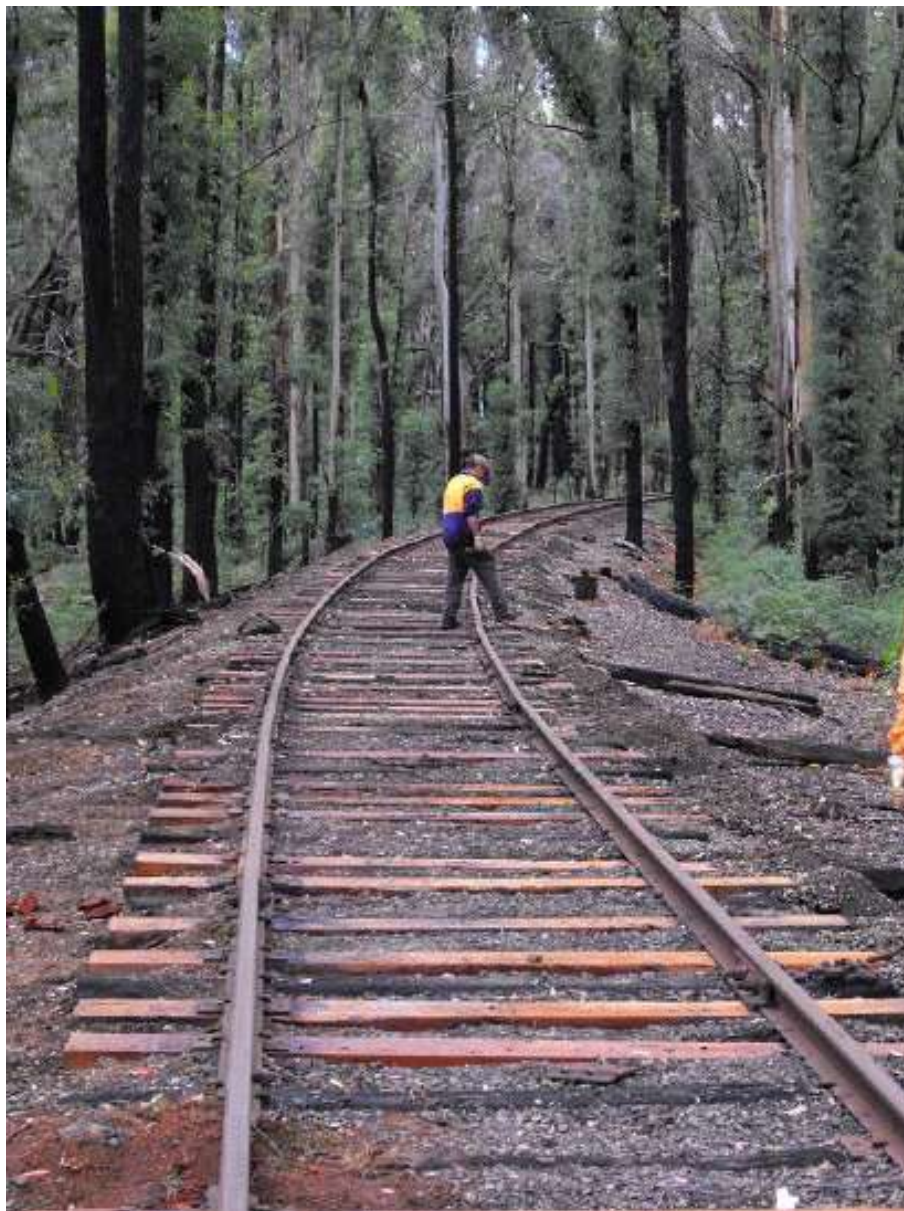




THE TURNTABLE



Rebuilding To Musk.

The first week of the bushfire recovery project saw about 200 sleepers replaced
Photo: Nigel Gillies.

Quarterly Magazine of THE CENTRAL HIGHLANDS TOURIST RAILWAY
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THE TURNTABLE



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Disclaimer:-

articles in this publication express the views of the author(s), and not necessarily those of the Company.

Editor's Note

Nobody wants to open up the crisp white pages of the latest newsletter only to be told to go and look at website, but.....

A newsletter is all about keeping our members informed. Some of us don't get to Daylesford often, and consequently fail to see all the action:- the ongoing process of restoring vehicles, the current track rebuilding taking place at an impressive pace, and any other news, including new faces and constant progress on many fronts.

Sometimes the best way for us to inform you all is simple: use a photo. Pictures of 32RM taken stage by stage show the progression right before your eyes, and pictures of the hard labour going on in the forest can be contrasted with later pictures showing the end the result of all that work.

This is where the editors are in a bind:- we want to give you all that in print form, but sadly the pictures here sometimes don't give an adequate sense of what's been achieved.

For instance, we've tried to adjust the cover photo as much as possible to show up the contrast between new and old sleepers, yet the colour photos on our website gallery give an even better idea, with the reddish timbers stretching on into the distance as clear testament to the distance already renewed.

(Choose "Enthusiasts" in the top section of our website homepage, then click on "photo gallery" from the drop-down menu. "Bushfire Gallery" is the fourth topic down.)

Similarly, if we had a colour edition, we could run "before and after" photos of the burnt-out section of the line to show the radical change in appearance as the forest gradually regenerates, but this is almost indistinguishable in black and white.

This is why from time to time I may mention specific "must-see" images online, in the hope that this will be a valuable adjunct to all the updates in this newsletter.

Marion Silver,
Interim Editor

Contributors to this issue: (in alphabetical order) - N. Ednie, B. Fell, I.Fell, P. Flanagan, N. Gillies, M. Morris, R. Piker, D.Sharp, S.Smithwick, K. Von Moller

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PRESIDENT'S REPORT

Well, what a busy time it has been for the DSCR. There has been a huge amount of activity around the Railway and behind the scenes, every day of the week.

After much planning and sourcing of materials, the Puffing Billy contractors commenced work to repair the bushfire damage in mid April. Work has progressed steadily, with only a few hours lost to wet weather over the ten week project. The bulk of the repair work concentrated on the track affected by the fire, but the opportunity was taken to upgrade other portions of the track while the resources were in place. This extra work will lift the overall condition of the track between Daylesford and Musk, to the best it has been in many, many years. This work will no doubt ease the maintenance burden on this section for a number of years to come.

A significant effort has been put in by our own volunteers to support the work done by Puffing Billy. Many hours have been spent maintaining equipment, assisting with supplying materials to the various worksites along the track, and a huge amount of boxing in. Several volunteers have also spent time working with the Puffing Billy gang on weekdays. John Shaw and his Puffing Billy team have completed their efforts, although several weeks of finishing-off work by our volunteers will still be needed. The Board is currently looking at a return of train services to Musk during August. All members will be notified accordingly.

Due to a lack of access and the overall condition of the track prior to the fire, further funding is required to upgrade the Musk-Bullarto section of track. Discussions with our local MLA Geoff Howard are underway to secure this funding to return trains to the terminus of Bullarto once again.

As if the track project was not enough to keep us busy, Geoff Howard MLA Ballarat East, recently announced a grant of \$80,000 from the State Government towards construction of a railmotor storage shed. This grant is the culmination applications over many years, to both State and Federal Government. Once constructed, the shed will provide protection from both the elements and the damage caused by vandalism, to much of our railmotor collection. The three track shed will be constructed adjacent to the East St industrial estate on part of the former Ballarat line. The DSCR will contribute \$40,000 towards the construction project. The Board has managed to save this cash, even though our income stream has been restricted by limited operations resulting from the fire. Significant input will also be required by our volunteers to construct approximately 400 metres of track and two sets of points. All members are encouraged to assist with this work. Working bees will commence once the shed itself is constructed. Keep an eye on dscr.com.au for updates on the shed's progress and working bee dates.

The Department of Transport (DOT) are looking to establish a new Act of Parliament to cover the Tourist and Heritage railways. This act will replace the section of the Transport Act (1984) which we currently function under. DOT have held several industry seminars to consult with the various railway groups. The new act will reflect the very different environment that we now function under and recognise the contribution that the industry makes to the State of Victoria. The DSCR supports the establishment of this new act and believe that it will be beneficial for the industry.

While all this has been going on, the regular day to day activities of the DSCR continue. I wish to thank all of the volunteers who have contributed over the last few months to ensure that train services continue while all the extra work is going on.

On a personal note, congratulations to my brother David and his partner Briony on the safe arrival of Jye Andrew. Hopefully a future volunteer for the DSCR.

Stuart Smithwick
President.

GRANTS

After years of being in a grant wilderness there has been a deluge of late, having been successful with 4 over the past 6 months. However it must be remembered that two have been because we are bushfire victims.

The first was for \$5,488 from the Building Better Museums programs from Museums Australia (Victoria) for fire resistant filing cabinets. As part of the review into the bushfire, we identified that a possible impact was that should the station be involved in such an event the provision of some type of fire proof storage facility for our rail safety and museums accreditation documentation was a priority to ensure our continuity of operations. To reinforce this two days after the grant was approved VGR suffered the fire in the Maldon Station building.

Of course the second grant was the \$330,000 from the Bendigo Bank Community Enterprise Foundation™ to repair the bushfire damage and upgrade the track to Musk.

Victrack has also funded the purchase and installation of a 22,500 litre rainwater tank as part of the government's general water conservation initiatives. However the really big news is where it's getting the water from, the new undercover rolling stock storage facility (or shed).

The planned shed is without doubt the most significant development for the railway since opening to Musk in 1990 and the biggest capital improvement since the rolling stock restoration shed in 1997. The best example of why is to remember that 63RM was fully restored in 1992 and came in for what was to be a quick repaint and some radiator work in 2002. It finally left 4½ years later after another total rebuild, of which almost all of the required work can be attributed to it being housed in the open.

Not only was 63 unavailable, for 4 years volunteers and resources were taken away from other projects. If we had a shed back in 2002 (and it wasn't for the want of trying) you could take a ride in 32RM today.

It is also gratifying that the \$80,000 from the State Government is not because we are a victim of circumstance but recognition that we are worthy of funding for a project improving the long term sustainability of the DSCR.

As developments will be moving at some pace over the next few months I would urge all members to regularly check the railways website www.dscr.com.au for the most up to date news of the various projects.

Barry Fell
Grants Manager

One of our members, Jenny Davies, is currently curating the exhibition

“Beyond the Façade:

Celebrating 100 years of Flinders Street Station”

Open 10 am-4 pm Monday to Friday, 6th May to 6th August,

Royal Historical Society of Victoria, 239 A'Beckett Street, Melbourne.

Daylesford Railway have loaned a trolley to the exhibition. In return we've been given a year's membership of the Royal Historical Society. The DSCR is entitled to all membership benefits so any one interested can visit the RHSV to research on our behalf.



OUT ON THE TRACK

WAY & WORKS ACTIVITIES

Well - no doubt you've already heard of the huge amount of activity being undertaken by the Way and Works Branch. The bushfire recovery and upgrade works have been in full swing for a number of weeks now.

The Puffing Billy contractors and CHTR volunteers have been working in conjunction with each other to undertake many, many tasks. First of these was the biggggg but important job of removing debris from the track to allow ease of access to the work area. This was followed by the carting and sorting of dog spikes, lengths of rail, fish plates and sleeper plates. The major task of replacing more than 2000 sleepers has been ongoing over the ensuing weeks; this has included dog spiking and tamping of the track. Almost 500 metres of rail and the associated bolts have been replaced as well. Two level crossings have been completely rebuilt. The entire forest section curves have been totally re-canted, as have three other curves. Various joint repairs and track realignment have also taken place.

Repairs and/or upgrades to the various track machines have been carried out almost every weekend in order to permit work to continue on the track over the following week. Boxing in, as every one knows, is a never-ending task: thousands of sleepers have either received this treatment or will need it in the near future.

By the time you read this article, a full line inspection will have been completed by our certifying engineer, as will a Daylesford - Musk safeworking inspection. In addition, line side pruning needs to continue, and we need to run test trains to Musk.

In case you think this will be the end of Way & Works Branch's focus for a bit of a while, the Track Gang (and hopefully everybody else), in the next few months, will be concentrating on the task of connecting and laying rail in the new RAILMOTOR STORAGE SHED !! This will include the installation of two sets of points.

Once again, I would like to take the opportunity to thank all those who have been able to assist in the Way and Works Branch - your efforts are very much appreciated. It always comes back to our motto: "Way & Works Branch - Leading the Way with the Works on The CHTR". Don't forget, if you're spiking, you're smiling.

Yours in continuous boxing in - many, many sleepers to go!

Ian Fell
Volunteers Co-Ordinator



April 2010: Work goes ahead in the Fire Damaged section of the railway. *Photo: Barry Fell*

(On the day pictured, much of the volunteers' day was spent on the time-consuming task of sorting out dog spikes and sleeper plates. By having volunteers do this the contractors were freed up to install many more sleepers, therefore making much better use of the grant money.)

ROLLING STOCK REPORT

What's happening in the Rollingstock branch:

63RM

Still happily trundling away on its weekly runs out to the forest with no issues. The only item of note has been the replacement of one brake block.

I'm sure 63 is looking forward to the day it travels up the hill to Musk again soon.

91RM:

Easter holidays saw the final push to complete the roof repairs. What started one morning as just fixing a couple more patches before full painting turned into more major roof removal and replacement down a portion of one side of the economy car. This ended up taking over two days so the planned roof repainting was restricted to just the economy car due to time restraints. Good weather a couple of weekends later allowed the painting of the first class car roof as well. Recent rain has happily shown no roof leaks. There is a portion of the old fibreglass still on the first class roof which we plan to remove sometime in the future, maybe over the next summer. A job we've just commenced lately is the replacement of the power unit body bolts, which attach the body to the main frame. These have been working loose for a while now. One end has been fixed at the time of writing. This proved to be a fairly simple job, just a case of jacking the body off the frame and replacing the bolts.

DRC40

Nothing too report. Has only been venturing out on its monthly Silver Streak commitments of late, a task it handles with ease.

32RM

32RM is still the major focus of our workforce, as it will be for sometime yet, while the major body rebuild continues. While there hasn't been much overall visible progress on the body of late there plenty of time has been spent on lots of fiddly parts. This mainly involved the complete dismantling of all the small opening windows. The related parts were then repaired where necessary, all the remaining paint removed, sanded and then etch primed. The final painting awaits before the large task of re-assembly begins. Continuing on from the opening windows, all their associated hinges have been re-riveted to ensure trouble free operation into the future. All the thin window sills which sit between the fixed and opening windows have also been repaired, fully paint stripped, sanded and primed.

Work has continued in the driver's cab with the tool box, staff holder and ash tray now repaired, painted and re-installed. A new driver's sunvisor has also been made. Various timber work pieces for the driver's and front viewing windows have been made and painted. These now await the installation of the new front windows before they can be fitted. Templates have also been made to have these new windows made.

Other tasks have included the chroming of various fittings, the roof ventilators repaired and painted and the installation of the No.2 end marker lights.

On a final note it was very pleasing to see, on a couple of occasions, a rather large team working in unison on the opening windows and associated components.

The other recent activity of late was the annual inspection being undertaken one Saturday in April. No major issues were noted on all of our running rollingstock.

53RM

In April, the rotten and broken section of 53RM's doorway was removed. Door pillars were also removed, and replacements have now been made. A new side beam for 53RM's B side doorway is being test fitted.

Nick Ednie,
Rolling Stock Manager

ROLLING STOCK REGISTER

ROAD NO.	DESCRIPTION	ENTERED SERVICE	STATUS
<u>Trains</u>			
DRC-40	TULLOCH DIESEL RAIL CAR	1971	Operational.
GY 3626	BULK OPEN WAGON	1951	Operational.
GY 5132	BULK OPEN WAGON (<i>leased</i>)	1952	Operational.
HZB 292-J	BRAKE BLOCK TRANSPORT	1985	Operational.
KMQ 200-K	CONTAINER FLAT	1981	Operational.
M.T. N ^o 26	STANDARD D.E.R.M. TRAILER	1930	Operational.
O 284	OPEN HOPPER (<i>allocated</i>)	1919	Operational.
83 OIL TANK	OIL TANK WAGON	1928	Operational.
63 RM	DIESEL-ELECTRIC RAILMOTOR	1930	Operational.
91 RM	280 HP WALKER RAILCAR	1951	Operational.
3 RT	MALCOLM MOORE INDUSTRIAL LOCOMOTIVE	1961	Operational.
Y 159	Y CLASS DIESEL-ELECTRIC LOCOMOTIVE	1968	Operational.
544 ZL	GUARDS VAN (<i>leased</i>)	1918	Operational.
N 2	BALLAST PLOUGH	1953	On loan to VGR.
381 W	WORKMENS SLEEPER	1937	In use as accommodation.
396 W	WORKMENS SLEEPER	1943	In use as accommodation.
403 W	WORKMENS SLEEPER	1943	In use as accommodation.
409 W	WORKMENS SLEEPER	1945	In use as accommodation.
B 91	FIXED STEEL BOX VAN	1959	In use as storage facility.
B 159	FIXED STEEL BOX VAN	1959	In use as storage facility.
B 372	FIXED STEEL BOX VAN	1961	In use as storage facility.
2 HH	BOGIE BREAKDOWN VAN	1902	In use as storage facility.
VLBF 109-D	LOUVRE WAGON (<i>allocated</i>)	1956	In use as storage facility.
32 RM	153 HP WALKER RAILCAR	1953	Under restoration.
53 RM	LEYLAND DOUBLE ENDED RAILMOTOR	1926	Under restoration.
RM 74	DODGE PASSENGER MAIL MOTOR (<i>leased</i>)	1937	Under restoration.
WT-465	FOUR WHEEL WATER TANK	1957	Under restoration.
56 MT	WALKER RAILCAR TRAILER	1953	Stored pending restoration.
7 RM	102 HP WALKER RAILCAR	1949	Stored pending restoration.
82 RM	280 HP WALKER RAILCAR	1950	Stored pending restoration.
28 C	BOGIE GUARDS VAN (<i>allocated</i>)	1891	Stored.
431 W	WORKMENS SLEEPER	-	Stored off-site.
HZB 294	BRAKE BLOCK TRANSPORT	1985	Stored off-site.
HZB 296	BRAKE BLOCK TRANSPORT	1985	Stored off-site.
<u>Trolleys</u>			
CC 81 N ^o 191	COMENG SECTION CAR	1981	Operational.
FT 4	LARGE STEEL FLAT TOP	-	Operational.
FT 7	TIE FLAT TOP	1970's	Operational.
ICN 2	COMENG INSPECTION CAR	1980's	Operational.
KS 30	6W GANG MOTOR	1950's	Operational.
T 1	8W TRAILER	-	Operational.
T 2	8W TRAILER	-	Operational.
UNIT N ^o 198	FAIRMONT A5 GANG CAR (<i>leased</i>)	1972	Operational.
W 1	8W GANG MOTOR	1950's	Operational.
W 2	8W GANG MOTOR	1950's	Operational.
W 3	8W GANG MOTOR	1950's	Operational.
PT 1	"H" TYPE TROLLEY	-	Operational - stored.
AT 1	AMBULANCE TROLLEY	1970	Under restoration.
K 1	K 521 GANG MOTOR	1920's	Under restoration.
EX 1	EXPERIMENTAL-TYPE TROLLEY	1970's	Stored pending restoration.
F 1	FAIRMONT M19 INSPECTION CAR	1972	Stored pending restoration.
BC 1	BRIDGE CRANE TROLLEY	-	Stored.
BC 2	BRIDGE CRANE TROLLEY	-	Stored.
FT 5	SMALL STEEL FLAT TOP	-	Stored.
FT 6	LARGE WOODEN FLAT TOP	-	Stored.
[unknown]	LOW-LOAD STEEL FLAT TOP (NSW)	-	Stored.

ROAD NO.	DESCRIPTION	ENTERED SERVICE	STATUS
KS 35	KS 531 GANG MOTOR	1920's	Stored.
KS 36	KS 531 GANG MOTOR	1920's	Stored.
KS 130	KS 531 GANG MOTOR	1920's	Stored.
KS 269	KS 531 GANG MOTOR	1920's	Stored.
SA 1	SOUTH AUSTRALIAN GANG MOTOR	-	Stored.
[unknown]	KS 531 GANG MOTOR	1920's	Stored.
[unknown]	KS 531 GANG MOTOR	1920's	Stored.
[unknown]	FAIRMONT M19 TROLLEY (NSWGR)	1940's	Stored (incomplete).

Track Machines

6.43.022	TAMPER SLEEPER RENEWER SCARIFIER	1981	Operational
6.44.006	COMENG TIE HANDLING CRANE	1970's	Operational.
6.45.002	COMENG TIE BED SCARIFIER	1970's	Operational.
6.52.017	ELECTROMATIC JUNIOR UDM TAMPING MACHINE	1966	Operational.
DSCR-01	JCB 3CX-4 BACKHOE LOADER	1983	Operational.
DSCR-02	INTERNATIONAL AB 160 4x4 TIPPER TRUCK	1964	Operational.
TC 1	TAMPER TIE HANDLING CRANE	1980's	Awaiting accreditation.
6.43.007	COMENG TIE INSERTER	1970's	Operational- stored offsite.
6.45.006	COMENG TIE BED SCARIFIER	1970's	Awaiting accredit - stored offsite.
6.35.136	COMENG MULTI SPINDLE BORER	1970's	Stored pending restoration.
6.48.005	COMENG SPIKE DRIVER	1970's	Stored pending restoration.
6.43.021	COMENG TIE RENEWER SCARIFIER (<i>leased</i>)	1970's	Stored.
EXT 1	GEMCO TIE EXTRACTOR	1980's	Stored.
TC 2	GEMCO TIE HANDLING CRANE	1980's	Stored.
6.43.004	COMENG TIE INSERTER	1970's	Stored (incomplete).
6.43.023	TAMPER SLEEPER RENEWER SCARIFIER	1981	Stored (incomplete)
6.47.003	COMENG SPIKE PULLER (<i>leased</i>)	1970's	Stored (incomplete).
6.52.015	JSR ELECTROMATIC TAMPING MACHINE	1960's	Stored (incomplete).

➤➤ SAFETY NOTICEBOARD ◀◀

The "Tamper" Sleeper Remover Scarifier (SRS) has now been accredited and, following a training course, is being well utilised in the track restoration project. The large "Tamper" tie crane requires a replacement axle before it will be permitted to enter service.

The CHTR Board has conducted a final review of the introduction into service of the Comeng scarifier, the Comeng tie crane and the sleeper flat top trolley (these originally entered service last year). No issues requiring followup were identified. All stakeholders have been consulted, and this Change Management Process has now been closed out.

The Railway is in the process of arranging Safety Interface Agreements with Hepburn Shire Council and other utilities, relating to access to railway land.

Annual Internal Audits, which are a requirement of our Safety Management System, have been recently carried out. PTSV will also conduct an external audit later this year.

An application for variation to our accreditation, as a result of the recently-announced funding for the construction of the railmotor storage shed, is underway at present.

All electrical equipment has been recently tested and tagged.

The Way & Works "B" Van has had an extensive tidy-up; surplus equipment has been relocated to the louvre van. The inside area around the double-door end of the restoration shed has also been cleaned up. The exit signs in the shed have had their back-up batteries replaced.

All people are reminded to be vigilant in identifying and removing tripping hazards, and also to remove waste oil and general rubbish in a timely manner.

For higher quality versions of the following photos, check our website's Photo Gallery.



The Carpark is full to overflowing here on a massively crowded Easter Sunday, 2010.

Photo: Barry Fell



Roof work on 91RM continues, April 2010.

Photo: Barry Fell



Dragging the new rail to location to replace that which buckled in the bushfire.

Photo: Barry Fell



Volunteers boxing in the track after contractors had replaced sleepers.

Photo: Barry Fell



Heating up rail heads while preparing the crucible.

Photo: Donald Sharp



Train returns to Daylesford in brilliant sunshine, December 2009

Photo: Nigel Gillies



It's not only railway enthusiasts who take photos around the Daylesford railway; I found these beautiful shots among many others on the popular photography site Flickr.com. Once again, although we do our best, our printing process can't hope to do justice to these screensaver-worthy images but I include these samples as a taste. For the full impact of these moody and atmospheric images, I urge members to search for these photos by title on Flickr, and view the largest size available.

"Waiting"

by Rolland Piker. ▲

"Stationmaster"

by Karl Von Moller ▶

"Sunset over the Victorian Railways"

by Mark Morris ▼



© Karl von Moller 2009



The photo at left is the winner of a recent photographic competition held by the Powerhouse Museum in Sydney, in the diesel and electric train category. (It is also printed in the latest issue of Railway Digest) The judges comments:
"A clever balance of light which brings to life this diesel locomotive. The cloud formation in the western sky reflected in the window is cleverly contrasted against the encroaching darkness in the east."
There are many more breathtaking entries to view online at the Museum's website, and an exhibition at the museum until 29th August.

THE BENEFITS OF A SHED

Initially I wasn't sure exactly what to pen (type) for this Volunteers Article, but then someone made mention of the new railmotor storage shed, to be located on the old Ballarat line formation, near the old 75 mile post. At last – the funding is fantastic shot in the arm for our railway and especially our hard working volunteers! The final price of the completed shed, including its erection, the installation of power, fume extraction, earthworks and drainage, may well be in the vicinity of \$130,000. This may seem a hefty price, I agree; however it must be remembered that this storage facility will go a long way to ensuring the ongoing viability and future of The CHTR.

This facility, linked with the track upgrade and the ever-increasing variety of track maintenance equipment, means that a lot of long-time planing is finally coming to fruition.

Just last year and the first 5 months of this year, many hours of volunteer time were spent carrying out repairs to 91RM's roof and ceiling. This all came about because of the vehicle being stored out in the open for many years now, always vulnerable to the extreme Daylesford climate. In fact, 63RM's 4 year re-restoration was almost completely due to the elements as well.

Our historic Leyland railmotor, 53RM, has been receiving a large amount of very good -and timely- restoration from the Monday and Tuesday volunteers. Once again this was necessitated by its exposure to the elements. The other week saw a couple of volunteers re-replacing the DERM's view window which had been damaged by vandals. Again a result of its unprotected location.

With the advent of this shed, the savings in ongoing re-restoration and general repairs will be enormous. This will allow us, for the first time in years, to make some headway in the restoration of the rest of our rolling stock fleet. Volunteers should not have to slowly watch their excellent work deteriorate before their eyes, and the benefits of this shed will be outlined in the comfort volunteers should now experience, secure in the knowledge that our valuable fleet will finally receive the protection and security it deserves.

I appeal to all of those who are able to lend a hand, so that once the shed has been erected we can get the track to and into the shed, enabling our historic collection to be stored undercover - after 19 applications and many years. Better late than never!

Ian Fell
Volunteers Co-Ordinator



The fiddly, time consuming process of preparing all the window parts for painting seems never ending.

Photo: Barry Fell

Merle Reiffel's Recollections.

Extracted from "Ghost Railways of Australia" by Robin Bromby, and "The Little Gatehouse Girls" by Merle Reiffel, with kind permission of Mr Bromby and Mrs Reiffel.

Bill & Ivy Wilson originally met at a railway Institute dance in Flinderst St Station Ballroom. Later, as a young married couple, they moved to Sailor's Falls in the year that Historians say it became a "no one in charge" station, but their daughter Merle says Ivy sold passenger tickets there until Bill was transferred to Tylden.

From 1932-1942 they lived at Tylden, Bill as the line-repairer and Ivy as gatekeeper, in the railway gatehouse in Chanters Road. Although this may have been a remote location in some ways, it had its conveniences: Train Drivers or Guards would throw a newspaper into the Wilson's yard for them as they passed by. Not only that, but in the first week the family moved to Tylden, their dog Barney Google walked all the way back to Sailor's Falls. One of the railway people along the line sent him back in the guard's van, to be let off the train at the Wilson's gatehouse!

In those days, the gates were usually closed to trains at night. At Easter & Christmas, however, the Wilsons set the gates open for trains, but then later had to get out of bed for any motorists who tooted or shouted.

Living on Railway property could be a trial at times; when some wooden boards of the wall rotted away, the Victorian Railways replaced them by nailing iron sheets to the wall- making the house a furnace in Summer.

Departmental Inspections were "tension time", according to Merle. Inspectors came in a Dodge converted for rails. The house was always kept clean in case the Dodge came unannounced.

"Everything belonging to the Victorian Railways was marked with a crow's foot with a 'V' on the left and an 'R' on the right of it. Dad was issued with a VR shovel, pick and crowbar. All these items had to stand in a row in the backyard by the gate which opened out on to the railway line. Cutlery & crockery was also marked and the Commissioners came into the house and looked in the drawers & cupboards to see that none of these items had been taken for our own use." Merle adds: "No VR shovel dug our private garden!"

Past editions of The Turntable have also featured reminiscences by Merle's sister Jean Walters.

Random railmotors from around the world:

This picture was taken by Peter Flanagan at Trikala Station in Greece in 1991. Like Daylesford, Trikala has snow in winter. The interior of this colourful M.A.N. railmotor felt a lot like being in a bus, with push buttons to request stops. The driver sat in the open and changed gears as the train went along. There were signs inside in Greek, English, German and French. Most of the stops were not for towns, but just every 2km along and had names like 102km stop (distance to Volos), 100km stop, etc. The railmotor journey was from Trikala to Paliaofarsilos (on the way to Volos) and made a connection with the Thessaloniki to Athens train. The journey took 95 minutes to go 55km!





8 May 2010: Weld in progress with steel flowing out of crucible. *Photo: Donald Sharp*

THERMIT WELDING COURSE 101

Thank you for enrolling in the Thermit welding course for beginners. Listed below are your course topics and a brief description of what's involved in each. You will be tested at the end of the course. I hope you find this information helpful to enable you to complete your course and pass with flying colours.

EQUIPMENT NEEDED.

For this to work well without grinding the rail head down, you need rails of the same poundage with matching heads. You will also need 1 Crucible (looks like a large funnel), 1 set of moulds per weld, 1 gas axe, 1 squeezer (to squeeze off excess after the weld has been poured and is still hot), at least 1 bag of Aluminium/magnesium mixture, special sand mixture (to seal around the moulds), at least 2 rails, and an assistant.

STEP 1 – Place 2 rails end to end (with a backhoe or a large number of men) on top of a couple of old sleepers, with the ends between 2 sleepers, access all around the rails and a gap of about $\frac{1}{4}$ of an inch between the ends. Square up the ends using the gas axe.

STEP 2 – With the wedges line up the rail heads, feet (or base) to be exactly in line vertically and horizontally before placing the moulds on. This must be done carefully and with a straight edge and level.

STEP 3 – With an assistant, place both sides of the mould against the rail and each other. Rub moulds together until they fit around the rail, touching it all over. Hold moulds in place with the holders provided.

STEP 4 – Apply plenty of the special sand all around the moulds to seal them to the rail and avoid any leaks of the steel later. This may take a good deal of time to get it right.

STEP 5 – Light the gas axe. Place it into the holder attached to the mould with the nozzle pointing into the gap between the rails. This takes about 30 minutes as the rails must be heated to at least 1000°C for the weld to work. This only heats the ends of the rails. While heating the rails, place the crucible onto its stand and put a special magnesium plug into the base of the crucible. Fill the crucible with the special mixture.

STEP 6 – Move the crucible into place above the moulds. This needs to be done quickly or the heat will dissipate from the rail heads. Place a small magnesium cap into the crucible and light with the gas axe. The crucible will smoke & spark very quickly as it burns its way through the plug at the bottom of the crucible (the plug has 7 layers to burn through and ensures that the mixture is at the correct temperature when it pours into the moulds). Steel melts at 1800°C so the mixture should be at or above this by the time it pours into the moulds. This will happen fast (in minutes) and will fill the slag overflow catcher as well.

STEP 7 – Remove the crucible from the stand, remove the mould holders and the slag overflow. Place the squeezer over the weld and fasten to the rails. Using the hydraulic pump in the back of your vehicle, activate the squeezer to squeeze most of the excess off onto the ground. Release squeezer and remove.

After some minor rail grinding over the joint you can run a train over it in about 5 minutes. As you see, most of the work is in preparation and cleanup, not the welding itself. These steps take about 1 hour to complete.

In May we used this method to join 6 rails into 2 lengths of 3 rails each so they would run right across the new pit logs without any joins in the way. Photos will soon be on our website. The welding process was invented in the 1880's, and hasn't changed for over 100 years. It is still in wide use today around the world because it's cheap and can be done almost anywhere at anytime.

Donald Sharp.

TROLLEY BRANCH REPORT

The trolleys have been working fine since last I wrote; they ran about 11 trips over Easter Saturday carrying about 45 Adults and quite a number of kids. The entire day carried in excess of 60 passengers and made over \$200 which is not bad considering we were running as people rolled up. The last three trips were full and turned around as soon as they arrived at the trolley terminus. Both Stuart and Barry assisted with the 3 car trolley train throughout the day in between their board commitments (it was also a board meeting day and they are both on the board) and the help was much appreciated. The day was fresh in the morning with the early morning sun breaking through the clouds and a light crisp breeze. The breeze died down in the afternoon and with the warmth of the sun it made it a quite nice ride.

I will now list here an interesting trolley card. The engine it covers is "KSE 313". The information is presented in a table similar to the layout of the original card. A KS engine is a small water cooled 2 stroke engine used in trolleys designed to carry 4 people and some tools (the typical size of a gang).

2997-57	TRACK MACHINE REPAIR RECORD CARD		Vehicle } Engine }		KSE	W.W. 403	V.R.No..... 313			
					Type.....	Makers No.		(Renumbered, was X4)		
Job. No.	Date	Location	Sizes of		With Vehicle Engine	Magneto No.	Remarks	Initialed		
			Piston	C/Shaft						
	In	From								
	Out 31 - 1 - 58	To MURTOA	4	10	KS 263	57				
	In 25 - 8 - 59	From Murtoa	4	10	Crated	484	59 Census	S W		
XX352	Out 21 - 10 - 59	To Ararat	5	12	Crated	724	to KS152			
	In 2 - 8 - 61	From Ararat	5	12	152	174				
61318	Out 5 - 10 - 64	To WF Ouyen	8	8	32	1550				
	In 4 - 1 - 68	From Ouyen	8	8	32	1207				
	Out 3 - 10 - 68	To Sunbury	1	5	300	317				
	In	From								
	Out	To								
	In	From								
	Out	To								

As you can see it was designed for use with both vehicles and engines by crossing out what was not needed. The railways ran a number of censuses to make sure that their records were correct and that they knew where all the trolleys and engines were around the state. As you can see from the above card engines moved around quite a bit. This one (KSE 313) started its life in 1958 being shipped to Murtoa (On the main Adelaide line near Horsham in the west of the state) and was installed in trolley KS 263 at that time. By 1959 it was sent back to the Workshops in Melbourne (engine only – the trolley would have stayed on site and a replacement engine sent out) in a crate. Two months later the engine was crated up again after, most likely an overhaul, and sent out this time to Ararat (in the same area as Murtoa) where it was placed in KS 152 and remained there for 2 years. In 1961 the engine and trolley were sent back to Melbourne. In 1964 the engine was in trolley KS 32 and was located at Ouyen (about 100 Kms South of Mildura in the Mallee) for use by the Works Foreman – hence the letters WF beside Ouyen. In January 1968 after 4 years in the heat of the desert it left Ouyen and returned to Melbourne until it was required in October the same year at Sunbury where it was placed with KS 300 (covered in the last Turntable Article.) This trolley engine had a varied life and had 7 different magnetos attached to it as well as 4 different sized crankshafts and 4 different piston sizes.

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

Due to work commitments I'm not at Daylesford often but I'll be there whenever I can. If you see me don't forget to say g'day. Until next time have fun and keep those trolleys running.

Donald "Donny" Sharp
Trolley Manager.

ORIGIN OF STATION NAMES.

From the book Names of Victorian Railway Stations by Thomas O'Callaghan JP.

<u>STATION</u>	<u>HEIGHT ABOVE SEAS (FEET)</u>	<u>MILES FROM MELB.</u>	<u>ORIGIN OF NAME</u>
Glenalbyn	505	139¼	Bendigo to Nandaly. From an old pastoral station taken up by Lachlan and Patterson, 1848-9. Patterson, who came from the Highlands of Scotland, probably named the place after his native glen. Mr. Hall, who held the property later, called it "Glenalbyn Grange."
Glenferrie	90	4¼	Melbourne to Healesville. Said to have been named after a house called "Glen Ferry," built by Mr. Peter Ferry, an old-time Melbourne solicitor. His spelling of the name is to be seen in the newspapers of the "sixties" It was previously called "Barkly Road", after Sir Henry Barkly. <i>The Herald</i> , 8.9.13, says that "Glenferrie" was named after W. H. Glen, of the Collins-street music warehouse, and Peter Ferrie, in 1841.
Glen Forbes	99	68¾	Nyora to Wonthaggi. Called after the estate of the late Mr. D. McKenzie in that locality. The station was first called "McKenzie", after the gentleman referred to, but it was found necessary to change the name, and then the estate name was substituted. "Forbes" is a family name, one of Mr. McKenzie's sons being named "Allan Forbes."
Glenfyne	439	142¼	Camperdown to Timboon. Named after a glen at Ardrishaig, Argyllshire, Scotland, near Loch Fyne.
Glengarry	144	103½	Traralgon to Stratford. Derives its name from the Glengarry River, which was named by Angus McMillan in honour of McDonnell, the Chief of that title.
Glen Huntly	152	7½	Melbourne to Mornington. Takes its name from GlenHuntly road, which was named after a ship quarantined in the bay, off the Red Bluff. A few of the passengers died after the ship's arrival and were buried on the Bluff. The Glen Huntly arrived in 1840.
Glen Iris	82	6½	Burnley to Darling. Took its name from that of the residence of Mr. J. C. Turner, solicitor, one of the earliest settlers in the district
Glenloth	380	183	Bendigo to Nandaly. Named by Gideon Rutherford, after his village home in Scotland.
Glenorchy	567	162½	Melbourne to Serviceton. Formerly known as "Four Posts Inn." Robert Jenkins, an early settler, now deceased, called it "Glenorchy" after a place of that name in Argyllshire, Scotland.
Glenrowan	747	136	Melbourne to Albury. Called after Glenrowan Pastoral Station, so named by the Brothers Rowan, who owned it. It was here that the Kelly gang was besieged. Ned Kelly was captured and the others killed.

*Donald "Donny" Sharp
Trolley Manager.*

Other News:

Beavers blamed for train derailment. 6th June 2009

Busy beavers caused a train derailment when the collapse of three beaver dams released a wall of floodwater up to 3.5 metres high that rolled across the tracks.

The accident occurred 300km north of Ottawa, where nearly 200 metres of track was destroyed.

Two locomotives and six empty railcars used to haul lumber were derailed. One car ended up in the river and spilled 20,450 litres of diesel fuel into the Ottawa River, which supplies the Canadian capital's drinking water.

The locomotives came to rest on their sides, and the train's two-person crew experienced minor injuries.

Authorities said there was no immediate threat to Ottawa's drinking water or wildlife in the area.

Ottawa Valley Railroad, subsidiary of Rail America, said the economic impact of the line's closure would be minimal.

The firm would not require use of the track for several weeks due to low shipping volumes along the route of late.