



THE TURNTABLE

Quarterly Magazine of THE CENTRAL HIGHLANDS TOURIST RAILWAY

ACN 006 220 355

(A Company Limited by Guarantee)

Trading as Daylesford Spa Country Railway

Interior of our new railmotor, 102HP walker 7RM.



“THE TURNTABLE” is the official quarterly Newsletter of
The Central Highlands Tourist Railway.

ONLY \$3.00

“THE TURNTABLE”



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EDITORIAL

Well folks, the secret is out. After a nationwide search for a responsible new person to edit this magazine, the Board finally gave up and appointed me. It's OK though, because for me it is an excellent opportunity to contribute to the running of the DSCR, while I am limited by other commitments. I have been a contributor to, and editor of, transport related club magazines in the past, so the job is not exactly new to me. With a bit of luck and your help, it should be fun.

My first job is to restore the regular publication of this newsletter, which has become erratic over the last few months. So keep those cards and letters coming in everyone, or you will have to put up with my own writing in large slabs to fill in the spaces, odd sense of humour and all. And we don't want that, do we! Seriously, I would be very interested in hearing your memories and stories about the railway, so we can tell them (anonymously if you like) to our wider reading audience and increase their enjoyment of the railway. For instance, we were recently discussing the possible fitting of luggage racks to the restored 63RM with an older former Trentham resident, when we were promptly told that the racks had to be mounted strongly enough for a man to sleep in! It seems that passengers riding the down train from Melbourne to Trentham would climb into a couple of racks and get a bit of shuteye on the way. This was particularly popular with soldiers on leave during the war. The change in the note of the engine as it throttled back to enter Trentham yard, would be enough to wake them up so they could hop down and get ready to alight at the station. You don't get stories like that in the official histories!

This edition the cover picture has special significance, for we have some significant news about an important addition to our Railmotor collection, namely the purchase of the last surviving 102HP Walker Railcar, 7RM. This is meeting our aim, to have at Daylesford one of each class of V.R. Railmotor from circa 1920 to the present day, and cements our historical significance as a museum of the history of the Victorian Railways. This is covered in detail elsewhere in the magazine.

We also have news about Grants, and some proposed changes to Daylesford Station, and the usual section reports from the usual players. We also have a little quiz, with a couple of mystery objects to ponder over.

Finally, I would like to wish you all a very happy festive season and Best Wishes for the coming New Year. Hope to see you all soon, up at Daylesford Station.

Peter Liddelow, editor.

THOUGHT FOR THE MONTH

“Life is a joy to be lived, not a problem to be solved.”

Anon -- Smeaton Hotel graffiti.

Contributors to this issue: (in alphabetical order) - Arthur Brooke, Barry Fell, Don Sharp, Ian Fell, Nick Ednie, Peter Liddelow and Stuart Smithwick.

PRESIDENTS REPORT

The CHTR has been fortunate in recent times to receive two grants from the Victorian State Government. Firstly a grant of \$20,000 was received from Heritage Victoria for external restoration works to the Leyland 53RM. Work will include repairs to the canvas roof, window repairs and body repairs. What is significant about this funding is that it is the first time Heritage Victoria has funded a moveable object. This has come about from the CHTR being the first heritage railway organisation to be accredited under the MAP (Museum Accreditation Program). We are looking to outsource some of the required work but some will still need to be undertaken by the volunteers.

The Shire of Hepburn has received \$68,000 funding from the Regional Infrastructure Development Fund for an amenity upgrade of the Daylesford railway station toilets and associated works. The Shire and CHTR will also contribute to this project both financially and in kind, which will see the total value of the project being \$102,000.

The project will see the construction of a new mens' toilet block to replicate the original and will incorporate a disabled facility. The ladies toilets will be expanded into the existing mens' toilet as it was originally. Some landscaping and signage works will also be undertaken to complete the project. I must thank Mr. Geoff Howard, member for Ballarat East and the Hepburn Shire Council for their support in securing this funding.

The Daylesford Sunday Market is about to enter its' 25th year of operation. The foresight of the people who developed the Sunday Market as a funding source, and an adjoining attraction to the tourist railway is significant.

Those people would not have realised that the Sunday Market would become one of the major attractions in the Daylesford region and the primary source of income for the CHTR. Let us hope that the market can continue for another successful 25 years, and remain as the must see attraction that it has become.

As you will no doubt read elsewhere, the CHTR has purchased 102 HP Walker railmotor 7RM from the Victorian Goldfields Railway at Maldon. This will complete the series of Walker railmotors in our collection. It is planned to road transport 7RM to Daylesford early in the New Year.

As it is rushing towards that time of year again, I would like to take the opportunity to wish all of our members the compliments of the season, and to thank all of the volunteers who have supported the CHTR over the past year.

STUART SMITHWICK
PRESIDENT

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OUT ON THE TRACK

A variety of activities have been undertaken by the Way & Works department. Sleeper replacement of course is still our focal task, being that there are approx. 16,000 sleepers in the line altogether. Some 200 have been replaced over the past few months.

Other work lately has included lineside clearing (incl. poisoning, brush cutting, vast amounts of mowing and chainsaw work). With the continuing "Big Dry" we will be stepping up our clearing efforts, in preparation for the next fire season. It's interesting to note that lineside drains, which at this time of the year would normally harbour a decent supply of tadpoles and frogs, are now habitat to lizards - these drains are bone dry!

When the current sleeper replacement program has been completed (there are about 60 remaining) we will concentrate on the points at the Raglan St end of Daylesford yard. These do need quite a bit of attention.

The Gang has been holding regular Working Bees to help expedite a successful conclusion to all of our tasks.

Unfortunately, whereas the output has been second to none, the actual participation rate (except for the first Working Bee) has been poor. One Saturday we only had three people (although the three did manage to replace 16 sleepers by themselves).

Working Bees are predominantly held on the second Saturday of each month; occasionally this may vary. Actual dates can be viewed on our web page (www.dscr.com.au); our president (Stuart Smithwick) can also be contacted on his mobile phone (PH: 0409 351 901).

Well that's it for now. Remember, if you're spiking you're smiling.

Yours in continuous boxing.

IAN FELL

Way & Works Manager

VOLUNTEERS

Boy oh boy, some people are really missing out! If the hard, relentless work mentioned in the edition isn't your cup of tea, then how about relaxing with a drink, good food, a movie, and the company of an extremely diverse bunch of people? Sounds more your style? Then read on...

This is exactly what happened recently. Some of the volunteers suggested having a trial run of some different food items for the Silver Streak Food & Wine Train. All agreed. When this particular Saturday rolled around, Way & Works gang members (over a bite of lunch) suggested investigating whether our resident movie projectionist would be available for an impromptu Film Night. The official "OK" having been given, a couple of phone calls were made, and the plans were set in motion.

Extra food was purchased and put to the pot. The intrepid projectionist started setting up, and testing, testing, testing. The night itself began with more testing (*taste* testing this time) of a wonderful sample of potential Silver Streak munchy items. All who took part were impressed; tooth picks and wide smiles all around. Onto the first film (well, not really a movie as such) - a one hour episode of the British-made car enthusiast program:

"Top Gear". Some of the viewers were initially sceptical, I think, but soon everyone present was rolling round in fits of laughter. Everyone agreed this episode was one of the funniest and most entertaining shows all had seen.

The halfway point of the night saw our main course arrive, a chicken and veg extravaganza. Another episode of "Top Gear" then followed; sweets arrived at the end.

What a fantastic way to finish off a volunteering day! Good friends, great entertainment, fine food, and a few laughs and drinks to boot. Thanks to all who were able to take part.

This just goes to show how sociable the railway really is. A social function / event takes place at most times, and is spread across a wide demographic of people - all who know how to enjoy themselves.

Now do you see what you're missing out on?

IAN FELL

Volunteers Co-Ordinator



Volunteers at rest at the Musk Railway Park (photo by Barry Fell)

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TROLLEYS BRANCH

Welcome readers to another branch report from the trolley branch.

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

As you read this, the exams are becoming due on the trolley fleet and should be completed before Christmas. The trolleys should be running again over the Christmas and New Year periods, which will be good to see again. This will be the first holiday break for a number of years that we will see all 5 trolleys in the fleet ready for service. If you haven't travelled on the trolleys for a while or even before why not drop in at Daylesford and go for a ride into the forest. You can check out the work done on them and also see what else is being worked on around the railway.

Over the last 6 or so months we have been experiencing numerous acts of vandalism around the railway. The DRC has had about 3 of the windows smashed, however because they are double glazed the train still has a window in place but to get the windows returned to double glazing like they should be would cost around \$1000 each window. We have also had a number of windows smashed in the leyland railmotor, a couple of windows on 91RM have also been smashed, about 3 windows on the DERM trailer (26MT) and even some windows on the workmen's sleepers which we live in. What has all this vandalism got to do with the trolley report and why isn't it being reported in the other branch reports I hear you say? Well simply speaking I don't know what is in the other reports and also there is a common thread here and that is the vandalism of our railway. What does it have to do with the trolley report? A lot, because the trolleys have also been damaged as well. The ambulance trolley has had the central windscreen smashed and this is not a thin window. It is rather a large window and the glass was about 10mm thick so it would have taken a lot of force to break it. The culprits have also been trying to ram the ambulance trolley into the leyland which it was chained to. Fortunately no damage was caused however down the other end of the yard it is a different story. We have had kids totally derailing the experimental trolley by using the bridge crane to lift it off the track. Somebody has also been smashing all the windows on the experimental trolley and trashing it inside. I cannot understand why people destroy things all the time like that which they don't own. We have also had magneto covers and fuel caps removed regularly and even untying taps from trolleys. Hopefully these people will grow out of their current destructive trends and start fixing things instead. When they are older they will find out that it costs everybody when something is damaged.

I have supplied the photos that were mentioned 2 issues ago to the editor so he can reproduce some of them in this issue as was requested by the letter in the last issue. I hope you enjoy viewing them.

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.

Donald "Donny" Sharp , Trolley Manager



Our fearless staff is trained to kill...

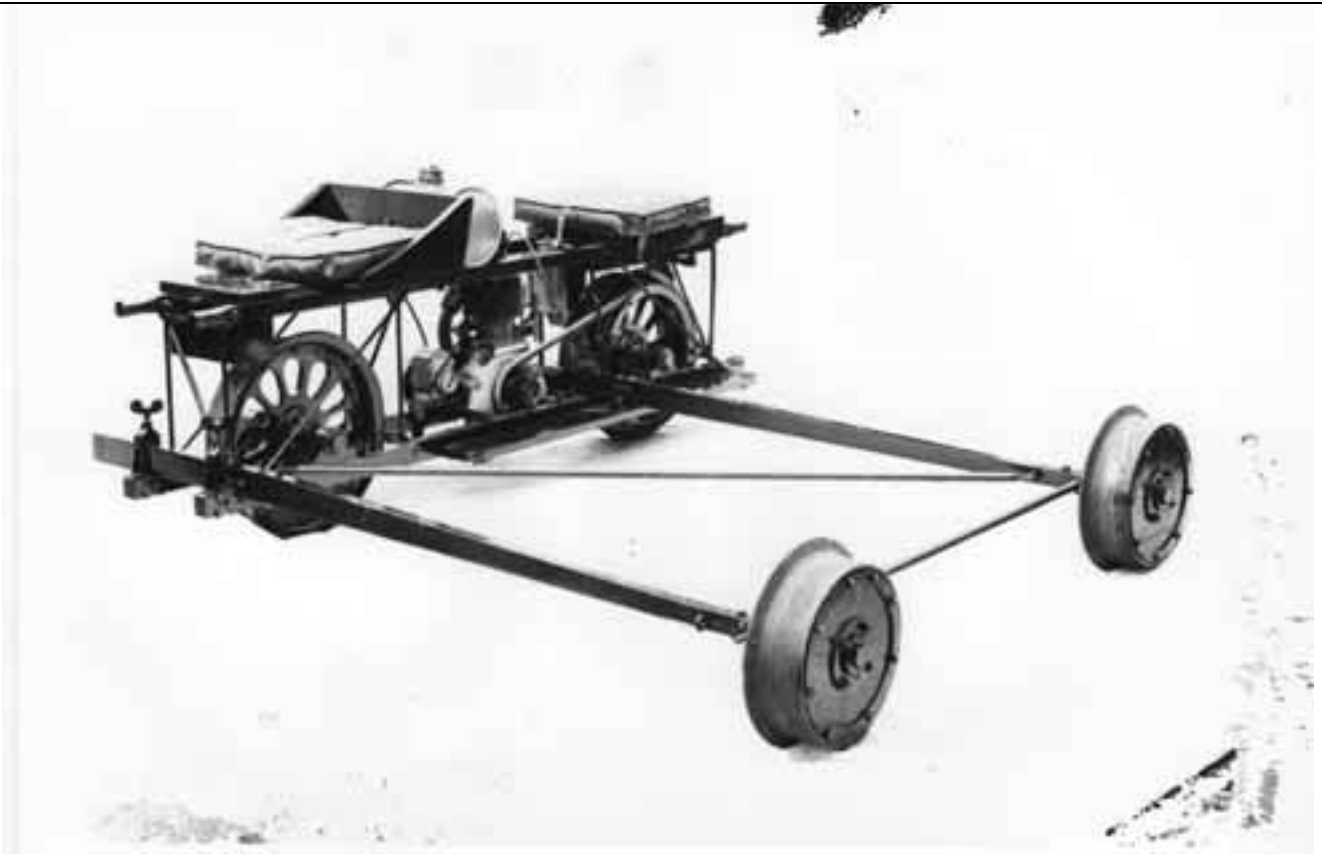
(photo: Donald Sharp collection).



From the archives - K22 6 person trolley (photo: Donald Sharp collection).



From the archives - KS 4 person trolley (photo: Donald Sharp collection).



More archive pictures. 2 Person Motorbike Trolley, circa 1930. Note the unguarded belt drive.
(photo: Donald Sharp collection).



Motorbike trolley towing a well-laden K22.. *(photo: Donald Sharp collection).*

New Rolling Stock Arrives-



Departure of our 'new' Water Tank from Newport recently. *Photo - Stuart Smithwick*



Arrival of the Water Tank and 'B' Van at Daylesford . *Photo - Stuart Smithwick*



Close-up of the Water Tank at it's new home. *Photo - Barry Fell.*



Aladdin Model 11 Lamp. *Photo - Barry Fell.*

THE SILVER STREAK

CHAMPAGNE TRAIN



Have you tried a ride on the Silver Streak champagne train recently?

The Silver Streak is an excellent event for groups, and a great way to show off your interest in trains to family members or a group from work.

As well as champagne, we serve wine, beer and soft drinks, and a range of delicious finger food as you can see at left.

Our voluntary caterers have been introducing some new tasty foods to those items served on board. Some of these include:-

- Chicken and leek parcels.
- Prosciutto wrapped melon balls
- Cherry tomato and boconcini tartlets
 - Vegetarian pastries
- A selection of fine cheeses served with crackers.

All these items have been “taste tested” on a team of volunteers, who were relaxing in Daylesford station after doing track work. It’s a tough job, but someone has to do it!

So if you want to show off to your friends, bring a group onto the Silver Streak!

5.30pm, 1st Saturday of the month.

Enquiries - Contact Peter Dwyer: 5348 3622



Not content with Connex, now we are taking over the Masons.
DSCR members Geoff Ralph and Keith Drury welcome our President.

GRANTS

There has been some success on the grant front of late. We have attracted funding from Heritage Victoria for works to 53RM and the Shire of Hepburn has received funding towards new toilet and amenity facilities at Daylesford station (these are detailed below).

Unfortunately we were unsuccessful in a Community Enterprise Grant for Bullarto that would have seen power and toilets there along with work to the station building to enable it to become a point of sale. Also no news yet on funding for the track upgrade but all those we talk to are being made acutely aware it is the most important funding priority and that which will secure the long term viability of the railway.

53RM

We have been successful in an application for \$20,000 under Victoria's Heritage Grants - Strengthening our Communities program. The funds will be directed to the external restoration of double ended Leyland railmotor 53RM.

This is the first time that Heritage Victoria has funded a movable object and is a recognition of the work DSCR has put into becoming an accredited museum, as funding was open to places on the Victorian Heritage register or those part of a MAP accredited collection.

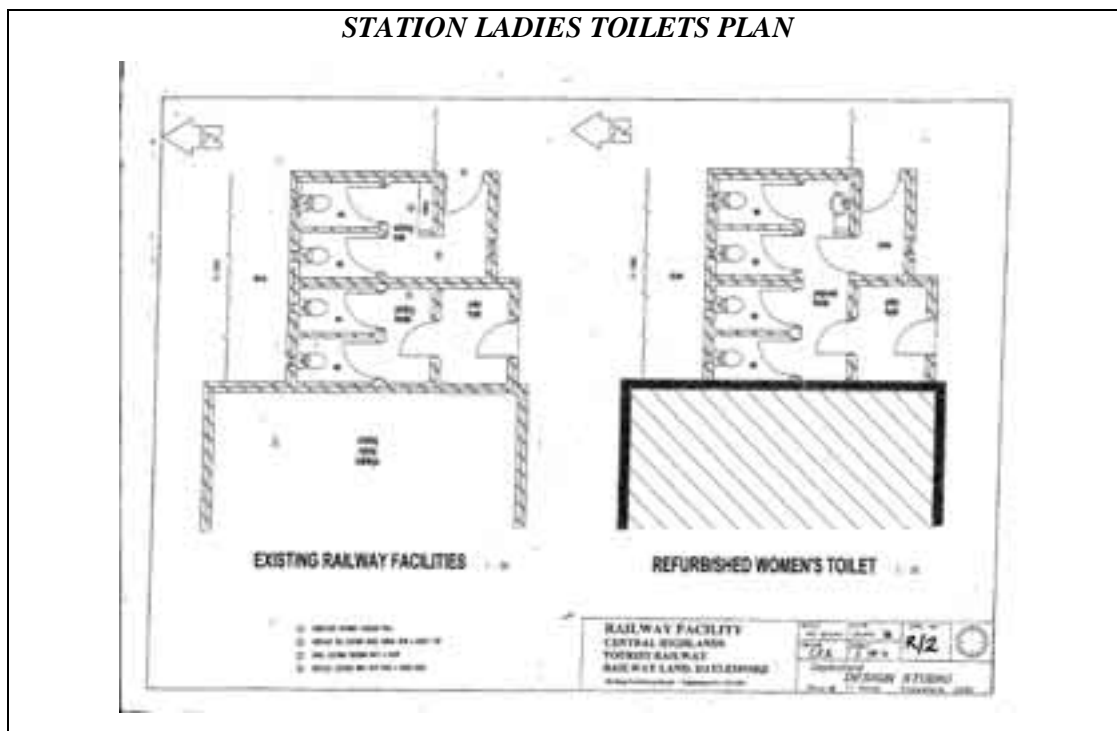
Daylesford Station facilities

For sometime now it has been abundantly clear that the toilets at Daylesford have been unable to cope with the demand visitors are putting on them (any one who's seen the queue outside the ladies will be able to attest to that).

It was announced recently that Hepburn Shire has received a grant from the Small Towns Development Fund for \$68,000 that will be used as part of a project totaling \$102,000 that will see an upgrade of the toilet facilities at Daylesford Station. The balance of the funds being from the Shire and the DSCR (although most of ours will be inkind).

This will see the toilets put back to their pre 1967 configuration but in place of the 10 back to back urinals a disabled facility is to be constructed as shown in the plans on the following pages.

Barry Fell, Grants Manager.



7RM

The DSCR is unique in rail preservation here in Victoria, in that we specialise in the collection and preservation of one type of rollingstock only, railmotors. To this our objective has always been to have a representative of each class that was built by or for the Victorian Railways from 1920 to the present day. To this we have been largely successful in that we do have a complete collection from 1925 to 1970 with the exception of one, a 102hp Walker railcar. (although Brill 44RM and Koondrook tram 45RM were operated by the VR neither were built by or for the VR but purchased from other operators).

Of the twelve 102s built only one remains, 7RM. We are most fortunate that 7 survived the mass scrapings of the 1970/80s. It was purchased by a group of Castlemaine and Maldon Railway Preservation Society members to run on the tourist railway then being established at Maldon and to these people and CMR (VGR) we are indebted.

At that time (around 1980) the preservation movement was so steam focused it was prepared to allow an entire class of railmotor to be scrapped, yet preserve multiple examples of the same class of steam locomotive. It is a sad reflection that preservation had not progressed from the tragedy of the 1950/60s that saw not one of the 19 AEC railmotors saved and were willing to see the same happen to the 102hp Walkers. Thankfully much has changed over the past 25 years and the States rail heritage is now recognised to be far more diverse than just things that go choof choof.

After the DSCR (CHTR) was formed in 1981 and the 280hp and 153hp Walkers along with the trailer were delivered to Daylesford in 1982 it was recognised that it would be advantageous to complete the collection. As such in the mid 1980s VGR was approached to gauge any interest in selling 7RM (which at that time was located at the Steamrail depot at Newport). At that stage they were not and as we had just purchased 63RM and work was really starting in earnest to return 91RM to service the matter proceed no further.

We now jump forward 20 years to 2006 and much has progressed for both groups. VGR has achieved their objective of opening to Castlemaine, have two operating steam locomotives, a DERM, many wooden bodied country cars and a special vehicle in Tambo. DSCR has an operating 280hp Walker, DERM, 600hp DRC, a 153hp Walker under restoration and is an accredited museum.

In March of this year we became aware that VGR were undertaking an operational review which included rollingstock items. At the completion of this the rumour mill had indicated to us that 7RM may now be available. Never ones to give much credence to the "information" from said rumour mill, the DSCR board decided to write to VGR to ascertain the true status of 7RM and to formally express an interest in its acquisition should this be a possibility.

The reply received was that the review had identified and prioritised rollingstock projects and that 7 was of a low priority and as such VGR were interested in commencing talks with the possible outcome being 7 RM coming to Daylesford. We are cognisant of the emotions that the disposal of rollingstock can generate so after an initial meeting a draft proposal was sent to VGR that;

- DSCR purchase 102hp Walker railcar 7RM from VGR for an agreed amount.
- That VGR members have a special day at Daylesford when 7RM is restored.
- That 7RM is available to be transferred to Maldon to operate on the VGR at a time and for duration agreeable to both parties.

After 3 months of further negotiation/clarification, the above was agreed to by both Boards.

During this time we had been looking with interest at the Work For the Dole scheme (WFD) being run by Queenscliff that was restoring TGR articulated railcar DP28. We believed that a similar scheme would be successful at Daylesford with the target vehicle being 7RM. Contact was made with Ballarat Regional Industries (BRI), a WFD sponsor with the view of establishing a WFD for 7RM in early 2007. After a site visit and viewing the work done on 32RM, BRI were most enthusiastic about the project, the only limiting factor being sourcing sufficient participants in the local area.

The plan is to transport 7RM to Daylesford in late Jan/early Feb 2007 at which time ownership will formally transfer to the DSCR. With a WFD scheme hopefully commencing in March, 7RM should be well advanced, and you never know just might be ready to go in March 2008 which will be its 60th birthday.

So there you go, our collection is complete from 1925 to 1970, but I did say at the beginning our objective is from 1920. If only for that AEC.....?

Barry Fell

ROLLING STOCK

91RM:

Once again, running most of our passenger services. Had some problems back in August with battery charging on the No.2 engine. Firstly the generator drive coupling broke and then the voltage regulator failed. Both were subsequently repaired. Only other work was the yearly B exam carried out the other month.

Motor No.63

Almost there! Current projections are 63 will now return to service sometime early next year.

In the last report I mentioned that the roof was all completed. Unfortunately test running of the engines showed a number of roof radiator coolant leaks around the new pipes and fittings. Much to Ian's dismay this involved the removal of the newly fitted headlight to be able to remove the offending fittings and re-seal them. This time around we made sure things weren't leaking before being able to re-fit the headlight and say once again the roof was finished! With the integrity of the cooling system confirmed the repaired grill over the main radiator was also able to be fitted.

Most attention of late has been focussed on the re-assembly of the interior. Dipp was persuaded to stay back from his regular Sunday's clearing activities and take up his old duty of varnisher. Over the period of a month or so he had re-varnished all of the loose interior panelling and associated fittings before we let him return to his favourite clearing occupation. While this was being undertaken work continued on the manufacture and fitting of the new window sills. With this task completed the long awaited re-fitting of the windows could be undertaken. The window frames themselves had also had a large amount of work carried out on them, i.e. repair/replacement, painting, varnishing and re-glazing. With the windows back in the blinds could be re-fitted followed by the interior panelling. After some more interior cleaning the seats could finally be re-fitted. The passenger entrance vestibule has also received similar treatment to basically complete its re-assembly. Some readers may be aware that we have had new luggage rack brackets cast. Machining work has been progressing on

these with the aim to manufacture an entire set for fitment into 63RM in the future. When purchased from the PTC, way back in 1988, 63RM did not have any luggage racks.

In the engine room all the main generator electrical connections were made and after a bit of mucking around main generator voltage was obtained. This showed a problem in the voltmeter circuit which was traced to a damaged resistor. We are currently waiting on a replacement resistor to fix this problem. Various other components have been re-fitted and basically we now wait a test run to ensure all is in order.

The final major task is the re-conditioning of the trailing bogie bolster springs. After a bit of effort these were removed and are currently out being re-paired



(photo: Barry Fell)

DRC40: Running well. Has had its yearly exam completed recently

Y159: B exam was completed recently

74RM: In between his university commitments Brad has been plugging away at the sheet metal repairs/re-building around the boot area.

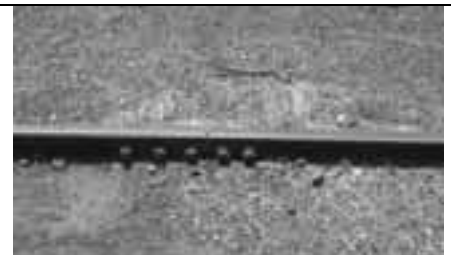
Nick Ednie
Rollingstock Manager

MYSTERY MACHINE - can you guess what these are? Answers on the back page.

Which vehicle is this?



What rails are joined here?



Victorian Railways Railmotor Policies – 1922 & 1928.

The 1922 Rail Motor Policy.

In 1922 the Victorian Railways commenced a policy of providing, at as small a cost as possible, a fast passenger service on several lines which had previously been served by mixed trains. The policy was especially designed to provide improved passenger services on lines serving sparsely populated districts.

The policy was carried out by adapting petrol driven road vehicles to run on rails, but in order to keep costs down it was necessary to use vehicles which did not provide a high standard of comfort. Nineteen AEC single ended railmotors were built with the most basic passenger facilities, and in 1925 four double-ended Leyland railmotors with some improved facilities were added to the railmotor fleet.

The Rail Motor policy in 1928.

In the latter half of the 1920's increasing competition from road buses was beginning to have a serious effect on railway passenger numbers. Since upgrading existing railmotors to a comfort standard at least comparable to road busses was not feasible, the purchase of new railmotors was considered and a new policy developed. *The new railmotors were to provide significantly higher passenger comfort than could be obtained on busses, while keeping operational costs to a minimum.*

Following a report on Rail Cars overseas by A.E. Smith, the Chief Mechanical Engineer for the Victorian Railways, an American petrol-electric railmotor was considered the best option, and one was purchased and put into service at the end of 1928.

Petrol-Electric Rail Motors Recommended.

In the following extract from a memorandum dated 22nd May 1928, and signed by the Acting Chief Mechanical Engineer and the General Superintendent of Transport, the suitability of the petrol-electric railmotors for Victorian purposes were detailed:-

"Since the petrol-electric Rail Motor Car commenced operating on the Denilquin-

Echuca-Toolamba line, it has become apparent that this type of vehicle is very suitable for lines servicing districts where motor competition seriously affects revenue.

"Comparing it with our existing rail motor equipment, its bigger power unit permits the use of a body and the provision of seating accommodation which provide a greater measure of comfort, and at the same time enables the journey to be accomplished in a shorter time. These factors will make travelling in one of these vehicles more attractive than any motor service that can be placed upon the road.

"One direction in which busses have an advantage over railways, is where there is not enough passengers to warrant a fast passenger steam train, yet sufficient to find a profitable load for a bus, in which case the bus Proprietor is enabled to provide a service payable to himself, and at the same time affords a convenience to the people concerned.

"With the introduction of petrol-electric vehicles, it is considered possible to provide a service superior to buses, mainly on account of the following advantages possessed by the former:-

- (a) Greater comfort,
- (b) Greater speed,
- (c) Lower operating cost per passenger seat,
- (d) Ability to meet intermittent traffic increases,

which are dealt with in detail hereunder.

"(a) It is possible to provide in a petrol-electric car more comfortable accommodation, as there is a larger floor area available, and it can be arranged to give more space per passenger. In addition to this, the vehicle rides so smoothly that it is much superior to a motor bus.

"(b) On main lines the petrol-electric vehicle can run with safety at 50 miles per hour, while in the interests of safety the speed of road busses is restricted to 30 miles per hour.

"(c) In connection with operating costs, it is estimated that a petrol-electric vehicle can be

operated for 34 pence per mile, including interest and depreciation charges, while a motor bus on the same basis costs 22 pence per mile. A petrol-electric vehicle, however, seats 60 passengers with accommodation for their luggage, whilst a bus seats only 25 passengers with a lower standard of comfort.

The relative costs are therefore .57 pence per seat per passenger mile for the petrol-electric vehicle, and .88 pence per seat per passenger mile for the road bus.

These costs are based on admission of the equipment, which it is necessary to import, free of duty. Should we be required to pay duty, the operating cost per mile of a petrol-electric Rail Motor becomes 37 pence, and the cost per seat per passenger mile .62 pence.

The cost of running the present Rail Motors is of course less than that of running a petrol-electric vehicle, but we understand the Commissioners are prepared to carry this increase in order to give a greater measure of comfort to passengers and encourage more traffic to the rail.

“(d) If there are more passengers requiring to travel than the bus can accommodate, there is no alternative but to use an additional bus, which results in a proportionate increase in cost, but in the case of the petrol-electric vehicle the situation can be met by attaching a trailer, which the motor vehicle is quite capable of hauling, and which, on a seating capacity basis, reduces the cost per seat per passenger mile.”

“There is scope for the immediate employment of at least six petrol-electric vehicles, and further investigation will probably find justification for four more, and it is accordingly recommended that tenders be invited to purchase six sets of equipment, with the option to take four more within twelve months.”

On November 9, 1928, the General Superintendent Transportation Branch, outlined the following justification for the construction of Petrol-Electric Rail Motors:—

“For some time past it has been obvious that an improved form of Rail motor is necessary in order to retain our passenger business on the Branch lines, and assist in recovering some of the traffic which has been lost to the road.

“The present small fixed wheel type of Rail Motor (of which there are 19), has served a very useful purpose, and has provided a definite improvement on many more or less isolated lines, by increasing the frequency of trips per week, and in substantially curtailing the time occupied on the journey. It has also the merit of economical operation. The weight of these vehicles having necessarily to be kept to the lowest practical limit, however, precluded the provision of comfort similar to that obtained in our carriages, and the absence of lavatory accommodation has always been the subject of unfavorable comment.

“Four motors of the double ended type are also in service, and although provided with lavatory accommodation, they too are much below the standard of main line carriage comfort.

“The conditions indicated above provide the principal reasons for our recommendation for the acquirement of motors embodying improved passenger and van Goods accommodation, and power sufficient to haul a heavier trailer vehicle. They are intended more as a means of improving the passenger carrying facilities, and thereby combating road competition, rather than effecting economy in operation.

“On the principal main lines much has been done to popularise rail travel by improving the steam train travelling facilities, both in the point of comfort and faster overall time, but with the smaller passenger travel on the Branch lines, a similar procedure there would be too costly.

“The present intention is to run an improved type of motor vehicle on the following lines, but experience later on may indicate that other lines are still more suitable.

- Melbourne – Geelong (2, possibly 3 Cars)
- Benalla – Yarrawonga (1 car in lieu of a small A.E.C. Car).
- Leongatha – Yarram
(1 car in lieu of steam trains)
- Ballarat – Stawell
(1 car in lieu of steam trains)

“The double ended motors replaced on the Geelong line would in turn be used to replace “A.E.C.” vehicles (which are reaching the obsolescent stage), or be utilised for relief and other purposes. ”

----- ***-Research by Arthur Brook***

ORIGIN OF STATION NAMES.

Now for the next instalment of the origin of station names from the book Names of Victorian Railway Stations, by Thomas O'Callaghan JP.

<u>STATION</u>	<u>HEIGHT</u> <u>ABOVE SEA</u> <u>(FEET)</u>	<u>MILES</u> <u>FROM</u> <u>MELB.</u>	<u>ORIGIN OF NAME</u>
Dalyston	19	82¼	Nyora to Wonthaggi. Named by Mr. Daly, who owned the land upon which the township was built, 1909. It was first called Daly's Town.
Dandenong	60	18½	Melbourne to Orbost. The station took its name from the town. The town was called after the creek. Writing of the creek, in 1837, Captain Lonsdale spelt the name "Dan-y-nong." The first surveyor, in the "forties," wrote it as "Tangenong." It was always difficult to distinguish between "d" and "t" sounds when spoken by natives. Dandenong—high or lofty.
Danyo	168	350¾	Ouyen to Pinnaroo. Native. Mallee Eucalyptus, no developed flowers or fruit.
Darbyshire	1642	224¾	Wodonga to Shelley. Took its name from a creek close by which had been called after Mr. J. Darbyshire, a surveyor, who had his camp near the site of the present station.
Darlimurla	543	105½	Morwell to North Mirboo. The native name for Stony Creek, and preferable as euphonious.
Darling	85	7	Burnley to Darling. Named in honour of Sir Charles Henry Darling, Governor of Victoria, 1863-1866.
Darnum	375	65½	Melbourne to Orbost. Native. A parrot.
Dartmoor	113	261¼	Heywood to Mount Gambier. Named after "Dartmoor" or "Dartmoor Forest," an extensive upland tract in Devonshire, England. Native name—"Pokar," big place.
David	299	84	Moe to Thorpdale. Named after the land-owner upon whose block the railway station was erected.
Dawson	181	117	Traralgon to Stratford. Named after Mr. W. T. Dawson, District Surveyor.

Coming in future articles:- any information that you the readers ask for.

Until next time have fun and keep those trolleys running.

Donald "Donny" Sharp, Trolley Manager

MYSTERY MACHINE ANSWERS



32RM - an easy one.



75lb on the left, and 80lb on the right. Opposite side of the other photo, as markings on the plates on this side give it away

Pictures by Peter Liddelow.