

# PORT BAY EXPRESS

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

Volume No.8 – Issue No.3.

March, 2023.



Another train of happy passengers ready for a ride around the PBMR. Pictured in the rear is Lyndon Coon attending to the barrier gate. Lyndon is but one of our loyal volunteers whose help and assistance we truly appreciate. Got some free time and looking for something to do?. Consider joining us ?? (Picture: Brian Coleman)

## **OUR PRESIDENT REPORTS :**

Lots of work has been happening here at the train, with maintenance on the track and trains being carried out. It is being done by working bees and I am so very appreciative of the work and dedication of all those involved, but we have a way to go yet and more help is needed to get us to the light at the end of the tunnel...Dates and times of working bee events will be circulated as required.

A NAB Working Bee was conducted during February, 2023 and although only a small group attended some working on strengthening the wing structures of the Culvert Bridge was achieved. Another NAB Working Bee is scheduled for Friday, 10<sup>th</sup> March, 2023 from 11.00 am.

We had a visit from Alison Marchant, MP for Bellarine recently and she was shown around our mini railway and it was explained to her. Her family also enjoyed a train ride and she expressed appreciation at being invited to inspect our unique and iconic facility.

Retraining of members is paramount to bring us all up to the new standards is now well advanced with most now completing their practical part of the assessment process, this will be completed as soon as possible. This may be daunting for some but it has to be carried out.

We are working our way through what is a massive task and if we all work together we will get through this, my deep appreciation to those who have put in a massive effort a lot of it hours behind the scenes, which others may be unaware of, apart from the work we can all see happening.

**Keith Stasinowsky – President.**



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

- We need more volunteers !!. Do you know someone who might be interested in joining our happy crew ?? See Page 26 of this PBE Newsletter for further details.....
- A warm welcome is extended to Peter Walker, who has been accepted as a Volunteer. Welcome aboard Peter, we hope you enjoy your new journey with us.
- There are vacancies for Party Bookings. The miniature railway makes for that ideal facility for your family. Contact Keith, Our Party Bookings Man on 0476-124-598.
- Our recent Special General Meeting approved of changes to our Rules of Incorporation in regard to Clauses 51 (Nominations) & 53 (Election of Ordinary Members) We are now awaiting formal approval from Consumer Affairs Victoria (CAV).

**Brian Coleman – Secretary.**

# The railwaymen

**By Ann Wilcox, Old Treasury Building**

*In the Traces Magazine, Edition 21 of 2022 featured an article as under on lost jobs that come from the railways, a sector that transformed Victorian transport and industry from the mid 19th century.*



**Staff maintaining a steam locomotive, Newport Railway Workshops, circa 1920. Image courtesy of Museums Victoria.**

The first railway line was built in Melbourne in the 1850s, linking the town centre and port. Further lines followed, connecting the city with Geelong, the goldfields and the Murray River ports. The earliest railways were privately owned, with the government-owned Victorian Railways taking control of all lines in the early 1880s. The so-called 'Octopus Act' in 1884 authorised a huge expansion of the railway network and saw a spate of construction. By 1900, thousands of kilometres of track had been laid and Victoria had the largest and most impressive rail system in the country.



The Railway Nursery at Flinders Street Station, circa 1930. Children watch the trains go by. Image courtesy Public Record Office Victoria, VPRS 129003/P1 Item 253/08.

The railways encouraged the expansion of metropolitan Melbourne to the suburbs. They opened new markets and opportunities for rural industries, and stimulated regional development. In the Mallee region, for example, the locomotive often preceded settlement; grain farms and the towns that serviced them followed. Work on the railways also created opportunities for thousands of people. We explore just a few of those opportunities here.

By the late 19th century, Victorian Railways was one of the largest businesses in the Australian colonies, fostering a new skilled workforce of ‘railwaymen’ – station masters, porters, signalmen, guards, drivers, firemen, clerks, foreman, ticket collectors and gatekeepers, who held new skills for a new industry. ‘The railway is ninety-five per cent men and five per cent iron,’ declared Victorian Railways Commissioner Harold Clapp (1875–1952).



Victorian Railways Porters, circa 1900. Image courtesy of Public Record Office Victoria

As the rail network grew, so, too, did the demand for locomotives and rolling stock. The Phoenix Foundry in Ballarat, the largest of the private contractors, employed more than 400 men and turned out a new engine each week. By the 1920s, the government-owned Newport Railway Workshops had emerged as the major builder of engines and rolling stock. Everything required to run a railway was built at the workshops, 'from the spikes that held the track in place to the tarpaulins for goods trucks'. At its peak in the 1920s, the workshops employed about 5000 people, in the largest industrial complex in the state.

By the early 20th century, Victorian Railways was virtually self-sufficient. A *railway-owned* printing works produced stationery for government departments and stamped out train tickets. *Railway workshops manufactured locomotives, carriages and furniture. Its engineering office designed bridges, and built stations and freight depots. They even had their own power station to supply the suburban electric train system. Nothing was outsourced.*

By 1923, a model bakery provided 'wholesome goods' for sale in the railways' refreshment rooms and dining cars. (In 1957, the bakery produced over 750,000 pies alone.) The department had its own butchery, laundry, and poultry farm, and ran the book and tobacco stalls at city stations.

### **Technological unemployment**

The 1930s were the heyday of Victorian Railways, but after World War II, branch lines and passenger services contracted and then disappeared. Between 1978 and 1987, 56 country lines closed.

Labour-saving processes were introduced in almost all areas, including the workshops. Centralised signalling replaced the signalmen who were needed at each junction, siding or crossing loop, while automatic boom gates made the role of 'gatekeeper', once in charge of the gates at level crossings, obsolete. Goods transport also changed. Trucks now compete with trains for long-distance haulage and, since World War II, there has been a dramatic growth in the use of private cars.

Recent changes have further reduced and fragmented the rail staff community. Driver-only suburban trains commenced running in 1993, with the last suburban train crewed by a guard running in November 1995. The end of paper-based ticketing saw further job losses, with the loss of ticketing staff and staff supervising ticket barriers.

From the 1950s, diesel trains were introduced on all lines. Diesel trains had smaller crews, did not need to stop for water and ran for days without refuelling. Unlike steam engines, they required little routine maintenance. Many men lost their jobs – the firemen who stoked the boiler with wood or coal, the 'engine cleaners' who washed the sooty locomotives, 'the pumpers' who ensured the water tanks were filled, and the 'call boys', the youngest employees, who woke the sleeping locomotive drivers and firemen to start their shifts.

Between 1893 and 1950, Newport produced more than 500 locomotives, including the famous streamlined, air-conditioned *Spirit of Progress*, which ran between Melbourne and Albury each day from 1937. The outsourcing of rail vehicles to commercial manufacturers and the decline in rail traffic reduced workshop activities and staff. By 1990, only 300 staff were left, and the workshops closed in 1992.

Porters assisted the movement of heavy items around the station, either goods and parcels to the guard's van, or passengers' luggage to the train – all part of the service once provided to travellers. Boys as young as 14 were employed as 'Lad Porters', the most junior grade of station staff. A Children's nursery was established at Flinders Street Station in 1933, the first of its kind in the Southern Hemisphere. Mothers were encouraged to leave their children in the care of railway staff while they shopped in the city. Many took advantage of this early form of creche and by the end of 1937, more than 54,000 children had been cared for. The nursery closed in January 1942. Until 1983, the clocks at Flinders Street Station were changed manually by a railway officer. He used a long pole to turn the hands through the base of the clock. During an eight-hour shift, the clocks would be changed 900 times! The railways planned to replace the clocks with digital displays in 1983, but after a public outcry, they remained in place. They are, however, computer-operated today.



Clocks at Flinders Street Station showing the departure times of the suburban trains, circa 1960. Image courtesy Public Record Office Victoria VPRS 12800/P3 Item ADV 1561.

**We are indebted to Eden Cox, Consulting Editor, Traces Magazine and to Ann Willcox, Author, for allowing us to reproduce this article and gratefully acknowledge this fact.**

## **ALISON MARCHANT MP - VISITS OUR MINI RAILWAY**

On Sunday, 19<sup>th</sup> February, 2023, we had a visit from Alison Marchant, Member for Bellarine.

Following her visit Alison wrote on Facebook “ *All Board !! – A beautiful day to ride alongside Keith, a volunteer at the Portarlington Bayside Miniature Railway. As the train pulled into the station, the joy on the kids faces were priceless. Run purely by volunteers, it’s wonderful addition to the Bellarine. Thanks to Keith, Brian and the team.! ”* - this really says it all....

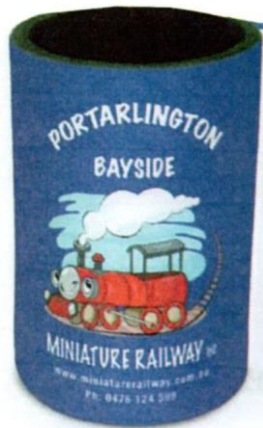
It was lovely having her accept our invitation to visit us with her family and we took the opportunity to inform her of our visions and plans for the future. She acknowledged our contribution to the community and offered to follow through on whatever future assistance might be available to the association.



**During her visit, Alison Marchant was escorted around the PBMR and shown all of its facilities, which were explained to her. Pictured here outside the Point Richards Signal Box are Keith Stasinowsky, President. Alison Marchant & Brian Coleman, Secretary taken during their tour of inspection. (Picture: Colin Kynoch)**



**SOME OF OUR SOUVENIR RANGE :**



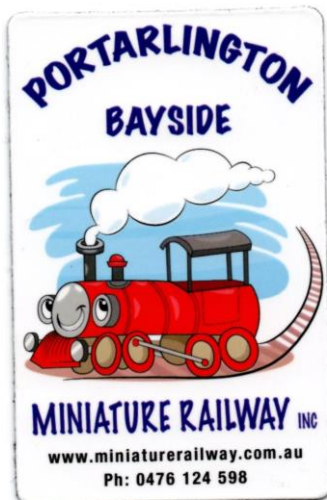
**CAN COOLERS \$7.00 ea.**



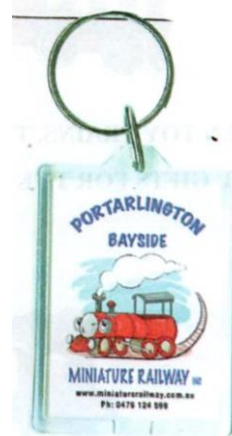
**KIDS "TEE SHIRTS"**

**SIZES 2 - 10**

**SALE - ONLY \$10.00 ea.**



**FRIDGE MAGNETS \$3.00 ea.**



**KEY RINGS \$4.00 ea.**

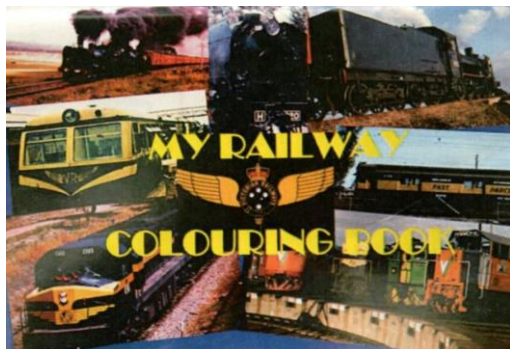


**POSTCARDS \$ 1.00 ea.**



**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 No.23.

### Rail Tractors



The Yarra Valley Railway tractor 53 RT was the last of 53 Fordson rail tractors built by the Victorian Railways in the Newport Workshops from the mid 1950s onwards. It entered service as RT 53 in the Ballarat cattle yards on 27 October 1975. Afterwards, the Newport Workshops produced two more rail tractors but to a totally different design for use at Portland Harbour.

1. The tractors were formed from 4 wheel (I and IA) wagons which at the time were being scrapped. The wagon sides were removed leaving the 4 wheel wagon chassis. The motor and transmission were a Fordson tractor. Years later Fordson tractors were simply called, Ford, tractors. A steel cabin was fitted. Sanding equipment enabled sand to be dropped on the rails to improve traction.

An agricultural tractor is designed to offer great power at low speeds, so was ideal for use in the rail tractors. The tractor gears could be changed allowing various speeds. Lights were all 12 volts, operating from the tractor electrical system.

A drive chain connected what had been the tractor rear axle to one of the rail axles. A second chain linked the two axles together so that all 4 wheels were driven. These rail tractors had no air brakes, just manually operated brakes. A brake pipe that ran through them so that they could be included in the make up of a train which had air brakes.

They were placed in railway yards throughout the state for shunting duties. The most attractive aspect of them for the railways was that they did not require a locomotive trained person to operate them. They were reliable, simple, and were operated by railway station staff.

53 RT has been modified in the YVR Healesville workshop. It has been fitted with air brakes so that it can be used for duties other than shunting. It has also been fitted with a cow catcher front and back, not to catch cows, but to knock down any ballast to prevent it getting caught up in the chain drive. Aluminium covers have been fitted over the windows so it can be stored outside and so reducing the risk of damage by vandals.



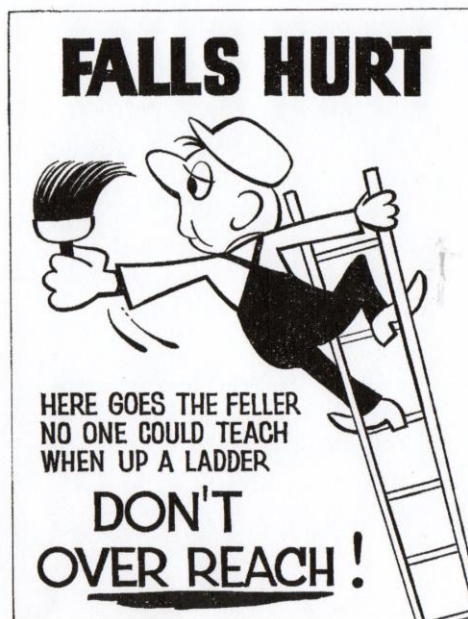
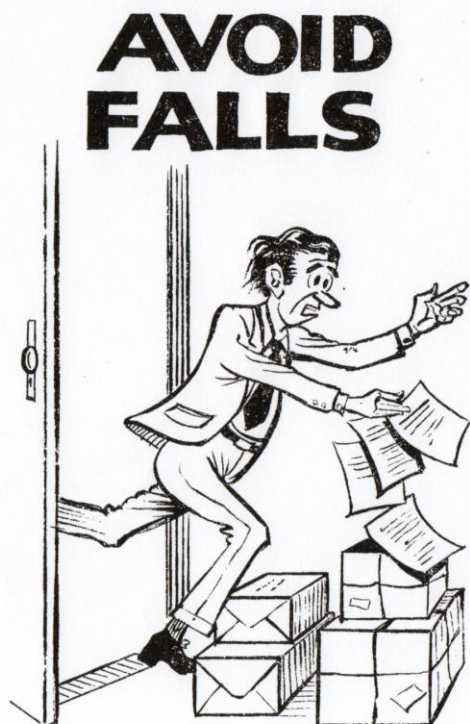
17 RT sits in a sorry state at Healesville. It was built in 1959. As more and more rail tractors were built several modifications were made to the design, including alterations made to Fordson tractors used as the power plant of the rail tractors. Initially the rail tractors letters RT followed the number. When Freight Victoria took over from the Victorian Railways the rail tractors were renumbered when, and if, they were repainted. RT 17 was never repainted, but if it had been, it would have become RT 17. The YVR decided to keep the older numbering system so when repainted RT 53, became 53 RT. If you look at the corners of the frame (chassis) it is possible to see the holes for the bolts that originally held the buffers associated with hook couplings. When automatic couplings were fitted, the buffers were no longer required.

## CAMERA CORNER:



On Sunday, 19<sup>th</sup> February, 2023, we had a visit from Alison Marchant, MP for Bellarine with her family. Shown above enjoying a train ride with Keith Stasinowsky acting as her Tour Guide. She expressed support for the PBMR and indicated that she would seek ways in which we can be further assisted with our goals. (Pic: Brian Coleman)

**SAFETY BULLETIN BOARD**



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

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

Month	2019	2020	2021	2022	2023	Month	2019	2020	2021	2022
January	2417	2214	2708	1890	2599	July	670	-	373	604
February	758	698	1044	-	427	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>	
	FY	FY	FY	FY	FY		YR	YR	YR	YR

Railway carried **427 Passengers** during February, a gain of **427 Passengers** or **+ 100 %**

Results for the current 2022 – 23 Fiscal Year are **6986 Passengers** or a loss of **23 0r – 0.32 %**

Figures represent a gain in traffic for the 2023 year of **1136 Passengers** or **+ 60.10 %**.

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> April, 2023</u>	Party	11.00 am – 1.00 pm	2	+ 20

**MARCH BIRTHDAY WISHES :**

The following members have birthdays which fall during the month of **March** 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>Alistair Blues</b>	<b>Patricia Harvey</b>	
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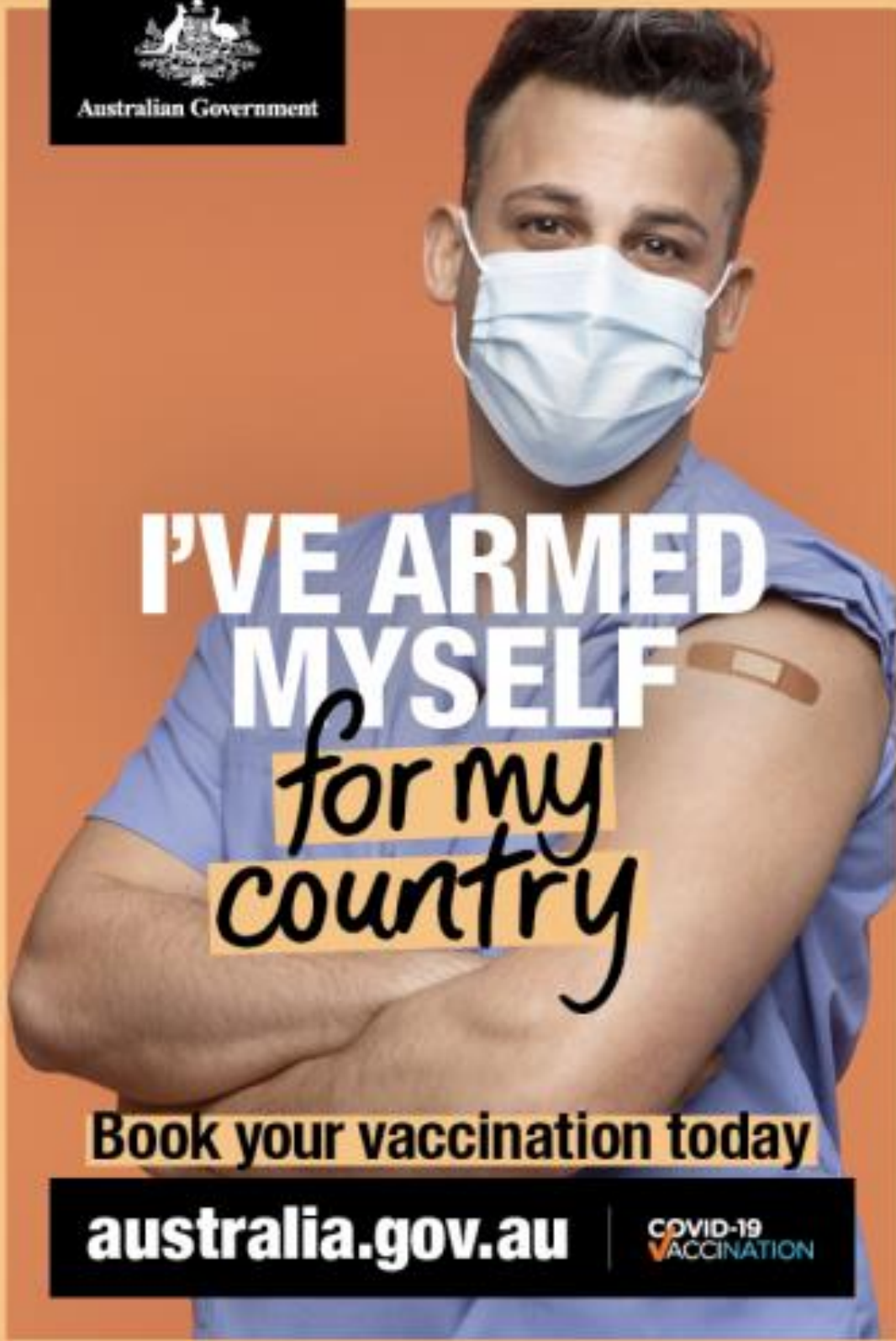
**TRAIN RUNNING ROSTERS :** (Under New Management)


The **March 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 April 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

**I'VE ARMED  
MYSELF**  
*for my  
country*

**Book your vaccination today**

**australia.gov.au** | **COVID-19  
VACCINATION**

Authorized by the Australian Government, Canberra.



## THOUGHT FOR THE MONTH :



The rich industrialist was horrified to find the fisherman lying beside his boat, smoking a pipe.

'Why aren't you out fishing?' asked the industrialist.

'Because I have caught enough fish for the day.'

'Why don't you catch some more?'

'What would I do with them?'

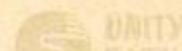
'You could earn more money. Then you could have a motor fitted to your boat to go into deeper waters and catch more fish. Then you would have enough money to buy nylon nets. These would bring you more fish and more money. Soon you would have enough money to own two boats . . . maybe even a fleet of boats. Then you would be a rich man like me.'

'What would I do then?'

'Then you could sit back and enjoy life.'

'What do you think I'm doing right now?'

From *Timeless Simplicity* by John Lane



## **THE AUSSIE BBQ ROUTINE**

- 1. Woman buys food**
- 2. Woman makes salad**
- 3. Woman collects utensils and takes food to man**
- 4. Man puts food on BBQ**
- 5. Woman goes inside and organises plates, etc.**
- 6. Woman tells man the meat is burning**
- 7. Man deals with burning meat while having another beer**
- 8. Man takes meat of BBQ to give to woman**
- 9. Woman serves food and clears and cleans dishes**
- 10. Everyone praises man on great BBQ and thanks HIM**
- 11. Man comments on how he gave woman the night off cooking**
- 12. Man is confused by woman's look of frustration on her face**



# Now, it's full steam ahead

SOMEONE once said that of all of man's creations, the one nearest to a living being is the steam locomotive.

It's a verse Laurie Braybrook has lived with since he first became fascinated with miniature trains more than 70 years ago.

And on Sunday the president of the Geelong Society of Model and Experimental Engineers shared his life's love with the many people that flocked to Portarlington for the official opening of the Rotary Childrens' Park Point Richard Railway.

Three years ago the Rotary Club of Drysdale joined forces with the society to transform the former tip site into a major tourist attraction for Portarlington.

Since it opened about two months ago, more than 1000 people have climbed aboard the miniature trains.

The old fashioned engines and carriages clatter around a 700m circuit track and pick up passengers from a railway station with a waiting room and verandah.

The eight acre block will eventually be transformed into a children's paradise with three railway tracks and a lake featuring radio-controlled boats.

The grassy surrounds will be landscaped and have barbecues and picnic tables.

At the Sunday opening, trains and their drivers were kept busy making a record 430 trips around the track after the Member for Bellarine, Garry Spry, officially opened the park.

Mr Braybrook said the society's 37 members had previously taken their trains to the Altona and Cobden railway parks but now had somewhere close to operate their trains.

He said miniature trains had been a long-time hobby for kids whereas other hobbies such as slot cars, racing cars and aeroplanes had all fallen by the wayside.

"It's been said that every boy wants to drive a train. There's always that fascination with them," he said.

Mr Braybrook said the club has the potential to become one of the world's great miniature railways.

Rotary Club of Drysdale president Tom Erhardt said the park was a huge success and most of the funds raised by the miniature trains would be poured back into community projects.

The Pt Richard Railway operates every Sunday from 11am to 4pm. Rides cost \$2.

Mr Spry said that the park would grow in stature to become another big tourism lure for the Bellarine Peninsula.



On track for fun: Garry Spry, Tom Erhardt and Laurie Braybrook on board the Great Western steam loco at Point Richards.  
Picture: FAITH LYNCH

**On Sunday, 14<sup>th</sup> March, 1999, our miniature railway was formally opened by Garry Spry, MP Bellarine, to much fanfare. The now defunct Echo Newspaper featured the above article in their issue of Wednesday, 17<sup>th</sup> March, 1999 to commemorate this important milestone in the miniature railways ongoing history. After 24 fun filled years, let's all ensure that we all keep the wheels of our mini railway just chuffing along.....**



Melbourne Steam Traction  
Engine Club Presents  
**STEAMFEST**  
**2023**

Come down to our rally and see portable and stationary steam engines, diesel engines of all ages, vintage tractors and trucks, and vintage earthmoving equipment in action. Mobile steam engines and other exhibits, draught horses, oil engines, blacksmithing, and much, much more. Food and drink will be available by food vendors during the rally too.

**Venue At :**

1200 Ferntree Gully Rd, Scoresby

**Date & Time :**

March 11-13th 2023 10am-5pm

**Tickets**

Adults \$15,

Child \$5

Family \$35

**Find us online**

[melbournesteam.com.au/steamfest.html](http://melbournesteam.com.au/steamfest.html)

[facebook.com/melbournesteam](https://facebook.com/melbournesteam)

## **ZIG ZAG RAILWAY, NSW, SOON TO RE-OPEN:**

### **An Iconic Piece of Australia's Rail History to Welcome Back Passengers**

The historic Zig Zag Railway in the NSW town of Lithgow is on the cusp of reopening to passengers, after undergoing extensive restoration works and the granting of vital accreditation imminent.

Zig Zag Railway CEO Lee Wiggins said the rebirth of the Railway wouldn't have been possible without the team of hard working volunteers - along with the support of the local community and all levels of Government.

"Zig Zag Railway is a national icon and holds a special place not only in the hearts of Lithgow residents, but also for the many people who have travelled on this historic railway over nearly half a century," said Mr Wiggins.

"Many people have a memory of visiting the railway when they were a child, or have taken their own children or grandchildren on it," he said. "Many families can trace their heritage to workers who laid the original railway in the 1860's. It's an exciting time for all of us."

"The sights, sounds and smells of an old steam locomotive chugging over sandstone viaducts is an unforgettable experience."

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 to get back on track.

Zig Zag Railway volunteer and professional train driver Garth Schwartz first became involved with the Railway as a young boy and is expecting the reopening to attract overwhelming interest.

"I am sure we will get train and history enthusiasts, tourists and those who just want to enjoy the locomotive meandering through the mountains as they take in this remarkable landscape," said Mr Schwartz.

"The line climbs the western flank of the Blue Mountains, using zig zags to gain height before reaching the highest point of railway in the region."

"It takes about 90 minutes to traverse the seven-and-a-half kilometre track, traveling through tunnels and over the viaducts with two stops along the way."

"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," he added.

"The railway is a tourism gem, with visitors taking in the vast scenery and surrounds of the Blue Mountains making it not only a domestic attraction but a huge drawcard for international visitors as well," said CEO Lee Wiggins.

## Port Bay Express

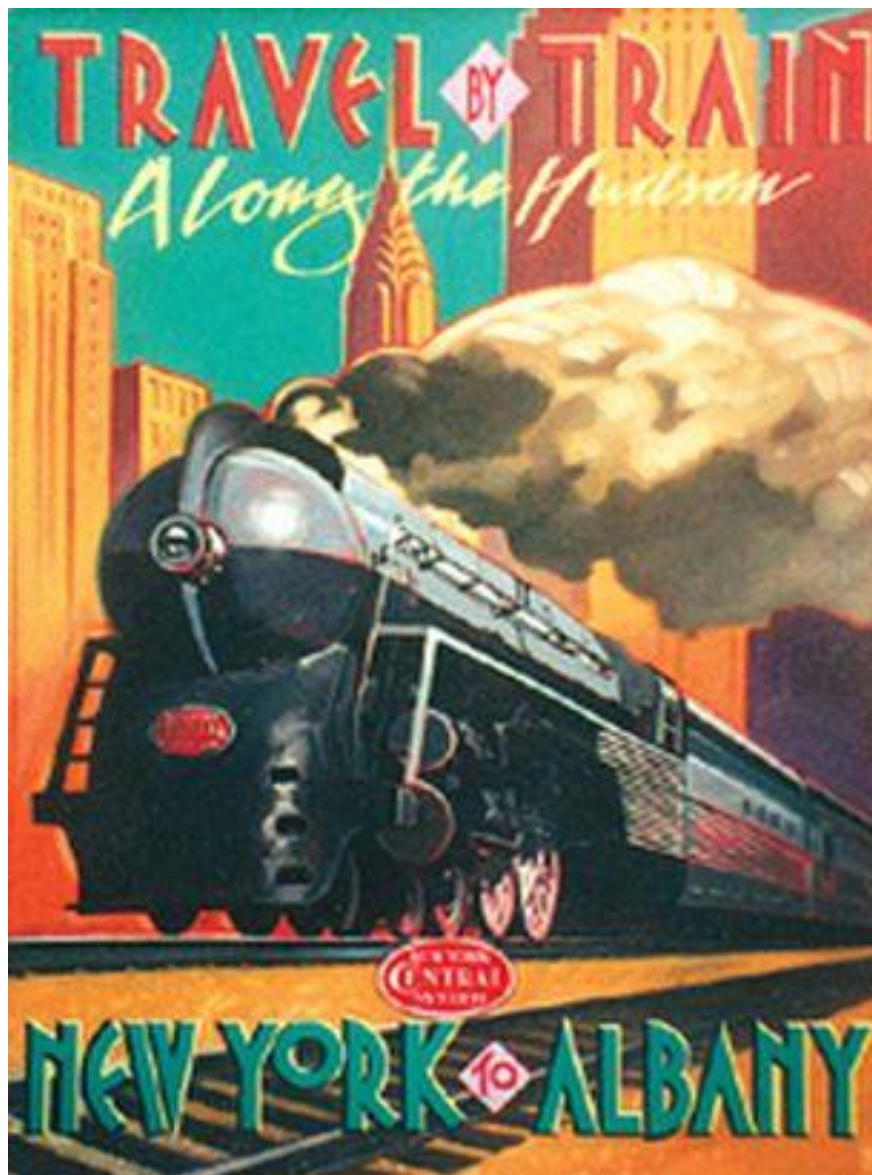
March, 2023.

“It’s been the most frequently-asked question from people in the area - when will the Zig Zag reopen? We’re thrilled to finally be able to give visitors and locals alike a clear answer,” he said.

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 will see the Zig Zag return as one of the safest railways of its type in the world.

Initially, the Zig Zag Railway will operate every second weekend with three trips each Saturday and Sunday.





**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, 5 <sup>th</sup> March, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 12 <sup>th</sup> March, 2023	<b>RAILWAY CLOSED (Bellarine Agric Show Day)</b>
Wednesday, 15 <sup>th</sup> March, 2023	<b>COMMITTEE MEETING</b>
Sunday, 19 <sup>th</sup> March, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 26 <sup>th</sup> March, 2023	<b>RAILWAY CLOSED</b>
Saturday, 1st April, 2023	<b>Party Booking 10.00 am to 2.00 pm</b>
Sunday, 2 <sup>nd</sup> April, 2023	Ordinary Running Day 11.00 am to 3.00 pm
Saturday, 8 <sup>th</sup> April, 2023 (Easter Saturday)	<b>Extra Running Day 11.00 am to 3.00 pm</b>
Sunday, 9 <sup>th</sup> April, 2023 (Easter Sunday)	<b>Extra Running Day 11.00 am to 3.00 pm</b>
Wednesday, 12 <sup>th</sup> April, 2023	<b>School Holiday Running 11.00 am to 3.00 pm</b>
Sunday, 16 <sup>th</sup> April, 2023	Ordinary Running Day 11.00 am to 3.00 pm
Wednesday, 19 <sup>th</sup> April, 2023	<b>School Holiday Running 11.00 am to 3.00 pm</b>
Sunday, 23 <sup>rd</sup> April, 2023	<b>RAILWAY CLOSED</b>
Sunday, 30 <sup>th</sup> April, 2023	<b>RAILWAY CLOSED</b>
Saturday, 6 <sup>th</sup> May, 2023	<b>COMMITTEE MEETING</b>
Sunday, 7 <sup>th</sup> May, 2023.	Ordinary Running Day 11.00 am to 3.00 pm
Sunday, 14 <sup>th</sup> May, 2023 (Mother's Day)	<b>Extra Running Day 11.00 am to 3.00 pm</b>
Sunday, 21 <sup>st</sup> May, 2023	Ordinary Running Day 11.00 a,m to 3.00 pm
Sunday, 28 <sup>th</sup> May, 2023	<b>RAILWAY CLOSED</b>

### THINGS TO REMEMBER :

Winter Timetable begins 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 15.
- **Volunteers are always required - Contact Harm Jager !!!.**



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**VACANCIES EXIST FOR STATION STAFF, SIGNALLERS,  
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**APPLY AT OUR STATION...**

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