

F&DHS DOCUMENT ARCHIVE DOC.....Date.....

Title.....

0532

Subject Category.....

Key Words.....

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

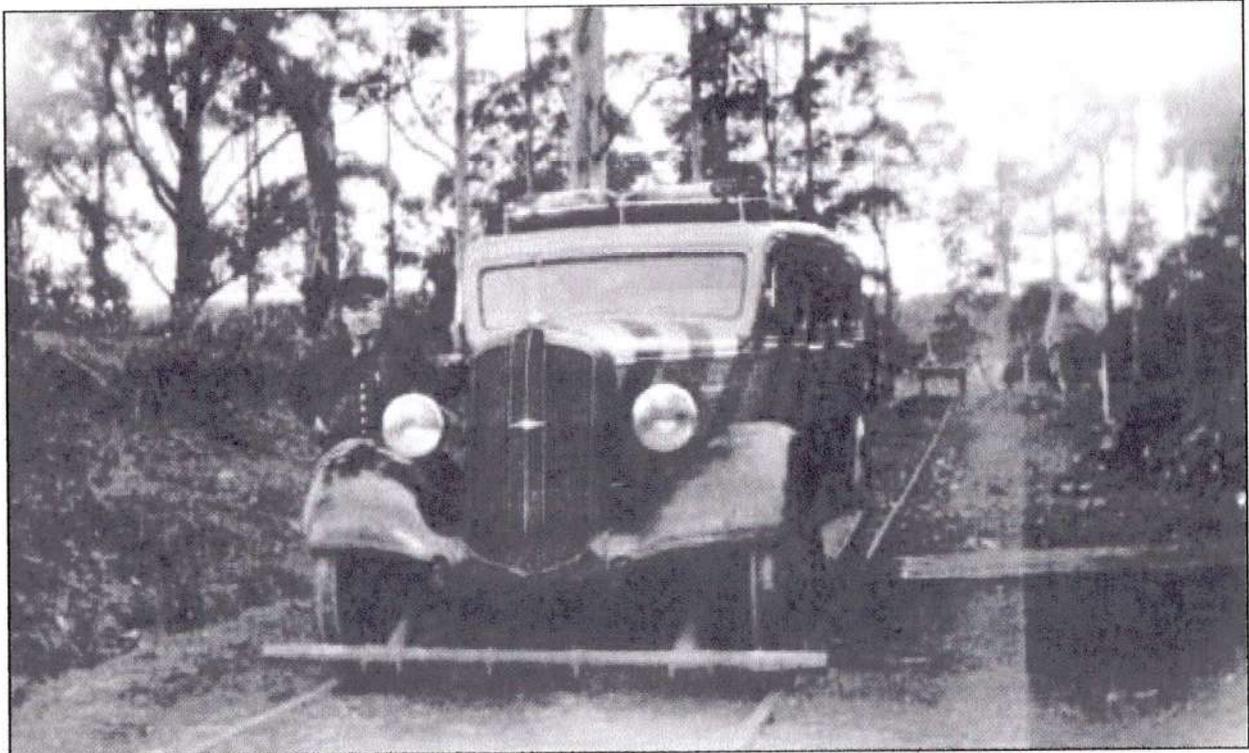
not stop, people just held mail out at full reach so he could grab it. In addition he would stop quite often at level crossings to let people off the motor, as it would save them a long walk to their homes. He was looked upon as a family member to an unknown number of residents along the 20 mile (32 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)

F&DHS DOCUMENT ARCHIVE

Title... *Tiger Rail Trail*

Subject Category.....

Key Words.....

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DOC. *452* Date.....: Dig. Copy?

Here are some things to look for on your Tiger Rail Trail walk

1. Yaugher Railway Station

As you enter the drive to Mrs. Duncan's property there is a flat area of light scrub on the right hand side of the road. That was the site of the old Yaugher Rail Station. Passengers in the waiting area can be seen in the photo on the front and a cream can left for the train from a neighbouring farm.

2. Old Yaugher Township

Other Yaugher buildings nearby included a PO, store, school, church and timber mill.

3. The Channel

As you enter Mrs Duncan's property you can see in the distance on the right the water channel taking water from the West Barwon Dam to the weir near Geelong. It is a major engineering construction with a fall of only about 30mm every km. Later you will see the pipe where it crosses the valley. The water descends to the pipe and at the other end remarkably runs up hill to rejoin the open channel.

4. A Disaster in this Valley

In the foreground is the East Branch of the Barwon River carrying the water not sent down the channel. In the middle of a very wet long weekend in June 1952, to everyone's surprise, it stopped running. They discovered that a landslide in the bush had dammed the river creating what was later named Lake Elizabeth. In August 1953 the dam wall burst devastating this valley with the water of much of Lake Elizabeth. The roar could be heard for miles and this valley was covered in mud, trees, scrub and ferns.



At Birregurra the flats were flooded for miles.

Photo from *Kaanglang*, Jim Spiers, 2005



Remains of former rail bridge on the Tiger Trail

5. Pick and Shovel Work

It should be remembered that this railway line was constructed in the late 1880's so the track on which you are walking was cut out by hand and horse work. Similarly, the bridge remains you pass (above) was constructed by hand and needed to be strong enough to safely carry heavy steam engines and carriages loaded with timber.

6. Drains and Culverts

To drain water from the high side of the line you may note a few drains or culverts under the former track. Watch out (taking care) for the hole through which you might be able to see a deep brick lined culvert.

7. Tall Timbers

The trail passes through a superb stand of tall straight White Gums.

8. Moon's Pits

As you leave the rail trail to return to the road you pass earthworks on the left which were Moon's quarry. Mr. Moon had a license to dig and crush gravel here and some of the largest stones come out of those pits.

9. Wild Cherry

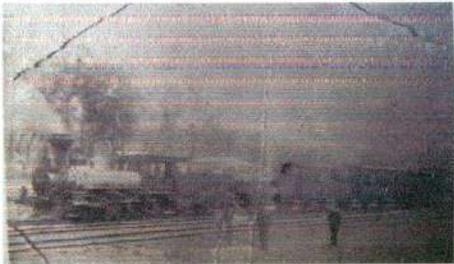
Just past the pits there is a splendid stand of a species of *Exocarpa* called Wild Cherry or Cherry Ballart. (Looks something like a Cyprus). It is a parasite which can only grow from the roots of a host tree.

Welcome to this unique opportunity to walk part of the historic Forrest to Birregurra rail line.

By around the 1860's the superb stands of timber discovered in the Otways were seen as a valuable asset to aid the establishment of the colony and mills were established at Barramunga and elsewhere. Horse and ox drawn carts originally carted timber the 30kms to Birregurra Railway Station but costs were high and the road hardly deserved the name and was almost impassable in winter. In response to the demand for improved transport and better communications Parliament approved a railway from Birregurra to Forrest. The line was opened in June 1891.

Trains carrying both passengers timber and supplies ran 6 days a week. The railway was the life blood of the many towns on the line up to the 1940's for travel, postal services and essential supplies. Stops from Birregurra were Whoorel, Dean Marsh, Pennyroyal, Murroon, Barwon, Gerangamete, Yaughner and Forrest.

By the 1940's timber shipments and consequent rail services were already declining. Reduced use and winter damage to the line and bridges by the 1950's resulted in the line's closure in 1957 when continued maintenance could not be justified.



The first train into Forrest



Forrest R.S. around 1920



Last train '57, removing station gear

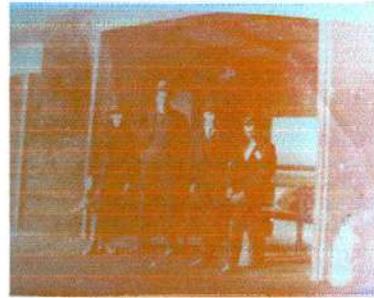
Your walk starts at Yaughner which, except for the Sports Ground and Cemetery is now a ghost town. It existed before Forrest and boasted a rail station, school, church, PO and store and a timber mill. However after Forrest became

the terminus of the new rail link its population soon outnumbered Yaughner's resulting in the school being moved to Forrest. The church burned down in 1906 and was rebuilt at Forrest in 1907. Other buildings gradually disappeared.



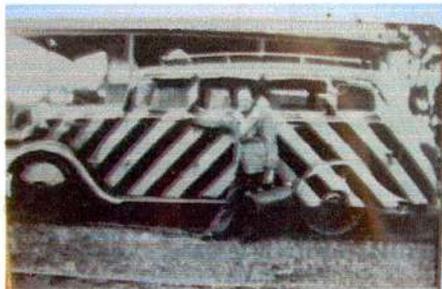
Left: the old Yaughner School.

Right: The Former Yaughner railway Station



The Tiger

As road travel began to replace rail a more economic solution was sought in the 1930's. The Railways introduced a converted Dodge car for passenger and mail



service between Birregurra and Forrest. The car was painted yellow and black for safety purposes and was known as The Tiger. Many people in towns along the track still remember it fondly.

F&DHS DOCUMENT ARCHIVE
Title *Tiger Restoration Visit*
Subject Category.....
Key Words.....

DOC *455* Date *2009* :Dig.Copy?

Report on visit to see the Dodge Passenger Rail Motor 74RM (The Tiger) under restoration at Daylesford

On Sunday the 15th February a sub-committee of our Society visited Daylesford to see one of the Tigers under restoration. We became aware a couple of years ago that the one remaining Tiger was being restored by the Daylesford Spa Country Railway Society and we made contact with the Australian Railway History Society, Melbourne, which owns the vehicle, and executives of the Daylesford Group who have the Tiger for restoration and use in its Railway Service for its Sunday tourists.

We have wondered if there is any way in which we could have access to the restored Tiger for the interest of people in Forrest, Barwon Downs, Deans Marsh and Birregurra who still remember the Tiger, or are fascinated by the unique service it provided on the Birregurra Forrest line.

We no longer have a railway line on which to run it so the best we could hope for would be to bring it here on a trailer and to exhibit it on special occasions such as the **Forrest Festival, the Deans Marsh Pioneers Festival or the Birregurra Weekend**. To have this opportunity we would contribute in some way to the work and cost of the restoration.

The objective of the visit was therefore to get a better understanding of what was involved in its restoration, progress to date and ways in which we might be involved to the point where we could make a formal proposal to the Board of Spa Country Railway.



Visitors: Daryl Jennings, Rachel's father, Bert Buckley, Trevor Jennings, at back, Scotty Gardiner, Heather Jennings, Ron Cunningham, Jean and Frank Whitehead, and Marlene Gardiner.

There were 14 people in the group for the visit to Daylesford including Ros and Bruce Upson, Frank and Jean Whitehead, Brian and Heather Neale, a strong representation from the Jennings family, Ron Cunningham who has had quite a bit of experience in motors and car restoration and Norman Houghton and his wife Glenda.

We were fortunate to speak with **Brad Murnane**, (no relation to our local Murnanes) who is the main person doing the restoration. He has an interesting background both as a fitter and turner and a quali-

fied physicist. We were so impressed with the incredible progress that they have made in an extremely difficult task that we wondered if there was any role at all for us to help or become involved.

However, Brad kindly pointed out that while he had most of the mechanical work under control there was some ancillary work which we could undertake which would take some of the burden off him and would help accelerate its completion. For example, we could take the petrol tank away and get a replacement made, renovate the starter motor, take responsibility for the upholstery of the three seats, take the front mudguards away and finish the panel beating and the painting, etc. We could collect items like this from time to time and take responsibility for organising and paying for the restoration work involved.

He felt comfortable about the idea of transporting the finished Tiger to our area from time to time providing they took responsibility for arranging the transport so that they could ensure that it was properly handled and not damaged in transit. The finished vehicle will weigh around 3 tonne, so it is beyond the scope of a car trailer and would require a roll on pick up truck or such.

Brad also pointed out that the Tiger when finished would not be in continuous service because it would not be large enough to carry many passengers but could be used for wedding receptions or special charter to a picnic spot out along the rail line. This would also represent an interesting outing for a mini bus of visitors from our area from time to time. He also talked about the possibility of creating a trailer which was also part of the service and which carried passenger's luggage etc.

Do members feel this would be a worthwhile project in which to be involved? We would provide our time and seek funding for it.

We would like to know of any members who would be interested in **assisting with this project and a member who would be interested in acting as Project Manager** to co-ordinate our contacts with Daylesford and the work which we undertook from time to time to assist in the restoration work.



Brad Murnane with the Tiger under restoration at Daylesford

F&DHS DOCUMENT ARCHIVE

Title... *Tiger Rail Car*

Subject Category.....

Key Words.....

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DOC. *0425* ..Date.....:Dig.Copy?

COVER STORY 1936 DODGE RAIL MOTOR

By Roger Cleverdon

The cover photo this month is of a Victorian Railways Passenger Rail Motor when new. Six of these rail motors were purchased for use on lightly patronised country rail lines. They were numbered from RM70 to RM75, with the railway number plate replacing the normal DODGE nameplate on each side of the bonnet. The first two went into service on the 30th November 1936.

The basic vehicle was a 1936 Dodge LE 30 model truck with a T25 201 cubic inch 23.44 HP engine, on which T.J. Richards of Adelaide built the Service Car body. The conversion for rail operation was carried out by the South Australian Railways at their Islington workshops. It required alterations to the wheels, steering, front axle, springs and front bumper bar.

The road wheels were replaced by 2 feet 6 inch diameter steel wheels with flanged steel tyres, the steering gear was removed, a rigid front axle was fitted and the springs were strengthened. The front bumper bar was replaced by what could best be described as a mini-cowcatcher. Together with the prongs or "horns" projecting down over each rail, its function was to dislodge from the line obstructions which would otherwise derail the vehicle. Of course, no steering wheel meant no horn button, so a substitute was mounted on the dash board.

To enable the vehicles to be turned at stations where there was no locomotive turntable, a small hydraulically operated turntable was bolted to the chassis. The vehicles were painted yellow chrome, with black stripes (hence the nickname "Tigers") , to make them more conspicuous at unprotected level crossings.

All six Passenger Mail Motors or Rail Motors (RM-as they were known) entered service between 30th November 1936 and 25th February 1937. The lines on which they ran initially were:

Horsham - Goroke;	Shepparton- Katamatite;
Maryborough - Ararat;	Blinnguga - Forrest;
Murchison East - Girgarre - Colbinabbin.	

Later on, one also ran the Dimboola - Serviceton service and another was used as the newspaper train between Seymour and Wodonga.

By 1945 only two Passenger Mail Motors were still operating regular passenger services - from ~~Blinnguga~~ and Rushworth. The others were being used by the V.R. for departmental purposes such as Track Inspections and an occasional Commissioners Tour. With the introduction of new lightweight conventional Rail Motors from 1948 and a rationalisation of the rail network and services in the early 1950's, the writing was on the wall for the Dodges. Between 31st July 1953 and 30th July 1956 five of the six were scrapped, with only RM74 surviving.

The V.R. set a maximum operating speed for the Dodges of 40 miles per hour on main lines and 30 miles per hour on branch lines. It stated its load capacity as being a driver plus ten passengers plus twelve hundredweight of luggage, ~~mail~~, newspapers and parcels. When there was insufficient space for both the passengers and the luggage, ~~mail~~, newspapers and parcels, the passengers would have to nurse the mail bag, etc. To eliminate this embarrassing situation, the V.R. built three fully enclosed side loading trailers that ran on four small wheels. These trailers entered service between 27th February 1937 and 23rd August 1937, and were withdrawn between 10th December 1951 and 29th January 1952. During World War 2, the V.R. fitted five of the Dodges with trailer-mounted gas producer units, petrol for civilian use then being a scarce commodity.

Although the interior of the Dodge looks very comfortable, the V.R. only charged second class fares to travel in them.

RM74 entered service on 15th February 1937 and was withdrawn on 14th August 1958. After sitting in a motor wrecker's yard for many years, where parts were stripped from the engine, exterior and interior, it was given to the Railway Museum at North Williamstown. It sat there neglected, with no windows, for about another twenty years, until it was discovered by a young man who is now a member of the Central Highlands Tourist Railway. To quote him "There was a peculiar aura about it that drove me to it - that feeling of 'What the hell are you staring at? Hurry up and get me running!' just leapt out and took a hold of me."

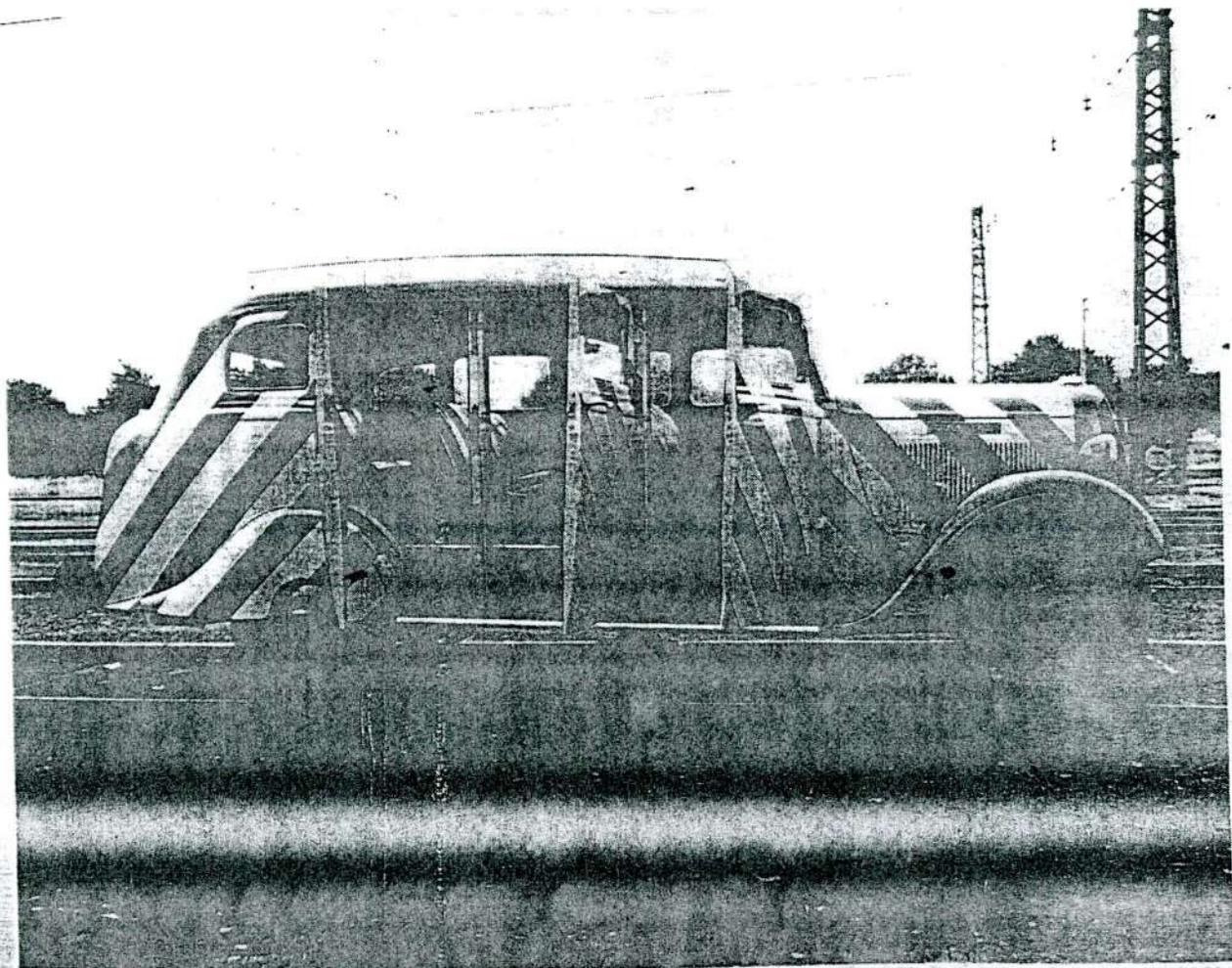
Although it was moved from the Railway Museum to his backyard on 6th July 1990, progress has been slow until now, because much of his spare time has been spent restoring conventional Rail Motors at Daylesford. However as these are now close to completion, the Dodge is about to move towards centre stage.

The Central Highlands Tourist Railway (at Daylesford) are hoping to restore RM74 (on loan from the Railway Museum at North Williamstown) to the condition shown in the cover photo, and then to run it between Daylesford and Bullarto as part of their Tourist Railway operation.

Hopefully, if you visit Daylesford in a few years time, you will be able to have a ride in it.

Thank you, Roger, for this interesting account of the 1936 Dodge. Roger is a member of the Central Highlands Tourist Railway.

Photos courtesy of the Public Transport Corporation (Negative Nos RS 111, RS 115).





A TIGER ON THE RUN

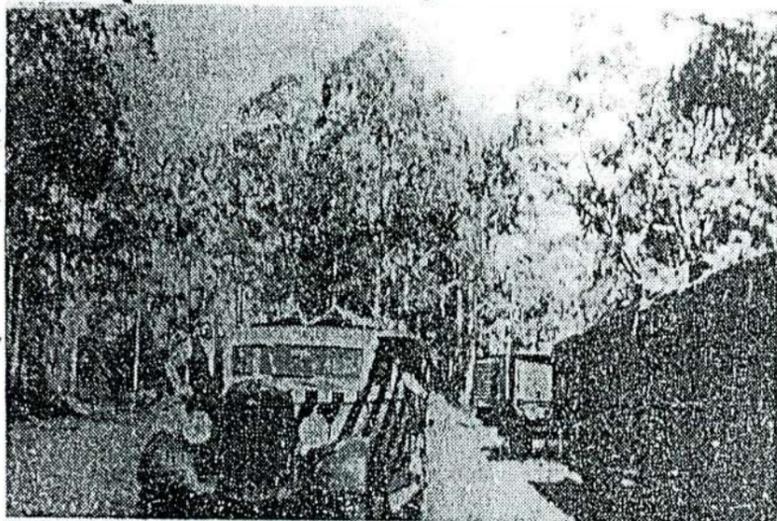
by JANE SHENNAN

About people

African animals are not exactly a common sight in the Otways, but only 30 years ago a tiger and an elephant were frequently sighted.

Apart from their color schemes however, neither bore much resemblance to four-legged creatures.

Both were motor rail vehicles which serviced the line from Birregurra to Forrest, ferrying passengers to the Geelong and Warrnambool trains.



The tiger rail motor, a familiar sight between Birregurra and Forrest some 30 years ago. Picture shows driver 'Mac' McDonald preparing to leave Forrest.

The tiger was a Dodge motor car mounted on railway wheels. It was fitted with its own turntable so that it could be easily reversed at Forrest. Its name came from its distinctive black and yellow striped coloring.

The tiger comfortably seated eight to 10 passengers, but was known to carry as many as 20.

At peak times of the year, such as summer holidays, passenger traffic was more than the tiger could handle. So the elephant was called in to help cope with the rush.

Most people do not know quite how to describe the elephant.

'OUT OF THE ARK'

'I don't know what sort of vehicle it was,' says Mr. Frank Stephens, of Barwon Downs, 'but it was a funny looking thing, more like a bus than a carriage — looked like it came out of the Ark.'

It was capable of carrying about 30 passengers and acquired its name because it was grey and cumbersome.

The tiger began service in 1937 and ran six days a week, until 1952. It was kept at Birregurra in a garage adjacent to the rail line.

In the mornings it met the Melbourne-Warrnambool train, before departing for Forrest. It returned in the afternoon in time for the Warrnambool-Melbourne train.

The trip took about 50 minutes, remarkably fast compared with the previous 2¼ hour steam train trip.

Although scheduled stops along the route were at Deans Marsh, Pennyroyal, Murroon, Whoorel, Gerangamete, Yaugher and Barwon Downs, the tiger stopped wherever people wanted to get off.

To get on, passengers simply waited along the line and hailed it.

On rare occasions, the tiger did not complete its journey unscathed.

Frank Stephens was involved in an incident with the tiger when he was a passenger in a truck.

Approaching the line, between Barwon Downs and Forrest, he heard the tiger toot as it came through the cutting. He warned the inexperienced driver but it was too late.

Realising the danger, Mr. Stephens bailed out of the doorless truck, somersaulting down the bank.

OFF THE RAILS

The tiger was knocked off the rails but suffered little other damage. Mr. Stephens and his companion, however, had to find 40 pound to repair the truck.

Mrs. Mary Stephens said she was riding in the truck.

Although roads ran through much of the region in the days of the tiger, few people were able to afford cars. However, the tiger was only a means of transport.

'Everybody travelled on it,' she said, 'locals going to visit relatives and friends, or those coming into the area for the same reason, even men working at the mill. It was the only frequent connection between Forrest and Birregurra, besides walking.'

But because the tiger left Forrest in the afternoon, those travelling on it had to stay overnight in Geelong or Colac, or wherever they were going.

The tiger served double duty, also carrying the mail. As well as the regular mail stops along the line, locals made good use of the service too. They just held out the mail and the driver took it as he passed.

'But it did not stop, and you held your hand out well, and kept out of the tiger's way,' Mrs. Stephens said.

Hal, 'Mac' McDonald, the driver, was well known to the regulars. Although he was born in Maryborough, he drove the tiger for 15 years.

There are no records of any other people driving the tiger and it seems the rail car was cancelled when he was transferred.

Despite requests that the tiger begin the daily service at Forrest, the pleas fell on deaf ears. Mr. McDonald liked living in Birregurra and it seems he was most reluctant to move.

A letter written many years later by McDonald is in Mrs. Jessie Tillack's collection of documents and photographs at Birregurra.

In it Mr. McDonald described his job.

'I first took the rail motor down to Forrest early in 1937 and I drove it there for 15 years. Then I was transferred to Maryborough where I retired 15 years later. I don't remember when the rail motor ceased to run.

'I used to stop at Whoorel, Deans Marsh, Pennyroyal, Murroon, Barwon Downs, Gerangamete and Yaugher. I carried mails and papers and other parcels to and from all these places and I was met morning and evening by the local postal official at all these places.

'In addition I would stop quite often at level crossings to let people off, if it would save them a long walk from the station to their homes.

'The motor seated 10, but at holiday times I would stack twice that number in.

'During the war years when there was petrol rationing, the rail motors were fitted with charcoal burners.

'I used to use less than half a gallon of petrol, just for starting morning and night, then I would run on the gas from the charcoal burners.'

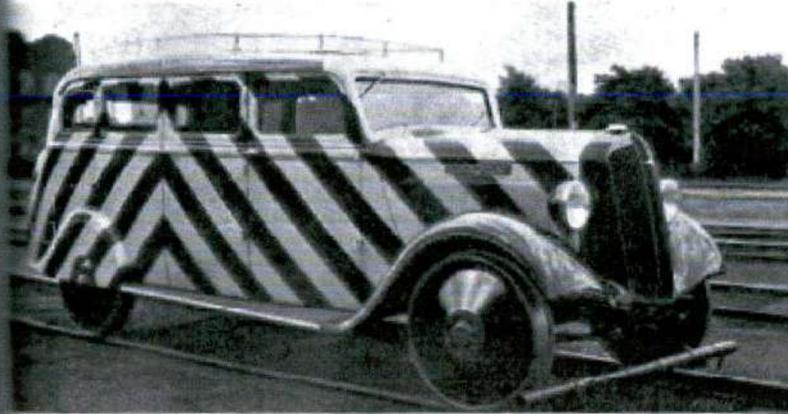
The tiger was retired in 1952, following decreasing numbers of passengers. Alternative forms of transport had taken away its purpose and there was no further need for the service.

F&DHS DOCUMENT ARCHIVE
Title. *THE PASSENGER MAIL
MOTORS INTRODUCED*
Source. *THE VR NEWS LETTER.*
DOC. *0154*

The V.R. News Letter

December, 1936

Issue No. 75



FIRST OF ITS KIND to be used for regular passenger traffic in Victoria, the passenger mail motor provides comfortable seating accommodation for 12 passengers and a driver. Provision is also made for 12 cwt. of luggage, mails, newspapers and parcels on the roof and at the back. Distinctive yellow chrome and black stripes are painted on the vehicle. By this means, it is much more conspicuous at crossings.

Passenger Mail Motors Introduced

IMPROVED TRAIN SERVICES

VASTLY improved passenger and goods train services will follow the introduction of a passenger mail motor service on the Shepparton-Dookie-Katamatite line on November 30. On the same day, a passenger mail motor will be placed in service on the Horsham-Goroke line.

Replacing the existing mixed train service on the Shepparton-Katamatite line, the passenger mail motor will provide a passenger service of seven trips in each direction weekly between Shepparton and Dookie, and four trips daily between Dookie and Katamatite compared with the present tri-daily service. Connecting daily with the morning train from, and the afternoon train to Melbourne and running on the accelerated schedule, the vehicle will provide a much faster through connecting service.

In the operation of the principal Goulburn Valley line goods train services, the passenger mail motor will have its most beneficial influence. The goods trains are largely governed by the mixed train services on the Katamatite and Picola lines. However, by introducing the passenger mail motor

service and augmenting the A.E.C. rail motor service on the Numurkah-Picola line, the goods and passenger trains on the branch lines concerned will be operated separately.

As a result, both the branch line and the main Goulburn Valley line goods train services will be substantially improved. On the "up" journey, later leading times at the principal fruit despatching stations and earlier arrivals in Melbourne will be provided, while on the "down" journey, consignors will have the benefit of earlier deliveries.

Horsham-Goroke Line

With the advent of the passenger mail motor on the Horsham-Goroke line, passengers will have the benefit of a much superior standard of travelling comfort. Provision is made for an extra return trip per week to Goroke, and an additional return trip on Saturday nights between Horsham and Natimuk. The passenger mail motor will also operate the existing postal motor services on this line on Mondays and Wednesdays in substitution for the Sheffield gang car, thus providing excellent passenger accommodation on those services.

Altogether, six passenger mail motors have been ordered; the remaining four will most likely be placed in service on the Birregurra-Forrest, Ararat-Maryborough and Murchison East-Girgarre-Colbinabbin lines.

Central Accounting at Spencer St. O.P.O.

COMMISSIONERS' approval has now been given to the establishment of a Central Accounting Office at the Outwards Parcels Office, Spencer Street. At this office, the whole of the bookkeeping at present performed at the parcels offices and cloak rooms, Spencer Street and Flinders Street, will be carried out.

An integral part of the scheme is machine accounting, and to assist the introduction of this more efficient system, which has operated so suc-

Other States Reduce Rail Loan Liability

VICTORIA is the third State where action has been taken to reduce the capital indebtedness of the railways by transferring a portion of the loan liability to the General Account of the State. As from July 1, 1931, the loan liability of the Queensland Railways (£64,184,569) was reduced by £28,000,000—or 44 per cent. In Tasmania, an Act has been passed through both Houses of Parliament reducing the capital indebtedness of the railways from £6,593,373 to £1,855,373—a reduction of 71 per cent. Interest on the amount written off (£4,738,000) will be a direct charge against the Consolidated Revenue of that State. Provision is also made for an annual payment from Consolidated Revenue of £94,000 per annum over a period of eight years for railway replacements and depreciation.

Successfully at the Melbourne Goods Sheds, three accounting machines of a more modern type are to be purchased.

An outstanding feature of machine accounting, as demonstrated at the Melbourne Goods Sheds, is the great advantage it provides for securing a daily sectional balance.

Cash Registers, too

Incidentally, it is proposed to replace the present unbusiness-like "tills" with four cash registers—one each for the Inwards Parcels Offices, Spencer Street and Flinders Street, and two for the Cloak Room, Spencer Street.

After the new system has been in operation over a period, consideration will be given to the question of providing seven additional cash registers at other points in the parcels offices and cloak rooms.

from Pam Jennings

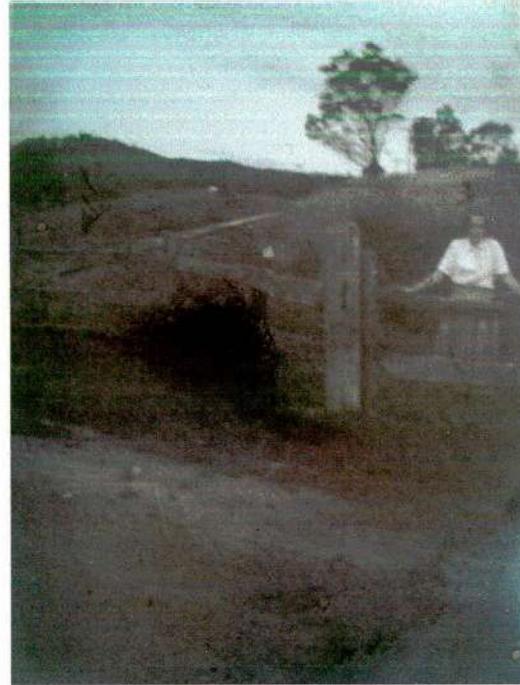
June 2007

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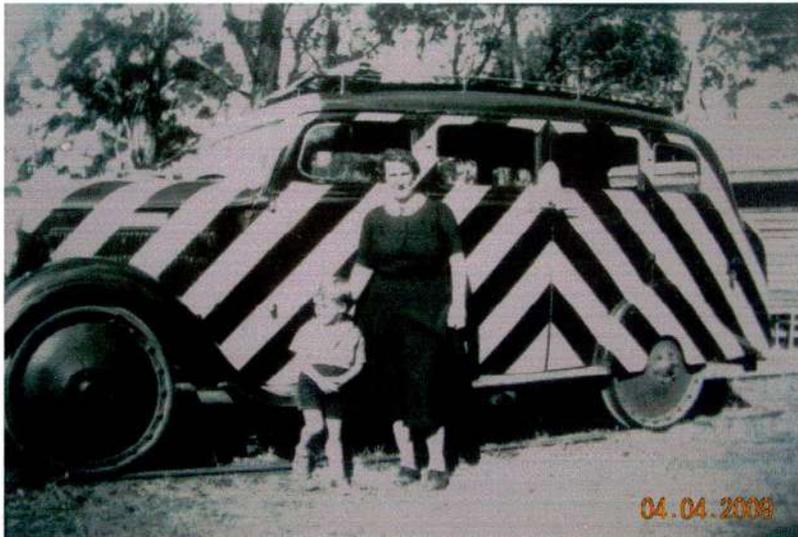
Title..... RAIL.....

Subject Category. FORREST HISTORY

Key Words..... TIGER.....



Audrey Miller at Gerangamete Railway Station and on the Barwon Rd. with the rail coming from Forrest.



Mrs Miller with son Les (Ken's brother) and the 'old' Tiger at Forrest.

Relief driver Laurie Robinson and 'newer' Tiger at Forrest, filling in for regular driver 'Mac'. A unique photo which captures the platform, railway and main street.



F&DHS DOCUMENT ARCHIVE DOC.....Date.....

Title.....

0533

Subject Category.....

Key Words.....

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. 54*

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. McDonald
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.)

AA

3422—38 †

A. B. Ahlston
Chief Mechanical Engineer.

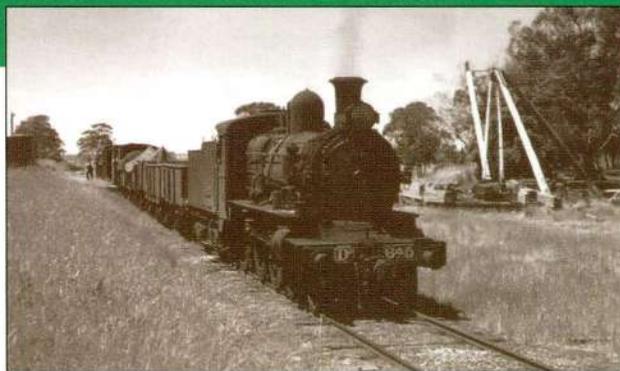
The Daylesford Spa Country Railway thanks Ian and Barbara McDonald for the donation to the railway's archives copies of documents and photographs relating to the railway career of Mr Harold McDonald.

F&DHS DOCUMENT ARCHIVE

Title.....

Source.....

DOC. 0208.....



Forrest, the terminus of the line, was originally known as Yaughner until it was changed to Forrest, after Charles Forrest, the local Member of Parliament responsible for having the line built. Prior to 1890 there was no settlement at Forrest so the township was a creation of the railway.

This sounded the charge for settlers, who under section 32 of the Lands Act 1884 – 90 took up their acreage for the great expense of tuppence an acre. Sadly the local lands department interpreted the Lands Act to mean that settlers had to clear their acreage of all timber, when in reality they were only permitted to clear dead or useless timber.

Forrest was the largest traffic generator on the line for passengers and outwards and inwards freight. Passenger loadings were the highest overall on the line. Inwards freight was general supplies for the area, stock fodder, chaff and hay for the sawmill horses and road gravel. Outwards general loading was agricultural produce, root crops and hops.

District Saw millers were heard to comment in 1899 that the value of the timber cleared 'would have paid the national debt'. The 1899 Royal Commission into the Management of State Forests found that settlement in the Otways was a great administrative blunder and that the majority of the land should be reserved for watershed purposes and for milling timber.

Rail facilities were the most elaborate on the line. There was a departmental residence, a four road layout, dead end siding for the split timber traffic, a siding for a locomotive turntable, a 60 metre passenger platform with office, parcels shed and waiting room, a goods platform, two goods sheds and a six tonne crane. The Post Office was operated from the railway station office for over fifty years, with the Post Master also being the Station Caretaker.



Six timber tramways, in use from 1892 to 1939, delivered large quantities of sawn timber to the railhead from the bush to the south and west. Bullock wagons also conveyed timber by road and, after 1934, motor trucks performed this function. The sawmill companies built loading skids, store sheds and locomotive service facilities in the yard. Timber loadings averaged 8700 tonnes per year (almost 7400 cubic metres sawn) from 1899 to 1950. The highest tonnages were despatched from 1901 to 1912 and 1938 to 1942, with peak years being 1905 handling nearly 15,000 tonnes (12,700 cubic metres sawn) and 1942 totalling almost 14,000 tonnes. From 1947 two sawmills (Sharp's and Henry's) were established in the rail yard, and loaded their output direct into rail trucks until interruptions sent a large proportion via road transport.



For local maps & details on accommodation and tour operators, call into

Colac Visitor Information Centre
Corner Murray & Queen Streets, Colac Ph: 1300 Otways (689 297)

Great Ocean Road Visitor Information Centre
Foreshore, Apollo Bay Ph: 1300 Otways (689 297)



www.visitotways.com
www.rideforest.com



breathe easy...

Tiger Rail Trail



Otways Trails



OTWAYS TRAILS

Look for the other Trail Notes in the series. Copies of these notes are downloadable from the following websites:
www.visitotways.com
www.visitapollobay.com
www.otwaycoast.com

Look for the Otways trails symbol:



When walking in the Otways make sure you follow these simple tips:

Sudden and extreme weather changes are common in the Otways, so carry practical all-weather clothing and remember that your mobile phone may be out of range. Always carry water, food, matches and a torch in case of emergency. Take note of signs and landmarks. Advise someone of your intended location and estimated time of return.

Respect the environment and stay on marked paths. Do not damage vegetation or disturb wildlife. All native animals and plants are protected. No fires, including barbecues, can be lit on a day of total fire ban.



Great Ocean Road Visitor Information Centre

100 Great Ocean Road,
Apollo Bay, Victoria 3233
Telephone (03) 5237 6529
gorvic@colacotway.vic.gov.au

Colac Visitor Information Centre

Cnr. Murray and Queen Streets,
Colac, Victoria 3250
Telephone (03) 5231 3730
colacvic@colacotway.vic.gov.au

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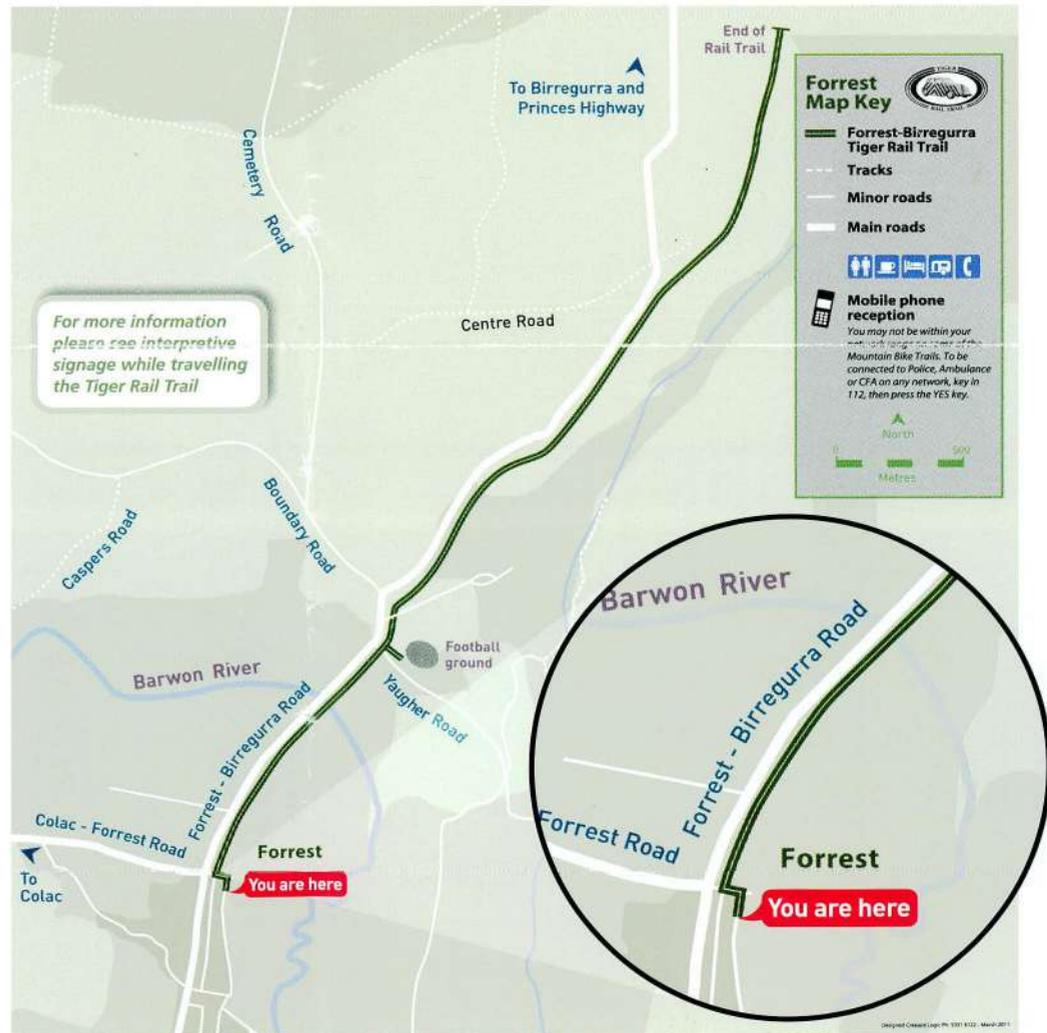


Tiger Rail Trail



The Cape Otway Forest Railway opened on the 5th of June, 1891. The original stations along the way were Birregurra, Whoorel, Deans Marsh, Pennyroyal, Murroon, Barwon Downs, Gerangamete, Yaugher and Forrest.

Map of the Tiger Trail. Forrest, Birregurra Road.



F&DHS DOCUMENT ARCHIVE

Title.....

Subject Category.....

Key Words.....

.....
DOC.0259...Date.....:Dia.Copy?

Draft Notes for Plaques on the Tiger Rail Trail

FORREST

This was the terminus of the line and originally known as Yaugher until soon changed to Forrest, after Charles Forrest, the local Member of Parliament responsible for having the line built. Prior to 1890 there was no settlement at Forrest so the place was a creation of the railway.

The station was the railhead for Barramunga, Mount Sabine, Skenes Creek and Apollo Bay traffic. The Apollo Bay coach (originally horse but later motor) connected with the train service three days per week until 1927 when an all weather road enabled a daily service to be provided.

Rail facilities were the most elaborate on the line. There was a departmental residence, a four road layout, dead end siding for the split timber traffic, a siding for locomotive turntable, a 60 metre passenger platform with office, parcels shed and waiting room, a goods platform, two goods sheds and a six tonne crane. The Post Office was conducted from the railway station office for over fifty years, with the Post Master being the Station Caretaker.

Forrest was the largest traffic generator on the line for passengers and outwards and inwards freight. Passenger loadings were the highest overall on the line. Inwards freight was general supplies for the area, stock fodder, chaff and hay for the sawmill horses and road gravel. Outwards general loading was agricultural produce, root crops and hops.

Six timber tramways in use from 1892 to 1939 delivered large quantities of sawn timber to the railhead from the bush to the south and west. Bullock wagons also conveyed timber by road and, after 1934, motor trucks performed this function. The sawmill companies built loading skids, store sheds and loco service facilities in the yard. Timber loadings averaged 8700 tonnes per year (almost 7400 cubic metres sawn)

from 1899 to 1950. The highest tonnages were despatched from 1901 to 1912 and 1938 to 1942, with peak years being 1905 handling nearly 15,000 tonnes (12,700 cubic metres sawn) and 1942 totalling almost 14,000 tonnes. From 1947 two sawmills (Sharp's and Henry's) were established in the rail yard, and loaded their output direct into rail trucks for a couple of years until service interruptions sent a fair proportion to road transport.

BRIDGES

The Forrest railway route traversed the watersheds for several creeks and the Barwon River and had many bridges, 30 in fact plus 66 culverts, to give an average of one bridge per kilometre along its length. The bridges as originally built ranged in size from 800 metres with 121 openings of 6 metres to smaller ones of four or five openings of four metres. The bridges were standard design for the day built with piles sunk into the ground, cross braces and heavy transoms and decking to take the awesome weights of the locomotives and trains passing over.

(bridge near Forrest across the Barwon) ---- The railway crossed the Barwon as it approached the terminus at Forrest on a long trestle bridge comprising 55 openings of 6 metres. Engineers found that the line was a high maintenance one owing to heavy winter rains compromising bridges and earthworks so the longer bridges were part cut back over the years and replaced with embankments. This occurred at this bridge and it was reduced to two smaller bridges supported by embankments on each side. Almost through to line closure, the bridge gangs were required to do regular work on the openings to counter water and flood damage.

The 100 acres on which the first bridge is located had already been selected to Thomas Hennigan by 1875. The 29 acres beyond the second bridge crossing the West branch of the Barwon River was acquired by Samuel Blundy in 1879 and leased to his son ?? Stephen Blundy. The Blundy's originated from Rainham, Kent, where the Yaugher name exists nearby so it is possible that it is the origin of the name given to the area by 1883. Drawing on his experience in Kent, Stephen Blundy was one of the first farmers in Forrest to grow Hops. At the time of the construction of the railway in 1890 this road did not exist but passed to the east before emerging near the Yaugher railway station. The remains of the orchard on the west of the road indicates the site of the early Blundy homestead. ??

YAUGHER

This station opened with the line in 1891 as Barwon Downs but was soon changed to Yaugher, after the local parish name. Yaugher was then the centre for the upper Barwon valley and here was located the school and cemetery.

Rail facilities consisted of a departmental gate house, a 60 metre length passenger platform and shelter, goods loop of 170 metres, a ramped platform and cattle loading facilities. Pig loading races were installed in 1924 at the request of farmers from Gerangamete and Yeo. Traffic was the lightest of any of the stations on the line and was mostly outwards cream, agricultural produce and firewood. Firewood and charcoal in large quantities were loaded during 1943 to 1945 for war time fuel needs. A saw bench was sited in the goods yard to cut this firewood, which was sourced from the forests to the north and west. Road gravel and water pipes in the 1930s were the only major inwards consignments. Passenger traffic was minimal - so much so that the guard called out 'Anyone for Yaugher?' at Birregurra in order to know whether it was worth stopping.

1. The passenger platform was reduced in length to 30 metres in 1938 but this can hardly have been economic as there was only one passenger every 2.5 weeks by this time. The station was closed in 1952. The Yougher Railway Station consisted of a platform for passengers and a shelter shed, a siding and a set of cattle yards and a gatehouse at the road crossing with gates which were closed by the gatekeeper/stationmaster when the train was due to go through. Visiting football teams alighted here for the sportsground while the engine proceeded to the turntable at Forrest ready for the return journey. Until Forrest became established Yougher was an important township with a school founded in 18 ??, and Anglican Church from 1889 (burnt by a bushfire in 1906) a store, post office, and nearby a slaughterhouse.

TRESTLE BRIDGE – Here we can see the first of the many trestle bridges constructed for the rail line to Birregurra. It must be remembered that the substantial cutting along which we are walking and bridges of this kind were all built with simple tools without the use of machinery. These trestle bridges would have withstood the engine and heavily loaded passenger and goods cars weighing many tonnes. The machine made nuts and bolts suggest that the bridge may have needed reconstruction or repair since its construction. It was the high cost of maintenance, in wet and flood prone areas which contributed to the lines closure in 1957.

FLOOD IN THE VALLEY

Lake Elizabeth was formed from a huge landslide in the very wet winters of the early 1950s that blocked the course of the East Barwon River. In October 1953 part of the Lake Elizabeth bank collapsed and flooded along the East Barwon to Dewings Creek. Silt up to 1.5 metres deep was left across Hammond's farm and other places and this ruined agriculture for some time. Fences were also destroyed. Farmers wanted the entire bank to be removed to avoid further flooding but Authorities declined to take this action so Lake Elizabeth remains.

– A tunnel brings water from the West branch of the West Barwon Dam through to the east branch of the Barwon River from which it goes into the channel which can be seen in the distance to the east, where it runs all the way to ?? near Moriac which supplied water to Geelong and neighbouring townships. In the middle of a very wet long weekend in June 1952, to everyone's surprise, the east branch stopped running. They discovered a landslide in the bush which had dammed the river creating what was later named Lake Elizabeth. Soon after in August 1953 the dam wall burst devastating this valley with water. The roar could be heard for miles and this valley was covered in mud, trees, scrub and ferns.

CULVERTS

– Along the trail you will find many superb examples of culvert's draining hillside water under the railway line. These were all constructed by hand entirely of brick work forming a curved tunnel under the railway embankment.

Forrest Trees – Here the train entered a heavily timbered area consisting of splendid stand of tall, straight White Gum's. They generally grow in wetter areas and their smooth bark is not resistant to bushfires. They depend on seeds to recover from infrequent bushfires. Some trees on the upper slope are accustomed to a drier environment. For example, the Messmate Eucalypts have a tough fibrous bark which resists fire. New shoots will appear from under the bark to create a fresh canopy after a bushfire. The understorey consists mainly of Wattle's which flower in August and September.

F&DHS DOCUMENT ARCHIVE
Title. TIGER RAIL TRAIL

Source. DARREN CHEESEMAN
DOC. 0185

OPINION



On the street

The Colac Herald asked people how they had prepared ahead of the fire season, which starts tomorrow.



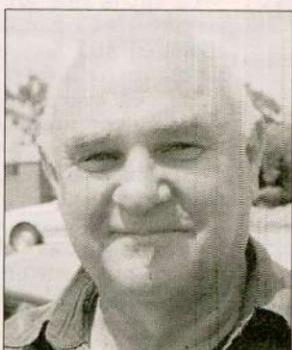
"We've gotten all rubbish out of the way, cut the grass, trimmed trees back and made sure the generator's ready."

John Vaynes, Lavers Hill 091023BM001



"I've cleaned out my gutters but I think the authorities carry on a bit too much."

Joan Ballagh, Colac 091023BM004



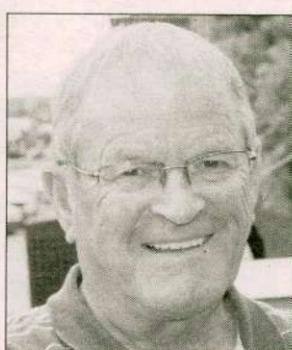
"We've just done the standard procedures, maintaining the yard and things like that."

Greg Edwards, Lovelybanks 091023BM005



"We've cut down all the gum trees around our house, kept the grass trimmed and are getting rid of all the rubbish."

Louise Veenstra, Colac 091023BM008



"I've cleared my gutters, trimmed hedges and always keep lawns mowed. I'd be more worried if I lived in the country."

Colin Rodger, Colac 091023BM009



"Preparation is critical, we've gone through emergency exits and plans with our family. It's usually the people who don't think it will affect them that suffer."

Majella Hoare, Wauran Ponds 091023BM011

Speak up in On The Street for a chance to win a \$500 account from SEWELLS FINANCE LIMITED Winner drawn Monday, December 21, 2009

WEATHER DETAILS

THREE-DAY OUTLOOK

MON Partly cloudy, 7-16
TUE Sunny, 7-20
WED Sunny, 9-21

SUNRISE/SUNSET

MON 6.25am/7.54pm
TUE 6.24am/7.55pm
WED 6.23am/7.56pm

RAINFALL

None reported in 24 hours to 9am, Sunday

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Schools needed for sale

by David McKenzie

Organisers have called on Colac and district schools to sign up for a shopping and fundraising extravaganza.

Colac shops will open late for a Freaky Friday Sale on November 13, in a sale that will help raise money for Colac and district schools and kindergartens.

But only four schools are yet to sign up to the initiative.

Colac's Katrina Fisk is organising the sale, which will have discounts for shoppers who have a ticket.

Tickets are available from schools and kindergartens, which would keep profits from ticket sales.

"I hope that a lot of schools and kinders get on board to make it a really great night," Ms Fisk said.

"It's a win-win situation," she said.

Otway Business Inc is sponsoring the sale.

OBI president Anthony McDonald encouraged schools to sign up.

"Every school or kindergarten in the region is invited to be involved in this," Mr McDonald said.

"It is being done for the benefit of the community in general," he said.

"It's almost a no-brainer for the schools and kinders to be involved because it's a really simple way for them to raise some money.

"The schools have the tickets available.

"They cost \$10 and that \$10 is going straight to the school."

Shops will open from 6pm to 9pm during the sale.

Ms Fisk said 40 businesses had signed up for sale, and more were welcome.

She said participating businesses

sold a range of items, including fashion, food, electrical appliances, furniture and jewellery.

Ms Fisk previously arranged shopping sprees to Colac shops as a school fundraiser.

She said Colac businessman Graham Currington of Ball and Croft Betta Electrical contacted her this year suggesting the sale.

Mr McDonald thanked Ms Fisk for organising the event.

"Katrina is the person who is making all this happen," he said.

"It's a marvellous initiative."

Ms Fisk said she hoped shops would put up decorations marking the Freaky Friday theme.

Schools, kindergartens and businesses which want to join the sale can contact Ms Fisk, *The Colac Herald* or Mixx FM.



Anthony McDonald

TIGER Letters

Have your say in The Colac Herald. Send letters to the Editor, PO Box 21, Colac 3250, email to news@colac Herald.com or fax 52311943.

Otways boast a rich history

Sir,
With the next section of the Tiger Rail Trail construction about to start, it's a good time to remember exactly the rich 150-year timber industry history this celebrates.

Whether you support or disagree with logging, we need to remember the blood, sweat and tears many generations put in to earn a living and support their families in the Otways.

Whilst the bush to many is a great workplace - and they would not trade it for anything - it was not an easy life by any measure.

I have not been able to establish absolute statistics - it seems they were

not kept in the early days at least - but there were many people who lost their lives in this industry in the Otways.

And to their families and friends, none of these people were statistics.

Just one story really gripped me both because it is a part of our national political history, and also because it shone a light on life as a logger in the Otways.

Many people do not know that one of Australia's great Prime Ministers, John Curtin, cut his teeth organising timber workers in the Otways and other areas so they could achieve better wages and better safety.

Indeed it is very likely John Curtin rode on the original Tiger Rail Trail, as he was famous for the way he criss-crossed the coun-

tryside by train, talking to workers in their isolated camps about the need to join together.

And it was perhaps even more telling that a fatal logging accident in the Otways seemed to play an important part in John Curtin deciding on a different path, a pathway that saw him become Australia's greatest war-time Prime Minister.

This fatal accident occurred in October 1915 when timber worker Steve Reynolds was killed at an isolated timber camp near Wye River.

A huge log he was cutting moved under him, throwing Reynolds on the ground and in the pathway of the rolling log.

These camps were so isolated it would take three whole days for the body

to be carried over an old bush track, then brought by train to Melbourne for burial.

The news of this tragedy has been given importance in Curtin's decision at that time to resign from the Timber Workers Union, to try to tackle the issue of fairness and workers wages and safety on a far bigger stage.

So, that is just one little story of working people in the Otways.

Interestingly, the Forrest Tiger Rail Trail gets its name from when the logging trains finished carting timber from Forrest to Birregurra around 1936, and the line just became a passenger service.

Someone enterprising brought in several American Dodge cars, painted them

yellow and black - tiger colours - and converted them to railway cars.

Today, of course, the trail up through to the Yaeger State Forest has become a mountain bike mecca.

So, from timber trains, to Dodge Car rail passenger service, to mountain bike trail.

The world keeps evolving.

To many, the Forrest Tiger Rail Trail will be just a good day out in a forest.

But it is great that the role of working people and the rich history in the Otways is also remembered and celebrated.

They certainly earned it!

Darren Cheeseman,
Federal Member for
Corangamite

HERALD BRAIN STRAIN

- Which oil company, with US\$458 billion in revenue last year and 102,000 employees, is the world's biggest company?
- Which American company is the world's largest retailer?
- Who is the world's richest man?
- And with which company did he

- make his fortune?
- Which author is Britain's tenth-richest woman?
- Heiress Blair Parry-Okeden, whose fortune is worth \$7 billion, is the richest resident of which country?

- Businessman Frank Lowy, Australia's second richest person, co-founded which retail giant?
- What is the world's largest beverage company?
- What is the largest stock exchange in the world, when measured by the value of its listed stocks.

- Shell
- Wal-Mart
- Bill Gates
- Microsoft
- King of Thailand
- JK Rowling
- Australia
- Westfield
- Coca-Cola Company
- New York Stock Exchange

ANSWERS



Author dies in crash

by David McKenzie

Colac author Rob Trickey has died in a traffic accident in New South Wales.

Mr Trickey was the author of about 10 children's books and a former teacher and sportsman.

Mr Trickey was driving his car near Mudgee in central New South Wales at 11am Thursday when a truck swerved to avoid another car.

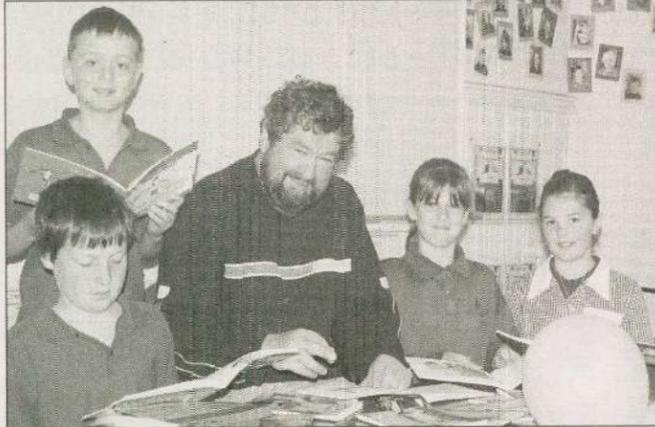
The truck's trailer jackknifed and slammed into Mr Trickey's car. He died instantly.

Colac Otway Shire mayor Brian Crook paid tribute to his friend and former colleague.

"He was someone who loved life to the full and lived life to the full and always saw positives in people," Cr Crook said.

"He was passionate about young people and really interested in their aspirations and what their life plans were. He loved his own children."

Mr Trickey was previously



PASSIONATE: Colac author and teacher Rob Trickey is pictured doing what he loved, working with children.

a relief teacher and would have taught at every primary school in Colac Otway Shire.

"In work, he had the ability to make learning fun as a teacher," Cr Crook said.

"There's a lot of young people who would have been taught by Robert Trickey," he said.

"Everyone who had contact with him just loved the guy."

Mr Trickey left teaching to write and publish books for

children. His works included *Basher Bob* and *Alex the Ace*, and he published through his own company, Trickey Trading.

"He took quite a risk to give up teaching and backed himself to make a living out of writing books," Cr Crook said.

Mr Trickey travelled Victoria, New South Wales and Tasmania visiting schools and teaching children about

writing and publishing.

He was on a trip to visit schools when he died.

Cr Crook said Mr Trickey was involved in football, cricket, netball and tennis through his children's involvement.

He was also active in the sporting community before becoming a father.

"He was a terrific coach and mentor for the kids in cricket and footy," Cr Crook said.

Mr Trickey had been a field umpire, was a life member of City United Cricket Club and had been involved in football with Colac Imperials, Irrewarra-Beeac and Birregurra.

He was an avid supporter of the Melbourne Demons AFL team and also followed horseracing.

Mr Trickey is survived by his wife Denise and two children. His son Lewis is set to complete Year 12 next year after spending the first half of 2009 in the United States.

Daughter Ashlyn is in the United States on a student exchange and will return to Colac this week for her father's funeral.

Reception talks

Technical limitations could prevent the introduction of temporary mobile phone base stations in the Otways this summer.

Telstra's area general manager Bill Mundy met with Mayor Brian Crook, council chief executive officer Rob Small and other councillors last week to discuss how to improve mobile phone coverage in the Otways.

Although temporary base stations were a possibility, Cr Crook said Mr Mundy explained technical limitations of the base stations and how they were inappropriate for the Otways.

"We now understand why Telstra has said it would be inappropriate to use temporary base stations in the Otways during the fire danger season," Cr Crook said.

"In spite of what Mr Mundy said about the temporary base stations, council is still working with Telstra with a view to improving access to communications in emergency situations this summer," he said.

Cr Crook said his council would continue to campaign for better mobile coverage in the Otways in the medium and long term.

Inaugural gala day generates awareness

by Georgina Howden-Chitty

Organisers were pleased with Colac Adult Day Activity Centre's inaugural gala.

Centre activity worker Sandra Lawrence said about 85 people attended the event.

"We got quite a lot of donations from businesses and the community support was just fantastic," Mrs Lawrence said.

"Everyone has had a wonderful time," she said.

"The Frank Lawrence Band has been perfect and the catering at City Bowls Club was superb; it's just been a fantastic day."

Centre co-ordinator Sally Sparks said Friday's event helped bring Colac organisations together.

"We are extremely happy with the number of people from different organisations who came and attended," Ms Sparks said.

"It has helped create an awareness between organisations of each other and hopefully that will lead to a greater understanding of each other," she said.

Colac Adult Day Activity Centre is a Colac Area Health program.



BEST: The gala's man and lady of the day, Ian Nelson and Valda Stokes. 091023NH016A

VCE students celebrate in style

by Brett Worthington

Colac and district VCE students have celebrated their final week of classes in style and safety.

Teachers from both Trinity College and Colac Secondary College say they are proud of Year 12 students after an incident-free final week of classes.

Colac Secondary College Hearn Street campus Year 12 co-ordinator Kate Geary said the school was impressed with its students' behaviour.

"Behaviour has been great

at both campuses," Mrs Geary said.

"We had a fantastic celebration and the students were well behaved at Lorne, which was a nice way to end classes," she said.

"It has been a nice time for teachers and students."

Hearn Street students spent Friday at Lorne.

Trinity College students traveled to the coastal town on Thursday.

Year 12 co-ordinator Philip Drew said teachers and students participated in a day

filled with celebrations.

"The Year 12s started the day with a cooked breakfast with staff, and students dressed up to the theme 'in your dreams'," Mr Drew said.

"Afterwards we held a tree planting ceremony near the administration building before heading off to Lorne," he said.

Mr Drew said the Year 12 students performed a concert at the school in the afternoon.

He said it was the "perfect"

ending to the year.

"Staff and students were left feeling very satisfied with the day," he said.

Colac police said they were impressed by the behaviour of students throughout the week.

But students have little time to celebrate.

Friday's English exam will signal the beginning of the exam period.

Colac Secondary College Murray Street campus representatives were unavailable for comment.

THIS WEEK'S SPECIALS

CORNED SILVERSIDE \$6⁹⁹ KG

LA IONICA CHICKEN BREAST \$11⁹⁹ KG

CHICKEN MIGNON & WELLINGTONS \$2⁹⁹ EA

CHICKEN & BEEF KEBABS 10 FOR \$12

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HOSES and more Hoses. A bulk purchase of hoses has our warehouse overflowing. Now is the time to check out the condition of your hoses, Garden and water. Call into your nearest GTS to compare our prices. We also have a huge range of fitting (Brass and plastic) to suite.

Need something to keep your drinks cold after a hard days cleaning or just to take to the races? Check these out. Everything from a stubby to a slab or that special bottle of sparkling wine for the ladies. Portable or just to keep in the shed for that Barbie.

Artic: 4ltr \$5.10, 16ltr \$15.95.
Esky: Fluro one for the worker in the family, ideal CHRISTMAS PRESENT \$49.95 or what about our HSV Esky for the car enthusiast in the family \$69.95.

Kookaburra: (green) 62L \$195-, 126L \$350-
Gasmate: 65L ice box \$275-

Coleman: 5qrt \$19.95, 16qrt \$45.00, 28qrt \$59.95, 36qrt (3days) \$75.00, 36qrt (5days) \$119.50, 50qrt \$109.50, drink coolers 1/2 gal \$13-95, 1 gal \$22.95, 2 gal \$39.95

Ice Kool: 10L \$49.95, 20L \$59.95, 47L \$199.50
Stock varies from store to store.

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