

THE CENTRAL HIGHLANDS TOURIST RAILWAY

A.C.N. 006 220 355
(A Company Limited by Guarantee)



THE TURNTABLE

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ONLY \$3.00

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



POSTAL ADDRESS: PO Box 93
Daylesford VIC 3460
E-MAIL ADDRESS: www.chtr.org.au

ENQUIRIES: PH: (03) 5348 1759 (24HR CHTR Information Line)
PH: (03) 5348 3503 (Daylesford Railway Station - Sundays Only)
or PH: (03) 5348 3927 (Secretary – *PHONE & FAX*)

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

FRONT COVER:- During May this year No.3 road in the Daylesford yard received some spot re-sleeping work. As we look out onto the up (Musk) end of the yard we see the newly installed sleepers in No.3 road on the right with track machines, trolleys and volunteers in attendance.

Editorial

Hello readers.

Well life hasn't really settled down for me recently, with a new job and also moving house, but somehow I have finally made time for another edition of this illustrious magazine. You may notice "Number 81" printed on the front cover, and yes, this is in fact the 81st edition of The Turntable! (It did commence, after all, in September 1981.) The decision to remove all reference to Edition No's was made to alleviate confusion amongst a few people as to whether they had in fact received all their copies of the newsletter.

Another winter, and an extremely cold one at that, has passed, and I'm sure all of our hard working volunteers are looking forward to the warmer spring weather. A bogie louvre van, VFBF 109-D, has recently been relocated from Ballarat East to Daylesford. This will provide much needed storage for a lot of the various railmotor parts that are taking up valuable space in the Railmotor Shed. As I type this the 150th Anniversary celebrations of railways in Australia has just passed. The CHTR celebrated this with a "Back to Daylesford" event, and a special train to Musk on the 12th of September following which the Musk Railway Park was opened. Despite the rather challenging weather conditions these two events went extremely well. I'm sure more reports on these events will be covered in the next edition of The Turntable.

*Nick (Tinnie) Ednie
Editor.*

The Editor wishes to thank:

Arthur Brook, James Brook, the Daylesford Dipp, Barry Fell, Ian Fell, Ian McDonald, Donald Sharp, Stuart Smithwick and Bob Wilson, for contributing to this edition.

Closing date for contributions for the next edition 30/10/2004.

PRESIDENT'S REPORT

The 150th anniversary of the first steam railway in Australia was held on Sunday September 12th. The CHTR celebrated this event with a "Back to Daylesford" reunion on Saturday the 11th, and a day of free public train rides on Sunday the 12th. All of Victoria's tourist railways departed a special train at 12:20pm to re-enact the departure of the first train. The "Back to Daylesford" reunion invited all former Daylesford line employees, anyone involved in the operation of railmotors and the members of CHTR for a day of celebration of their part in the history of Victoria's railways.

The ongoing high cost of Public Liability Insurance (PLI), has started to have an impact on the financial position of the company. Owing to a number of one-off capital projects over the last twelve months, our bank balance has taken a bit of a hammering. PLI is costing the company around \$600.00 per week, and at this time of year, with the wet wintry weather, PLI can consume a large chunk of the week's earnings. The Board is actively looking at ways to increase the earning capacity of the company. A recent marketing Think Tank was held and a number of ideas were put forward. The Board is currently reviewing these ideas and also looking at reducing ongoing costs in other areas. The Board continues to pursue all funding opportunities as they become available.

The Railway and Sunday Market together remain one of Daylesford's most popular attractions and we must continue to capitalise on the record numbers of visitors to the area.

Some good news is that VicTrack (our landlord) has been carrying out some much needed restoration work to the historic Daylesford Goods Shed and goods platform. This has followed on from repairs carried out to the fascias and guttering of the Goods Shed itself last year. The timber platform on the rail side of the shed has been completely replaced and the replacement of the timber coping on the earthen platform is currently underway. Special thanks must go to Mr Ian Cordwell of VicTrack who has been co-ordinating the project and continues to support The CHTR.

Three new items of equipment were recently added to the fleet. A bogie louvre van has been made available to us from Steamrail, who are rationalising rolling stock at their Ballarat East depot following the demise of West Coast Railway.

The van arrived from Ballarat East on 13/8/2004, on the back of a low loader, and will primarily be used for the storage of our valuable spare parts. Some external restoration work and a coat of paint will be required.

Two track machines have arrived on long term loan from the Yarra Valley Tourist Railway at Healesville. These two machines, which require a fair amount of work to return them to use, will eventually enhance our fleet of track maintenance equipment.

It is good to see a number of younger people joining the ranks of volunteers. These people are the future of The CHTR and without their ongoing support the railway will only have a limited future. Remember The CHTR is YOUR railway. Please support any way you can.

**STUART SMITHWICK,
PRESIDENT.**

OUT ON THE TRACK

Way & Works in the Winter, Autumn (or is it Spring?) Edition. Which one? I'm not quite sure at this stage!

Trackwork has continued despite the weather conditions. Not many railways in Victoria can say their Track Gang sort out dogspikes while thick snowfalls blanket the B Van roof.

It's certainly pleasing to be able to report on some new volunteers helping regularly. It's fantastic to see some new faces; some have even applied to become certified in track vehicle use.

The backhoe has proven to be a huge success, being utilised every weekend. It has been especially useful, in my opinion, with lifting tasks. It is great now not having to manually load sleepers. It has its Hy-rail wheels now and will soon be able to venture out along the line.

Sleepers, bolts and a fair bit of lineside cleaning have been the norm since the last report. 150 sleepers are to be replaced over the Melbourne Cup long weekend. This, therefore, is your official invitation to "**Sleeper Fest 2004**". We need your help, so see if you'd be able to come over on any given day between 30 October and 3 November 2004. Contact Stuart on (0409) 351 901 or Ian on (03) 98071247 to assist.

Of late, a fair amount of sleepers have been replaced in Daylesford yard. #3 Road (near where the DRC sits most of the time) has seen some much needed attention, as have the #1 Road / Dock Road points.

VicTrack have been undertaking some major works on and around the 126 year old Daylesford good shed. Most of the stumps have been replaced on the station side, the original stumps and frame on this side were found to be in very poor condition, with past white ant infestation obvious. The good shed platform edging along #3 Road is also in the process of being replaced. As most of the coping had become an O.H.&S. problem, all uprights have also received the same treatment. When all this work is complete, it will be a fantastic improvement, with safety the big winner! Special thanks must go to VicTrack, their contractors, and Ian Cordwell for his valued assistance in these projects.

So if you like fresh (well...crisp) air, some exercise, and meeting up with a great bunch of people (some of whom you need to meet to believe), that's it! Be involved!

Remember, if you're spiking, you're smiling.

**IAN FELL
Way & Works Manager**

ROLLINGSTOCK REPORT

91RM: Since the last report, 91 has still been reliably running our Sunday passenger services. It was retired for a few weeks in early winter for its yearly exam and some TLC. Y159 & MT No.26 ran the Sunday services few these few weeks. Over this period new batteries were fitted to the No.2 engine. The No.2 engine also had its oil cooler circuit modified to the same level as the No.1 engine last year. This modification involved the fitment of a cartridge type bypass oil filter in the cooler oil circuit and the replacement of the rigid copper oil pipe work with flexible hoses. The coolant water hoses on the top of the No.2 engine have also been replaced. New charging circuit volt and ammeters have also been purchased and fitted to replace the missing or damaged meters that are fitted to the power unit switchboard. Another aspect of this task is the fitment of engine coolant temperature cooling gauges, which is still yet to be completed. Some minor bodywork has also been carried out of late. This has included the fitment of four re-upholstered first class seats, which certainly look very smart.

Motor No.63 Major work is still progressing on this historic railmotor, however it has proceeded at a rather slow rate recently due to a distinct lack of voluntary labour. We really need to have 63 back in action in the not-too-distant future to relieve the strain on 91RM and also so we can get stuck back into 32RM. So if you suddenly feel the urge to work on 63 please refer to the volunteer article for further details. Work is undertaken every Sunday. Anyway recent progress is:

The Roof. The local Daylesford timber bender bent the curved replacement woodwork for the four roof corners. Most of the timber work has now been shaped to size and fitted to the roof. Work has also continued on the completion of the roof edging. The roof over the actual engine room has been completely removed for replacement. New timber roof beams have been cut and fitted where required. This section of roof is now waiting on the fitment of new roof boarding. The flat roof section at the front of the body, for which the new timber has been cut, is still waiting fitment.

Engine End Front. The new galvanised steel sheeting that comprises the radiator shroud and cooling fan ducting has been made and fitted. This has now completed the replacement of the steel

work in that area. The remaining task to complete this repair is the manufacture and fitment of new steel plates that anchor the bottom of the radiator to the body. The next pending task in this area is the fitting of new engine cooling system pipe work.

Internal Body Work. After a few false leads the aluminium ceiling panels were paint-stripped by a commercial operator in Ballarat. After their return the panels still required plenty of sanding and scraping to prepare them for re painting. Painting of the panels is now fairly well progressed, but has been hampered by the extremely cold winter weather in Daylesford over the last couple of months. Average daily temperatures in the Rolling Stock shed have probably hovered around the 7 to 8°C mark! Work has also progressed on the re wiring of the lighting circuits.

DRC40: Its yearly exam was recently completed. It had an engine shut-down problem on the August Silver Streak service which was traced to a fault in the engine protection module. The deluge of rain over the last few months has really tested the effectiveness of the roof repairs completed early last year. There still seems to be a problem with the roof not being able to drain properly when the DRC sits stationary for a few weeks. This can possibly be put down to a design fault where water is required to defy gravity and basically run uphill to drain naturally.

NICK EDNIE
Rolling Stock Manager

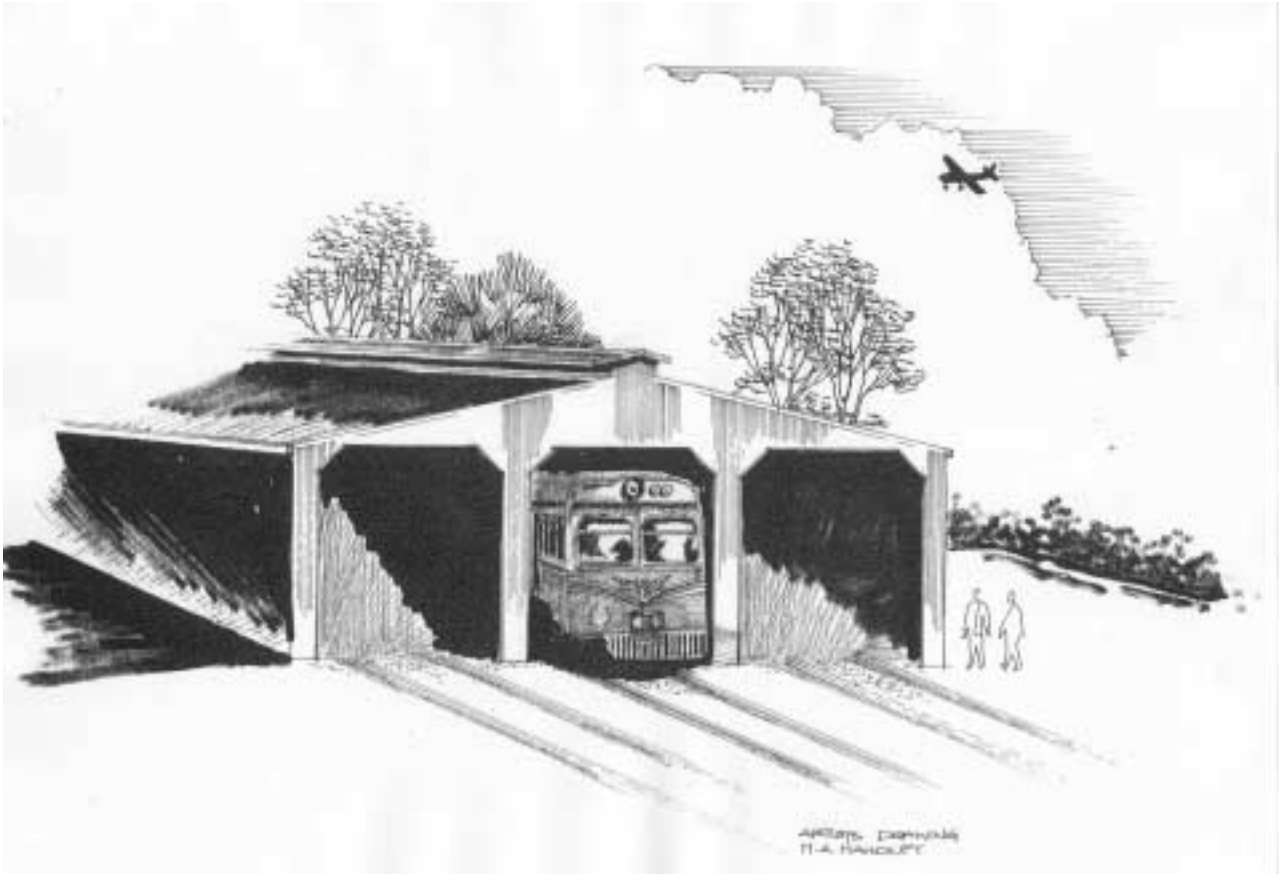
Fitting new wood to the engine room roof beams on 63RM. PHOTO: Barry Fell



A recent view of the No.2 end of Motor No.63 undergoing restoration in the Railmotor Shed. PHOTO: Barry Fell



Artist's impression of the proposed rolling stock exhibition shed to be located at the 75-mile post. Hepburn Council has recently issued a planning permit for such, this being a prerequisite for any funding application.



New wooden window frames under construction for 63RM. PHOTO: Barry Fell



VOLUNTEERS

Hello, one and all. I hope you are reading this article! I know the effort that goes into producing this magazine, and your continuing interest is encouraging.

This article is going to be a bit different, in that it isn't going to concentrate on any particular project that's been done well. It's not even going to contain Don's latest fishing expedition. It's going to contain an item that most people encourage me not to ask, and that's a direct request for assistance with a particular project. The project is "63 RM". The request is for "Help".

63 was originally scheduled to be in the restoration shed for about six weeks prior to Easter 2003 for some roof repairs and re-paint. Well, as you might have guessed, it's still there. Yes, we could have completed the required work within the desired time, but it was obvious that it would only be a "quick fix". The rest is history. The concern, which is both conceivable and undesirable, is that 63 could take another two years. It's true that the restoration will be of a high standard, allowing 63 to run with minimal repairs in the future - but we need to get 63 back into service sooner.

As you would know, 91 RM is running almost all of the regular services, with DRC 40 running the "Silver Streak". The problem is that the DRC is not the best vehicle as a backup to 91 (for various reasons), and Y 159 and the DERM trailer are not suited to the colder months (no heating or lighting). So, of course, 63 must return to traffic as soon as possible. The problem with this is not the amount of work that is required, it's the amount of people assisting with the restoration. In my estimation, we would not average 2.5 people per week. (...And no, Oompy is NOT the .5! Although he does help in making up this number). This is the predicament we find ourselves in.

Of course, there are more volunteers working at Daylesford all weekends. These people are already engaged in vital areas like operations, marketing, ticket sales, Dodge restoration, weed clearing, vehicle maintenance; the list goes on. This is why your railway needs *your* help to see 63 RM back on the rails. (That's the ones out on the line, not in the shed.) If you are able to assist, there will be a full list of requirements for you to choose from to help complete the restoration. Some items include the removal of both engines, gearbox and generator set and the repairs of the same. Other tasks include painting the engine room and all of the passenger compartment ceiling panels and the reattachment of those panels. A new timber ceiling over the engine room and the engine-end drivers cab needs fitting. Roof repairs include new timber edging, general repairs and the painting of the roof, recanvassing of the roof, and the construction and fitting of new upper belt rails. The interior needs re-assembly, the radiator assembly needs to be re-attached, etc. Don't forget, of course, the full body repaint.

Much, much more is required, so if you can, please help. Contact Nick Ednie on (03) 9369 9079 or Ian Fell on (03) 98071247 if you can assist. Remember, every little bit helps. Let's see if we can get 63 RM back on the branch line soon.

IAN FELL

Volunteers Co-Ordinator

Invitation to Sleeperfest 2004 (Part 2)

- ⇒ **When?** 30th October – 2nd November 2004
- ⇒ **Where?** Daylesford (*where else?*)
- ⇒ **Start Time?** 10:00am at Daylesford goods shed
- ⇒ **Goal?** 150 sleepers replaced
- ⇒ **Work Location?** Bullarto yard - 71 Mile Post
- ⇒ **Who?** You!

If you are able to attend on one or more days please contact the following :-

IAN FELL Ph: (03) 9807 1247 (*after hrs*)

or

STUART SMITHWICK Ph: (0409) 351 901

Trolley Report

Welcome readers to another branch report from the trolley branch. Firstly welcome to the second half of the year - I hope you all had a merry Easter and relaxing winter break. I am now qualified as a Station Officer and work the Upfield Line. I am also qualified to operate the signals at Essendon as well. My job requires me to work a number of weekends due to me being an Annual Leave Relief.

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

The holiday report will be put on hold this issue due to a rush to get this article into the magazine.

The engineer was at Daylesford around Easter time and inspected all the trolleys and trains as he does every year. This year there were no major problems on the trolley side of things (apart from problems that were outstanding from last year). The day was spent moving trains around the yard, placing them over the inspection pit so that the engineer could have a good look under the trains to make sure there were no cracks or unusual wear problems. In between checking the trains and while Tinnie and myself were shunting the engineer would check some of our goods wagons or any trolleys that we asked him to check that were nearby. One by one the trains were shunted over the pit - DRC 40 first of all, then we coupled it up to DERM 63 (which lives in the shed under restoration) so it could be inspected then both vehicles were placed on other tracks so that the 280

HP Walker (91 RM) could be shunted over the pits. When I say pits I mean pits as this vehicle is 121 feet long and will not fit over 1 pit like the other trains will. With this train we position both end trailing bogies over a pit each let the engineer look at both bogies then move the train forward for the engineer to inspect the centre power unit bogie then the train is returned to whence it came and the DERM was placed back into the shed. The only large motorised vehicle not placed over a pit was the Y class (Y159). This is because the engineer can see what he needs to without climbing underneath (the only reason he climbs under the passenger stock is due to clearance issues and skirts around the vehicles both of which the Y class does not have) because the Y class was designed to be inspected by looking in from the side. By the end of the day we had all had enough crawling, shunting, looking, and generally discussing the rolling stock. The day started at about 10:00 AM and had finished close to 5:00 PM, which was a long day for one of the engineers as he comes from over near Seymour. The other engineer (the boss) used to be involved with the C.H.T.R. back in the old days (early to mid 80's) and now runs his own engineering firm consulting to the major railway companies.

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.

Donald "Donny" Sharp
The Trolley Manager



After missing for the last couple of years, a real Central Highlands Winter has returned to Daylesford in 2004. Here on a cold and bleak July Sunday 91RM awaits departure on the 14.45 service to Bullarto.

PHOTO: Barry Fell

ORIGIN OF STATION NAMES.

(from the book: Names of Victorian Railway Stations by Thomas O'Callaghan JP.)

<u>STATION</u>	<u>HEIGHT ABOVE SEA (FEET)</u>	<u>MILES FROM MELB.</u>	<u>ORIGIN OF NAME</u>
Cardigan	1469	79¼	Ballarat to Linton. The place from which this station takes its name was called after Lord Cardigan, of Crimean War fame.
Carina	293	361¾	Ouyen to Pinnaroo. From "Careena." Native name in south-west of New South Wales for water. Carena, gums (of the mouth).
Carisbrook	634	107½	Castlemaine to Maryborough. After Caroline Bucknell, now Mrs. Joyce. Named by Mr. Bucknell.
Carlsruhe	1800	53	Melbourne to Bendigo. Named by Charles Hotson Ebdon, after the German city in which he finished his education. He gave the name to a pastoral station which he formed there. The pastoral station was afterwards sold to the Government, and used as a depot for mounted police in 1852 and later.
Carlton North	131	4¼	Melbourne to Whittlesea. According to McCarron the name was derived from that of the residence of the Prince of Wales in the early part of last century. The <i>Herald</i> , 8.9.13 says that it was named after the "Carlton Club," a hotel which stood in Gertrude-street, Fitzroy near Nicholson-street.
Carnegie	149	7¾	Melbourne to Orbost. Named in honour of the American Scottish millionaire, who has displayed great liberality in his gifts of libraries to various places.
Carrum	23	21¾	Melbourne to Mornington. Native. Karum Karum, Boomerang. For some time the name was spelt "Carrum Carrum." The Railway authorities abbreviated this to "Carrum."
Carwarp	189	332	Maryborough to Mildura. From native name for bend of Murray River, where McGrath brothers, of Kidd's station, had a hut.
Casterton	158	245¼	Branxholme to Casterton. Named after the parish and village of Casterton, Westmoreland, England.
Castlemaine	919	78	Melbourne to Bendigo. Named by Mr. W. H. Wright, Chief Gold-fields' Commissioner, in honour of his uncle, Viscount Castlemaine, at whose estate, on the banks of the Shannon, a few miles from Athlone, he had spent much of his early life.



*Contract work by Macleod Rail to renew the goods platform coping at Daylesford. May 2004.
Photo: Barry Fell*

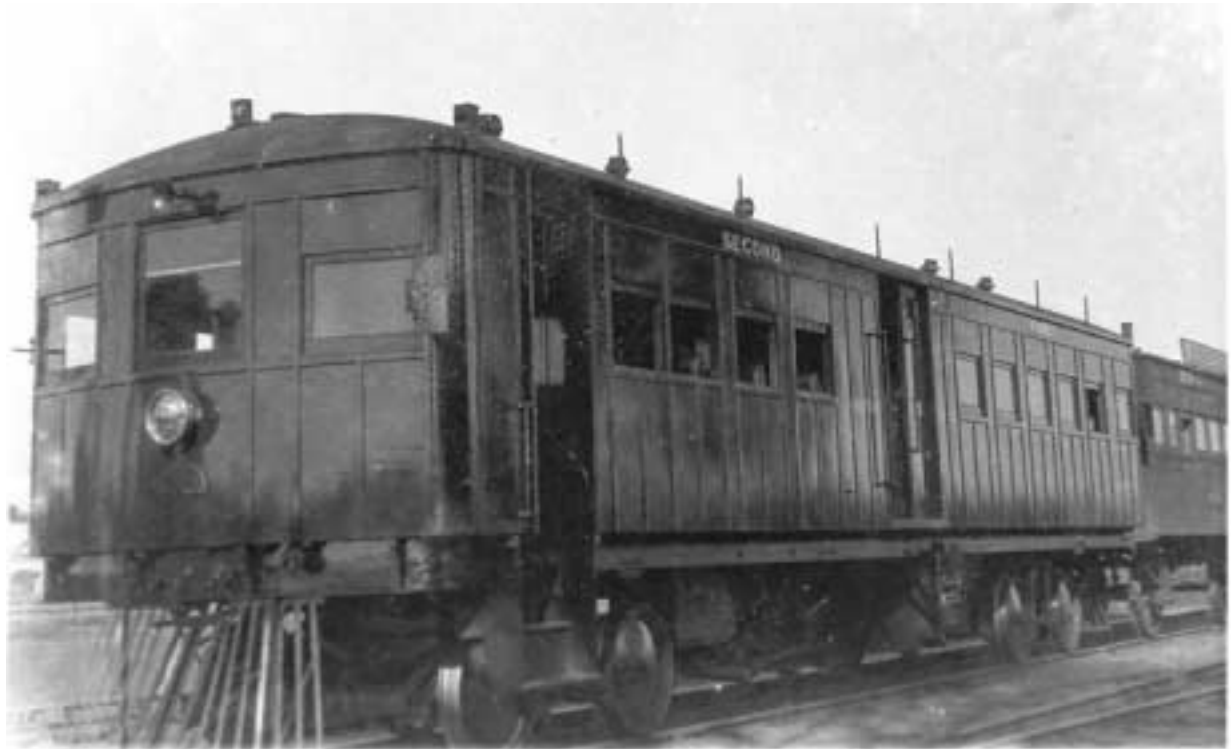
In contrast to the lower picture T 357 with BCPL, BW, AW and CW on the 14.10 up service from Daylesford passes through the gates at the Bullarto South Rd crossing on 29/01/1977. PHOTO: Bob Wilson



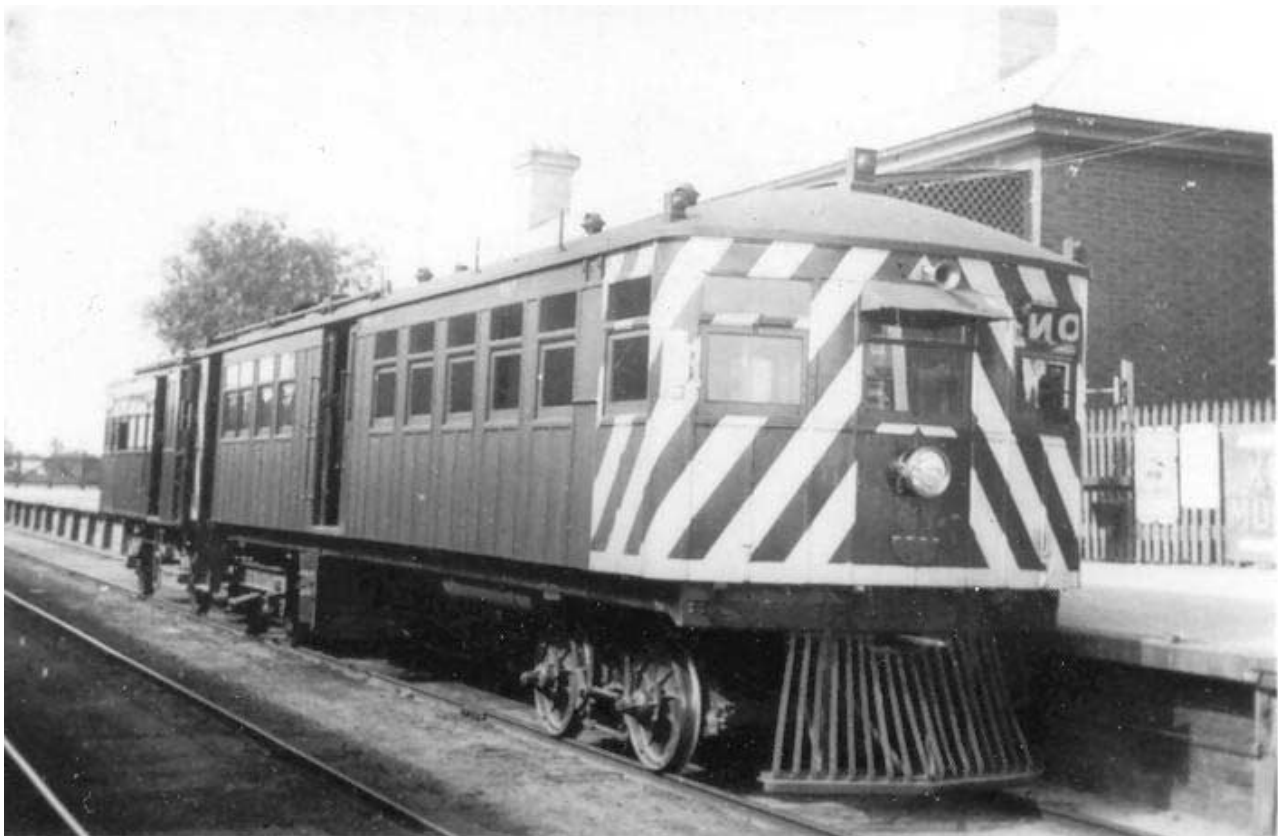
There must be a railway there as the poison trolley rolls down grade from the Bullarto South Rd level crossing in 1994, before track restoration was commenced on the Bullarto section. PHOTO: Barry Fell



*It is 50 years since the last Leyland railmotors, 51 and 53RM, were withdrawn.
Here 51RM has just entered service at Echuca in 1925. PHOTO: DSCR Collection*



*50 years ago on 31/07/1954, 53RM ran the last regular service between Numurkah and Picola and was then withdrawn.
Here 53RM and trailer sit at Yarrowonga between services in 1936. PHOTO: DSCR Collection*



The Central Highlands Tourist Railway Rolling Stock Register

ROAD NO.	DESCRIPTION	DATE ENTERED SERVICE	STATUS
<u>Trains</u>			
B 159	FIXED STEEL BOX VAN	1959	In use as storage facility.
B 372	FIXED STEEL BOX VAN	1961	In use as storage facility.
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.
2 HH	BOGIE BREAKDOWN VAN	1902	In use as storage facility.
HZB 292-J	BRAKE BLOCK TRANSPORT	1985	Operational.
HZB 294	BRAKE BLOCK TRANSPORT	1985	Stored off-site.
HZB 296	BRAKE BLOCK TRANSPORT	1985	Stored off-site.
KMQ 200-K	CONTAINER FLAT	1980's	Operational.
MOTOR Nº 63	DIESEL-ELECTRIC RAILMOTOR	1930	Under repair.
M.T. Nº 26	STANDARD D.E.R.M. TRAILER	1930	Operational.
56 MT	WALKER RAILCAR TRAILER	1953	Stored pending restoration.
N 2	BALLAST PLOUGH	1953	On loan to Maldon Railway.
O 284	OPEN HOPPER (<i>leased</i>)	1919	Operational.
83 OIL TANK	OIL TANK WAGON	1928	Operational.
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.
82 RM	280 HP WALKER RAILCAR	1950	Stored pending restoration.
91 RM	280 HP WALKER RAILCAR	1951	Operational.
3 RT	MALCOLM MOORE INDUSTRIAL LOCOMOTIVE	1961	Operational.
VFBF 109-D	LOUVRE WAGON (<i>leased</i>)	1956	Stored.
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.
431 W	WORKMENS SLEEPER	-	Stored off-site.
Y 159	Y CLASS DIESEL-ELECTRIC LOCOMOTIVE	1968	Operational.
544 ZL	GUARDS VAN (<i>leased</i>)	1918	Operational.

Rolling Stock Register

ROAD NO.	DESCRIPTION	DATE ENTERED SERVICE	STATUS
<u>Trolleys / Track Machines</u>			
[unknown]	COMENG MULTI SPINDLE BORER	-	Stored (incomplete).
6.43.004	COMENG SLEEPER INSERTER	-	Stored (incomplete).
6.43.021	COMENG SLEEPER RENEWER SCARIFIER (<i>leased</i>)	-	Stored pending restoration.
6.45.002	COMENG TIE BED SCARIFIER	-	Under restoration.
6.47.003	COMENG SPIKE PULLER (<i>leased</i>)	-	Stored (incomplete).
6.52.015	JSR ELECTROMATIC TAMPING MACHINE	-	Stored (incomplete).
6.52.017	ELECTROMATIC JUNIOR UDM TAMPER	-	Under repair.
[unknown]	HAND TROLLEY	-	Stored.
AT 1	AMBULANCE TROLLEY	1970	Under restoration.
BC 1	BRIDGE CRANE TROLLEY	-	Operational.
BC 2	BRIDGE CRANE TROLLEY	-	Operational.
CC 81 N ^o 191	COMENG SECTION CAR	1980	Operational.
DSCR-01	JCB 3CX-4 BACKHOE LOADER	1983	Operational.
DSCR-02	INTERNATIONAL AB 160 4x4 TIPPER TRUCK	1964	Under restoration.
EX 1	EXPERIMENTAL-TYPE TROLLEY	-	Stored pending restoration.
F 1	FAIRMONT M19 INSPECTION CAR	-	Stored pending restoration.
[unknown]	FAIRMONT M19 TROLLEY (NSW)	1940's	Stored (incomplete).
FT 1	"B" TYPE FLAT TOP	-	Stored.
FT 2	"B" TYPE FLAT TOP	-	Stored.
FT 3	"B" TYPE FLAT TOP	-	Stored.
FT 4	LARGE STEEL FLAT TOP	-	Operational.
FT 5	SMALL STEEL FLAT TOP	-	Stored.
FT 6	LARGE WOODEN FLAT TOP	-	Stored.
[unknown]	LOW-LOAD STEEL FLAT TOP (NSW)	-	Stored.
[unknown]	"B" TYPE FLAT TOP	-	Stored (incomplete).
[unknown]	"B" TYPE FLAT TOP	-	Stored (incomplete).
ICN 2	COMENG INSPECTION CAR (<i>leased</i>)	1980's	Under restoration.
KS 30	6W GANG MOTOR	-	Operational.
[unknown]	6W GANG MOTOR	-	Stored (frame only).
KS 35	KS GANG MOTOR	-	Stored pending restoration.
KS 36	KS GANG MOTOR	-	Stored.
KS 130	KS GANG MOTOR	-	Stored.
KS 269	KS GANG MOTOR	-	Stored.
[unknown]	KS GANG MOTOR	-	Stored.
[unknown]	KS GANG MOTOR	-	Stored.
K 1	K GANG MOTOR	-	Under restoration.
PT 1	"H" TYPE TROLLEY	-	Under restoration.
[unknown]	"H" TYPE TROLLEY	-	Stored (frame only)
SA 1	SOUTH AUSTRALIAN GANG MOTOR	-	Stored pending restoration.
[unknown]	SOUTH AUSTRALIAN GANG MOTOR	-	Stored (frame only).
T 1	8W TRAILER	-	Under restoration.
T 2	8W TRAILER	-	Under restoration off-site.
UNIT N ^o 198	FAIRMONT A5 GANG CAR (<i>leased</i>)	1971	Operational.
W 1	8W GANG MOTOR	-	Operational.
W 2	8W GANG MOTOR	-	Under restoration off-site.
W 3	8W GANG MOTOR	-	Operational.
WT 1	WATER TANK TROLLEY TRAILER	-	Stored.
WTT 1	WATER TANK TROLLEY TRAILER	-	Operational.

CHILDHOOD MEMORIES OF THE TIGER

My father, Harold McDonald (driver No 520), gained his rail motor drivers certificate on May 1, 1930. From early 1937 for a period of 15 years he drove a passenger mail motor, locally called a "Tiger", from Birregurra to Forrest. He was then transferred to Maryborough, where he drove the Rail motor from Maryborough to Castlemaine and return twice daily (I think a 102 H.P. Walker) for a further 15 years to when he retired. For the whole of the time he was at Birregurra he was known universally as "Tiger Mac", and it followed that as his son I was known by that name as well.

My memories of the Tiger as a small boy was being able to help my father raise the tiger on a hydraulic jack located in the underneath of the car with a jack handle near the running board. I used to pump it up and then turn it around and then lower it back on the rails, this happened at both Birregurra and Forrest. He left Birre. (As it was called) after the Melbourne to Warrnambool train passed though, I think about 10am, he was able to carry legally 10 passengers but during school holidays and other busy times he was able somehow to squeeze about 20 people into the car. The rail motor used to stop at Whoorel, Deans Marsh, Murroon, Pennyroyal, Barwon Downs, Gerangamete and Yaughner and Forrest. He carried Mail, newspapers and other parcels to and from all those places, and he was met morning and evening by the local postal official at these places. As well as the regular mail stops along the line locals made good use of the service too. They just held the mail out and the driver took it as he passed, but it did

not stop, people just held mail out at full reach so he could grab it. In addition he would stop quite often at level crossings to let people off the motor, as it would save them a long walk to their homes. He was looked upon as a family member to an unknown number of residents along the 20 mile (32 Km) route of the line. The body of the car was painted in yellow and black stripes (Hence the name "Tiger"), the mudguards were black and there was a full-length roof rack to carry additional luggage and parcels.

During the war when petrol was rationed, the Tiger was fitted with a gas producer which meant that he used about ½ gallon of petrol a week. The gas producer had to be filled with charcoal and lit each day, which meant that dad had to start early to produce the gas so that the motor would operate. The actual burner was mounted near the driver's door and the gas receivers were mounted in front of the bumper bar, which was only a few inches above the rails. The bumper-bar (which had a name that I cannot remember) was fitted with plates that just cleared the rails so it could brush off debris on the rails which could have easily caused a derailment.

When my father transferred to Maryborough in April 1952, the rail motor service to Forrest was discontinued, caused by decreasing numbers of passengers.

My thanks to the Daylesford group & Peter Lidelow, for showing me the "Tiger" undergoing restoration, and giving me this opportunity to share some memories about my father.

Ian McDonald



Driver Harold McDonald prepares to leave Forrest for Birregurra.

(Ian & Barbara McDonald Collection)

VICTORIAN RAILWAYS
ROLLING STOCK BRANCH

No. 21

Rail Motor Driver's Certificate

This is to Certify that Harold Lewis McDonald whose signature appears in the margin, has passed the Examinations to qualify as a Rail Motor Driver

Date 1 / 5 / 30

A. B. Ahlston
Chief Mechanical Engineer

Signature of Holder H. L. McDonald

R.S. 84*

VICTORIAN RAILWAYS

No. 74

Chief Mechanical Engineer's Office,

Melbourne, 22 / 7 / 1938

CERTIFICATE OF COMPETENCY AS RAIL MOTOR DRIVER

This is to certify that H L M^c DONALD
is a qualified Rail Motor Driver and is competent to operate the following types of Rail Motor Cars :—

Petrol-Electric	Brill
A.E.C.	Dodge Sedan
A.E.C. (Diesel)	Dodge Inspection
Double-Ended	Buick Sedan
Double-Ended (Diesel)	Fordson Tractor

(NOTE.—Not qualified on those deleted.)

A. B. Ahlston
Chief Mechanical Engineer.

3422—38 †

As part of the Back to Daylesford celebrations on the 11/9/04, Y159 hauled a mixed train to Bullarto & return. Here, during a photo stop, Y159 blasts up grade at the location known as twin dams between Daylesford & Musk. PHOTO: James Brook



On the return trip from Bullarto a stop was made at Musk to unload some sleepers from the KMQ wagon. At this point the weather turned rather wintry when snow started to fall. PHOTO: James Brook

