



THE TURNTABLE

MINISTER FOR PLANNING VISITS DSCR



Tuesday 13 May, 2008. The Hon. Justin Madden (Victorian Govt. Minister for Planning) at Daylesford Station with Heritage Care volunteers and DSCR Board members. L - R Noel, Justin M, John J (Treasurer), Pete, Charlie, John B, Bill McC (Secretary) and Stuart S (President).

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EDITORIAL

Apart from pointed remarks from Ian (pun intended) and the usual progress reports, this edition of The Turntable features an exciting visit by Justin Madden, Victorian Government Minister for Planning. One tends to be cynical about politicians, but this Minister seemed genuinely very interested indeed, not only about the Heritage Care project he had come to view, but about everything else as well. See Barry's report on p3 and pictures on p4. It is significant that while the government has show only lukewarm interest in supporting our other restoration projects so far, they have shown a lot more interest in supporting projects like this, that also benefit the wider community.

As time marches on, the era in which our trains were built becomes further and further in the past, and more different from what we are accustomed to today. For instance, we are now making a change to energy efficient lighting, which is making the humble incandescent light bulb a thing of the past. This is happening for household 240v globes, and also for automotive globes as they are now often replaced with high intensity 'LED' types. We want to preserve our trains as much as possible, and use the original type lamps where we can, but they are rapidly becoming hard to get. This has been informally discussed amongst the volunteers, and by general agreement we are obtaining small quantities of globes to safeguard us for the future. On page 11 we have a similar appeal to donate old type light switches and sockets - sounds simple now, but in 10 years time they will only be found in museums. The future operators of our railway will thank us if we collect these and build up spare parts now.

Your railway continues to work to preserve and maintain railway heritage, and benefit the local tourist industry by providing heritage train ride experiences for the visiting public. For those of you who cannot visit your railway very often, there are still many little ways that you can help - for example by talking about the railway amongst family and friends, telling us of any items or bits of information that you might have found out about our sort of vehicles or the history of the Daylesford branch line, or visiting our web site at www.dscr.com.au to catch up on the news.

It is your railway, so drop us a line occasionally. We'd be glad to hear from you.

Peter Liddelow,
editor.

Contributors to this issue : (in alphabetical order) -N. Ednie, B.Fell, I.Fell, P.Liddelow, E. Pierson, D.Sharp, S.Smithwick.

PRESIDENTS REPORT AUTUMN 2008

Unfortunately the CHTR was the victim of a serious vandal attack in late February. Over a period of five days, thirty five windows were broken in several railmotors, Y 159 and the Daylesford Station building. This was very distressing to our regular volunteers. They not only had to clean up the mess, and replace the broken windows to allow services to operate, but were denied many hours of their voluntary time which would have been spent on other projects. Random broken windows and graffiti have become more frequent over the past few years, but never to the extent that we have recently experienced. The Daylesford Police took this latest attack very seriously, although they have been unable to apprehend the perpetrators. The board is reviewing security options for the Daylesford station site, but the only real answer would be a suitable building to house our collection of valuable railmotors.

On a brighter note, work has finally begun on construction of the new toilet facility at Daylesford. Work commenced in early May, although to this point it has been slow progress. We are hoping that the weather will remain reasonably dry and that the project is completed by the end of the financial year.

Significant progress has been made with the development of our new Safety Management System. The bulk of the documentation has been completed with only the fine tuning of various sections to be done before submission to PTSV (Public Transport Safety Victoria) before the end of June. The next phase will see the implementation of the new system into the day to day operation of the CHTR and the challenges that will bring.

Congratulations to one of our regular drivers, Simon Martin for his recent marriage to wife Teagan. Congratulations also go out to Mark and Claire McKay for the birth of their son Ryan recently.

With winter now with us there are still plenty of indoor jobs around the railway that need extra hands, so if you feel inclined, why not make an effort and give us a hand.

STUART SMITHWICK
PRESIDENT

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Ministerial Visit

As part of the Community Cabinet meeting held in Hepburn recently, Justin Madden visited the railway in his capacity as the Minister for Planning, which encompasses heritage. He was at the railway to view the work of the Heritage Care volunteers (an imitative of Heritage Victoria and Conservation Volunteers Australia) and the progress on 53RM, which received a \$20,000 grant from Heritage Victoria. (See Leyland report, p10)

Upon arrival at the station he was shown through the museum displays and photo exhibition on the restoration of 63RM and then onto the shed to inspect the Leyland. He was very impressed with the work volunteers are undertaking on 32RM and had many questions on what was happening with 53, the current works and future plans for the vehicle. He was also shown other projects that the Heritage Care volunteers had completed such as the new HH doors and yard gates to impress upon him the success of the scheme and the very positive impact it has had on the DSCR.

On his way back to the station the Minister wanted to see inside 91s power unit, asked what the tie crane was used for and just what 7RM was. In fact we really didn't need to point anything out to him, just answer all of his questions. One issue we did highlight was the condition of 26MT and that once the work was completed on 53RM it too would then sit outside at the mercy of the weather and vandals and deteriorate like 26MT, hence our dire need for undercover storage.

It was a great pleasure to have a Minister visit the railway who was genuinely interested and excited in what we do, in fact his staff had to lead him to his car to get him to leave. He did however manage to grab another scone from the morning tea we organised on his way out the door!

Barry Fell



Bill McClenaghan, Justin Madden, John Jeffkins and Stuart Smithwick with Leyland 53RM



Minister Justin Madden and Pres. Stuart Smithwick discuss restoration plans inside Leyland 53RM
(All photos courtesy Conservation Volunteers Australia)

OUT ON THE TRACK

with Ian

The *point* of this article is to *point* out to the reader that the Way & Works department always likes to make a *point* about letting our members know what we are up to. What's the point, I hear you say? Well, that's just the point: to let you know that the gang has been concentrating on the Down end points at Daylesford!

These are the ones mentioned many times before, and which allow train movements between #1, #2 and #3 Roads, also affecting the pedestrian crossing. I'll go out on a limb here and state that, by the time you have received this edition of our magazine, the work will have been completed. This has involved the replacement of 78 point timbers, the re-seating of 3 point levers, the foot crossing re-laid and the bent point blade straightened.

This has been a fantastic effort from all who have been able to assist. The work has taken over 12 months, and has been interspersed with other Way & Works activities, including the insertion of new sleepers in the running lines. Daylesford yard soon will be fully operational again, and hopefully we will see Y159 in revenue service in the near future.

Some other recent tasks have included further sleeper replacement, line-side clearing and fire reduction works, replacement of track bolts, and of course the toilet complex works. Soon it will be more sleepers for the line and more clearing - and yes, as some bright spark recently pointed out, maybe some more pointwork at Daylesford. I think we may just put this particular requirement on hold for the time being, the gang may be just plain pointed out!

Don't forget, if you like a bit of hard work or maybe just a workout, if you enjoy having fun in the fresh country air, the DSCR is for you. Numbers are down a bit, so put up your hand and say "I'll do my bit".

Remember, if you're spiking, you're smiling.

Yours in Continuous Boxing.

IAN FELL

Way & Works Manager



Straightening a bent point blade with a buda jack,
Daylesford yard # 3 road.

(photo: B.Fell)



3 ways of packing sleepers - by hand, by using a petrol
wacker, and the tamping machine (in the background).

(photo: B.Fell)

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EASTER LONG WEEKEND

I always like a long weekend at Daylesford. I'm not sure exactly what makes this particular one different from all the others - it always seems to have a special atmosphere up at Daylesford. I do know that, by far, it's the busiest time of the year.

I don't know about you, but I enjoyed Easter "up" at Daylesford (as so many people refer to it). The busiest time of the year is always Easter Sunday, with 9 train movements and thousands of people visiting the most spectacular broad gauge railway in Victoria. Some of the volunteers spend one day there, others up to four or five. They all seem to have a good time.

Normally a project of sorts will be planned. It makes sense: you're flat out at the busiest time of the year - why not fit in a project or two? This year was no different. A couple of us thought it would be a good thing to add to our current projects, and include such things as a site clean up, trolley and train rides, market and Engine Rally set up, and still continue the never-ending tasks of clearing, trolley and rolling stock maintenance, way and works and point work, track patrols; the list just goes on.

This year's special project was to try and patch all of 91 RMs' fibreglass roof, and its many holes and leaks. Hopefully Tinnie, in the Rolling Stock Report, will give a more detailed description of what exactly took place. The upshot is: after many tubes of SikaFlex and litres and litres of fibreglass, we are hopeful 91 RM will now be drier during the wet season (if it rains).

The Daylesford Easter event has now been running for 25 years, and just seems to get better and better. There seems to be a real vibe about this time of the year; all the volunteers just seem to want to put in and help in whatever way they can; I can tell you it's much appreciated.

I must admit, I do look forward to the traditional Easter Sunday BBQ. This year had over 20 participants with the usual fine food and liquid refreshments being the order of the day. It's great to hear the old stories again, mixed with general banter and laughter. Some even finished the night off by watching the Grand Prix (Webber was 7th).

Not too many volunteers were there on Monday; just a handful remained to clean up and work on odds and ends (this of course included 32 RM). By the late afternoon, only two were left, and they decided to take a walk on one of the bush trails that follow the old rail formation between Trentham and Lyonville. Some photos were taken from the old trestle bridges and the 7 foot brick culvert; there were also the obligatory discussions over what was the grade over the large embankment and what would happen if the existing line was extended to Trentham some day. With that over and 7:00pm reached, the final stage was the drive home. Another Easter at Daylesford was done and dusted.

Thanks to all who were able to participate, and to all the volunteers who help to keep the DSCR juggernaut ploughing on.

If I can just mention at this stage - a special thanks to the chap who solved the problem and fixed the automated announcements. Who would have thought: they do actually work!

IAN FELL



A little while ago we received the following letter from a recent customer on the Silver Streak.

"The Volunteers,
Silver Streak Champagne Train,
PO Box 93
Daylesford, 3460

"To All Concerned,

"On 2nd February, a party of six (myself included) were fortunate enough to partake in the Silver Streak ride. We had an absolutely wonderful time - the food was good, scenery was lovely, the volunteers were marvellous and couldn't have been more obliging...and the champagne was pretty good too.

"I would like to thank all the volunteers for the wonderful work they have done, together with anyone else involved in the organisation of these trips. The train journey is a great asset to the Daylesford region and we shall be recommending it to all we know.

Regards and thank you once again,"
(name and address supplied).

What a wonderfully positive comment on the quality of service provided by our volunteer staff on the Silver Streak Champagne Train. We know that we always have happy and satisfied customers, but few of them take the trouble to write to us with their comments. So to all those volunteers who operate the Silver Streak Champagne Train, give yourselves a pat on the back!

Toilets!

Yes after 18 months the new Daylesford Station Toilets have finally begun! This project is being run by the Hepburn Shire who received a \$68,000 State Government grant for improving community infrastructure in exceptional circumstance declared areas. The balance of the \$102,000 project is being contributed by the Shire and \$4,000 from DSCR along with \$15,000 in kind.

(The project re-instates a replica of the original Male toilet building with a modern interior, releasing the existing male toilet to be incorporated into the existing Female toilets. This will expand the female facilities, which are much in demand on busy market days - *ed.*)

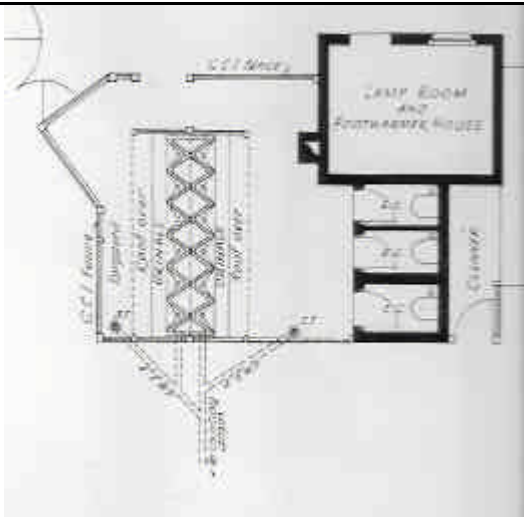
The building started by removing the 1881 original foundation for the men's cubicles that were demolished in 1967. To the surprise of all these turned out to be 6' (1.8m) deep, not bad for toilets! Although the original plans show substantial foundations, no depth was indicated. With these having been excavated the new concrete foundations were laid.

Unlike the original toilets, the new ones are required to adhere to Australian Standards for such structures and are being constructed on a concrete slab instead of the bare ground. All service piping was laid and the slab poured. At the time of writing the wood frame for the disabled toilet/storage shed had been erected.

This will be the main difference to the original layout as this space had the 1919 built 12 bay urinal under an open sided corrugated iron pitched roof shelter. The new structure will be clad in corrugated iron to 'keep the feel' and divided in two, with the portion facing the platform containing the disabled toilet and that facing the market being for general storage.

To ensure the visual impact of the changes is as minimal as possible the original 10' (3m) high corrugated iron fence will be put around the toilet area. This will ensure that the original perspective from the platform will be maintained with minimal view of the new disabled structure. The market side will be somewhat different as the fence will stop/start either side of the new storage shed to accommodate the doors. However the most visually significant feature facing the market, the brick parapet wall at the end of the cubicles is to be rebuilt as per original.

Barry Fell



Plan of 1919-1967 men's toilet. (B.Fell)



Foundations being laid. (photo B.Fell)



Frame for storage & disabled sections being erected.
(photo B.Fell)



Recent photograph (photo- P.Liddelow)

ROLLING STOCK REPORT

Unfortunately we had a spate of broken windows in late February and early March over a number of weeks. Apart from the obvious cost involved in replacing the numerous windows this took a large amount of manpower to effect repairs. Efforts to build a storage shed to secure all of our running rolling stock have been stepped up as a result!

63RM: Running well. Apart from suffering from broken windows the only problem to surface was some slight coolant leaks on the RC engines (easily fixed!)

91RM: Also suffered from numerous broken windows. On Easter Friday a start was made on the long awaited roof repairs. After surveying the condition of the roof (particularly the fibreglass that was laid many years ago) it was decided to do another temporary patch job just on Easter Saturday. It is now planned to do a full roof repair late this year. This will involve complete removal of the fibreglass and repair and patching only where required. A brief amount of rain after Easter showed we had succeeded in fixing a number of leaks however there was still two roof leaks remaining in the passenger cars. Another day was recently spent repairing these leaks. Other activities on 91RM have included voltage regulator/generator repair and fuel pump repair on the No.2 engine. As 91RM passed its 18th year of CHTR running this Easter it's worth noting it has now travelled over 50,000km on the CHTR. Not bad for a railmotor supposedly introduced as a stop-gap in the early 1950's!

DRC40: Running away on its monthly Silver Streak commitments with no real issues. Has re-developed its occasional transmission "slipping" problem. This time around it isn't really an issue as it only occurs when returning down hill to Daylesford. Needs investigation/repair when we can get around to it though.

32RM: Picking up where we left off from the last report. The newly fitted ceiling panels have been fully painted in gloss white. This allowed the re-fitment of the repaired/repainted lighting wiring conduit and the light fittings themselves. With completion of the ceiling the curved panels above the luggage rack were able to be fitted. These panels had been previously been fully paint stripped and repaired where necessary. With the panels fitted they were able to be primed and painted before the curved strips on the panels themselves were fitted and painted. The luggage rack brackets were then able to be fitted. The ceiling panels above both entrance doors were also fitted and painted. With the completion of the ceiling the walls in the pass car (around drivers cab, toilet and rear guards van wall) were sanded, aluminium strips cleaned and polished and then a start made on painting them. The front ceiling panels around the drivers cab are also now in the process of being re-fitted. These were naturally fully paint stripped and repaired where require before re-fitment.

Work has been progressing on the repair and where required rebuild of the front pass car wooden window frames. The frames actually sit inside the front aluminium window panels. The drivers frame is finished and work on the passenger side is well advanced. The aluminium frame panels have been fully paint stripped as well. The new drivers door frame timbers have also been completed and fitted.

While work has been proceeding on the car body the external steel window frame panels have been steadily sent out for repair. This has involved welded of cracks and the replacement of any rusted sections as well as sandblasting.

Other 32RM activity of late has been the complete re-wire of the drivers No.2 end control console and re-wiring and repair of the No.2 end marker lights. Some of the missing throttle control components have also been made.

2HH: All of the 4 doors have now been rebuilt our Green Reserve volunteers. The final re-built door waits re-fitment.

74RM: Brad is still plugging away at the major car body rebuild. This has mainly involved completing the large amount of straightening/filling work around the rear body section.

*Nick Ednie ,
Rolling Stock Manager*

32RM Restoration - Latest Pictures



Polishing aluminium trim around toilet and water chiller.

(photo: Barry Fell)



Toilet cubicle and driver's cab wall after painting with sealer / undercoat.

(photo: Barry Fell)



Attaching strengthening ribs to aluminium panels.

(photo: Barry Fell)



Test fitting of repaired and new wood sections to one of 32's front cowlings.

(photo: Barry Fell)



It gets cold in the shed. 32RM wrapped in plastic, so the interior of the pass. car can be electrically heated to assist the drying of newly painted parts.

(photo: Peter Liddelow)



Test fitting of one of the repaired sheet metal window frames.

(photo: Peter Liddelow)

Leyland Railmotor 53RM

The Heritage Care volunteers have been working steadily on the Leyland. All of the sheet steel along the sides between the crown lights and roof has been removed as it was badly corroded in quite a few places. This required the wood moulding above the crown lights to be removed. This probably needs to be replaced as the screws were well and truly rusted in after 82 years and some force was required.



All the exterior panelling has also been removed which has revealed some significantly rotted frame wood. The worse area is on the fuel filler side, which at sometime prior to 1954 had suffered substantial collision damage and been rebuilt. The timber used in this repair was not of the same type or quality as the original and as such had suffered significant water damage and resultant rot over the years, to the point where it unfortunately must be completely replaced. Just how to do this is under consideration as each section is keyed into the next.

In other areas cross braces are being removed, replaced where required, painted and refitted with new screws. Some of the main vertical frames are damaged in different locations and these will be cut out and a new piece spliced in as the VR has done in the past. All the steel angle and u brackets are to be removed and wire wheeled, painted and refitted with stainless steel coach bolts while some will need to have new brackets manufactured as they are rusted through.

Barry Fell

It used to look like this...



Leyland Railmotor 51RM at Taralgon, 1931

(Photo: Hobbies Plus Collection)

PARTS WANTED - Do You Have Any of These?

Any of these in the bottom of the junk box? Then consider donating them to YOUR railway!
Check out the next car boot sale or garage sale - you ever know what you might find.



<-- **Round bakelite light switches** are still wanted (see picture), and thanks to those members who donated some last month. One of these has already found use in 32RM's drivers' cabin.

<-- **Round ceramic light switches** with the brass tops are wanted for the DERM and DERM Trailer. (See picture). It is now illegal and dangerous to use these on the 240v ac mains, as the brass cover is NOT safely earthed. However they are perfectly safe to use on our low voltage 1930's trains, and are historically correct too.

<--**Brown plastic light sockets** (batten holders) are also wanted - see picture - as they are now no longer available. They are used in the Walker's marker lights. The type with a switch is unfortunately not suitable.

<--**Ceramic fuse holders** - see picture. These are disappearing fast, as they get thrown out from the house fuse-box when it is upgraded, and replaced with circuit breakers. They are used in the Walker's fuse boxes (in the normal and larger sizes) but break when they are dropped or hit accidentally, so a few spares are essential.

If you have anything like the above, please drop me a line care of the address at the front of the magazine, or contact another Board member and we will follow it up. *(photos by Peter Liddelow)*

Peter Liddelow.

TROLLEY BRANCH REPORT

Welcome readers to another branch report from the trolley branch.

The trolleys have been having minor little things repaired since last time I wrote. The trolley train trolleys have run twice since the last Turntable was published. Those 2 times were on the Sunday of the Bullarto Tractor Pull running from Bullarto to the end of the line at Kangaroo Creek and on Easter Saturday. The day running at Bullarto was quite a good day doing about a dozen trips and carrying about 46 passengers. On Easter Saturday we did about a 7-8 trips and carried about 72 passengers. Both days were quite popular for the general public and they thoroughly enjoyed both occasions. The only problem that we had was on the last trip on Easter Saturday one of the trolleys did a valve in the engine which still has to be fixed before we run that trolley again.

After writing the information about the "V" type trolleys I went through my collection of trolley information and dug out my book called "Instructions for the operation, care and maintenance of ...". Various trolley types are listed and they will be covered in coming issues of this magazine. The date of the book is August 1959.

This is a valuable book in that it tells you how to maintain every type of trolley in service with the Victorian Railways at that time. When the Wisconsin trolleys came out a single page was glued into the rear of the book for information on that type of trolley. The book covers many different areas such as – general (for all trolleys), general (for each trolley type), preparations for starting, starting and running, engine lubrication, lubrication of axle and wheel bearings, care of machine, general engine maintenance (with sub headings – engine, valve timing, valve tappets, magneto timing, and carburettor), helpful hints for correct running (which includes the sub headings – locating faults in ignition, failures in running), tools and spares.

Over the coming issues I will cover the information in this book as well as the other design changes for the other types of trolleys.

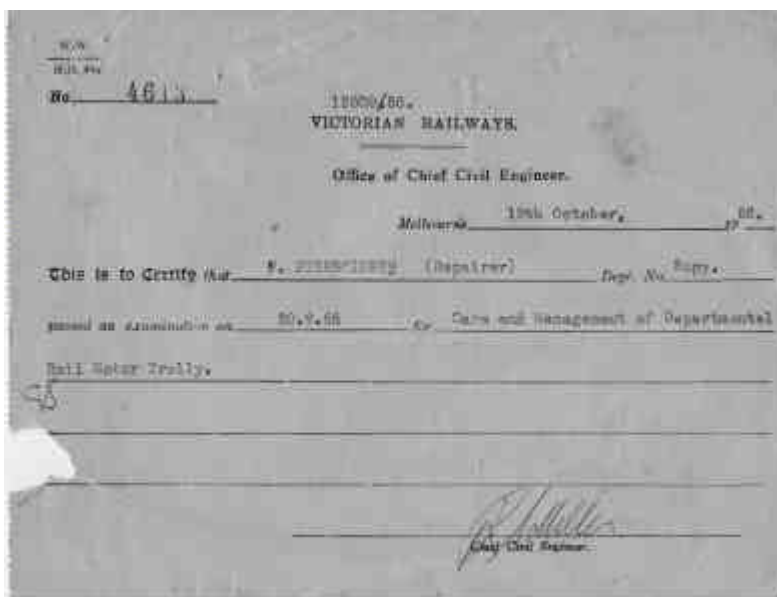
Now for the next instalment of the origin of station names from the book Names of Victorian Railway Stations by Thomas O'Callaghan JP.

ORIGIN OF STATION NAMES.

<u>STATION</u>	<u>HEIGHT ABOVE SEA (FEET)</u>	<u>MILES FROM MELB.</u>	<u>ORIGIN OF NAME</u>
Edi	620	167½	Wangaratta to Whitfield. Takes its name from a pastoral station or run belonging to Messrs. Faithfull, and called “ Hedi.” An aboriginal word meaning cold winds.
Elaine	1270	76½	Geelong to Ballarat. Named by a reader of Tennyson, after “ Elaine the fair, Elaine the loveable, Elaine the lily maid of Astolat.” See Lancelot and Elaine.
Elingamite	434	140½	Camperdown to Timboon. Takes its name from a lake and pastoral run in that locality.
Ellam	385	255	Dimboola to Yaapeet. Reputed to be derived from the word “ Mallee ” spelt backwards.
Elmhurst	962	144¾	Maryborough to Ararat. Called after “ Elmhurst,” a hamlet in South Staffordshire, England, near Lichfield.
Elmore	428	128½	Bendigo to Echuca. Named after a place in Gloucestershire, England, near Gloucester.
Elphinstone	1365	70¼	Melbourne to Bendigo. Named after Lord Elphinstone, who was Governor of Bombay and Madras during the mutiny in India. 13th Baron. The locality was formerly known as “ Sawpit Gully.”
Elsternwick	51	6	Melbourne to Sandringham. From the German “ Elster,” magpie, and “ wick,” harbor or estuary—village.
Eltham	114	16¼	Melbourne to Hurstbridge. Named after a place in England. Eltham, in England, is a suburb of London, and held the Palace of the Kings of England from Henry III. to Henry VIII.
Emberton	1288	69½	Kyneton to Redesdale. From the Emberton Falls on the Campaspe River.

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
The Trolley Manager.



P. Pierson's certification for "Care and Management of Department Rail Motor Trolley" dated 19/10/1956.
(E. Pierson collection)

The Pierson family ran Musk Station for many years, up until the line's closure in 1978. A special article on their contribution to the Daylesford line will appear in the next "Turntable."