Mrs. L. Bell, also won a trip for two to the Gold Coast.

Mrs. Bell had been employed in the



Seven-year-old David Baker and his sister Susanne, 10, were two of the many children who took a keen interest in the Victorian Railways exhibit at the Royal Melbourne Show. They are seen here looking at a cut-away model of an AZ sitting carriage.

General Passenger and Freight Agent's office and bumped into old friends, Mrs. M. Barton and Mrs. H. Robinson, at the exhibit. The three ladies—all pensioners—took only a cursory interest in the package giveaway proceedings as they renewed acquaintances.

The award on this occasion was presented by the Chairman of the Victorian Railways Board, Mr. A. G. Gibbs, but it was Mrs. Gibbs who scored a point for women's lib. when she said: "Just goes to show that chatting women can have an advantage."

Spencer Street stall attendant, Mrs. Beverley Price, is the centre of a joyous group as scrutineer, Mr. Neil Roberts, tells her she is standing on a lucky spot. Mrs. Price won a week-end for herself at Paynesville.



While some uniformity might be possible in certain rolling stock components, general standardization of complete suburban trains for all Australian capital cities is just not practical," the Chairman of the Victorian Railways Board, Mr. A. G. Gibbs, said.

"There are many serious weaknesses in the plan to have standard commuter trains. Firstly, there could be long delays in decision making and it would be most unlikely that the end design would be compatible with all networks.

"A major problem is gauge variations between the states which in itself would cause difficulty in standardizing carriage sizes. Also, there is the difference in clearances for station platforms, bridges and tunnels.

"The Victorian Railways sent experts overseas to study commuter trains before a decision was made to introduce 50 stainless steel electric trains that were designed for an existing railway system where curves and gradients significantly influenced length and width of carriages as well as acceleration and deceleration," said the Chairman.

"As a matter of interest, Victoria's stainless steel electric trains incorporate the best of overseas design, adapted to Victorian conditions, having regard to cost. Carriage bodies and electrical equipment are of Japanese design; bogies are built in Australia, using a proven American design; pantographs come from France and flooring from Italy.

"The Victorian Railways Board's review of Melbourne's suburban electric passenger train programme has revealed that there is an urgent need to replace old wooden bodied carriages quickly, not only for safety, but because of high running and maintenance costs," continued Mr. Gibbs.

"The real need at the moment is not the redesign of the latest suburban train but an accelerated rate of delivery of these trains. Our aim is to double the present rate of delivery. We want more trains now; it's no use waiting for plans, then possibly years of haggling over designs, let alone building the rolling stock.

"We do realize, however, that before another order is placed, new developments should be investigated to ensure that we continue to invest in modern trains adapted to the needs and capacities of our system.

"The aspect of train acceleration rate has an important influence on schedule speeds and will become more significant when most of the wooden bodied trains are scrapped, enabling us to gain effective advantage of the higher acceleration of silver trains.

"But, by that time, the current track works and underground loop will be completed and the majority of all Melbourne's peak-hour trains will do some express running. It is possible then, that high speed will be more important to Victoria than rapid acceleration which in turn, might not be desirable in another state."

Mr. Gibbs said the current cost of a complete six-carriage stainless steel electric train is \$750,000. To double the acceleration rate would cost an extra \$250,000—or one-third more.

"And that does not include electric power distribution network modification, which is essential for higher

acceleration," he added.

"Victoria's new trains have the maximum braking power possible, under our conditions of operation. In addition train speed is unaffected by passenger loading.

"Melbourne and Sydney metropolitan electric rail networks operate from direct current electric supply. Recent developments suggest that the new electric railways—the Governments of Queensland, South Australia and Western Australia have plans—should use alternating current.

"Therefore, Victoria would not greatly benefit from any national research and development in this regard," continued Mr. Gibbs.

Victoria has frequently been criticized for not introducing double deck train carriages; this is because bridge and platform clearances prevent it at present.

The Victorian Railways Board has long-range plans in this regard, but typical of the problem is the low clearance Swanston Street bridge at Flinders Street station, beneath which almost every electric train must pass.

"We are convinced that our new stainless steel train, equipped with revised seating, is the ideal train for our commuters and equal to the best suburban train in Australia.

"Uniform components appear to be the only logical method of standardization and the Victorian Railways will be happy to negotiate in this regard with the object of 100 per cent participation," concluded Mr. Gibbs.

AUCTION TIME

You know what happens to those items forgetful people leave on trains and don't bother trying to recover. They end up being sold by public auction at the Lost Property Office of the Victorian Railways in Spencer Street.

Any article—no matter what it might be—left on a train is taken to the Lost Property Office and held there for three months to enable its owner to reclaim it. If it hasn't been claimed within this period it is then sold at public auction.

Items to go under the auctioneers hammer have ranged from paper clips to motor cars with assorted clothing, umbrellas, transistor radios and groceries also playing a prominent part.

Sales are handled by auctioneers Bill Feltham and Ron Smart for J. W. Styles and Son Pty. Ltd. At the October 9 sale, Bill and Ron auctioned 407 lots and as we go to press, a similar high number of lots will be disposed of at the November 13 auction.

People from all walks of life attend the auctions seeking bargains from the wide range of goods on offer as well as regular buyers who are after specific items.

Two examples of the regular buyers at the October auction were "Messrs. Walker and Brown". "Mr. Walker" bought a great deal of the clothing auctioned while "Mr. Brown's" forte was women's shoes.

A friendly atmosphere is generated throughout the auction with humorous banter being thrown by both buyer and auctioneer.

Bill Feltham brought chuckles from the buyers on a number of occasions.

Once, Bill called for bids on two pocket radios. After unsuccessfully trying to entice an opening bid of \$5 he said: "Well, will anyone give me \$2". Just as it appeared he would get no takers, a buyer called out "one



Auctioneer, Bill Feltham, is seen trying to entice bids on a quantity of cassette recorder tapes being held by his assistant at the lost property auction last month. Bill and fellow auctioneer, Ron Smart, sold 407 lots at the sales.

dollar", the same time as another raised his hand to indicate acceptance of the \$2 call.

Slowly Bill turned to the \$1 bidder and said: "I'm sorry, sir, but you run second as I have a bid of \$2 here against you and he doesn't know what he's buying either".

Then there was the attractive stamp album for which Bill's call for an opening bid of \$20 brought laughter and shouts of "You must be kidding" from the buyers. But after an opening bid of \$6 was received, competition became keen and the album eventually was knocked down for \$27 after which Bill quietly said: "See, I'm not as silly as I look, am I"?

Obviously Bill is quite a character and says he gets great enjoyment from the job which he has done for the past "10 to 12 years".

Not only limited to selling VR lost property Bill says: "If you've got it, we'll sell it".

Speaking of J. W. Styles and Son Pty. Ltd. he tells of the various type of auctioneering the firm handles from engineering equipment to the contents of the Menzies hotel, and Regent and Plaza theatres.

The firm was formed in 1886 by the Late James Williams Styles and has been handling VR auctions since

1888. Originally the auctions were held in a large shed at the end of the Flinders Street extension but over the past 10 years have been conducted at the new lost property office in Spencer Street, opposite Lonsdale Street.

Mr. Styles was thoroughly versed in railways through his father and grandfather who were both involved in the building of railways.

His grandfather started the ball rolling by being associated with some of the railway projects which were altering the face of England in the middle 1800's. Mr. Styles' father, also named James, carried on the tradition in 1871 when, as a member of Styles, Murray and Company, he undertook to contract for the 61 miles of railway between Seymour and Benalla and carried it out successfully.

For some years after James senior was engaged in building railways in South Australia but returned to Victoria in the early 1880's and became a prominent political figure, being one of the six members elected to the first Australian Senate in 1901. Prior to this, he served on many boards and committees including three or four years as a member of the Railways Standing Committee.

Upon his death in February 1913, his son James William Styles took over the family contract business but turned to auctioneering in 1886, when he founded the present company.

In addition to carrying on the general auctioneering business, James William specialised in machinery sales and the sale of government railway stores.

James William Styles died on 17th January 1931 and with the death of his grandson in the evacuation from Dunkirk in 1940, no male member was left to carry on the family name.

But under the guidance of the current Managing Director, Mr. John Twiss, the firm continues to do a thriving business.



A scene from an early Railways auction in a large shed at the end of the Flinders Street extension. The auction is believed to have been held around 1900.



Whenever the VR Board takes a trip by their special train—wherever they go—there will always be familiar faces in the locomotive cab. Special Driver Les Haining, above and his Fireman, Harry Greaves, work most specials for the Board, as they have done for the Commissioners since 1967.

This makes them one of the few crews to have worked on every line in the State—plus quite a few lines now closed.

Strangely, this feature has been part of Les Haining's life since 1942.

In that year, he was appointed regular fireman to Jim Brereton on the Wirth's Circus train, which used to roam the State, year in, year out.



Mr. Greaves

And even when Les isn't working on a Board special, he's most likely still touring the State with a "Train of Knowledge" for school children.

Les got his driver's ticket in 1947, and a year later was posted to Williamstown—where he started his career as a fireman.

Strangely, driving was not his ambition when he joined the VR in 1933 as a lad labourer. Shortly after, he started his apprenticeship as a boilermaker.

In 1938, he transferred to North Melbourne locomotive depot as an engine cleaner and recalls that the memorandum announcing his appointment stated that "the Commissioners have pleasure in altering your rate of pay from 8/2d (82 cents) to 8/1d. (81 cents) a day".

During these engine cleaning days, Les first met Harry, now his regular fireman.

In later years, Les was an instructor or fireman on the H and R classes, and delivered most of the W, S and Y class diesels. He was also the driver for most locomotives from other systems when being delivered through Victoria.

And recently, when the NSW

people

steam engines made their first-ever trip to Melbourne (June *Rail Ways*, centre pages), it was Les and Harry who were first offered the job.

Returned Railwayman

A two-year interruption to the railway career of Avenel Assistant Stationmaster, John Cattanaach, has not dimmed his enthusiasm for the job.

Twenty-eight year old John joined the Department as a clerical assistant at Shepparton in 1961 but, after five years in that position was called up for Army service.

John completed 10 weeks basic training at Puckapunyal before being trained as a driver in a 10 week corps training course in Brisbane.

He was then posted to the 2nd. Mr. Cattanaach Battalion at Enoggera, Queensland, and after a year went with the Battalion on a tour of duty in Vietnam.

The Battalion was based at Nui Dat but returned to Australia after 5½ months as most of its members were national servicemen due for discharge.

John returned to the VR in his previous position at Shepparton before transferring to acting assistant stationmaster at Cudgewa. He was appointed assistant stationmaster during his two year stay there.

From Cudgewa, John transferred to Avenel, where he has been for 15 months, and believes the Railways are providing an essential public service for district residents.

Children everywhere

Being a hostess on a train certainly is a varied career—just ask Hostess Mary Hulme.

In her 18 months on *Spirit of Progress* and *Intercapital Daylight*, Mary has had to render first aid to several people who have become ill on the train, look after countless children and see to the needs of many elderly or invalid travellers.

But it's a life she wouldn't swap—and one that she didn't plan.

A New Zealander, Mary joined the VR with the intention of staying only long enough to raise her fare home, but, like so many others, she found she really liked the life and people—and here she still is, two years later.

After six months on the buffet cars, she transferred to hostess duties.

On the trains, she is sometimes



Miss Hulme

confronted by screaming children—"I'm often called on to look after them while their mother goes to the buffet car, and they usually howl for a while until I produce a toy or book."

Tray service is also in demand. Here, Mary serves elderly or invalid passengers at their seats. The order is given to the buffet crew and whatever is needed is returned to the seat on a tray. It all helps to make the 480 km (299 miles) journey between Melbourne and Juncie (in NSW), which Mary does five times a fortnight, go quickly.

Mary was chosen to be the hostess at the VR's Royal Melbourne Show exhibit.

And again it was children everywhere:—one of her main tasks seemed to be helping the youngsters fill out their free identity discs.

Railway Gemologist

Sixty-year-old Seymour Stationmaster, George Konstantinoff, is an easy-going man who carries out the task of keeping one of Victoria's major country stations operating with the minimum of fuss.

But under the quiet exterior is a very active individual whose hobbies include photography, making boomerangs and collecting gemstones.

A greater portion of George's off-duty hours are taken up with his gemstone collection which he has put together over about 30 years.

In his Seymour home are two prominent display cases filled with beautiful stones of varying colour and size.

George joined the railways in 1928 and has travelled far and wide in his occupation. He left the service in 1951 but rejoined in 1954 and was later appointed assistant stationmaster at Sale.

He left Sale in 1959 to become stationmaster at Culgoa and since then has been at Rainbow, Cudgewa, Sea Lake, Korong Vale, Castlemaine, and now Seymour.

Among his gemstone collection he has varying types of opal, a small

selection of radio-active stone (including some uranium stone), petrified wood, a six-million year old petrified sea shell, and a piece of crinoidal limestone which contains the first known form of life on earth—namely, Crinoid's.

George tells an interesting story relating to one of his stones, a large piece of rock called Beryl, which comes from the "Triple Chance" mine at Broken Hill.

The story goes that when the "Triple Chance" was initially opened it produced three products, Mica, Felspar, and Beryl. Mica is used in electrical installation work, Felspar for the manufacture of porcelain, and Beryl was considered an off-shoot waste material and thrown away.

That is, it was thrown away until an American visited the mine and asked what was being done with the Beryl. He was shocked when told of its fate and informed the owners that when Beryl is converted to Berrilium it is worth \$250,000 a tonne (ton).

He explained that Berrilium has an incredibly high light and heat resistance and is used in the heat shields of the United States space



missions.

George's gemstone hobby does not end with just collecting the stones as he also has machinery to do his own cutting and polishing.

His photography interest helped in a recent campaign to promote Seymour when George was responsible for 90 per cent of the photography in the campaign's main

brochure "Seymour Satellite City".

Although George Konstantinoff gathered most of his gem collection on holiday trips and at his various appointments, many stones he found along roadsides and bush tracks.

So the next time you are walking along kicking a stone in front of you, pick it up and have a look. It could be a valuable gemstone.

SUGGESTIONS ADOPTED

During September the following awards were granted for these suggestions:

- Location of track side phones to be shown in district working timetables \$50
- Waybills be airmailed from Sydney to Melbourne \$50
- Alterations to Geelong goods shed area \$10
- Removal of road hazard

outside Ballarat V.R.I.
\$10

- MotoRail charges be included in "Train Times" \$5
- Destination signs for exits at Flinders Street \$5
- Removal of signs in ladies toilets at Flinders Street and Spencer Street stations \$5
- Publicity for need to

reduce expenditure on stores \$5

- Internal use envelopes be re-designed \$3
- Instruction in front of School Term Ticket book \$3
- Easier recognition signs for Head Office rooms \$2
- Re-issue of instructions for security of cash and parcels \$2

RETIREMENTS ...

ROLLING STOCK BRANCH

Allen, P. W., Ballarat Loco., 12/12
 Carroll, J. A., Newport, 24/12
 Coomber, C. B., Newport, 8/12
 Di Tullio, T., Newport, 21/12
 Gottschalk, E., Jolimont, 25/12
 Grigg, R. N., Bendigo North, 23/12
 Hamilton, L. A., Head Office, 26/10
 Holland, W. K., Ballarat North, 12/9
 Krumm, H. F., Jolimint, 31/8
 Laivins, V., North Melbourne, 10/12
 Laveglia, D., Shelter Shed, 31/12
 Mearns, W. D., Newport, 5/10
 Mearns, W., Maryborough, 20/12
 Milne, R. C., South Dynon, 31/8
 Napolitano, M. L., Newport, 1/12
 Panzera, G., Newport, 31/12
 Robinson, H. W., Head Office, 6/12
 Samperi, S., North Melbourne, 2/12
 Scarmozzino, G., North Melbourne, 5/9
 Schilov, A., Newport, 12/12
 Shatwell, W., Bendigo North, 27/12

RAILWAYS REGRETS TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH
 Hargreaves, H. T., Bendigo Nth, 1/10
 Kodym, L., Nth Melbourne, 1/10
 Smith, R. W., E.R., Depot, 30/9

STORES BRANCH
 Murchison, I. C., Ballarat Nth, 19/10
 Green, M. C., Spotswood General, 8/10
 Galbraith, A., Geelong, 31/8

WAY AND WORKS BRANCH
 Aldridge, J. G. H., R.F. Relay (2), 13/10
 Allen, W. E., W. M. Spotswood, 14/9
 Desmond, J. P., Mansfield (7), 27/8
 Gooding, R. C., Heywood (6), 28/8
 Martyn, B. P., S & C Nth Melb., 30/9
 Million, S. M., W.M. Spotswood, 4/9

TRAFFIC BRANCH
 Roszkowski, J., Head Office, 29/9
 Crimeen, R., Castlemaine, 2/10
 Ray, G. G., Melbourne Yard, 5/10

Smart, L. J., Bendigo North, 14/9
 Tate, H. A., Traralgon, 20/12
 Weinreich, H., Newport, 20/12
 Winn, W. J., North Melbourne, 1/12

STORES BRANCH

Mazzio, F., Newport, 22/11
 Sposato, D., Newport, 23/11
 Thomas, F., North Melbourne, 29/11

WAY AND WORKS BRANCH

Arrrowsmith, G. H., Special Works, 10/8
 Bailey, C. J., R.F. Standard Gauge, 21/9
 Barnes, G., Line Supervisor, 13/10
 Bausch, R. H., R.F. Korong Vale, 3/9
 Clarke, R. L., Greensborough (4), 7/9
 Clemson, O. L., (Mrs.), Bell, 12/12
 Curtain, D., W.F. Newport, 10/9
 Dabinette, C. R., R.F. Newport, 31/8
 Dwornik, S., Sale, 27/12
 Erickson, J. H. M., R.F. Standard Gauge, 17/9
 Fraser, J. W., W.F. Seymour, 23/8
 Galvin, L. J., Way and Works Accountant, 8/8
 Gunn, E. W., Graham, 10/10
 Heenan, A. H., Gunbower (3), 19/9

RETIREMENTS *Cont.*

Hildebrand, E. J., R.F. Laurens Street, 19/9
King, J. H., R.F. Spencer Street, 5/10
Kinsman, K., Line Supervisor, 22/8
Laslett, B. W. G., Balmoral (3), 8/10
Mantzis, G., Line Supervisor, 22/8
McKay, D., F.A. Sunshine, 5/9
Quinn, J., Geelong (3G), 12/12
Osborne, W. H., W.F. Flinders Street (2), 10/10
Sharman, E. H., Engineer of Special Works, 12/10
Smith, A.S., W.F. Laurens Street, 11/12
Staninrod, F.A., W.M. Spotswood, 29/12
Sturni, V. R., R.F. Relay (3), 20/9
Teather, G.C., Communications Supervisor, 30/9
Vines, L. H., R.F. Caulfield, 5/10

TRAFFIC BRANCH

Fuller, W. H., Geelong, 4/12
Hughes, F., Clifton Hill, 6/12
Rotenberg, M. L., Melbourne Gds, 13/12
Williams, L. A., Ballarat, 14/10
Dunn, J. F., Rochester, 9/10
Rae, S. W., Eastern District, 12/10
Baum, F. G., Melbourne Goods, 4/9
Archer, L. J., Tottenham, 4/9
Keddie, R. L., Ballarat, 19/9
Draper, E. E. M., (Mrs.) Heidelberg, 24/9
McNeil, A. E., (Mrs.), Essendon, 4/9
Grist, B. J., Bendigo, 28/9
Woronkovicz, S., Melbourne Gds., 10/10

Ticket recovered

"... I take this opportunity of thanking your staff, and Mr. Wilson of Public Relations in particular, for the kind help received in recovering a weekly ticket which slipped underneath a closed seat in a *Tait* carriage.

"The ready courtesy makes it a pleasure to use the service, and I am sure in future any little irritations occurring will be easy to overlook..."

—Mrs. H. Dare, Mentone, writing to the Chairman.

PILOT LOST, SO PASSENGER USED TRAIN

The Wangaratta "Chronical-Despatch" reported one very disillusioned aircraft passenger following the recent air strike.

The passenger, a Melbourne businessman, had decided to beat the strike chaos by hiring a light plane to get to Sydney. But, believe it or not, his pilot got lost.

After flying around for 2½ hours, they finally decided to land at Wangaratta.

The businessman then decided the flight was strictly for the birds and was last seen on board a taxi heading for the Wangaratta railway station.

Institute INews

ANNUAL MEETING

A revised version of the constitution was adopted at the annual meeting of the VRI last month.

Basically, the objects, organisation and control of the Institute remain unaltered but have been updated to conform with progress over the years and present day thinking.

General President's Review

The Institute General President, Mr. R. M. Wright, spoke on the activities of the VRI and asked a very pertinent question of members, after categorising them into three groups.

He said that members, as in most organisations, usually divide into three groups: the few who make things happen; the several who watch things happen; and the overwhelming majority who have no idea of what happens.

Mr. Wright's question was: "Where are you to be found?"

With the changeover of management from the Victorian Railways Commissioners to the Victorian Railways Board in May, thanks were extended to the Railways Commissioners for their substantial acknowledgement, in cash and kind, and to office bearers for their voluntary time effort; also to Institute staff for dedicated full time service.

The members of the Victorian Railways Board were welcomed in anticipation of their involvement and understanding.

Another to be thanked was the former Chief Patron, Hon. Vernon Wilcox, M.P., for his encouragement and attendance at Institute functions.

The new Minister for Transport, Mr. E. R. Meagher, was welcomed as Chief Patron of the Institute.

The amalgamation of the Australian Postal Institute and the VRI, in the benefits of the V.P.I. Trading Store proved an immediate success. The impact saw the store's Christmas stock, ordered well in advance, become inadequate to meet the demand.

Teething problems have since been overcome and the manner in which the store satisfied the requirements of a combined API-VRI membership of close to 40,000 is a credit to the management.

Probably the store's greatest ad-

vertisement is that off-the-floor sales alone exceeded \$1 million for the financial year to the end of June. To this figure must be added the huge amount of business conducted on the referral system.

Overall Report

Reports were tabled on all facets of the Institute's facilities and mention was made that, for the first time in five years, membership had increased over the 12 months.

Although the total Railway staff decreased over the period by 533, membership of the VRI rose by 312 to 15,007. This figure has since risen to 15,029.

The effect of the amalgamation with the Postal Institute in the Trading Company venture and the entry into the Licensed Club field through the Victorian Softgoods Association, is reflected by the increase in membership, but not to the extent anticipated.

Membership is the life blood of any organisation and ours must be increased if we are to continue to introduce new services. All can assist by encouraging any non-member fellow workers to join.

COUNTRY CENTRES

This year has been highlighted for country centres by visits from the Chairman of the Victorian Railways Board, Mr. A. G. Gibbs, and Institute Council members.

Since assuming office on July 1, the Chairman has visited most of the Institute's 25 country centres.

The visits have been a prelude to annual meetings at all the country centres which have been attended by councillor's and Institute staff.

As *Rail Ways* went to print, 23 of these centres had been visited with trips to Geelong and Colac on November 11 completing the list.

General President of the VRI, Mr. R. M. Wright, called in on Maryborough, Sunshine and Sale and was impressed with the amount of enthusiasm and endeavor at each locality.

During the visits, councillor's received appreciative reports on the visits made by Mr. Gibbs. The general feeling was that a new look and interest had been uncovered in the Institute, auguring well for a bright future.

Also, the Chairman has made many comments praising the substantial volume of voluntary work and effort seen by him at his many stopping points.

INSTITUTE SPORT

Golf

The Wimmera Open Championship held at Dimboola Golf Course attracted a large entry of 102 with the main event going to Keith McPhee from Dimboola.

It was a pleasure to see Keith win the Open as he has been a great supporter of the V.R.I. Country Weeks over the years in various sports.

Other successful competitors were A. Walls, Ararat, who won the A grade scratch tournament and D. Passey, Dimboola, who took out the A grade handicap.

Competitors were treated to fine weather, excellent course conditions, and a barbecue after the game.

Country Golf Week

Aspendale's beautiful Rosedale Golf Course was once again the venue for the country golf week last month.

With teams coming from as far as Ararat and Wodonga, the fixture became one of the largest in recent years.

At the opening luncheon, Mr. A. Firth, Vice President of the Institute and representing the VR Board, welcomed the players.

Several day events were held over the week and winners were:

18-hole stroke:

A grade — E. Brown (Geelong)

B grade — E. Erwin (Dimboola)

18-hole stableford:

A grade — H. MacMillan (Ballarat)

B grade — J. Elkins (Lang Lang)

9-hole stableford:

A grade — R. Morris (Seymour)

B grade — N. Thomson
(Dimboola)

18-hole bogie:

A grade — N. Haby (Dimboola)

B grade — D. Passey (Dimboola)

18-hole stroke handicap:

J. Hutchison (Geelong)

9-hole stroke handicap:

W. Arthur (Avenel)

The State Open Railways Championship, played over 27 holes, resulted in a fine win to Jaek Kennedy of Metro. Last year's winner of the Open Railways, Len Prior, hit top form again to take out the Country Open Championship and the Country Railways Championship. Len also won the Country Railways Championship last year.



The Institute's newly formed soccer team may have won only one game for the year but they have formed a comradeship that augurs well for a bright future. The team is, front left to right: Back row: P. Mateski, P. Crowe (Coach), B. King, N. Tanner, M. Christy (Captain). Front Row: S. Marcou (Best and Fairest), P. F. Webster (Secretary) and H. Binder.

But he had to fight hard to win his events this year as both came after a play-off with Joe De Araugo, from Bendigo.

Chairman of the Sports Committee, Mr. Des O'Donnell, acted as Master of Ceremonies at the presentation dinner.

Mr. Lindsay McCallum, Acting Deputy General Manager of the VR, was accompanied by Mr. Firth when he presented the trophies.

Thanks are extended to the Rosedale Golf Club, in particular its manager, Mr. Harold Francis, and also the popular secretary of the VRI Social Golf Club, Mr. Alan Collins, for the hard work he put in to ensure his "country cousins" enjoyed their week of golf.

Coming Events

The VRI participates in various sporting matches against our sister Institute in the Postal Department and it is hoped that off-duty staff will go along and give their support to our respective teams.

Following is a list of the matches coming up in the near future:

Friday, November 23, golf at Northern Golf Club.

Friday, November 30, tennis at Albert Park ground.

Sunday, January 13, bowls at Footscray City Bowling Club.

Monday, January 14, cricket at the Junction Oval, St. Kilda.

We wish all teams the best of luck.

Soccer

The soccer club have recently

completed the 1973 season and, although they won only one match, managed to find that special something in team spirit which exists in clubs which are not all that successful on the field.

Away to a bad start with injuries and clearance problems, the players stuck together and achieved a great amount of self satisfaction.

West Richmond station assistant, Steve Marcou, won the club's best and fairest award. Although often giving away six inches in height to his opponent, Steve displayed great fortitude and talent throughout the season and fully deserved his award.

Any soccer player who would like to join the team would be made most welcome and is asked to contact Paul Webster, on 630 7460 between 1 and 2 p.m., or Michael Christy on 37 1216 after hours.

Chess Club

After the tremendous publicity attached to the struggle between Bobby Fischer and Boris Spassky for the world chess title it is not surprising that keenness and interest is at its peak in the VRI chess club. With a membership of 28, it has been possible to enter four teams in the Victorian Chess Association's competitions.

The chess library contains 28 books on the subject and provides reading for beginners as well as the more proficient players.

The club plays each Wednesday night at Flinders Street and anyone wishing to participate will be welcome.

VICTORIAN



RAILWAYS

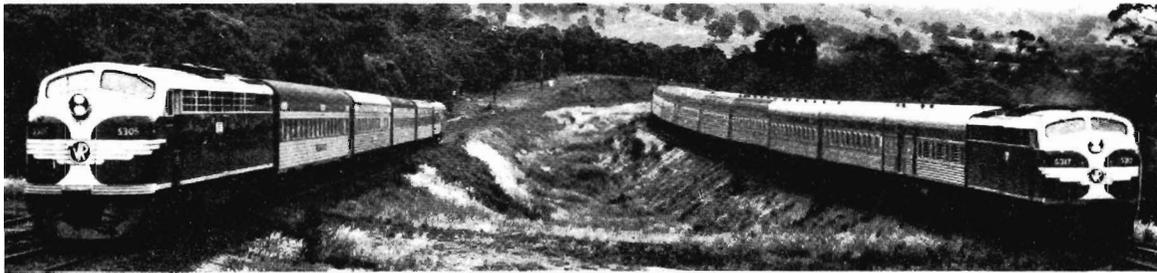
December

1973

10 CENTS



NORTH-EAST CENTENARY



Between Kilmore East and Wandong the special consist of *The Overland* (left) runs side-by-side with *Southern Aurora* during their historic journey from Wodonga to Melbourne. *The Overland* consist was made up of a sitting car, club car, two sleeping cars and a power van.

Shortly after nine o'clock on the morning of Monday, November 19, commuters on the Broadmeadows line must have thought they were seeing things as they waited for their Melbourne bound trains.

For, gliding smoothly by in the early morning sunlight, was *The Overland*. And as everybody knows, *The Overland* runs between Melbourne and Adelaide.

But this was no mirage! This was a special consist of *The Overland* travelling to Wodonga to commemorate 100 years of trains in north-eastern Victoria.

And on board, for the first time on a train together, was the Victorian Railways Board with an entourage of VIP guests who had been invited to take part in the centenary celebrations.

Cruising out of Broadmeadows with speed gradually increasing, the special quickly ran through Somerton, Donnybrook and Beveridge where it reached its maximum speed of 112.7 km/h (70 mph). This speed was maintained steadily till the trains first scheduled stop at Schoolhouse Lane (Dysart) about three miles before Seymour.

There, the Chairman of the Board, Mr. A. G. Gibbs, welcomed to the train the Seymour Shire President, Cr. B. O'Sullivan, and Shire Secretary, Mr. G. McWhinney. Also with the party was Seymour Stationmaster, Mr. G. Konstantinoff, whose gem collection was featured in last month's issue of *Rail Ways*.

Proceeding to Seymour, *The Overland* was met by hundreds of local school-children and residents waiting to look over it.

Here the Board and their guests left the train to witness Mr. Gibbs plant a specially selected tree to commemorate the occasion. The tree was planted near the D3 locomotive which is on permanent display in the grounds of the station.

While the tree planting ceremony was in progress, Mrs. Gibbs reviewed the band of the Royal Australian Armoured Corps, directed by Staff Sergeant S. Holland.

At the picturesque station of Longwood, amid blossoming flowers and well kept lawns, another tree planting ceremony was held before resumption of the journey along the north-eastern tracks for a similar ceremony at Violet Town.

At Violet Town, Mrs. Gibbs was particularly touched when 12-year-old school girls, Lorraine Walker and Mandy Whitford, presented her with a bouquet.

Proceeding to Benalla the Board was met by the Mayor, Cr. C. H. Chiswell and Town Clerk, Mr. L. A. Hemley, along with the Shire President, Mr. L. A. Sammon and Shire Secretary, Mr. R. C. McDiarmid.

Following the planting of a commemorative tree, a joint unveiling of a plaque, set into the station building, was carried out by Mr. Gibbs, Cr. Chiswell and the President of the Australian Railway Historical Society, Mr. W. Rapley.

Once again *The Overland* was open for inspection and local school-children were shown through as the VIP party left to join the Benalla City Council at a Civic Centre luncheon.

The next stop along the way was at the "Siege Spot" and created a great deal of interest.

Located 1000 metres (1096 yards) past Glenrowan, it is the point where Ned Kelly ordered Repairers Reardon and Sullivan to remove rails in an attempt to derail a train load of police seeking to capture the Kelly gang in 1880.

Unfortunately for Kelly, the plan failed and he was given a free train ride to Melbourne two days later per courtesy of the State Government.

At the site the Chairman and "The Sun" columnist, Keith Dunstan, unveiled a plaque set on a stone mount to officially denote the spot.

The last stop before reaching journey's end at Wodonga was at Wangaratta where, after a tree planting ceremony and unveiling of a plaque, Mr. Gibbs travelled by car to officially open the nearby Railway Exhibition of the North-eastern Historical Society.

Three-quarters of an hour after leaving Wangaratta the special reach-



This was the colourful scene as Wangaratta ladies joined in the spirit of the festivities by arriving at the station resplendently outfitted in fashions from the 1870's. Shown with the group are Board Members, Mr. R. W. Ellis (centre left) and Mr. J. G. W. Urbahns (centre right). Mrs. Urbahns is standing next to Mr. Ellis.

ed Wodonga where it was to remain until 5.25 the following morning when it would set out on the return journey.

The Mayor of the Rural City of Wodonga, Cr. L. E. Stone, and the Town Clerk, Mr. A. W. Rutkowski, welcomed the visitors at the station.

Stationmaster, Mr. Doug Simpson, decorated his station with flags and went to a great deal of trouble to literally "roll out the red carpet" for Mr. Gibbs and the Board.

Red carpets are not really all that common in the Albury-Wodonga complex and it was not until shortly before *The Overland* arrived that Mr. Simpson was able to obtain a loan of one from a Catholic convent in Albury.

After the official ceremonies at the station the Victorian Railways Board and their guests travelled by coach on a sight seeing tour of the Wodonga-Albury complex, and were accompanied by the Mayor and Town Clerk.

In the evening a Centenary Dinner was held at the Wodonga Civic Centre where the Chairman told 300 guests that, from a Railways viewpoint, the accelerated development of the Wodonga-Albury growth area was of vital importance to the future of the Victorian Railways.

Mr. Gibbs said: "Completion of this line in 1873, followed a decade later by linking with the New South Wales system at Albury, opened up a



Secretary of the VR, Mr. C. S. Morris, takes notes as the Mayor of the Rural City of Wodonga, Cr. L. E. Stone (next to Mr. Morris), and the Town Clerk, Mr. A. W. Rutkowski, sit in on a meeting of the Board. The Chairman, Mr. A. G. Gibbs, speaks to his guests as the General Manager, Mr. E. P. Rogan, listens attentively.

route which today is the busiest and most important main line in Victoria."

Early the next morning *The Overland* pulled away from Wodonga station to begin the non-stop return journey to Melbourne—a journey which created Railways history by running down the north-eastern tracks side-by-side with *Southern Aurora*.

Southern Aurora joined *The Overland* just out of Wodonga and from

there they cruised at 112.7 km/h (70 mph) nearly all the way to Melbourne.

There is no doubt that the north-eastern line has expanded tremendously since its inception in 1873 and it augurs well for the toast proposed by Mr. Gibbs at the Centenary Dinner: "The north-eastern railways—the second 100 years".



The Overland sits quietly in the background as Board Chairman, Mr. A. G. Gibbs, points to the plaque set to denote the "Siege Spot", 1000 metres from Glenrowan. Looking on are "The Sun" columnist, Keith Dunstan, and the Benalla-Wangaratta Works Gang comprised of Repairers B. Fanchi, J. Carey, F. Dwyer and A. J. Harper.



Mrs. A. G. Gibbs, wife of the Chairman of the Victorian Railways Board, accepts a small bouquet from four-year-old Deanne Costelloe at Wodonga station. Mrs. Gibbs is standing on the red carpet specially borrowed from an Albury convent for the occasion. Deanne is the daughter of Mr. Jim Costelloe, a Railways clerk at the station.

NEW RAIL SHED

CHAIRMAN'S CHRISTMAS GREETING

With the approach of Christmas I would like to express, on behalf of the Board, our sincere appreciation for the dedication, loyalty and teamwork of Railways staff.

It has been a year of change for the Victorian Railways and with the continued co-operation of staff, we confidently look to the Railways playing an even bigger role in the years ahead.

Our achievements will be judged by the service we give and we are confident that the Railways can be relied upon to deliver the goods.

To all members of the staff, and their families, we extend Christmas greetings and trust that 1974 will be a year of mutual benefit to everyone in the Railways family.

A. G. GIBBS

Accordian music, a couple dancing, and smiling people happily sipping beer under the canopy of a corrugated iron shed. That was the scene off Footscray Road, Footscray, recently for the opening of a new rail shed designed to protect 2,032 tonnes (2,000 tons) of assorted goods from the elements.

The shed has only two walls and will be used for packing and sorting goods coming from Mildura, South Australia, Queensland and Tasmania, before being stored in a completely enclosed shed already on the site.

Because of the easier access for handling goods in the two walled shed, the goods will also be re-distributed from there.

The sheds are on Railway property but, like the railway siding servicing them, are privately owned.

In 1970 the firm of Y.B.B. Pty. Ltd. designed the Railways land for a transport business handling oranges, dog food, toilet paper, Kleenex and canned fruit.

During the three years business flourished when fruit and vegetable wholesalers, who saw the good use Y.B.B. was making of rail transport, approached them with their trade. But the expansion did not stop with fruit and vegetables.

Many contacts have been made with producers and manufacturers enlightened to the value of a private enterprise specialising in correct storage methods and efficient and fast distribution of goods through the

use of rail transport.

The sheds are a never ending hive of activity.

Oranges are the top priority with many thousands of cases arriving each week. These are unloaded and stacked ready for the morning sale at the nearby Melbourne Fruit and Vegetable Market.

Naturally, the oranges are not at the sheds long enough to go to the enclosed storage shed. Of the non-citrus goods stored on the site, paper now holds precedence with the signing of a recent contract with the Tasmanian paper company, Australian Pulp and Paper Manufacturers (APPM).

At the time of writing 501 tonnes (500 tons) of stationery items were waiting at the docks to be stored and distributed by Y.B.B. As well, 85,000 cartons of tissues from the South Australian company of Kimberley Clarke were also being held in storage.

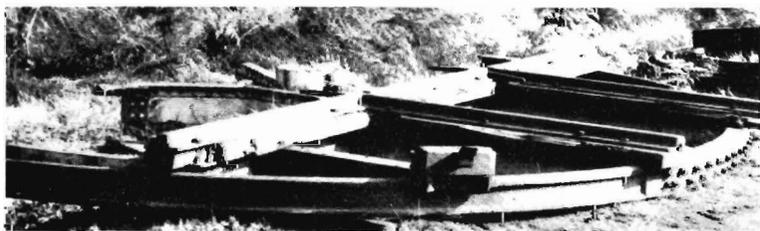
As manufacturers become increasingly aware of the merit in transporting goods over long distances by rail, so too will the Victorian Railways continue to benefit from the revenue associated with the freight.

SUGGESTIONS ADOPTED

During October the following awards were made for suggestions adopted:

- Provision of electric bell from Degraives Street entrance to Stationmaster's Office at Flinders St. \$10
- Weekly tickets not available to, or through, Melbourne to be overprinted for identification. \$5

- Length of angle iron to be positioned behind brake cylinder cut out cocks on T-class diesel locomotives to prevent accidental closing. \$5
- Traffic Branch seniority lists to show date of birth. \$3
- Notice board at South Dynon Loco. for exchange of rotations by engine crews. \$3



Rescued from a "Mafia-like" concrete overcoat was this unusual looking item now resting at Emerald. Actually, when you properly position the two halves, you have a historic turn-table acquired by the Puffing Billy Preservation Society during renovations to the Exhibition Buildings' great hall. There were two turn-tables—the other has vanished—in the great hall for the Centenary Exhibition of 1888, where the VR displayed the latest in locomotives. The turn tables were used to position the locomotives.

Concreted over in later years, this turn-table looks like returning to use on PBPS's narrow gauge Dandenongs' tourist venture turning passenger carriages to even up wear and tear on the doors.

INTERCAPITAL DAYLIGHT

Intercapital Daylight is making nine return trips to Sydney on Sundays this summer to cater for the influx of holiday travellers.

The Sunday trips will also be a feature of the May and September school holidays next year following their successful operation during previous holiday periods.

Normally the train, which makes the fastest surface trip between Melbourne and Sydney, runs only on Mondays to Saturdays.

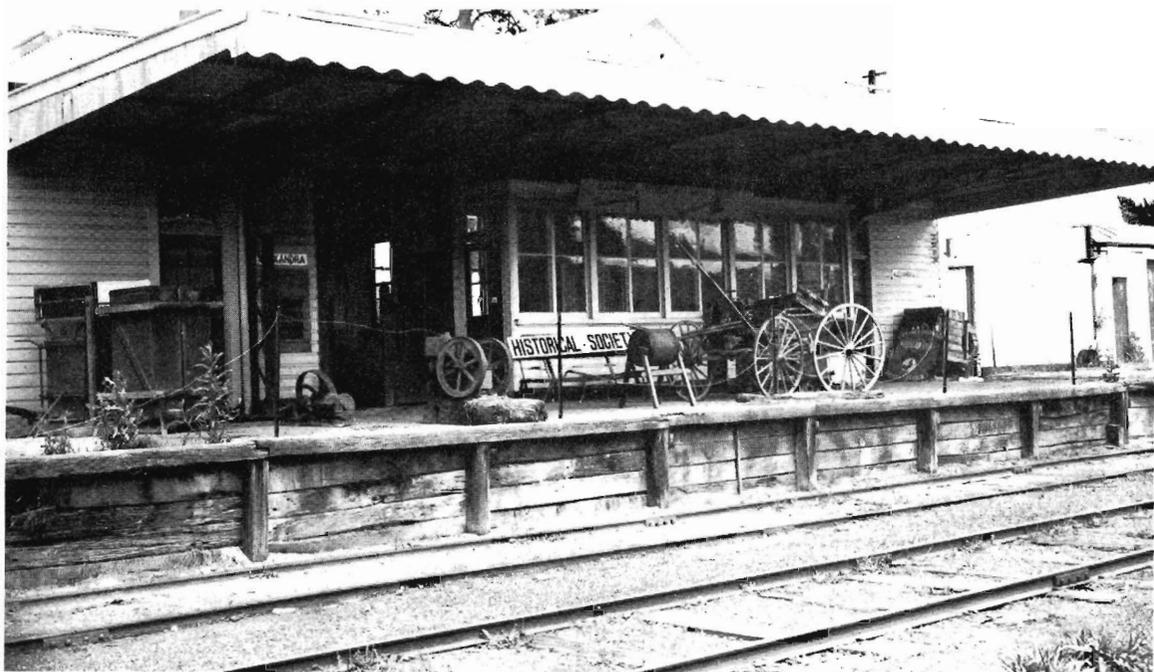
This summer's Sunday trips will be from December 9 to February 3, inclusive, from May 5 to 29, inclusive, and from August 25 to September 8, inclusive.

FRONT COVER

An elevated shot of underground rail loop works near the corner of Flinders Street and Spring Street. When completed this section of tunnel will carry trains from the Clifton Hill loop.

The recent \$28.6 million contract, let for tunnelling between Jolimont railway yards and Museum station, includes completion of this section of tunnel.

PRESERVED FOR HISTORY



The Alexandra station which has been handed over to the Historical Society for use as a small museum. Local items of historical value can be seen on the platform while there are more inside the station building.

Although the station of Alexandra may be 164 km (102 miles) from Melbourne and have only two freight trains a week, local people are right behind it.



Mr. Cameron

They are behind it so much that so far they have contributed just over \$300 toward the Alexandra District Historical Society's steam locomotive fund.

The aim of the fund is to raise \$700 to purchase an old J-class steam locomotive to go on exhibition at the station.

Donations are gathered through local shopowners who have fund collection tins on their counters. Local residents can see how the fund is progressing by an impressive contribution board erected by the Society near the centre of town.

The station building and former

passenger platform have been turned over to the Society and are in the process of being converted to a small museum.



Mr. Hearps

Twenty-eight-year-old Don Cameron is the stationmaster and says he and Shedman, Rodney Hearps, are kept busy handling the consignments that come in on the Wednesday and Saturday morning trains.

Consignments consist mainly of groceries, beer and general merchandise but occasionally the trains bring in an unusual piece of cargo. When *Rail Ways* visited the station in November a bank of starting stalls for the nearby racecourse was waiting to be unloaded.

(Right) Local residents are able to keep up to date on how donations are going for the Steam Locomotive Fund.



This view of Alexandra station shows the station building, now controlled by the Historical Society, and some rail wagons waiting to be unloaded. The portable in front of the goods shed has now become the office of Stationmaster Don Cameron.

HUGE TRAIN RUNNING ALTERATIONS

The most comprehensive train running alterations ever made at one time have been introduced on all Melbourne metropolitan lines.

They involve the first major re-routing of trains since suburban electric train services began.

On November 25, a fortnight before the metropolitan changes started, the overnight trains from Melbourne to Adelaide were speeded up. Coinciding with the metropolitan changes, many country trains were re-scheduled.

Features of the new metropolitan schedules include platform changes for some trains passing through Flinders Street, and a 20-minute frequency off-peak memory timetable for most lines.

Frankston line trains, with some exceptions at peak times, now use No. 8 and 9 Platforms at Flinders Street, and most continue to serve the Broadmeadows line. For more than 50 years they terminated at No. 6 and 7 Platforms and continued on to Williamstown or Altona.

Sandringham line trains no longer run through No. 8 and 9 Platforms to Broadmeadows, but use No. 10 and 11 Platforms on the way to Port Melbourne or St. Kilda.

As a result, cross movements between Flinders Street and Richmond have been greatly reduced. It will also be easier to cope with the underground loop works in the Flinders Street yards, as well as near North Melbourne, where the two rail tracks

have been temporarily withdrawn.

The off-peak 20-minute memory time-table operates on most lines. Major exceptions are the St. Kilda, Ringwood-Belgrave, Ringwood-Lilydale, Hurstbridge and Epping lines on Monday to Saturdays up to 11 p.m. Memory time-tables have been in operation on Sundays since July 9, 1972.

The Overland from Melbourne to Adelaide now leaves Spencer Street station at 8.55 p.m., instead of 8.40 p.m.

Sydney and Adelaide passengers, in particular, will benefit from the more comfortable connection in Melbourne with *Intercapital Daylight* from Sydney.

On Mondays to Thursdays *The Vinlander* runs 15 minutes faster to Mildura, leaving Melbourne at 9.20 p.m. and reaching Mildura at 8.20 the next morning, which brings its schedules into line with the Friday and Sunday timings.

Faster running is a feature of many of the country train alterations, which effect most lines.

FINE FOR CROSSING LINE

Two youths were recently fined \$6, with \$6 costs, in Richmond court on a charge of having crossed railway lines between platforms at Richmond station.

One of the youths told Mr. D. L.

Scott, SM, that they crossed the lines in an effort to catch what they thought "was the last train home".

Mr. Scott told them: "It could well have been your last train ever."

INTERSTATE BOOKINGS

Twenty more metropolitan stations were able to issue inter-system rail tickets as from Monday, November 26.

General Manager of the Victorian Railways, Mr. E. P. Rogan, said the demand for interstate tickets to be issued at metropolitan stations had increased considerably since a direct booking telephone number —620711 —was introduced earlier this year.

The new stations handling interstate bookings are Hawthorn, Lilydale, South Yarra, Clayton, Springvale, Noble Park, Blackburn, Port Melbourne, Altona, Mitcham, Richmond, North Melbourne, Clifton Hill, Moorabbin, Middle Brighton, St. Albans, Broadmeadows, Glenroy, Cheltenham and Ashburton.

SCHOOL EXCURSIONS

Monday, November 26, provided a sure sign of the approaching school summer holidays when more than 600 children, in 16 separate parties, travelled by train from Melbourne and Geelong to many parts of the state.

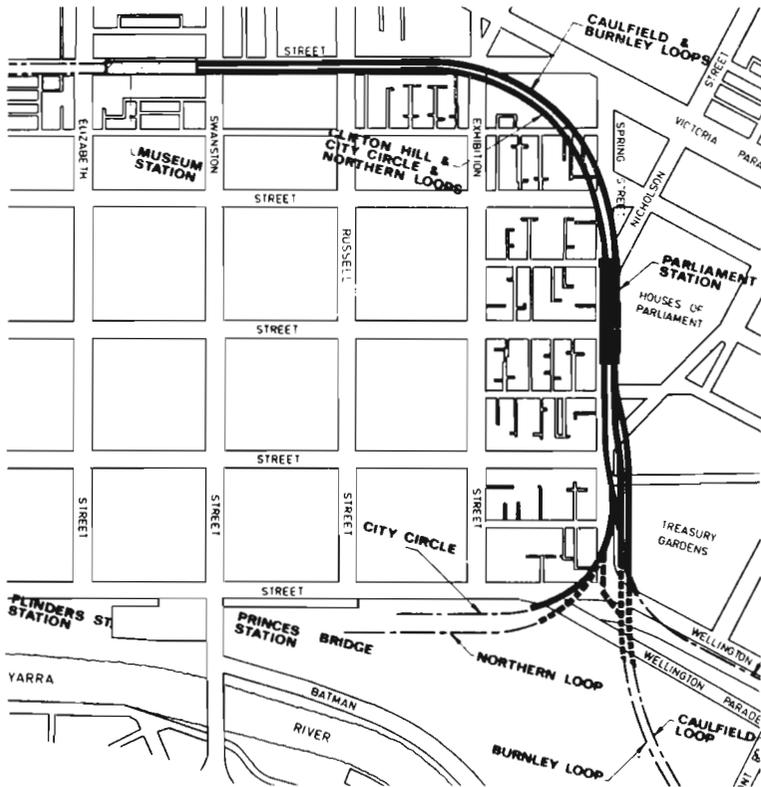
The groups, using the special Party 35 educational fares, went to places as far apart as Bairnsdale and Camperdown. A seventeenth party travelled from Seymour to Hamilton.

Also, on the same day, a further 300 children went by train to Franks-ton to attend the first Lord Mayor's children's camp this summer.



A tiger for work, although well away from Richmond, is this private locomotive at the Australian Paper Mills big plant at Maryvale, near Morwell. Daily, the locomotive shuttles pulp wood and paper scrap in, and paper products out, between the mill and the Victorian Railways sidings just out of Morwell. There are very few private locomotives in Victoria although the pictured locomotive is one of two used at the paper mills.

PARLIAMENT TUNNELLING CONTRACT



Work is scheduled for completion in mid-1978.

After the letting of a further contract (probably in April 1974) simultaneous tunnel construction will be taking place from the Spencer Street end of the project. The tunnels from both ends will meet at Museum station and will enable the first services through the underground tunnels to start in 1978.

DESTINATION BOARDS

Six new electronic train destination board controllers are being installed at Flinders Street station.

Costing a total of \$4,928 and with the underground rail loop in mind, they will replace the mechanical drum type of controllers which were initially installed around 1920 and updated in 1950.

Lighting and Power Design Engineer, Don Rowe, said the new controllers operate off a memory bank system, similar to a mini-computer.

Mr. Rowe said the new system, developed by Intrical Design, would be a vast improvement on previous control systems.

"In one instance, on No. 2 and 3 Platforms, there are 70 individual switches to control the destination names on the indicator board", he said.

"With the new system it will mean that, with pre-arranged patterns recorded in the memory banks, only two buttons will be needed to set the board."

The new system makes use of new technology where recorded patterns in the memory banks can be erased and replaced with new programmes.

Until this method was devised, memory banks had to be replaced when the pre-recorded patterns became redundant.



Lighting and Power Design Engineer, Don Rowe, indicates the PROM memory banks inside the brain box of the electronic train destination board controller. The memory banks control the five output switching cards in the control box behind Mr. Rowe's hand.

The largest contract that will be let by the Melbourne Underground Rail Loop Authority has gone to a consortium of Codelfa Construction Pty. Ltd. and John Holland Constructions Pty Ltd. At a cost of \$28,604,000, the consortium will build four running tunnels nearly five kilometres (3½ miles) in length, and associated engineering works, between Jolimont railway yards and Museum stations.

Codelfa are engaged in the preparatory tunnelling contract from the Jolimont railway yards to the south end of Spring Street. John Holland has contracts for the underpass tunnel beneath Wellington Parade and the installation of soldier piles around the Museum station site in La Trobe Street.

The four tunnels will link with the following railway tracks:

1. . . . passing through Burnley for the Belgrave, Lilydale, Alamein and Glen Waverley lines.
2. . . . through Richmond for the Sandringham, Frankston and Dandenong lines.
3. . . . through Jolimont for the Epping and Hurstbridge lines. This tunnel will also be specially linked between Flinders Street station and Spring Street to form a closed loop which will operate as the City Circle.
4. . . . through North Melbourne for the Williamstown, Altona, St. Albans, Broadmeadows and Upfield lines.

Explaining the contract, Mr. R. B. Roscoe, Chairman of MURLA, said that the five main features are:

- Construction of running tunnels with a finished concrete lined internal diameter of 5.95 metres (19 ft. 6 in.) to an aggregate overall length of approximately 5,178 metres (17,000 ft.)
- Construction of 176 metres (580 ft.) of 6.05 metre (19 ft. 10 in.) diameter tunnel for the City Circle connection to the loop.
- Provision of four platform tunnels at Parliament station, each about 160 metres (520 ft.) long with an oval cross-section of 41 sq. metres (440 sq. ft.) internal area.
- Construction of escalator and concourse tunnels at Parliament station, and
- Provision of necessary drainage, draught relief shafts, ventilation structures and other ancillary works for the 'Y' junction connection of the City Circle and Clifton Hill tunnels.



◀ Chairman of the Victorian Railways Board, Mr. A. G. Gibbs, uses an historic spade during a tree planting ceremony at Benalla. The Mayor, Cr. C. H. Chiswell, ensures that the tree remains erect during planting. The spade was used prior to the turn of the century by former Premier of Victoria and Minister for Railways, Sir Thomas Bent, and is usually kept in a glass case at the National Herbarium in the Royal Botanic Gardens.

Part of the centenary decorations was the colourful head-board attached to the front of the diesel locomotives that hauled the special consist of *The Overland* from Melbourne to Wodonga.

100 YEARS OF TRAINS Melbourne - Wodonga



◀ The plaque on the cairn that was unveiled at the "Siege Spot", 1000 metres on the down side of Glenrowan.



◀ Culminating the days festivities was the Centenary Dinner held at the Wodonga Civic Centre. With a model locomotive as a backdrop, Mr. Gibbs speaks to the 300 guests.



Mayor of Wangaratta, Cr. J. K. Howard, assists Mr. Gibbs and the President of the Australian Railway Historical Society, Mr. W. Rapley, to unveil a plaque on the station wall.



Wangaratta Technical School band under the direction of their music teacher, Mr. J. Green. In the background, school-children line up to inspect the special consist of *The Overland*.



On Saturday, November 24, two R-class broad-gauge locomotives hauled a train for members of the Victorian Branch of the ARHS to Wodonga for the centenary celebrations. There it was met by members of the New South Wales branch who had come from Sydney aboard a train hauled by a 38-class standard-gauge locomotive. This was only the second time that a New South Wales steam locomotive has operated in Victoria and is seen (right) nearing Wangaratta on a special run with the Victorian double-headed R-class. The 38-class only came as far as Wangaratta.



A golden anniversary is something that is usually associated with marriage, but for someone to come within an "ace" of achieving it at their occupation is really something to be proud off.

Camberwell Stationmaster Eric Wilson, (above) will miss out on serving 50 years with the Victorian Railways by only four days when he retires on March 2.

His Railway career began as a messenger at Melbourne Goods in 1924 and Eric has since been stationed at 15 different locations.

As a lad porter he served at Seymour, Alexandra, Springhurst, Wallan, Tallarook and Dimboola before taking over Skipton as a porter with a safe-working brief.

It was during this period at Skipton that Eric met and became friendly with the former Premier of Victoria, Sir Henry Bolte. In a modest manner, Eric tells how he used to play cricket, billiards and do a little fishing with Sir Henry.

"He probably wouldn't recognise me now," says Eric, "but I still know him to say hello to."

After leaving Skipton Eric's next task was that of relieving the S.M. at Pimpinio.

The longest stay during Eric's career was when he returned to Wallan as acting operating porter (later changed to acting assistant stationmaster) and remained for 17 years before transferring to Hartwell.

Then followed as Stationmaster at Raywood, Gheringhap and Tooronga (both for seven years) and before going to Camberwell, four years at Mentone.

people

He has been at Camberwell for two years and has the responsibility of operating one of the busiest suburban stations. Belgrave, Lilydale, and Alamein lines all pass through Camberwell and on Mondays to Fridays, there are 314 suburban trains.

But for Eric Wilson, when he retires, will be that slight pang of regret that he didn't begin his Railway career just those four days earlier.

PRINTING COMPOSITOR

Thirty-two years ago repairer, Frank Thomas, (right) was loaned from the Way and Works Branch to the Stores Branch printing works at North Melbourne as an acting compositor. Frank liked the work so much he was still at the Printing when he retired on November 29.

Frank relates that when he was borrowed from Way and Works during World War II, it was to be for an 18 month period. But at the end of the 18 months, given the option of returning to his original Branch or remaining at North Mel-



bourne, he chose to remain.

Joining the Railways as a labourer in 1932, Frank spent nine years at various locations with the Way and Works Branch before going to North Melbourne.

Liking the kind of work he was doing Frank quickly qualified as a compositor and, for the last 12 years, has been leading monotype hand.

This involved punching monotype tape on a special keyboard to enable the type to be cast. The keyboards handle monotype in varying sizes from six point to 12 point (*Rail Ways* is set in eight point) and in different kinds of type (italic, gothic, etc.).

In his younger days Frank enjoyed playing cricket and football and says he has been "a great Carlton barracker from way back".

DAVIS CUP PARTICIPANTS

During the recent Davis Cup semi-final matches held at Kooyong in November two railwaymen played very prominent parts in its organisation.

The President of the Victorian Lawn Tennis Umpires Association, Mr. Kevin Bolton (right), and the Association's secretary, Mr. Phil. Leek, determined and controlled all umpiring operations before and during play.

Mr. Bolton is a clerk with the

Traffic Branch and Mr. Leek is an engineer with the Way and Works Branch. Both are in Head Office.

Both are two of Australia's most experienced umpires, each having occupied the centre chair in previous Davis Cup matches as well as Australian, Victorian and Interstate Championship final matches.

They are both holders of the Badge of Honour, the Umpires Association's top award bestowed for high achievement and meritorious service to Australian tennis umpiring.





Surfacing of the loading ramp in the Wodonga goods shed nears completion as the local works gang spreads a sand base in preparation for the final cementing. The gang, from left to right, is J. Muir, E. Coulston, R. Jackson, B. Waugh, and J. Kowalczyk.

SECOND IS AS GOOD AS A WIN



On Tuesday, November 6, Spencer Street station Booking Clerk Vasil Ivanco went to work as normal, not knowing he had a horse running for him in the Melbourne Cup that day.

Vasil had taken a ticket in each of the three Tattersalls sweeps being run on the Cup and unknown to him, his ticket in the second sweep drew the New Zealand galloper, Glengowan.

It is history now that Glengowan looked the winner 100 metres from the finish but was caught near the line by the Victorian stayer, Gala Supreme.

While many were working out how much they had won or lost on the Cup, Vasil continued to work along quietly not knowing he had won \$50,000 second prize.

Vasil lives at Chadstone with his

two teenage sons and it was not until they were having breakfast the following morning that Vasil checked his tickets with the results in the paper.

The ticket was called "Boat Syndicate" because the two boys had mentioned to their father a few days before that, should they win a prize in something, they could buy a boat.

Born in the Ukraine in 1926, Vasil came to Australia in 1949 and began his Railways career as a clerk at Richmond station in 1951.

After working at various locations around Melbourne, Vasil came to Spencer Street in 1965 as a relieving clerk. He is now a permanent member of the staff in the interstate booking office.

COMMERCIAL BRANCH

Beatty, G. McL., Senior R.I.O., 26/10
Sinclair, C. E., Head Office, 26/10

REFRESHMENT SERVICES BRANCH

Taylor, (Mrs.) D., Flinders Street stalls, 29/10

ACCOUNTANCY BRANCH

O'Donnell, S. S., Head Office, 9/11

STORES BRANCH

Atkinson, D., Dynon Area Storehouse, 24/12

Christou, D., Reclamation Depot, 12/12
Haralambidis, K., Permanent Way Depot, 24/12

Kennedy, G., Newport Workshops, 5/10
Losionek, M., Permanent Way Depot, 8/10

Minehan, B., Dynon Area Storehouse, 12/10

Robinson, G., Ballarat, 1/10

ROLLING STOCK BRANCH

Benn, R. G., Ballarat North, 2/11
Bullen, C. H., E. R. Depot, 19/9
Butt, F. N., Newport, 6/8
Camilleri, J., North Melbourne, 9/11
Cuce, V., North Melbourne, 15/1/74
Di Paola, O., Newport, 27/1/74
Ferguson, N. A., T. L., Depot, 19/1/74
Fox, N. L., Bendigo North, 29/1/74
Grace, J. A., Geelong, 26/9
Kent, J. L., Jolimont, 9/11
Kopmann, W., Newport, 28/9
Longden, F., Newport, 2/11
O'Connor, J. A., Jolimont, 17/1/74
Penberthy, H. J., Geelong, 12/1/74
Schilov, A., Newport, 29/10
Wedeling, H., Newport, 30/1/74
Zappulla, E., Newport, 30/1/74
Beacham, R. S. G., Head Office, 12/10

TRAFFIC BRANCH

Fuller, W. H., Geelong, 4/12
Hughes, F., Clifton Hill, 6/12
Kennedy, T., Warragul, 11/11
McLean, A. F., Melbourne Goods, 15/1/74
O'Keefe, J. P., Melbourne Goods, 24/10
Sheedy, J. P., Geelong, 21/1/74
Thomas, H. L., Bendigo, 5/1/74
Walsh, M. T., Ararat, 30/1/74
Williams, R. E., Head Office, 31/12
Windsor, N. D., Toolamba, 31/10
Woodlock, J. P. F., Heidelberg, 23/11

RAILWAYS REGRETS

TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH

Librizzi, C., South Dynon, 20/10
McKay, R. J., South Dynon, 31/10
Tomasiello, P., Jolimont, 18/10
Wallin, A. L., Bairnsdale, 5/11

STORES BRANCH

Green, M., Spotswood General Store, 8/10
Murchison, I., Ballarat, 19/10

TRAFFIC BRANCH

Barnes, E. D., Head Office, 29/9
Corcoran, P. W., Upper Fern Tree Gully, 17/11
Peers, G. H., Head Office, 30/10
Sutherland, R. E., Bendigo, 2/11
Tocknell, A. P., Melbourne Goods, 4/11

REFRESHMENT SERVICES BRANCH

Dwyer, (Mrs.) I., Standard Gauge Buffet Cars, 10/11
Edwards, (Mrs.) N., Spencer St. Cafe, 8/12

NO TICKET FINE

In the Brunswick Magistrate's Court last month, a man was fined \$10, with \$3 costs, on a charge of travelling on a train without a ticket.

The man told Mr. D. B. Scully, S.M., that he had overspent that day and had no money to get home.

Institute INews

IN RETROSPECT

With the drawing to a close of yet another year perhaps we should pause, take stock, and ask the questions—what has the VRI achieved during the past 12 months and have we progressed, or been content with the situation as it existed at the close of 1972?

The answer is “yes, we have progressed”, maybe not to the extent we would have liked, but then there is an old but very true saying “you can’t win them all”.

The Council, Country Centre Committee’s, affiliated clubs and their womenfolk, all of whom work in a voluntary capacity have, together with Institute staff, spent many hours each month, not only seeking ways of improving present services, but investigating new areas in which the Institute could operate with benefit to the membership.

This has resulted in the consolidation of two major projects commenced late in 1972, the most important of course being our amalgamation with the Postal Institute in the operation of the Trading Company. Similarly, the Institute’s affiliation with the Soffgoods Association Club is no doubt partly responsible for the redecoration programme now being undertaken on the premises.

In the sporting field, newly formed 10 pin bowling and horse trail riding clubs are increasing in popularity each month.

Season 1973 saw the re-formation of the VRI Football League, the competition being conducted on Sundays at various country locations close to the metropolitan area in a picnic barbecue atmosphere conducive to complete family involvement.

The updating of the library service is further evidence of progress. New readers will be welcomed, while the suggestion to customers who may not have used this facility for some time is—“Call in, we think you will be pleasantly surprised”.

Failures! Yes, we admit to these. Probably one of the biggest disappointments during the year was our inability, after much time and research, to establish a satisfactory holiday home scheme for members. However, further investigation in this area will continue. Success or failure depends largely on the availa-

bility of finance and, in this regard, the Institute’s main avenue is through membership subscriptions.

Our membership is approximately 55 per cent of the total railway staff, and while one cannot be expected to pay a membership fee to any organisation without receiving something in return, it is difficult to understand why 45 per cent of the staff are non-members. It is conceded that a large majority of these employees have sufficient interests outside the Institute to occupy their leisure time, but surely everyone is interested in saving money.

This is the sole purpose of the Trading Company, a non-profit making organisation established for the benefit of members, and offering a service that will save you far in excess of your annual membership subscription. If you are not a member of the VRI join now, you will save money.

The foregoing is simply a few observations of the last 12 months in retrospect. No mention has been made of the many progressive programmes undertaken in country areas or those pending for the time being due to the lack of finance.

The Institute Council feels that 1973 has been a year of progress. Do you, the members, agree? If not, Council would be most appreciative of your ideas on what you think should be done to improve or supplement the present services.

In conclusion the Council and Staff of the Institute extend to all Railwaymen and women and their families, best wishes for a Happy Christmas and a bright and prosperous New Year.

Ron Baggott, Manager

PLANNING A HOLIDAY IN EUROPE?

If you are planning, or even contemplating a visit to Europe, and more and more railwaymen than ever before seem to have this in mind, you are no doubt giving a great deal of thought to the problems of where to go, what to see, accommodation, meals, and most important, how much all this is going to cost.

Well, if you are a member of the VRI, you may sit back and relax—the Institute Library has the solution to your problems. No! The library is not going to finance your trip, but it now has the means whereby your holiday fund can be stretched beyond your expectations, you can arrange and budget for your itinerary, and select the accommodation you can afford.

All this is made possible by a series of books which have just been added to the library, a series which have been published annually for 16 years, the main one of which is entitled “Europe on \$5 and \$10 a Day”.

These are American publications, but all charges are shown in local currency, e.g. pounds sterling in Britain, francs in France, etc., so conversion to Australian currency is relatively simple.

Basically these books are tourists’ handbooks specifically designed for the tourist on a budget, and the recommendations enable you to eat tasty and filling restaurant meals, and sleep in clean, comfortable hotel beds.

Hints on the cheapest methods of comfortable travel abound. The best buys in restaurants, hotels and places of entertainment are listed, maps to show you how to get to these places, and details on available public transport.

The other books in the series are even more detailed; these are “Dollar wise Guide to . . .” and the library has those covering England, Germany and Italy. These books cover hotels and restaurants from de luxe and first class, through medium price, budget range and then large numbers of “pensions” (in Europe), boarding houses and private homes in Britain where tourists are accommodated. Then there is information on where to go and what to see in major cities, what tours are available, and masses of other valuable information.

So, if you wish to borrow these books, contact the library . . . but please remember, it is expected that there will be a brisk demand for them, and we appeal to borrowers not to hold them longer than is really necessary, in order that as many members as possible may take advantage of them.

DERBY EVE DINNER DANCE

Our 200 VRI members and their friends enjoyed the night out of the year when they attended the 1973 VRI Derby Eve Dinner Dance at the Hotel Chevron.

With excellent service provided and a band that literally had you itching to be on your feet, nobody could help but have a ball. In fact, the reports on the evening were so good that Council has decided to run two nights in 1974. The first will be on Friday, May 17, and the second, of course, on our traditional night of Derby Eve, November 1.

As only 200 can attend, book now and avoid disappointment.

INSTITUTE SPORT

BASKETBALL CARNIVAL

Without a doubt the 1973 Basketball Carnival, recently conducted in Brisbane, was the most successful, from Victoria's point of view, since the sport was raised to the inter-system Carnival standard in 1967.

The girls' team covered themselves in glory, completing the series without a defeat, and brought back to Victoria for the first time ever, the Commissioners' Shield and the SAVRI Trophy.

As well, our captain, Ann Reeves, won the best and fairest women's trophy, and together with Kathy Lonergan, Trina Newman and Dale Warner, were selected in the All-Australian side.

Our men also had a great carnival, going through the first round of the series undefeated before suffering a 12-point loss to Queensland in the second semi-final and a one-point loss to the eventual champions, Commonwealth, in the final.

While perhaps a little disappointing



Our men's basketball team acquitted itself well in the 1973 Basketball Carnival in Brisbane. (L. to R. back row): Dennis Kirby (scorer), Neville Bourke, Ian Harris, Lindsay Murphy, Chris Savage and Ian Lapsley. Centre row: Geoff Nichols, Lindsay Hateley (Captain), Geoff Leech, Gary Katajala and Brian Connolly (Institute rep.). Front row: Ernie Huber (Manager), Gary Payne (coach), Ivan Rendell, and Des Wilson.

at least we gave definite notice that we had "arrived" in railways basketball.

Lindsay Hateley and Geoff Leech were selected in the men's All-Australian team.

Congratulations must go to Commonwealth for their victory in the men's section, to our girls for their great effort, and to the Queensland Institute for the efficient organisation and magnificent hospitality that was evident throughout our stay in the "Sunshine" state.

GOLF

The North-Eastern VRI Golf Championship October 7, was at the Golden Vale Golf Course, Benalla.

Weather was fine and the course excellent. With the ground being very hard the ball travelled further than normal but it didn't prevent the 42 competitors from having a most enjoyable day.

The championship was again won by Alby Jack, from Bendigo, while his brother, Keith, took out the 'A' grade scratch event making it a memorable day for the Jack family.

Violet Town's J. Aldridge won the J. H. Jupp Memorial Trophy on a count back from D. Moore, from Benalla. This trophy is presented each year in memory of Jack Jupp, who was District Rolling Stock Superintendent at Seymour for many years, and who also was a very fine golfer.

Mrs. D. Collins, from Ararat, was the winner of the 18-hole handicap for associates and the annual match between teams from the local API and VRI saw the VRI emerge the victors.

It was disappointing that the boys from Wodonga were forced to withdraw. Perhaps the week of golf at Rossdale proved too much for them!

There were plenty of visitors from "the big smoke" and VRI Councillors in attendance were I. Adcock, A. Collins, R. Richards and N. Roberts.



Returning from Brisbane in triumph was our girls basketball team which went through the series undefeated. Shown, from left to right, are Kathy Lonergan, Dale Warner, Rose McLennan, Cheryl Gunstone, and Barbara Nation. Unfortunately, team captain and eventual winner of the series best and fairest award, Anne Reeves, along with Trina Newman, were unavailable for the photograph.

IN FUTURE ISSUES OF RAILWAYS

THE FRONT COVER
DESCRIPTION BLOCK
WILL BE FOUND ON
THE BACK PAGE.

RAILWAYS INDEX FOR 1973

HERE is a page reference to items in the January to December issues

	Page		Page		Page
Alexandra station	181	Kalgoorlie regauged	109	School children fraud	50
Adelaide package tours ..	66	Kerang floods	146	School children on trains ..	34
Adelaide double-decker trains	136	Knockout—Trolley vs. emu	121	Seventy-two years overdue ..	151
Administration role	139	Lalor pronunciation	50	Seymour floods	40
Anzac Day march	37,92	Lamb on the rail	50	Shepparton bus uneconomical	67
APT braking	137	Land buyer bonus	133	Show giveaways	117, 170
Arts train	137	Laurence of Arabia damage repaired	35	Sign of the times	137
Australia's oldest pottery ..	54	L class locomotives	50	Sleeper beaver	51
Auto reign's supreme	22	Liquour sales bring bond ..	45	Smoke pollution	2
Ballarat Hotel train time-table	26	Little girls	76	Smoother travel	35
Beechworth rail service	99	Locomotive boiler explosion	116	Snake bite	23
Beer label collection	59	Long awaited project	18	<i>Southern Aurora</i>	55
Birthday bouquet	7	Maynerrail system	86	South Melbourne Bridge ..	10
Brisbane commuters survey ..	82	Metric conversion day	122	Sovereign Hill tour	34
British expressway revolt	6	Metro train changes	156	Spencer Street—Changing face	130
British hovertrain abandoned	83	Mildura tours	35	Spencer Street development ..	23
Burning off	8	Miles or kilometres	136	Spencer Street mural	36
Canadian passenger subsidy ..	138	Minister for Transport	3, 18	"Spirit of 96"	38
Canberra package tours	82	Mock-up emergency	6	Staff Training Centre	75
Castlemaine gold	20	More student concessions ..	120	Standard urban passenger design	171
Chairman retires	68	Mosaic Art	11	Station polling booth	87
Chairman's comments		M.U.R.L.A.	42, 66, 67, 74, 102, 150, 164, 183	Steam calendar	6
Chairman Bill Gibbs	114	Mustard freighted	35	Steam in A.D. 2000	45
Farewell message	69	New Board takes over	84	Suggestions adopted 7, 26, 39, 55, 71, 94, 103, 123, 151, 174, 180	
Jobs well done	34	New computers	58	Sunraysia wool sales	83
Key to the future	2	New station between Albion and St. Albans	19	Superphosphate move	66
Last comment	68	New York gas turbines	2	Super speed European trains ..	7
Making of a chairman	167	New rail shed	180	Sydney freeways	99
New Chairman	100	Nixon—rail romantic	117	Sydney freighter	67
Potential	19	No government interference ..	156	Tatura's early turmoil	4
Safety systems pay	50	North-east centenary	178	Thailand visitor	166
Standard urban passenger train design	100	Now centiday—metric time changes	71	<i>The Gisslander</i> cuts times	82
Change in Ministry	100	N.Z. trains gain	149	<i>The Overland</i>	156
Coff's Harbour package tours ..	99	N.Z. tourist pass	117	<i>The Vinlander</i>	137
Country services for sale	156	Package tours:		Things to come	156
Court cases 66, 76, 82, 83, 98, 134, 137, 139		Adelaide	66	Tippy the kelpie	39
Culpable driving	76	Canberra	82	Tons of people	50
Design consultants for V.R. ..	66	Coff's Harbour	99	Track stability	109
Design experts to help N.S.W. Railways	34	Hamilton	82	Trains in G.M.H. ads	67
Destination Boards	183	Paynesville	83	Train running alterations ..	182
Dial-a-train bookings	51	Painted wagons	45	Train washing	2, 26
Dial-a-bus dropped in S.A. ..	121	Papal medallion	51	Transport case	98
Dream come true—Train trip to Sydney	76	Passenger counters	60	Transport funds	82
Easter eggs	57	Paynesville package tours ..	83	Transport subsidy	121
End of an era for VR's rotary converters	39	Penn Central	82, 100	Triangular ticket	2
Eucharistic Congress	3, 52	Periodical ticket	135	Trots tour	18
Extended parcels hours	34	Perth—Pilbara line economic ..	109	Two trains into one	27
Extra <i>Intercapital Daylights</i> ..	128	Perth underground	120	United States:	
Fare dodgers	45, 82	Port Lincoln revenue	18	Firemen going	18
Fastest train claim by W.A. Railways	18	<i>Prospector</i> faster	109	Funds for public transport ..	136
First-aid finals	154	Pub trade	90	Level crossings	45
Freeway probe	98	Qantas Board	99	Profit sharing	121
Freeways—Railways	67	Racecaster	83	Sludge trains	45
Freight charges	150	Rail contraction	82	Transport crisis	66
Glen Waverley line to become show- piece	162	Rail more efficient	19	U.K. rail expert's visit	93
G.M. to S.A.	151	Rail rate inquiry	98	Victorian Railways:	
Gold Coast mini railway	138	Rail revolution	118	Board	69
Hamilton package tours	82	Railway Auction	172	Breaks drought	35
Hansard reports	26	Railway engine for truck	34	Fire precautions	70
Hump saves rail costs	19	Railway funding	134	Publicity	107
Improved power supply	139	Railway, the safe way	35	W.A.G.R. hump	109
Inspections Officer appointed ..	22	Red Hill—bad business	99	Welcome to <i>Rail Ways</i>	82
Iron ore traffic	137	Reviving Australian public transport	148	What's in a name	18
Japanese speed lines	99	"Roulette"—Unnecessary risks by motorists	19	Wheat task	98
Japan speeds up with standard gauge lines	109	Russian Railways speed up ..	109	World railways	134
		S.A.R. transfer	117	Wrong—on all counts	21
		Scalped by train door	151	Zig Zag sleepers	99

AIRLINES STRIKE

The Manager for Qantas Airways Ltd., Victorian and Tasmanian division, Mr. D. J. Hilliger, recently wrote to the Secretary expressing appreciation for railway assistance during the airlines strike from September 24 to October 11.

Mr. Hilliger wrote:

"Although I have written separately to a number of the individual officers in your organisation who were closely associated with us during the recent dispute, I would like to record with you our appreciation of the assistance given to Qantas during this period.

"The task given our Melbourne organisation was a formidable one. We were required to handle our normal scheduled flights into and out of Melbourne by our own aircraft and also those of companies for whom we have a handling responsibility and, in addition, the flights which are normally handled at Sydney Airport. This threw a tremendous strain on our manpower and other resources and the operation became quite complicated due to the necessity of moving our passengers by rail or coach between Sydney and Melbourne.

"The fact that we were able to meet this challenge is due in no small way to the wonderful co-operation, patience and understanding displayed by the Victorian Railways, and in particular those representatives who were closely associated with us during this period. The demands of a constantly changing situation required us to continually alter arrangements for the transportation of our passengers, and I am sure that this in turn generated a good deal of work for the Victorian Railways staff. Despite this, they showed great forbearance for which we were deeply grateful.

"It would be much appreciated if our thanks could be conveyed to all those who worked behind the scenes to assist us but whose efforts have not been suitably acknowledged."

Arising over the same dispute, Mr. B. Holley of Killarney Heights, NSW, wrote:

"I am writing to congratulate you on the excellent public relations displayed by the handing out of your explanatory leaflet to travellers on the recent "Qantas Specials".

"It certainly helped to take the sting out of what obviously had to be an uncomfortable, cold journey. You may be assured that this traveller, at least, understood your problem and will be glad to use your service again in better circumstances, when the opportunity occurs.

"Thank you for coming to the rescue of a stranded passenger."

The "explanatory leaflet" handed to each passenger said:

AN APOLOGY (and an explanation)

The Railways of Victoria and New South Wales take no pride at all in offering you old, non-airconditioned rolling stock for your trip to Sydney.

We do take pride in our regular trains on this route. People who are in a position to know assure us that in comfort and appointment they are equal to anything in the World.

Unfortunately, modern carriages are costly and we can only afford enough of them to meet the regular demand. So, when an emergency such as today's occurs, we have only two choices—to make the best of what we have or not carry you at all.

We realize that in choosing to offer you this carriage, rather than nothing at all, we are taking a risk that you will conclude that all our trains are like this. We have made our choice, and can only hope that that you agree that it was the right one.

Next time you travel between Melbourne and Sydney, please give us a chance to demonstrate just how good our modern trains are!

CUSTOMER'S SAY

Blind

"... Blind people are most appreciative of the help given and the courtesy extended to them by drivers, guards and station staff..."

—Mr. B. Sitlington, Chairman, Blind Members Council, Brighton Beach, writing to the Chairman of the VR Board.

Fire

"... The Australian Fire Protection Association would like to say a warm thank you to the Victorian Railways Board for the contribution to the very successful Fourth Australian National Conference on Fire in Sydney made by two of the Board's Officers, Messrs. K. A. D. Smith and G. J. Edney.

"The Victorian Railways have for many years played an active part in the promotion of fire safety and the excellent reputation of the VR in this area was certainly enhanced by the valuable contributions of Messrs. Smith and Edney..."

—Mr. H. W. Marryatt, Chairman, Australian Fire Protection Association, Melbourne, writing to the Chairman of the VR Board.

Thanks

"... Please accept my thanks and appreciation for the efficient services offered by the Victorian Railways. The trains are kept clean and the only occasions when they are not is when the passengers themselves are responsible. For \$3.15 a week I travel to and from the city daily, and compared with the high cost of parking fees, petrol, etc., I fail to see how

anyone could complain about our railway system..."

—Miss M. Radio, Beaumaris, writing to the Chairman

Cabinet

"... On behalf of the Honourable the Premier and all Members of the Cabinet party which visited Castle-maine, I would like to express appreciation for the very efficient and courteous manner in which the Victorian Railways facilitated our transport arrangements during the day.

"The service on the train itself was excellent and I convey the thanks of all concerned..."

—Mr. Walter Jona, M.P. Parliamentary Secretary of the Cabinet, writing to the Deputy General Manager of the VR.

Souther Aurora

"Recently I travelled on Southern Aurora and feel I must express my appreciation of the courtesy and consideration to attention that my sister and I received from the conductor. I found these qualities characteristic of all the staff I had need to deal with..."

—Mrs. D. Davies, Strathfield, NSW, writing to the Stationmaster, Spencer Street

The Gippslander

"My wife and I travel to and from Melbourne regularly on The Gippslander. The staff, without exception go to no end of trouble to see that we (and the other passengers) are comfortable..."

—Mr. J. F. McMahon, Bairnsdale, writing to the Chief Traffic Manager.

1974

Terminating dates of Pay Fortnights shown in Blue
 Public Holidays shown thus — ○
 (Good Friday 1975 — March 28)

1974

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