

# PORT BAY EXPRESS

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

Volume No.8 – Issue No.5.

May, 2023.

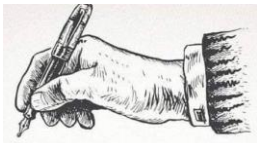


Sunday 16<sup>th</sup> April, 2023 was a cool overcast day with spurts of sunshine. Sam and passenger train, driven by member Lyndon Coon can be seen passing the Signal Box and arriving at Point Richard station. (Picture: Brian Coleman)

## OUR PRESIDENT REPORTS :

- Our miniature railway needs more members – if you know of anyone who might be interested in helping, encourage them to join us to help run our trains.....
- It is with much regret to record the passing of Founding and Honorary Life Member Graeme Harvey who died on 5<sup>th</sup> April, 2023. Graeme was with the mini railway from Day 1 and was instrumental in the establishment at our Point Richards site. He was then a member of the Geelong Society of Model & Experimental Engineers and Rotary Club of Drysdale, clocking up some 29 years of service to the community, since 1994, when his idea was first conceived. His funeral was held at William Sheahan Funerals, Drysdale on 18<sup>th</sup> April, 2023 and was attended by 8 Members and partner, who conducted a PBMR Guard of Honour when the cortege was leaving the funeral home.
- We are holding a few working bees 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.
- The month of April turned out to be a fairly busy month for the mini railway, what with 1<sup>st</sup> and 3<sup>rd</sup> Sunday running (2<sup>nd</sup> & 16<sup>th</sup>), plus extra running days for Easter Saturday (8<sup>th</sup>) and Sunday (9<sup>th</sup>) and also Wednesdays (12<sup>th</sup> & 19<sup>th</sup>) during the School Holidays and a Party Booking on the 22<sup>nd</sup> made for a pretty full on schedule. It was certainly a case of all hands on deck. (Running on 12<sup>th</sup> was cancelled due to weather.)

**Keith Stasinowsky – President.**



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

- It is with deep regret that to record the passing of our first Honorary Life Member Graeme Harvey, who passed away on 5<sup>th</sup> April, 2023. He was directly involved with the formation of this miniature railway thru his involvement with the Geelong Society of Model & Experiment Engineers and the Rotary Club of Drysdale from about 1994 when his idea was first mooted. He was honoured with Life Membership during November, 2020. **RIP Graeme Harvey.**
- There are vacancies for Party Bookings. The miniature railway makes for that ideal facility for your family. Contact our Party Bookings Person on 0476-124-598.
- A Special General Meeting of 11<sup>th</sup> February, 2023 approved of changes to our Rules of Incorporation in regard to Clauses 51 (Nominations) & 53 (Election of Ordinary Members) Consumer Affairs Victoria (CAV) have now advised approved of the amendments.

**Brian Coleman – Secretary.**

## Australian Miniature Railways. Part 2 – Pioneers - Captain James.

In Part 1, we saw that Norm Fullard, a farmer in central Victoria, had wider connections that were most likely through motorcycle racing. Amongst miniature railways, his name has been known through his first steam locomotive being connected with the formation of the Diamond Valley Railway, Eltham.

Captain Ernest Homewood James MVO, MC, VD, engineer, was widely known through his various connections and activities. He was acquainted with Herbert Thomson who built Australia's first four wheeled motor car (a steam car) and who in 1914 built an 11½ inch gauge steam locomotive which operated around Melbourne. At 18, with his brother Cyril, Ernest built one of the first steam-driven launches on the Yarra River.

Ernest James was thought to have been an agent for White steam cars, in the period before 1910, and Herbert Thomson sold them through his Flinders Lane showroom. It is possible the Melbourne Steam Club's White steam car came to Melbourne through these two pioneers.

His chief contribution to the miniature railway hobby was his pioneering work as a model engineering supplier. He had developed a good working relationship with Major George Mason (British army retired.) and in the early 1920s they imported AEC (Associated Equipment Co.) truck and bus chassis from England.

With the Victorian Railways they pioneered adapting these chassis for use on rail. A railmotor was demonstrated on the Bendigo line. The return trip from Bendigo ended with them being scheduled ahead of a passenger train, requiring some high-speed running. The equipment handled this unexpected demand.



**Victorian Railways photo at right. AEC railmotor at Newport Workshops.**

In the 1920s, several model train makers around the world were making 2½ inch gauge live steam locomotives for back yard garden railways. These were fired with a methylated spirits burner. This significant increase in production brought the purchase cost within the reach of many people and the popularity of 2½ inch gauge encouraged hobbyists to build their own models and locals to set up for manufacturing components or whole models. The live steamers in Australia were comparatively small in numbers from when the hobby started around 1900, but in the 1920s numbers were increasing significantly.

In the 1930s, while pursuing various ventures Capt. James and Major Mason collaborated in importing and selling model engineering materials. The success of this hobby interest led Capt. James to set up The Model Dockyard shop in 1933 in Flinders Street, Melbourne, between Russell and Exhibition Streets. In 1934 the shop moved to 469 Elizabeth Street and in 1937 it moved to the basement of the ANZ Bank building at 216-21 Swanston Street, Melbourne, where it stayed for more than 40 years. Also, in 1933 Major Mason established Central Aircraft Models, at No.2 Elizabeth Street, opposite Flinders Street Station, following his main interest of model aircraft.

The Model Dockyard and Meadmore Model Engineering were the only Melbourne hobby shops who supplied locally made “large scale” live steam locomotives. These were 2½ inch and 3½ inch gauge. This was pioneering work in the railway model engineering field. They were key suppliers of castings and components in the early days of the live steam locomotive movement. Meadmore’s had a bigger range of toys and was more flamboyant in style. The Model Dockyard was conservative, with perhaps a greater focus on the hobbyist.

In 1935 Capt. James completed building a 12 inch gauge model of a Victorian Railways A<sup>A</sup> Class 4-4-0 steam locomotive, which he operated at the 20<sup>th</sup> Century Exhibition, in 1938, at the seven storey Craig, Williamson Building, 20 Elizabeth St, Melbourne.

A track was set up running around the outside of his home Modok, at Bodley St, Beaumaris near the Beaumaris Hotel. The track layout was roughly rectangular, with curves in the corners. In the back yard was a circuit of ground level track including 1¼ inch, 2½ inch, 3½ inch and 5 inch gauge and ran around a boat pond. He took turns, with other back yard track owners, hosting the monthly Surrey Hills Live Steamers run days. At Easter, 1958, he hosted the first Melbourne gathering of Australian live steamers. (Forerunner of the Australian Association of Live Steamers annual convention.)

Both Captain James and Clem Meadmore encouraged and supported the development of hobby related groups, including the Victorian Model Railway Club and the Surrey Hills Live Steamers, which much later transitioned into the Steam Locomotive Society of Victoria, Moorabbin.

As the live steamer movement was strengthening from the mid-1930s to about 1950 the newly formed clubs and the supportive model engineering suppliers brought like-minded people together. The opportunity was there for exploring the use of the 7¼ inch track gauge for bridging the gap between the backyard 3½ inch gauge and the commercial 12 inch gauge.

Reflecting on Captain James’ choice of track gauge for his park gauge steam locomotive, growing up in Melbourne he had easy access to the beach, so from about 1914 he had seen park gauge steam locomotives on the foreshore each summer. From 1924, he saw the permanent 12 inch gauge railway at St Kilda. He had a wide circle of friends with live steam models of 2½ inch and 3½ inch gauge. There were only rare appearances of locomotives on tracks between 5 inch and 12 inch gauge. In 1932, when he started building the loco, 12 inch was well established as the preferred track gauge for a train you could ride inside. His friends built enclosed vehicles to go behind his locomotive, so he might have had this concept in mind from the start.

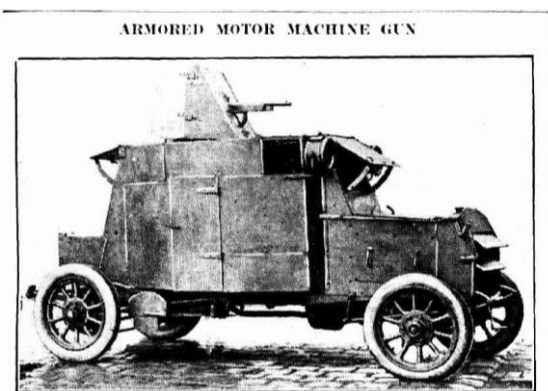
In later years, many remembered him as “The Captain” but nobody seemed to know the origin of this title.

Ernest Homewood James was born in Richmond, Melbourne on 2<sup>nd</sup> November 1879 to Charles Homewood James, Secretary of Education and Mary James and grew up at the family home “Hazelhurst”, Waverley Road, East Malvern. At 20 years of age he joined the 1<sup>st</sup> Victoria Regiment and over the next 16 years was also in the 5<sup>th</sup> Australian Infantry Regiment (reserves) and the 38<sup>th</sup> Fortress Engineers. On 24<sup>th</sup> April 1909 Lieut. James married Kate Melville, daughter of Hon. Donald Melville, ex MLC.

In 1914 Ernest and army associates, who like Ernest, were motoring enthusiasts, started work on promoting the development of Australian made armoured cars for use in the Middle East. Lieut. Cornwell donated a Mercedes chassis, Sergeant Young from Nhill donated a Daimler chassis, and the Vulcan Engineering works, South Melbourne gave free use of their facilities. Ernest drew the designs and organised the work. Bullet proof steel was in short supply. The first test for a potential supplier was to ask the salesman to come with them to the Port Melbourne rifle range and stand behind their product while being shot at with .303 bullets. Most declined this test.

In April 1916 two completed armoured cars, with machineguns, were presented to the Minister of Defence at Victoria Barracks, Melbourne.

**Right - Herald newspaper picture published 28<sup>th</sup> February 1916.**



As well as providing the armoured cars, the builders of the cars enlisted in the regular army and became the core of the 1st Australian Armoured Car Section. They trained, and on 20<sup>th</sup> June were on the troop ship Katuna departing Port Melbourne, with the two armoured cars, bound for Egypt.



**Right – Lieut. E H James. Pre-embarkation portrait, Broadmeadows Camp, May 1916.** As held with ‘The Motor Patrol’ at the Australian War Memorial.

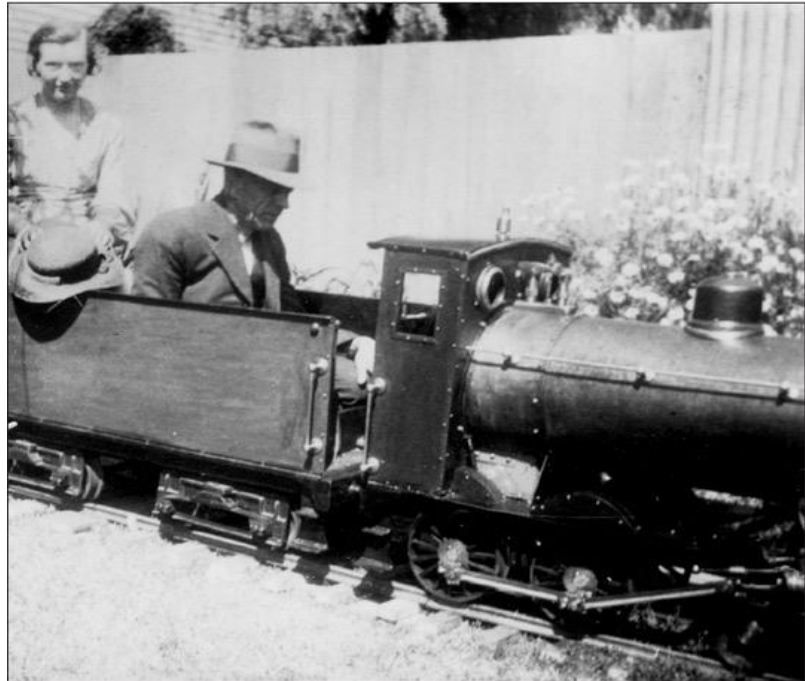
Ernest led the section, and on 1<sup>st</sup> January 1917 was promoted to Captain. Ernest James and his armoured car section participated in actions until the end of the war in November 1918, and in May 1919 departed Egypt to return home. Ernest was awarded the Military Cross (MC) plus Bar, Member Royal Victoria Order (MVO), Volunteer Officers’ Decoration (VD), British War Medal and the Victory Medal. A citation refers to his initiatives around Aleppo, an ancient and key city in northern Syria, denying the enemy access to the high ground.

Ernest James wrote the unpublished manuscript ‘The Motor Patrol’ held by the Australian War Memorial. This was published in 2015 together with the story of Grit, Australia’s first tank. The book “Pioneers of Australian Armour: in the Great War” was compiled by DA Finlayson & MK Cecil.

Ernest would have been acquainted with Capt. John (Jack) Edwards Presgrave Howey, builder of the world's most famous miniature railway, the Romney Hythe & Dymchurch. Jack Howey owned a large chunk of land on the west side of Swanston St, across the road and down the hill from the Model Dockyard. Jack spent a lot of time in Melbourne with building developments on his land (Marked by Howey Place and Presgrave Place) and is recorded as visiting a Surrey Hills Live Steamer gathering.

**Ernest James driving his 12 inch gauge VR A<sup>^</sup> Class 4-4-0 steam locomotive, with his wife Kate sitting on the tender.**

Photo c.1935. As held with 'The Motor Patrol' at the Australian War Memorial.



This locomotive is part of the Melbourne Steam Club's collection of heritage miniature steam locomotives, together with an enclosed carriage, enclosed Z Van, two open wagons and a track motor. Locomotive details: 9 inch diameter driving wheels. Cylinders 2¼ inch diameter by 4 inch stroke. Stephenson valve gear. It has a water tube boiler.

For more details on The Model Dockyard see Bruce MacDonald's book - Spring, Spark and Steam, 2005. For details of Australia's first car see Early Australian Automotive Design, Norm Darwin, 2017.

Research by Rohan Lamb, Noel Warden, Steve Gaal & Rob Worland. Proofreading – Barry George.

*Next instalment – The appearances of miniature railways in Australia prior to the 1920s.*

**(To be continued)**

# Behind *the* LEVERS

By  
HUGH  
RICHARDS



**W**HAT know they of signalling who only signal-boxes know?

From the train, the signal-box is a mysterious building where shadowy figures, seen dimly through walls of glass, move leisurely behind a line of shining levers. The layman who spends an hour in a busy box during the peak traffic must revise his preconceived and uninformed ideas of the nature of the work which goes on there.

**M**Y experience always has been that the more you know about signals the less you know about them. Shallow draughts at the Pierian spring of railway safeworking I invariably find more satisfying than the most copious swallowings. The greater learning, in fact, and not the little, seems to be the dangerous thing.

If you can rest content with a fairly confident appreciation of the significance of red, green and yellow lights, and if your passion for enlightenment is satisfied with a vague knowledge of the different positions of the signal arms, the whole thing seems reasonably simple and straightforward. It is the rash attempt to progress from that kindergarten stage to the higher realms of learning that brings perplexities crowding around you, thick and fast.

There is nothing simple about anything then. A heterogeneous collection of home signals and repeater signals and disc signals and advance starting signals, dances before your glazed eyes, bell codes ring deafeningly in your ears, mechanical and electrical interlocking nips your incautious fingers, complications trip your blundering feet, and a blanket of bewilderment descends on your head. The wise soul withdraws into its former state of happy vagueness. . . .

So, at any rate, it has ever been with me. So it was, for instance, on the

Friday evening last month, when, thirsting for knowledge, I climbed a score of steps to open the door of the big "C" signal-box in Flinders-street yard.

"C" box, I discovered, was a self-contained, glass-walled island surrounded by a sea of electric trains, and inhabited by four humans, two clocks, a bristling array of uncountable signal levers, and a weird miscellany of blinking lights, handless alarm clocks and other unidentifiable gadgets. The four humans were wrestling in a hearty and seemingly careless manner with the stiff levers, their activity being in marked contrast with the impassive attitude of the fourth, who was writing boredly at a table near the fireplace.

The glass windows shook with the reverberations of a passing electric train. Smooth carriage roofs slid by on a level with the signal-box floor. Wheels hammered against rails, leaving a trembling and uneasy silence behind them.

Signalman Harold Jones, the uncrowned king of the glassed island, crashed over a lever as the top rear windows of the guard's van passed. He might have been a gunner firing a last shot at a retreating enemy. Dark, active and supremely capable, he was wearing two pairs of trousers as a sort of compromise for the absence of a

coat. He tapped an omp-tiddly-omp-omp message on a bell key, looked at the clock and frowned, and looked at me and smiled.

"Five o'clock rush has just started," he observed, "although things were actually busier a couple of hours ago when all the units were being marshalled from the yard on to their trains at Flinders-street. At the present moment—"

A bell exploded beside me, four 'phones rang simultaneously, and six levers were crashed back into upright positions at the far end of the box.

"At the present moment, I say," continued Harold Jones evenly, "we are just getting on nicely and quietly."

The man was no exaggerator. I watched him bound off to answer two 'phones at once, listened to him soothe some irritable unknown who was concerned about the state of "number six road," and ruminated on the different shades of meaning of the adverbs "nicely" and "quietly."

The shriek of another electric train heralded the swift, clamorous passage of more swaying carriage roofs. They swept past the glass side of the box and, lurching and rocking, showed open doors, windows and wheels as the train curved around the "down" end of the box . . . . . a confused

December, 1928

THE VICTORIAN RAILWAYS MAGAZINE

Twenty-three

impression of pink faces, dark suits and light frocks, newspapers and silk stockings. Melbourne was going home.

Meanwhile I was meeting the remaining 75 per cent. of the "C" box population. There was George Mullins, whose grey moustache surmounted a perpetual and infectious half-smile, earnest Joe Bailey, displaying worn tennis shoes, and Terry Tighe, the juvenile block recorder. Good fellows all of them.

I stood back and watched them. My layman's mind made an heroic attempt to fathom the depths of their purposeful operations. Harold Jones was obviously the ruling influence. He addressed staccato remarks to his accomplices. "Ten Box Hill, George... Twelve Oakleigh, Joe, ... I'll take that country." Like the theme of a spirited fugue, a constant ringing of bells accompanied this cryptic vocal effort. Bells rang in the most unexpected quarters. They rang in minor key. They achieved a crescendo effect. They rang singly. One mingled with another in effective obligato.

"Bell codes," Harold Jones told me, as he wrenched down two vertical levers and snapped three others into the erect, square-shouldered attitude. "Each train has its code call. Jolimont or 'A' box lets us know by bell-code what train is coming. We fix points and signals accordingly and pass the word along to the next box as soon as the train has passed."

He pointed through the glass.

Carriage roofs swept by the box. "There," said Jones, "goes the 17 Darling. I'll ring it on to Jolimont now." He clacked casually on the bell key. "That's all there is to it."

He reflected, "You want," he pronounced, "to know your timetable. That's the big thing in signalling. Know your timetable. You see, you've only got two-minute headway between trains at peak times. You've got to anticipate, to know what's coming, to remember what time you've got..."

Three 'phones rang joyously ('phones never ring singly in a signal-box). Harold Jones dealt with them in strict rotation, then had serious speech with George Mullins.

"That 33 Kew is running late." The two studied the clock. "We'll have to let the 35 Darling out ahead of it. I'll ring Jolimont and tell them to give it a good go so it won't hold up the Kew outside Richmond." . . .

I WAS becoming absorbed in the weird assortment of gadgets perched above the frame of shining levers. A row of five circular lights winked sombrely at me, now black, now white. I had a furtive feeling that I ought to acknowledge the solemn salutations. Beneath the five flickering white lights, a longer row of colored lights opened and shut and changed from red to green as easily as they changed from green to red. I scrutinised them with growing curiosity while the glass walls

shook to the passage of electric trains while those eternal bells rang and rang, while the three signalmen slammed and crashed the signal levers, and while the block recorder made his ceaseless entries of train movements in the train register book.

Harold Jones read my thoughts. "Those five white lights tell us whether the five platform roads which they represent are occupied or not. When the light shows, it means that the road is empty; when it is blotted out, it means that a train has passed into it. See?"

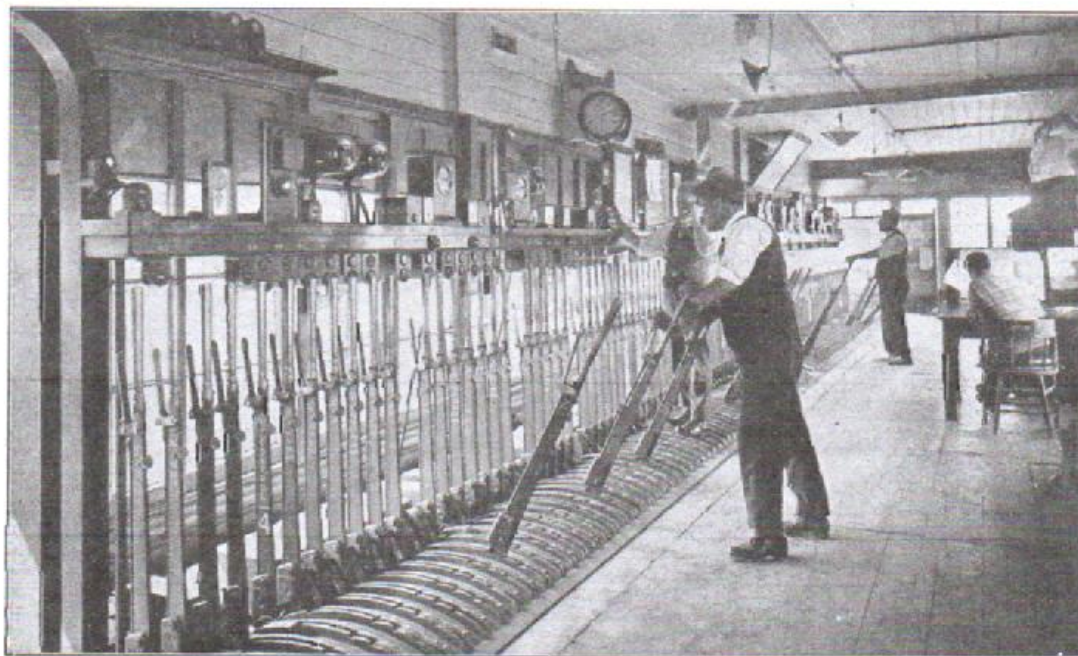
I saw. "And those colored lights?"

Encyclopaedic Harold raised his voice above the thunder of a passing spark. "Those? They show us what indications the signal arms and lights are showing. From the box we can't actually see all the signals which we operate. So they bring the signals into the box for us. All those greens glowing over there show that the signals which they represent are at 'all clear'; all the reds, that they are at 'danger.'"

The thing was getting a bit complicated. I persevered. "These here now? What on earth...?" My roving eye and questioning finger had fastened on to a couple of queer objects protruding from a panel. They were a cross between a glass pudding-basin and an infernal machine.

"They are our time releases." Jones was quite open about it. "They

Concluded on page 39



Interior of "C" signal box at Flinders-street



*Behind The Levers* Continued from page 23

give the signalman the opportunity, when he needs it, of changing his mind in a safe and leisurely manner. When I give a proceed signal with an electrically operated signal, I can't change that route or put my lever back to a normal position until the train has passed over that route, or until," he tapped one of the glass pudding-basins, "I operate this time release. There is a little time-hand in this apparatus and it takes a minute to tick over and operate the release. I can then make the change, but, having been compelled to wait and think, can't make any rash movements. I couldn't, for instance, move points while a train is passing over them. That's all."

It seemed to me that it ought to be. I regarded the signalmen with a new respect. Safeworking and science . . .

"And here," Jones continued, "is one of our backlocking instruments." He indicated the object which I had

previously mistaken for a handless alarm clock. On closer inspection, I now discovered that, besides lacking hands, it differed from the conventional alarms in having the word "Free" printed across the centre of its face beneath half-a-dozen assorted numerals.

"That," Jones explained, "has practically the same function as the time release. Only it influences mechanical signal levers, not the electric variety. I pull a lever across, set my track, and automatically backlock the lever. That word 'free' on the face of this back locking instrument then changes to 'locked.' To get control of that section again before the train passes through, my only course then is to break a paper seal at the side of the instrument, press a button, see that word 'locked' give way to 'free' again, and find that I can operate my lever immediately. The back locking instrument, in fact, is a time release without a time limit and working with mechanically operated signals instead of electrically operated signals."

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**H**ERE the signalman in "D" box rang furiously. "That you, Harold?" I strolled off a couple of yards and accepted George Mullin's invitation to drag down one of the point-levers. I grabbed the smooth handle and pulled. I gripped harder and pulled again. I changed my grip and pulled a third time, desperately. The confounded thing was immovable. I strained savagely and then loosened my aching fingers.

"Stone in the points?" I suggested brazenly.

George Mullins smiled, clutched the handle, bent his body lightly and moved the lever effortlessly into its notch.

"Simple, once you've got the knack. You pulled with your arms. You must get the swing of your body behind the lever. Nothing in it then. It's just a case of knowing how."

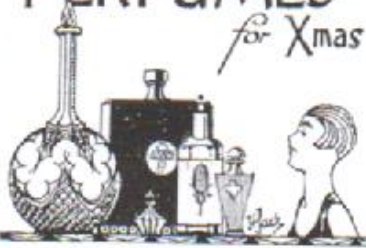
"The whole secret of signal work, though," added George, as a comprehensive afterthought, "is to know your timetable. Know your timetable and you're right."

Timetable. I thought of time releases, of low speed press-buttons, of bell codes, of color lights, of signal procedure, of interlocking, of backlocking . . . and marvelled.

And, marvelling, I looked at the clock. "Twenty-five, Box Hill, George . . . See to that stick for the up Camberwell." I had spent an hour and a half in the rarefied atmosphere of higher railway safeworking. I said "good-bye" dazedly. Joe Bailey was washing his hands as I made my exit. He nodded to me over the soapsuds.

"You want," said Joe earnestly, "to know your timetable."

**PERFUMES**  
*for Xmas*

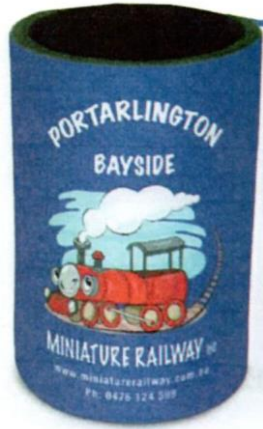


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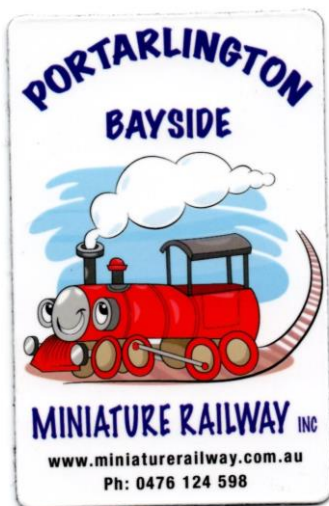
**SOME OF OUR SOUVENIR RANGE :**



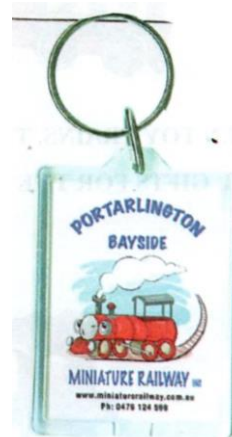
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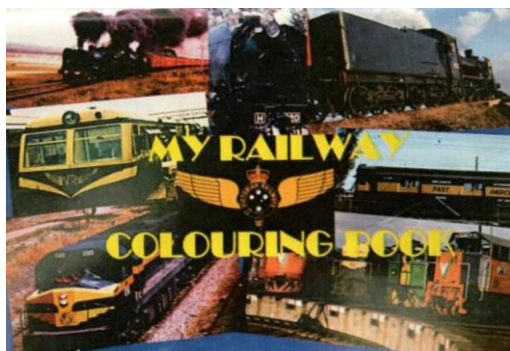


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# Yarra Valley Railway Information No.25.

## McKenzie's Bus Depot

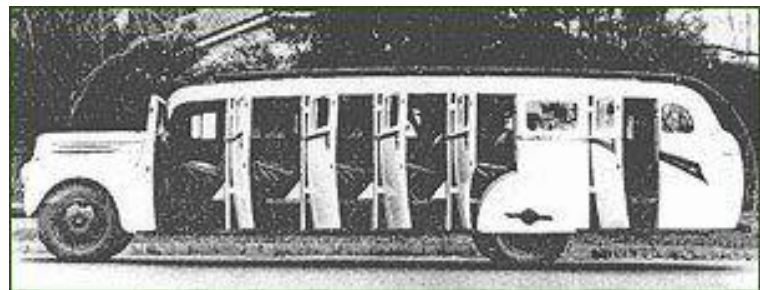


As the train leaves Healesville McKenzie's Bus Depot is off to the left. This is their newest depot.

McKenzie's buses replaced the passenger trains that used to run between Lilydale, Yarra Glen and Healesville. Train passenger services ceased in 1980.

The McKenzie service started in 1927 with the purchase of a 5 seat Packard which they extended to accommodate more passengers.

The bus on the right is a side loader.



For years McKenzie's operated from a depot in Barkers Road Kew, near the Kew tram depot, before moving to Healesville.

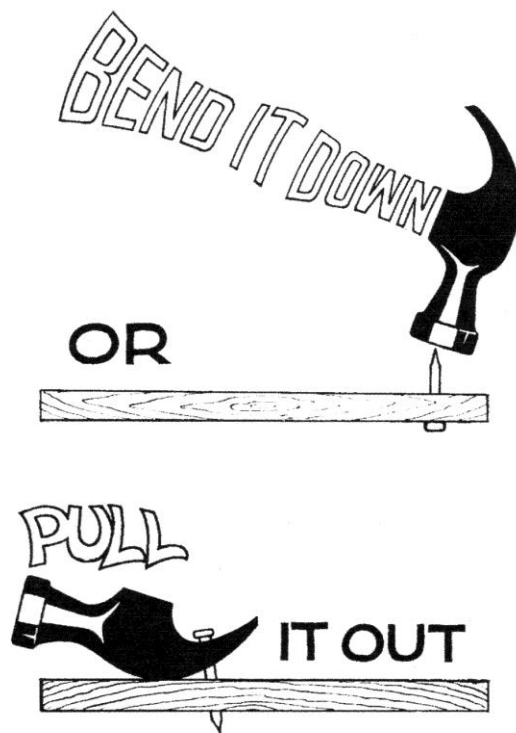
Clearly the business has expanded to now include a large number of modern buses, used for school students, local services and special charter hire services.

## CAMERA CORNER:



Top picture shows Sam and passenger train driven by Lyndon Coon departing Point Richards. Bottom picture shows Daniel Blues driving Harvey and train arriving at Point Richards. Both pics taken on Sunday, 16th April, 2023. (Pictures: 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	606	September	679	-	224	866
April	1524	-	1718	2315	1975	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 **1975 Passengers** during April, a loss of 399 Passengers or – 16.8 %

Results for the current 2022 – 23 Fiscal Year are **9567 Passengers** or a loss of 1140 or – 10.64 %

Figures represent a gain in traffic for the 2023 year of 19 Passengers or + 0.34 %.

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>

**MAY BIRTHDAY WISHES :**

The following members have birthdays which fall during the month of **May** 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>Brian Coleman</b>	<b>Chris Reymers</b>	<b>Steven Stefanou</b>
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**TRAIN RUNNING ROSTERS :** (Harm Jager – Roster Clerk.)

The **May 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 June 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....

## VALE GRAEME. G. HARVEY – 1937-2023.



On Wednesday, 5<sup>th</sup> April, 2023, sadly Graeme Harvey passed away after a long battle with illness. He was a founding member of the miniature railway and was instrumental in its early planning, location and development at its current Point Richards site.

The PBMR awarded Graeme, Honorary Life Membership at its 5<sup>th</sup> Annual General Meeting held during November, 2020 (pictured above) where it was noted his involvement commenced during 1994 whilst a member of the Geelong Society of Model & Experimental Engineers and the Rotary Club of Drysdale, recording all up some 29 years of personal community service, up until the time of his passing.

He owned his own locomotive “James” which he ran regularly at the mini railway until advancing age caught up and he had to retire from active duty. He then donated his beloved locomotive to the miniature railway which was gratefully acknowledged by the association at the time and it still regularly operates there, to this day.

This society owes a great debt of gratitude to Graeme for his vision, foresight, drive and splendid efforts in bringing his dream into a reality for future generations to continue to appreciate and enjoy. - RIP GRAEME HARVEY.



## **A TRIBUTE TO GRAEME HARVEY – HON LIFE MEMBER :**

**(By Keith & Sue Stasinowsky)**

Graeme had the idea for a miniature railway and asked Keith Stasinowsky to put a submission to the Rotary board because of falling income from the Rotary Art Show. The board agreed to let Keith investigate further with a group of interested people of Keith's choosing. Then began a hunt for a prospective location for Graeme's dream to become a reality.

It took 2 years to find a suitable location, a final decision was made to accept the offer at Point Richards. During this research Graeme was also working full time, but still managed to find the time to attend the many sites that had to be inspected and assessed. Lots of Committee meetings followed before the final decision was made.

A Public Meeting was held in Parks Hall, Portarlinton (April, 1997) to pitch the project to the locals, it was very enthusiastically received, and so commenced the next stage of Graeme's dream. Graeme's enthusiasm was very evident as he pushed on becoming involved in the building of electric engines as well as the planning and development of the site and rolling stock.

When he retired from West Carr & Harvey as a retirement gift he was given a I.C powered engine, this saw him bring his train to the site and have the joy of running it on public rally days and taking it home after each use. It was his pride and joy and gave him many happy hours of leisure in his retirement.

1999 saw the opening of the miniature railway and Graeme's dream had finally become a reality. Sometime after this he helped Arthur Sweatman to build an electric engine for him and it became his and he brought it down to the station and left it there to be used by the group at any time. Later on Graeme donated it to the railway.

Honorary Life Membership was bestowed on Graeme at the 2020 Annual General Meeting as a gesture of his work and dedication across the lifetime of the entire miniature railway project. It was received with genuine pride and emotion.

Unfortunately, ill health in later years curtailed his attendance at the railway but his interest still remained with us and all involved in the railway.

Graeme had a dream and saw it through to reality and so enjoyed the ride. He didn't just dream it – he did it !!. To have known him and worked with him over so many years was a privilege. "Harve" was a much loved pillar of the miniature railway.



## **THOUGHT FOR THE MONTH :**

### **SIX LITTLE STORIES WITH LOTS OF MEANINGS**

(1). Once all villagers decided to pray for rain. On the day of prayer, all the people gathered, but only one boy came with an umbrella. That is faith.

(2). When you throw babies in the air, they laugh because they know you will catch them. That is trust.

(3). Every night we go to bed without any assurance of being alive the next morning, but still we set the alarms to wake up. That is hope.

(4). We plan big things for tomorrow in spite of zero knowledge of the future. That is confidence.

(5). We see the world suffering, but still, we get married and have children. That is love.

(6). On an old man's shirt was written a sentence 'I am not 80 years old; I am sweet 16 with 64 years of experience.' That is attitude.

Have a happy day and live your life like these six stories.  
Remember - Good friends are the rare jewels of life,  
difficult to find and impossible to replace!!

**121<sup>ST</sup> STEAM & VINTAGE RALLY**

**LAKE GOLDSMITH**  
STEAM RALLY

# LAKE GOLDSMITH

**6<sup>TH</sup> & 7<sup>TH</sup>**  
**MAY 2023**


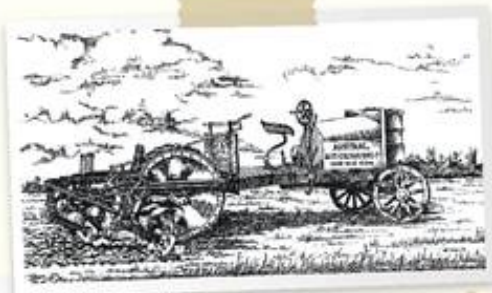

**HOWARD** **100 YEAR ANNIVERSARY**

**Highlight theme in action on the arena**  
Roundabout ploughing with a Barford & Perkins winch & Campaign self-moving anchors + 100 years of Howard

<b>ADMISSION PRICE</b>	<b>ADMISSION PRICE</b>	<b>ADMISSION PRICE</b>
<b>\$15</b>	<b>\$5</b>	<b>Free</b>
Adults	Children Aged 5-16	Exhibitors & children under 5

**Regular attractions include**

- 65 display sheds
- Steam & oil engines
- Steam powered shovels and sawmills
- Displays of earthmoving, cars, motorcycles, tractors and trucks
- Radio controlled model boats
- Attractions for all ages
- Blacksmithing
- Threshing
- On-site catering

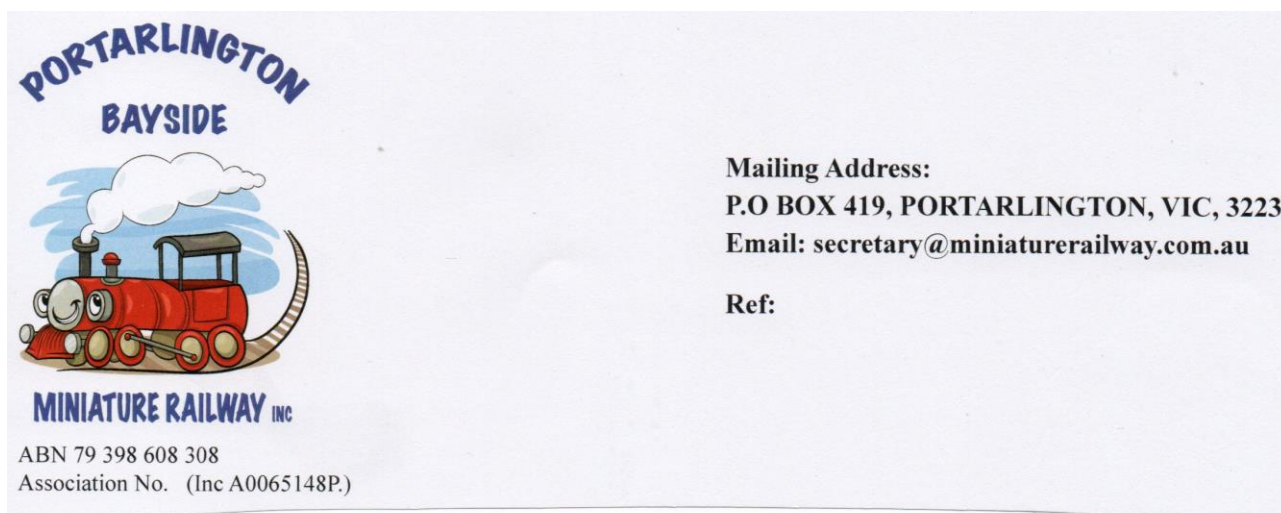




*Ground ploughing 2007*      *Tractor 2000 CF*

[www.lakegoldsmithsteamrally.org.au](http://www.lakegoldsmithsteamrally.org.au) • PO Box Bearford VIC 3373

For rally information contact  
Trevor Mob. 0407 539 041 or Graeme Ph. (03) 9723 3310, Mob. 0418 388 149  
And for November 2023 - English tractors





## **MOTHER'S DAY CELEBRATED AT MINI RAILWAY :**

A big hi to all our supporters – better bring Mum down to the Railway on **Mother's Day, Sunday 14<sup>th</sup> May, 2023**, from 11.00 am to 3.00 pm. The great news is that Mum's will ride free all day on this day – Now that's not going to break the family budget !!. Have heard a whisper that Mum's may also be in the running for some little treats as well. There will be several Lucky Tickets drawn during the day and all you need do is buy a train ticket to ride !!. Bring a picnic lunch or have lunch with us on site. Plenty of room to run and play and get Mum & Dad up and joining in. Picnic tables, Seats, Electric BBQ's and Toilets – available on site.

Let's get everyone outside in the sun and have some playtime !. A big thanks to all volunteers who forgo their own Mother's Day to help run our mini trains, they are priceless. Fingers crossed for lovely weather.

This miniature railway situated within the grounds of the Portarlington Bayside Family Park, Corner Point Richards & Boat Roads, Portarlington. (Melway Map No. 444 – C5.)

Further details can be obtained from the Portarlington Bayside Miniature Railway Inc – At P. O. Box 419, Portarlington. 3223., Or Call Keith on our Telephone Info Line – Tel No. 0476-124-598.

- Or -

**Visit our Facebook Page :** <https://m.facebook.com/miniaturerailway/>

**Our Website :** [www.miniaturerailway.com.au](http://www.miniaturerailway.com.au)

**Our Email :** [secretary@miniaturerailway.com.au](mailto:secretary@miniaturerailway.com.au)

# YOU WERE A 70s AUSSIE KID IF...

You were woken up by this...

These were delivered to your doorstep...



You watched this at breakfast...

You mastered this...



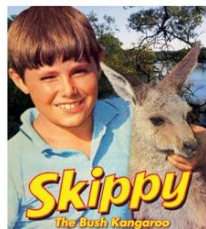
You saved these...



In this...



You loved this...



Your Mum smoked these...



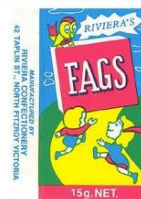
Your Dad shopped with this...



Your Mum used these...



You smoked these...



You drank this & sucked on this...

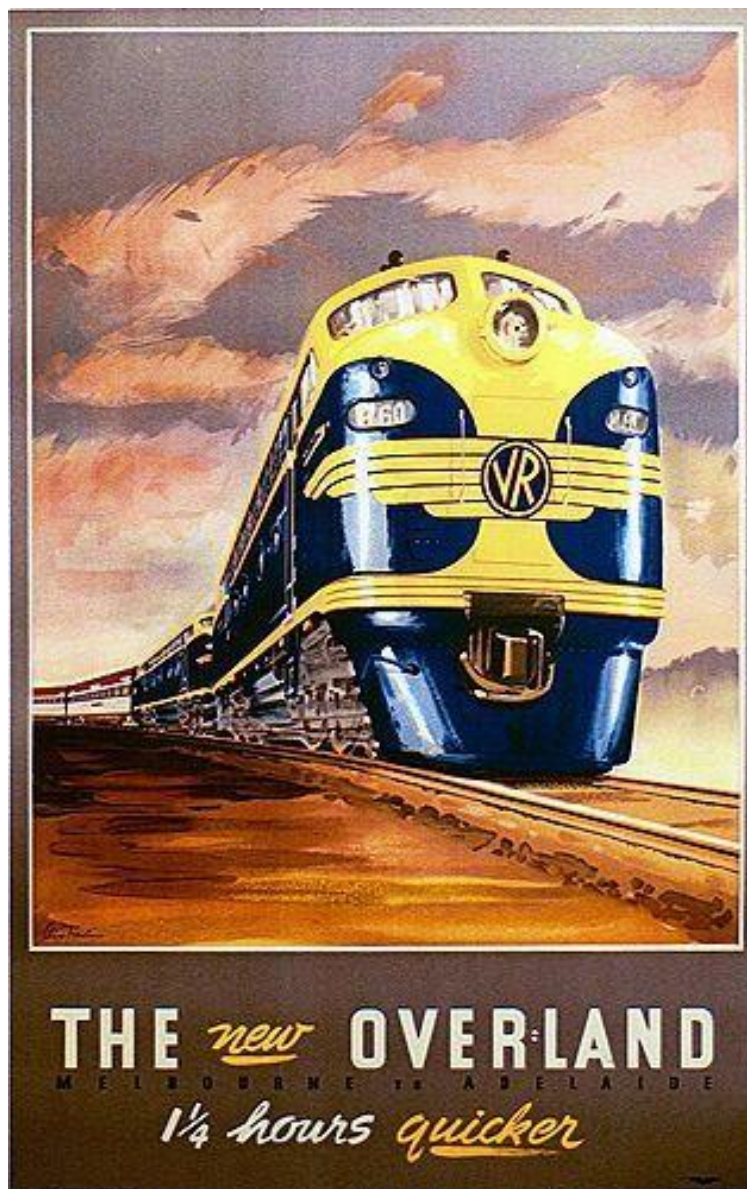
You laughed with these guys...



You rang a friend with this...

You ate these...





Pictured above is a Victorian Railways Poster of the 1960's advertising the "new" Overland train between Melbourne & Adelaide. It depicted a good study of power, speed and reliability of the railways of that era. The Overland ran daily (and sometimes with a second division on busy holiday periods) between both capital cities – then !!.

**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, 6 <sup>th</sup> May, 2023	COMMITTEE MEETING
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)	Extra Running Day 11.00 am to 3.00 pm
Sunday, 21 <sup>st</sup> May, 2023	Ordinary Running Day 11.00 am to 3.00 pm
Sunday, 28 <sup>th</sup> May, 2023	RAILWAY CLOSED
Sunday, 4 <sup>th</sup> June, 2023	Ordinary Running Day 11.00 am to 3.00 pm
Saturday 10 <sup>th</sup> June, 2023	COMMITTEE MEETING
Sunday, 11 <sup>th</sup> June, 2023 (Q.B Weekend)	Extra Running Day 11.00 am to 3.00 pm
Sunday, 18 <sup>th</sup> June, 2023	Ordinary Running Day 11.00 am to 3.00 pm
Sunday, 25 <sup>th</sup> June, 2023	RAILWAY CLOSED
Wednesday, 28 <sup>th</sup> June, 2023	School Holiday Run 11.00 am to 3.00 pm
Sunday, 2 <sup>nd</sup> July, 2023	Ordinary Running Day 11.00 am to 3.00 pm
Wednesday, 5 <sup>th</sup> July, 2023	School Holiday Running 11.00 am to 3.00 pm
Saturday, 8 <sup>th</sup> July, 2023	COMMITTEE MEETING
Sunday, 9 <sup>th</sup> July, 2023	RAILWAY CLOSED
Sunday, 16 <sup>th</sup> July, 2023	Ordinary Running Day 11.00 am to 3.00 pm
Sunday, 23 <sup>rd</sup> July, 2023	RAILWAY CLOSED
Sunday, 30 <sup>th</sup> July, 2023	RAILWAY CLOSED

### 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 15.
- **Volunteers are always required - Contact Harm Jager !!!.**



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

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Alison Marchant.  
Member for Bellarine

Supporting Our  
Local Community

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  - 03 5250 1987
  - alison.marchant@parliament.vic.gov.au
  - alisonmarchantmp.com.au
- connect with me



**Thank you to the Office of Steve McGhie, Member for Melton for support and printing.**

# 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...**

<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 May 2023