

THE CENTRAL HIGHLANDS TOURIST RAILWAY

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(A Company Limited by Guarantee)



THE TURNTABLE

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"THE TURNTABLE" is the official quarterly Newsletter of: *The Central Highlands Tourist Railway.*



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(Statements made and opinions expressed in this Newsletter are not necessarily those of the Company.)

FRONT COVER:- Plant train arriving at Bullarto for sleeper fest 2004, part 2. To make sure no sleepers 'went missing' 2 volunteers stayed a few nights at Bullarto in Workmans Sleeper 381W.

Editorial

Welcome to 2005 and the first Turntable for the New Year. Due to Tinnie's work and home commitments, I have taken over the editorialship. As a result of this change, you will again receive four issues of the Turntable per year! Thanks must go to Tinnie for all his effort over the years to bring you, the reader an entertaining and informative insight into the goings on in front and behind the scenes at the Daylesford Spa Country Railway. Thank you very much Tinnie!

There has been much progress at **your** railway of late, and the best way to keep up to date with all of our goings on, please regularly check our new-look website – **www.chtr.org.au**. Go to the website to find out all that's happening with railway – especially the restoration of the DERM. Better still, why don't you come and find out for yourselves, you can even have a nice family picnic at the new Musk Railway Park!

Renea McCarthy
Editor.

The Editor wishes to thank:

Ian Fell, Donald Sharp, Arthur Brook, Stuart Smithwick, Nick Ednie, John Jeffkins & Barry Fell for contributing to this edition.

Please note that all photos are courtesy of Barry Fell unless otherwise stated.

Closing date for contributions for the next edition 16/03/2005

PRESIDENT'S REPORT

The celebrations to mark 150 years of Australia's first steam railway were very successful for the CHTR. Although only a small turnout for the Back to Daylesford event, it still went off a treat. Probably the highlight of the day (particularly for our South Australian guests) was a reasonably good snowfall as our mixed train arrived at Musk. The day was one of those days where all our volunteers could relax a little and enjoy the fruits of our labour.

Sunday 12th September saw a day of free travel and showbags for all, with over three hundred travelling. A special train departed Daylesford at 12:20pm (the same time as the first train left Flinders Street for Sandridge 150 years previously) carrying invited guests and local politicians to Musk, for the opening of The Musk Railway Park. The park, which commemorates 150 years of railways, was opened by the Mayor of Hepburn Shire, Mr Warren Maloney.

Another recent highlight for the CHTR was 'SLEEPERFEST 2004 PART 2'. Over a few days of Melbourne Cup week a number of volunteers gave their time to be part of this successful project. One hundred and fifty-two sleepers were replaced in the running section around Bullarto. Although wet weather made conditions a little trying at times we still achieved what we set out to do. A plant train was run to distribute the new sleepers and to transfer a bug hut (workman's sleeper) to Bullarto. This would have been the first time in many, many years that a track gang would have camped at Bullarto. This time though, we had all the mod cons like electricity and even the Internet!! A large amount of planning and preparation went into this project and just proves how important that planning can be. I would like to thank all that took part in this project and remember that 'SLEEPERFEST 2005 PART 1' is in the pipeline.

2005 will hopefully see the completion of a number of projects, including the return to service of the DERM 63RM, the Hi rail truck and our very own tieded scarifier. No doubt we will find many more exciting projects to keep our volunteers occupied once these three are finished.

As the new year is fast approaching I would like to take this opportunity to wish everyone all the best for the festive season and a safe and prosperous 2005.

STUART SMITHWICK
PRESIDENT

ROLLING STOCK REPORT

91RM: Still reliably running our Sunday passenger services. Only troubles to occur have been a shorted transistor on the No.2 engines voltage regulator, which was easily replaced & the injector pump drive coming loose on the No.2 engine. New fan belts have been

fitted to both engines. Some roof repairs have also recently been carried out. More re-upholstered first-class seats have also been fitted.

Motor No.63 Major work is still progressing on this historic railmotor. It has been pleasing to note the increase of volunteers working on this vehicle of late. Anyway taking up where we left off from the last report-

The Roof. Well after a lot of toil the main roof sections is now finished and is awaiting the fitment of the new canvas. This has included the completion of the new roof wooden edging right around the car body & completion of fitment of the new roof boarding where required. The fitment of the new roof boarding over the entire engine room has also been carried out. Then much scraping & sanding of the roof boarding was undertaken followed by painting the entire roof. The new roof boarding over the front flat roof section is still awaiting fitment.

Engine End Front. With the completion of the steel work on the engine end front, including fitment of the new radiator brackets work moved on to the refitting of the various parts that had been previously removed in this area, such as the compressor governor. The steel work was also repaired above the drivers cabin in this area. The radiator itself was then cleaned up, its mounting feet replaced due to the old ones rusting away & then refitted. New cooling water pipes have been cut, threaded & fitted. This also involved the purchase of some new pipe work elbows.

Internal Body Work. The ceiling panels, which had previously been paint stripped, have had their re-painting completed and fitted back into their rightful position inside the passenger area. The panels were then given another coat of paint once they were refitted to the ceiling. The ceiling panel strips were also paint stripped, refitted and then painted. This has completed the ceiling work to a very impressive standard.

Other bodywork has also been carried out with woodwork being replaced around the window frames and a number of new window frames being manufactured.

Next major planned activities are the re canvassing of the roof & the removal of the engine/generator set for overhaul of the gearbox. Another activity being debated of late is when to repaint the exterior with the famed Daylesford winter creeping up on us in the future. Hopefully 63 will return to service sometime this year.

DRC40: The DRC has been running very well of late. It has even run a number of Sunday services with no troubles. After further problems with the No.1 engine starter motor back in October it was sent away to have new pinion fitted to it. The cooling water indicator lights have also been repaired on the No.1 engine.

NICK EDNIE
ROLLING STOCK MANAGER



Fitting new roof boards over 63's engine room.



Timetable at Bullarto illuminated by a 1930s ex4 Tilley lamp

TROLLEY BRANCH REPORT

Welcome readers to another branch report from the trolley branch. Firstly HO HO HO and welcome to the end of 2004 - I hope you all have a merry Christmas and a happy new year.

Since the last issue of the Turntable some preventative maintenance has been carried out on the trolley fleet.

The holiday report will be put on hold this issue due to a rush to get this article into the magazine.

Recently I visited the Railfan Shop in the city after being told that there were some trolley books for sale in there. On inspection I found a 1955 Ways and Works book of instructions. The book of instructions covers everything to do with Ways and Works but in a general format as it is after all an instruction book. It has sections covering such diverse areas as Tools and Equipment, Workman's Sleeping Cars, Track Machines, Electrical Equipment, Postal Underground and Aerial Cables, Clearances, Prize Awards, Gatekeeping Duties, Floods - to name just a few. The section that is of interest is the Track Machines as it has information relating to the operation and maintenance of trolleys. This includes how many men can be carried on each type of trolley as well as how much equipment (i.e. sleepers, rail, tools, etc) can be carried on each trolley. The next book I purchased was the October 1921 Rolling Stock Branch book of instructions. This is like the Ways and Works book but covers all things relevant to the Rolling Stock Branch. There is no trolley information in this book but it is still a fascinating read. The gem of the three books by far was the trolley book I obtained. It is none other than an instruction book for a B type trolley. The book was issued 1st June 1926. The title of the book is - Instructions for the Care and Management of Inspection Motor Cars, Type "B." Fitted with 4½

H.P. V.R. Standard Engine. What a long title !! The book is endorsed E. H. Ballard Chief Engineer of Way and Works. The book explains things like the - Care of Car; Motor Spirit; The Engine; Timing the Valves; The Carburetter; High Tension Magneto; Spark Plug; Platinum Contacts; Spark Control Lever; Lubrication; Preparations for Starting the Car; Running the Car; Speed Precautions; Failures in Running; Tools, Spare Parts, Etc.; Monthly Returns; Car Parts; Carburetter Parts; Magneto Parts; Tools; Accessories; The Following Spare Parts Must Be Kept on Hand. The book explains how a four stroke engine works (which would have been important at that time as petrol engines were fairly new then). There are also images of the four stroke cycle, 2 pictures of the trolley, 2 pictures of the V.R. purpose built engine, images of the control linkages and wiring diagram, a photo of the magneto, and a photo of all the spare parts and tools required. The book is a very interesting read and I believe that we may have one of the engines in pieces in storage. What is amazing of all is that the trolley is actually belt driven not chain driven like you would expect.

Due to work commitments I am not at Daylesford as often but I will still be up there whenever I can either running guard on the trains or working on the track, trains, or trolleys. If you see me don't forget to say g'day.

In upcoming articles –
I will cover anything that readers ask for!

Until next time have fun and keep those trolleys running.

DONALD "DONNY" SHARP

THE TROLLEY MANAGER.

VOLUNTEERS

How about all of those trolleys in the Rolling Stock Register? (In case you've forgotten, it was compiled by Dipp and listed in the last edition of the Turntable.) It would be interesting to note whether The CHTR has the largest and most diverse collection in Victoria. Arthur Brook has a fantastic concept for a Trolley Museum, utilising the Daylesford goods shed. Not only would it give the general public a better understanding of the concept, history and purposes behind our various trolleys over their years in service, but it would also help protect them from the ravages of the unforgiving Daylesford weather (the extremes of both summer and winter). We could start this procedure immediately if only we could find a dedicated band of people interested in such a concept and prepared to work towards it on a regular basis. It would include general clearing and cleaning, and setting up part of the goods shed, not to mention the restoration of

various trolley examples and undertaking the actual display layout. If only The CHTR could find some interested parties to help with this most worthwhile project!

At this point I would like to thank all those who took part in the recent Sleeperfest 2004 (Part 2). It was a huge success, a perfect example of good planning and teamwork. 152 sleepers in 5 days - you'd have to be happy with that result!

I would also like to draw everyone's attention to the new-look CHTR web site; the layout and view is most professional. A new (hopefully weekly) section worth browsing through is the "Lineside Chat With Ian"; it contains small and amusing tidbits of goings-on at your tourist railway.

All have a happy and safe Christmas and New Year, or Easter, depending on when you get to read this article.

IAN FELL
VOLUNTEERS' CO-ORDINATOR



As part of the 150th anniversary of railways in Victoria the Mayor of the Shire of Hepburn opened the Musk Railway Park on 12/09/2004.

ORIGIN OF STATION NAMES

(From the book: *Names of Victorian Railway Stations* by Thomas O'Callaghan JP.)

<u>STATION</u>	<u>HEIGHT ABOVE SEA (FEET)</u>	<u>MILES FROM MELB.</u>	<u>ORIGIN OF NAME</u>
Cathkin	581	93¼	Tallarook to Mansfield. The site of this railway station was included in a pastoral station taken up in the early days by Dr. Patrick, and afterwards occupied by Mr. Maxwell. The pastoral station was named after "Cathkin Braes," near Carmunnuck, Lanarkshire, Scotland. The railway station took the name from the pastoral station.
Caulfield	169	6½	Melbourne to Mornington. Named after Mr. John Caulfield, an early settler in that locality, and one of the first members of Committee of the Mechanics' Institute, Melbourne, 1839.
Cavendish	672	213¼	Hamilton to Cavendish. Named in honour of the Duke of Devonshire, whose family name was Cavendish.
Charlton	432	173¾	Bendigo to Nandaly. This township took its name from that of the pastoral station of which it formed part, viz., "Charlton West." The pastoral station was taken up by W. M. Bell, about 1848, on behalf of Caye and Kaye, and the name "Charlton" appears upon the plan made then by W. S. Urquhart, Surveyor. The name was probably taken from Charlton, near Woolwich, England. Charlton, O.E., village of the Churls or Carls.
Chelsea	24	20	Melbourne to Mornington. Named after "Chelsea," Metropolitan District, London, England. Famous for its hospital for invalid soldiers. Thomas Carlyle, called the Sage of Chelsea, lived there.
Cheltenham	122	13¼	Melbourne to Mornington. The place from which this station took its name was at one time known as "Two Acre Village." In 1853, Charles Whorral built an inn there, and called it "Cheltenham," after his native town in Gloucestershire, England. As the settlement of "Two Acre Village" (which was so named by Josiah Morris Holloway in 1850, or thereabouts) grew, the name of the inn was adopted by the township. Cheltenham, O.E., enclosure on River Chelt.
Chesney	533	127½	Benalla to Yarrawonga. Named after "Chesney Vale" Pastoral Station, which took its name from the owner—Colonel Chesney, R.E.
Cheviot	665	83¼	Tallarook to Mansfield. Named after "Cheviot Hills," the original name of the "Killingworth" Sheep Station, which embraced the site of the railway station. The name, as applied to the Victorian hills, came from Scotland.
Chewton	1093	74¾	Melbourne to Bendigo. The "Chewton" Gold-field was named after Lord Chewton, a friend of Lady Castlemaine, and celebrated as a dog fancier.
Chillingollah	182	241¼	Bendigo to Manangatang. A corruption of "Chillianwalla," the name of a town of British India, in the Punjab. Memorable as the scene of a sanguinary battle, fought in January, 1849, between a British force under Lord Gough and the Sikh army under Shere Singh.

SLEEPERFEST 2004 – PART 2

Well cup week again, and did the CHTR volunteers plan to relax for a change? NO WAY!! Someone said let's replace some sleepers! Only about 150 to be precise. Working back from the down end points at Bullarto to approximately 2km into the forest.

Start Day – Derby Day. Plan – To take works train, track machines and all other requisites to Bullarto. The KMQ was loaded with 140 sleepers with Bill's forklift. The trolleys were readied with tools and the flat-top loaded with sleepers for the day's activities and departed, followed by the track machines. The guard for the train was returned to Daylesford by which time the train had been made up as follows: Loco Y159, Workmen sleeper (for the night time security personnel – Stuart and John), KMQ and ZL449. Arrival at Bullarto was in time for lunch. The ZL carried more tools, generator etc. The afternoon was spent replacing urgently required sleepers as well as preparing for the onslaught after the last train on Sunday. Evening was spent relaxing over dinner and a quiet sip at the Trentham Hotel.

Day Two – Sunday Arvo. Following the cessation of train operations, the gang set out about removing all dog spikes from the sleepers to be replaced and sleeper removal and scarifying began, giving a flying start to the task. A great amount was achieved thanks to daylight saving starting. The day was capped off with a bonfire and BBQ at Bullarto.

Day Three – Cup Eve. Some of the volunteers had to go to work (down to 7). The sleeper remover and scarifier began work early and quickly finished off their work. With Y159 manned by Bert and Stuart, and the KMQ with sleepers manned by Ian and John, the sleepers were quickly unloaded along the track with Barry, Dipp and James lining up the sleepers for the inserter. Dog spikes were dropped off along the line on the return of the train to Bullarto. The inserter was then dispatched to begin inserting the sleepers under the rail, whilst the rest of the gang began 'dogging' one side of the track. Work ceased about 6pm. All returned to Daylesford, had a much-needed shower and retreated to Bert's place and enjoyed a great 3-course meal prepared by Sharon and Bert. Well done! Thank you.

Day Four – Cup Day. No time to think about the Melbourne Cup. Really don't think anyone was interested. Weather forecast wasn't promising though, rain predicted – DAMN! Six of us set out again, hoping the prediction was wrong. Working like a well-oiled machine, the gang quickly got into the swing of things as Rowie arrived, and in went the spikes. Before long we reached the end of side one and turned to do side two as well as checking the gauge. As lunch was taken, the rain arrived. We all crammed into the trolley and before long we returned to Bullarto Station. With the wonders of modern technology, Barry plugged in the laptop to check on the weather. After an hour of rain, it was decided to take the work train back to Daylesford, unload and stable it then check on the weather. It was

about this time, whilst at Bullarto, that the quote of the week was made by guess whom? As the rain eased a bit, he was heard to say to all and sundry 'It is only a dry drizzle not a wet drizzle.' Enough Said. After unloading at Daylesford and consulting the laptop the rain abated, we returned to continue dogging, but after an hour we were forced to cease due to rain and hail. We were all hoping that Friday night be better, weather wise, as we had a Silver Streak service to run on Saturday evening.

Wednesday and Thursday were 'lay' days as far as track work was concerned as some had to go back to 'real' jobs. Thursday afternoon saw the rain return with no let up during the night.

Day Five – Friday. The intrepid six gathered at the Daylesford Goods Shed at 8am with the rain showing no sign of stopping. Out with the laptop and a check of the weather map – 'easing to showers.' Before long the rain eased to a drizzle, so we loaded the trolley and headed through the forest to Bullarto and suddenly the rain stopped. During the morning session, we found the 8 sleepers that had been missing during the undogging stage. Work progressed uninterrupted until the lunch break despite one short 'dry drizzle.' A hot lunch was had at Bullarto Station and another check of the weather. The afternoon session progressed rapidly with one short drizzle, with the last dog spike being hammered in at about 5:10pm. Job well done. But not yet finished. Tamping and boxing in to look forward to.

Day Six – Saturday. Rain gone. Loaded up trolleys with tools and sleepers (for replacing the ones that we missed). Three of us proceeded to Bullarto (where we were joined by Peter L), whilst Stuart and Barry did some shunting of vehicles at Daylesford for the weekend's operations. We soon removed and replaced the 8 sleepers prior to lunch, then Barry arrived and Stuart appeared on the tamper. Tamping concluded in time for us to return to Daylesford for the running of the Silver Streak Champagne service that evening, and the rain returned. All that was required to be done was everyone's favourite pastime – BOXING IN!

A great effort and a big 'Thank You' to all who participated in 'SLEEPERFEST 2004 - PART 2

***John Jeffkins
Security Personnel***

Passenger Mail Motor Trailers.

In order to improve passenger and mail services on some country lines, six Passenger Mail Motors (PMMs) were constructed in 1936 for the Victorian Railways. They were essentially sedan motor cars on rails, capable of carrying 10 passengers and a driver, as well as limited amounts of passenger's luggage, mails, and parcels; 6cwt in a small boot in the rear of the car and 6cwt stowed on the roof. Due to the limited space available, restrictions were placed on the transport of bulky items, and parcel rates were imposed on excess passenger's luggage; for an adult luggage up to 28 lbs was carried free and for a child between 4 and 14 years old 14lbs. was carried free.

Five PMMs were allocated for service on the following branchlines and one was retained as a "spare" for replacement of those in regular service when overhauls were required.

Branchline	Dates Service Inaugurated
Shepparton – Dookie – Katamatite	30-11-36
Horsham – Natimuk – Goroke.	30-11-36
Birregurra – Forrest.	8- 2-37
Ararat – Avoca – Maryborough.	15- 2-37
Murchison East – Rushworth – Gigarre & Colbinabbin	1- 3-37

The introduction of an improved passenger service utilising a Passenger Rail Motor between Murchison East and Rushworth was originally planned to commence on January 31, 1937. However experience gained prior to that date indicated the need to accommodate more van goods than could be carried

service was delayed a month until the construction of an experimental trailer that could carry 15cwt of van goods was completed. The trailer was delivered to Murchison East on February 28, 1937, and the new service commenced on March 1 (Figure 1).

The District Superintendent reported in April :-

"The trailer has proved satisfactory. It caters very well for the conveyance of the various types of articles required to be carried to give as general service as possible, including ice cream tubs, odd cans of cream and bagged goods, for which the van goods provision in the car is unsuitable.

"It is run on the trips for which it is regularly required. On occasions it is loaded to capacity.

"More rapid loading at the junction and readier discharge en route are also a feature."

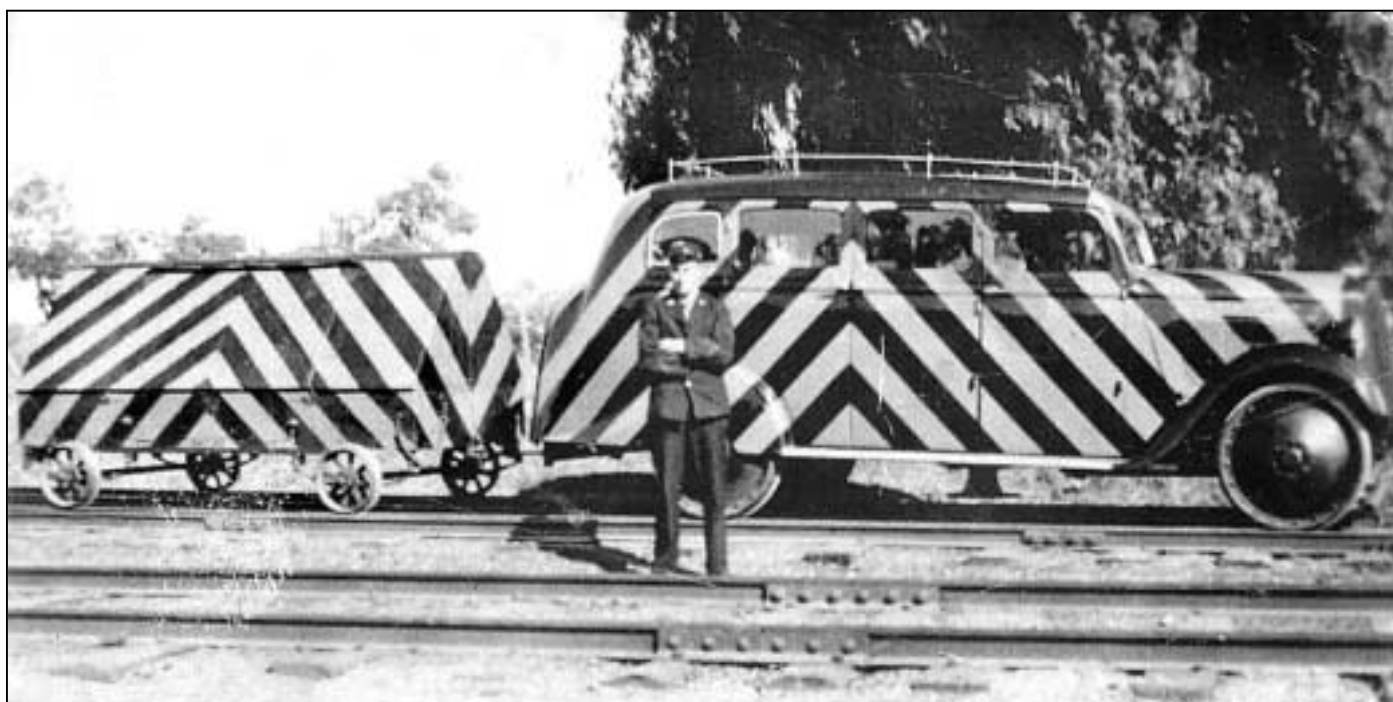
After five months it was reported that the full double-daily service now operated by the passenger Mail Motor between Murchison East and Rushworth was being consistently patronised, but the road service was averaging only about one passenger per trip.

Investigation into PMM Services.

Following the success of the trailer at Murchison East, the General Superintendent of Transportation investigated whether there was a need for additional trailers for use on other branchlines.

Shepparton – Dookie – Katamatite

The amended timetable utilising a PMM was designed to provide a more frequent and faster service for passengers, parcels, mails, newspapers, etc. than was



DSCR Collection

A Passenger Mail Motor and trailer at Rushworth in the late 1930s. The driver in front of the vehicle is Dick Ritchie.

30.11.36 the train service on the Shepparton – Katamatite line consisted of 3 mixed trains in each direction weekly together with a postal motor service between Shepparton and Dookie on Thursdays.

Commencing on 30.11.36, a Passenger Mail Motor service consisting of 7 trips in each direction between Shepparton and Dookie and 4 trips between Dookie and Katamatite in conjunction with a 3 days per week goods train service is instituted. Two disadvantages with the new service were quickly noticed:

- (1) Owing to the strictly limited parcels accommodation on the PMM, residents were now not able to order food supplies etc. of a bulky nature from Dookie and Shepparton on the day required, but had to do so on the previous day for dispatch on the tri-weekly goods service.
- (2) Interference with ice cream traffic resulted from the fact the PMM could not convey ice cream containers. Previously, ice cream could be dispatched from Melbourne for delivery on the same day along the line to Katamatite on Monday, Wednesday and Friday. Under the new timetable, no satisfactory way to deliver ice cream on Monday was possible without the provision of a trailer for the PPM.

A trailer for the Dookie line similar to the one in use on the Rushworth line was considered necessary.

Horsham – Natimuk – Goroke.

The previous steam train services were not altered with the inauguration of the Passenger Mail Motor trips, but the motor provided new services from Horsham connecting with the 8.25am Passenger from Melbourne on Wednesdays to Natimuk and Goroke, and Natimuk only on Saturdays.

A Natimuk trader desired that facilities be provided on the motor for the conveyance of bulky articles such as cases of fruit and vegetables, and ice cream containers. However, experience showed that the requirements for fruit and vegetable could be reasonably met by carriage on the motor of small quantities.

It was concluded that the volume of general parcels traffic did not justify the allotment of a trailer vehicle to the Goroke section and the special provision of one at Horsham to be used in the ice cream season only was not recommended.

Ararat – Avoca – Maryborough.

There was no difficulty in dealing with the parcels and luggage traffic suitable for conveyance by the PMM .

The through goods trains (ran on Mondays and Thursdays which was the same frequency as under the previous through mixed service) followed the motor service in each direction and conveyed the bulky articles. In addition a local goods train was run on Tuesdays between Maryborough and Avoca which followed the PMM on that day in each direction.

Birregurra – Forrest.

The parcel traffic was satisfactorily handled on this line. The former mixed train left Birregurra at 11.0 am on Mondays, Wednesdays, Fridays, and Saturdays in connection with the 8.20am “Flier” from Melbourne continues to run at 11.20am Mondays, Wednesdays, and Fridays as a goods train, and followed the Passenger Mail Motor which departed Birregurra at 11.0am. The bulky articles were reasonably catered for and the provision of a parcels trailer for the motor was not necessary.

Recommendation for New Trailers.

Following the investigation the General Superintendent of Transportation made the following recommendation to the Commissioners:-

“The consideration of the facts leads to the conclusion that with the fleet of six Passenger Mail Motors the construction of two new trailer vehicles should be authorised and I recommend accordingly. These trailer vehicles would be utilised as follows :-

“(i). Dookie service as required.

“(ii). As a “spare” for use as required in replacement of the trailers on the Rushworth and Dookie lines when out of service for overhaul and repairs.

“I should also state it is probable that the conditions on the Natimuk line will in the Summer season justify the temporary provision of a trailer vehicle, an no doubt the “spare” vehicle could be diverted for the purpose.

Completion of the PMM Trailer Fleet.

On May 7, 1937, the construction of two new trailers was approved, and by August they were completed. Classified as motor trailers (MT), they were given the numbers 41 and 42. The original trailer in use on the Rushworth line was numbered 40.

Trailer 41 MT was consigned to Murchison East on 18-8-1937 to replace 40 MT that had been damaged and withdrawn for repairs.

Trailer 42 MT was consigned to Shepparton on 23-8-1937.

Trailer 40 MT was reconditioned and after a short stay at Jolimont Workshops it was sent for service on the Horsham – Goroke line on October 25, where it was used primarily for the conveyance of ice cream over the summer period.

References:

Public Record Office Victoria: VPRS 421/P, Unit 583, Files 36/14050, 36/14149, 36/14458, 37/2760, 37/4894.

Acknowledgement: Figure 1 was reproduced with the permission of the Keeper of Public Records, Public Record Office Victoria, Australia.

Arthur Brook.

Murchison East—Rushworth Colbinabbin and Girgarre Lines

New Passenger Mail Motor Service.

Commencing on MONDAY, MARCH 1, passengers will be carried by an attractive Passenger Mail Motor, whilst a separate Goods train will run instead of the present mixed trains.

FULL TIME-TABLE.

DOWN.	Passenger Mail Motor Daily	Passenger Mail Motor Daily	Goods Mon., Wed.	Goods Fri.
Murchison East Dep.	a.m. 10 55¶	p.m. 8 0*	a.m. 7 20	a.m. 11 5
Murchison ... "	11 0	8 5	...	11 24
Hammond ... "	11 6§	8 12§	...	...
Waranga ... "	11 12	8 19	...	p.m. 12 15
Rushworth ... Arr.	11 22	8 30	8 25	12 15
" ... Dep.	Tues., Fri. 11 25	...	9 0	1 0
Erwen ... "	11 36	...	...	...
Wanalta ... "	11 44	...	...	...
Colbinabbin ... Arr.	11 55	...	10 10	2 10
Rushworth ... Dep.	Mon., Wed., Thur., Sat. a.m. 11 25	...	Goods Mon., Wed. p.m. 12 50	...
Karook ... "	11 36	...	...	...
Stanhope ... "	11 46	...	...	...
Girgarre ... "	11 55	...	2 0	...

¶ Connects with 7.45 a.m. Express from Melbourne.
* Connects with 4.40 p.m. Albury Express from Melbourne.

UP	Passenger Mail Motor Daily	Passenger Mail Motor Mon., Wed., Thur., Sat.	Goods Mon., Wed.	Goods Fri.
Girgarre ... Dep.	...	p.m. 5 30	p.m. 2 30	...
Stanhope ... "	...	5 38	...	...
Karook ... "	...	5 48	...	...
Rushworth ... Arr.	...	6 0	3 50	...
Colbinabbin ... Dep.	...	Tues., Fri. p.m. 5 30	Mon., Wed. a.m. 10 45	Fri. p.m. 2 40
Wanalta ... "	...	5 40	...	...
Erwen ... "	...	5 48	...	...
Rushworth ... Arr.	a.m. 6 0	6 0	11 55	3 50
" ... Dep.	9 15	Daily 6 5	p.m. 4 30	4 30
Waranga ... "	9 25	6 15	...	...
Hammond ... "	9 31§	6 21§	...	...
Murchison ... "	9 38	6 27	...	...
Murchison East Arr.	9 45c	6 35c	6 0	6 0
" ... Dep.	Passenger 9 52	Passenger 6 45	...	...
Melbourne ... Arr.	p.m. 12 40	10 10	...	...

c—Passengers Change. §—Stops if required.

**Second Class Fares will be charged for Travel by
Passenger Mail Motor.**

A. 376/37.

Victorian Railways Print.

312/37

Figure 1. Advertisement for the new Passenger Mail Service introduced on March 1, 1937.



DSCR end of year members' function



Taking a break near the 75lb cutting during Sleeperfest 2004 – Part 2