

Corrections and additions to Volume 14

Page 20 heading, top right corner should be AEC Type 1

Page 22 heading, top right corner should be AEC Type 2

Page 24 heading, top right corner should be AEC Type 3

Page 28 - Should read RM 52 was scrapped 28/1/1953 and RM 53 was taken Off Register 30/7/1954 a/c RM 52 had a crack in the drive bogie at Picola and was exchanged for RM 53.

The double ended Leyland Rail Motors were the second type with Driver's controls each end. Motor Car No 3 was first.

Page 30 – Both photos were taken in 1928.

Page 32 – Top photo was taken in 1932. RM 59 was the first Rail motor painted with silver safety stripes.

Page 38 – The Dodges were referred to as PMM but were classified RM.

Page 38 - They were all constructed on Dodge chassis by Richard & Son, Adelaide and the railway wheels were manufactured and fitted at Islington Workshops. They were known as Passenger Mail Motors and the letters PMM were above the schedule column in the Working Time Table. They regularly operated on the Birregurra - Forrest, Maryborough - Ararat, Horsham - Goroke, Murchison East - Colbinabbin - Girgarre and Shepparton - Katamatite lines.

Page 68 - They were not used for passengers but no doubt carried parcels, luggage and anything else that would fit through the lift door each side. Barry Fell says that during the Summer months one was transferred to Horsham for the transport of ice cream on the Goroke service.

Page 69 - Information to hand indicates that these vehicles were known on the Rolling Stock Register as RMT (for a short time) but only RM was stenciled on the trailers.

Page 74 – Top photo caption – 101 MTH and DRC 43 Sunbury circa 1985.

Page 96 – Bottom photo – It is not 45 or 46 C as they had three windows across the top.
The photo and caption are incorrect.

Page 233 – Top photo, caption – change 782 ZL to 682 ZL

55 Model Brill

Number Range 4
Number in Class 1

4 was a Brill Model 55 Rail Motor constructed by the J.G.Brill Company of Philadelphia, U.S.A. and entered service on 24/3/1924.

4 was hired by the Victorian Railways in 1924 for evaluation purposes to compare it with an AEC Rail Motor running between Bairnsdale and Orbost.

The bogie 4 was superior to the fixed wheel AEC but as the Leylands were under construction at Newport Workshops no further action was taken.

4 was returned to South Australia soon after.

LENGTH (body)	42' 7 5/16"	LENGTH (over pulling lines)	
WIDTH	8' 4'	HEIGHT	10' 5 9/16"
BOGIE CENTRES	22' 2"	TARE	14 Ton 9 cwt
CAPACITY	43 Passengers		