

# PORT BAY EXPRESS

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

Volume No.8 – Issue No.1.

January, 2023.



**Santa Claus (aka Colin Kynoch) makes a visit to the PBMR on Sunday 18<sup>th</sup> December, 2022 ably assisted by Tanya Enright. Colin & Tanya are two of our new members whose assistance to help us continue to operate our miniature railway are much appreciated by the association. (Picture: Brian Coleman)**

## **OUR PRESIDENT REPORTS :**

- We celebrated our 7<sup>th</sup> **Birthday of Passenger Train Operations** on Sunday 4<sup>th</sup> December, 2022, complete with birthday cake and other treats for all that attended on the day. May the association continue to have a bright future.
- On Sunday 18<sup>th</sup> December, 2022 we celebrated Xmas at the PBMR, complete with Xmas music and Santa Claus who visited, much to the delight of our visitors particularly all the kiddies who were handed little treats for Xmas.
- We have been conducting a lot of Working Bees over the last few months in preparation for our Annual Safety Audit. I am pleased to report that the railway has received a tock of approval from our Competent person, Brian Parkinson following his inspection and following rectification of various issues causing some concern.
- Our busy season is now upon us and I ask that all members make themselves available for the train running roster to ensure the regular operation of our train services on every Sunday & Wednesday during January.

**Keith Stasinowsky – President.**



## **FROM THE SECRETARY'S DESK:**

- ***We need more volunteers !!. Can you help recruit a new member today !!.***
- ***There are vacancies for Party Bookings. Know someone who might be interested in holding such a function ?. Contact our Party Bookings Officer, Keith on Mobile Tel No. 0476-124-598. Keith is just waiting for your call.....!!***
- ***A big thank you is extended to all our volunteers who recently rolled up their sleeves and helped keep our show on the road. Nameless here, but you all know who we mean !!.***
- ***May I wish a very happy New Year for 2023 – to all our Members & Volunteers.***

**Brian Coleman – Secretary.**

**TOKEN WORKING ON SINGLE LINE RAILWAYS - PART 1.**

**By David Watson.**

In his excellent book *Red For Danger* which traces the development of railway safety systems, author L.T.C. Rolt comments: "It will be obvious that unless the strictest precautions are observed, the working of trains in both directions over a single line of metals involves most appalling risks". When the great engineer Isambard Brunel was asked what he would do if he saw an engine approaching his own on the same track, he allegedly replied that he would put on all the steam he could command with a view to driving off the opposing engine by the superior velocity of his own! Rolt observes that perhaps Brunel was joking and it is fortunate that this procedure has never found favour.

The many advantages of having some form of fixed track for wheeled vehicles were known and employed from quite ancient times but 19<sup>th</sup> century England was the birthplace of "railways" as the term is now understood. When the need for regulation and control of railway operations became obvious, a proposal by George Stephenson saw this responsibility assumed by the English Board of Trade. It is perhaps ironic that William Huskisson M.P. who was fatally injured when struck by *The Rocket* at the opening of the Liverpool & Manchester Railway was a former President of that body.

The first railways were nearly always built as double lines with trains keeping to the left and the Board of Trade insisted that where any single-track railway was authorised it was to be considered as incomplete. To avoid the possibility of collision the line had to be worked under the "one engine in steam" principle which was quite satisfactory on short, isolated lines where one engine was sufficient for the traffic. However, complexities arose at junctions and on longer lines with passing places and it became the practice for locomotives to carry a board or "target" showing for which line or section of line they were operating as the "one engine". Because transfer of these targets to and from engines at section points was cumbersome, "tokens" were substituted for them. These took the form of more convenient wooden and later metal "stuffs" labelled to show the section of line which the Driver and his train were authorised to occupy. The "one engine in steam" principle was still met but now applied between places where trains could safely pass. This became known as the Train Staff system although the term "Token Working" persisted in some places.

Obviously, the Train Staff system can only satisfactorily work when trains alternate in each direction on the single line section. If that pattern is not maintained, transfer of the Staff to where it is next needed is likely to cause delays. The problem of having two or more trains to follow in the same direction was overcome by the Staff being carried through the section by the Driver of the last train of the group, the Drivers of the preceding trains being given verbal permission to proceed after having been shown and in some cases actually touching the Staff.

It was soon shown that giving and accepting verbal authority could lead to misunderstandings and a system evolved of showing the Staff as before but then reinforcing the permission to proceed by handing the Driver a written or printed authority called a "Staff Ticket" so that the system now became known as "Staff & Ticket".

On some railways, the Staff could be separated into several pieces, only one of which was considered to be the Staff, the others being “Ticket” portions. This was known as a “divisible staff”, not to be confused with Victoria’s “Divided Staff” which will be discussed later.

The Staff & Ticket system thus provided well enough for follow-on train movements but not for those situations where the Staff is at the wrong end of the section due to extra or altered trains. Various solutions were developed under which in such circumstances trains could be permitted to proceed under some form of “line clear” message. These involved complex and drawn-out procedures which, although they were later facilitated by the gradual adoption of telegraph communication, were slow and not altogether safe.

The development of the electric telegraph saw it brought onto the railway scene in the 1860s as a means of enforcing “block” working (i.e. the spacing) of trains on double lines for which, after a few false starts it proved quite satisfactory. However, it proved to be less so when applied to the regulation of traffic on single lines. Early railway block telegraph instruments had only a pointer which moved over a dial to show little more than “Line clear” or “Line blocked” and there was no ability to advise of altered arrangements, or to ask questions or receive answers. The introduction of Morse telegraphy which enabled stations and even a central control room to “talk” to each other saw the adoption of “telegraph and crossing order” working which gave much more flexibility.

However, given that some telegraph operators were of questionable proficiency and instructions were often verbally passed from one person to another, including Drivers, misunderstandings continued to occur, often with disastrous consequences.

The Board of Trade was reluctant to give unqualified approval to the general adoption of telegraph working alone on single lines because it lacked the positive protection of the Train Staff system. Clearly something better was needed and the answer came from the great signal engineer Edward Tyer. When he was only twenty years of age Tyer had devised and then patented significant improvements to those first crude telegraph instruments. With his block telegraph instruments in widespread use on double lines, he turned his attention to developing an instrument that would enhance single line operations and safety by combining the benefits of electric telegraphy with the safeguards of the Train Staff. The result was his electric tablet instrument patented in 1878. This ingenious device allowed there to be multiple tokens in the form of tablets of about 100mm diameter for each single line section.

These were distributed between and secured within two electrically connected instruments at the respective ends of a single line section. The signalmen were able to “talk” to one another by means of coded bell signals and the internal mechanism of electro-mechanical locks was such that the co-operation of the opposite signalman was necessary to obtain a token for a train. Once this was done, the instruments were then out of phase and inoperable. A further safeguard was that the tablet tokens for adjacent single line sections were of a different shape and could not be erroneously placed in the wrong instrument.

The first tablet instruments were “non-returnable” types that did not allow of a tablet being returned to the instrument from which it was withdrawn so that once withdrawn, the Tablet had to be taken through the section.

Some years elapsed before “returnable” types appeared that allowed the token to be inserted into either instrument, which not only provided for the case of an expected train not proceeding and there being another train due in the opposite direction but also allowed a train to return from some intermediate point. Early non-returnable instruments were often modified to incorporate this feature. Later, instruments embracing the same principles were devised for metal staffs.

Single line token working was adopted by railways world-wide, a notable exception being the American railways where a form of telegraph and crossing order working known as Train Orders was the norm.

Many local variations in token-working rules, procedure and terminology developed over time and it would be extremely complex to describe and compare them. A future article will focus on Victorian Railways practice.

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The first part of this article described the development in England of Staff or Tablet token working for single line railways and how it became the norm in most countries with the notable exception of the USA. Many local variations in token-working rules, procedure and terminology developed over time and it would be extremely complex to describe and compare them.

This article focuses on Victorian Railways practice. Although written as current, much of the information is long outdated.

**TRAIN STAFF & TICKET**

Train Staff & Ticket was introduced in Victoria in 1873. It was used on main lines until replaced by Electric Tablet or Staff, after which it was found mainly on branch lines but also on some suburban lines such as Eltham-Hurstbridge and Fawkner-Upfield. On some lightly trafficked lines only the Staff was used and there was no provision for the issue of Staff Tickets. The system is now confined to a handful of places such as branch and industrial lines (on most of which Tickets are not used), tourist railways and some oddities like Sale – Bairnsdale and Ballarat-Ararat.

The Staff is a 30mm diameter metal tube with two rings and is about 350mm long. The name of the section to which it applies is engraved either directly on the Staff or on an attached plate. Staffs are made to differ by having one of several configurations of notches and lugs and the Staffs for adjacent sections are always of a different pattern. The Staff Tickets, on pink paper for up trains and white for down trains, are bound into books and consist of a record butt and a detachable portion which forms the actual ticket. The book is kept in a compartment of a wooden box the key to which is the Staff.

The box cannot be opened by other than the Staff for the same section and the internal mechanism of the box ensures that the Staff cannot be withdrawn from the lock unless the book is in place and the lid closed. The boxes themselves are painted specific colours determined by the Staff pattern.



When a train is to travel on Staff, the procedure is simply for the Staff to be delivered to the Driver and carried on the engine to the other end of the section where it is delivered up. When two or more trains are to follow in the same direction, the first train and all others except the last will travel on Staff Ticket. The Staff will be used to open the Staff Ticket Box, the book withdrawn and a Ticket prepared after which the book is returned and the box locked. Both the Staff and the Ticket are then taken to the Driver who after inspecting the Staff will accept the Ticket as the authority to proceed. The Staff is then locked away in a secure place and the station in advance advised of the departure of the train using a code word that has its origins in the telegraph era when code words substituted for frequently used phrases for reasons of brevity. Arrival of the train at the station ahead is similarly advised using the applicable code word and the Staff is then released from its secure place and used to prepare another Staff Ticket or for a train, whichever is required.

Trains travelling on the Staff have an exclusive authority to occupy the Staff section and subject to other operating requirements can reverse and even return to the station in the rear. However, when travelling on a Staff Ticket, a train can only travel forward.

Where there are intermediate stations or sidings in the section between Staff stations, it is essential that the points at those locations remain set and securely locked for through train movements. This is usually achieved by “Staff Locks” which prevent operation of the points unless a train is present and its Staff used to unlock the operating lever. The Staff is then held captive in the Staff Lock until the points are restored to their normal position. Whenever possible the need for a train travelling on Staff Ticket to shunt at an intermediate station is avoided but on sections where it is likely to occur a “Master Key” is issued to the Driver along with the Ticket. The Master Key is not of itself an authority, its only function being to open any required locks.

As it is important that the whereabouts of the Master Key are always known, its movements are notified by special code words and recorded. The contingency of the Train Staff occasionally being at the wrong end of the section with no means of effecting its timely transfer is dealt with by a procedure which culminates in the issue of a “Line Clear Report”.

This involves the careful exchange of precisely worded messages between the parties concerned. First of all, the station with the train waiting (say X) and the station with the Staff (say Y) formally confer and agree as to what is necessary. Station X then sends a “Message A” to the Train Controller (or originally a nearby specially authorised senior Stationmaster) requesting the issue of a Line Clear Report. Station Y then sends a supporting “Message B” certifying that the Staff is under lock and key and that station X requires a Line Clear Report.

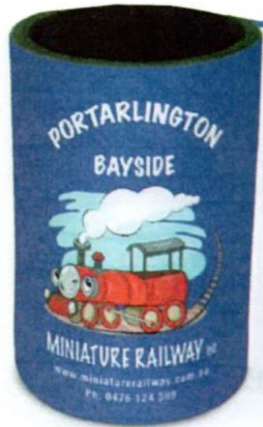
The Train Controller then sends both stations a “Message C” which formally suspends the Staff and Ticket system in the section concerned and authorises station Y to issue a Line Clear Report. Station Y then prepares the Line Clear Report by appropriately completing a pro-forma “Message D” and dictates it to station X where it is transcribed onto “Message E” which apart from its headings is otherwise blank and on which all the detail from station Y’s Message D must be written out in full. This done, the message is repeated back as “OK”, timed off and handed to the Driver as the authority to proceed through the section.

This deliberately convoluted procedure is designed to take time and minimise the risk of misunderstandings. It takes about six or eight minutes to complete but somewhat less on sections where it is done frequently and the need has been anticipated. The author has done it in around four minutes. In the event of a Staff being lost or unusable for some reason, another procedure is adopted whereby a person is appointed as “Pilotman”, in effect becoming a human staff and the authority for the single line section concerned.

**(To be continued)**



**SOME OF OUR SOUVENIR RANGE :**



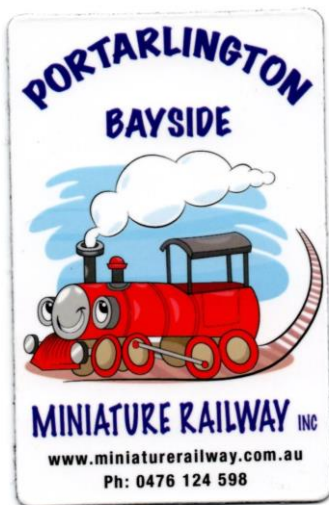
**CAN COOLERS \$7.00 ea.**



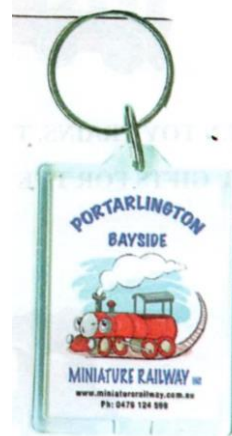
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**KEY RINGS \$4.00 ea.**



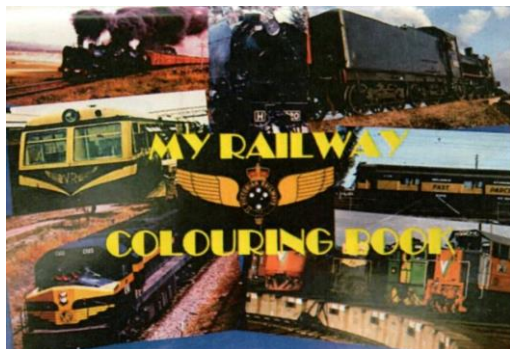


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## **LEVEL CROSSING REMOVAL PROJECT – AN UPDATE :**

### **Quotes attributable to Minister for Transport Infrastructure - Jacinta Allan**

*"We've removed 67 dangerous and congested level crossings across Melbourne and we're not slowing down."*

*"With each level crossing removed, communities become safer, less congested and not being stuck at the boom gates makes it easier to get around."*

*"We've also built 37 new and upgraded stations, unlocked more than 20 MCGs of open space and built 50km of bike paths - transforming communities across Melbourne."*

### **Background**

Level Crossing Removal Project (LXRP) is a Victorian Government initiative that began in 2015 with the initial plan to remove 50 dangerous and congested level crossings by 2022, making suburbs across Melbourne safer and easier to get around.

A further 60 level crossings have since been added to the list to be removed – making a total of 110 dangerous and congested level crossings across Melbourne to be consigned to history by 2030. When these 110 level crossings have been removed, the Frankston, Werribee, Sunbury, Cranbourne, Pakenham and Lilydale lines will be level crossing-free, changing the way people live, work and travel.



With 67 crossings already removed as at September 2022, the original target has already been surpassed and the project is more than a year ahead of schedule.

In 2020 and 2021, one level crossing was removed every four weeks on average, and the same frequency is taking place in 2022.

Over the past 12 months, 19 level crossings have been removed and 10 new stations have opened.

In recent months, we've removed the level crossings at Fitzgerald Road, Ardeer by building a road bridge, the Robinsons Road, Deer Park level crossing by building an underpass and the Gap Road, Sunbury level crossing by building a road under the rail.

Construction continues on 10 level crossing removals across Melbourne, while the rest are in planning.

LXRP delivers projects through an alliance model, working in partnership with various construction companies to get rid of level crossings and carry out other network upgrades.

The unique program alliance structure means a rolling program of projects can take place at any given time and allows efficiencies to be realised throughout the planning, design and construction phases of each project.



**The new Coburg Railway Station following completion of the LXR Project -**



**The new Toorak Road Flyover Bridge brought into service during**

As part of the project, 37 new and upgraded stations have opened with better accessibility and upgraded, modern facilities. Around 20 MCGs worth of open space has been unlocked, allowing for new bike parking, exercise and recreational spaces, skate parks, dog parks, and 50km of walking and bike paths.

More than 72 million hours have been worked across this city-changing project, with around 5500 people currently working on level crossing removals, supporting secure jobs in many industries.

Easing congestion and freeing up traffic has been hugely beneficial in many communities, with road users across Melbourne slashing 41 hours from the morning peak each day, making a difference to commute times for drivers, especially at Toorak Road, Kooyong; Main Road, St Albans; Buckley Street, Essendon; Burke Road, Glen Iris and Clayton Road, Clayton.



# Yarra Valley Railway Information No.20.

## Annett Key Locking

On the signal lever on the Healesville platform is an Annett lock. The key to the lock is an Annett Key. Mr. Annett patented the system in England in 1875. The key can only be removed from the signal lever when it is set back (as in the photo below) and the signal is in the STOP position. The key is used to unlock the points (turnout) allowing shunting into the track that leads past the Healesville goods shed – the goods shed road.

In summary, for trains to access the goods shed road, the signal must be set in the stop position. This safety system ensures that trains coming into Healesville passing the signal set to GO will come into No. 1 road – the platform and would not run onto the goods shed road.



The Annett Key has been removed so that the signal lever is set for the signal to be set to STOP.

The key must be in the lock for the signal to be set to GO – proceed.



Left - The Annett lock on the points (turnout) to the goods shed road. The blade of the points is held in place by the Annett lock and the key can be removed. Trains would travel along the main line.

If the points are set for the Goods shed road, the key cannot be removed from the lock.



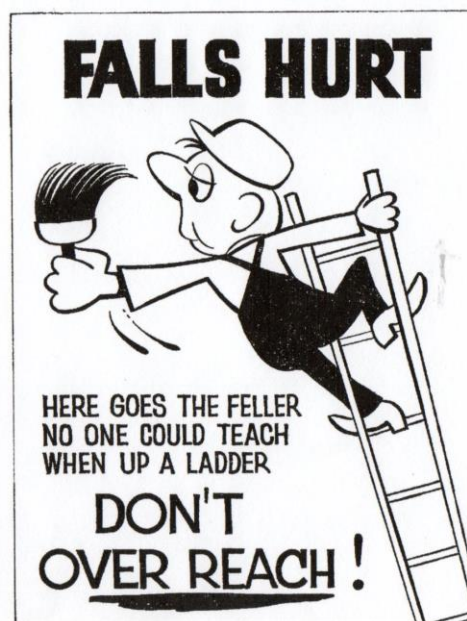
Another method of ensuring that points do not change is to secure them with a locked points clip. The use of a points clip is usually a temporary measure.

## CAMERA CORNER:



Lyndon Cooms is one of our new members seen helping here with the electric wiring overhaul of Locomotive “Sam” His efforts are indeed appreciated by the Association. Can you consider helping the miniature railway too ?? (Pic: 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		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
<b><u>TOTALS</u></b>	<b><u>10835</u></b>	<b><u>10551</u></b>	<b><u>9637</u></b>	<b><u>12141</u></b>			<b><u>13218</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 803 Passengers during December, a loss of 798 Passengers or – 49.84 %

Results for the current 2022 – 23 Fiscal Year are 3960 Passengers or a loss of 1159 Or – 22.64 %

Figures represent a loss in traffic for the 2022 year of 2484 Passengers or – 18.44 %.

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.



**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>

**JANUARY BIRTHDAY WISHES :**

The following members have birthdays which fall during the month of **January** 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>Colin Kynoch</b>		
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**TRAIN RUNNING ROSTERS :** (Under New Management)

The **January 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 February 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



**Assistant Gatekeeper Carmel Scanlon, pictured is shown above placing a kerosene lit gate lamp on one of the hand gates at Horsham. It appeared in the April 1966 Issue of the then Victorian Railways Newsletter. Hand operated gates have now long disappeared from the railway scene and the picture in that sense is now quite historic.**

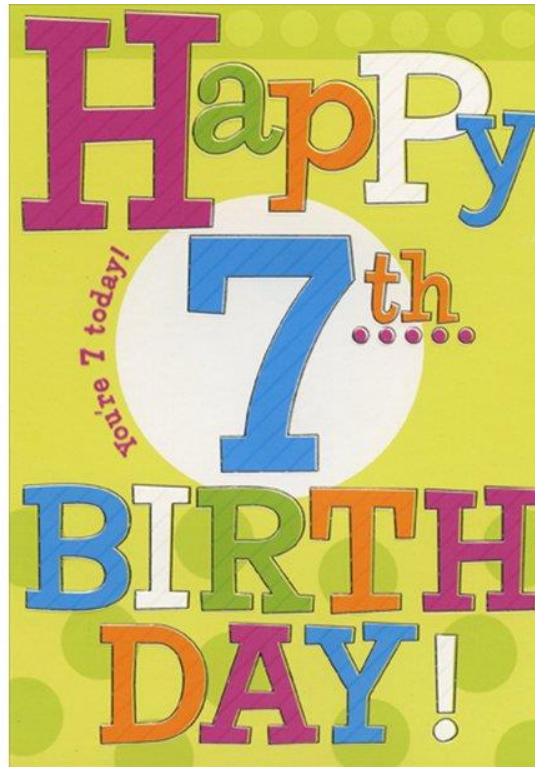
**(Picture: Victorian Railways)**

## THOUGHT FOR THE MONTH :

# I was raised to show respect.

I was taught to knock before I open a door. Say hello when I enter a room. Say please and thank you, and to have respect for my elders. I'd let another person have my seat if they need it. Say 'yes sir' and 'no sir' and help others when they need me to, not stand on the sidelines and watch . Hold the door for the person behind me, say 'excuse me' when it's needed, and to love people for who they are and not for what I can get from them and most importantly, I was raised to treat people exactly how I would like to be treated be others.

*It's called Respect.*



**December 5<sup>th</sup>, 2015** is an important date in the calendar of the PBMR. It marks the resumption of public passenger services following this association's legal formation on 5<sup>th</sup> April, 2015, much negotiation with the Rotary Club of Drysdale Inc to formally take over the railway operation and much work to get the railway in good working order and in a "train shape" condition once again.

**On Sunday 4<sup>th</sup> December, 2022, we reached our 7<sup>th</sup> Birthday** The event was celebrated with a lovely birthday cake provided by Keith & Sue Stasinowsky. The cake was cut by Keith Stasinowsky, our President, ably assisted by Margaret Vella and was then passed around to all those present.

The day dawned bright and sunny. These prevailing conditions assisted in having a positive effect on the number of passengers carried and we carried 208 passengers for the day. Perhaps the Covid-19 pandemic is still having an impact and keeping our patrons away A good roll up of members and volunteers attended and their assistance was greatly appreciated and made the day the success it was.....



## SANTA CLAUS VISITS THE PBMR :

On Sunday, 18<sup>th</sup> December, 2022, Santa made a surprise visit to the Portarlington Bayside Miniature Railway much to the delight of the children who had come for a ride on the miniature railway trains. Quite a few treats were handed out to the happy visitors and the visit without doubt made their day. The members enjoyed a lovely lunch and platters, which was appreciated by all who attended on the lovely summer day.



**On Sunday, 18<sup>th</sup> December, 2022 sees Santa Claus (aka Colin Kynoch) distributing goodies to our passengers, much to their delight. (Picture: Brian Coleman)**



**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 &amp; DATE:</u>	<u>EVENT &amp; TIMES:</u>
Sunday, 1 <sup>st</sup> January, 2023	Ordinary Running Day 11.00 am to 4.00 pm
<b>Wednesday, 4<sup>th</sup> January, 2023</b>	<b>School Holiday Running 11.00 am to 4.00 pm</b>
Sunday, 8 <sup>th</sup> January, 2023	Ordinary Running Day, 11.00 am to 4.00 pm
<b>Wednesday, 11<sup>th</sup> January, 2023</b>	<b>School Holiday Running 11.00 am to 4.00 pm</b>
Sunday, 15 <sup>th</sup> January, 2023	Ordinary Running Day 11.00 am to 4.00 pm
<b>Wednesday, 18<sup>th</sup> January, 2023</b>	<b>School Holiday Running 11.00 am to 4.00 pm</b>
Sunday, 22 <sup>nd</sup> January, 2023	Ordinary Running Day 11.00 am to 4.00 pm.
<b>Wednesday, 25<sup>th</sup> January, 2023</b>	<b>School Holiday Running 11.00 am to 4.00 pm</b>
Sunday, 29 <sup>th</sup> January, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 5 <sup>th</sup> February, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Saturday, 11 <sup>th</sup> February, 2023	COMMITTEE MEETING
Sunday, 12 <sup>th</sup> February, 2023	RAILWAY CLOSED
Sunday, 19 <sup>th</sup> February, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 26 <sup>th</sup> February, 2023	RAILWAY CLOSED
Sunday, 5 <sup>th</sup> March, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Saturday, 11 <sup>th</sup> March, 2023	COMMITTEE MEETING
Sunday, 12 <sup>th</sup> March, 2023	RAILWAY CLOSED
Sunday, 19 <sup>th</sup> March, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 26 <sup>th</sup> March, 2023	RAILWAY CLOSED

### THINGS TO REMEMBER :

Summer Timetable began on Sunday, 2<sup>nd</sup> October, 2022. -  
Running 1<sup>st</sup> & 3<sup>rd</sup> Sundays, except January - 11.00 am to 4.00 pm.

- Party Bookings : See "Special Trains Notice Board" – Page 17.
- **Volunteers are always required - Contact Harm Jager !!!.**



**OUR SPONSORS – PLEASE SUPPORT THEM...**

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153 Newcombe Street, Portarlington. Ph: 5259 3801

PROUDLY SPONSORED BY



130 Hood Street, Portarlington. Ph: 5259 2492

PROUDLY SPONSORED BY



9 Mortimer Street, Drysdale. Ph: 5251 1735

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97 High Street, Drysdale. Ph: 5251 2603

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**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...**

<b>EMAIL:</b>	<a href="mailto:secretary@miniaturerailway.com.au">secretary@miniaturerailway.com.au</a>	<b>FACEBOOK</b>	<a href="#">Miniaturerailway</a>
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