

# PORT BAY EXPRESS

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

Volume No.8 – Issue No.7.

July, 2023.



Driver Graeme Robinson operates the Bendigo Bank Loco and passenger train on Sunday, 18<sup>th</sup> June, 2023 departing from Point Richards. Bendigo Bank was back in service following its recent Annual Inspection. (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 of us all...Please consider !!.
- The month of June turned out to be a quite month for the mini railway, what with 1<sup>st</sup> and 3<sup>rd</sup> Sunday running (4<sup>th</sup> & 18<sup>th</sup>) and the Kings Birthday Sunday (11<sup>th</sup>) plus a Winter School Holiday Run (28<sup>th</sup>) made for that “little bit extra” running calendar.
- May I thank each and every-one of you for your splendid efforts towards the association during the last fiscal year and hope for your continued support over the year to come.

**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 Keith on 0476-124-598;.
- **Have you renewed your membership Subscription yet ??.** Renewal Forms have been issued to all members and you are requested to renew your subscription without delay.
- The 8<sup>th</sup> Annual General Meeting will be held on 12th August, 2023. Foraml Notices have now been sent out to all members. Nominations for the Committee will close at 5pm on **Friday, 14<sup>th</sup> July, 2023** and must be in the Secretary’s hands by that date !!.

**Brian Coleman – Secretary.**

## Australian Miniature Railways. Part 4 – British influence

The British roots in Australia led to an extended period of influence in all ways of life.

With respect to social practices and recreation, the main flow of technology and social trends was from the old country. In the early days, railway practice, big and small, was mainly of British origin.

**Here are some celebrated early miniature steam locomotives**

**Shown at right, in about 1840, William Leatham and his son Albert, built this 12¾ inch gauge 2-2-2.** It is preserved at Darlington's Head of Steam museum. (Miniature Railway magazine, issue 47, late 2019.) (Photo from the Internet.)



In 1843 a 1:6 scale 4-2-0 model of a William Norris, USA, design, was built by Philipp Wolf, Vienna, for Prince Lichtenstein of Vienna, a coal mine owner. This design was for steep gradients and tight curves, and around 1840 several were used in Austria and Britain for lines featuring these difficult conditions.

In 1852 a 12 inch gauge 0-4-0 was built with a boiler about 3 foot long and one foot in diameter. Mr Noble, an engineer, built and operated the 1-mile-long private railway at Ardkinglas House, close to Cairndow, near the east end of Loch Fyne, Argyll on the west side of Scotland. It was the first recorded passenger hauling miniature locomotive (Miniature Railways Vol 1 – 15 inch Gauge, 1970 & Wikipedia, 2021.)

In 1854 a 15 inch gauge quarter scale 4-4-0 model was built by Norris Locomotive Works, Philadelphia, USA, for the purpose of demonstrating the technology in Japan. (Miniature Railways Vol 1 – 15 inch Gauge, 1970). They did the same for the Russian Tsar and French King. (theHopkinThomasProject.com)

Locomotive Pearl, a 15 inch gauge 2-2-2, was built in 1862 by Peter Brotherhood, who later designed engines for torpedoes. This locomotive operated on Peter's private railway as a passenger hauling miniature locomotive and is preserved at King's College London. It was the first use of 15 inch gauge in Britain and is based on Robert Stephenson's 1852 loco built for the Midland Railway, at 1:4 scale. (Miniature Railways Vol 1 – 15 inch Gauge, 1970)



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**These photos of Peter Brotherhood and Pearl are from the Internet.**

### **Some standard track gauges:**

In 1874 Arthur Heywood started building the Duffield Bank railway using 15 inch gauge. He had selected this dimension following experiments aimed at finding the minimum practical gauge for industrial use on country estates.

In August 1877 Arthur Heywood wrote to an Engineering magazine mentioning 8 inch gauge and 9 inch gauge. 9 inches was a gauge he tried as part of his series of experiments, and he did not mention seeing it elsewhere. He gave the example of an 8 inch gauge railway at Furness Abbey Ironworks where each wagon had a capacity of one ton of ore. "For carrying passengers, however, he had found 9 inches to be too narrow; human beings had the awkward habit of not keeping still, and were thus not very stable loads."

By 1901 the Cagney Brothers of New York, USA, had formed the Miniature Railroad Company, and a 12<sup>5</sup>/<sub>8</sub> inch gauge locomotive was exhibited in Britain. This led to an order from Charles William Bartholomew for two 15 inch gauge locomotives for his Blakesley Hall Railway, near Towcester, Northamptonshire.



**He was a friend of Wenman Joseph Bassett-Lowke, shown here.** (Photo from the Internet.)

By 1903, Bassett-Lowke, in partnership with Henry Greenly, were producing live steam locomotives up to 3<sup>1</sup>/<sub>4</sub> inch gauge. Bassett-Lowke was an early visitor to the Blakesley Hall Railway. He was now able to examine some Cagney locomotives. This prompted Bassett-Lowke and Greenly to form Miniature Railways (Great Britain) in 1904. As well as building miniature railways, they operated them. In 1905 they started building 15 inch gauge steam locomotives, as quarter scale models. For 15 inch gauge in Britain, this was significantly different to Arthur Heywood's long established industrial style of locomotive. Bassett-Lowke's Little Giant was a 4-4-2, giving a larger firebox than the Cagney locomotive which had been so influential in using a simplified and practical design. Little Giant was a model engineering beauty, displaying the detail of full-size practice. This was the start of park railways that you could ride inside

and hauled by realistic steam locomotives.

**Shown at right, Bassett-Lowke's 1905 Class 10 "Little Giant" 4-4-2,** the first of his 15 inch gauge beauties.

Length overall	14ft 1 <sup>1</sup> / <sub>2</sub> ins
Width	2ft 1in
Weight engine and tender	1 ton 12 cwt
Driving wheels	1ft 6ins
Bogie wheels	9 <sup>1</sup> / <sub>4</sub> ins
Trailing wheels	11 <sup>1</sup> / <sub>4</sub> ins
Cylinders	3 3/8 ins x 6ins
Boiler	1ft 3ins x 5ft 5in
	37 tubes
Working pressure	120 psi



### Carriages

The first 15 inch gauge public railway in Great Britain was the Blackpool Miniature Railway, opened in 1905. There were two operational hazards: 1. Sand in bearings and working parts. 2. A fashion of the day was enormous wide-brimmed hats, embellished with artificial flowers. These were good at collecting sparks and ash thrown out by the steam locomotive. There were many claims for damage and even a case of a hat catching fire. Shortly afterwards, roofs were fitted to the carriages for protection. (Miniature Railways Vol 1 – 15 inch Gauge, 1970)

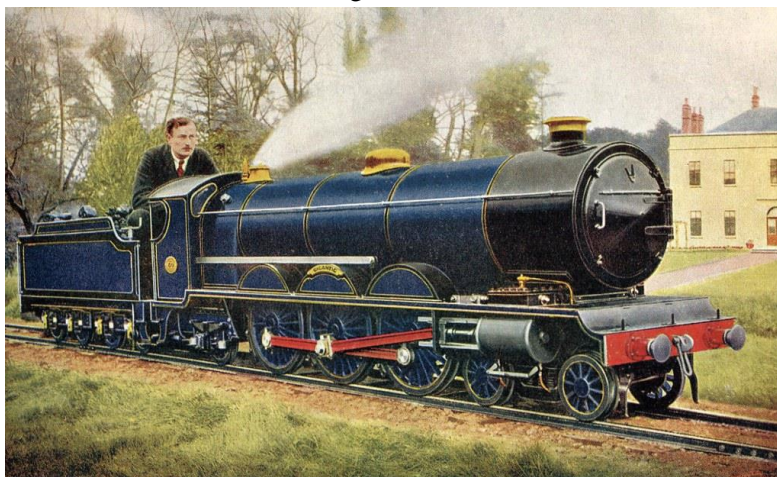
**Staughton Manor Railway** – Its short life. (Miniature Railways Vol 1 – 15 inch Gauge, 1970)

It was located at the home of John Edwards Presgrave Howey.

In 1912 and 1913 this railway was built by Bassett-Lowke at 9½ inch gauge. The ¾ miles of track passed through the Manor grounds and through paddocks of the surrounding farm. The train was not big enough for Jack Howey's dreams and in September 1913 a 15 inch gauge locomotive was ordered from Bassett-Lowke. This was the only 15 inch gauge 4-6-2 locomotive built by Bassett-Lowke and only the second steam locomotive in Britain of this wheel arrangement.

**In January 1914 the locomotive was delivered and photographed as seen here driven by Jack.**

Originally named "Colossus" (Class name) by Bassett-Lowke they then called it "Gigantic" and continued to use this name in their catalogue. After arriving at Staughton Manor it was re-named "John Anthony" after Jack's son.



To try the locomotive at speed, in the middle of 1914 it was taken to the Duke of Westminster's Eaton Railway. After some testing under load and some fast running, it was left in storage at Eaton Railway. Captain Howey went to join the battle in Europe and became a prisoner of war. That was the end of the Staughton Manor Railway. After the war Captain Howey focused his attention on the Romney Hythe & Dymchurch Railway. In 1916 the Pacific loco had been sold to the Ravenglass & Eskdale Railway and re-named "Colossus".

Bassett-Lowke set up the Ravenglass & Eskdale Railway. He saw the business potential of running 15 inch gauge tourist railways and searched for disused industrial lines that could be converted to tourist lines. In mid-1915 a lease was secured for the three-foot gauge industrial line out of Ravenglass, built in 1875.

A much later Bassett-Lowke connection with Melbourne was through Meadmore Model Engineers who as an agent for Bassett-Lowke, imported anything from O gauge model trains up to the driving wheels for the big 7¼ inch gauge Pacific built in 1953 by Reg Stamford and tested at the Chelworth Park Railway. Reg Colter, Sydney, used Bassett-Lowke wheels on his 10¼ inch Royal Scot started in 1955.

For further reading on British miniature railways see Miniature Railways by David Henshaw, 2021. It gives track gauge origins as 12 inches in the 1840s, 7¼ inches in 1908 and 5 inches in the 1920s.

**Next instalment – St Kilda, setting the scene for amusement park railways in Australia.**

**(To be continued)**

# To Doncaster Tower BY ELECTRIC TRAM

IS ONE OF THE MOST PLEASANT, NOVEL, & WITHAL CHEAPEST OF OUTINGS

Magnificent view from the Tower.

Book Prince's Bridge Station to Doncaster, via Box Hill, RETURN FARE 1/6

TRAMS MEET EVERY TRAIN UP TO 6 O'CLOCK, P.M.




**TRAM AND RAIL return 1/6**

## TIME TABLE.

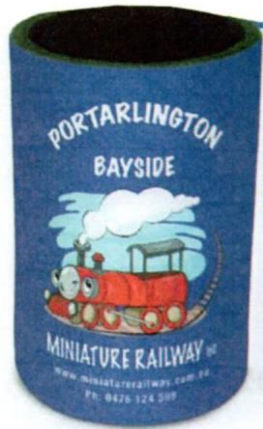
IN CONJUNCTION WITH VICTORIAN RAILWAYS.

MELBOURNE TO DONCASTER.				DONCASTER TO MELBOURNE.			
WEEK DAYS. SATURDAY EXCEPTED.				WEEK DAYS. SATURDAY EXCEPTED.			
Melbourne	11.15	12.15	1.15	Doncaster	11.15	12.15	1.15
Box Hill Station	11.30	12.30	1.30	Box Hill Station	11.30	12.30	1.30
Box Hill Terminus	11.45	12.45	1.45	Box Hill Terminus	11.45	12.45	1.45
Doncaster	12.00	1.00	2.00	Melbourne	12.00	1.00	2.00
SATURDAYS. As Usual, until				SATURDAYS. As Usual, until			
Melbourne	11.15	12.15	1.15	Doncaster	11.15	12.15	1.15
Box Hill Station	11.30	12.30	1.30	Box Hill Station	11.30	12.30	1.30
Box Hill Terminus	11.45	12.45	1.45	Box Hill Terminus	11.45	12.45	1.45
Doncaster	12.00	1.00	2.00	Melbourne	12.00	1.00	2.00
SUNDAYS.				SUNDAYS.			
Melbourne	11.15	12.15	1.15	Doncaster	11.15	12.15	1.15
Box Hill Station	11.30	12.30	1.30	Box Hill Station	11.30	12.30	1.30
Box Hill Terminus	11.45	12.45	1.45	Box Hill Terminus	11.45	12.45	1.45
Doncaster	12.00	1.00	2.00	Melbourne	12.00	1.00	2.00

Special Trips by Arrangement apply H. J. HILTON, BOX HILL.

An Advertising Poster from the Box Hill – Doncaster Electric Tramway which operated from 1889 till it closed in 1896. It ran along what became Station Street and Tram Road, terminating near Doncaster Road. Was the first electric tramway in Victoria and was built and operated by the Box Hill & Doncaster Tramway Company Ltd.

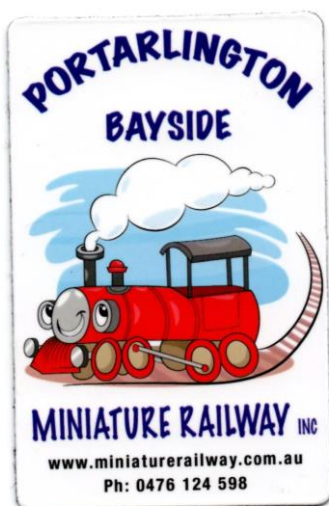
**SOME OF OUR SOUVENIR RANGE :**



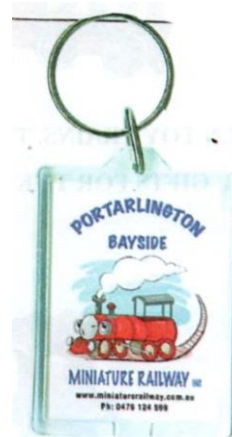
**CAN COOLERS \$7.00 ea.**



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



**FRIDGE MAGNETS \$3.00 ea.**



**KEY RINGS \$4.00 ea.**

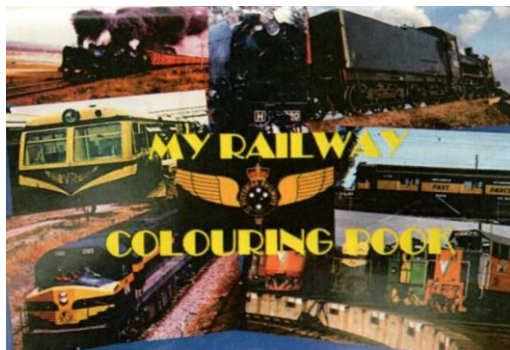


**POSTCARDS \$ 1.00 ea.**



**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**



## Yarra Valley Railway Information 27

### Trees and the Yarra Valley Railway

One of the features of the Healesville district is its trees. Manna Gum *Eucalyptus viminalis* trees are widespread but grow particularly along the rivers and creeks. With its smooth bark upper limbs it is easily recognisable. When young they tend to grow tall and straight but as they age, they tend to branch out as can be seen on the trees near the Healesville station.



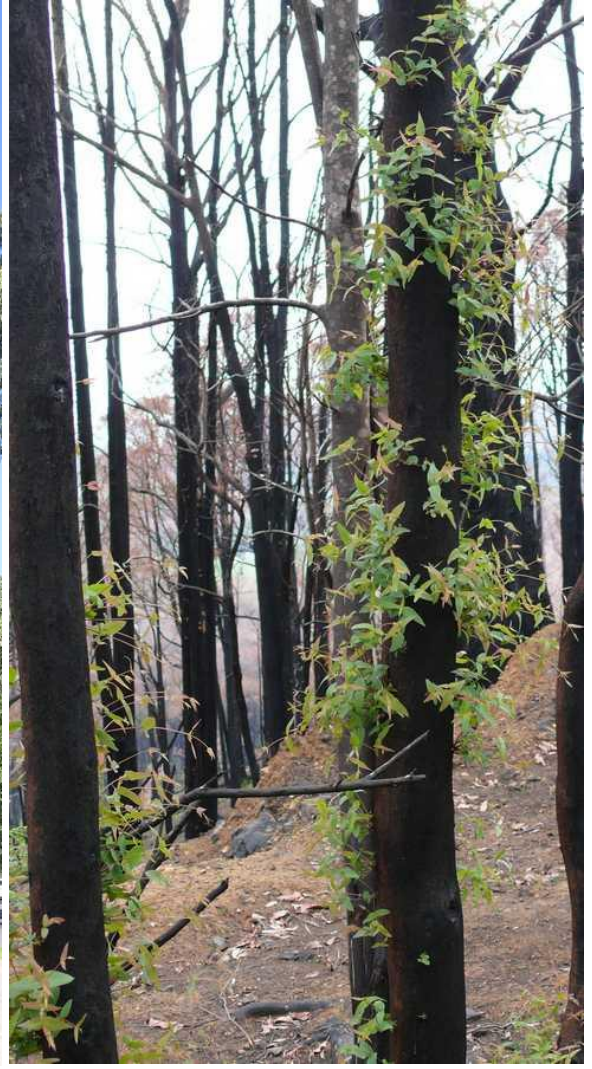
Visitors might confuse Manna Gum with Mountain Ash *Eucalyptus regans* which also grows tall and straight and has smooth bark on its upper trunk and limbs. However Mountain Ash grows at altitudes between 200 and 1100metres above sea level. It is found with tree ferns *Cyathea australis* in the beautiful forests along the roads leading from Healesville to Toolangi and Alexandra and Marysville. Healesville



railway station is less than 100 metres above sea level, so any trees close to the town will not be Mountain Ash.

**Above:** Manna Gums are common at lower altitudes round the district.

**Right:** The Mountain Ash and Tree ferns occur at altitudes above 200 metres and form beautiful forests on roads leaving Healesville for destinations such as to Toolangi, Kinglake, Yea, Marysville, Eildon, and Alexandra



**Above left:** A common tree round the Healesville station is a variety of Polar *Populus species*. They grow quickly. They lose their leaves in winter. They produce suckers so lots of smaller trees grow up around them, growing from the roots.

**Above right:** Rough barked trees such as Messmate, *Eucalyptus obliqua*, tend to survive fire. The

thick bark offers protection to the tree and just months after the fire these trees have produced new leaves from epicormic shoots up the trunk. Along the railway there is a variety of thick, rough barked trees and it is not possible to easily identify each of the species from the train. **Lower left:** Pine trees *Pinus radiata* occur near Donovan’s road crossing. Being an introduced species, they are regarded by some people as a “weed”. Many of them have been removed from the railway corridor.



- 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 ???

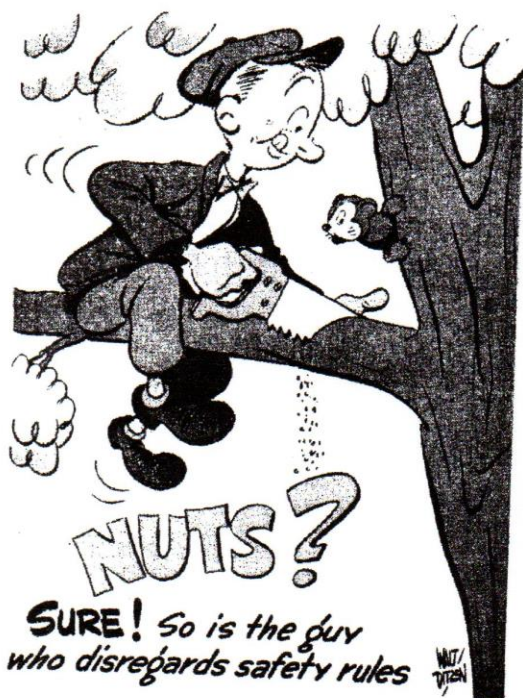
(SLSV - BWN)

## CAMERA CORNER:



Can anyone identify these photos ?? They appear to have been taken in the early days of the PMR - PRR circa 1998-9 showing a 4-6-2 Steam Locomotive No.2 and bearing the name "Rach-Kim Railway" on the tender. Any Clues ?? (Pictures: Unknown)

## SAFETY BULLETIN BOARD



—Railway Safety Council



—Railways Safety Council

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

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

Month	2019	2020	2021	2022	2023	Month	2019	2020	2021	2022
January	2417	2214	2708	1890	2599	July	670	-	373	604
February	758	698	1044	-	427	August	370	-	372	502
March	770	897	1257	1324	606	September	679	-	224	866
April	1524	-	1718	2315	1975	October	2572	-	1610	497
May	615	-	990	1017	212	November	737	-	939	688
June	392	-	630	476	829	December	1714	1290	1601	803
<b>TOTALS</b>	<b>10835</b>	<b>10551</b>	<b>9637</b>	<b>12141</b>	<b>10608</b>		<b>13218</b>	<b>5099</b>	<b>13466</b>	
	FY	FY	FY	FY	FY		YR	YR	YR	YR

Railway carried 829 Passengers during June, a gain of 353 Passengers or + 74.15 %

Results for the current 2022 – 23 Fiscal Year are 10608 Passengers or a loss of 1533 Or – 12.62 %

Figures represent a loss in traffic for the 2023 year of 433 Passengers or - 6.11 %.

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>
<u>Saturday, 1<sup>st</sup> July, 2023</u>	Party	11.00 am to 1.00 pm	2 Trains	40 +

**JULY BIRTHDAY WISHES :**

The following members have birthdays which fall during the month of **July** 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>Kylie Blues</b>	<b>“Tom Train”</b>
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**TRAIN RUNNING ROSTERS :** (Harm Jager – Roster Clerk.)

The **July 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 August 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**

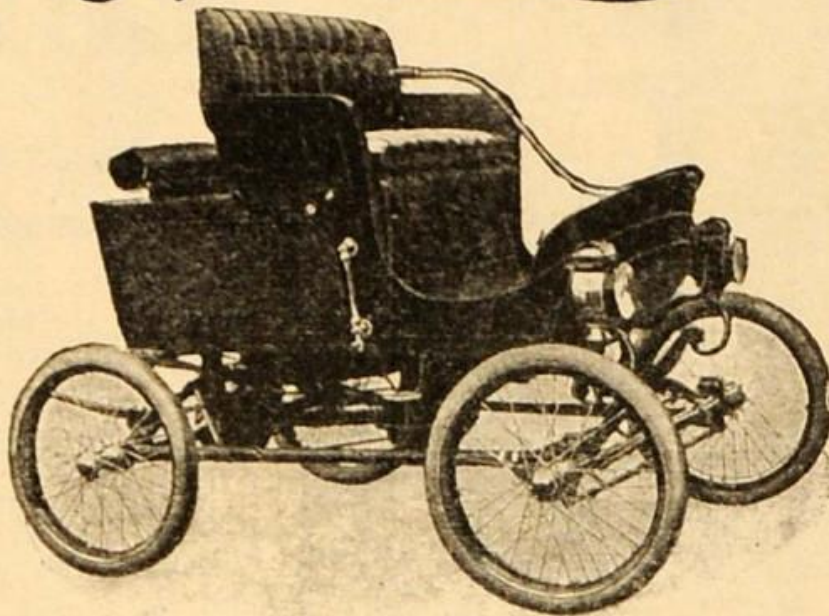
**REMEMBER : IF YOU CANNOT ATTEND - CONTACT HARM JAGER ASAP....**



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

**SUV's WERE BORN FROM BICYCLES.....**

**"Toledo"**



**STEAM CARRIAGES—B 20 AND B 21**

Were the only standard vehicles entered in the Buffalo endurance test. Both reached Rochester and were the first steam vehicles to arrive at the Pan-American City. The second carriage of any description to reach Buffalo was a Toledo (B 20). Toledos are the recognized standard in the steam automobile class.

**PRICE \$900**

Handsome descriptive catalogue on application.

**AMERICAN BICYCLE CO.**

**Automobile Department**

**TOLEDO FACTORY**

**TOLEDO, OHIO**

American satirist P.J. O'Rourke is from Toledo, Ohio. This is now a train wreck of a city, partly because many of the automotive jobs the city relied on seeped away. Toledo, like Detroit, was once a major centre for making cars. Why? Bicycles. As O'Rourke explains , this is because "Toledo was America's bicycle capital, with 22 bicycle manufacturers in 1898. Then came the automobile."

*(A month after writing about Toledo's bicycle history O'Rourke famously penned a scathing piece for the Wall Street Journal about bike lanes : "Although the technology necessary to build a bicycle has been around since ancient Egypt, bikes didn't appear until the 19th century. The reason it took mankind 5,000 years to get the idea for the bicycle is that it was a bad idea.")*

Twenty two bicycle manufacturers is pushing it. There were fourteen or fifteen in the peak year of 1898 (including bike brands such as Gendron, Yost and Lozier and many accessory brands) but there's no disputing that Toledo was one of America's foremost bicycle manufacturing centres and the absolute reason for the later auto factories being in town . In most cases these weren't new concerns taking over defunct factories, Toledo's auto factories were set up by bicycle businesses and used bicycle parts to craft the early automobiles, most of which were steam powered. (Gasoline wasn't the most obvious fuel for the new horseless carriages, steam and electricity were more popular than petroleum in the early 1900s).

Toledo's first automobiles were built in 1899 in the huge Lozier factory by the Albert Pope-owned American Bicycle Company (Pope was the father of the US bicycle industry, one of the first to spot the market potential of English penny farthings). In the Lozier factory, 1600 workers made bicycles alongside automobiles. The American Bicycle Co became the largest cycle manufacturing concern in the US. At the Madison Square Garden Auto Show in New York in 1901, the American Bicycle Company – with its Pope-Toledo gasoline-powered car brand – was the largest exhibitor.

Other bicycle makers in Toledo also made automobiles. The Snell Fittings Company partnered with the Kirk Manufacturing Company – two of the largest US manufacturers of bicycle accessories – to produce, in 1903, the Yale automobile.

A former bicycle man, John North Willys (his name is pronounced 'Will-iss'), bought Pope's bicycle plant to make cars for the Overland Motor Company. It was the Overland Motor Company which, in 1941, won the contract to manufacture Jeeps for the US military in the Second World War. The Willys MB Jeep, made in a former bicycle factory, [http://en.wikipedia.org/wiki/John\\_Willys](http://en.wikipedia.org/wiki/John_Willys) is the oldest off-road vehicle and SUV brand. The Jeep inspired a number of other 4x4 vehicles, including the Land Rover, made by the Rover car company of the UK, a car company that started life as a bicycle company. The 1885 Rover Safety – recognizably a modern bicycle by 1888 – "set the fashion to the world". The Polish word for bicycle is 'Rower', a derivative of Rover.



## THOUGHT FOR THE MONTH :

On this road called life,  
you have to take the good with  
the bad, smile with the sad, love  
what you got, and remember  
what you had. Always forgive,  
but never forget, learn from your  
mistakes, but never regret.  
People change. Things go wrong.  
But just remember, the ride  
goes on.

PositiveZONE



# Help stop the flu from spreading!



**Catch it**

Germs spread easily. Always carry tissues and use them to catch your cough or sneeze.



**Bin it**

Germs can live for several hours on tissues. Dispose of your tissue as soon as possible.



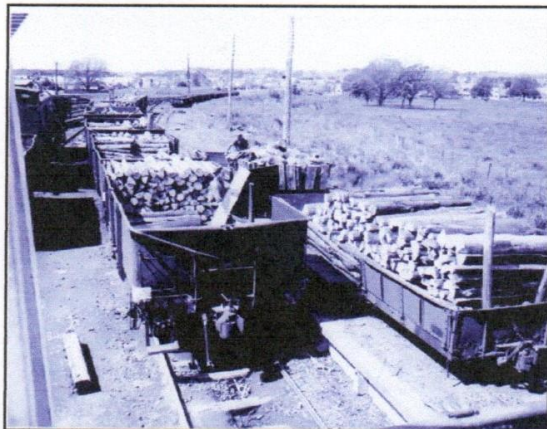
**Kill it**

Hands can transfer germs to every surface you touch. Clean your hands as soon as you can.

2023/07/03/18:00

## “Where Was It”? March - Colac

By Trevor Penn



Where was it?

At Colac, circa 1958, a pair of labourers demonstrate the evils of “break of gauge” as pulpwood from Beech Forest, destined for the Australian Paper Manufacturers mill at Maryvale near Morwell, is transhipped stick by stick from narrow to broad gauge wagons.

### Beech Forest Narrow Gauge

(Contains hard core gunzel material – you have been warned)

Hollywood called them “The Gay 90s” but in colonial Victoria the closing years of the 19<sup>th</sup> century were anything but, (in either sense of the term), as the halcyon years of the 1880’s land boom gave way to a brutal depression. New railway building ceased as financial institutions crashed and unemployment soared.

Despite the economic woes, demand for rail communication remained strong, especially in remote rural areas. At this period there was a great deal of light railway expansion taking place around the world, and cheaply constructed narrow gauge lines seemed to be the answer to a politician’s prayer.

The Victorian Railways began construction of a 2 foot 6 inch gauge branch line from Wangaratta, along the King River Valley to Whitfield, opening for business in March 1899, and another from

Upper Ferntree Gully to Gembrook in December 1900. In a torrential rainstorm on 26<sup>th</sup> February 1902 the State Governor, Sir George Sydenham Clarke, covered under a marquee at Beech Forest to formally open the 29 mile long branch from the Port Fairy line at Colac, and a 15 mile extension along the Otway Ridge in June 1911 saw the 60 pound rails reach their ultimate terminus at Crowes, just over 4 miles from the Southern Ocean. Meanwhile in Gippsland, a 3 mile long horse powered tramway linked Welshpool with its nearby fishing port in 1905 while 6 years of construction were rewarded when locomotive exhaust beats echoed from the walls of Stringers Creek Gorge en route from Moe to remote Walhalla in May 1910.

To operate this budding narrow gauge empire, the V.R. in their time honoured manner, imported a brace of “Pattern Engines” from the famous Baldwin Locomotive Works of Philadelphia, U.S.A., on the principle of “you can design them, then we’ll copy them.”

A further 15 of these “Narrow gauge A Class” 2-6-2 tank locomotives were cloned by Newport Shops, complete with American style right hand driving position, pull out throttle handles, and “Johnson Bar” reverse levers, and 5 of these sturdy little beasts survive to this day on the “Puffing Billy” operation at Belgrave.

But small engines meant small trains and high operating costs, and in an attempt to stem the losses incurred on the Beech Forest and Walhalla lines, two large Beyer-Garratt articulated locos were ordered from the U.K. Entering service in mid 1926, G41 was sent to Colac and served all her days on the “Beechy”, while sister loco G42 was transferred there as well following the closure of the Moe to Erica remnant of the Walhalla line in 1954.

Towards the end of the Beech Forest service, G41 fell out of use, and parts were stripped from her to keep an increasingly decrepit G42 in service, but the lack of maintenance on equipment and infrastructure finally killed narrow gauge railroading in the Otways. The last train was a railfan special hauled by G42 on a chilly 30<sup>th</sup> June 1962.

References: *Speed Limit 20* by Edward A Downs, *G42, Puffing Billy’s Big Brother* (P.O.P.S. 1980), *Beechy Rail* by Norman Houghton (2005)

**This interesting article was written by Trevor Penn and appeared in Loco Lines, the magazine of the Rail, Tram & Bus Union (Locomotive Division). We gratefully acknowledge this as the articles source - and for allowing us to reproduce it in our PBE newsletter.**

# EVERYBODY'S SERVANT

**W**HATEVER you use or eat, it's 100 to 1 the train had something to do with it—weather or season notwithstanding.

**I**T CARRIES wheat for bread, wool for clothes, fuel for fires. It hauled the coal that yielded the coke that made the steel that was used for the “fridge” that cooled the food (railed from the country) that you ate for dinner in the house that bricks or timber (brought by train) built.

**T**HE GOODS TRAIN takes everything, not just profitable freight. Indeed, basic and primary goods are more than 70% of it's total tonnage, but earn little more than 50% of the total goods revenue.

**T**HE RAILWAY has always served you faithfully and indiscriminatingly. Its modernisation (still going on) makes it a better equipped servant than ever.

VR

© 1950 Victorian Railways

The advertising poster above for the Victorian Railways proudly promotes the VR as it was back then. The dynamics have now changed and poses this interesting question - Will the railways make a comeback revival ?? Food for further thought.



An earthquake that occurred near Christchurch, New Zealand caused these rather interesting buckles to the permanent way. There certainly would not have been any rail traffic over this section of railway line until it was all absolutely straightened out !!.

**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>
Saturday, 1 <sup>st</sup> July, 2023	<b>Party Booking – 11.00 am to 1.00 pm</b>
Sunday, 2 <sup>nd</sup> July, 2023	Ordinary Running Day 11.00 am to 3.00 pm
Wednesday, 5 <sup>th</sup> July, 2023	<b>School Holiday Running 11.00 am to 3.00 pm</b>
Sunday, 9 <sup>th</sup> July, 2023	<b>RAILWAY CLOSED</b>
Wednesday, 12 <sup>th</sup> July, 2023	<b>COMMITTEE MEETING</b>
Sunday, 16 <sup>th</sup> July, 2023	Ordinary Running Day 11.00 am to 3.00 pm
Sunday, 23 <sup>rd</sup> July, 2023	<b>RAILWAY CLOSED</b>
Sunday, 30 <sup>th</sup> July, 2023	<b>RAILWAY CLOSED</b>
Sunday, 6 <sup>th</sup> August, 2023	Ordinary Running Day 11.00 am to 3.00 pm
Saturday 12 <sup>th</sup> August, 2023	<b>ANNUAL GENERAL MEETING - COMMITTEE MEETING</b>
Sunday 13 <sup>th</sup> August, 2023	<b>RAILWAY CLOSED</b>
Sunday, 20 <sup>th</sup> August, 2023	Ordinary Running Day 11.00 am to 3.00 pm
Sunday, 27 <sup>th</sup> August, 2023	<b>RAILWAY CLOSED</b>
Sunday, 3 <sup>rd</sup> September, 2023 (Father's Day)	Ordinary Running Day 11.00 am to 3.00 pm
Saturday, 9 <sup>th</sup> September, 2023.	<b>COMMITTEE MEETING</b>
Sunday, 10 <sup>th</sup> September, 2023	<b>RAILWAY CLOSED</b>
Sunday. 17 <sup>th</sup> September, 2023	Ordinary Running Day 11.00 am to 3.00 pm
Wednesday, 20 <sup>th</sup> September, 2023	<b>School Ho0liday Run 11.00 am to 3.00 pm</b>
Sunday, 24 <sup>th</sup> September, 2023	<b>RAILWAY CLOSED</b>

### THINGS TO REMEMBER :

Winter Timetable began on Sunday, 2<sup>nd</sup> April, 2023. -

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

- Party Bookings : See "Special Trains Notice Board" – Page 14.
- **Volunteers are always required - Contact Harm Jager !!!.**

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**Alison Marchant.**

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- ☎ 03 5250 1987
- ✉ alison.marchant@parliament.vic.gov.au
- 🌐 alisonmarchantmp.com.au

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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>
<b>WEBSITE:</b>	<a href="http://www.miniaturerailway.com.au">www.miniaturerailway.com.au</a>	<b>PHONE:</b>	<b>0476-124-598</b>
<b>POSTAL:</b>	<b>P. O. Box 419, Portralington. 3223. Vic</b>		Port Bay Exp July 2023