

PORT BAY EXPRESS

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

Volume No.8 – Issue No.2.

February, 2023.



Sunday, 22nd January, 2023 sees Keith Stasinowsky hard at work in the Point Richards Signal Box keeping our trains on the right track and our customers happy. He is but one of our many loyal volunteers whose help we greatly appreciate. We need more helpers to keep our railway operational. Want to help us ?? (Pic: Keith Satterley)

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 are holding a few working bees during the month of February and onwards, and your assistance is earnestly requested. It is very important to get a few jobs completed that are “on our books” and your valued help is always sought.
- With the January School Holiday Runs now done and dusted may I thank all those members who helped out and put in that little extra bit of effort. Your assistance is very much appreciated by the association in this busy time for us.
- We have had a display stand at the 15th Portarlington Mussel Festival held on Saturday, 14th January, 2023 and thanks go to all of our members and volunteers who helped make this special annual event happen. Well done guys and gals.

Keith Stasinowsky – President.



FROM THE SECRETARY'S DESK:

- ***We need more volunteers !!. Recruit a new member today !!.***
- *There are vacancies for Party Bookings. Know someone who might be interested in holding such a function ?. Tell your friends / acquaintances to contact Keith, our Party Bookings Officer on Mobile Tel No. 0476-124-598. We are waiting for a call !!.*
- *A big thank you who rolled up their sleeves and kept the show on the road during our busy January School Holiday period. Nameless here, but we know who you are !.*
- *The PBMR will have a stand at the Bellarine Agricultural Show on Sunday, 12th March, 2023. Harm is looking for volunteers to help man the display Give him a call if you can assist with this special event..*

Brian Coleman – Secretary.

TOKEN WORKING ON SINGLE LINE RAILWAYS - PART 2.

By David Watson.

ELECTRIC TABLET and ELECTRIC STAFF

The principles of Electric Tablet and Electric Staff working are identical in that a number of tablet or staff tokens are distributed between two electrically-connected instruments at each end of a single line section and they are retained within the instruments by electro-mechanical locks, the release of which requires the co-operation of the remote station. Once a tablet or staff is withdrawn from an instrument, the system becomes locked against further operation until that token is returned to either instrument. The same section of the VR Rule Book applied to both systems but the instruments and their operation were quite different.

Tablet instruments are desk or table-top machines, the shape of which has been likened to a grave in that they consist of a large rectangular iron box containing the working parts and a "headstone" behind with a galvanometer dial. The tablets are discs about 100mm in diameter and are distinctively notched so that those for adjacent single line sections will differ. The discs are retained in a rotating platform within the working parts.

Seymour readers may be interested to learn that the first use of the Electric Tablet system in Victoria was in 1892 on the single line section between Seymour and Goulburn Junction just south of the Goulburn River. Another early installation was in 1895 between Moorabool and Gheringhap where the former double line had been singled and Staff & Ticket working introduced twelve months earlier. Tablet working was gradually extended to various locations including the North-east main line, however Electric Staff came on the scene within a couple of years and major extensions of the Tablet system came to a halt. It ceased to be used on the North-east line in 1913 but lingered on in various places, until finally disappearing from the Brooklyn-Sunshine section of the Newport - Sunshine goods line on 31st March 1960. An unusual application of Tablet working was between Williamstown Beach and Williamstown during wheat seasons when operation of the double line as two independent single lines was necessary in order to cope with heavy export grain traffic prior to the development of bulk handling facilities at Geelong.

Staff instruments are columnar with a galvanometer at the top and have vertical slots in which the staffs are secured. The lock mechanism is at the top convergence of the slots above which is the “pocket”, a widened aperture through which the released staff can be removed. Electric power to operate the system is derived either from batteries or a hand-wound generator. The instruments are of two sizes- large and miniature, the large type being free standing whilst the miniature type are mounted at a convenient height on wooden pedestals. Large staffs are about the same diameter as an ordinary Train Staff but twice as long. Miniature staffs are much smaller and are used strapped to a cane or plastic hoop to facilitate exchange between signaller and driver or to a steel ring for mechanical exchange with a trackside device at speeds up to 115kph. Staffs on adjacent sections are made to “differ” by varying the spacing of raised rings along the shaft.

The first application of large Electric Staff in Victoria was on the Moorabool-Gheringhap section where it replaced tablet working on 21st April 1897 and was itself replaced by miniature Electric Staff in June 1914. Miniature Electric Staff had first appeared less than two years earlier on 26th August 1912 on the sections Ararat-Dobie-Buangor. The last use of large Electric Staff in Victoria was on the sections Frankston-Somerville-Hastings which was discontinued in 2007, with miniature Electric Staff remaining in use between Greensborough and Eltham until finally disappearing in 2013.

Under the Electric Tablet and Staff systems, signallers “talk” to one another by means of bell codes sent on single stroke bells which not only describe the type of train being offered forward but also notify of all sorts of emergencies and testing regimes. Many signals are first preceded by “Call Attention” (1 beat) and all have to be repeated by the distant station as an acknowledgement. Originally there were 33 separate and distinct codes to be memorised, but in later years this number was significantly reduced, the telephone being used to communicate out of the ordinary and emergency events.

The method of operation of both systems is for the station wishing to despatch a train to call the attention of the distant station, then describe the train (e.g. 3 pause 1- Is line clear for an ordinary passenger or mixed train?). If the distant station is prepared to accept the train and the line is clear, that station repeats the 3-1 signal and holds down the bell key on the last stroke.

This causes the galvanometer needles to deflect, indicating that the locking mechanism is free at the despatching station. This enables a Tablet to be brought to a released position within the machine or a Staff to be lifted up its slot to pass through a rotating drum lock into the “pocket” receptacle and the despatching station signals to the distant station that a token has been successfully obtained. The token is then handed to the driver and upon departure of the train the despatching station sends 2 beats- the “Train Departure” signal. Upon the train reaching the distant station, the token is inserted into the instrument and 3 beats sent on the bell to signify “Train Arrival”. It is also permissible for the train to return to the rear station in which case the token is replaced in its instrument and the 3-5 “Cancelling” signal sent.

If a token is lost the system will be “out of phase” and therefor inoperative. In this case, or if the instruments themselves fail, a procedure not unlike the Train Staff system’s Line Clear Report is used to generate a “Proceed Order” as the authority for a train to operate over the section concerned. The Proceed Order can also be used to initiate Pilotman working, under which a person is substituted for the token.

As with the Train Staff system, the points at intermediate stations or sidings between Staff stations are secured for main line movements by means of locks operated by the staff or tablet. This ensures that the points cannot be operated unless a train is present with its token which cannot again be removed from the lock until the points are restored to their normal position.

Electric Staff Variations

In addition to straightforward Electric Staff working, the following describes several interesting variations.

Intermediate Electric Staff is a variation in which a third instrument at some intermediate point is in circuit with the instruments at each end of a particular single line section. The system enables a train with the Electric Staff for the section to proceed to the intermediate point - a branch line junction or a siding at which prolonged shunting is likely to take place- where the section staff is used to unlock the Staff-locked main line points so that the train can proceed onto the branch line or “lock away” to perform shunting clear of the main line.

After the train is clear of the main line and the points again locked the Staff is inserted into the intermediate instrument so freeing up the single line section for normal working. Special bell signals are used to designate when a Staff is to be used for this purpose. Special indicators are also provided to indicate all staffs are accounted for in the three instruments even though the phase of the through instruments is different. When the train is ready to re-enter the main line at the intermediate point, the signalmen at both ends of the section operate their instruments in such a way as to electrically release the intermediate instrument, enabling the staff to be withdrawn. It is then used to unlock the points for access to the main line and after again locking the points the train, now in possession of the Staff, can proceed in either direction on the main line. Places within the Geelong district that had provision for Intermediate Electric Staff included Waurn Ponds between South Geelong and Moriac, Alvie Junction between Colac and Pirron Yallock, Timboon Junction between Camperdown & Terang, Mortlake Junction between Terang and Panmure.

Composite Staff is used on certain long Electric Staff sections to enable two or three trains to proceed in the one direction at closer intervals than the running time for the full Staff section will permit. This is achieved by designating an intermediate station in the section as an Intermediate Block Post so that the through staff section becomes shorter sections either side of the Intermediate Block Post. The shorter sections are then worked as Staff & Ticket sections using a special Composite Staff although it only facilitates follow-on movements – opposing trains cannot meet at the intermediate station. A Composite Staff is constructed in such a way that when withdrawn from the instrument it can be unscrewed into three portions, the outer ends being identified as “Ticket A” and “Ticket B” and the centre portion as the “Staff”. Just as with Staff & Ticket working, a train entering the section with a Ticket portion of the staff must first sight the remaining portions of the Composite Staff. Each subsequent train is then permitted to follow when the preceding one is reported as having passed the Block Post and can pass the Block Post when the train ahead reaches the further station. The departures and arrivals of the various trains are reported using the same code words as for Staff & Ticket working. When all trains have cleared the full section, the portions of the Composite Staff are re-assembled, and it is inserted into the instrument and normal Electric Staff working resumed.

If necessary, the complete assembled staff can be used for a normal through train movement in order to transfer it to the end of the section where it is next required. Sections within the Geelong district that had provision for Composite Staff working included Winchelsea – Birregurra with Armytage as the intermediate Block Post, Between Birregurra – Irrewarra with Warncourt as the intermediate Block Post, Between Colac – Camperdown with Pirron Yallock, Stoneyford or Pomborneit as the Intermediate Block Post plus a few other places as well.

Divided Staff is a system whereby an electric staff section is divided at a designated intermediate station which then becomes a crossing station with Staff & Ticket working in place on the two new short sections on either side. At most locations where division of a long electric staff section is a regular requirement, staff instruments are provided which can be “switched in” or “out” electrically but where the requirement is infrequent, irregular or seasonal (e.g. during the wheat season) Divided Staff is a less costly alternative. One of the electric staffs for the section consists of two portions secured together by a padlocked central rod and when it is withdrawn from the instrument and separated, further electric staff working is impossible. The two portions of the staff then become temporary Train Staffs for the sections on each side of the intermediate station. Initiating these arrangements, including placement of the requisite Staff Ticket boxes, is a duty of the district Safeworking Inspector or, where authorised, the Stationmaster at the station where the Divided Staff is normally located.

In the Geelong district, Divided Staff working was not so utilised.

Automatic Electric Staff avoids the necessity for the co-operation of the distant station to obtain a staff which allows staffing economies. The staff instruments at the attended stations on either side of unattended Mysia and Barraport on the Robinvale line worked automatically whereas the instruments at Mysia and Barraport themselves did not and were worked in the normal way by the train crews. However, a different system on the Gheringhap-Maroon line provided automatic operation in both directions at each station. Automatic Electric Staff was also provided between Moama and Barnes. In 1983, a special form of Automatic Electric Staff working was introduced in the Geelong District between Gheringhap & Maroon during 1968. With Drivers carrying out the staff working requirements.

Post-script: The Dreaded Rule 29

In certain prescribed circumstances Electric Staff (and Tablet) instruments had to be tested for correct operation. Rule 29 of the Electric Staff rules dealt with the use of the "Testing Instruments and Bells" bell code signal (3 pause 5 pause 3) and set out in relatively few words how the testing was to be done. However, the reality was somewhat more complex. The protracted exchange of bell signals which occurred between the two stations concerned was in fact a series of statements, questions and responses using the medium of single-stroke bells. It has to be conceded that signalling staff often abbreviated the procedure and it was usually carried out in its entirety only when a supervisor was present!

The following sequence of bell signals between two stations, A and B, shows the original prescribed "Testing Instruments and Bells" procedure under Rule 29. The method of acknowledging the receipt of any bell signal was for the receiving station to repeat the same signal and where the meanings appear in *italics*, what is shown is not the literal meaning of the signal but what was to be understood from it.

Sent by Station	Signal	Meaning
A	1	Call Attention
B	1	<i>I hear you</i>
A	3-5-3	Testing Instruments and Bells
B	3-5-3	<i>I understand we are testing instruments and bells</i>
A	2-3	Is Line Clear for a Light Engine (<i>ie without train</i>)
B	3-5-3	<i>Are we still testing instruments and bells?</i>
A	3-5-3	<i>Yes, we are</i>
B	2-3	<i>You can withdraw a staff as per your 2-3 signal</i>
(A withdraws a staff and then replaces it in his instrument)		
A	1	Call Attention
B	1	<i>I hear you</i>
A	3-5	Cancelling signal
B	3-5	<i>I acknowledge cancellation of your 2-3 signal</i>

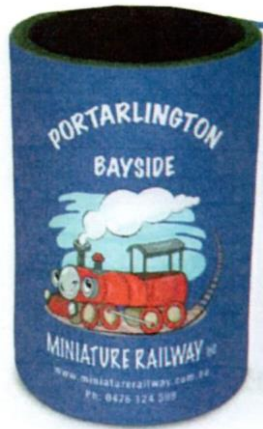
The whole process is then repeated, initiated by station B.



Signalman tapping out a bell code on a Staff Instrument at an unknown location.

Railway signalling has sometimes been referred to as a black art, in that its mysteries were seldom understood by the casual observer. It is hoped that these articles have satisfactorily explained the evolution of token working on single lines, how it was applied in Victoria, what went on in signal boxes and what was really happening when the signalman handed a mysterious object to the train driver. The information presented was of necessity quite brief as fully coming to grips with the subject involved railway operating personnel in many weeks of study and 5 hours of oral examination by the Safeworking Inspector.

SOME OF OUR SOUVENIR RANGE :



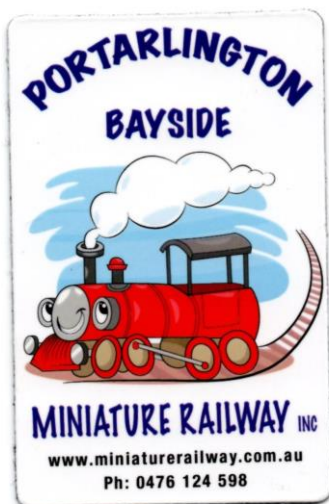
CAN COOLERS \$7.00 ea.



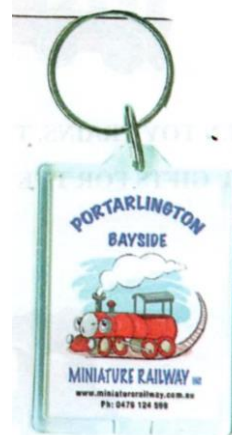
KIDS "TEE SHIRTS"

SIZES 2 - 10

SALE - ONLY \$10.00 ea.



FRIDGE MAGNETS \$3.00 ea.



KEY RINGS \$4.00 ea.

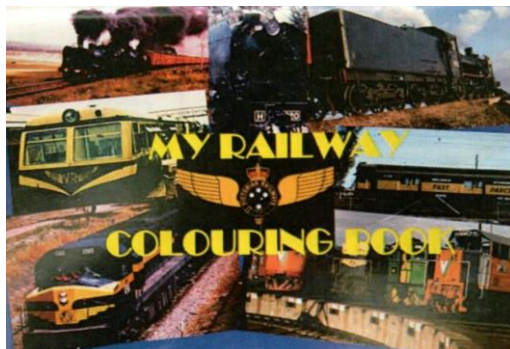


POSTCARDS \$ 1.00 ea.



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**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

Yarra Valley Railway Information No.21.

100 YEAR OLD PLUS COIN



An old, pre-decimal currency coin was found in the dirt in the Yarra Glen station yard, not far from where the old goods shed had been. Possibly dropped during payment for freight for goods transported by train.

The coin is dated 1921 and the king at the time was George V (5th). The coin is a One Penny coin. There were 12 pennies (pence) to the shilling, and 20 shillings to the £1 (pound).

When Australia changed to decimal currency in 1966 one shilling was the same value as 10 cents, so one penny would be of less value than one cent – 10/12th of a cent to be precise. £1 (pound) became \$2 (dollars).

When was the coin dropped at Yarra Glen ?. That is impossible to tell, other than to say it must have been at sometime between 1921 when it was made, and 1966 when decimal currency replaced the old Pounds, Shillings and Pence currency.

This penny has been quite badly damaged and corroded. Probably by being in the dirt for so many years. Then in the 2009 bushfires burnt the Yarra Glen station yards. It is likely that the heat from the fires changed to metal (copper) of the coin, making it impossible to clean up.

CAMERA CORNER:



On Saturday, 14th January, 2023, the PBMR had a display stand at the 15th (resumed) Portarlington Mussel Festival. Pictured above are two views of our display. Thanks go to Harm Jager (Organiser), Rochelle Holstein, Liam & Zoe Wines, and Keith Satterley for their help to make it all happen. The day appeared to be a success in promoting the PBMR to the wider community. (Pics: Keith Satterley)

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	-		August	370	-	372	502
March	770	897	1257	1324		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 **2599** Passengers during January, a gain of **709** Passengers or + **37.51 %**

Results for the current 2022 – 23 Fiscal Year are **6469** Passengers or a loss of **5400r** – **7.70 %**

Figures represent a gain in traffic for the 2023 year of **451** Passengers or + **23.867009 %**.

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>

FEBRUARY BIRTHDAY WISHES :

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



TRAIN RUNNING ROSTERS : (Under New Management)

The **February 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 March 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....



Australian Government

As we get out there again,
it's up to all of us to

STAY COVID FREE DO THE 3



WASH
HANDS



PHYSICAL
DISTANCE



HAVE
THE APP

And if you're experiencing cold or
flu-like symptoms, stay home and speak
to your doctor about getting tested.

BE COVIDSAFE

For more information about Coronavirus (COVID-19),
please visit [health.gov.au](https://www.health.gov.au)



Authorised by the Australian Government, Canberra

THOUGHT FOR THE MONTH :



Everyone makes mistakes
in life, but that doesn't mean
they have to pay for them the
rest of their life.
Sometimes good people make
bad choices.
It doesn't mean they are bad. It
means **they are human.**

TO WALHALLA BY MOTOR CAR.

On Sunday, May 15, 1921, a party of Railwaymen left Moe at 11.00 am with the intention of getting through to Walhalla, if possible. The road led us through heavily timbered country, till the Cecil Inn at the Tyers Bridge was reached. A short stay was made here, and the party was delighted with the scenery along the stream, which is crossed at this point by a splendid bridge. The Cecil Inn was an important stopping place in the old coaching days, before the advent of the railway, which runs through Gould, about a quarter of a mile distant from the hotel. Many a fortunate miner passed through here, with the golden metal which made Walhalla famous.

All aboard, and we were off again, over corduroy roads, shaded by gum trees, which abounded in profusion; on through Moondarra, and down a steep gradient into Grassham's Gully, and then up again, crossing the railway at Watson station. The timber around here was very dense, and several sawmills are operating in the vicinity. We came on to the new road, and had a splendid run into Erica, where a halt was made for dinner, which was provided by the capable Mrs. Murie of the Erica Hotel. After doing justice to the excellent repast, we moved along. A timer tramway runs along the road for some distance at Erica. Another indication of our timber resources was a stack of timber in the station yard, awaiting loading on the Monday.

After leaving Erica, we plunged again into the forest, and touched the railway at Knott's Siding. After passing this point, the road and the railway are not very far apart, in a lineal sense, but the difference in height, at some places is indeed hair-raising. Passing on we came to a bend in the road, and most beautiful scenery met our gaze. Beautiful ferns set in a background of the eternal gum trees. In places the forest is so dense that the sun is practically obscured, and, although rain had not fallen for ten days, gluepots on the road were numerous. Each bend of the road opened up beautiful fern gullies. Coming to the Horseshoe bend, we made a halt, as the scenery here was magnificent. A deep gorge, with the railway far below, and ferns in profusion. We looked down on the top of a forest, the timber being so dense as to appear like an immense green carpet. Along one side of the gorge could be seen the railway line. Along the mountain side it crept, as if hanging on for dear life, down to the end of the gorge, around a horse-shoe bend, and then along the other side for some distance, and around a corner, and then on its way to Walhalla. But our trip is not yet at an end.

We pass through more scenery of enticing beauty, with the railway always below us, in the beautiful valley. We obtain a splendid view of the Thompson River, which flows through a tunnel near Thompson station. Stopping at the Thompson bridge, we admired the beautiful scenery on both sides of the stream. The railway crosses the river near this point, by a substantial bridge, built of concrete piers and steel girders, and it is indeed a very excellent piece of engineering work.

We now commence the last stage of our journey, along the valley of Stringer's Creek. The road is high up on the mountain side, and the railway runs along the opposite sides of the valley. Between Knott's Siding and Walhalla the railway presents a splendid example of engineering and a practical demonstration of the courage and skill of the engineer who was responsible for its construction, being carried along the mountain side, around tortuous curves of small radius.

Along Stringer's Creek the line is carried on bridges which do not cross the stream, but run along its bank, the plucky engineer having been unable to find a roadbed. A sharp descent brought us down near the pretty little station of Walhalla. The architecture of this building is in harmony with the surroundings and is suggestive of an Alpine chalet. A mile post nearby reminds the tourist that he is only 106 miles from Melbourne. A dash is made across the bridge and up the only street to the Star Hotel where we are welcomed by Mr and Mrs Dedman.

As we passed along the street we could see ample evidence of Walhalla's departed glory as a mining centre. High dump heads, the remains of a battery, and the tunnels in the hillside, all act as reminders of the search for the precious metal, gold to the value of fifteen million pounds sterling having been extracted by several mines, which operated till a few years ago. Residents are firm in their opinion that gold of immense value still lies hidden, but the cost of working is too great. As we pass along, we see vacant allotments where once stood humble but homely houses. So narrow is the valley in places that it must have been difficult to find space for a back yard. One hotel that existed in the golden days was four stories high, and each story opened onto the ground at the back, the incline being so steep. Several years ago the visitor to Walhalla would be greatly impressed by the bustle and activity of this busy centre, the population of which, at one time, was estimated at 8000. At night he would be kept awake by the unceasing pounding of the batteries, the hissing of escaping steam, and the patter of industrious miners going on and coming off their shifts. All these features have vanished, and the sun now looks down on a peaceful valley of exquisite beauty. What Walhalla has lost as a mining centre it is regaining, to some extent, as a tourist resort.

Some of the most beautiful mountain scenery in Victoria abounds in the vicinity of Walhalla, while further afield scenes of un-surpassing grandeur may be viewed from the mountains. Beautiful fern gullies greet the traveller at every point. A complete description of the scenery would fill a volume. The district is becoming increasingly popular every year as a tourist resort, and there is every reason to hope that it will become one of our principal tourist resorts. Travelling by rail, the tourist leaves Melbourne by the Gippsland express at 8,38 am, and changes at Moe into the narrow gauge train. Leaving Moe at 12 noon, the train crosses the Latrobe, Tanjil and Tyers Rivers, and stops at Gould, where light refreshments may be had. A steady climb for some four miles brings the train to Moondarra, from which point an excellent view of the country to the south may be obtained, the towns of Yarragon and Trafalgar being visible in the distance.

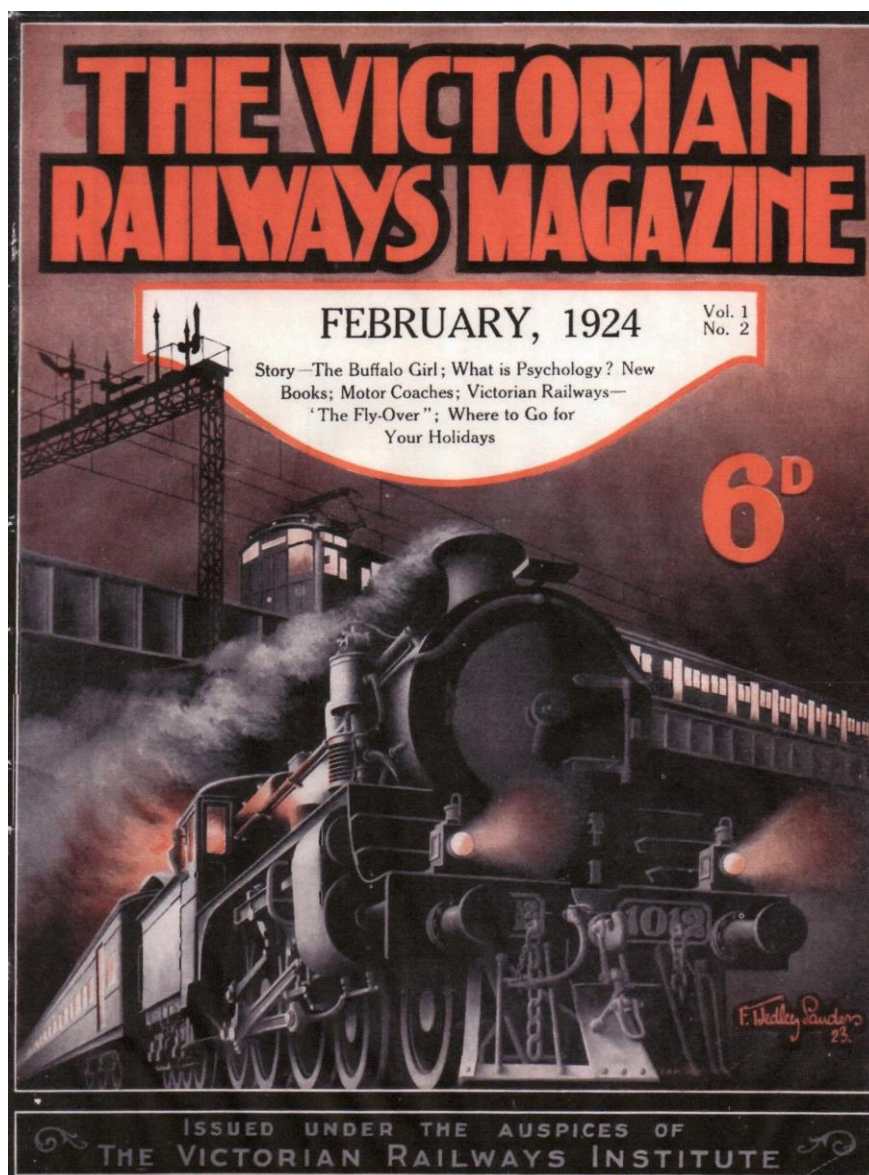


The Walhalla Railway Station circa 1920's

After leaving Moondarra, the train proceeds to Erica, where a stay is made for ten minutes. After leaving Erica, the train proceeds at ten miles per hour, to Walhalla, passing through such beautiful scenery that the low speed is welcome. One hour is occupied in this section, and it is an hour in a fairyland of enchanting beauty. Walhalla is reached at 3 pm, six and a half hours journey from Melbourne. How many of our city dwellers realise the fact that the most magnificent scenery is available a hundred miles from their doors. In conclusion I desire to thank Mounted Constable Rawlings for his valuable information. As Mr. Rawlings is in charge of an extensive district, his duties naturally bring him into places not usually visited by tourists, and he is always pleased to direct tourists to vantage points. I also desire to thank Mr and Mrs. Dedman for the excellent manner in which they looked after us. To the kindness of these three worthy citizens, the success of our trip was in great measure due. In penning this little note, I am doing so in the hope that it may appeal to some of our nature loving members, who have not visited this part of Gippsland, the "Garden of Australia".

Moe, 27th May, 1921.

**W. T. McGRATH,
Train Examiner.**



The eye-catching and rather delightful front cover of the then Victorian Railways Magazine of February, 1924, published by the Victorian Railways Institute proudly indicating the evocative might of the then Victorian Railways of the day. It is also interesting to note that the loco has no headlight and the cover price is 6d or 5 cents !!.

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>
Sunday, 5 th February, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Saturday, 11 th February, 2023	COMMITTEE MEETING SPECIAL GENERAL MEETING 1.30 pm.
Sunday, 12 th February, 2023	RAILWAY CLOSED
Sunday, 19 th February, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 26 th February, 2023	RAILWAY CLOSED
Sunday, 5 th March, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Saturday, 11 th March, 2023	COMMITTEE MEETING
Sunday, 12 th March, 2023	RAILWAY CLOSED
Sunday, 19 th March, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 26 th March, 2023	RAILWAY CLOSED
Sunday, 2 nd April, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Saturday, 8 th April, 2023	COMMITTEE MEETING
Sunday, 9 th April, 2023	RAILWAY CLOSED
Sunday, 16 th April, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 23 rd April, 2023	RAILWAY CLOSED
Sunday, 30 th April, 2023	RAILWAY CLOSED
Sunday, 7 th May, 2023	Ordinary Running Day 11.00 am to 3.00 pm
Sunday, 14 th May, 2023	RAILWAY CLOSED

THINGS TO REMEMBER :

Summer Timetable began on Sunday, 2nd October, 2022. -

Running 1st & 3rd Sundays of the month - 11.00 am to 4.00 pm.

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

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