

MELBOURNE - HAMILTON - BRANXHOLME - CASTERTON.

RAIL MOTOR SERVICE.

SERVICE:-

The Commissioners, when on tour throughout the District; were awaited upon by representatives of the Glenelg Shire Council; Merino and District Progress Assoc; Casterton Development Association and other Local Organizations; with a request that consideration be given to the establishment of a Passenger Rail Motor Service to operate between Casterton and Hamilton, giving connections to and from Melbourne at Hamilton. The request was fully investigated, and after due deliberation it was agreed that the anticipated business would warrant the establishment of such a service. It was decided therefore, that commencing on Monday 10th March, 1954; a 102 Horse Power Diesel Rail Car would be stationed at Casterton and would provide a service as between Casterton and Branxholme. The service to connect at Branxholme with the Portland-Melbourne Service on Mondays, Wednesdays and Fridays; whilst on Tuesdays and Thursdays the Rail Motor would run through to Hamilton.

Commencing from the 13th August, in order to comply with requests from local residents that a longer 'shopping' period be given in Hamilton, it was agreed to schedule a later departure from Hamilton on Thursdays only.

Many requests were received, from Casterton and Merino residents; for a Saturday service between Casterton and Hamilton. The requests were declined as it was felt the business to be gained would not economically justify the expense of running the service.

Continued decrease in patronage compelled the Commissioners to consider withdrawal of the Rail Motor Service as between Casterton and Branxholme. Many Public protest meetings were conducted, but; in view of the further 'falling-off' in business; the Commissioners directed that as from running of last Rail Motor trip on Tuesday 31st July, 1956; the Passenger Rail Motor service, be cancelled and passengers to be catered for by Private Road Motor Service between Casterton and Hamilton (via Coleraine and Wannon).

MILEAGES:-	280 HP Diesel Rail Car:-	189 Miles Weekly.
	102 HP Diesel Rail Car:-	383 Miles Weekly.
<u>TOTAL MILEAGE:-</u>	<u>(as at 13th August, 1954)</u>	572 Miles Weekly.

RAIL MOTOR STAFF:-

1 Rail Motor Driver. stationed at Casterton.

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MELBOURNE - HAMILTON - BRANXHOLME - CASTERTON.

8:11:1953: Whilst on tour, during November, 1953; the Commissioners were approached by representatives of the Shire of Glenelg; Merino and District Progress Association; Casterton Development Association and others; with a request that a Rail Motor Passenger Service be instituted as between Hamilton and Casterton. After extensive inquiries, the Commissioners decided that a service was warranted, and directed that a 102 HP Diesel Rail Car; which at the time had become available by the recent cancellation of the Dimboola-Rainbow Service; be stationed at Casterton to provide; 'on trial'; a service between Casterton- Branxholme- Casterton. A service, giving connection to and from Melbourne, at Hamilton, commenced running on 10th March, 1954 and operated to schedules as indicated hereunder:- (Secy's 53/13114) & (W.T.T. 17/54).

	(23.)	(25.)		(4.)	(18.)
	102 HP	280 HP.		102 HP.	102 HP.
	D.R.C	D.R.C.		D.R.C.	D.R.C.
	Tu, Th.	Sat exc.		M, W, F.	Tu, Th.
<u>Down:</u>	pm.	pm.	<u>Up:</u>	am.	am.
Hamilton.	2.40.	3.10.	Casterton.	6.10.	11.10.
Branxholme. arr.	<u>3. 5.</u>	3.33.	Branxholme. arr.	7.35.	...
		(102HP)		(280 HP)	pm.
		DRC.		DRC.	
Casterton. dep.		3.45.	Hamilton. dep.	7.42.	
		5.10.		8.10.	1. 0.

13: 8:1954: In order to comply with requests from local residents at Casterton, Merino and other locations, that a longer period be provided at Hamilton on at least one day a week; the following schedules were instituted as from 18th August, 1954:- (W.T.T. 60/54).

<u>Down:-</u>	102 HP "D.R.C." (23)	dep Hamilton	2.25 pm	arrive Branxholme	2.50 pm.	Tues.
	280 HP "D.R.C." (25)	" Hamilton	2.55 pm	" Branxholme	3.18 pm.	M, Tu, W, F.
	102 HP "D.R.C." (25)	" Branxholme	3.30 pm	" Casterton.	4.55 pm.	M, Tu, W, F.
	102 HP "D.R.C." (29)	" Hamilton	3.45 pm	" Casterton	5.35 pm.	Thur.
<u>Up:-</u>	102 HP "D.R.C." (4)	dep Casterton	6.10 am	arrive Branxholme	7.35 am.	M, W, Fri.
	280 HP "D.R.C." (4)	" Branxholme	7.42 am	" Hamilton	8.20 am.	M, W, Fri.
	102 HP "D.R.C." (14)	" Casterton	10.15 am	" Hamilton	12. 5 pm.	Thur.
	102 HP "D.R.C." (20)	" Casterton	11.30 am	" Hamilton	1.20 pm.	Tues.

8: 4:1955: Following requests from local residents at various locations in the section, investigation was made into the economics of a proposal to run a round trip between Casterton and Hamilton on Saturdays in addition to other week days. Investigations proved, however, that the anticipated patronage would not justify the expense of instituting such a service. It was decided therefore, to reject the requests. (Secy's 55/2466.)

- 31: 7:1956: Due to continued decrease in the patronage accorded the service, the Commissioners directed that, as from the running of the 3.30 pm Branxholme-Casterton Diesel Rail Car on Tuesday 31st July, 1956; the 102 HP Diesel Rail Car be withdrawn from the section and used elsewhere. All Passenger facilities will be withdrawn from the section Casterton-Branxholme and Passengers to be catered for by a Private Road Motor Service operating between Casterton and Hamilton via Coleraine and Wannon.
(Secy's 55/9228).
- 1: 8:1957: Public meetings called at Casterton and Merino; and attended by Messrs Lingford (Co-Ordinator of Transport) and C. Brown (Outdoor Assistant to Chief Traffic Manager) applied for a restitution of the Passenger Rail Motor Service as between Casterton and Hamilton. The matter was discussed fully and the meetings were informed that the matter would again be investigated and decisions reached would be notified.

MELBOURNE - HAMILTON - BRANKHOLME - CASTERTON.

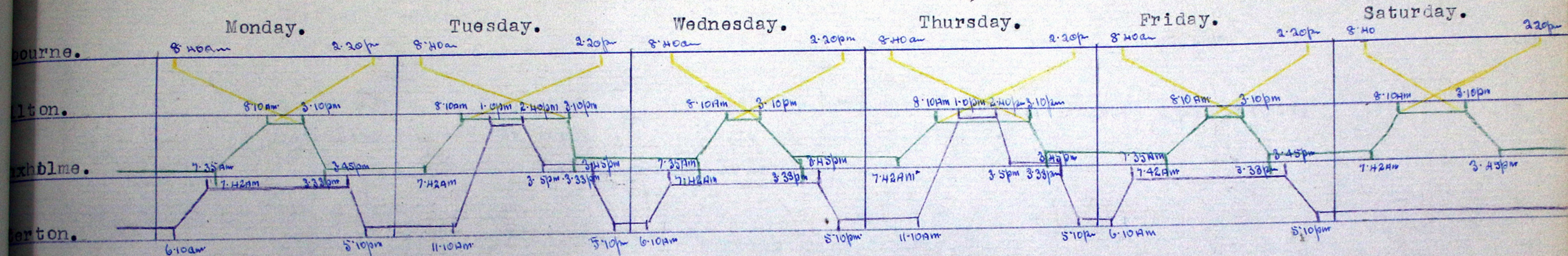
Nth Western Line Pass:-

280 HP Diesel Rail Car:-

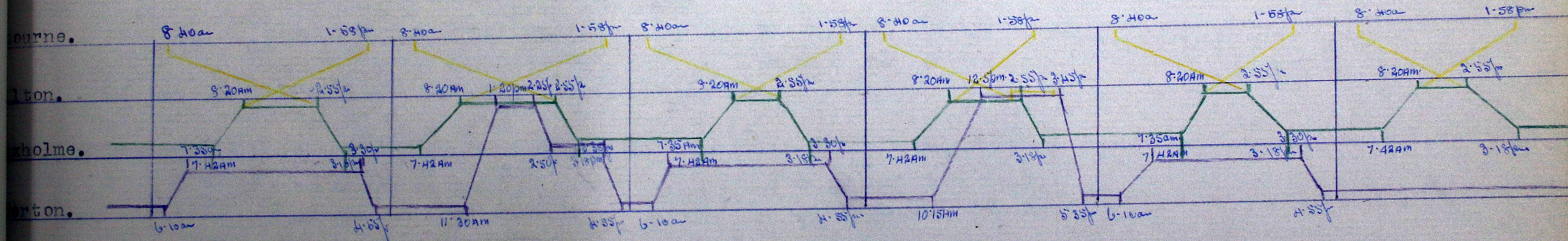
102 HP Diesel Rail Car:-



Service as at 8th November, 1953.



Service as at 13th August, 1954.



Melbourne-Hamilton-Casterton:

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

HAMILTON-CASTERTON:

Service frequency:- 2 Round trips. Daily.
Operator:- Ansetts Roadways. Grey St. Hamilton.

TIMETABLE.

dep Hamilton for Casterton. 12.45 pm, 4.00 pm. Daily. Fare. 15/6. Single.
dep Casterton for Hamilton. 10.10 am, 6.15 am. Daily.

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CASTERTON-Mt GAMBIER: (S. Aust.)

Service frequency:- 2 Round trips. Daily.
Operator:- Ansetts Roadways. Grey St. Hamilton.

TIMETABLE.

dep Casterton for Mt Gambier. 2.30 pm, 5.30 pm. Daily. Fare. 15/6. Single.
dep Mt Gambier for Casterton. 6.15 am, 10.15 am. Daily.

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CASTERTON-PENNOLA. (S. Aust.)

Service frequency:- 1 round trip. Mon, Wed, Friday.
Operator:- Mr. A. Heaver. Casterton.

TIMETABLE.

dep Casterton for Penola. 9.00 am. Mon, Wed, Fri. Fare. 15/- Single.
dep Penola for Casterton. 1.30 pm. Mon, Wed, Fri.

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