

THE CENTRAL HIGHLANDS TOURIST RAILWAY

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THE TURNTABLE

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SUMMER 2005 / 06



ONLY \$3.00



**"THE TURNTABLE" is the official quarterly Newsletter of:
The Central Highlands Tourist Railway.**



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or PH: (03) 5348 3927 (Secretary – Phone & Fax)

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Contributions for publication are always welcome and can be sent to the above address. Should you wish items to be returned to you, please enclose a stamped, self-addressed envelope.

(Statements made and opinions expressed in this Newsletter are not necessarily those of the Company.)

FRONT COVER: - Spraying 63's engine cradle with primer

Editorial

Welcome to the first Turntable of 2006!! I hope you all had a fantastic christmas and a smashing new year.

2005 was a big year for the railway. After a lot of hard work, we are finally an accredited museum!! Also big event for us was the formulation of our ten-year business plan. This is a blueprint for the future direction of your railway. The biggest news of all is that we carried a record number of passengers. This eclipsed our previous mark which was set in 2004.

What do you think of when you think of Sundays at Daylesford?? A trip to the Lavender Farm or Musk Berry Farm? What about a visit to the Convent Gallery or Hepburn Spa? Many people come for a train ride, but many more come to the Sunday Market. These visitors to the region see that we offer a market, train rides and a champagne train. What they don't realise is what goes into making all of this possible. A dedicated force of volunteers works week in and week out to bring this to fruition. These visitors don't see the 'behind the scenes' effort that it takes to be able to operate for that one day of the week.

Our website – www.chtr.org.au is regularly updated with our progress. But if you want to be part of the action just drop us line and join in.

*Renea McCarthy
eDitor.*

The eDitor wishes to thank:

Nick Ednie, Ian Fell, Stuart Smithwick, Nigel Gillies, Donald Sharp, Arthur Brook and Barry Fell for their contributions to this edition.

Please note that all photos are courtesy of Barry Fell unless otherwise stated.

Closing date for contributions for the next edition 16/03/2006

The CHTR is possibly about to enter one of the most exciting periods of its' history. With completion of the Strategic Plan, lobbying for funding opportunities, through various levels of Government is now underway. Meetings have been held with our local representatives from local, state and federal levels. Due to the large capital investment required, to fund the initiatives outlined in the Strategic Plan, we need the support of all our members at this time.

The recent AGM has left the new board with two vacancies. If the initiatives of the Strategic Plan are implemented there will be a greater workload placed on our already busy directors.

Any member who would like to assume a role as a director of the company should contact me on 0409 351 901 to discuss what is required.

I would like to thank Peter Liddelow for his time as a director. Due to commitments outside of the CHTR, Peter is unable to continue as a director. Many of Peters' marketing idea's, have created a lasting benefit for the company. Good luck with the berry farm Pete.

For those that are unaware, 2006 is the twenty-fifth anniversary year of the CHTR. It is amazing that what started as an abandoned industrial site has become one of the regions' most significant tourist destinations!

The board is looking at ways to celebrate the twenty-fifth anniversary of the CHTR. An Easter extravaganza is in the pipeline with various activities being considered. We are seeking photos and / or film footage and anecdotes from the last twenty five years of the railway, for possible inclusion in a DVD.

I would like to thank John Holland Rail Division at Nth. Melbourne for the donation of surplus track machinery components. These components will greatly assist with the building up of a fleet of track maintenance machinery, which we can call our own.

Congratulations to our Vice President Ian Fell with his recent marriage to Sharon Puls.

As the end of another year is rushing toward us, I would like to take this opportunity to thank all of the volunteers who have made a contribution to the railway over the past year. Seasons greetings and all the best for the new year.

STUART SMITHWICK
PRESIDENT.

In the same fashion as the Way & Works article which you may have read, this piece of literature has been compiled in haste. (Pushy editor.)

With another year almost behind us, it never ceases to amaze me just how much such a small-dedicated bunch of volunteers increasingly achieves at The CHTR. This year has been no exception. The railway itself has gone from strength to strength - passenger figures are up, charters are up, the Sunday Market is literally bursting at the seams, revenue is up, etc. The next thing we need now to head in the upward direction is the number of volunteers and the membership in general.

If you know anybody who would like a project to keep them occupied / amused, then point them in our direction. May we even suggest a membership application form as a suitable present for your next office Kris Kringle function? There must be some prospective membership candidates out there somewhere, - and what about the ladies? We'd love to see some feminine faces in the restoration shed on the weekends. It's definitely not just a male domain. Who knows, you might meet a fantastic bunch of people and have a great time.

Last of all, I'd like to thank all those who have helped out over the last year. The railway itself would be an impossibility without everybody's dedication and assistance. Let's hope also that the New Year can be an even better one than 2005 was for you all. Hope to see you in 2006.

IAN FELL
Volunteers' Co-Ordinator

ROLLING STOCK

91RM:

Still running almost all of our services. Last report mentioned a problem with the No.1 engine thermostats. Unfortunately the loss of coolant kept occurring after the repairs mentioned in the last report. This time around the thermostats were replaced and the problem has been solved. A coolant leak was also repaired on the No.1 engine. The No.1 engine voltage regulator suffered a shorted main power transistor. As this problem had happened before it was quickly diagnosed and the offending transistor replaced. However the regulator still wouldn't work properly. After a bit of head scratching it was found a track on the regulators circuit board had burnt out as well. After more repairs the regulator was again allowing the generator to charge the batteries at the correct voltage. At the same time problems were being experienced in selecting gears. After a bit of investigation it was found that the control circuit voltage was very low. More tracing eventually found a partial short under the driver's controller in the economy car. Once found this problem was easily fixed but it did cause 91 to miss a Sunday's running.

Motor No.63

Major work is still progressing on this historic railmotor but we are now well and truly starting to see the light at the end of the tunnel. Taking up where we left off from the last report-

The roof is still finally almost finished! We are still waiting on the fitting of the roof radiator and associated plumbing and the repaired headlights.

The engine base and gearbox have been washed and painted and now waits re-uniting with the engines and generator. Both engine water pumps have been replaced with reconditioned units. The RC engine's blower was also removed & re-fitted to replace a gasket to hopefully cure an oil leak it had when it was last running. The RC engine's sump was also replaced as it was leaking oil. The engines were then washed and repainted. The RA engine's clutch release bearing was found to be in a questionable condition so it was replaced. The engines are now ready to be replaced back on the gearbox. The main generator has also been re-painted.

The completion of the steel work repair around the guards van allowed the guards van to be re-assembled. Only problem was the guard's door then wouldn't shut! After some modifications this problem was rectified and the guards van painted. The window frames have all been painted ready for their long awaited return to the body in the new future. Various other parts have also been returned to the engine room ceiling to complete that particular task.

DRC40:

Running well, although the No.2 engine starter motor jammed the other month. This is exactly the same problem we had with the No.1 engine starter last year. So it was a case of sending it off for an overhaul, as was the No.1 starter last year.

Y159:

Was suffering from low oil pressure shutdowns. After a bit of investigation it was discovered that it just needed more oil!

Nick Ednie
Rolling Stock Manager

OUT ON THE TRACK

Still no new faces yet, even though new sleepers have finally arrived. Due to the fact that one of the regular track gangers recently got married (namely me!), it was a bit of a shock when I opened an email from the editor to read a demand for an article by the end of *this week* - no deadline extensions. This report may be therefore brief, but hopefully still accurate.

I know this particular task has dragged on for some months (10, to be exact), but I believe all the point timbers at the Up end of Daylesford yard that needed to be replaced have *been* replaced. More than 60 timbers have been part of this process, ranging in length from 9-24 ft each. Once again, a great result, and all of the points are now quite stable.

After a bit of a search we are trialling a different sleeper cutter / provider. Accessing new sleepers has been a drawn-out process, and we have recently taken delivery of 120 sugar gums (a different type of gum timber to our previous ones). Time will tell how successfully these A-grade sleepers perform on our railway.

Working Bees to install these sleepers across our track will start soon.

Lineside clearing, as you'd expect, is now in full swing. Bill's tractor slasher, the ride-on mower, hand slasher, chainsaw and trusty brushcutter are all being well utilised. We even found time to do some lineside drainage works - yes, on a rainy day of course!

Importantly, we have lately been able to add to our ever-increasing list of track machinery and associated equipment. When all of it is operational it will make up an impressive track machine fleet. For some time now The CHTR has believed that both track and volunteer longevity will be considerably enhanced by the use of mechanical plant. Perhaps a few of you readers might find a new item of plant in your (large) stocking this Christmas, which you might like the railway to avail of. (We always live in hope.)

And speaking of the forthcoming holidays, may each and every one of you have a great Christmas and a really fantastic New Year. Remember, if you're spiking you're smiling.

Your's in continuous boxing in.

IAN FELL

Way & Works Manager



courtesy of nigel gillies

**91RM TOOK GUESTS ON THE
SCENIC ROUTE TO THE
SMITHWICK WEDDING IN MARCH**

What do you do after a hard days work? Have a good feed, a drink and a good yarn? Well it isn't much different here at the railway. Being a part of the magnificent Spa Country region does have its advantages when it comes to Saturday nights. One option that is regularly selected is the superb **Trentham Hotel (5424 1303)**. Here, you can enjoy an excellent pub meal at a reasonable price. Trentham Hotel has a cosy country atmosphere that has every that you could ever want and need – cold beer, a musicbox and a pool table.

On the long weekend in June, we decided to take a little 'road trip' DSCR-style to Castlemaine. Here, we experienced good hearty food and warm, friendly country hospitality at **The Commercial Bar and Grill (5472 2205)**. Dipp entertained us for the evening by taking us in his bus, not knowing that he had a flat tyre! The Commercial Bar and Grill has a menu that takes up nearly half of the back wall and is well priced, with main meals costing around \$10.

An excellent local option is the **Daylesford Seafood Bar (5348 2327)**. Pete and Vanessa are your one-stop shop for all things fish and chippified. Whether you want a bit of fish or a hamburger with the lot, this place does some really good tucker and you cant go past their famous pumpkin cakes. When it is take-away night most of the volunteers go for this option in fine dining. Some nights our very own volunteers indulge us with their very own style of culinary decadence. These nights are a real treat for us; you can expect anything from a selection of casseroles to a roast and a little something from the Cheesecake Shop.

It isn't all work and no play. We do have fun and let our hair down on a Saturday night. We have a good feed and wash it all down with a few drinks. Then the yarns start. Sometimes it's the story about how the DERM caught fire en route to Daylesford or what happened on Survivor on Friday night. Life at the DSCR is never dull and boring. Remember this – Saturday Night is Members' Night. Just let us know if you're coming for numbers.

Renea McCarthy

Due to circumstances out of eD's control, Railway What The ? wont be appearing in the Summer Edition of The Turntable.

Stay tuned for it's reappearance in the Autumn Edition.

Thanks
eD.

LETTERS TO THE EDITOR

The article called "On a train bound for nowhere" concerning the Country Music Train in the Spring edition of the Turntable is a distorted description of the way the train event is organised, and is unfair to me. The overall effect of this article is that only one person is worthy of mentioning as an organiser of this event, and that person is one Renea McCarthy, totally mis-representing and ignoring my own contribution as the principle organiser of this event for the last three years. The article is either a piece of clumsy writing, or a deliberate attempt by Renea to take the credit for the successful running of the Country Music Train.

I require an apology to be printed in the next edition of the Turntable, setting out the correct facts to set the record straight, or I will be forced to consider my future with the railway. If any other members wish to discuss this matter with me, I am happy to do so.

Sincerely,

Peter Liddelow

"TRAIN GOING NOWHERE"

The editor of the Turntable wishes to apologise to Peter Liddelow for misrepresenting the organisation of the "Country Music Train" in the recent article 'On a train bound for nowhere'. The article describes the team of people running the latest event in August, but fails to mention him as the organiser of the event, and the person who has consistently worked to keep this particular event running every year since 2003.

This event was originally suggested by members of the Words in Winter committee that year, and successfully presented as the "Elvis Train" by Peter and members the railway's Silver Streak and train operations staff. It was Peter's willingness to drive up from Melbourne to Daylesford specifically to attend Words in Winter Meetings and pay the WIW membership fee at his own expense over three years, which made the first event possible and kept the event going in the Words in Winter calendar ever since. It was Peter's connections in the music industry that enabled him to find another suitable entertainer when the Elvis entertainer became unavailable for a second year, and his experience with sound equipment which enabled him to modify the sound system in the DRC train so that the performer could be heard by the passengers on the train. The success of this event is due to the

participation of many volunteers, but no other members of the railway demonstrated this level of commitment.

Peter has done all this in order to financially benefit and promote the railway, not himself. His reputation as organiser of this is well earned, and will help him to organise and publicize the next 'Country Music Train' if he wishes to do so."

WOULD YOU LIKE TO CONTRIBUTE TO THE TURNTABLE?

Short stories, trivias, Letters to the eDitor etc, etc are more then welcome here at

THE TURNTABLE

Submissions can be made prior to the closing date by the following means: -

Via Post: -

The Turntable PO Box 93 Daylesford 3460

or

Via eMail to the eDitor: -

renea@netconnect.com.au

or

Via the fax machine to the Secretary: -

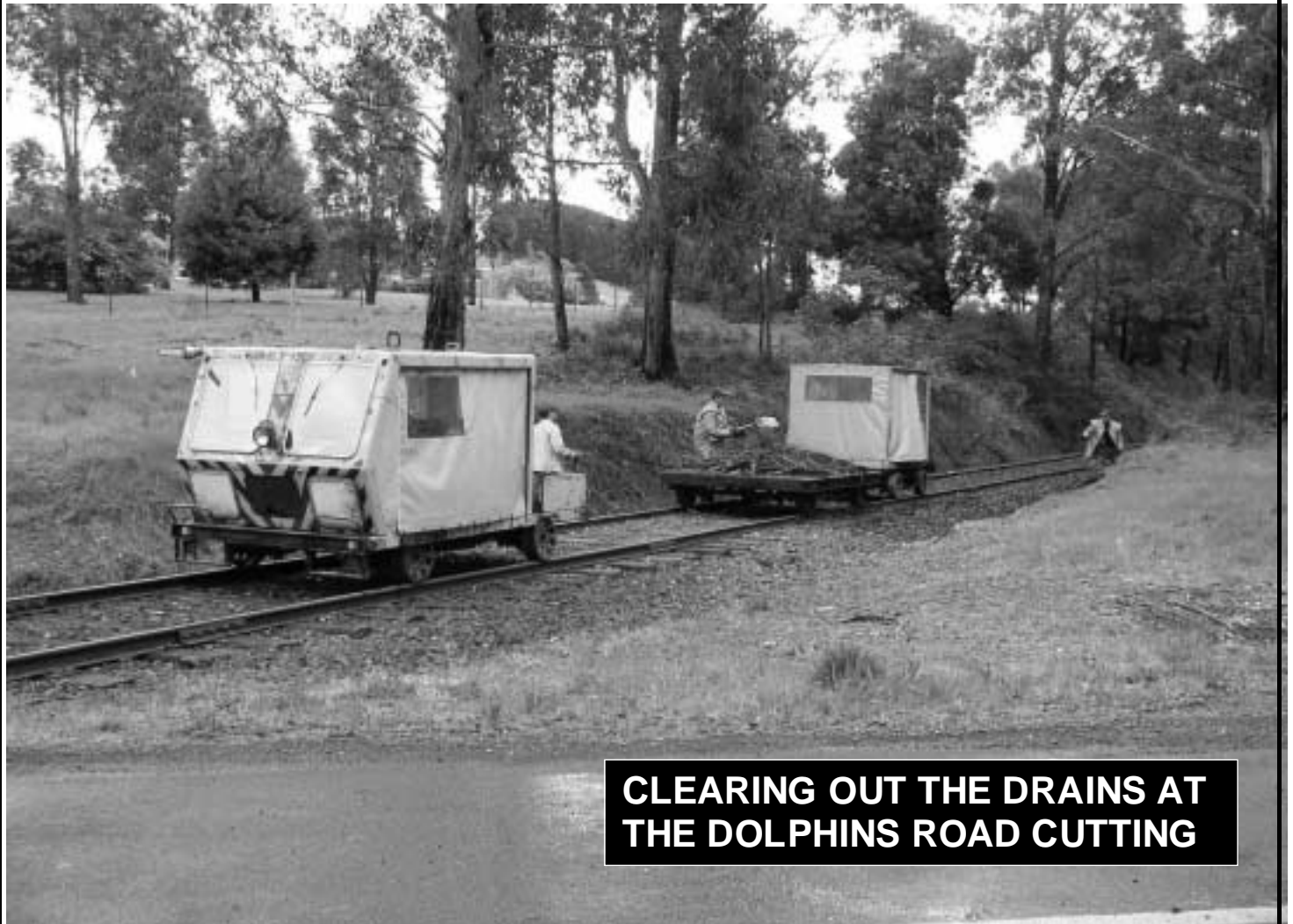
(03) 5348 3927

All contributions greatly appreciated.

ORIGIN OF STATION NAMES.

<u>STATION</u>	<u>HEIGHT ABOVE MILES SEA FROM (FEET) MELB.</u>	<u>ORIGIN OF NAME</u>
Cowwarr	184 113¾	Traralgon to Stratford. Native. Mountain.
Craigieburn	617 16¼	Melbourne to Albury. Called after a place of that name in Dumfriesshire, Scotland. " Craigie " is Gaelic for craggy or rocky.
Cranbourne	160 27¼	Melbourne to Port Albert. Named after Cranbourne, Berkshire, England.
Creighton	613 89	Melbourne to Albury. From Creighton's Creek, which was named after A. W. Creighton, a pioneer.
Cressy	414 85½	Geelong to Maroona. Named in compliment to Jean Duverney and his wife, " Rosine," after Cressy in France. The place was once known as the " Frenchman's," and the inn opened by the Duverneys is still so called. See " Duverney."
Creswick	1438 85½	Ballarat to Daylesford. Named after Mr. Henry Creswick. The place was known for many years as Creswick's Creek.
Creswick North	1421 86½	See Creswick
Crib Point	31 44½	Frankston to Stony Point. This station takes its name from a point of land running out into Westernport, and forming part of the Commonwealth Naval Base. The point obtained its name from the fact that two men built a " crib " or hut " thereon in the early days, and spoke of it as their " crib."
Crossley	123 177¾	Melbourne to Port Fairy. Named by Sir C. G. Duffy after roads which cross.
Crossover	622 72¼	Warragul to Neerim South. This name was applied to the stream which had to be crossed by the " diggers " <i>en route</i> to the Tanjil Rush in " Sixties." The name had special reference to the ford at which the crossing was effected.

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



**CLEARING OUT THE DRAINS AT
THE DOLPHINS ROAD CUTTING**



**Y159'S GOVERNOR
OUT FOR OVERHAUL**

Towns along the Daylesford Line in 1891.

From :The Australian Handbook (incorporating New Zealand, Fiji, and New Guinea) and Shippers' and Importers' Directory 1891.

BULLARTO (37° 22' S. lat., 144° 18' E. long.), a post-town (co Talbot, electoral district of Daylesford), 71½ miles NW. of Melbourne, and with telegraph office, railway station on the Carlsruhe and Daylesford line ; fares, 11s. 9d. and 7s. 9d. It is 2,452 feet above the sea level, and the highest railway station in Victoria. It has a Mechanics' Institute, with library of 750 vols., Roman Catholic and Wesleyan places of worship, State school, five hotels, police camp, four stores and two saw-mills. Mineral springs, reputed to be of medicinal value, are here. Population 450. of district 750.

DAYLESFORD (37° 20' S. lat., 144° 13' E. long.), formerly known as Jim Crow, an important township, with money-order, savings bank office, and telegraph station, in the county of Talbot, electoral district of Daylesford, and police district of Ballaarat, on the Wombat creek, a few miles from the river Loddon, 75¾ miles by rail N W. of Melbourne. Daylesford is connected by rail with the metropolis, three trains daily, fares, 12s. 9d. and 5s. 6d. ; and with Ballaarat, five trains daily, fares 6s. 3d. and 4s. 3d. Coaches also run daily to Malmsbury, Castlemaine, and Creswick, and it is a coaching centre for the surrounding townships. Principal hotels : Commercial, Victoria, Royal, Albert, Raglan, and Terminus, and there are two coffee palaces. The town, which is a comparatively large one, lying 2,039 feet above sea-level, contains a mechanics' institute, with a library of 1,688 volumes, a county court, court of general sessions, a branch of the Insolvency Court, a hospital, branches of the Colonial, Victoria, Union Banks, and Commissioners' Savings Bank, a fine town hall, containing an assembly room capable of accommodating 1,000 people, and many well-built stores. There is also a masonic hall, and the various orders of friendly societies are largely represented. The Church of England, Wesleyan, and Roman Catholic (St. Peter's) bodies have roomy and substantial buildings, while the Presbyterians, Baptists, and Bible Christians have smaller churches. There is a State school (No. 1,609). In the town are 866 dwellings and rateable property of annual net value £16,605. The district has many farms, and the amount of land under cultivation is rapidly increasing, the crops being principally wheat, oats, peas, and potatoes. The diggings are both quartz and alluvial, and give employment to 863 miners. The value of the mining plant is £50,745. The water supply comes from a reservoir at Bullarto; holding 31,284,413 gallons. Population numbering, within

the municipal precincts (area 4,062 acres), 3,897. Newspapers : the Daylesford Advocate and Herald.

LYONVILLE (37° 23' S. lat., 144° 20' E. long.), a post town and railway station on the Woodend to Daylesford line, 67½ miles NW. of Melbourne ; fare, 11s. 3d. and 7s. 6d. Mechanics' institute (453 vols:), 2 churches, 3 hotels, 2 stores, and a saw mill are here. Agricultural and farming district.

TRENTHAM (37° 33' S. lat., 144° 21' E. long.), a township with post, money-order, savings bank, and telegraph offices, 63¾ miles N. by W. of Melbourne, 7 miles from Blackwood, and 6 from Barry's reef. It lies 2,264 feet above sea-level, and has a cool and humid climate. It is in the county of Dalhousie, electoral district of Kyneton, and police district of Castlemaine. It is a station on the Daylesford Extension ; two trains daily ; fares, 10s. 9d. and 7s. 3d. There are State and Roman Catholic schools, a Mechanics' Institute with 714 vols., Anglican, Roman Catholic, and Presbyterian churches, and four hotels in the township. Bank : National. State school at East Trentham (No. 1,671). It is a place of petty sessions. The district is an agricultural, pastoral, and mining one. Population of town, 300, with vicinity, about 700.

TYLDEN (37° 20' S. lat., 144° 28' E. long.) (county of Dalhousie, electoral district of Kyneton, police district of Bourke) is a township on the Little Coliban river, 56½ miles N. by W. of Melbourne, 3½ miles distant from the Carlsruhe Railway Station, on the Echuca line. It lies 1,884 feet above sea-level. Tylden railway station on the Daylesford Extension is 2 miles from the township ; fares, 9s. 6d. and 6s. 3d. Hotels : Noah's Ark, Junction, and Harvest Home. Tylden has a State school (No. 621), Church of England, police station, and several stores, Presbyterian, Roman Catholic, and Baptist places of Worship. There is plenty of good agricultural chocolate and black soil and grazing land, which is now fully utilised. Tylden South comprises the southern extremity of the parish of Tylden. It is about 2 miles long by 1½ broad, and contains about 2,000 acres, about one-fourth being under cultivation. There is a State school (No. 633), and Wesleyan church. Population, 201.

Statistics as on December 31, 1888.				
Colony	Miles Railway		Miles Telegraph	
	Open	Making	Open	Making
Victoria	2,018	498	4,194	-
N.S.W.	2,206	55	10,690	27
Queensland	1,931	681	9,167	319
S. Australia	1,518	324	5,509	249
W. Australia	272	243	2,961	600
Total	7,945	1,801	32,521	1,195
Tasmania	327	114	1,894	-

Research by Arthur Brook

COME ONE, COME ALL
TO THE GREATEST SHOW ON EARTH

Yes its that time again.....

EASTER 2006

SATURDAY

FAMILY FUN DAY, TRAIN AND TROLLEY RIDES, KIDS ACTIVITIES, FOOD AND DRINKS.

SUNDAY

ENGINE RALLY, MARKET, AND EXTENDED TRAIN TIMETABLE

For further information:-
www.chtr.org.au or contact the eDitor

FREE PARKING AND ENTRY BOTH DAYS



**TRAINEES ARE SHOWN
THE FINER POINTS OF
SAFeworkING**



**NEW SIGNAL LEAD PEGS BEING
MADE BY GREEN RESERVE TEAM**



**MANUFACTURING A NEW
PIECE OF WOOD FOR 63'S VAN**



**NEW STEEL BENEATH
63S GUARDS VAN**



**PAINTING THE ENGINE ROOM
FLOOR OF 63 WHILE WORK
CONTINUES IN THE GUARDS VAN[1].**

DSCR FIND-A-WORD NO. 3

S	U	N	I	F	O	R	M	Q	H
T	I	M	E	T	A	B	L	E	Y
E	C	U	P	I	T	F	B	H	R
A	R	U	D	I	E	S	E	L	A
M	E	S	H	E	D	Y	S	O	I
K	W	O	F	Z	R	N	P	C	L
G	U	A	R	D	A	M	I	O	B
T	R	A	C	K	M	P	K	F	J
H	L	T	R	O	L	L	E	Y	R
S	G	A	N	G	V	C	S	L	F

**There are 15 words to find.
They can run in any direction
Can you find them all?**

DEADLINES FOR THE TURNTABLE

Winter 2006
Spring 2006
Summer 2006

Tuesday 16th May
Wednesday 16th August
Thursday 16th November

Are you interested in
Safeworking training?
To be involved in
railmotor operations,
the DSCR's Safeworking
course is the first step.

Further information can
be obtained by dropping
a line to our Training
Manager.

Stuart can be contacted
on 0409 351 901

Now that I have settled in to the nice comfy eDitor's seat (my computer chair!), I think it is time to set some guidelines for how I would prefer your contributions to be submitted.

IF DIGITALLY-

- Font – Tahoma
- Size – 11
- Please forward a hard copy of your submission.

IF HANDWRITTEN-

- Clear and legible
- In blue or black ink (no fancy colours please)
- On A4 lined paper

Please note that from now, this magazine will be presented in a clear two-columned format.

Submissions are required by the deadline dates as to ensure that the magazine can be delivered to readers on time.

THE LAST WORD

Welcome readers to another branch report from the trolley branch.

Since the last issue of the Turntable some preventative maintenance has been carried out on the trolley fleet.

Justin and Bronwyn have continued the work on the trolley fleet by doing regular work to restore the trolleys. Now that summer is just around the corner some of the outdoors jobs such as painting can now be done.

Recently I attended an auction of a deceased train drivers railway collection. One of the lots that I obtained was a group of photos that contained railmotor and trolley photos. The railmotor photos are of an DRC on the Bright line but the date is unknown. One photo shows the DRC at Bowman and the number is visible on the side of the DRC. The DRC is number 42. There are a couple of other photos of the DRC at other stations but the names are not visible. There are also views of the DRC rounding a large curve in a country setting. Also in the group are 5 photos of a 280 walker tour held on 19/10/1957 and a headboard on the front of the 280 says "Y.H.A. rail excursion north east Victoria." One photo shows all the people on the tour posing in front of the 280 and with the "SHELLEY" station sign in the background on the lamp room. Also visible is what appears to be the end of the station building behind the 280. Other photos show a view of old Tallangatta and of the 280 rounding a curve on a trestle bridge as well as some of the tour group walking across the large sandy creek bridge toward the 280 and of the 280 at Cudgewa. Also in the group are photos of both types of the dodges including a caption on the back of one photo indicating that the lady standing in the photo is the wife of the local railmotor driver. Her name is Mrs. Shirley Jones (Shirley Jones recently wrote a book on the history of the Armtage station area). Also observed are photos of the rowan car, steam car number 1, and the brill. There is even a photo of a small walker at Maryborough station with a passenger carriage beside it in road 2.

The main reason that I purchased this group of photos was because of the following trolley photos. Some of these photos are able to be dated to around the early 1940's as 2 of the trolleys were last painted 5/39. In the photos there are wooden framed K motors, a KS trolley, an early version of a patrolman's trolley, a hand operated quad trolley and even a couple of photos of a pump trolley with gangers standing on it ready to operate

it. The trolleys all appear to be painted red and the K and KS are being test run at Spotswood. In the background of the Spotswood photos are some V.R. Slow signs which would have been used when crossings were under repair. The K trolley in this photo is K 22 and it has a complete wooden frame which is totally different to the frames on the 8W trolleys that we have at Daylesford. The wooden frames would most likely have been replaced during the late fifties or early sixties around the same time that they were being re-engined with the new Wisconsin engines. The KS trolley is KS 191. In another photo there is an unknown K trolley carrying 4 gang members and their dog and in front of it is a patrolman's trolley with its driver. Standing beside the K trolley is what appears to be a member of the local station staff talking to one of the gang members. The location is unknown. Another photo shows 4 men, dressed in 1940's clothes, standing on and around a flat top trolley and all holding pump sticks. Pump sticks are placed on a pin sticking out of the wheel and used to power the trolley. It also is used as the brake by placing the stick between the wheel and the frame causing the trolley to stop. This photo is also at an unknown station. The next photo shows 4 gangers sitting on and standing around a K trolley at an unknown location. The gang dog is also posing beside the trolley. There is another photo of a pump stick trolley with an extra gang member sitting on the front of the trolley. This photo has been taken in a yard with a large signalbox visible in the background. This location is also unknown. The next 3 photos are profile views of a patrolman's trolley which has been placed on a white tarpaulin to hide the background. The last 2 photos have been taken at the same location and show a hand operated quad trolley. The first photo shows the trolley posing for the photo in 2 road and in the background is a ladder against the brick and stone platform. Also in the background is the outrigger of a patrolman's trolley. The next photo shows 2 men operating the trolley. Looking at the platform in the background there is a small goods shed type of shed and this I believe could be Beaufort station.

Due to work commitments I am not at Daylesford as often but I will still be up there whenever I can either running guard on the trains or working on the track, trains, or trolleys. If you see me don't forget to say g'day.

Until next time have fun and keep those trolleys running.

Donald "Donny" Sharp

**Stuart and Sharon
Smithwick
Saturday 19th March
2005
Bullarto Hall**



**A
ROYAL WEDDING
x 2**

courtesy of renea mccarthy



**Ian and Sharon
Fell
Saturday 5th November
2005
Ballarat Lodge**