

PORT BAY EXPRESS

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

Volume No.8 – Issue No.6.

June, 2023.



A rather nostalgic picture of the late Graeme Harvey driving his beloved loco “James” and passenger train awaiting departure time from the Point Richards Station. The miniature railway was a lifetime dream of Graeme’s who saw it become a reality. Picture taken on Xmas Eve, Sunday, 24th December, 2017.

(Picture: Brian Coleman)

OUR PRESIDENT REPORTS :

- During the month of May, **National Volunteers Week** was celebrated. It is timely and very fitting to pass on to all our Members & Volunteers, the Association's deep appreciation for the great help and assistance rendered by all "who keep the show on the road". Without your dedicated assistance we would just not have a miniature railway at all.....
- Our miniature railway still needs more members – if you know of anyone who might be interested in helping, encourage them to join us to help run our trains.....
- We still propose to conduct a few working bees over the next few months and your assistance is earnestly sought. It remains very important to get a few jobs completed that are "on the books" and your valued assistance is always sought in this regard.
- The month of May turned out to be a fairly quite month for railway despite running on the first three Sundays of month which included Mother's Day. The wet and cold weather, the downturn in visitors in and around Portarlinton and others things, obviously kept our passenger figures down to an extent. (See Page No. 15 for details)

Keith Stasinowsky – President.



FROM THE SECRETARY'S DESK:

- A very sincere appreciation is recorded to Sue & Keith Stasinowsky for their continuing support of special events such as Easter & Mother's Day etc. What is not well known is fact that the family donates prizes for our lucky draws, making these events just that little bit more special for everyone concerned.....
- A new revised **Rules of Incorporation** Booklet has been produced following the holding of a Special General Meeting during February,2023. It is now on issue and copies make be obtained from the Station Office. Please sign for your copy !!.
- It is nearly time to renew your 2023 – 24 Membership Subscription. Renewal Forms will be forwarded to all members and volunteers and all are requested to renew your subscription without delay. As approved at the 7th AGM held during August, 2022, there has been no change to the membership subscription rates applicable for this year.

Brian M Coleman – Secretary.

Australian Miniature Railways. Part 3 – Where it started

Having looked briefly at some aspects of the 1920s and 1930s, it is good to see what was happening previously, before tracing the later developments through the 20th century.

Miniature steam trains were appearing around Australia as follows:

1. 1855 near Hyde Park, Sydney. 8¾ inch gauge. Built by Charles Wilson in Melbourne. (Amusement Railways of Australia – Jim Longworth, 2015 (ARA) p35.)
2. 1877, Ballarat, Victoria, 8 inch gauge steam locomotive. 4-4-0 with 4 wheel tender. Built at



Phoenix Foundry, Ballarat, by apprentices, it is displayed at the Gold Museum, Ballarat. The display originally included the tender and a timber bogie carriage. These are in storage.

This might be the earliest Australian miniature steam locomotive with good details of who built it and, in this case, including photos of the builders. (Held by the Ballarat Historical Society.) The Phoenix Foundry built many steam locomotives for the Victorian Railways.

3. 1905, Cootamundra, NSW, 18 inch gauge. (ARA, p6.)
4. 1905-1908, 15” gauge at Manly foreshore, Sydney. 4-4-0 steam locomotive, built for the Cagney brothers’ Miniature Railroad Company, by their uncle Peter McGarigle’s McGarigle Machine Co. Niagara Falls, NY. (ARA, p26.) This is the oldest record found of a permanent public miniature railway, in Australia, in a prominent and popular leisure precinct.



5. 1914, 11½ inch gauge 4-4-0 locomotive Enterprise built by Herbert Thomson of Armadale and operated on the foreshore at Port Melbourne in 1926, driven by owner Louis Cattnach.

Les Poole photo, Port Melbourne, 1926. Len Whalley collection

(As shown on cover of Australian Model Engineer April 1990.)



Born in Prahran in 1870 Herbert trained as an engineer. At 19 he built a steam engine for a launch, used on the Yarra River. In 1897 he set up a factory in Armadale making steam-engines and boilers. In 1899 he completed Australia's first four wheeled motor car (steam powered). The Phaeton made the first long distance journey of an Australian car, doing a demonstration run from Bathurst to Melbourne, and is now in Scienceworks, Museums Victoria. Herbert built 12 more improved Thomson cars. He made the steam engine for the 1914 St Kilda merry-go-round that now operates in Canberra. A very rare Thomson, vertical, single cylinder industrial steam engine is displayed at the Melbourne Steam Club, in Hayden Sharpe's collection. Another of his industrial steam engines is in the Powerhouse Museum, Sydney.

At right, Herbert Thomson, Photo - Museums Victoria.

The carriages for his train run on an 18 inch gauge track, concentric with the 11½ inch track. This is the possible origin of the use of 18 inch gauge now used at the Semaphore - Fort Glanville Railway, Adelaide. This dual gauge railway was in the Mildura area in 1951 when Clarrie Hall and J H Fitzgibbon built the 18 inch gauge 0-4-0 steam locomotive for fund raising at the Mildura Base Hospital. It is now displayed in the National Railway Museum, Adelaide.

Herbert Thomson appears on a 1924 boiler inspection report as making a rivetted copper boiler for Aldolph Lutz's showman's locomotive in South Melbourne. The boiler size was similar to that of the 2-2-2 locomotive running at St Kilda in 1924, but with a different number of boiler fittings.



In this pre-1920s era some other very brief mentions of "miniature railways" have been found by Jim Longworth and included in his book Amusement Railways of Australia, but such newspaper items are without details.

In 1913 a beautifully detailed 7¼ inch gauge passenger carriage was built. It is saloon style with open platforms at the ends featuring the usual metalwork between the end platform and over hanging roof. The roof can be removed to reveal the upholstered seats. It has fully sprung bogies. So far, no information has appeared on its origins. Locomotives have always been the focal point for a railway, so to have a fine scale model like this and no association with a railway is puzzling. Although it has been in Melbourne for over a century it might not have been made in Melbourne. Is it the oldest piece of 7¼ inch gauge rolling stock in Australia?

Except the 1877 Ballarat model, these recorded examples are all revenue earning commercial ventures. Except for the Cagney locomotive they were built in Australia, suggesting the builders saved a huge amount in their capital outlay by doing much of the work themselves.

No two railways had the same track gauge. This reflected a similar lack of standardisation in 19th century Britain.

In this pre-1920s era, steam locomotives on the main line were steadily getting bigger, faster and more impressive in appearance. A long train trip was an adventure. The miniature version allowed participation in a way that you could watch the locomotive at work while you sampled the thrill of the ride. A miniature railway was considered something unusual and was advertised as a major attraction. Much later, most carnivals advertised a list of rides, including a miniature railway.

Next instalment – The British influence in the early days of miniature railways in Australia.

(To be continued)



All clear ahead!

Fighting the Fog Fiend

By RICHARD HUGHES

IN foggy weather, or during falling snow, or when from any similar cause the Fixed Signals cannot be clearly seen at a distance of not less than 400 yards, it is the duty of the Stationmaster or other appointed person to take care that Fog-signalmen are employed at all the places where their services are required." So runs the official railway instruction—as clear and as definite as the signals themselves are obscure and indefinite when the Fog Fiend envelops them in his damp and misty mantle.

THE S.M. sizes up the situation when he comes on first shift in the morning. The black shapeless shadows and gleaming lights of his station are enclosed in a world of mist. The four shining rails between the two platforms disappear into the filmy wall of vapor that begins to settle lightly on them at each end of the station. The nearest Home signal is a vague unsubstantial smudge, winking a very dull, lacklustre eye.

The S.M. expresses himself forcibly on the subject of fogs in general and this one in particular. He raises his voice in a shout for the lad porter. The lad porter drops his broom and ceases the brisk Charleston with which he has been quickening his circulation. A veteran in his way, he has been expecting the summons, and he has his overcoat on and his bicycle with him when he appears.

The Caller-up Gets Busy

Gloomily the S.M. hands him the station fog list and directs him to assume the roll of caller-up. He seeks relief for his pent-up feelings by repeating to his juvenile assistant his previous vigorous denunciation of the climatic conditions. Then the official conquers the man, the S.M. turns grimly to the office and the lad porter to the cold and foggy street.

The first fogman on the station list is a

signalman. The porter chuckles uncharitably as he pedals down the dark deserted road. The signalman, he remembers, had been a little overbearing in his self-congratulation at missing early shift on a week which gave promise of being so wintry. Poetic retribution, the lad porter reflects as he dismounts before the silent house and assails the front door.

The First Victim

"Mr. Jones live here?" is his solemn and unnecessary question as the sleepy-eyed countenance of Mr. Jones himself is thrust querulously around the door.

Mr. Jones refuses to enter into the spirit of the porter's very literal mood. He peers at the fog swirling in the road outside. He shivers. "Orright, orright," he replies. "This confounded weather——" His words trail off into an indistinguishable jumble. Just as well, perhaps.

And so the caller-up speeds on his fell mission, completes his list, and leaves in his wake a depressing collection of yawning railwaymen searching for thick overcoats, heavy boots, warm mufflers and woollen gloves.

Twenty-five minutes later the S.M. opens a levee in the station store. Standing at his cupboard, he distributes detonators (not less than 36), a hand signal lamp (trimmed,



*The Ultra-safe Clayton Fogging Machine.
Controlled by a Lever*

and the signal does not subsequently click into the danger position, he quickly puts down his customary couple of detonators, and, while displaying his red lamp, hastens further down the track and clamps three more detonators to the rail. Resuming his post, he waits, holds up the following train (which has been given an inkling of danger by the abnormal number of explosions) and explains the very doubtful nature of the signal's proceed indication to the motorman.

Exactly the same precaution would be adopted if the signal were a repeating signal which had not assumed the warning position after the passage of a "spark."

The driver of the following train then exercises the greatest caution. If the dubious signal is, say, a repeating or distant signal, he will proceed slowly towards the Home signal and tell the signalman the circumstances. If, however, it is a Home or a Starting signal, he must not pass it. He must wait while the fogman lays the facts before the controlling mind in the signal-box. Or, if he is the driver of a steam train, he will send his fireman to seek advice.

Safety First

Safety, first, last and always, is thus the pre-eminent consideration in fog-signalling. And the Fog Fiend's style has been badly cramped by the efficiency of the Victorian Railways safeworking staff.

When more than half-a-dozen fog-signalmen are employed, a competent supervisor

moves from post to post, keeps in touch with all operations and replenishes supplies of detonators. Hot coffee and a hot meal are taken out to the men on the job. Double pay is drawn—and earned.

With its maze of rails, continuous heavy traffic and multitude of points and signals, the Melbourne Yard presents a formidable proposition for the fog-signalman. Of the electrified area's total army of 1,100, the Yard's proportion comprises specially selected shunters, porters and repairers, who know the neighbourhood well and are accustomed to the methods of working.

How the Clayton Machine Works

In some extra dangerous positions, Clayton fogging machines have been installed. This smooth-working contrivance wields two arms which click detonators from magazines and place them on the rail. Lurking safely in a pit between the tracks, twenty yards or so along, the fog-signalman operates the machine by a hand-lever.

All these elaborate precautions cost money. A dense general fog in the suburban area on one morning will cost the department £300. One year's expense usually reaches £2,000. Still, Melbourne's is not an unduly foggy climate. In England, now, a genuine London particular might last a week, with railway fogmen continually on duty. And you don't have to be a fog-signalman yourself to recognise that that's carrying the thing too far altogether.



*The Arm of a Clayton Fogging Machine Holding a
Detonator on the Rail*

July, 1927

The Victorian Railways Magazine

Page Twenty-three

oiled and lighted), a red flag, a green flag, and a box of Bryant and May's to each fogman as he arrives.

The laden ones make their way on to the track and stumble along the ballast into the fog until they reach their various posts. Even if they have never served on fog duty before, they have previously visited the posts in daylight, and are thoroughly conversant with their surroundings.

Halting at his three-position signal, the first man on the scene unloads his impedimenta and selects two detonators. These he clamps to the rail, one 10 yards from the other. He then takes his lamp and his flags and stands near the signal which he is to interpret for the befogged motormen. Probably he yawns. More than likely he sighs with not unmanly weakness at the thought of his warm bed. Then he cocks an alert eye at the signal. Glaring ruddily, it meets his inquiring gaze with a rigid arm held horizontally at danger. The fogman yawns again and waits amid the white curling wreaths of mist for the first train.

It comes at last with a warning trembling of the rails and sleepers, then a menacing thunder of approaching wheels from the unseen world on the far side of that curtain of fog. Lights break through. The black bulk of the motorman's cab looms up, magnified to immensity by the mist. There is a sharp explosion. Another. The train checks speed immediately, eases down at once. The motorman cranes forward. The fogman advances, red lamp ready. . . .

But the fixed signal has suddenly relented. Stiffly the arm rises to the "proceed" position. The crimson eye shuts, opens as a green. Promptly the fogman changes his lamp to a reassuring green also.

The train moves on. The brightly lighted

carriages rumble past. The red lamp on the rear of the guard's van disappears into the fog. Echoes cease. The vibration of the rails dies away.

Stooping, the fogman supplants the exploded detonators with charged ones and resumes his bleak vigil.

Had the signal remained at "danger," he would have shown his red lamp. The driver, then in a position to watch the fixed signal, would have halted and waited until the line ahead was signalled clear. The fogman would have sprinted smartly towards the van, planted more detonators and remained there to guard the rear of the train.

Had the arm advanced only to the "warning" position, he would have explained the situation to the driver by first flashing his red lamp and then exhibiting the green.

In short, the fog-signalman is there to act as an intelligent, temporary, two-legged auxiliary fixed signal. He does not direct the signalling. He cannot influence it in any way. He just passes on the message of the signal to the man who is most interested in it.

The detonators perform no signalling function. They simply

warn the driver that he is near a signal. Two are used in case one fails to explode.

Different types of signals, of course, involve different methods of interpretation. A distant signal at danger, for instance, calls for the red light first and then the green, exactly the same as with a three-position signal at warning. Then, with a calling-on or low-speed signal, the fogman must stop a train, even if the stick shows proceed, and instruct the driver verbally.

Quick action in an emergency becomes second nature to the experienced fog-signalman. If a train passes him at a fixed signal



Clamping the warning detonator to the rail

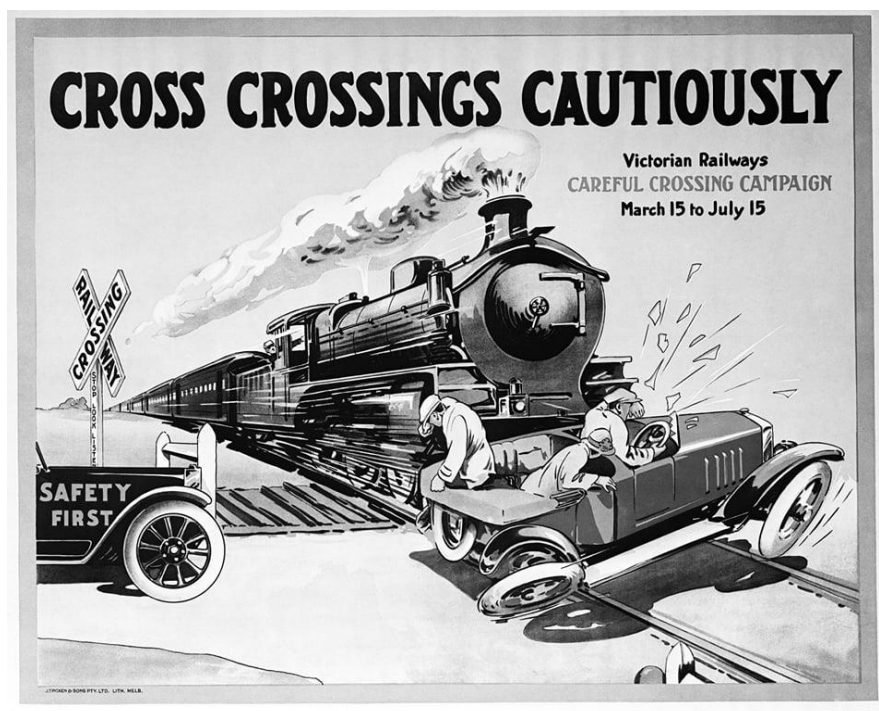
SOME NOTES ABOUT THE AUTHOR & FOG SIGNALLING :

The article on Pages 5 -7 was written by Richard Hughes, who was at the time a journalist for the Victorian Railways Magazine and later became its Editor. He penned many such stories for this House Magazine and in 1934 left the employ of the VR to join the new “Melbourne Star” Newspaper, and later becoming an International Correspondent covering the many and varied world events of the times.

The story of Fog Signalling is an interesting one and dates back to the early beginnings of railways in England and Australia. The 1864 Victorian Railways Rule Book makes a brief mention of the subject, and subsequent VR Rule Books issued in 1884 and onwards cover the important subject in much more verbose detail.

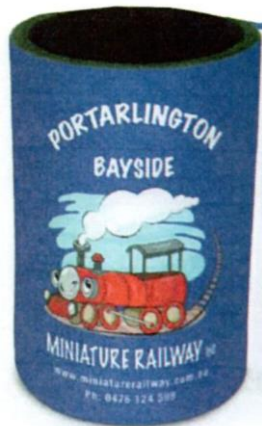
Basically the railway regulations required the employment of Fog Signalmen if a fixed signal could not be seen clearly at a distance of 400 yards or 366 metres. Stationmasters were initially responsible for the calling out of appointed Fog Signalman and for seeing that they were at their allotted signal posts. Staff were examined in their duties by a Block & Signal Inspector (later Safeworking Inspector) before being allocated an actual position.

The 1987 VR Rule Book contains details of Fog Signalling but when the current 1994 PTC Book of Rules & Operating Procedures was issued all reference to Fog Signalling had been deleted. The frequency of foggy weather in Victoria was becoming less and less due to obvious changes in climatic conditions and by the late 1980's the examination of staff in fog signalling duties had all but ceased. Vale Fog Signalmen, another job lost to railway history !!



A Poster from the VR Cross Crossings Cautiously Campaign of the late 1920's.

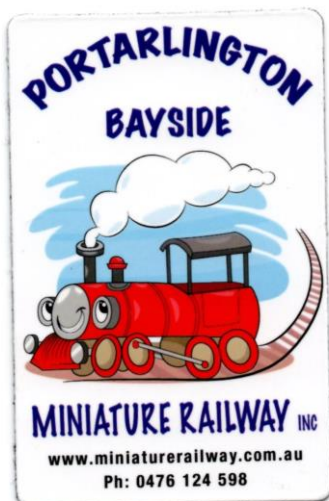
SOME OF OUR SOUVENIR RANGE :



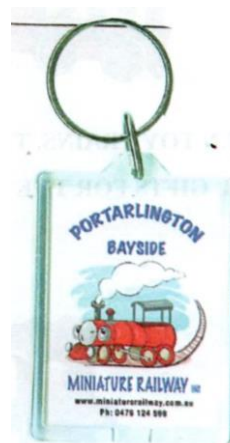
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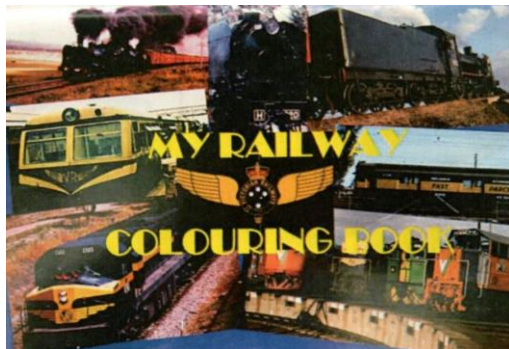


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Yarra Valley Railway Information 26.

Yarra River and the Yarra Valley Railway

The Yarra River comes close to the railway in several places. Google Earth shows it close to the line, just on the Healesville side of Devils Bend. It is also close at Tarrawarra and Yarra Glen.

The trees are tall Manna Gums and they indicate where the river is located but they make it almost impossible to see the water in the river from the train. At the closest point the train is in a cutting. The only chance of seeing the river is just after the Up train leaves the cutting. After that the line and the river quickly separate.





The river is centre top of the photo and the railway moves cross to the right.

Tarrawarra with the Yarra River slightly to the left of the foreground and the station to the left.





Yarra Glen station with the Yarra River on the left winding off into the background. The railway curved to the left on a long trestle bridge crossing the river on its way to Yering. These bridges were destroyed by fire in 2009.



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:



It's Sunday, 21st May, 2023 and lunchtime is fast approaching. Peter Walker, one of our new members is seen operating the BBQ to feed the hungry visitors and volunteers. Peter is but one of our happy volunteers, whose help we value and appreciate. Want to join us ?? We have vacancies !!. Contact 0476-124-598 for further information or see our friendly Kiosk staff for further details. (Picture: Liz Turner)

SAFETY BULLETIN BOARD

**GET
FIRST AID
AT ONCE!**



**IT ONLY
TAKES A
MOMENT**

**TO PUT ON
YOUR GOGGLES**



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		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 212 Passengers during May, a loss of 805 Passengers or – 79.15 %

Results for the current 2022 – 23 Fiscal Year are 9779 Passengers or a loss of 1945 or – 16.58 %

Figures represent a loss in traffic for the 2023 year of 786 Passengers or - 11.90 %.

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>

JUNE BIRTHDAY WISHES :

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

Geoff Isaac	Lucy Peacock	Greg Tyrell
Brian Parkinson	Josie Fella	Tessie Coleman

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

The **June 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 July 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....



GPO Box 867, Hobart, Tasmania, 7001
ttms.information@internode.on.net
Phone: 0428 386 843

MEDIA ANNOUNCEMENT

Tasmanian Transport Museum preparing to reopen part of the former rail line into Hobart after 9 years of redundancy.

1st May 2023

The Tasmanian Transport Museum is proud to announce that accreditation has been gained to operate trains over a section of the former freight line into Hobart, between Elwick and Grove Roads. The line has been repaired and can now be used by its Steam Engines and Railcars to give passengers a new and extended train ride when they visit the Museum.

Services are expected to commence 21st May.

Whilst the section between Elwick and Grove Roads is only a kilometre, it represents Stage 1 of the Museums Business Plan to reopen the line as far as Chigwell with the longer term goal of running to Granton.

The South Line, as it is formally known, has not been used for public passenger services since July 1978 when the Tasman Ltd service was cancelled. Since then, the only passenger trains to use the line was the occasional private charter using the Derwent Valley, Don River, Classic Rail Tours and Transport Museum rolling stock. In early 2006, Pacific National stopped Heritage Rail Operators from using their network altogether.

The Museum has held a lease over the corridor between Elwick Road and Mentmore Street, Chigwell, since February 2021. Before the Museums trains could use the track, considerable work had to be done to replace 200 wooden sleepers, repair the Humphreys Rivulet Bridge and add additional infrastructure to negate identified risks. The Safety Management System had to be reviewed and revised with the need to write many new procedures and revise others. The Museum members have been dedicating most of their Saturdays for the past two years to achieve this goal. The volunteer hours would exceed 5000.

TasRail has assisted the Museum to reach this milestone through the donation of steel sleepers and surplus track equipment.

The next major task for the Museum is to reopen the four road crossings between Elwick Road and Mentmore Street. Design work is well advanced for the crossing at Grove Road.

An event for the media is planned immediately prior to the first weekend before the commencement of public operations. This will be the official launch with our steam engine hauling the first train of passengers to Grove Rd.

More information will follow nearer to the date.

For further information or interviews, please phone President Rod Prince on 0428 386 843.

THOUGHT FOR THE MONTH :

FIVE RULES FOR A BETTER LIFE:



Less Meat
More Vegetables



Less Sugar
More Fruits



Less Drive
More Walk



Less Worry
More Sleep



Less Anger
More Laughter



Zig Zag Railway Reopens to Public After 10 Year Hiatus.

After successful testing of the railway's emergency procedures last weekend, the Office of National Rail Safety Regulation has lifted the restrictions on Zig Zag carrying passengers, granting full accreditation to run as a tourist railway.

Dozens of volunteers, staff and industry partners have been working tirelessly to remodel and repaint train carriages, renovate the station building, install an on-site cafe and meet safety requirements to ensure the railway is ready to welcome back families and rail enthusiasts alike.

Zig Zag Railway Acting CEO Daniel Zolfel said the team is working on reopening to the public, with the rebirth of the railway not possible without the volunteers behind it, along with the support of the local community, industry partners and all levels of government.

"It's an honour and a privilege to lead the Zig Zag Railway into the next chapter as a national icon. There are numerous people who have helped turn our railway around. Particularly the current leadership team and those that aren't part of the team anymore but have contributed so much in the past," said Mr Zolfel.

"We are working behind the scenes to finalise details for our grand reopening.

"Some of my earliest and fondest memories are of Zig Zag and one of the driving forces behind me getting involved initially as a volunteer was so that I could leave it behind for my own children," he added.

The Railway first opened in the 1860s as the first rail link between Sydney and Western NSW, but closed in 1910 following a deviation of the main line to by-pass the inefficient 'zig zag'. It was resurrected in the 1970s by volunteers who banded together to create the not-for-profit Zig Zag Railway Co-Op before closing in 2012.

Despite setbacks, including a horror run with bushfires in 2013 and 2019, coupled with floods, vandalism and recent storm damage, volunteers have been working tirelessly to return the railway to passenger services by restoring locomotives, carriages and kilometres of track. It's now full steam ahead for Australia's most iconic tourist railway.



Iconic Zig Zag Railway Reopens - 27th & 28th May, 2023.

After years of restoration works and anticipation, the historic Zig Zag Railway in the NSW town of Lithgow will reopen to the public on the weekend of Saturday 27th May and 28th May.

Dozens of volunteers and staff have been working tirelessly to remodel and repaint train carriages, renovate the station building, install an on-site cafe and carry out safety checks to ensure the railway is ready to welcome back families and rail enthusiasts alike.

Zig Zag Railway Acting CEO Daniel Zolfel said the rebirth of the railway would not be possible without the volunteers behind it, along with the support of the local community and all levels of government.

"It's an honour and a privilege to lead the Zig Zag Railway into the next chapter as a national icon," said Mr Zolfel.

"Some of my earliest and fondest memories are of Zig Zag and one of the driving forces behind me getting involved initially as a volunteer was so that I could leave it behind for my own children," he added.

Zig Zag Railway Chairman Lee Burton said it's an exciting time for everyone involved.

"I'm immensely proud of the work all of our volunteers, the senior leadership team and our small number of staff have executed on behalf of the Zig Zag Railway board," said Mr Burton.

"I can't wait to once again share our historic railway with not only the people of Lithgow and NSW but from all over Australia and beyond," he added.

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"Passengers will be able to take in the experience onboard steam locomotive AC16 218, affectionately known as 'The Yank'. Weighing in at 54,000 kilograms, it is one of two of the surviving class of 20 imported to Australia from the U.S. as part of the war effort in 1943," said Mr Zolfel.

"We'll be running three trips on Saturdays and Sundays every fortnight, with passengers taking the 90 minute journey which traverses the seven-and-a-half kilometre track, travelling through tunnels and over the viaducts with two stops along the way," he said.

"Passengers will get to see first-hand how locomotives used to operate during Australia's steam train era, as a volunteer fireman shovels coal into the train's red-hot firebox."

Ticket prices will be \$45 for adults, \$27.50 for children (3- 12 yrs) and concession card holders or \$120 for a family of four.

Port Bay Express

June, 2023.

The Zig Zag Railway is staffed by dozens of active volunteers who have all received extensive professional training as part of the railway's completely revamped safety management system - an industry best-practice model that sees the Zig Zag return as one of the safest railways of its type in the world.

Zig Zag would like to thank all of its community and government partners for their support and funding over the years as we reopen.



Steam Locomotive AC16 218 (affectionately known as “The Yank”) and Passenger train cross over one of the bridges before arriving at the “Top Points” station on its way to Clarence. The picture emulates what the Zig Zag Railway is really all about. (Picture courtesy)

ZIG ZAG RAILWAY DETAILS ARE:

<u>LOCATION :</u>	840 Chifley Road, Clarence, NSW. 2790
<u>OPERATES :</u>	Saturday & Sunday – fortnightly
<u>POSTAL ADDRESS :</u>	P. O. Box 1, Lithgow, NSW. 2790
<u>EMAIL ADDRESS :</u>	Info@zigzagrailway.com.au
<u>TELEPHONE No.</u>	1300-944-924
<u>FACEBOOK :</u>	Zigzagrailway
<u>WEBSITE :</u>	www.zigzagrailway.com.au





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, 4 th June, 2023	Ordinary Running Day 11.00 am to 3.00 pm
Saturday 10 th June, 2023	COMMITTEE MEETING
Sunday, 11 th June, 2023 (Kings B'day Weekend)	Extra Running Day 11.00 am to 3.00 pm
Sunday, 18 th June, 2023	Ordinary Running Day 11.00 am to 3.00 pm
Sunday, 25 th June, 2023	RAILWAY CLOSED
Wednesday, 28 th June, 2023	School Holiday Run 11.00 am to 3.00 pm
Sunday, 2 nd July, 2023	Ordinary Running Day 11.00 am to 3.00 pm
Wednesday, 5 th July, 2023	School Holiday Running 11.00 am to 3.00 pm
Saturday, 8 th July, 2023	COMMITTEE MEETING
Sunday, 9 th July, 2023	RAILWAY CLOSED
Sunday, 16 th July, 2023	Ordinary Running Day 11.00 am to 3.00 pm
Sunday, 23 rd July, 2023	RAILWAY CLOSED
Sunday, 30 th July, 2023	RAILWAY CLOSED
Sunday, 6 th August, 2023	Ordinary Running Day 11.00 am to 3.00 pm
Saturday 12 th August, 2023	ANNUAL GENERAL MEETING - COMMITTEE MEETING
Sunday 13 th August, 2023	RAILWAY CLOSED
Sunday, 20 th August, 2023	Ordinary Running Day 11.00 am to 3.00 pm
Sunday, 27 th August, 2023	RAILWAY CLOSED

THINGS TO REMEMBER :

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

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

- Party Bookings : See "Special Trains Notice Board" – Page 16.
- **Volunteers are always required - Contact Harm Jager !!!.**

OUR SPONSORS – PLEASE SUPPORT THEM...

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Libby Coker MP
FEDERAL MEMBER FOR CORANGAMITE



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Phone 03 5281 7653 | Email Libby.Coker.MP@aph.gov.au | Address 26/500-540 Torquay Road, Armstrong Creek, VIC 3217

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23 Weymouth St, Hamlyn Heights. Ph: 0466 041 803

Alison Marchant.

Member for Bellarine

Supporting Our Local Community

- 📍 Shop G066, Gateway Plaza, 641-659 Bellarine Highway Leopold VIC 3224
- ☎ 03 5250 1987
- ✉ alison.marchant@parliament.vic.gov.au
- 🌐 alisonmarchantmp.com.au

connect with me



THE TAIL DISC :



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

EMAIL:	secretary@miniaturerailway.com.au	FACEBOOK	Miniaturerailway
WEBSITE:	www.miniaturerailway.com.au	PHONE:	0476-124-598
POSTAL:	P. O. Box 419, Portralington. 3223. Vic		Port Bay Exp June 2023