

1961

37 VC #11272

VICTORIAN RAILWAYS

NEWS LETTER

JULY

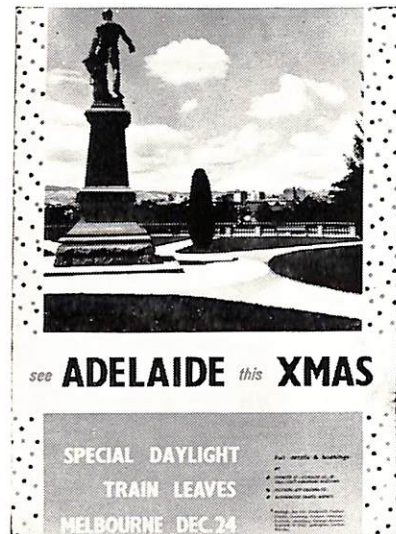
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1961



THE MONTH'S REVIEW

Publicity success



THIS 25" x 40" poster has won first prize in the single sheet poster section of the 12th Annual National Competition of outdoor advertising art, conducted by The Outdoor Advertising Association of Australia.

The South Australian Government Tourist Bureau supplied the poster base with the picture, while the V.R. produced the sales message about the daylight train. Layout was done by V.R. Commercial Artist C. Trewin.

In the painted vehicle section of the contest, the sign on the departmental road motor truck was awarded first prize; the message on the exterior of the electric parcels van shared second prize. Both designs, shown below, were created by V.R. Commercial Artist K. J. Hutchison.



Records broken

FIGURES released last month show that, during May, a new record was established for the loading of railway wagons. It was expected, too, that record figures would be created for the financial year ending June 30.

The May total of 81,172 wagons loaded, was 759 above the previous record of last November. For the 11 months to May 31, wagons loaded had totalled 835,175. At the time of writing, the 1959-60 figure of 847,000 wagons had been passed, and it was estimated that the Department would finish with a figure nearly 60,000 wagons higher in the 1960-61 financial year.

Commenting on this highly satisfactory result, the Commissioners said that the V.R. was really winning traffic back from the road. It was obvious that country people had chosen transport on which they could depend.

"It is common knowledge", they pointed out, "that railwaymen and families contribute to the financial and community interests of local towns, whereas many road operators merely have a depot, usually without staff".

Save city space

THE total area that a city has to set aside for transportation, depending on the mode of travel used has been given by a British expert in urban transportation (Dr. R. J. Smeed) the London *Economist* reports.

The area needed to move one person one mile during peak hour travel is 1 sq. ft. by rail, 3 sq. ft. for a pedestrian, 4 to 10 sq. ft. for buses, and 14 to 70 sq. ft. for a private car.

If land is worth anything in big cities, it would seem that they are surely wasting their assets if they do not encourage travel by rail in every way they can.

Salesman Skurrie

HIGHLY commendable salesmanship was recently displayed by Mr. C. L. Skurrie, a Clerk in the Ballarat District Superintendent's Office. He was instrumental in getting 43 members of the Wendouree Rowing Club to make return Ballarat-Adelaide rail bookings (with roomette and twinette sleeping accommodation)—and the revenue went up by £421.8.0.

While a guest of the Club some months ago, Mr. Skurrie heard the question of transport to Adelaide being discussed.

Tentative plans were made for the party to go by bus from Ballarat to

Melbourne, thence by chartered plane to and from Adelaide.

It was then that Mr. Skurrie stressed the advantages of rail travel. He pointed out the very attractive party travel concession of a single fare, plus one-third, for a return rail journey (with a minimum of six passengers).

He also fully explained the outstanding comfort of the air-conditioned roomettes and twinettes on *The Overland*, combined with the undoubted convenience of starting and ending the journey at Ballarat.

What Mr. Skurrie achieved should be an inspiration to other railwaymen: never let the chance go by of advocating the railway, whether for passengers or freight business.

Diesels and millions

THE combined mileage of the V.R. fleet of twenty-six 1,500 h.p. B class diesel-electric locomotives is approaching 27 million miles. Twelve of the fleet have each exceeded the one million mileage figure, and 11 have topped 900,000 miles and will soon be among the "million milers". The remaining three have registered about 850,000 miles each.

B62 has the biggest mileage—1,370,000. The first B class diesel-electric locomotive—B60—went into service in July 1952, and the last of the group was delivered in 1953. Average weekly mileage of these locomotives ranges from 2,000 to 2,500 miles.

The Department also has fifteen 1,800 h.p. S class diesel-electric locomotives in service and is awaiting delivery of three more.

There are thirty-seven 900 h.p. T class general purpose diesel-electric locomotives operating on main and branch lines, and twenty-five 650 h.p. W class diesel-hydraulics. The latter do shunting work in the Melbourne Yard and other marshalling areas, as well as hauling goods and live-stock trains between selected points.

FRONT COVER

BREAKFAST in bed! That's the way to start a holiday or busy day—and that kind of luxury service is given to sleeping car passengers on *The Overland* that runs nightly between Melbourne and Adelaide. See Pages 100 and 116 for further stories and pictures of this world-class train. Its the kind of service, too, that will be found next year on the Sydney-Melbourne night run.

THE MONTH'S REVIEW (Continued)

AN unusually shaped 70-year-old bottle was unearthed 20 ft. down during excavations last month at North Melbourne for the suburban lines overpass being constructed for standard gauge. It was very much like an Indian club having no base on which to stand upright. It was still corked, but had no contents.

Mr. W. Black (Chief Foreman,

North Melbourne Loco. Depot), who rescued the bottle showed it to some railway old-timers. They identified it as one of Melbourne's first ginger-beer bottles and recollected that the site of the North Melbourne railway yards was a favourite duck shooting swamp, known as Batman's Lagoon, before it was reclaimed for railway use. The present Loco. Depot was built in 1891.



WELL-ADVANCED in construction is the new overpass at Sunshine; it will replace this busy level crossing at Hampshire Road. A single standard gauge track will be laid between the two piers (right). When the crossing is closed, road traffic will be diverted between the second pier and the abutment. (See *News Letter*, December 1960, Page 189, for an artist's conception of the completed overpass).

PATTERSON, the V.R.'s newest station, 10 miles from Melbourne between Bentleigh and Moorabbin, was officially opened for traffic on Sunday, May 21—and (below) is the first train after the ceremony. The opening was performed by Sir Arthur Warner (Minister of Transport) in the presence

of an estimated crowd of 2,000. Amongst the official party were Mr. E. H. Brownbill (Chairman of Commissioners) and Mr. E. P. Rogan (Commissioner). On week-days, 130 trains are scheduled to stop at Patterson; 120 on Saturdays; and 75 on Sundays.



Patterson Station

Loco. Depot relic

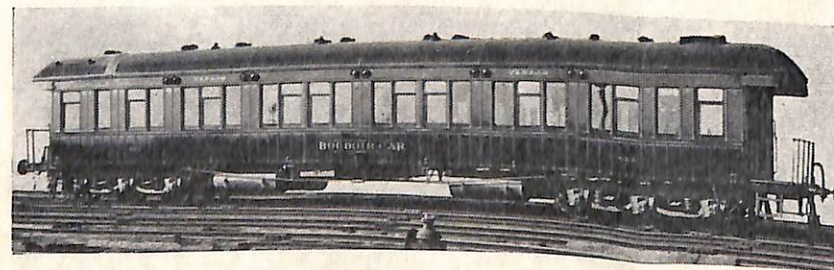




Hauled by two S class diesel-electric locomotives, *The Overland* presents a glittering spectacle at night. (Right) Prominently featured by the Melbourne Office of the South Australian Government Tourist Bureau is a model roomette—built by Victorian Railwaysmen—that faithfully reproduces all the comfort features of the vehicle.

THE OVERLAND

Running nightly between Melbourne and Adelaide, "The Overland" provides the kind of comfort and services (pictured in the front and back covers) that passengers will experience on the sleeping trains being built for the Sydney-Melbourne standard gauge link, due to open next year. The new trains will also do away with the need for passengers to change trains at Albury . . . something that has proved irksome to passengers over the years.



Six of these boudoir cars were built in the United States of America between 1886 and 1889 for the first *Adelaide Expresses*. They had eight compartments with accommodation for 20 passengers.



FOR passengers on *The Overland* there is no train changing on the run each way between Melbourne and Adelaide, and above all there is the matchless comfort of sleeping or sitting up in air-conditioned comfort.

But it was not always like that. Few people realize that before the rail link was established at Serviceton in 1887—thus connecting Melbourne with Adelaide—passengers for Adelaide making the overland trip travelled by train, coach, train, coach, steamer and train respectively. The journey took three days and the distance covered was 602½ miles, compared with the present capital-to-capital rail mileage of 483.

Travellers left Melbourne by train at 7 p.m. and reached Casterton, in western Victoria, at 7.45 a.m. the next day. After staying there 1½ hours, the journey was resumed to Narracoorte (S.A.) by coach. The trip of 76 miles took 24½ hours. At 11 a.m. passengers joined a train for Kingston, scheduled

to be reached at 2 p.m. From there they went by coach to Meningie, continuing until 5.30 a.m. the next day. They then travelled for four hours by steamer across the lake to Milang. The final section to Adelaide (64 miles) was covered by train, reaching there at 6.19 p.m. on the third day.

First "Through" train

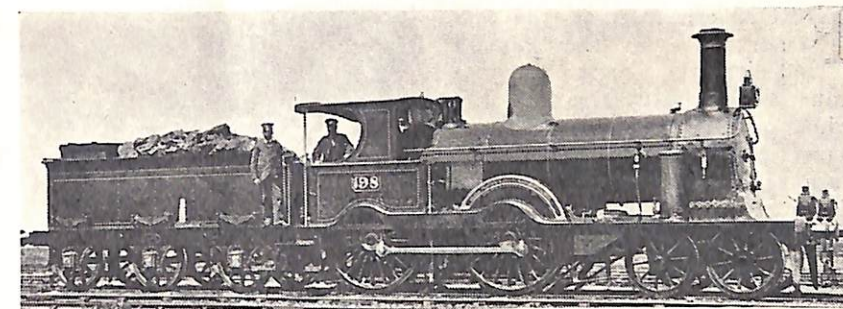
On January 19, 1887, a major transformation to train travel exclusively took place. At 4.5 p.m. on that day the first 'through' train via Serviceton left Melbourne for Adelaide; simultaneously a train left Adelaide for the Victorian capital. Each train consisted of a boudoir car, a composite first-and-second class carriage, a luggage van and a terminal brake van. The journey on the first trip took 19 hours, the train having to run via Geelong. The route via Ballarat was not opened until December 4, 1889.

Then known as the *Adelaide Express*, the train was officially named *The Overland* in 1926. It has been acclaimed by experienced travellers as one of the finest trains in the world. Overall the yearly number of passengers is increasing.

The Overland's features

It is modern, luxurious and speedy. It is made up principally of roomette (single berth) and twinette (double berth) sleeping cars. In the roomette cars, the beds, with four inch rubber mattresses are pre-made. Ample wardrobe space is provided, with a full-length mirror. The combolet unit provides hot and cold water and other toilet facilities. There is iced drinking water and a power point for an electric razor.

Ready for bed, the traveller, with the lightest touch, lowers the berth. The bed folds during the day into a recess in the wall at the back of the



Express passenger locomotives of the A class (numbered 190 to 208 even numbers only) were built by Beyer Peacock and Company, Manchester, England, in 1884. It was one of these locomotives that hauled the first Melbourne-Adelaide express trains.

seat. A large landscape window gives a full view of the passing countryside. Shoes to be cleaned are placed in a small cupboard to which the conductor has access from the corridor. There is a portable table for day use, and a shower alcove at the end of the carriage. In the morning the conductor will bring a breakfast tray service and the morning newspaper.

Shower on train

The twinettes have two berths and are equipped with the same amenities as the roomettes, except that each has the added facility of a private shower compartment.

The twinette beds are made up before the train leaves. When the upper-berth passenger wishes to retire, a ring will summon the conductor who will drop the upper berth into place. The lower berth passenger can pull the bed into position when desired.

For those who wish to sit up on the overnight journey between Melbourne and Adelaide, modern, saloon-type passenger carriages are provided, an

PUBLICITY PULLS

A spectacular increase in rail traffic inquiries has followed the display on Victorian stations of posters featuring *The Overland* and daylight specials to Adelaide. This has been reported by the South Australian Government Tourist Bureau that co-operated in the production of a number of posters. One is shown on Page 98. The period during which *The Overland* roomette model appeared in the front window of the Bureau's Melbourne office resulted in a high peak of inquiries (see picture). The tiny T.T. scale model of *The Overland*, that now runs in the V.R.'s displays, has been placed on display in the Bureau.

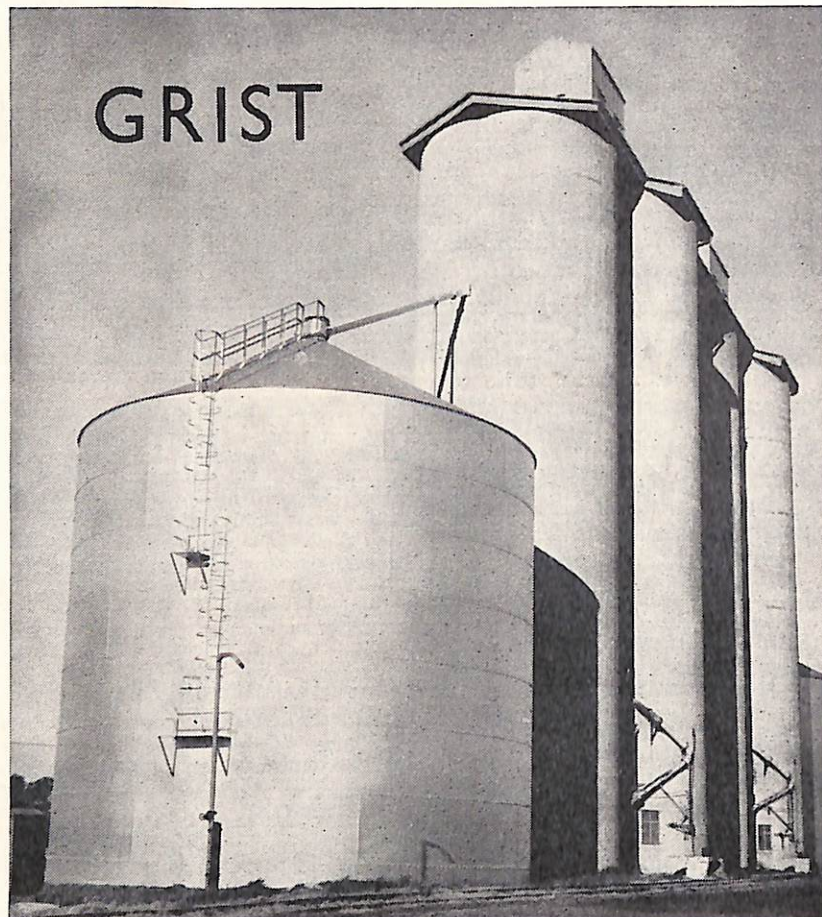


Two R class steam locomotives were used on *The Overland*, until supplanted by diesel-electrics.

FROM any part of the 558 sq. miles of the Donald Shire the most conspicuous visible structures are the wheat silos at the railway station. Towering 126 ft. above the goods yard rail level, these giant 27 ft. diameter wheat bins, with two annexes, (picture at right) have a total capacity of 350,000 bushels. To local residents the wheat silos are perpetual reminders of the enormously important part that the golden grain plays in the prosperity of their district.

Conspicuous, too, at Donald—but in an entirely different fashion—is the splendid passenger train service to and from Melbourne. Twice a week there is an overnight sleeping carriage train on the Mildura line; the *Mildura Sunlight* runs three times weekly; and on three days a week, a 280 h.p. diesel rail-motor connects at Ballarat with an air-conditioned train. And what such a train service means in the fast and frequent dispatch of parcels can be readily imagined.

VETERAN railwaymen at Donald say they have never experienced such a volume of wheat traffic, and such a succession of trains as occurred during the 1960-61 record-breaking wheat harvest. Throughout the State's prolific wheat-producing areas the Department's transport achievement in shifting the overflow of the 65 million bushels harvest won the highest praise of organizations and individual farmers . . . and it is safe



to say that no other part of the V.R. system played its role better than Donald.

It was the key train marshalling centre for the big northern wheat dispatching stations on the Mildura and Mallee branch lines. Many months of planning and consultation were necessary before the wheat started to

move, first a mere trickle, then gradually rising to unprecedented proportions.

Once the movement began, the importance of Donald was emphasized, and Mr. R. H. Arthur (District Superintendent, Ballarat) and his traffic inspectors spent a considerable time at the station giving overall directions;

From the lofty top of the Donald wheat silos, the *Mildura Sunlight* can be seen as it draws away from the station on the journey to Melbourne.



eagerly watching the arrival of empty wagons, their prompt loading and equally quick dispatch to Geelong.

What the V.R. men at Donald did can be gauged by this statistical fact: from mid-December until the end of January two wheat trains, each of 53 wagons (of 1600 tons, equivalent to loads of 13,250 bags) ran daily from Donald to Geelong. They were hauled either by two B class diesel-electrics or three T class. From February 18 to March 21, a special wheat train ran daily, and this performance was repeated a little later for two weeks.

Besides a heavily taxed goods yard that did not make it easy to handle such a concentration of wagons over a relatively short period, local V.R. men had to contend with a ruling grade load that involved extra shunting work "breaking down" most of the long wheat trains that arrived from the north.

For example: one B class locomotive could bring to Donald a train of 2,100 tons, but could take only 750 tons beyond. Necessarily, many of the trains had to be reduced, or, as was done as often as possible, double-heading was resorted to.

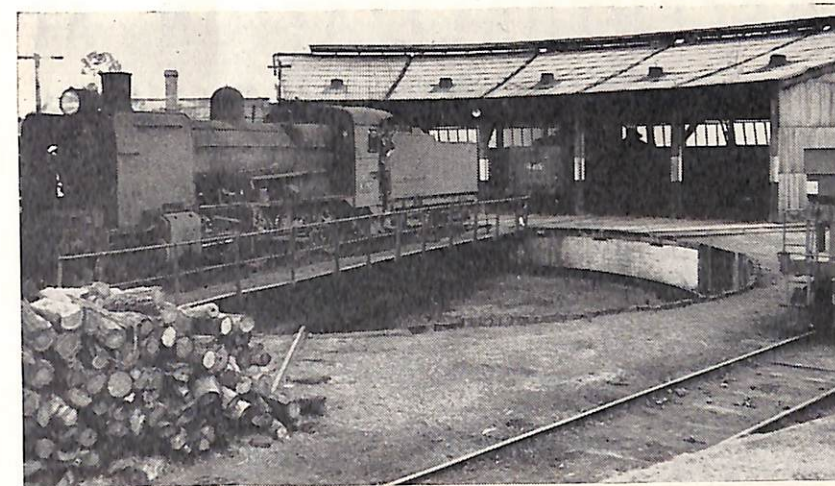
Donald's importance in general freight movement is underlined by the number of goods trains that terminate and originate there: the weekly total is 27. Also, each week 28 "up" and "down" goods trains, running beyond Donald in each direction, serve the station. (Incidentally much of this constant goods traffic had to be handled while the wheat harvest was being moved.)

For the 1959-60 financial year, the inwards and outwards freight handled at Donald totalled nearly 24,000 tons, including a substantial amount of superphosphate. In addition 292 vans of live-stock (sold at the local saleyards) were handled and dispatched through the well-equipped departmental stock yards, with its double-loading sheep race. The outwards goods and live-stock revenue totalled £52,966 (with passenger and parcels receipts the aggregate was £57,668).

At Donald the staff normally totals 58 and the fortnightly aggregate pay of about £2,500 is a factor in the money circulating through the local business community. Stationmaster L. J. Duffus has 19 men under his command. During the recent wheat season six extra guards and two shunters were employed.

The Loco. Depot is supervised by Chargeman H. Hadley and includes nine locomotive crews and two train examiners. Five extra drivers, eight firemen and one train examiner were pressed into service for the wheat harvest movement.

On the Way and Works side, there are two track force gangs and Gangers W. Blight and W. Munro each have five men under their control.



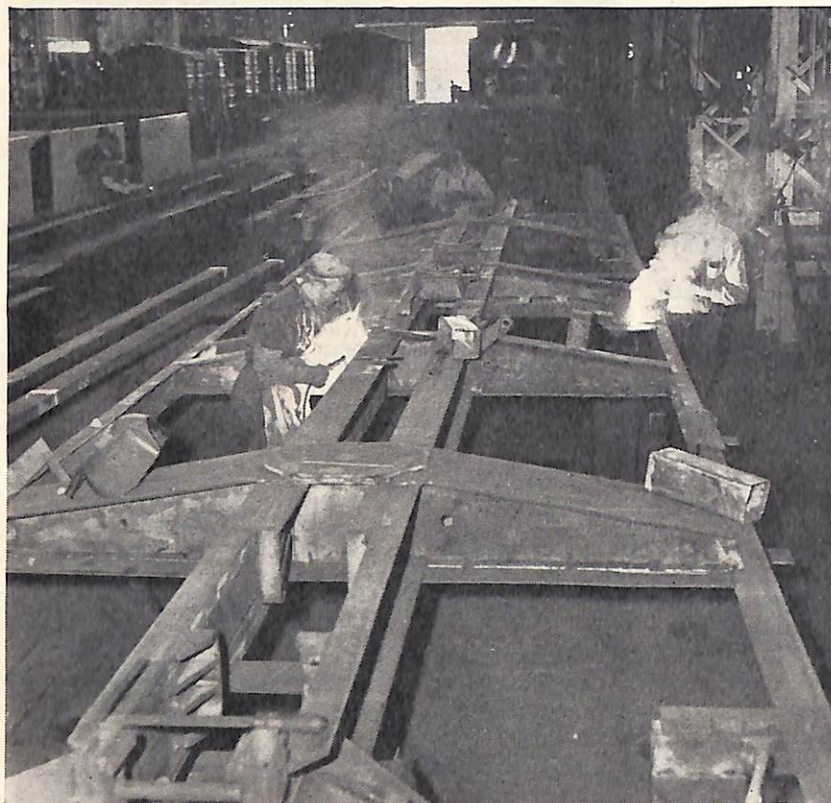
On the turntable just outside the Donald Loco. Depot, this K class steam locomotive is about to link up with a goods train.



(Above): Merchandise in great variety comes into Donald by goods trains and is quickly loaded into road transport for delivery around the town. Below: Oil tankers add to the volume of general inwards freight and to the shunting movements at Donald.



DECENTRALIZATION AT BENDIGO NORTH WORKSHOPS



OPENED in 1917, with a staff of 200, Bendigo North Workshops was created by a policy of decentralization of rolling stock activities. Only two years later the policy proved worthwhile. A2 steam locomotives were rolling off the production line, and soon after the manufacture of rail wagons began.

It is on this solid foundation that the workshops now employ 720 men of many trades and skills. In recent years the covered working area has been extended by 34,000 square feet and £70,800 has been spent on modern equipment.

With the passing of steam locomotives, the old engine erecting shop now serves as an assembly and repair shop. Here the electric motor bogies for the new *Harris Trains* are assembled and bogies for the "red" suburban electric trains are reconditioned.

In the steel construction shop, 350 B type steel freight vans have been built post-war and an order for 30 more is well under way. Bendigo constructs the underframes complete with bogies, for the ZF brake vans. These are supplied to Newport and Ballarat for bodies. Also the steel girders for the new Dynon diesel loco. maintenance depot are being fabricated in the steel construction shop.

A feature of the workshops is the equipment for turning a heavy wagon upside down for structural repairs.

Boilermakers weld the underframe of a ZF brake-van in a section of the workshops that includes the manufacture of heavy structural steel components for many railway activities.

Bendigo is the sole repair centre for louvre vans. It carries out the heavy repairs to Z brake vans and alterations to the coupling draft gear of ZL brake vans. Also undertaken is a vast amount of electrical works for suburban train maintenance. Pantograph pans, line breakers, various switches, reversers and rheostats are overhauled and re-conditioned.

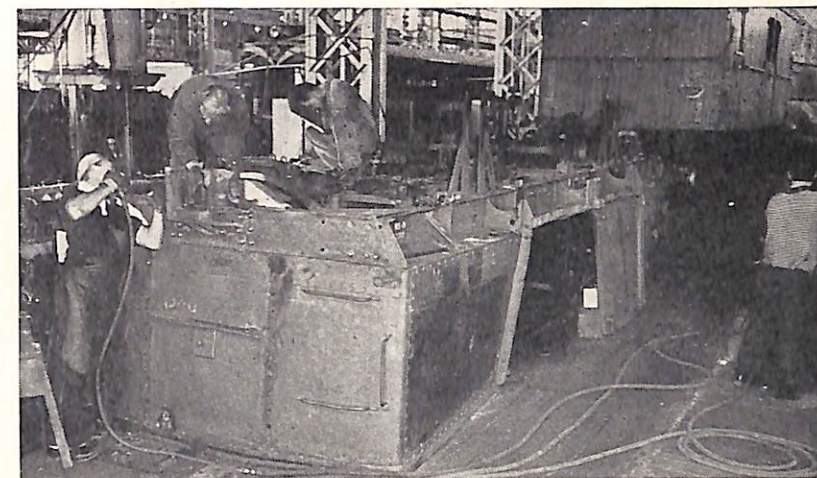
In the copper shop, where foot warmers are reconditioned, is an order for 1,000 new stainless steel warmers. Automatic couplings are also reconditioned. The wooden structure of wagons and cars is repaired. Wheels and axles for Bendigo and other districts are maintained. At the spring shop 3,670 springs were supplied for the system's rolling stock last year. Even standard gauge is represented by the manufacture of steel signal relay boxes.

In the brake shop, Westinghouse brake equipment is overhauled and tested. Here also the door locks for *Harris Trains* are assembled and fitted.

Another important feature of Bendigo North, is that it is an apprentice training centre.

Ninety-four boys are here learning a variety of trades. Most of them are Bendigo born. They are the country tradesmen of the future, following a fine tradition of Bendigo craftsmanship.

Apart from its engineering role, Bendigo North Workshop's contribution to decentralization is further emphasized by the fortnightly circulation of £21,000 wages in a provincial area.



Illustrating the capacity of the Workshops to handle rolling stock for major repairs, an I wagon is completely inverted for underframe strengthening.

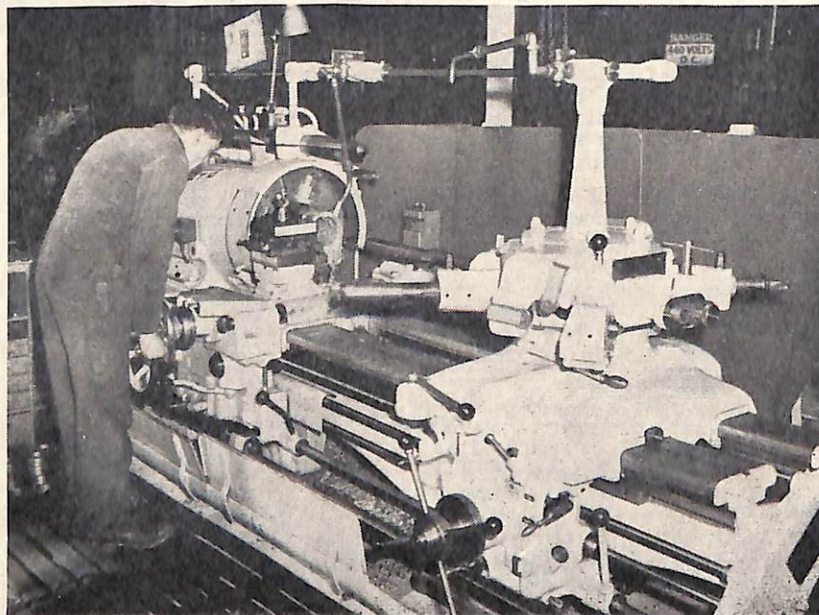


(Above) Reconditioning of pantographs is only one part of Melbourne suburban electric train equipment overhauled. Mechanic K. Craven is on the job. (Below) Making a thorough test of a triple valve, Fitter J. Smith makes an adjustment on bench testing equipment.

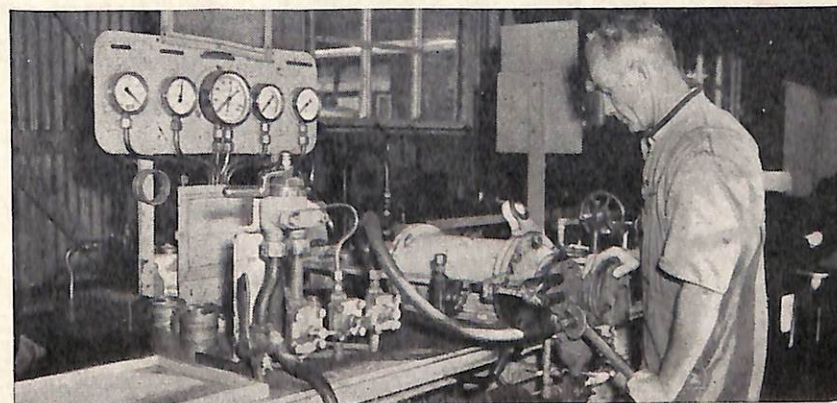


(Above) Typical of the apprentices being given practical training at Bendigo North Workshops, Apprentice Fitter and Turner R. Lawrence concentrates on the precision maintenance of a brake triple valve.

Recently installed as part of a modernization programme is this combination turret lathe, turning axle collars under the control of Fitter and turner I. Stevenson.



Following a specialized craft, Springmaker L. Ryan checks the deflection of a wagon spring in the testing machine.

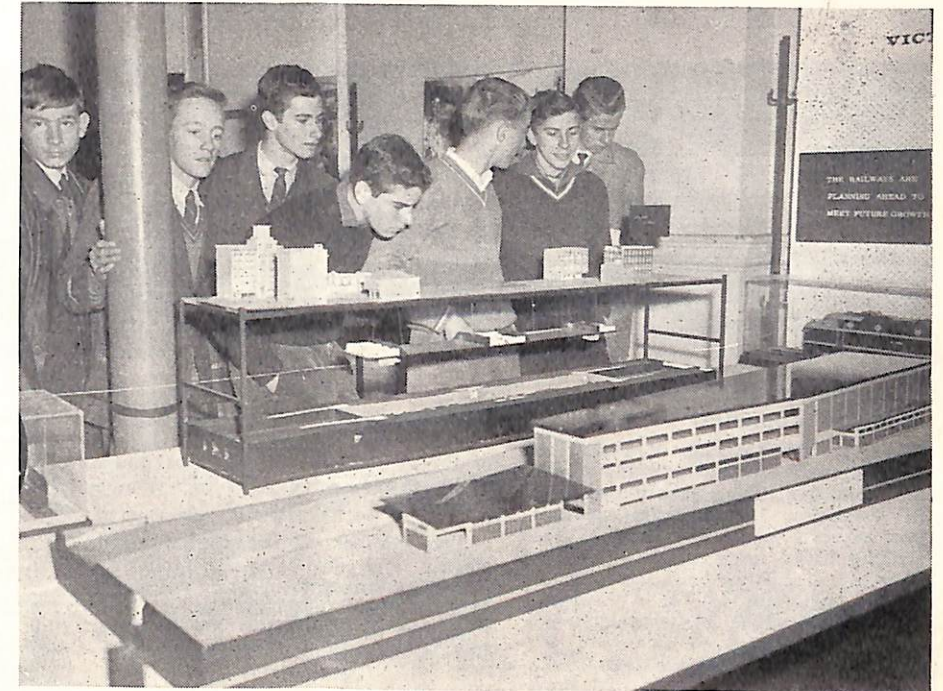




AT the Newport Technical College Open Day, these examples of fitting and turning from the Newport Workshops attracted the interest of students from technical schools and some V.R. apprentices from Ballarat and Bendigo Workshops.

COMMONWEALTH TECHNICAL TRAINING WEEK

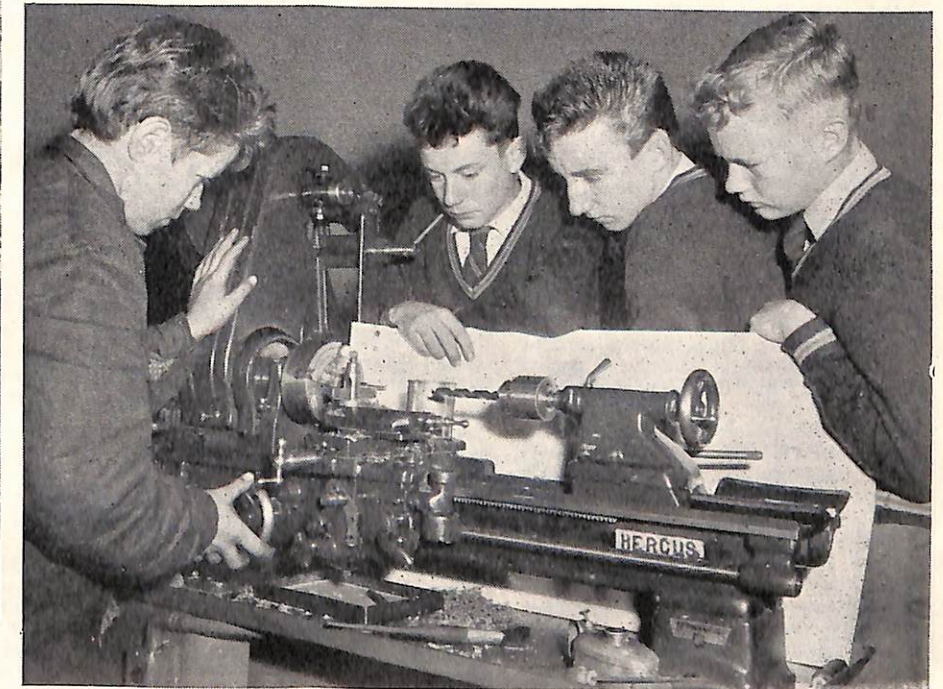
HELD throughout the British Commonwealth from May 29 to June 4, the week, that was backed by H.R.H. the Duke of Edinburgh, covered all forms of training for employment. The V.R. was well represented by displays of project models at the Royal Melbourne Institute of Technology; an Open Day and exhibitions at the Newport Technical College; and public displays at Ballarat and Bendigo. Theme of the Institute of Technology Exhibition was that the Department was planning for future needs and that engineers, technicians and tradesmen will always be wanted in the State's biggest and most progressive business.

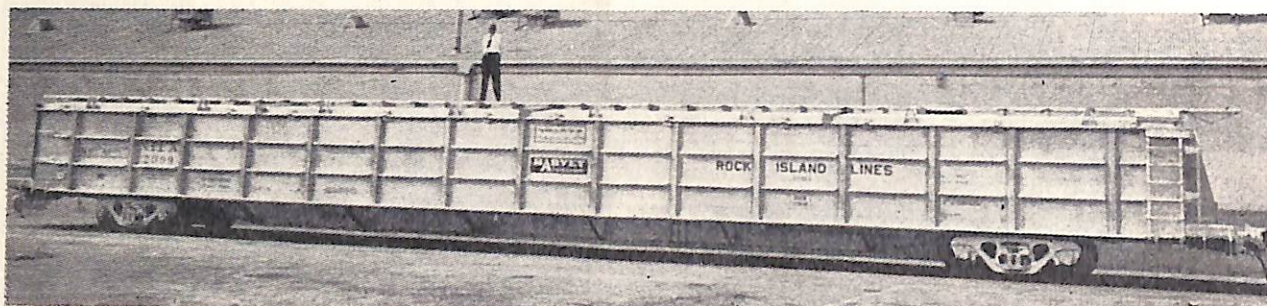


THESE two pictures capture the concentrated interest shown by lads in two phases of the V.R.'s participation in the Week. (Above) In the background is a model of a proposed Melbourne city underground railway station, while (nearest the camera) is a model used in the design of the proposed Spencer Street terminal for standard gauge trains. (Below) Apprentice Fitter and Turner Ian Garbut demonstrated a new screw cutting lathe.



FROM the railway workshops at Bendigo and Ballarat some examples of the work undertaken were shown to the public. (Left) Bendigo's display was held in the Town Hall, while in a shop window at Ballarat the feature was the re-conditioning of electrical gear for *Tait* suburban passenger carriages.





Striking aluminium vehicle

LIKE the Victorian Railways, the railroad companies in the United States of America are ever alert in developing new vehicles to transport special kinds of freight. This striking 85 ft. long vehicle is built of aluminium, and has been leased to the Rock Island Railroad. It is claimed to up the payload by eight tons, over a steel car.

Piggyback popular

PIGGYBACK revenues of the recently merged Erie-Lackawanna railroad exceeded \$10 million in 1960. The New York-Chicago service being set up with the Rail-Trailer company and six trucking firms could eventually produce revenues of \$20 million annually, Chairman, H. W. Van Willer stated at the annual meeting.

Other bright spots: E-L's passenger revenues were nearly 3% above 1959; consolidation of long-distance passenger trains as planned operated separately in pre-merger days; subject to a government-backed loan, a \$7.5-million freight yard will be built at Buffalo. The yard will pay for itself in less than four years.

Ten million wagons loaded

INDIAN Railways have created an all-time goods record by loading more than 10 million wagons during the year ended March 31. This was nearly four times more than that of the previous year, despite a partial strike in July and floods in subsequent months.

A significant feature was the marked increase in coal traffic that constitutes nearly one-third of the entire volume of freight. Coal loading was up 235,733 to 2,668,440 wagons—an increase of 9.7 per cent as against the 3.9 per cent rise for all commodities handled.

Specialists on U.S.S.R. railways

OVER 160,000 engineers and technicians are employed today on the railways of the Soviet Union.

Such a big number of specialists is explained by the high technical level of Soviet railways. The latest means of automation, tele-mechanics and communications are applied.

The number of railway lines with electric and diesel-engine traction is increasing with every year; total length of electrified lines in the Soviet Union tops that of the United States, Great Britain and France combined.

Rail Safer

RAIL travel in U.S.A. for 1960 was nearly seven times safer than travel by air. This comparison was made by the American Association of Railroads on the basis of last year's passenger fatality rates. The rate for domestic airlines was 1.01 passenger deaths per 100 million passenger-miles. The railroad rate was 0.15.

Passenger fatalities on the airlines last year were 10 times the railroad total—326 compared with 32. And the latter included 15 passengers killed in so-called "train-service" accidents, which are usually caused by traveller carelessness.

Accidents involving private cars and taxi-cabs, however, killed 25,000 people last year. On the basis of estimated miles travelled by automobile passengers, this would make the fatality rate 2.3 per 100 million passenger miles—more than 15 times the rail-road rate and more than twice the airline rate.

Traffic up in China

FINAL results for 1959 railway operations of the Chinese National Railways showed a 42 per cent increase over 1958. The total tonnage moved by rail during 1958 was 542 million and in 1960, the total was expected to reach 720 million, an advance of 33 per cent over the previous year.

The Chinese Railway Administration claims that working expenditure during 1959 was 15 per cent lower than during 1958 and that staff productivity had improved by 10 per cent.

Glue may replace tie-plates

THE Association of American Railroads has disclosed that its Research Centre at Chicago is using a new super-strength epoxy resin glue experimentally to bond steel rails to concrete cross-ties. This does not mean that trains will roll over track held by glue alone, the Association hastened to add.

Rails will still be held fast by spikes or clamps as at present. The new glue, however, may one day replace the costly tie-plates and other devices now used as buffers between track and ties, thus reducing the cost of providing rail transportation.

A railway laundry

AN order for the supply and installation of new laundry equipment at Cape Town has been placed by the South African Railways with a Johannesburg firm. The contract price is £35,371.

The plant will be completely automatic and will be capable of washing 75 blankets simultaneously whereas the other plants at present in use can only do 12. This laundry will handle approximately 500,000 articles a month including about 20,000 blankets.

Big Spanish plans

UNDER the second phase of the Reconstruction Plan, scheduled for completion in 1961 at an estimated cost of £242 million the Spanish National Railways are extending electrification, completing modern signalling and control installations including centralized traffic control and adding modern rolling stock.

Most courteous

RAILWAY buses were engaged to transport pupils from the Highett High School to our Anzac Commemoration Service at the Sandringham Theatre and to return many of them later to the school.

"This work was done most efficiently and, at every stage, the Stationmaster and his staff were most courteous and helpful, and most thorough in their arrangements.

"It was service of a high order."
—A. M. Rogers, Headmaster, Highett High School

Likes new accommodation

MY Committee and I wish to express our great gratitude to the Railway Commissioners for the added space given to our room at Spencer Street and for the alterations and painting carried out there.

"We have provided extra furniture and, with new curtains and cushions, our room is now looking fresh and attractive. Our station workers are most appreciative of the improvement in our room."

—Mrs. H. F. Maudsley, President, Travellers' Aid Society, Melbourne

Suitcase recovered

I would like to thank the staff and one member in particular at Rosanna for the kind attention I received when I had lost my suitcase. It was located at Macleod station and had been handed in there from the Macleod train (5.40 p.m. from Princes Bridge). On going back to the city I fortunately got off at Heidelberg to make further inquiries and they told me it had been reported at Macleod station so I returned there and was able to recover it."

"I don't know the porter's name at Rosanna, but both he and the junior were extremely helpful and obliging in ringing up all possible places where the case could have been and generally going to a great deal of trouble.

"I can assure you it was greatly appreciated."
—Charles G. Edwards, 11 Guymmer Court, Montmorency

"High efficiency"

ON a recent visit to Melbourne, I was very much impressed by the high efficiency shown by the staff on the dining car on the *Spirit of Progress*, I feel certain that the courtesy and services given would excel

any I have experienced anywhere I have travelled, I would like to add that the comfort that a person experiences on the *Spirit* is second to none.

"While in Victoria I had the pleasant experience of travelling from Melbourne to Geelong; here again I was enthused by the very excellent service afforded to their passengers, by the Victorian Railways."

—D. E. Leahy, C/o Reid House, Canberra, A.C.T.

Grape harvesting helped

THE dried fruits crop has again been successfully harvested; this, in no small measure is due to the co-operation of the staff of the Victorian Railways.

"Officers of this Department have reported on the excellent co-operation and courtesy extended to them by the staff of the various divisions of the Victorian Railways.

"In particular the staff of the Commercial Manager, Superintendents of Train Services and Refreshment Services are worthy of mention.

"Mr. Gibson of the Refreshment Services Division, and Mr. Kemp, Manager of the refreshment rooms at Ballarat, were most helpful in arranging for cut breakfasts handed to migrants on a special train to Mildura. The staff at the Spencer Street Refreshment rooms were most co-operative when providing mid-day and evening meals for migrants on numerous occasions.

"The Stationmaster and his staff at Spencer Street were always most helpful as were Stationmasters and their staff at Redcliffs, Mildura, Robinvale and Nyah West.

"I wish to express to you and to members of your staff, my appreciation of the co-operation which this Department received in transporting harvest hands to the Sunraysia, Robinvale and Mid-Murray Valley districts of Victoria. I would be grateful if you would convey my appreciation to all Railway staff concerned."

—The Regional Director, Dept. of Labour and National Service, Melbourne

Keen on rail

MEMBERS of the Holiday Train Association are very tour minded and are always keen to

undertake tours where the major part of travel is by rail. I feel this is the reason why the week-end tours by special sleeper train with the *Norman* and *Goulburn* carriages are well patronized.

"As mentioned in our Annual Report, the Association is very grateful to your Department for allotting either the special sleeping and lounge car train, or diesel rail-cars for the tours.

"My Committee also wishes to extend through you their thanks to the many members of the Victorian Railways who assist in making the tours a success."

—S. T. Meates, Hon. Secretary, Holiday Train Association, writing to the Chairman of Commissioners

1,000 children by train

ON behalf of Melbourne Legacy I wish to thank you for the great co-operation we received from your Department during the past year, especially in January when over 1,000 children were moved to and from country centres.

"Would you please convey our thanks to Mr. T. A. James, your Station Masters at Spencer Street and Flinders Street for the help they gave us in this large movement of children."

—K. C. Clarke, President, Melbourne Legacy

Coat recovered

I would like to express my appreciation of the helpful co-operation of the railways staffs at Elsternwick and Yass Junction (N.S.W.) in returning to me a coat left at Yass Junction on a recent journey from Canberra.

"It was entirely my own fault that the coat was left behind, but on reporting the loss at Elsternwick inquiries were started immediately.

"I received it back, neatly wrapped and quite unsoiled, very quickly. No charge was made and the Stationmaster at Elsternwick said this was part of the Railways service.

"May I, without being offensive, say that such service (private or otherwise) is becoming very rare indeed, and that the very courteous attention of the staff at Elsternwick was quite outstanding, and very much appreciated."

—Miss A. Vinnard, 9A Hoddle Street, Elsternwick

AMONG OURSELVES . . .

Honoured by Queen

SLLEEPING Car Conductor D. J. Freeland, of Spencer Street, has been awarded the British Empire Medal. In the Queen's Birthday honours list last month, the citation specifically mentioned his service on Royal and Vice-Regal trains.

Mr. Freeland has built up an outstanding reputation as a conductor on tours in this State by the Queen Mother, Her Majesty the Queen, Prince Philip and Princess Alexandra. In addition he has been specially chosen to take charge of the State Car in which Governors-General and State Governors make rail journeys.



Mr. Freeland

His pleasure at the honour bestowed on him has been heightened by the many messages of congratulations to him. Besides personal and written congratulations from the Commissioners and Branch Chiefs, he has received letters from Sir Dallas Brooks (Administrator of the Commonwealth), Sir Edmund Herring (Lieutenant-Governor), Sir Charles Lowe (Administrator of Victoria) and many others.

Mr. Freeland, who has been in the V.R. since 1924, is a conductor on *The Overland* and his work has received the highest praise from travellers, including those who have experienced overnight travel abroad.

Wants to advance

K EON PARK'S Italian-born Assistant Stationmaster Frank Lora gives full marks to his wife for inducing him to seek the security and satisfaction of a railway job. He studied the art of tapestry making in his native land, but on migrating to Australia in 1951 realized there was no scope in that direction.

He had many unrewarding jobs and then did two things he is certain will influence his future.

Mr. Lora joined the railways and, at the same time, started to study through the Institute classes. He obtained all his certificates to become an A.S.M., and capped this by winning the coveted "Brotherhood of Resonians Prize" in Station Accounts for 1960.

Mr. Lora, who is naturalized, likes working in the railways and believes that "there are wonderful chances for getting bigger and better-paid jobs, if you are ambitious". Evidence of his thinking: he is confidently studying to be a Stationmaster.



Mr. Lora

Tut, tut . . .

H ERE is Maggie . . . a real character of a bird owned by Repairer E. Kick and family, who live in a D.R. abutting the Donald station.

Well-known and tops with all local V.R. men for his beautifully clear and crisp whistling performances, Maggie, on the other hand, is way down in popularity with a few of the local women.

From his top-of-the-back-fence position he seems to take great interest in people passing by, but at times embarrasses both men and women—perfect strangers to one another—by giving most realistic and insinuating "wolf" whistles . . .

Maggie says a few words, and one of the local V.R. men



threatens to get him to fill the air with railway slogans, like "Be Bright—Go by Sunlight"!

Tells others

AFTER 15 years (13 of them as an Instructor) in the V.R. First-aid movement, Train Examiner Victor Rosewarne, of Donald, maintains an enthusiasm that has "infected" the 16 railwaymen in the class he conducts locally. Recently six sat for examination and all passed, including three first-year students.

A first-aid gold medallist himself, Mr. Rosewarne is also doing a fine job in fostering first-aid outside the department.

With two colleagues (Ganger W. Munro and Goods Guard E. Ridgewell) he has been instructing the Donald Young Farmers, Girl Guides and the Donald and Cope Cope Red Cross Societies.

Mr. Rosewarne is active in Union and V.R. Institute affairs: for five years he was Secretary of the local A.R.U., Secretary of the V.R.I. Bowling Club and a committeeman for eight years.



Mr. Rosewarne

The only one

TO Fred Cox, of Korumburra, belongs the distinction of being the only full-time parcels assistant at any station on the South-eastern Gippsland line—a sure sign that the volume of local parcels business is the greatest in that section.

Joining the service as a lad porter in 1936, Mr. Cox has been at Korumburra for 15 years—and for all that time associated with parcels traffic.

His grand-father, father and three brothers were in the Department at various times; at present nine of his uncles work for the V.R. in scattered parts of the State.

Mr. Cox served with the Second A.I.F. for four years.

Donald driver's dahlias



Mr. Whittaker

IF you happen to be in Donald during the next dahlia and chrysanthemum season—and even if you are disinterested in flowers—make a point of feasting your eyes on the garden of Driver Jack Whittaker.

There are likely to be at least 1,600 dahlia plants in full bloom in a quarter-acre of his land—and if it is claimed there is a finer, more colourful flower display elsewhere in Victoria, then his colleagues will strenuously deny it!

Mr and Mrs. Whittaker are justifiably proud of their garden and the many prizes its flowers have won them in district shows. The garden attracts visitors from many parts of Victoria.

Joining the V.R. in 1920 at Maryborough as a cleaner, Mr. Whittaker now smilingly suggests that "the stewards" could well have looked into his transfer to Donald in 1921.

Actually, he had been Departmentally advised in writing of his transfer to

Woomelang, but Donald railwaymen mysteriously "arranged" for him to arrive at their loco. depot instead. Reason: he was an accomplished tenor horn player and they badly wanted him for the local brass band.

They got him, too—and he helped them to win many championships with his skilled playing. Mr. Whittaker was also connected with the Donald country fire brigade for many years.

Green with envy . . .

EASTERN Gippsland golfers, in particular, can be pardoned for envying Loco Fitter Robert Green who recently retired at Warragul. Reason: he is on a world tour visiting Japan, the United States and the Continent . . . and former colleagues would not be surprised if he is taking in the most famous golf courses abroad.

Mr. Green is a member of the Warragul golf club and has a low handicap.

In his younger days, he played football with the Williamstown Association side; later he played with Warragul and Yarragon.

He joined the V.R. as an Apprentice Fitter and Turner at Newport Workshops in 1913 and first came to Warragul in 1954.

Life Governor

NOMINATED by the Commissioners for a Life Governorship of the Victorian Civil Ambulance Service is a V.R. man who has given nearly 30 years' service to the first-aid movement. He is Mr. John Richards, clerk, Secretary's Branch, who is now assisting the Chief Safety Officer.

Each year the Civil Ambulance Service invites the Commissioners to make a nomination "in appreciation of the practical support the Department gives to the maintenance of the ambulance service."

Mr. Richards gained his initial first-aid certificate in 1930, and a few years later began a very active and valuable association with the Department's ambulance organization. He holds 21 first aid awards including gold and

silver medallions. For seven years he was leader of the Spencer Street Corps, and competed as an individual in State Championships.

Mr. Richards is President of the Melbourne Division of the St. John Ambulance Brigade, whose uniformed members are seen on duty at street processions and all kinds of events where big crowds gather.



Mr. Richards

Varied V.R.I. items

IN Electrical Fitter's Assistant Bill Sheedy, Korumburra V.R.I. Sub-centre members have an experienced and enthusiastic President: he has been in that role three times in the past nine years. In the service for a relatively short period (17 years) Mr. Sheedy was on the V.R.I. committee within two years.

He pays a well-merited tribute to the work of "my committeemen" in furthering the interests of the Sub-centre where expanding activities are calling for expanding buildings."

Among those actively engaged with Mr. Sheedy is Assistant Signal Adjuster Jack Quick, who is Secretary and Treasurer; before that he was a committeeman. He is also President of the Korumburra Carpet Bowls Association.



Mr. Sheedy

Mr. Quick is an ardent advocate for all that the Institute stands for and, as he moves around South Gippsland on his signalling job, he seldom loses a chance to boost the V.R.I.

Queen Carnival

TO raise funds for a new building—the original one was destroyed by fire in March 1960, just two weeks before the planned official opening—officials of the Sunshine V.R.I. Sub-centre are organizing a Queen Carnival.

Girls of 16 and over who are members or related to members of the Sub-centre are eligible to participate for the honour of being Queen of the Carnival.

Socials, dances and many sporting functions are among the features of a big programme that will reach its climax in November with the ceremonial crowning of the Carnival's Queen.

Ouyen goes gay

OUYEN Sub-centre members recently organized a "Mad Hatters' Party", and reports show that it was one of the most successful functions held at this Mallee outpost. A feature was the "Decorated Head Gear Parade", each entrant having to represent a town, animal or some special feature. Fifty entries were received and officials praised the ingenuity of many of the ideas.

Section winners were: Best girl—Joan Lewis as "Omeo"; Best boy—John Gachel as "Four 'n Twenty Pies"; Best lady—Mrs. R. Gardiner—"Motor Spares"; and Best man—J. Mills—a self characterization.

Variety was added to the evening when Ralph Gardiner and Mick Barrett screened Queensland slides.

Warragul children remembered

FROM the Warragul V.R.I. Sub-centre come two items about the activities of members on behalf of children of local railwaymen. The Warragul Shire Council has been requested to allot some vacant land, together with appropriate equipment, for a playground. The land, owned by the Council, is on the "railway housing estate", so described as it is entirely composed of railway departmental residences.

Preliminary talks have been held concerning the next Christmas Tree and whole-day picnic to a nearby resort, that have proved to be outstanding successes over the past eight years.

There are many "working bees" amongst members, as well. As a result, the Institute buildings have been repainted and additional buildings provided for more space for class rooms and storage.

Satisfied



Mrs. Littlejohn

WHEN Edith Littlejohn joined the Department a mere three months ago she little thought that her first job would be so satisfying . . . that it would bring her so closely in touch with the travelling public.

That's what happened, as this picture shows her, with a friendly smile, serving from the food trolley on *The Mildura Sunlight*. This much appreciated light

refreshment, sweets, and soft drinks service is available in each direction between Melbourne and Donald.

Mrs. Littlejohn, who comes from Tasmania, says she finds passengers "very courteous and easy to please", and is already on speaking terms with many regular travellers. Two of her relatives, Rueben and Michael Ramage, are in the Rolling Stock Branch at North Melbourne.

RECENT RETIREMENTS

ROLLING STOCK BRANCH

Collett, W., Newport
Davies, J. H., Newport
Faulkner, F. J., N. M. Shops
Green, R., Warragul
Hann, N. C., Mtr. Garage
Healey, F., Newport
Johnson, E. W., Bendigo
Jollie, A., Sh. Sheds
Kingsbury, C., Newport
Moore, W. J. D., Newport
Markievitch, L. J., Newport
Mitchell, J., Newport
Maggs, C. A., Bdg. Nth.
McManus, E. H., Bdg. Nth.
Nelson, A. F., E. R. Depot
Read, R., Bdg. Nth.
Sandlant, W. H., Nyora
Thomas, R. E., Jolimont

TRAFFIC BRANCH

Archer, J., Tottenham
Allpress, D., Ararat

Coulson, L. F., Albion
Green, E. H., Ararat
Grogan, J., Melb. Goods
McGregor, L. J., Geelong
Ruddock, J. G., Melb. Goods

ELECTRICAL ENGINEERING BRANCH

Thompson, B. N., Flinders-st.

WAY AND WORKS BRANCH

Blakeney, R. C., Spotswood
Grieve, G., Flinders-st.
Horgan, C. E., Benalla
Leonard, A. H., Maryborough
Murphy, D. P., Nth. Melb.
McKay, T. A., Laurens-st.
O'Brien, J. F., Laurens-st.

STORES BRANCH

Crocker, M. G., Printing Works
Frobisher, J. G., Newport
Vella, Mrs. V. M., Spotswood

. . . . AND DEATHS

ROLLING STOCK BRANCH

Attrill, W. H. A., Newport
Bottando, A., Geelong
Corpi, A., Jolimont
Campfield, W. H., Jolimont
Peace, J. F., Jolimont

TRAFFIC BRANCH

Budd, W. K., Flinders-st.
Sutherland, D., Spencer-st.
Sawyer, G. H., Mansfield

ELECTRICAL ENGINEERING BRANCH

Sheahan, C. F., Spencer-st.

COMMERCIAL BRANCH

Harrison, E. P., Head Office

WAY AND WORKS BRANCH

Delaney, M. P., Sunbury
Smith, R., Ballarat
Wylie, J., Sydenham
Thornton, L. L., Camperdown

V.R. MAN'S RARE HOBBY



SIX years ago, suburban relieving signalman Peter Pearn bought an old sword while casually strolling through the Victoria Market, North Melbourne—and that started him off on the unusual but very rewarding hobby of collecting old pistols, swords, sabres, etc., as the picture shows.

His percussion action muzzle loader pistol has a .68 bore, and is 11½ ins. long and weighs 2½ lb. Made in 1851

it was found at the old penal settlement on French Island. Amongst Mr. Pearn's collection is a sword issued to the militia during Queens Victoria's reign and another with the engraving of King Edward VII on the hilt.



Mr. Pearn

"I value my collection" he said, "at nearly £100 and am continuing to add to it. The whole lot adorns my bedroom walls."

Mr. Pearn has been closely associated with football and tennis. He was a player and assistant Secretary of the Mirboo North Team and later an umpire.

He has been connected with the Macleod team in the Diamond Valley League for 11 years, being on the committee for eight years. He is now a Vice-President and Social Committee Chairman. Mr. Pearn is also President of the Suburban Lines Tennis Club.

On the target

FROM a chainman in the Railway Construction Branch to Stationmaster is the rather unusual path trodden by Mr. L. J. Duffus, of Donald. That taste of the preliminaries for

building a railway determined him to get to know more about the V.R.—and he has never regretted it.

After a period as lad porter in the suburban area, Mr. Duffus was appointed operating porter at Ouyen in 1929. He wore his S.M.'s uniform for the first time at Clarkefield, and was then located at Mansfield, Woomelang, and Sea Lake before coming to Donald about 16 months ago.

Mr. Duffus is interested in two R's: railroading and rifle shooting; the latter became his main hobby in 1948. Colleagues in the Donald team are Repairer Cody, Driver Schultz, and Fireman B. Howlett.

Mr. Duffus has twice represented the V.R.I. in Interstate Championships, and hopes to go to Brisbane again next month as a member of the Victorian team.

Colour enthusiast



Mr. Daly

WHILE driving a diesel rail-car four days a week on the 120-mile run from Portland to Ararat, Jim Daly, of Portland, says he has many "mouth-watering" opportunities in springtime to indulge his favourite hobby of capturing colour shots—if he had his camera and, more importantly, if he were not at the rail-car's controls.

Mr. Reid has nearly 400 slides after only a few years in photography. His collection covers the whole of the Commonwealth. On his next holiday, he will "shoot" the Coober Pedy opal fields in South Australia.

A V.R. man since 1948 when he began as a cleaner at Bendigo, Mr. Daly has driven petrol-electrics, diesel-electrics and diesel rail-cars in many parts of Victoria.

Sought security



Mr. Warburton

ONE of the most cheerful and willing labourers in and around the Donald station is Ted Warburton. He was born at Erldunda Station near Alice Springs 59 years ago. A widower, he has a daughter in Ballarat. After doing all sorts of odd jobs in all kinds of odd places that gave no security, Mr. Warburton 12 years ago joined the V.R. at Ouyen as a labourer, and he has been at the Donald Loco. Depot for the past decade.

Mr. Warburton's engineman's cap reflects his affection for steam loco-

motives. He "hates" to see them "on the way out," but regretfully knows that progress must have its way, in the shape of diesel-electrics.

Former Secretary passes

IT was with genuine regret that his many friends heard last month of the death of Mr. E. C. Evers, a former Secretary for Railways. He retired in 1947, after having held the position of Secretary for a record-breaking term of 24 years. During that time he was Commissioner in an acting capacity for short periods.

Mr. Evers entered the Traffic (then Transportation) Branch in 1897 as a junior clerk and quickly revealed ability that foreshadowed his advancement to more responsible positions.

He was chosen for transfer to the Secretary's Branch as personal assistant to the Head of the Branch, and in 1916 he was in control of the Staff Office. On the establishment of the Staff Board in 1921, he became its first Chairman.

First-aid first

TALK about first-aid to Korumburra's Electrical Fitter-in-Charge Douglas Maxfield and he reveals a deep enthusiasm for a humanitarian work that has been the main part of his life since he joined the V.R. organization 10 years ago.

He recalls with satisfaction the help he has been able to give to the injured until the medico arrived

Mr. Maxfield is now the First-aid Instructor and is instilling into his students the know-how that has won him the bronze, silver, and gold medallions in first-aid.

He joined the V.R. 13 years ago and served his apprenticeship at the Spotswood Workshops.

Heart Appeal helped

REPRESENTATIVES of the Newport Workshops were responsible for the magnificent sum of £995 being raised for the recent Operation Heart Appeal. This resulted when nearly 150 of them, including sub-foremen, engineers, clerical staff and tradesmen, conducted a door-knock campaign in the Newport postal district area, W.15

Organizing was undertaken by Mr. R. H. Y. Roach (Workshops Manager) and Mr. L. Black (Senior Clerk), and the smooth working of the operation was a tribute to all who took part.

Newport Workshops employees have a notable record for practical support to varied charitable appeals, and railwaymen throughout the service will congratulate their colleagues on the success in the Heart Appeal.

Tragic sequel

HOW an act of friendship to a deceased friend ended tragically was revealed last month. While holidaying in Queensland with his wife, Mr. W. O. Brown, a former Assistant Chief Civil Engineer, died. He was aged 74 and had retired from the service in 1952.

Hearing the news, his life-long friend, Mr. C. O. (Dick) Bryans, a foreman artisan with the Engineer of Special Works, East Melbourne, went out to Mr. Brown's home in Glenferrie to tidy up the garden, in readiness for the arrival home of his widow. Completing his self-imposed task, Mr. Bryans left and was on his way home when he collapsed in the street and died. Mr. Bryans was aged 55 and had been in the V.R. since 1926.

A Morris duet

GANGER Walter Morris with his wife Gladys... two V.R. people at Mansfield whose duties are somewhat similar: Mr. Morris supervises the maintenance of the track to Maindample, while Mrs. Morris looks after the rest house for rail motor drivers on the station. For 20 years, Mr. Morris has been in charge of the gang, having had previous ganger's experience at Welshpool and Beech Forest.

With his men, he gained third prize last year in the "Best Kept Lengths" competition in the north-eastern district. For the past eight years, Mrs. Morris has kept the rest house a cosy, comfortable overnight haven for the drivers.

Mr. Morris takes great interest in the local football team, being on the club's building committee. With his wife, he is a keen worker for the club's social committee.



Mr. and Mrs. Morris

Ben's a paradox...

ALTHOUGH Shed Assistant Ben Fairbank, of Mansfield, dexterously drives the six-ton Coles mobile crane around the goods yard and manoeuvres it in and out of all sorts of odd, cramped spots, he admits, surprisingly, he cannot drive a motor car.

But colleagues, appreciating the skill with which he crane-handles all manner of bulky loading, know it would be almost a formality for him to get his driver's licence.

Mr. Fairbank was formerly a platform supervisor at Princes Bridge, but forsook a station career and transferred to the Mansfield goods yard because the vacant job carried a departmental residence... an aspect of prime importance for his growing family.

Flair for instructing

IN Signalman R. Gully, Wodonga has a railwayman with a flair for imparting his practical knowledge: for several years he was the local First-aid Instructor and, for a period, Safe-working Instructor, too.

Gaining his initial first-aid certificate in 1954—and crowning it with a gold medal this year—Mr. Gully was twice first in the Individual Event in the North-eastern District Competitions. He served two terms as A.R.U. Sub-branch President at Wodonga, and is active on the V.R.I. Sub-centre committee.

Mr. Gully has been located at Wodonga since he joined the service in 1951, becoming a signalman three years later.



RON BAGGOTT'S SPORTS PAGE

Played in four sports

FOR many years active participation in sport has dominated the leisure hours of Fireman Reg. Nicholls, of Portland. At the moment he is an enthusiastic player and official of the local bowling club, having played the game for 15 years. His skill has won him many competitive events, with appropriate trophies.

Mr. Nicholls has been on the club committee for seven years and is now the energetic President for 1960-61. He sought the serenity of the bowling green after playing the more strenuous football, cricket and tennis where he was located as a cleaner and fireman: Ararat, Ballarat, Ouyen, North Melbourne, Daylesford, Dimboola and Warracknabeal.



Mr. Nicholls

Now aged 57, Mr. Nicholls started in the V.R. at Stawell in 1925.

Provincial baseball

STOREMAN Graham Gladman and Stores Clerk Jack Spiers were prominent in Ballarat's great win over Geelong in the recent Victorian Provincial Baseball Championships. Graham as coach and Jack as assistant coach and manager, led their team to a 15 runs to 2 victory.

As Ballarat's No. 1 catcher, Graham has earned a place in the Victorian provincial "All Star" side. Summer-time sees him as a leading bowler in the Ballarat Central "A" grade cricket team.

A former first-base "All Star" baseballer, too, Jack is also a prominent cricketer. He is captain of the Redan first eleven and has played in country weeks for Ballarat and Bendigo. His prowess gained him selection in the Victorian country side that played against one of the recent Test teams from South Africa.

R. L. Edwards Golf Shield

POSTAL Institute and V.R.I. sent 68 players to Latrobe Links for the annual "R. L. Edwards" shield tournament. V.R.I., last year's winners, lost to Postal, 14 matches to 11, with 3 drawn.

In the Stableford Competition over 14 holes, trophies were won by Messrs. H. Casley (winner on count back) and A. C. Stockley (runner-up).

Messrs. R. Draper (Assistant Director, Postal and Transport Services) and Stockley (General President, V.R.I.) presented trophies to the successful V.R.I. and Postal Institute competitors respectively.

V.R.I. Football Association

HERE'S news from the local V.R.I. footy scene. Loco. has again defeated Newport and is unbeaten; the position of teams at the time of going to press was:

	Played	Won	Lost	Points
Loco. ...	6	6	—	24
Newport ...	6	4	2	16
Yard ...	6	2	4	8
Head Office	6	—	6	—

Interstate football

THE V.R.I. team for this year's interstate railway football carnival at Perth between July 16-27 includes four country players. It comprises A. Boyd (Capt.) K. Mathieson (Vice Capt.) A. Ballingall, J. Blackie (Ararat), L. Bullen, J. Culph, G. Dockerty (Dimboola), M. Fry, B. Gooding (Dimboola), F. Jones, J. Kenny, R. Koch, R. Marr, J. Merriman, P. Nunn (Ballarat), W. O'Connell, B. Robertson, K. Schicklerling, W. Schultz, M. Trancredi, D. Wall, P. Windsor.

Team officials will be: Messrs. D. O'Donnell (Manager), J. J. Brain (Institute representative), P. R. Sharp (Property steward) and F. Dwyer (First-aid officer) with Messrs. J. McPartland, F. J. Moore and T. O'Neill representing the V.R.I. Football Association.

Coming golf events

● V.R.I. Wimmera gold tournament: Dimboola, Sunday, August 20. Details: T. Herlihy, Secretary, Wimmera V.R.I. Golf Club, C/o S.M. Dimboola.

● Country Week: September 11 to 14, Rosedale Golf Course, Aspendale. Entries close July 28: Details July issues of *Weekly Notice*.

Ladies basketball

FULL credit goes to the Melbourne Goods Ladies team for a magnificent effort as runners-up in the E2 grade ladies Basketball Association championships. The team formed in the past twelve months, took third place in the previous year's championship. So, they seem well on the way to an early premiership.

The team is managed and coached by Mr. P. Arnold who is ably assisted by Messrs. T. Barber and T. Cannon—of the Melbourne Goods staff.



Melbourne Goods V.R.I. Ladies Basketball Team. Back row (left to right): Lorraine Griffith, Lena Morrish, Pat Alexander, Marie Ferguson, Carol Petrie, Joan Thurgood. Front row: Sandra Longford, Sheila Bumford (Vice-Capt.), Gwen Major (Scorer), Rhonda Beachley (Capt.), Gloria Carroll. Absent—Margaret Dupey.

1000:

875937

746 W. H. Rd
Mishawaka

APEX OF COMFORT.

Because of these features, "The Overland" has deservedly earned its reputation as one of the world's finest trains. See page 100.



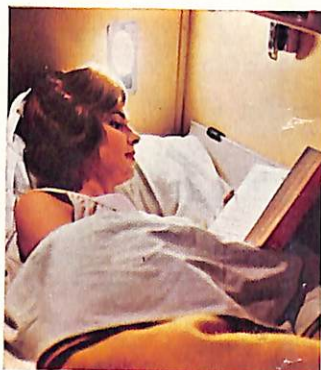
A comfortable twinette



with iced water, too



is easily transformed



into a bedroom



then breakfast in bed



and refreshing shower

20 13 0

SLEEP OR SIT. "The Overland" has single and double berth sleepers (above) as well as 1st and 2nd class sitting carriages (left, below).



she powders while



he ponders, and



for all it's pleasant travel