

PORT BAY EXPRESS

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

Volume No.8 – Issue No.4.

April, 2023.

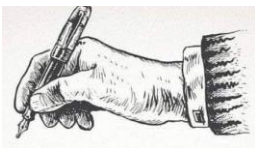


Sunday 19th March, 2023 was a quite overcast day for the miniature railway. Shown above is Graeme Robinson driving “Sam” and passenger train passing the turntable site. Graeme is but one of our loyal band of volunteers whose help we appreciate. We are looking for new members. Want to join our happy crew ?? (Pic: Brian Coleman)

OUR PRESIDENT REPORTS :

- **Our miniature railway needs more volunteers** – if you know of anyone who might be interested in helping, encourage them to join us to help run our trains....
- We will be holding a few future Working Bees and your assistance is earnestly requested. It is very important to get a few jobs completed that are “on the books” and your valued help is always sought.
- We have had a display stand at the Bellarine Agricultural Show held on Sunday, 12th March, 2023 and thanks go to all of our members and volunteers who helped make this special event happen. Well done Guys and Gals.
- A NAB Working Bee was held at our site on Friday, 10th March, 2023 at which we had over 23 volunteers from that company. Work carried out included maintenance of the garden beds, tree pruning, track weeding etc under the supervision of Harm Jager and others. Thanks Guys and Gals for your valued assistance.
- The month of April is turning out to be a fairly busy month for the mini railway, what with a Party Booking for Saturday 1st April, 1st & 3rd Sunday Running (2nd & 16th), plus extra running days for Easter Saturday (8th) and Sunday (9th) and also Wednesdays (12th & 19th) during the Autumn School Holidays makes for a pretty full on schedule. It is certainly a case of all hands on deck....

Keith Stasinowsky – President.



FROM THE SECRETARY'S DESK:

- A warm welcome is extended to Harrison (Harry) Neagle of St Leonards who has been accepted as a Volunteer. Welcome aboard Harry, we hope you enjoy your new journey with us.
- There are vacancies for Party Bookings. The miniature railway makes for that ideal facility for your family. Contact Keith, Our Party Bookings Man on 0476-124-598.
- A recent Special General Meeting (of 11th February, 2023) approved of changes to our Rules of Incorporation in regard to Clauses 51 (Nominations) & 53 (Election of Ordinary Members) We are now awaiting formal approval from Consumer Affairs Victoria (CAV).

Brian Coleman – Secretary.

ATHERTON – HERBERTON HISTORIC RAILWAY STEAMS BACK TO LIFE

There was much excitement on Friday January 20th at the Herberton Station in Far North Queensland. It was the first public passenger running day for Atherton Herberton Historic Railway's 1905 Peckett steam locomotive and 1913 heritage wooden carriage. AHHR ran the train over the last two weekends of the month. This has been the culmination of five years of restoration for both Peckett 1069 and the carriage.

Passengers came from all over North Queensland and beyond. It was so pleasing to see the happy faces of the visitors enjoying the 4km round trip. For many of the younger visitors it was the first time they had seen a steam train in action and for the older visitors it was a chance to reminisce about their younger days riding on the steam trains. It was uplifting to see the joy on their faces.

The process of training more guards and firemen to help ease the load on the current volunteers working as train crew is ongoing.

The volunteers are also excited about the delivery of a RM2031 a 2000 class railmotor from Queensland Rail Ipswich Rail Workshops with another, RM2024, in the next few weeks. Both are very much a restoration job but the volunteers are looking forward to the challenge. The first big job has been to remove the graffiti.

The running year for the Peckett will start on Saturday March 25th and Sunday 26th. It will then run on the 2nd and 4th weekends of the month. Bookings can be made on-line on our website www.athrail.com



The 1905 Peckett and 1913 Carriage waiting at Herberton for the first passenger journey in January, 2023. (Both Pics: AHHR)



Delivery of RM 2031, a 2000 Class Railmotor, at Herberton during February, 2023



Australian Miniature Railways. Part 1 - Introduction

In the 21st century Australian miniature railways have settled into a pattern that appears to be quite stable. How did we get to this position? Questions might include:

- Who were the pioneers?
- What were they thinking?
- Why did some railways prosper while others struggled?

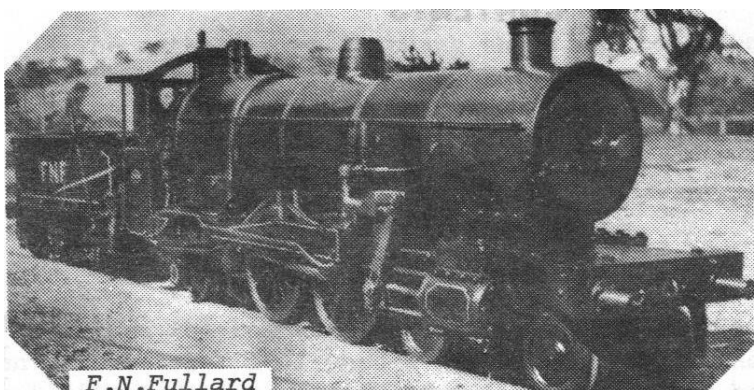
Some of the pioneers who have left us information on their lives are:

Norm Fullard
Herbert Thomson
Captain Ernest James
Clem Meadmore

Norm Fullard, born in 1898, in Fitzroy North, was a farmer at Highcamp, in central Victoria. The family farm Mollison Park is located on the south corner of the Northern Hwy and Fullards Road. He completed No. 10, the 7¼ inch gauge 4-4-2 steam locomotive in 1926, so he must have started building it in the early 1920s, as a young adult. This is impressive considering he married in 1924 and would have been busy with the family farm.

7¼ inch gauge No. 10, 4-4-2 steam locomotive at Mollison Park, Highcamp.

From Diamond Power 2nd edition 1984.



From the front veranda Norm could see the main line to Heathcote, 600m away. The railway was just across the highway on the hillside. Almost opposite Mollison Park, steam locomotives travelling in either direction crossed two creeks flowing off the low escarpment to the east. Then storming up the 1 in 50 grade in either direction they created an action scene that surely inspired Norm to want to drive a live steam locomotive.

In the early 1920s, some miniature steam locomotives of around 12 inch gauge had been seen over the previous 20 years. Such showman's locomotives were a rare display, in miniature, of these fast and powerful iron horses. This was regarded as entertainment for all age groups. In a 1924 British Pathé newsreel, King George V and Queen Mary are seen at the British Empire Exhibition, Wembley, enjoying a ride behind 4-4-2 Peter Pan (10¼ inch gauge), built by Bassett-Lowke in 1910 for Capt. Howey. Some like Norm considered it within their capacity to construct these larger models.

Model engineering groups were still getting organised, so advice and help was hard to find, and model engineering supplies were just starting to become available. Most things had to be made from scratch.

Machine tools were very expensive. It is likely that much machining was done at engineering works, through the network of friends.

Town electricity was not available on farms. Norm had died before electricity was connected to the farm. Evening work was done by kerosene lighting, and much work was done with basic hand tools. Norm Fullard's lathe was driven by belt from a petrol engine. He would sometimes be in his workshop till 2:00am.

As well as farming, Norm was a motor mechanic, offering repairs and maintenance for his neighbours' vehicles. His training and experience in mechanics would have been a solid preparation for model engineering.

Norm was keen on racing motorcycles. This was, most likely, his chief connection into a network of people who were at the leading edge of experimenting with anything that improved the performance of their motorcycle engines. To give some background to the significance of motorcycle racing in the 1920s, consider where the speedways were located. One was close to the north side of the Royal Exhibition Building, Carlton and one was close to the east side of the site of the 1956 Olympic Pool, Swan Street, Melbourne. It is possible that he connected with Alan Lewis at this time. Alan was an Australian champion, racing with a side car. Details of Alan's locomotive are covered in a later part of this series.



At right, Exhibition Speedway, Melbourne. photo from <https://www.vintagespeedway.com>

In 1924 a newspaper item mentions a 7¼ inch gauge 4-6-2 locomotive built by Mr Mahoney, and run at Williamstown Beach, so this track gauge was in use in Melbourne. Generally, the few miniature steam locos that took rides at that time were on various track gauges. It was not till the mid-1920s that 12 inch gauge became the preferred dimension for showmen's railways.

For a railway around Norm's farmhouse, 7¼ inch gauge would have been appealing. The locomotive would have plenty of pulling capacity, the components were a manageable size for a home workshop and rolling stock stability was not an issue for family and friends. It is clear his vision for a railway later changed to something a little grander when he replaced it all with a 9½ inch gauge railway. His 9½ inch gauge 4-4-2 locomotive was completed in 1942 and is described in a later part of this series. He sold his 7¼ inch gauge locomotive to Clem Meadmore for use on the Chelsworth Park Railway, Ivanhoe, covered in a later part of this series.

In Victoria, from 1920 to 1960 a significant proportion of the builders of the large locomotives were motor mechanics/engineers, including – Herbert Thomson, Ernest James, Norm Fullard, Jim Carne, Reg Stamford and Alan Lewis. As well as these builders, there have always been stories of mechanical fitters utilising their ability to have a go at building a miniature steam locomotive.

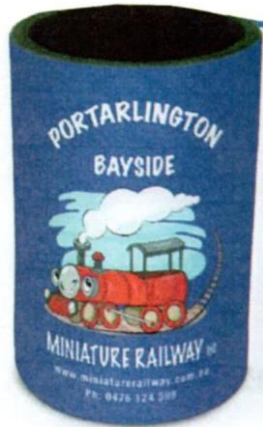
As mentioned, model engineering resources in the 1920s were rare. The Melbourne Steam (Traction Engine) Club's 12 inch gauge 4-4-0 steam locomotive, from Sydney, built in 1926, has a Gresham injector possibly made around 1910. This may have been purchased second hand after being used on an industrial steam locomotive.

A general reference for this whole series is Amusement Railways of Australia – Jim Longworth, Transit Australia Publishing, 2015. Jim gives a good general picture of amusement park train history.

Next instalment – Captain Ernest Homewood James – Engineer - Pioneer of Australian Armoured Car development – War hero – Agent for White Steam cars and AEC chassis (fast test run on Victorian Railways Bendigo line) – Pioneer live steam hobby supplier - Founder of The Model Dockyard, Swanson St – Builder of a 12" gauge VR A^A Class 4-4-0 steamer - Host of the 1958 live steamers gathering (forerunner of Australian Association of Live Steamers conventions).

(To be continued)

SOME OF OUR SOUVENIR RANGE :



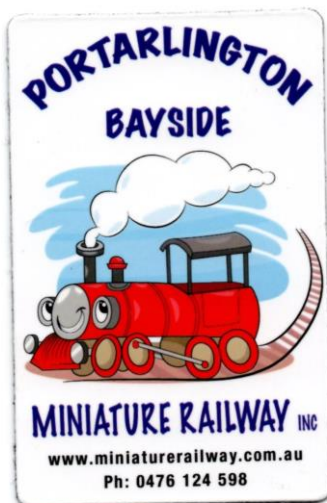
CAN COOLERS \$7.00 ea.



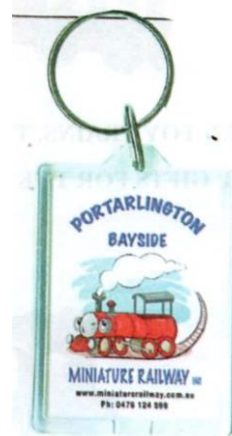
KIDS "TEE SHIRTS"

SIZES 2 - 10

SALE - ONLY \$10.00 ea.



FRIDGE MAGNETS \$3.00 ea.



KEY RINGS \$4.00 ea.

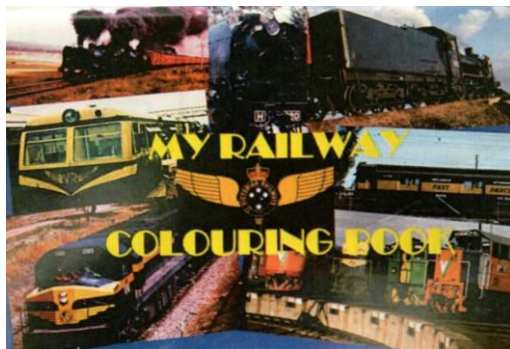


POSTCARDS \$ 1.00 ea.



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IF YOU CANNOT SEE IT –

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Yarra Valley Railway Information No.24

Derails

When trucks or carriages are parked in a siding it is important that they do not finish up on the main line and in the path of an oncoming train. To prevent them either rolling, or being pushed, out of the siding it is common to install some form of derailing device to ensure the rolling stock does not finish up on the main line. Derailing rolling stock is undesirable but is more desirable than being smashed into by an on-coming train.

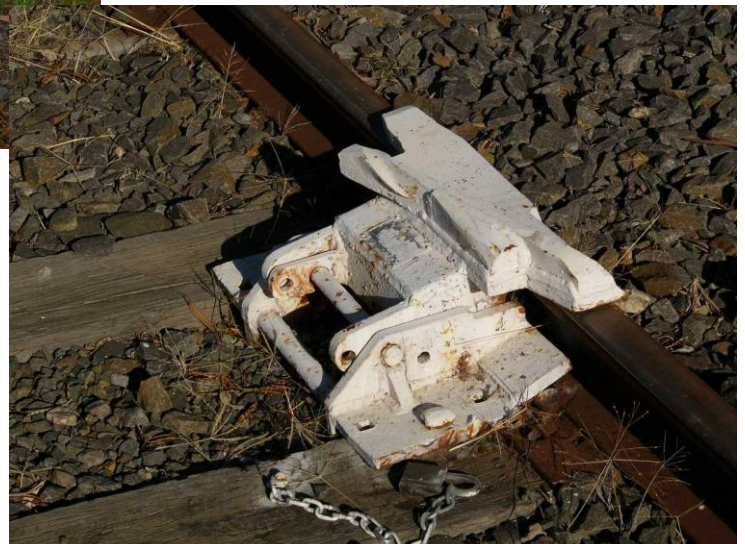
An old and simple device was the Scotch Block. It was held in place by a padlock. Any rail truck hitting it might simply be stopped, or if it rode over it the principle was that the wheel would be dragged to the side and the vehicle derailed.

It is designed to stop rail vehicles heading towards the camera (right).



To allow trains to pass he block was unlocked and folded back off the rail.

A more modern, fabricated form, of the same type of device is shown below.



Experience has shown that rail vehicles pushed at speed can simply ride over a Scotch Block and not derail, so many more modern derails act on both rails to ensure the vehicle actually does derail.



ABOVE The derail in the foreground on the left rail lifts the left wheel and directs it away from the main line. Against the right hand rail is a guide which ensures that the right hand wheel is also pushed sideways, ensuring that the rail vehicle is derailed, away from the main line.

This derail is connected to the points (turnout) so that when the points are set for the siding, the two parts of the derail drop down, out of the way.

LEFT At Healesville on the goods shed road a single point blade if moved to the left would ensure that rail vehicle travelling towards the camera would be derailed and directed away from the main line which is on the left of the photo.

NIGHT-RIDING A "SPARK"

By C. H. Cheong

WITH something akin to awe, I approached the sleek electric locomotive standing in the Jolimont yard. The night was black as pitch, but the light from a shunter's hand lamp played on the rivet heads and the gleam traced the square plates which strengthened the sides. A sand box on either side introduced the idea of a sinister gun barrel. Outwardly, it was the armored car of military patrols. It required no flight of fancy to imagine this steel-sheathed monster spurting a hail of bullets at combatants.

I climbed the steps to the railed platform and went through the door where the driver and his mate, the observer, sat one each side of the compartment. There was no perceptible embarrassment at the prospect of an unexpected passenger, and they greeted me with welcoming hands.

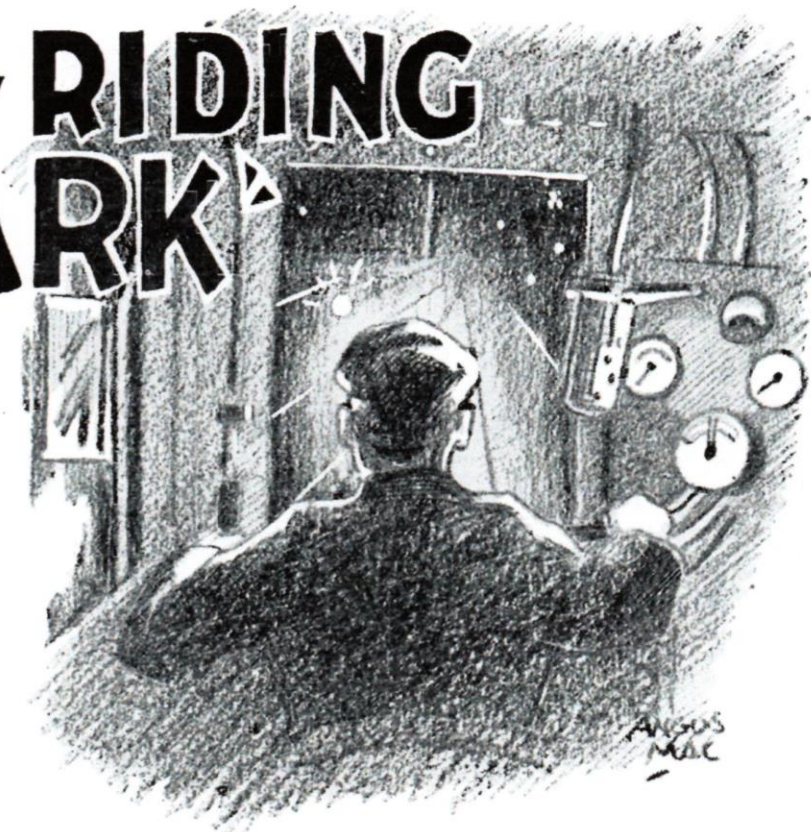


I recoiled hastily . . .

The driver was most anxious to correct my frequent allusion to his "electric locomotive." "Say 'Spark'" he admonished gravely, "that's what we call it."

"Parts of it bite, you know," he proceeded grimly.

I recoiled hastily from an elongated



ANGUS MUIR

metal box, whose perforated front appeared wicked enough to hide any quantity of death-dealing electricity.

"No, that's all right, it's only my locker" he reassured me. "What I meant was fiddling. If you fiddle with this apparatus, you're apt to get bitten, and those teeth will sink to the extent of 1500."

I didn't quite know how drastically "1500" would perform with me, but it sounded so impressively dangerous that I dived my hands deep into the pockets of my overcoat.

THE driver explained the controls. Carefully and intelligently I followed his verbose description of the equipment, his eloquent interpretation of series running and his lecturette on the advantages of electric locomotion. Wisely I nodded my head at opportune moments, and when he finished I asked him what made the thing go. The observer delivered himself of a hollow cough and looked significantly at the driver, who hastened to turn the conversation to cricket, and the iniquity of Ryder's exclusion.

I looked at my watch. It showed 11.45. Theatre trains rushed patrons homeward. Gaily frocked ladies and white shirt-fronted cavaliers were in the majority. The breeze whisked the ends of dainty gowns in the open doorways as the carriages passed.

From Princes-bridge the voice of the city was wafted down—a voice finding expression in newsboys' cries, in the traffic rumble, in the raucous invitation of the pie-man to sample his wares . . . the uneasy utterance of a civilized city settling down to sleep.

"All clear, George," said the observer, and 1105 glided almost imperceptibly through the yard past No. 1 platform, rumbled on, was switched to another road and came back down No. 8 track in readiness for its train.

The last trains drew in at the platform. Late passengers made last minute dashes down the ramp, flopped into seats and sighed with evident relief at their escape from the mercy of the taxi-driver.

The trains gathered way. Lights in the yard shone steadily. Green, red and yellow pin points in the distance changed rapidly as trains sped past.

Then there was silence. The voice was stilled. The great city slept. . . .

FOR us the spell was immediately broken. Out of the night a rake of trucks appeared, drawn by a steam engine. The enginemen bade a cheery goodnight and their locomotive panted off for the next item on the night's roster. We backed on to the trucks and coupled up. The signal-box inhabitants set the road and the observer passed the message from the

colored lights. The driver tugged his whistle cord, slewed a handle, pulled a lever, pushed a knob and we threaded our way through the maze of steel ribbons stretching into obscurity. The lights from 1105 flashed in fantastic shooting gleams along the rails.

I stood behind the driver and peered through his window. Dimly the M.C.C. brick buildings rose out of the blackness and were swallowed up again. Farther along, the headlights of a car lit the driver's face for an instant. Seen in that flash, his eyes were set on the track, his chin stuck forward and he sat in an easy position, his two hands firmly moving the controls. Then oblivion, and as my eyes grew accustomed to the dark again his silhouetted form took shape and outline in the frame of the window.

Outside the darkened Richmond station, a big-eyed advertisement negro grinned his approval and raised his cap to our health. I suppressed a wave, and walked through the passage flanked on either side by electrical equipment—grim forbidding apparatus, enamelled appropriately jet black.

I stood on the rear platform and looked back. A low truck of metal moved immediately in our wake, an "H" truck followed, dimly a louvre's top showed and, seemingly miles away, the side light of the guard's van kept its distance.

We crossed the river. Through the steel lattice work a dark facsimile of 1105 entered the water and shot to the other bank. We slipped through South Yarra where a few isolated houses showed out with streaming light from doors and windows. Strains of music floated down the wind—revelry.

A WAVING hand lamp stayed us at Windsor, and we dropped two trucks of wood and one of berry fruit. We shunted the trucks to the siding and, picking up 15 empties, went our way. A yard porter joined us and Windsor was left behind. At Elsternwick another waving lamp swung to and fro. We dropped off a truck of sand, a truck of grain foods and yet another of wood.



He . . . swarmed up the front of the "spark"

The yard porters rode on 1105 with us and at each station operated the signals, set the roads, worked the crossing gates and with the guard accomplished the shunting. Economical working this—no signalmen required to be brought on night shift.

More empties were coupled on and we sailed to Middle Brighton, staying outside the yard whilst the acting signalmen went ahead to reconnoitre. A truck of potatoes, two of metal screenings and two more of wood ran down the siding with our able assist-

ance. The driver, as at each of the other "pick-ups," examined the brakes, door fastenings and couplings of the empties and we moved on.

It was nearly 4 a.m. when we had dinner, maybe it was early breakfast, or even lunch. It seemed like a very late supper to me and I was sleepy.

"We're finished the work," the driver said, "but we've got to run down to Brighton Beach to cross to the up."

Dozing, I acquiesced. The desire to sleep was overpowering. I wrongly answered "yes" to two comments and said "no" when a positive reply would have been tactful. I wasn't used to a double shift. My head nodded several times and then dropped violently, but I aroused myself and took a firm grasp of the situation. Streaks of daylight dispelled weariness and I took more interest in the proceedings.

TANG of the salt drifted in from the roaring sea as we crossed at Brighton Beach—platforms strangely silent—deserted. We waited whilst the yard porter returned from the signal-box. He strode along the platform and swarmed up the front of the "spark." The driver leaned across confidentially. "He's a fine footballer, great mark. Plays League football."

We left Brighton Beach to run in ahead of the first train. Milkmen rattled down side streets, jumped from moving carts and ran round the backs of houses to fill waiting jugs.

At Elsternwick we parted with the yard porter—who-was-an-athlete, and at Windsor his companion stepped off. The day shift signalmen were taking possession. Back in the Jolimont yard the empty trucks were uncoupled and the cheery guard disappeared.

Freed from her task, 1105 went up through Flinders-street station, on to the viaduct, and ran back to No. 1 platform. First trains were leaving. Early workers walked briskly along the streets. Traffic stirred on the roads.

The city was clearing its throat. Shortly its voice would raise.

The article above was originally published in the Victorian Railways Magazine of March, 1930 and represents a lovely glimpse into train operations on the VR system of that era. The author "C. H. Cheong" was one of the pen names used by Richard Hughes, other known nom de plumes were Hugh Richards, Hannibal Jones & R H Junior. He joined the service on 15/04/1924 initially as a Junior Shunter and submitted various articles for the VR Magazine. On being noticed by (Sir) Harold Clapp, Chairman of VR Commissioners, he was appointed to the Chairman's personal staff and became Editor of VR Magazine / VR Newsletter in the Public Relations Office from 1929. He left the service to join the new Melbourne Star Newspaper in 1934, and later become a well known international foreign correspondent. The artist was Angus McDonald, (Angus Mac) who joined the service on 03/06/1913 and later worked as a Clerk / Cartoonist with the VR Public Relations Office for about the same period of time also leaving to join the Melbourne Star Newspaper, during 1934.

CAMERA CORNER:



Some pictures of our NAB Working Bee of Friday, 10th March, 2023. We had a great team of over 23 volunteers and much work was achieved. Thank you Guys and Gals for your great efforts and much appreciated help. (Pictures: Etern Hiew of NAB.)

SAFETY BULLETIN BOARD



These safety messages appeared in a Victorian Railways publication during the 1960's.

OUR MONTHLY PASSENGER TALLIES – From January, 2019 – to current :

Month	2019	2020	2021	2022	2023	Month	2019	2020	2021	2022
January	2417	2214	2708	1890	2599	July	670	-	373	604
February	758	698	1044	-	427	August	370	-	372	502
March	770	897	1257	1324	606	September	679	-	224	866
April	1524	-	1718	2315		October	2572	-	1610	497
May	615	-	990	1017		November	737	-	939	688
June	392	-	630	476		December	1714	1290	1601	803
<u>TOTALS</u>	<u>10835</u>	<u>10551</u>	<u>9637</u>	<u>12141</u>			<u>13218</u>	<u>5099</u>	<u>13466</u>	
	FY	FY	FY	FY	FY		YR	YR	YR	YR

Railway carried **606 Passengers** during March, a loss of **718 Passengers** or **- 54.22 %**

Results for the current 2022 – 23 Fiscal Year are **7592 Passengers** or a loss of **741 Or - 8.89 %**

Figures represent a gain in traffic for the 2023 year of **328 Passengers** or **+ 10.20 %**.

Passenger train operations were suspended from 22nd March, 2020 to 6th December, 2020, from 18th July, to 31st July, from 21st August, 2021 to 10th September, 2021 & from 22nd – 27th September, 2021 due to the Covid-19 Pandemic crisis. Closure from 29th January – 5th March, 2022 due to urgent track-works etc.

SPECIAL TRAIN / PARTY BOOKINGS NOTICE BOARD :

Special Train / Party Bookings have been received, as under :

<u>DAY & DATE</u>	<u>TYPE :</u>	<u>TIMES OF HIRE :</u>	<u>No. of Trains :</u>	<u>No in group</u>
<u>Saturday 1st April, 2023</u>	Party	11.00 am – 1.00 pm	2	+ 20
<u>Sunday, 16th April, 2023</u>	Party	11.00 am – 1.00 pm	Service trains	+ 10

APRIL BIRTHDAY WISHES :

The following members have birthdays which fall during the month of **April** and the railway would like to record our congratulations and sincere best wishes on their happy occasion. We hope that they will have a great day and that all their birthday wishes will come true !!

Tanya Enright	Clive Harper	Michael Tong
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TRAIN RUNNING ROSTERS : (Harm Jager – Roster Clerk.)

The **April Train Running Roster** is being issued. Members are asked to note the dates which they have been rostered and to ensure that they attend on their rostered day of duty. If you cannot attend kindly find a replacement. The draft May Roster is to be circulated to the members, for comment soon. **For Roster Enquiries**, contact **Harm Jager, Roster Clerk** on **Mobile Tel No. 0481-117-981. Email: harmjager78@live.com.au**

REMEMBER : IF YOU CANNOT ATTEND - CONTACT HARM JAGER ASAP....




PBMR Bumper Stickers (as pictured above) available at our Station Kiosk – Only \$2.00 each.....A great little gift idea for that someone special....


121ST STEAM & VINTAGE RALLY

LAKE GOLDSMITH
STEAM RALLY

LAKE GOLDSMITH



6TH & 7TH
MAY 2023



Highlight theme in action on the arena
Roundabout ploughing with a Barford & Perkins winch & Campaign self-moving anchors + 100 years of Howard

ADMISSION PRICE

\$15

Adults

ADMISSION PRICE

\$5

Children Aged 5-16




ADMISSION PRICE

Free

Exhibitors & children under 5

Regular attractions include

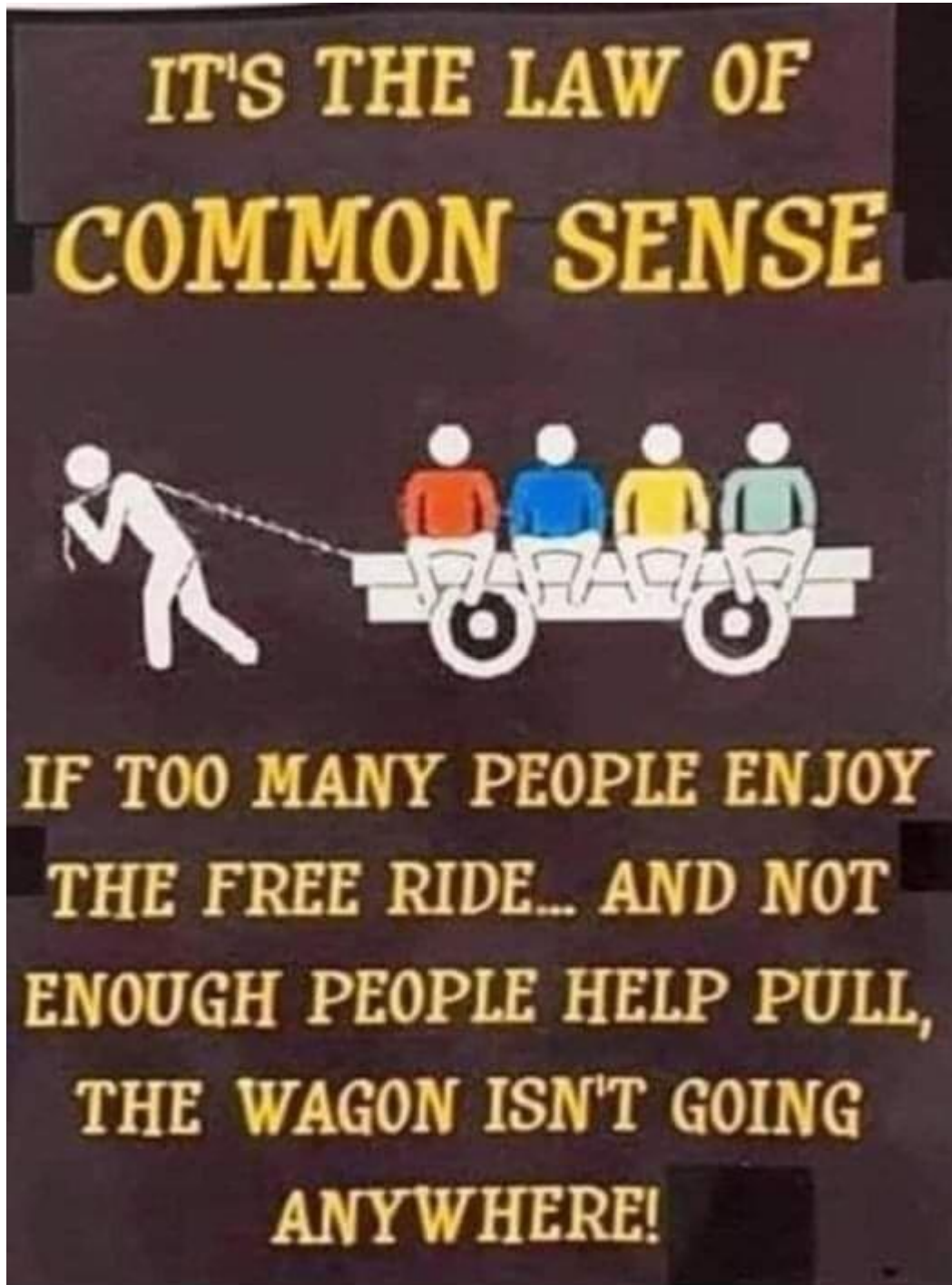
- 65 display sheds
- Steam & oil engines
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- Displays of earthmoving, cars, motorcycles, tractors and trucks
- Radio controlled model boats
- Attractions for all ages
- Blacksmithing
- Threshing
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For rally information contact
Trevor Mob. 0407 539 041 or Graeme Ph. (03) 9723 3310, Mob. 0418 388 149
And for November 2023 - English tractors

THOUGHT FOR THE MONTH :



DON'T TAKE THE RISK THIS SEASON

GET THE FLU VACCINE.



The **INFLUENZA** vaccine is recommended for people aged 6 months and over and provided **FREE** to those most at risk from influenza and its complications.

Ask about the influenza vaccine today.

health.gov.au/immunisation



PBMR AT THE BELLARINE AGRICULTURAL SHOW:



On Sunday, 12th March, 2023, the PBMR participated in the Bellarine Agricultural Show by having a display kiosk at that event. These special events draw the public attention to our unique and iconic tourist attraction and are a valuable exercise in public relations for the miniature railway.

Our hard working Treasurer, Harm Jager, is the main co-ordinator for these events and spends quite a lot of his personal time arranging the many things that go into making the event the success it really was. At this show he was ably supported by Rochelle Holstein & Zoe Wines. The support by those members involved is greatly appreciated by our Association. A job well done.....



- A RAILWAY ALPHABET -	
A	A is the Arch which you see when you start, that people pass under before they depart
B	B is the Buffer with pads so complete that saves you from jolts when the carriages meet
C	C is a letter that stands for the Chain that links all the carriages into one train
D	D is the Driver who drives without whip and keeps up the steam when he takes you a trip
E	E is an Engine all puff fire and smoke that is fed in a day with some bushels of coke
F	F is a Fog that in winter we find oft causes the train to be hours behind
G	G is the Guard which sits perched up above to see that no parcels or passengers move
H	H is a famous Hotel of the town where gentlemen stop when by rail they come down
I	I is the Index which points at both ends and tell all the news which the telegraph sends
J	J is the Journey so pleasant to take by which all the money the company make
K	K is the Keepers who fastens the doors to keep safe with keys all goods and all stores
L	L is a Lantern the porter thrust out and ask you to show what your tickets about
M	M is a Mile mark that never is wrong and shows us how quickly the train goes along
N	N is a Navvy with pick axe and spade who works very hard till the railway is made
O	O is the Office with Bookkeepers strange who give out the ticket for cash in exchange
P	P is a careful Policeman who stands guarding us from danger with a flag in his hand
Q	Q is the Queen who oft goes by train and Windsor receives her at home once again
R	R is the Rails which for miles are laid down to take us a trip such a long way from town
S	S is the Station all bustle and din, where some folks get out and others get in
T	T is the Tunnel that is under the ground where the whistle is heard with a very long sound
U	U is the Urchin so simple and small who cannot make out how the train goes at all
V	V is the Viaduct that is crossing the road where the water beneath its oft overflows
W	W stands for Whistle we hear, when a station is nigh or a tunnel is near
X	X is the train that is called the express that travels a mile in a minute or less
Y	Y is Yourself going home from school when lessons are all said according to rule
Z	Z is the last of the letters we take showing the Zig Zag which lines often make

The above article was provided by **Ronnie Frank**, who advised that he got it from an old **VR Loco Driver** friend he worked with on the **Victorian Railways** of days long gone by



WANTED TO SELL :

CURTIS CONTROLLERS (24V 110 Amp)

- Available for Immediate Sale. \$265.00 ea.

CONTACT: Keith on MOBILE No. 0476-124-598.

PBMR – CALENDAR OF EVENTS :

<u>DAY & DATE:</u>	<u>EVENT & TIMES:</u>
Saturday, 1st April, 2023	Party Booking 10.00 am to 2.00 pm
Sunday, 2 nd April, 2023	Ordinary Running Day 11.00 am to 3.00 pm
Saturday, 8 th April, 2023 (Easter Saturday)	Extra Running Day 11.00 am to 3.00 pm
Sunday, 9 th April, 2023 (Easter Sunday)	Extra Running Day 11.00 am to 3.00 pm
Wednesday, 12 th April, 2023	School Holiday Running 11.00 am to 3.00 pm
Sunday, 16 th April, 2023	Ordinary Running Day 11.00 am to 3.00 pm
Wednesday, 19 th April, 2023	School Holiday Running 11.00 am to 3.00 pm
Sunday, 23 rd April, 2023	RAILWAY CLOSED
Sunday, 30 th April, 2023	RAILWAY CLOSED
Saturday, 6 th May, 2023	COMMITTEE MEETING
Sunday, 7 th May, 2023.	Ordinary Running Day 11.00 am to 3.00 pm
Sunday, 14 th May, 2023 (Mother's Day)	Extra Running Day 11.00 am to 3.00 pm
Sunday, 21 st May, 2023	Ordinary Running Day 11.00 am to 3.00 pm
Sunday, 28 th May, 2023	RAILWAY CLOSED
Sunday, 4 th June, 2023	Ordinary Running Day 11.00 am to 3.00 pm
Sunday, 11 th June, 2023 (Q.B Weekend)	Extra Running Day 11.00 am to 3.00 pm
Sunday, 18 th June, 2023	Ordinary Running Day 11.00 am to 3.00 pm
Sunday, 25 th June, 2023	RAILWAY CLOSED






THINGS TO REMEMBER :

Winter Timetable begins on Sunday, 2nd April, 2023. -

Running 1st & 3rd Sundays of the month - 11.00 am to 3.00 pm.

- Party Bookings : See "Special Trains Notice Board" – Page 15.
- **Volunteers are always required - Contact Harm Jager !!!.**

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Thank you to the Office of Steve McGhie, Member for Melton for support and printing.

THE TAIL DISC :



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