

MELBOURNE - MARYBOROUGH - AVOCA - ARARAT.

RAIL MOTOR SERVICE.

SERVICE:-

On Monday 15th February, 1937; the existing Mixed Goods Train service was withdrawn, and, in lieu thereof; a Rail Motor Passenger Service was Inaugurated. This service was provided on Mondays, Wednesdays and Fridays by an "AEC" Rail Motor, off the Ararat-Stawell section; and on Tuesdays, Thursdays and Saturdays by a 'Dodge' Sedan Passenger Mail Motor. Providing for a return trip between Ararat and Maryborough, Daily; the service was subsidised as between Ararat and Avoca; each Tuesday and Friday, by the Postal Department for the carriage of mails.

Commencing from 7th December, 1942; the Passenger Mail Motor was withdrawn from service, and in order to cope with the increased patronage offered; the "AEC" Rail Motor operated a return service, Daily, between Ararat and Maryborough, and gave connection to and from Melbourne each Day.

During the periods of Coal and Fuel shortages; this service as in general with services throughout the State, was temporarily reduced to a round trip service 3 day Weekly. On resumption of work in the Coal Mines, the service was again restored to normal.

In order to provide an accelerated and improved service on the section, a 102.H.P. Diesel Rail Car was placed in service on 1st May, 1950; the "AEC" Rail Motor being withdrawn to provide a service elsewhere.

Decreasing patronage caused an investigation to be made into the justifiability of continuing this service, with a result that the Commissioners decided to withdraw all passenger facilities from the line on and after 14th January, 1957. Deputations from local Shire Council and Progress Associations waited on the Commissioners with a promise of increased patronage, and as a result of the promises given the service was continued for a further 3 months "on trial". However the promised patronage was not forthcoming, with the result that the Commissioners directed complete withdrawal of all passenger facilities after the running of the last trip on Saturday 4th May, 1957.

Total Mileage (as at 15:12:1952):- 654 Miles Weekly.

RAIL MOTOR STAFF:-

1 Rail Motor Driver.	stationed at Ararat.
1 Rail Motor Guard.	stationed at Avoca. (Traffic Branch Porter/Guard.)

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MELBOURNE - MARYBOROUGH - AVOCA - ARARAT.

Commencing as from Monday 15th February, 1937; the existing Mixed Goods Train Service between Maryborough and Ararat will be withdrawn; and, in lieu thereof, a Rail Motor Passenger Service will be Inaugurated. A Passenger Mail Motor; stationed at Ararat; will provide the service between Ararat and Maryborough on Tuesdays, Thursdays & Saturdays; whilst on Mondays, Wednesdays and Fridays, the service will be provided by the "AEC" (petrol-driven) Rail Motor off the Ararat-Stawell section.

The schedules will be as indicated hereunder:- (S.500/37.)

	AEC. M, W, F. pm.	PMM. Tu, Th, S. pm.		AEC. M, W, F. am.	PMM. Tu, Th. am.	PMM. Sat. am.
Down: Maryborough.	12.47.	12.47.	Up: Ararat.	8. 5.	8. 5.	10.25.
Avoca.	...	...	Avoca.	...	...	...
Ararat.	3. 0.	3. 0.	Maryborough.	10.15.	10.15.	12.25.

5: 4:1940.

Following upon many requests from local resident, it was agreed that as from 5th April, 1940; Rail Motors would stop at the following mileages; if required; to pick up or to set down Passengers:- (Secy's 39/155 -20)

Mileage:-	128 miles 31 chains.	}	between Avoca and Amphitheatre.
	135 miles 25 chains.		
	137 miles 35 chains.	}	between Amphitheatre and Elmhurst.
	140 miles 35 chains.		
	146 miles 0 chains.		between Elmhurst and Everly.
	165 miles 53 chains.		between Warra Yadin and Ararat.

9:10:1941.

Commencing on Monday 9th October, 1941 and each Monday thereafter until further notice; the AEC Rail Motor timed to depart Ararat at 8.5 am Mondays will be altered to depart Ararat at 6.45 am, run earlier through-out and arrive Maryborough at 8.55 am. On other days schedules will remain unaltered. (Secy's 41/5533.)

7:12:1942.

Issue of new Working Time-Table;

As from 7th December, 1942 the Passenger Mail Motor will be withdrawn and the service will be provided by an AEC Diesel Driven Rail Motor and Trailer; (the trailer will operate between Avoca and Maryborough only). The full Passenger service is as under:-

Down:-	dep Maryborough	12.47 pm.	arrive Ararat	3.10 pm.	Sats exc.
"	Maryborough	12.57 pm.	" Ararat	3.20 pm.	Sats.
Up:-	dep Ararat	6.35 am.	arrive Maryborough	8.55 am.	Mondays.
"	Ararat	7.55 am.	" Maryborough	10.15 am.	Tu, W, Th, Fri.
"	Ararat	10.25 am.	" Maryborough	12.35 am.	Sat.

(all services on Tues, Fri & Sats, are subsidised by Postal Dept, as between Ararat and Avoca.)

- 9:1943. Owing to severe Coal and Fuel Short ges. all services were reduced as was general throughout the State. Thus as from Monday 8th September, 1943; the service on this section was reduced to a service providing for 3 round trips weekly. The service operated on Mon, Wed and Fri only, and then continued upon reduced schedules until 14th December, 1945; when the full service was restored. The full service, however, was in operation for only 1 month, when it was again reduced to a service of 4 round trips weekly. The service; once again due to Industrial upheavals; operated on Mon, W, Fri & Sats only. (W.T.T 109/45.).
- 11:1946. Consequent upon the improvement of Coal and Fuel Stocks; the service was in general with services throughout the State, restored to Full Service as under:- (W.T.T. 101/46.).
- Down:- dep Maryborough 1.30 pm arrive Ararat 3.50 pm Daily.
- Up:- dep Ararat 6.35 am arrive Maryborough 8.55 am Mon.
- " Ararat 7.35 am " Maryborough 9.55 am Mon exc.
- 10:1947. Due to another extreme shortage in Coal and Fuel Stocks it was found necessary to reduce the service on this section to a service providing 4 round trips weekly between Ararat and Maryborough. (W.T.T. 119/47). This service remained in operation until 23rd June, 1949; when, the service was again restored to the Full Passenger service as provided for by W.T.T. 109/45. (W.T.T. 46/49).
- 8:1948. A suggestion, (Betterment and Publicity Board No. 48871), that a service be provided that would enable a round trip daily between Avoca and Ararat to be made; was rejected upon the grounds that the traffic anticipated would not in any way justify the cost of installation.
- 5:1950. Commencing from 1st May, 1950 the "AEC" Rail Motor and Trailer will be withdrawn for service elsewhere, and, will be replaced by a 102 HP Diesel Rail Car. The service to be provided by the Diesel Rail Car is as under:- (W.T.T. 25/50.)
- Down:- dep Maryborough 12.40 pm arrive Ararat 2.40 pm Daily.
- Up:- dep Ararat 6.50 am arrive Maryborough 8.50 am Mon.
- " Ararat 7.50 am " Maryborough 9.50 am Mon exc.
- 6:1951. Altered and amended services:
As from 10th June, 1951; No. 7. will be altered to depart from Maryborough at 2.15 pm instead of at 12.40 pm and will arrive at Ararat 4.15 pm instead of at 2.40 pm. (W.T.T. 97/51.)
- 12:1951. A request from Ararat Shire Council, Elmhurst Progress Association, Avoca Traders Association and others; was made to the Commissioners whilst on tour; that a service between Avoca and Ararat be instituted on a Daily basis. The request was declined on the grounds of shortage of Coal & Fuel stocks. (Secy's 51/10421.)
- 7:1952. Altered and amended services:- Commencing 24th July, 1952; as per (W.T.T. 57/52.)
- Down:- dep Maryborough 1.40 pm arrive Ararat 3.40 pm Daily.
- Up:- dep Ararat 6.50 am arrive Maryborough 8.50 am Mondays.
- " Ararat 7.50 am " Maryborough 9.50 am Mon Excepted.

- 5:12:1952. Altered and amended schedules:-
Commencing as from 15th December, 1952; the 6.50 am Rail Motor between Ararat and Maryborough Mondays will be altered to depart Ararat at 7.50 am as on other days and will run to the schedule as laid down for No.6. (W.T.T. 107/52).
- 2: 9:1954. A request from Avoca Town Improvement Committee, asking that a Daily return service Melbourne ex Avoca be made available on at least one day each week was rejected on the grounds that any alteration to the existing schedules would be of inconvenience to the majority of regular passengers. (Secy's 54/8766.)
- 9: 7:1955. The question of dismantling the station buildings at Homebush was investigated. The fact that the cost of dismantling the station facilities and retaining the locality as a Rail Motor Stopping Place only, would be much more than the maintenance charges for a period of many years, mitigated against the proposal. It was agreed therefore, that the Station Buildings remain and the locality be still regarded as a Station and be available for Passengers if and when a steam service was substituted for the present Diesel Rail Car Service. The proposition to be again reviewed in 12 months time. (Secy's 55/3580.)
- 4:12:1956. Due to the continued decrease in patronage accorded to the service, it was decided that the service be withdrawn on and after running of last trip on Saturday 14th January, 1957. (Secy's 56/5925) & (W.T.T. 106/56).
- 1: 1:1957. Following requests from local residents and Municipal Organizations it was agreed to cancel; until 1st April, 1957; the implementation of W.T.T. 106/56, and to continue the service until that date on a 'trial' basis. (W.T.T. 7/57).
- 2: 4:1957. Further decline in patronage offering the service, confirmed the view that the service would not become economically justified. It was therefore, directed by the Commissioners, that the service be terminated after running of last trip on Saturday 4th May, 1957. The passengers would be catered for by a Private Road Motor Service. (W.T.T. 34/57).

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MELBOURNE - MARYBOROUGH - AVOCA - ARARAT.

Service as at 8th February, 1937.

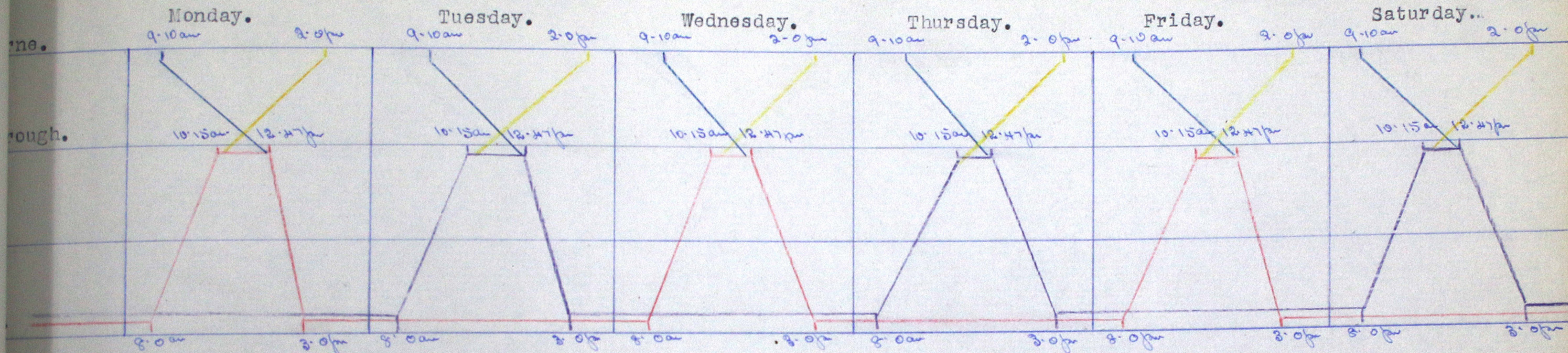
North Western Line Pass:-

Northern Line Pass:-

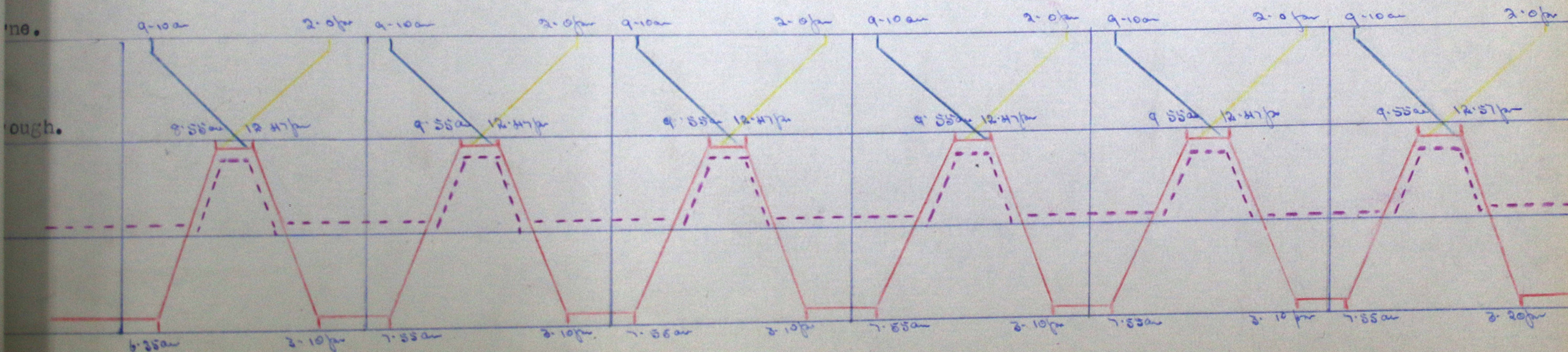
'AEC' Rail Motor:-

Passenger Mail Motor:-

Rail Motor Trailer:-



Service as at 7th December, 1942.



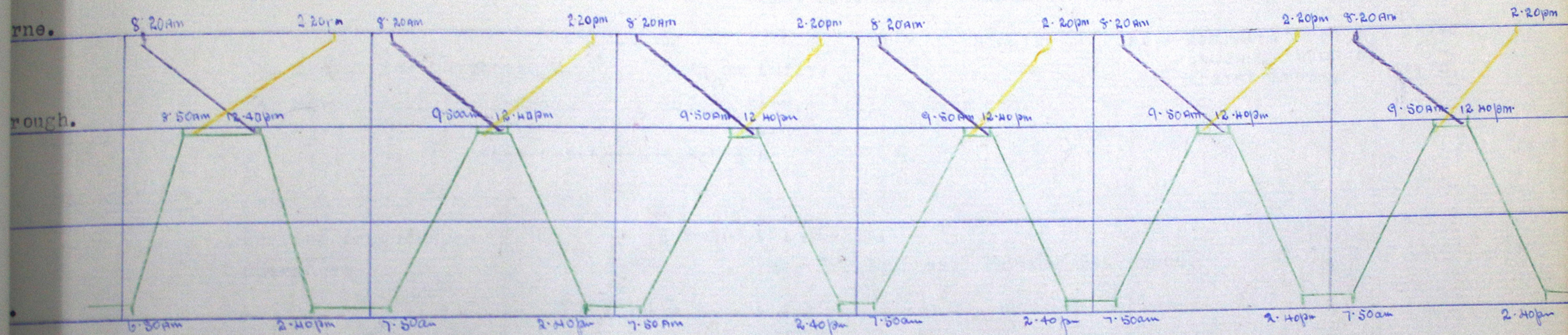
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North Western Pass:-

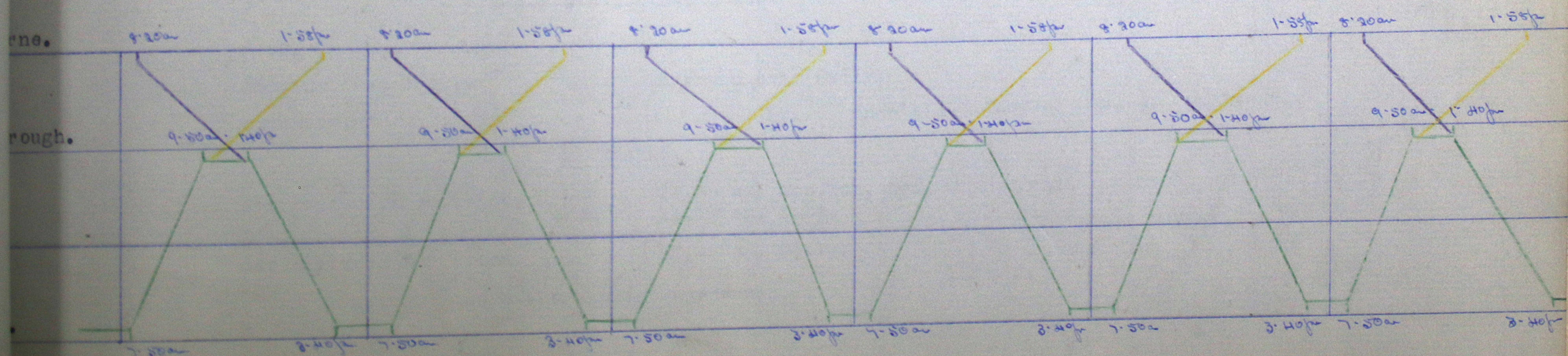
Northern Line Pass:-

102 HP D. R. Car:-

Service as at 1st May, 1950.



Service as at 15th December, 1952.



Melbourne-Ararat-Avoca-Maryborough:

CO-ORDINATED; CONNECTING AND OTHER PRIVATE ROAD MOTOR SERVICES.

ARARAT-MARYBOROUGH. (via AVOCA):

Service frequency:-

1 round trip Daily.

Operator:-

Mr. R.C.Neill. Amphitheatre.

TIMETABLE.

dep Ararat for Maryborough.

7.45 am Daily.

dep Maryborough for Ararat.

1.0 pm Sats. 1.15 pm Sats exc.

Single

Fare:- Ararat-M'brough; 16/-.
Avoca-My'brough; 6/-.
Ararat-Avoca; 11/9.

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AVOCA-BALLARAT. .1.

Service frequency:-

1 round trip Daily.

Operator:-

Mr. R.T.Squires. Faraday St. Avoca.

TIMETABLE.

dep Avoca for Ballarat.

9.30 am. Daily.

dep Ballarat for Avoca.

1.40 pm. Daily.

Single Fare:- 8/-.

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.2.

Service frequency:-

1 round trip Daily.

Operator:-

Mr. C. Snowball. Central Garage. Ballarat.

TIMETABLE.

dep Avoca for Ballarat.

12.30 pm. Mon, Tue, Wed, Thur, Fri.
11.15 am. Sats.

dep Ballarat for Avoca.

8.45 am. Daily.

Single Fare:- 7/-.

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