

# PORT BAY EXPRESS

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

Volume No.8 – Issue No.12.

December, 2023.



It's Friday 20<sup>th</sup> October, 2023 and the PBMR is operating for a special party booking. The picture above captures what it is really all about. We have vacancies for Party Bookings and if you are interested in holding one of these special events, contact our Party Booking Officer Harm on Mobile Tel No. 0476-124-598.

(Picture: Brian Coleman)

## OUR PRESIDENT REPORTS :

- We are holding a few Working Bees on Sundays when we are not running 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. Notices will be sent out when they are being held. **Please support them.....**
- It is still obvious that we need more volunteers. All members are strongly encouraged to try and recruit a new member into our ranks to ease the burden on all of us.....  
**Please consider !!.**
- The month of November turned out to be fairly reasonable for the mini railway, with our 1<sup>st</sup> and 3<sup>rd</sup> Sunday running (5<sup>th</sup> & 19<sup>th</sup>) running resulted in a slight increase in passengers carried being noted and duly recorded.....
- May I take this opportunity to thank all our members and volunteers for their sterling help and assistance over the last twelve months. Without your help we just would not have our miniature railway. Keep up the great work all.....

Keith Stasinowsky – President.



## FROM THE SECRETARY'S DESK:

- There are vacancies for Party Bookings. The miniature railway makes for that ideal facility for your family. Contact our Party Bookings Person, Harm on 0476-124-598.
- It is a legal requirement for all members to notify the Department of Government Services (formerly Department of Justice and Community Safety) of their personal involvement with this miniature railway. This can be done “On line” via their website: [workingwithchildren.vic.gov.au](http://workingwithchildren.vic.gov.au)
- With our busy New Year season approaching when we operate every Sunday and Wednesday in January, it is really important to do that little bit extra. Members are encouraged to go that “extra mile” to keep our “show on the road”. **Contact Harm !!.**
- **It is really important** when you arrive and depart from the miniature railway to sign on and off in the Attendance Book in the Station Office. If you fail to do this you are not covered by our Insurance scheme. **Kindly ensure that you do this, please....**

Brian Coleman – Secretary.

# Right Away for Christmas!

By  
J. D. MICHIE



A LITTLE more than a hundred years ago, the stage-coach, wagon, canal boat and sailing ship were a common means of transport. Such, however, probably answered all the Christmas requirements of the people at that period, particularly in Britain, as well as any other countries similarly affected with cold winter conditions, which favored the home gathering under the parental roof of all the members of a family.

Here in Australia the weather at Christmas is quite the reverse in character to that which usually prevails in the far north beyond the equator. Bright sunshine, with its claimant urge to get out of doors, is the dominant note everywhere. Thus, custom has decreed that it is a beckoning voice, and, under such circumstances the Christmas and New Year season accentuates the throbbing pulse of life anew.

Today the iron horse speeds along steel tracks laid to every accessible part of the country. Little wonder then that the big railway stations should be invaded by a continuous stream of holiday makers keenly intent on getting to the district of their particular fancy. Most of us know something of the hurry and excitement that attend the despatch of a train from one of our busy metropolitan stations—the active porter with his hand truck piled with luggage; the eagerness of the ticket checkers to be sure that every passenger is in his right carriage, and that all of them have paid their fares; the guard anxious that nothing shall delay the starting of the train; passengers eagerly walking up and down the length of the train looking for a compartment to their liking; friends saying good-bye.

### Tens of Thousands of Passengers

Such is the scene throughout the year, before the departure of the ordinary interstate expresses from Spencer-street. But it is intensified an hundredfold during the busy Christmas season when passengers have to be reckoned with by their tens of thousands; not only from Melbourne but from the country centres. Train

LAST Christmas Eve, no fewer than 122 additional trains were signalled in and out of Spencer-street. Probably the same thing will happen again this year. When you realise that the ordinary daily schedule provides for 760 trains, you will probably begin to wonder how it's all done—how the Christmas holidaymaker in his or her thousands is carried safely through that maze of tracks past the Franklin-street Junction Signal-box.

In this article, Mr. Michie turns the spotlight on some phases of the system which takes precious freights and speeds them with an inexorable efficiency, and with a safety greater than that of the open road, to their destinations.

follows train in succession, each carriage carrying its full complement of holiday-seeking travellers.

Special arrangements, of course, are made by the department to provide for the abnormally large traffic which is always common at this season, so that judgment, skill and experience are necessary in drawing up accurate time tables for the running of extra trains.

Let us for a moment glance at the importance of the work involved. Besides the extra trains, the ordinary passenger, goods and live stock trains must be clearly indicated, showing at what stations, hour and minute they shall meet and pass where engines shall be replenished, where to exchange the electric staff, etc., etc.

### The Magnitude of the Job

So precisely are all these matters set down that the special publication might very well be designated the railwaymen's Vade Mecum, particularly the concern of those in the running branches, Transportation and Rolling Stock alike, who doubtless, apply it as a kind of template in carrying out their duties. The magnitude of the operations in thus setting in motion so many trains more than the ordinary every day number may to some extent be gauged when it is considered that, on Christmas Eve last year, 122 additional trains to and from various parts of the State were signalled past Franklin-street Junction Special Signal Box, in the Melbourne Yard.

The volume of traffic passing that



Fig. 1. Interior of Franklin-street Junction Special Signal Cabin

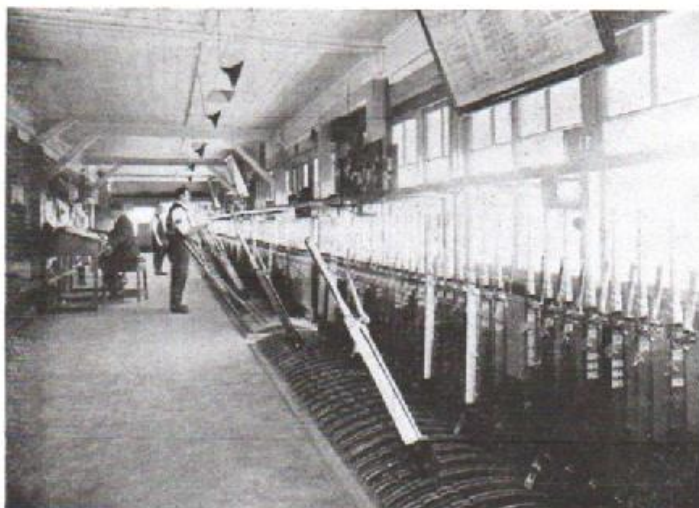


Fig. 2. Interior of No. 1 Signal Box, Melbourne Yard

point was further augmented during the day and night (Christmas Eve) by the passage of 127 engines (singly) proceeding from the locomotive sheds at North Melbourne, each to be attached to its allotted train at the departure passenger platforms at Spencer-street and Flinders-street Stations. The track of the engine either way to and from the sheds, diagonally intersects no fewer than 15 main running lines—Figure 3 shows the track with an engine in the distance.

All this suggests the complexity of the duties involved in keeping the trains running to their scheduled times, so that crossings shall be kept clear, thus permitting all train movements to fit in exactly with arrangements.

**Electric Signalling**

At such a season (as indeed at all seasons) the Signalmen, particularly those in the busier boxes, play a very important part. Figure 1 depicts the interior of the Franklin-street Junction Signal Cabin, which is replete with the latest devices and general equipment in electric power signalling apparatus. This also applies to the outside sections connected to the cabin, and under the control of the men seen standing in front of the signalling frame, scanning the illuminated train-route diagram which is applicable to the whole area of lines, signals, points and crossings under their jurisdiction.

The frame contains 72 tiny levers, 5 inches long, very light and easy to manipulate. The train signal recorder may be seen sitting in the far right-hand corner engaged in entering in the train register book, each signal as it is received and acknowledged on the instrument.

Figure 2 showing the interior of No. 1 Signal-box, Melbourne Yard, with its 194 levers, all of which are

manually operated, offers a contrast with the newer method of signalling. The visitor looks at the rows of levers and other equipment, and tries to decipher something intelligent out of all the clanging of bells, which, of course convey a definite message to the Signalman from a co-Signalman in an adjoining section of the track.

Notwithstanding the heavy list of extra trains usually placed into running at this season, the signalling operations at Franklin-street are carried out without additional staff, because the electric power signalling-frame is so compact and complete in itself, that the normal staffing copes with any increase in the ordinary daily number of trains, which is 760, besides, the

available room at the frame under ordinary traffic conditions is fully occupied.

The men naturally are kept much busier every minute of their hours of shift duty. A Block and Signal Inspector attends during Christmas and New Year week to supervise the movements of the light engines to and from the Sheds, so as to avoid hitch or delay in crossing and recrossing them with other trains, and ensure strict adherence to the time tables. The clock-like precision with which the myriad movements in the huge operations fit in one with the other without a hitch is remarkable.

**Safer than the Road**

Fortunately fatal railway accidents are far less common in this country than in any other in the world. It is well-known that the risk to life on the railways is very much smaller than it is on the roads, where almost every week-end several people are killed in motor accidents. It is an accepted fact too, that the Victorian Railway standard of track maintenance, the quality of its rolling-stock, the care that is taken to protect those who use them, and the efficiency of guards, engine-drivers, porters, signalmen, and all the other members of this vast organisation are second to none.

It can be and is accepted as a certificate that so far as anything can be guaranteed in this fallible world, the travelling public may take its seat in any train with perfect confidence that it will arrive safely at its journey's end.



Convicted of automobile stealing, three Dayton, Ohio, youths were recently sentenced to attend church regularly for the next five years.



Fig. 3. The diagonal track taken by engines from the Loco. Shed to the Spencer-street platforms. A locomotive is seen in the distance

**A quite informative article from the Victorian Railways Magazine of December, 1927, which gives a rather interesting insights into the operations of the VR in the 1920's era.**

**WISHING ALL OUR  
VOLUNTEERS AND  
LOYAL SUPPORTERS  
A VERY MERRY XMAS  
AND HAPPY NEW YEAR  
FOR 2024 – AS WELL.....**



## Railway Information No.32

### Kerosene Railway Lanterns

Written by Andrew Blair, a volunteer of the Yarra Valley Railway.

Over the years of the operations of the Victorian Railways a huge variety of liquid fuel lamps were in use. So much so that Arthur Brook has produced the first of 3 volumes on railway Lamps and Lighting. For purposes of this information sheet we will settle on a small number of lamps that might have found a place on the Healesville Railway.



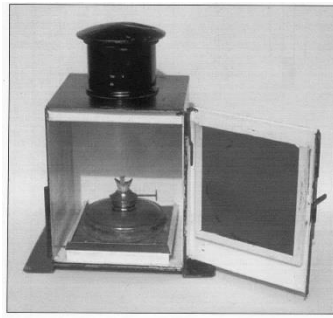
Wall mounted lanterns were common and at many stations had a red lens/spectacle that could be swung into position at night to request the train to stop to collect passengers.

Left - This is one such lantern on display at the North Williamstown Railway Museum.

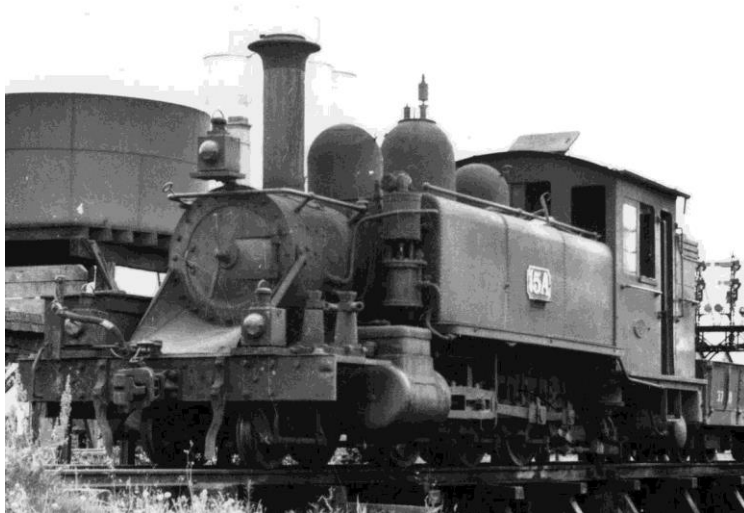
Right: Healesville and Yarra Glen stations both have replica lamps mounted on cast iron posts. The lamps were made by tinsmiths at Sovereign Hill Historical Museum at Ballarat. The posts have been cast using an original to make the mould.

A ladder was leant against the cross bar to enable the lamp lighter to climb up and light the kerosene lamp. The replica lamps are now fitted with LED electric globes.





Important buffers had kerosene lamps fixed to the middle of the buffer beam. The lamp (right) has a red glass that is slipped into the front door of the lamp, so that when closed the red light shows through the circular hole in the door.



Until the days of electric lighting on locomotives kerosene lamps were all that provided lighting. Left : These lamps on the narrow gauge locomotive at Wangaratta, would have given the driver very little illumination of the rails ahead.

Long after they had electric lights of 24 or 32 volts from a steam driven generator, many locomotives carried a kerosene lamp on the left side of the buffer beam. Right: it is so dirty that it is difficult to see.





The hand lantern (left) was used by train staff and station staff, as a torch to illuminate things at night, but also for signalling to train crew. The top handle turned so that lamp could show white, red, or green light. A small silver reflector sat behind the flame.

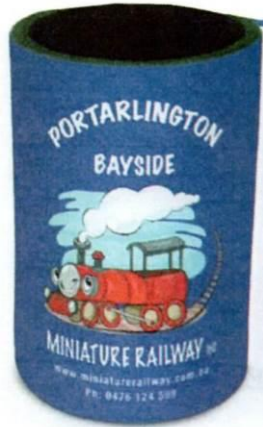
Guards Vans carried a red light. Lamp brackets can be seen on guards vans and also the Walker Rail Car at Healesville.

Some lights were mounted on the side of the van, showing white light forward and red light to the rear.





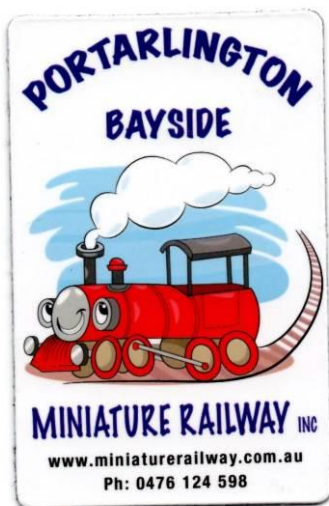
**SOME OF OUR SOUVENIR RANGE :**



**CAN COOLERS \$7.00 ea.**



**ENGINE DRIVER CAPS**  
**\$20.00 ea.**



**FRIDGE MAGNETS \$3.00 ea.**



**KEY RINGS \$4.00 ea.**

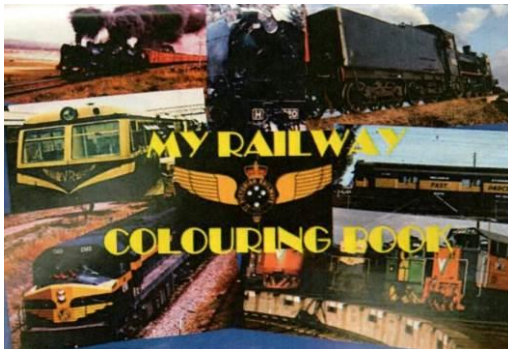


**POSTCARDS \$ 1.00 ea.**



**WOODEN TOY TRAINS,  
TRUCKS, PLANES & OTHER  
LOVELY THINGS**

**PRICES ON APPLICATION.**



**MY RAILWAY COLOURING  
BOOK - \$8.00 ea .**

**JUST SOME OF OUR**

**SOUVENIRS.**

**IF YOU CANNOT SEE IT -**

**JUST ASK.....**

**SOME OF THE ITEMS AVAILABLE AT OUR STATION KIOSK**



## Reduce your risk of coronavirus

- **WASH** your hands often with soap and running water, for at least 20 seconds. Dry with paper towel or hand dryer.
- **TRY** not to touch your eyes, nose or mouth.
- **COVER** your nose and mouth with a tissue when you cough or sneeze. If you don't have a tissue cough or sneeze into your upper sleeve or elbow.
- **STAY** at home if you feel sick. If you take medication make sure you have enough.
- **PHONE** your doctor or the hotline – **1800 675 398** – if you need medical attention. They will tell you what to do.
- **CONTINUE** healthy habits: exercise, drink water, get plenty of sleep.
- **WEARING** a face mask is not necessary if you are well.
- **BUY** an alcohol-based hand sanitiser with over 60% alcohol.

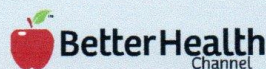


**Find out more**  
[www.dhhs.vic.gov.au/coronavirus](http://www.dhhs.vic.gov.au/coronavirus)

If you are concerned, call the  
**Coronavirus hotline 1800 675 398 (24 hours)**

**Please keep Triple Zero (000) for emergencies only**

To receive this publication in an accessible format email [COVID-19@dhhs.vic.gov.au](mailto:COVID-19@dhhs.vic.gov.au)  
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Health and Human Services

## CAMERA CORNER:



On Sunday, 5<sup>th</sup> November, 2023 with the sun shining brightly and it being a long weekend turned out to be a quite busy day for our miniature railway. It was really a case of “All hands on deck”. The picture above shows Bendigo Bank and empty cars being shunted at the departure end of the Point Richards station prior to going back into service. Keith Stasinowsky is the Driver with Harm Jager, Shunter in charge !!

(Picture: Brian Coleman)

## SAFETY BULLETIN BOARD

\*\*\*\*\*

### *Living with the Sun*



**SLIP**  
ON A SHIRT  
**SLOP**  
ON A SUNSCREEN  
**SLAP**  
ON A HAT

\*\*\*\*\*



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

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

Month	2020	2021	2022	2023	2024	Month	2020	2021	2022	2023
January	2214	2708	1890	2599		July	-	373	604	809
February	698	1044	-	427		August	-	372	502	396
March	897	1257	1324	606		September	-	224	866	917
April	-	1718	2315	1975		October	-	1610	497	1253
May	-	990	1017	212		November	-	939	688	786
June	-	630	476	829		December	1290	1601	803	
<b><u>TOTALS</u></b>	<b><u>10551</u></b>	<b><u>9637</u></b>	<b><u>12141</u></b>	<b><u>10608</u></b>			<b><u>5099</u></b>	<b><u>13466</u></b>	<b><u>10982</u></b>	
	FY	FY	FY	FY	FY		YR	YR	YR	YR

Railway carried **786 Passengers** during November, a gain of **98 Passengers** or **+ 14.24 %**

Results for the current 2023 – 24 Fiscal Year are **4161 Passengers** or a gain of **1004 Or + 31.80 %**

Figures represent a gain in traffic for the 2023 year of **630 Passengers** or **+ 6.18 %**.

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

**RAILAXATION**

means so much to  
**LONG DISTANCE  
TRAVELLERS**

**IT'S THAT COMBINATION OF**

- Ample and comfortable seating
- Scenery so close-in
- Room to stretch your legs
- Sense of safety and security
- Choice of many extras
- Absence of potholes or air pockets

**ONLY RAIL TRAVEL CAN GIVE**

**VR**

W. M. HODGSON, Government Printer

The Victorian Railways were rather good at public relations advertising and the above is a fine example of that. Produced during the 1960's as part of their campaign to get more passengers on their trains.....

**SPECIAL TRAIN / PARTY BOOKINGS NOTICE BOARD :**

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

<u>DAY &amp; DATE</u>	<u>TYPE :</u>	<u>TIMES OF HIRE :</u>	<u>No. of Trains :</u>	<u>No in group</u>
Sat, 9 <sup>th</sup> December, 2023	Party	11.00 - 1300	2	200
Wed, 13th December, 2023	Party	10.00 - 1200	2	50

**DECEMBER BIRTHDAY WISHES :**

The following members have birthdays which fall during the month of **December** 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 !!.

<b>Kerry Blues</b>	<b>Ronald May</b>	<b>Phillip Dall</b>
<b>Keith Stasinowsky</b>	<b>Margaret Vella</b>	<b>Harm Jager</b>

**TRAIN RUNNING ROSTERS :** (Harm Jager – Roster Clerk.)

The **December Train Running Roster** has been 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 January 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@gmail.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....**

*The Victorian Railways Magazine, March, 1927*

*Page Forty-seven*

## Well Trimmed Lamps Make For Safe Working

**“YES,”** said Metropolitan Lamp Foreman, P. F. Murphy, ex-Mayor of Port Melbourne, “I know you represent that popular monthly—The Victorian Railways Magazine—but I am doubtful if you and your readers will find interesting what I can tell you, although I have my own ideas on the importance of the job.”

But let Mr. Murphy speak, and let us draw conclusions.



**D**ESPITE the rapid strides of inventive ingenuity which has given Victoria probably the most up-to-date electric suburban train service in the world, kerosene oil-lit lamps are largely used in these trains as head and tail signals.

From a Safety First point of view, as well as from considerations of general utility, it is of the utmost importance that this light should fulfil all requirements, including dependability. To keep the lamps in good order means daily cleaning and proper trimming.

About 400 of these lamps are trimmed daily at the Flinders-street lamp room, and the number of each vehicle, comprising a train unit or units, in which lamps are placed is recorded, together with the name of the lampman, so that in the event of the failure of the light, the man responsible for having cleaned and trimmed the lamp can be readily ascertained.

### Miles of Walking

Besides this, about 800 lamps are trimmed and filled daily in the numerous semaphores in the Flinders-street yard—that these should exhibit a bright light at night goes without saying. The daily supervision of the essential services connected with keeping these semaphore and disc lights in proper order entails miles of walking to and fro.

The recompense for all this is that light failures are almost unknown; thus the smooth running of trains, in this respect, is practically assured. We regard it as being our province, as much as anybody else's, to secure efficiency.

I recall an incident that happened here on September 17, 1923. The hat had gone forth that on that night, on account of strike troubles on the coal-fields, supplies of gas and electric light would be cut off. This

information was conveyed to the authorities about 4 p.m. The Railways administration, however, quickly sensed the likely effect of it, and 700 oil lamps of varied, but of a thoroughly serviceable kind, were despatched in good time to all stations in the metropolitan district, and very little inconvenience to railway patrons took place. Thus, it is obvious that the oil lamp is a most useful instrument, even as a standby, and is not so much a thing of the past as one might think.

### 1100 Cases of Kerosene a Year

From the Metropolitan lamprooms, van and roof lamps are sent out far and wide. We supply the Deniliquin, Balranald and Pinnaroo lines, as well as others, with roof and van lights, and attend to their repairs.

We also supply kerosene to out-stations, chiefly in single tins and cases. These and local requirements, absorb 1100 cases annually.

All steam passenger trains, as well as special trains for the conveyance of race-horses, are equipped with van and roof lights at Melbourne; likewise excursion trains from country centres.

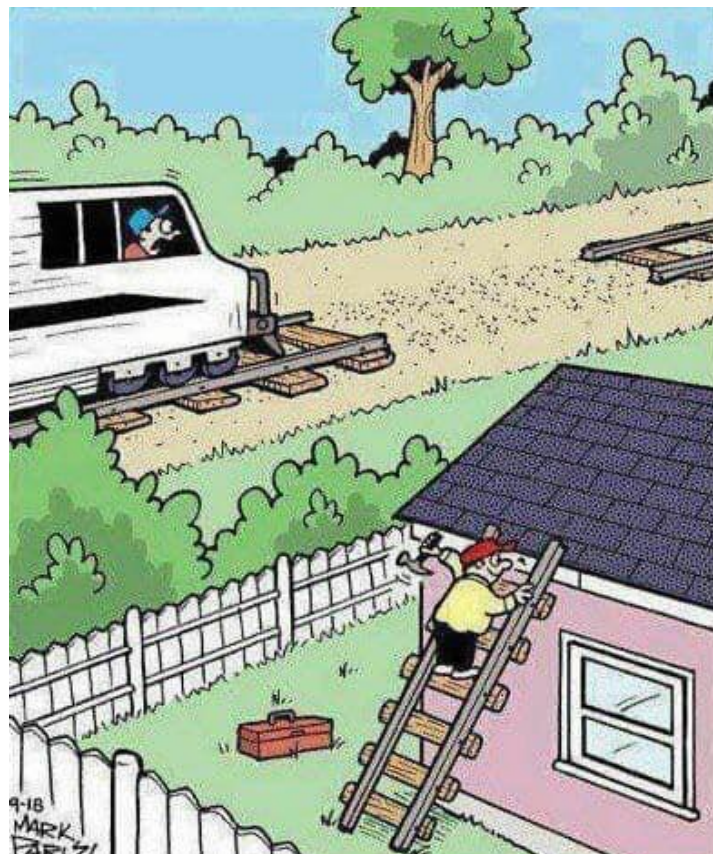
I could go on and on telling you about the importance of my job, but I feel that the most important phase of it, after all, especially from a Safety First standpoint, is attention to the cleaning—particularly of fonts and wicks—and trimming of signal lights, together with the economical use of stores.

### CARELESSNESS

— ♦ —  
 Adds to your troubles.  
 Subtracts from your earnings.  
 Multiplies your aches and pains.  
 Takes interest from your work.  
 Discounts your chances.  
 Divides your thoughts.  
 Lessens your chances for success.  
 Cancel me—and I add to your happiness.

An interesting article from the Victorian Railways Magazine of March, 1927 which describes work of the men who tendered to the many VR Signal Lamps then in use.





## PICHI RICHI RAILWAY RECEIVES SA TOURISM AWARD

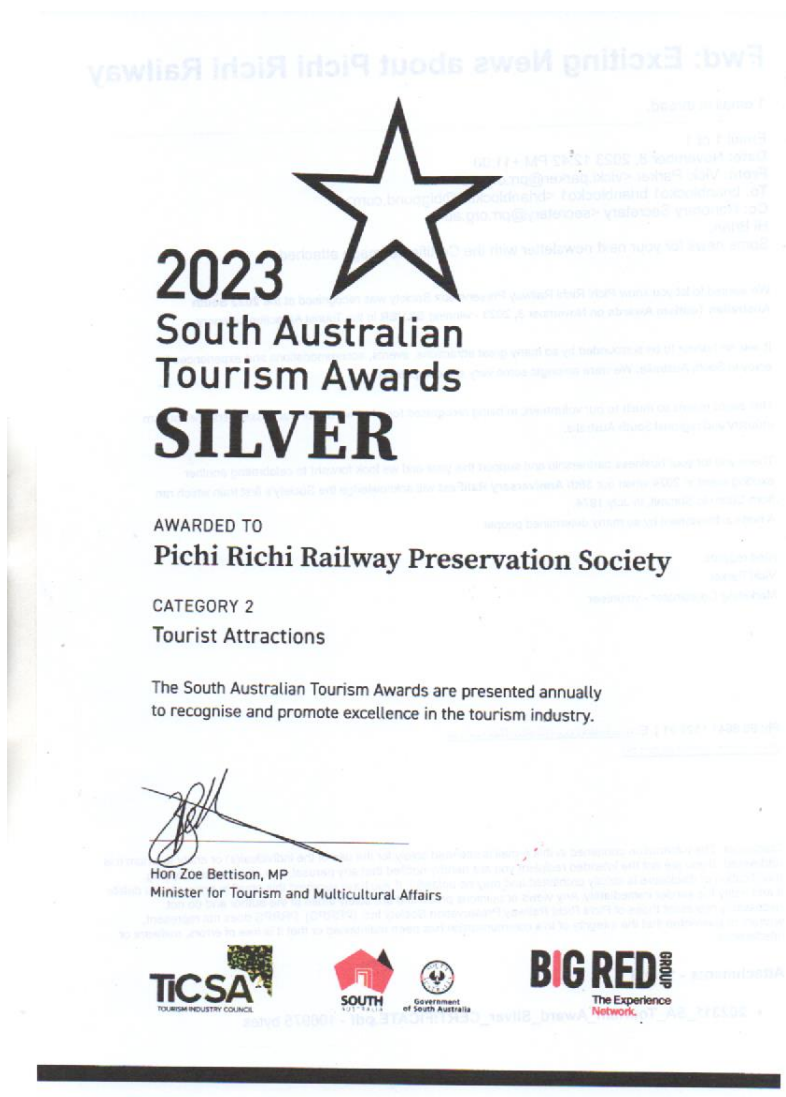
**Pichi Richi Railway Preservation Society** was recognised at the 2023 South Australian Tourism Awards on November, 3, 2023 winning **SILVER** in the Tourist Attraction Category.

It was an honour to be surrounded by so many great attractions, events, accommodations and experiences to enjoy South Australia. We were amongst some very stiff competition !.

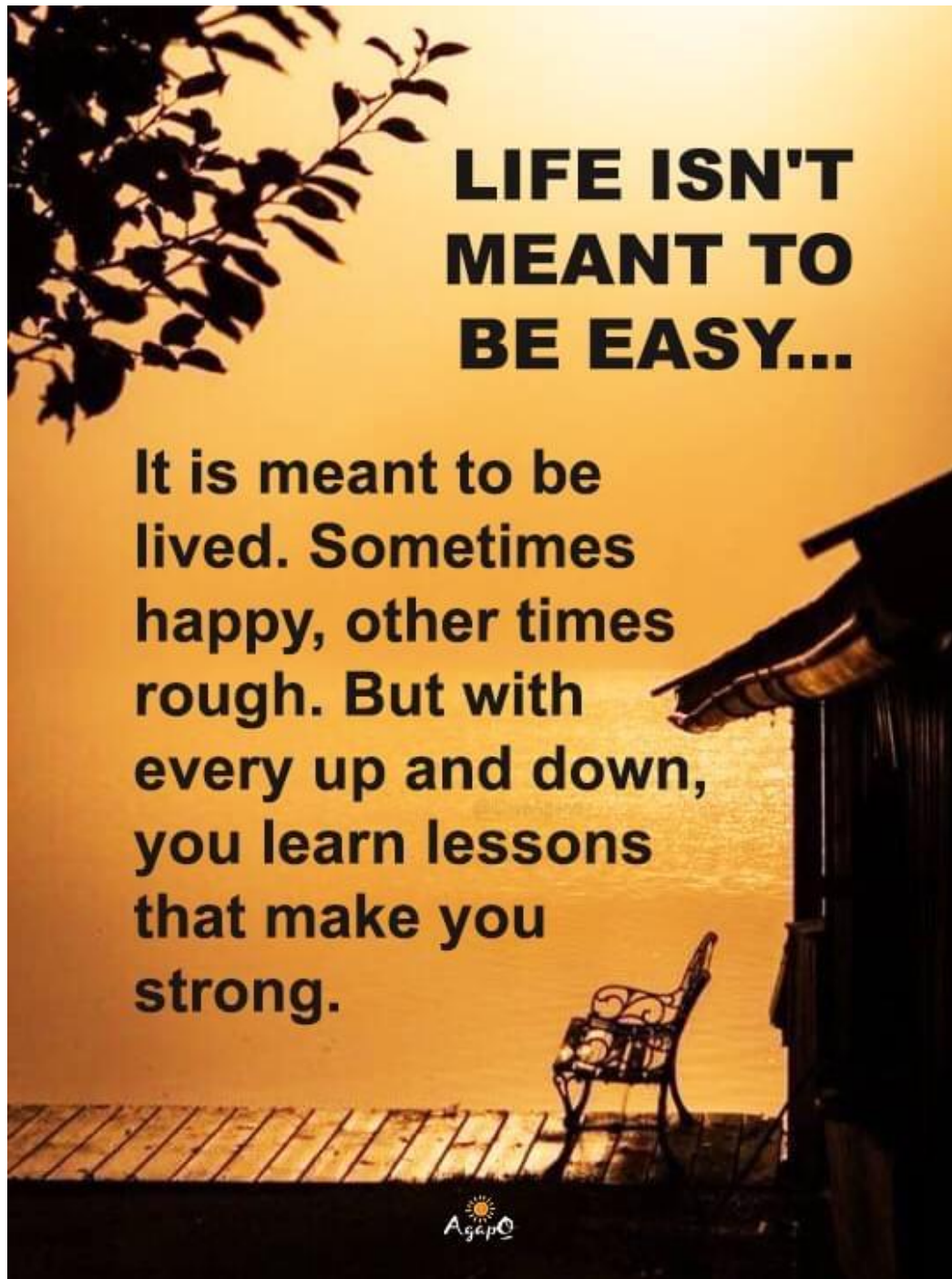
This award means so much to our volunteers, in being recognised for what we do for our passengers, the tourism industry and regional South Australia.

Thank you for your business partnership and support this year and we look forward to celebrating another event in 2024 when our **50<sup>th</sup> Anniversary Rail Fest** will acknowledge the Society's first train which ran from Quorn to Summit in July, 1974.

**A huge achievement by so many determined PRR people.**



## THOUGHT FOR THE MONTH :



# PORTARLINGTON BAYSIDE MINIATURE RAILWAY INC



## WELCOMES YOU

To the Portarlington Bayside Miniature Railway  
Geelong's only Passenger Carrying Miniature Railway, and Family Park.

### **Running Times:** (Weather Permitting)

1st and 3rd Sundays of the month (except January)  
from 11am to 4pm (October - March)  
11am to 3pm (April - September)

#### School Holiday Periods:

January - Every Sunday and Wednesday from 11am to 4pm  
April, June and September School Holidays Wednesdays from 11am to 3pm

### **Special Train Hiring:**

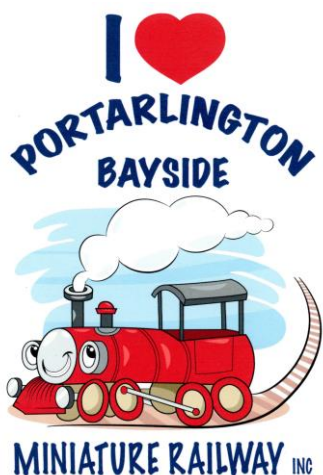
The Portarlington Bayside Miniature Railway offers  
Birthday Parties and Special Functions.

For all Bookings and Information Please call 0476 124 598

Follow us



**WANTED TO SELL :**  
**CURTIS CONTROLLERS (24V 110 Amp)**  
- Available for Immediate Sale. \$265.00 ea.  
**CONTACT: Harm on MOBILE No. 0476-124-598.**



Ornithologist? - Incorrect  
Zoologist? - No  
Entomologist? - Much closer -  
but wrong  
Arachrologist? - Wrong again.  
Mothologist? - Hmm, looks  
good - better  
check the  
Dictionary -  
No such word  
- still wrong!

It's the Editor looking hopefully in the Mail Bag  
for Articles or Topical Notes - How About It ? ? ?

(SLSV - BWN)

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

## PBMR – CALENDAR OF EVENTS :

<u>DAY &amp; DATE:</u>	<u>EVENT &amp; TIMES:</u>
Sunday, 3 <sup>rd</sup> December, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Thursday, 7 <sup>th</sup> December, 2023	COMMITTEE MEETING
Saturday, 9 <sup>th</sup> December, 2023	PARTY BOOKING
Sunday, 10 <sup>th</sup> December, 2023	RAILWAY CLOSED
Wednesday 13 <sup>th</sup> December, 2023	PARTY BOOKING
Sunday, 17 <sup>th</sup> December, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 26 <sup>th</sup> December, 2023	RAILWAY CLOSED
Sunday, 31 <sup>st</sup> December, 2023	RAILWAY CLOSED
Wednesday, 3 <sup>rd</sup> January, 2024	School Holiday Run 11.00 am to 4.00 pm
Sunday, 7 <sup>th</sup> January, 2024	Ordinary Running Day 11.00 am to 4.00 pm
Wednesday, 10 <sup>th</sup> January, 2024	School Holiday Run 11.00 am to 4.00 pm
Sunday, 14 <sup>th</sup> January, 2024	Ordinary Running Day 11.00 am to 4.00 pm
Wednesday, 17 <sup>th</sup> January, 2024	School Holiday Run 11.00 am to 4.00 pm
Sunday, 21 <sup>st</sup> January, 2024	Ordinary Running Day 11.00 am to 4.00 pm
Wednesday, 24 <sup>th</sup> January, 2024	School Holiday Run 11.00 am to 4.00 pm
Sunday, 28 <sup>th</sup> January, 2024	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 4 <sup>th</sup> February, 2024	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 11 <sup>th</sup> February, 2024	RAILWAY CLOSED
Sunday, 18 <sup>th</sup> February, 2024	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 25 <sup>th</sup> February, 2024	RAILWAY CLOSED

### THINGS TO NOTE :

- Summer Timetable began on Sunday, 1<sup>st</sup> October, 2023.
- Running 1<sup>st</sup> & 3<sup>rd</sup> Sundays of the month – 11.00 am to 4.00 pm
- Running every Sunday & Wednesday during January, 2024.
- Party Bookings: See “Special Trains Notice Board” - Page 15.
- Volunteers are always required – Contact Harm Jager.

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- ✉ alison.marchant@parliament.vic.gov.au
- 🌐 alisonmarchantmp.com.au

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# THE TAIL DISC :



**LOOKING FOR A NEW HOBBY - WE NEED YOU !!**  
**NEW MEMBERS ARE ALWAYS WELCOME.**  
**VACANCIES EXIST FOR STATION STAFF, SIGNALLERS,**  
**DRIVERS, HANDYPERSONS, KIOSK STAFF ETC ETC...**  
**APPLY AT OUR STATION...**

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