

PORT BAY EXPRESS

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

Volume No.8 – Issue No.11.

November, 2023.



Sunday, 15th October, 2023 was a cool and overcast day. The picture shows James and train followed by Harvey and train awaiting some passengers. The Train Crews were having some warm refreshment away from the cold !! (Picture: Brian Coleman)

OUR PRESIDENT REPORTS :

- We are holding a few Working Bees on Sundays when we are not running and your assistance is earnestly requested. It is very important to get a few jobs completed that are “on the books” and your valued help is always sought. Notices will be sent out when they are being held. **Please support them.....**
- It is still obvious that we need more volunteers. All members are strongly encouraged to try and recruit a new member into our ranks to ease the burden on all of us.....
Please consider !!.
- The month of October turned out to be fairly reasonable for the mini railway, with our 1st and 3rd Sunday running (1st & 15th) running plus Party Bookings (20th & 22nd) and our special Childrens Week Wednesday Run (25th) resulted in a slight increase in passengers carried being noted and duly recorded.....

Keith Stasinowsky – President.



FROM THE SECRETARY'S DESK:

- There are vacancies for Party Bookings. The miniature railway makes for that ideal facility for your family. Contact our Party Bookings Person, Harm on 0476-124-598.
- It is a legal requirement for all members to notify the Department of Government Services (formerly Department of Justice and Community Safety) of their personal involvement with this miniature railway. This can be done “On line” via their website: workingwithchildren.vic.gov.au
- With our busy New Year season approaching when we operate every Sunday and Wednesday in January, it is really important to do that little bit extra. Members are encouraged to go that “extra mile” to keep our “show on the road”.
- **It is really important** when you arrive and depart from the miniature railway to sign on and off in the Attendance Book in the Station Office. If you fail to do this you are not covered by our Insurance scheme. **Kindly ensure that you do this, please....**
- Our Childrens Week Special Event was held on Wednesday 25th October, 2023, when some 600 patrons were carried. The event was kindly sponsored by the City of Greater Geelong and was successful despite the cold and rainy weather.

Brian Coleman – Secretary.

Iconic ZZR marks 154 years of Rail History.

The iconic Zig Zag Railway on the outskirts of the New South Wales town of Lithgow has marked 154 years of history with a grand reopening event in October to celebrate the engineering achievements and heritage of the railway.

Acting Chief Executive Daniel Zolfel said the event was an opportunity to celebrate the railway's reopening and pay homage to the railway line's history.

"The community event will see six train rides operating, taking passengers from Clarence Station to Top Points and return, traversing about five-and-a-half kilometers of track through picturesque tunnels and viaducts with market stalls, entertainment and steam engine displays," said Mr Zolfel.

Mr Zolfel said when Zig Zag first opened in 1869 it was lauded as the greatest civil engineering work in Australia and was considered worldwide as an engineering marvel.



AC 16 -218 (The Yank) arrives at Clarence Station with happy passengers waiting to board.

(Picture: ZZR)

“On 18th October, 1869 the first official train ran across the Zig Zag to Bowenfels and sight-seeing parties came from all over to witness it and yet it remains as one of the major engineering achievements of the railway era,” Mr Zolfel said.

“This October, Zig Zag marks 154 years since it first opened and it’s no mean feat that it’s not only stood the test of time, but still captures the hearts of families and rail enthusiasts after so many years,” he said.

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

“There’s no doubt people are captivated by the sights, sounds and smells of steam.”

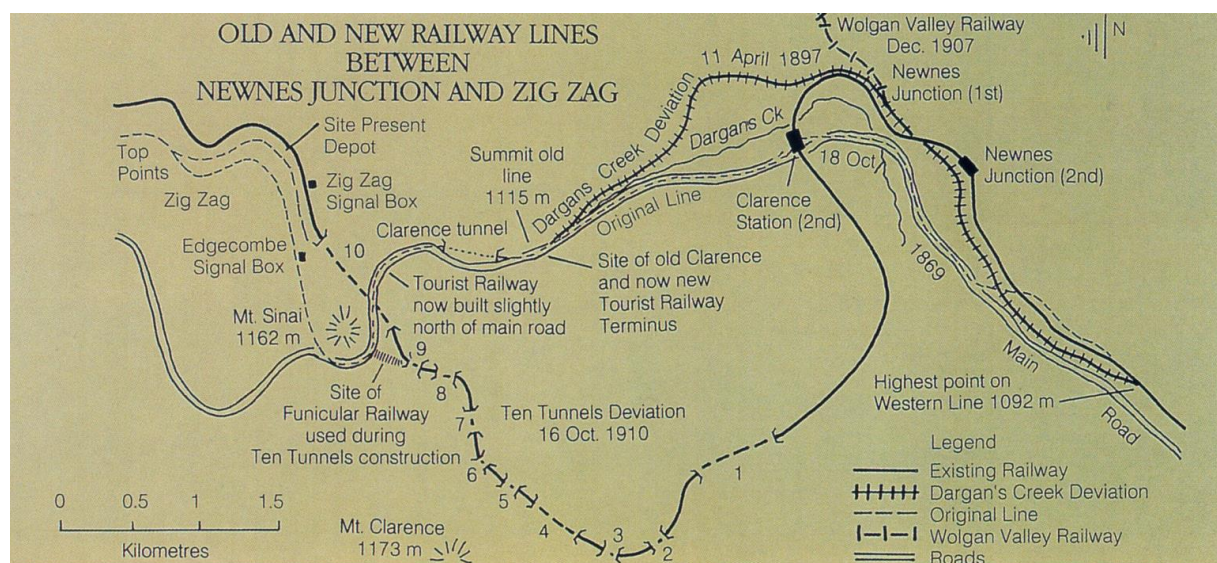
“We are offering six taster train rides on two Zig Zag locomotives, Steam Locomotive 218A and Diesel Hydraulic Locomotive 1004, hauling the train in a Top and Tail arrangement to ensure we can allow as many people as possible to enjoy this historic event.

“There was free shuttle buses from Lithgow throughout the day.”

“We’ve been overwhelmed at the outpouring of support since we opened in May, with every weekend fully booked until almost the end of the year.

“We hoped that by offering these additional services on this special day, it allowed more people to get a taste of Zig Zag after all these years,” Mr Zolfel said.

Passengers will be traveling almost along the same route as the original railway in 1869, with a giant “Z” shaped track carved into the side of the Mountain.



Old & New Railway Track Plan between Newnes Junction & Zig Zag (Courtesy of ZZR)

The railway was severely damaged by the 'State Mine Fire', in October 2013 with the loss of a diesel rail motor, 10 passenger carriages, four accommodation carriages and electrical equipment to operate signals. Further restoration of vehicles and infrastructure were set back by the devastating Gospers Mountain bushfire in 2019, with the main office, including decades of records, locomotive workshop and an estimated 3500 sleepers, reduced to ashes.

Chairman, Lee Burton said had it not been for the tireless efforts of volunteers and paid staff as well as community support and government funding, the iconic railway would not have made it back to operation.

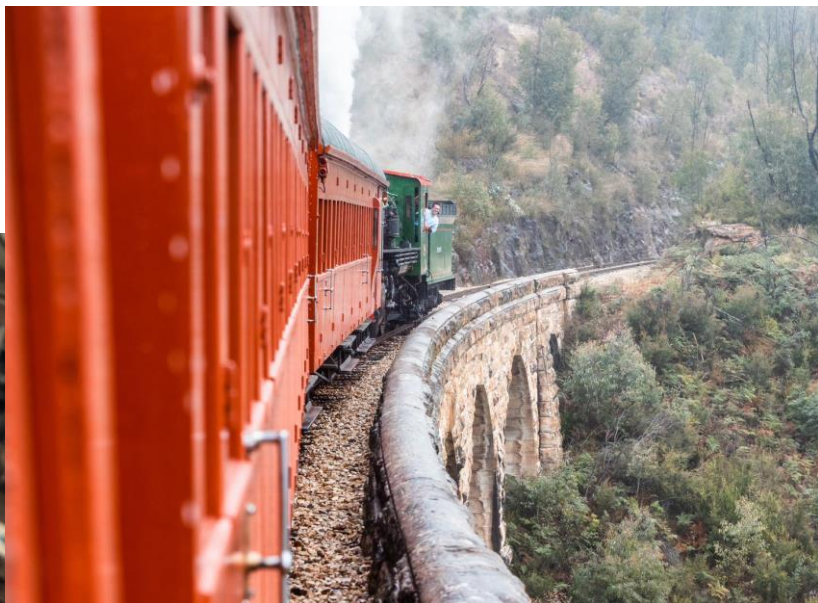
“Volunteers and staff have been working tirelessly to return the railway to passenger services by restoring locomotives, carriages and kilometres of track,” Mr Burton said.

“It’s now full steam ahead for Australia’s most iconic tourist railway and this special grand reopening event will celebrate not only our past but as we look to the future after this incredible rebirth,” 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.



Grand Re-opening Ticket



AC16-218 and train steaming along the middle road.

(Pictures: ZZR)

Yarra Valley Railway Information No.31

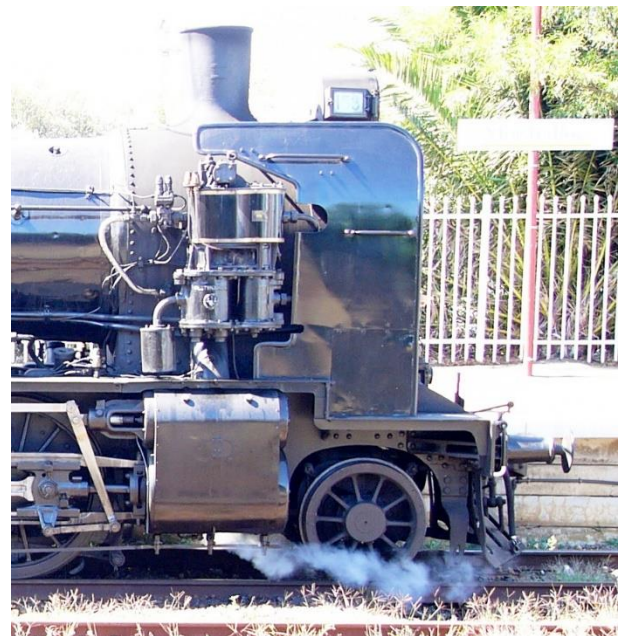
Railway Air Brakes

Years ago railway locomotives had brakes and guards vans (or “brake vans” as they were often called) had brakes. Using the locomotive whistle driver could alert that guard to apply the brakes. Control of trains using this method was slow and dangerous. A sudden immediate emergency stop was not possible for a long train.

By using compressed air, or a vacuum, from the locomotive, it was possible to fit brakes to every carriage or wagon on a train. A reduction in air pressure, or vacuum, meant that the brakes were applied to every vehicle. This gave the train driver much more control of his train. If two carriages became uncoupled and separated, the train brake line also separated, the air escaped, and the brakes were applied to every vehicle on the entire train.

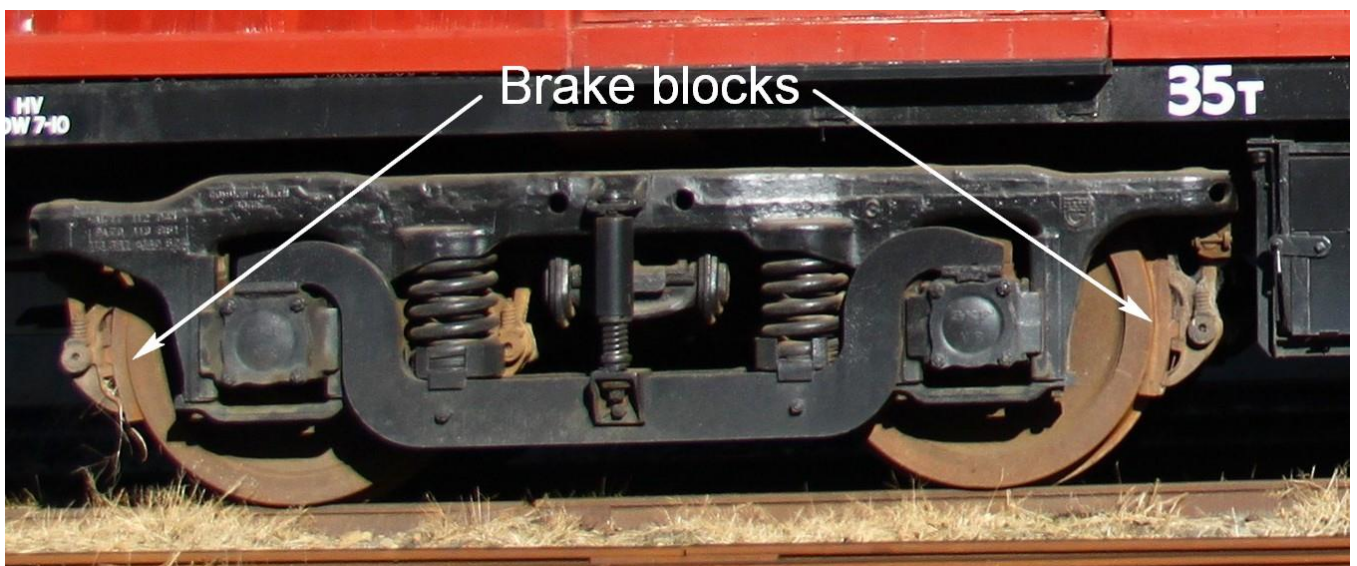
On the Yarra Valley Railway the train brakes work using compressed air, so from this point on in this discussion we will ignore vacuum brakes.

On steam locomotives the compressed air for the brakes is supplied by a steam operated pump. There is an air receiver (compressed air storage tank) on the locomotive. Older locomotives had a single cylinder compressor, such as on G 42 Garratt - Puffing Billy Railway Locomotive – left.



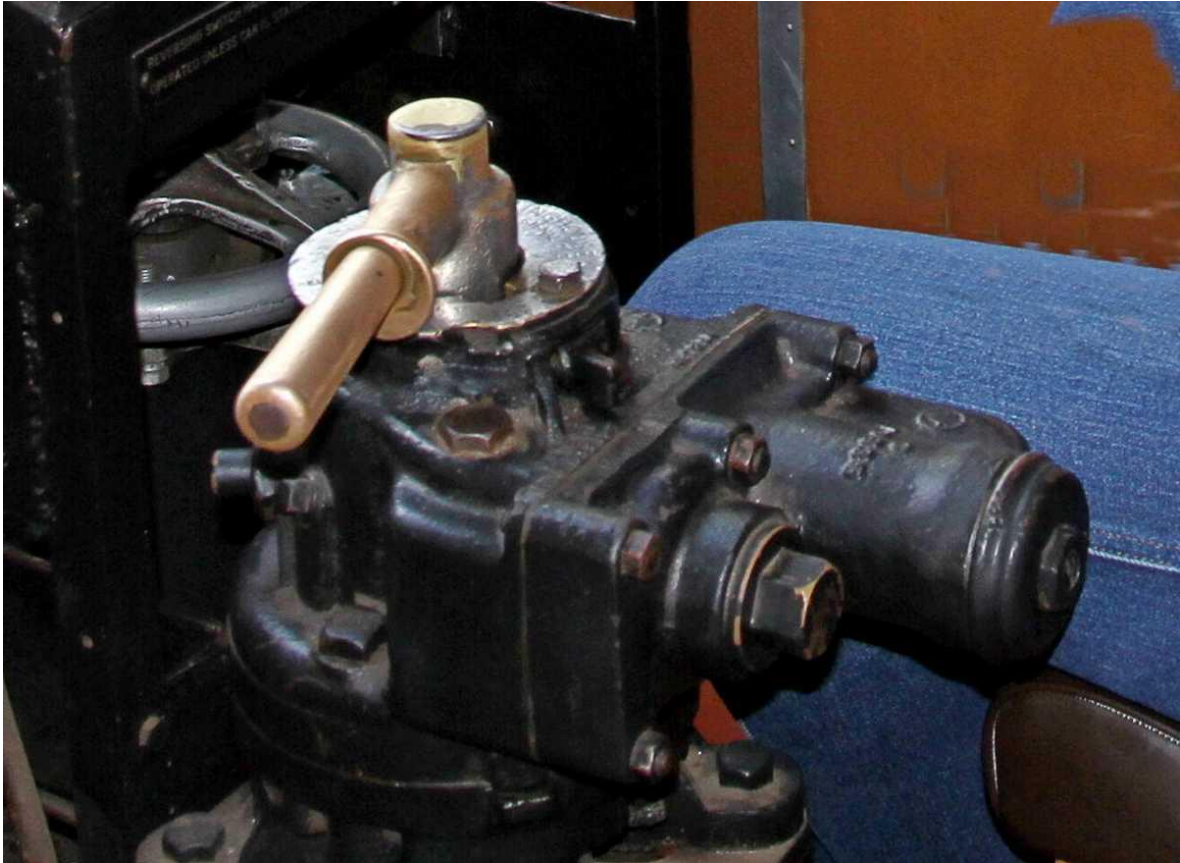
With longer trains larger air compressors were installed to compensate for leakage, such as this compressor on K 153 - above right.

On the Walker Rail Cars the compressors are belt driven from the motor. Electric trains and trams have the compressors driven by electric motors. But all use compressed air for operating the braking system.



Each piece of rolling stock has brake blocks that are pressed against the wheels to slow the motion of the train.

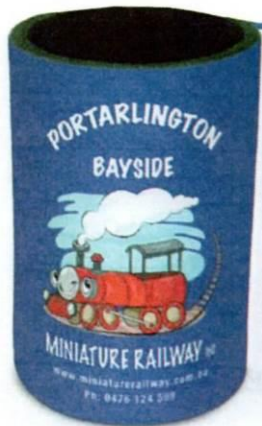
How hard the brake blocks press against the wheel is determined by the amount of air that the driver releases from the train brake pipe. In an emergency he will quickly drop the train pipe pressure to zero.



The Walker Rail Car braking system is not the same as for locomotive hauled trains. The degree of braking is determined by the position of the brake handle. When drivers change from the driving cabin at one end to the other end, they take the brake handle (photo above) with them.

YarraValley *Railway*

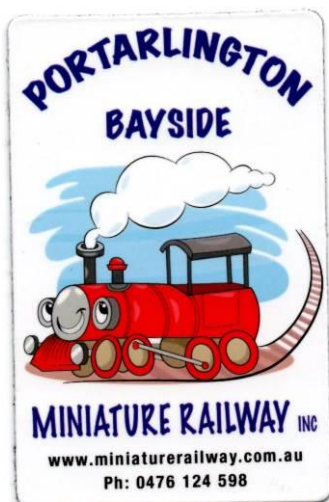
SOME OF OUR SOUVENIR RANGE :



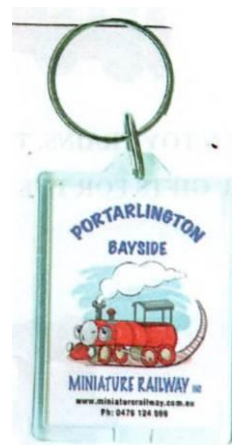
CAN COOLERS \$7.00 ea.



ENGINE DRIVER CAPS
\$20.00 ea.



FRIDGE MAGNETS \$3.00 ea.



KEY RINGS \$4.00 ea.

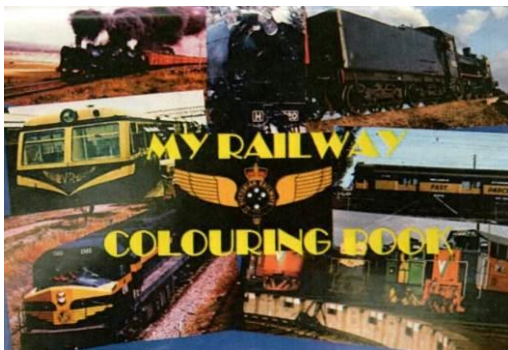


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SOUVENIRS.

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SOME OF THE ITEMS AVAILABLE AT OUR STATION KIOSK

IMPORTANT INFORMATION

ARE YOU MAKING THE TEA CORRECTLY?



Use fresh, soft water and place in kettle and boil. Boil just the required quantity to avoid wasting time, water and power.



Place one unused teabag into each mug. The ideal receptacle is your favourite SETG mug.



Pour the boiling water over the teabag, ensuring enough liquid is present in each mug.



Leave to brew for at least 3 minutes, or however long it takes to remember you've made tea.



Add milk, ensuring that the milk is not a) off and b) pilfered from messroom fridge.



Add sugar to taste. If early turn, minimum of 4 spoons is required.



Drink at between 60-65 degrees centigrade to avoid vulgar slurping which results from trying to drink tea at too high a temperature.

**TEA IS ESSENTIAL FOR RAILWAY OPERATIONS.
FAILURE TO MAKE TEA CORRECTLY CAN RESULT IN DELAYS,
INCIDENTS AND GENERAL MAYHEM.
YOU MUST ENSURE THAT TEA IS MADE PROPERLY.**



British Rail

Tea Drinking Dept.

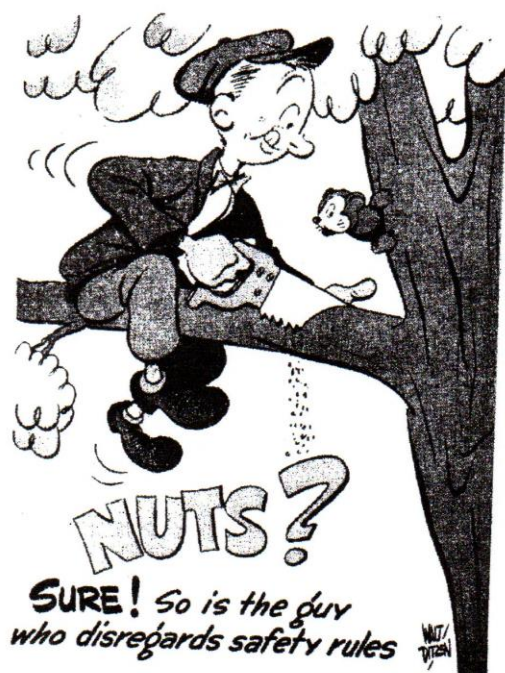
A “tongue in cheek” look at the Tea Drinking Department of British Rail !!.

CAMERA CORNER:



Some views of our Childrens Week Special Event on Wednesday 25th October, 2023. Top Picture shows the large queue waiting for a ride, Bottom Picture shows Sam departing Point Richards with another special train. (Pictures: Brian Coleman)

SAFETY BULLETIN BOARD



—Railway Safety Council



—Railways Safety Council

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

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

Month	2020	2021	2022	2023	2024	Month	2020	2021	2022	2023
January	2214	2708	1890	2599		July	-	373	604	809
February	698	1044	-	427		August	-	372	502	396
March	897	1257	1324	606		September	-	224	866	917
April	-	1718	2315	1975		October	-	1610	497	1253
May	-	990	1017	212		November	-	939	688	
June	-	630	476	829		December	1290	1601	803	
<u>TOTALS</u>	<u>10551</u>	<u>9637</u>	<u>12141</u>	<u>10608</u>			<u>5099</u>	<u>13466</u>	<u>10982</u>	
	FY	FY	FY	FY	FY		YR	YR	YR	YR

Railway carried 1253 Passengers during October, a gain of 756 Passengers or + 152.11 %

Results for the current 2023 – 24 Fiscal Year are 3375 Passengers or a gain of 906 or + 36.69 %

Figures represent a gain in traffic for the 2023 year of 532 Passengers or + 5.60 %.

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.

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STEAM RALLY**

STEAM AND VINTAGE RALLY

122ND

4-5th NOV 2023

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BRITISH
TRACTORS**



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- Boilerhouse Tours
- Grand Parade Daily
- On-site Catering

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ADMISSION PRICE:

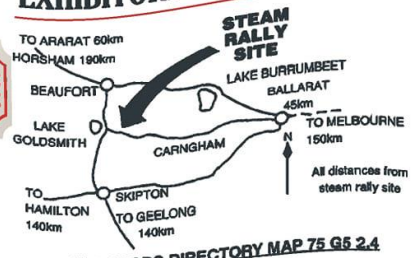
0001 **ADULTS** 0001
\$15

0002 **CHILDREN** 0002
AGES 5-16
\$5

0003 **EXHIBITORS & CHILDREN UNDER 5** 0003
FREE

CAMPING FOR EXHIBITORS ONLY

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www.lakegoldsmithsteamrally.org.au Ph: (03) 9723 3310 Mob: 0418 388 149
• PO Box 21 Beaufort 3373

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>

NOVEMBER BIRTHDAY WISHES :

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

John Menting	Rochelle Holstein	Keith Satterley
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TRAIN RUNNING ROSTERS : (Harm Jager – Roster Clerk.)

The **November Train Running Roster** has been 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 December 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....

Railway Outposts

No. 13—Queenscliff

DOTTED round and sometimes farflung from the larger centres of railway activity in Victoria are the seventh, eighth and ninth class stations that feed in revenue as the watchful outposts of an army feed in intelligence to the main bodies they protect. This series of articles will attempt to summarise the work of a few of these essential railway outposts.

FISH plus tourists equals Queenscliff. The rising prosperity of the picturesque seaside resort gets its stimulus from schnapper and surfers, 'couta and sunbaskers, salmon and holidaymakers. And it's hard to say whether the scenery is better than the fishing or the fishing better than the scenery.

Moreover, just as the fishing lasts the whole year round, so does the resort's bracing appeal to the tourist know no calendar limits—either month or season. Even in winter the climate is mild and frostless. Stationmaster J. Penrose—who has been in charge of the local station for four years, with a previous six-year term at Drysdale, a couple of stations along the line—puts the district's climate on equality with that of any other seaside district for all-the-year-round attractiveness. In most cases, in fact, he puts it past equality.

Station with a View

No doubt the 50-year-old station itself has the same opinion, for its platform is open to the sun all day and yet is near enough to the limpid blue surface of Swan Bay to keep cool during the summer. An Olympic long-distance jumper could cover the distance between sea and platform in two leaps. Of the double rows of



Queenscliff station on the right, with Swan Bay on the left and Port Phillip in the background



Stationmaster J. Penrose, in the office

rails which lie between station and water, one set runs out of the station yard, across a couple of streets and on to the fishing pier.

Here is loaded a weekly average of five trucks of fish throughout the year. Sixty fishing boats are sheltered at

Queenscliff and 120 fishermen bring in their spoil to the railway. Last year, S.M. Penrose and his staff forwarded something like 1,500 tons of fish from the pier, collecting more than £1,000 in revenue. And those totals were less than for the previous year when more than 1,700 tons of fish and £1,300 revenue were recorded in the Queenscliff traffic returns.

That year—1926-27—was a record year for Queenscliff fishermen. The monthly tonnage of fish caught averaged 145 tons. March '27 headed the list with 232 tons, and October (213 tons), April (222 tons) and May (208 tons) also registered double centuries.

Rough weather and some particularly hungry shoals of grampus and porpoise nipped the substance off last year's yield. Even so, the month of May, 1928, saw the Queenscliff boats lighten the sea of no less than 244 tons of fish.

Fifty Years Ago

Incidentally, the month of May *this* year happened to be the golden jubilee of the Queenscliff outpost. On May 21, 1879, the 20½-mile spur line was opened for traffic. That was three years before Camberwell or Donald had a railway, five years before Coburg was linked with North Melbourne, 10 years before Healesville, Mornington or Upper Fern Tree Gully were railway stations, and 12 years before the Spencer-street viaduct was built.

Certainly Queenscliff is a venerable railway outpost. But it is also a remarkably well-preserved one. Fish always was a very healthy diet.



Queenscliff station staff

A lovely historic article from the Victorian Railways Magazine of June, 1929 which tells the tale of the Queenscliff Railway Station. It gives a great insight into the activities of its railway and the impact on the local community in those interesting bygone times.

The Victorian Railways
Magazine, April, 1926.

21

Splendid Work by Railwaymen During the Bush Fires



All that was left on the Noojee Station after the bush fires had passed through the district in February last. The remains of the gangers' and Stationmaster's residences are on the hill at the rear.

Although railway property in the bush fire areas suffered extensively—station buildings, departmental residences, bridges, trucks of goods, and miles of fencing and sleepers being destroyed—much greater damage would have resulted had it not been for the initiative and willing efforts of railwaymen in the affected districts.

THE commendable initiative of the district Way and Works men on the Noojee line during the bush fires is another illustration of how railwaymen can rise to the occasion," said Mr. E. H. Ballard, Chief Engineer of Way and Works, on his return with Mr. T. B. Molomby, Railways Commissioner, from a visit to the fire-swept Nayook-Noojee line.

"At the outbreak of the fires," continued Mr. Ballard, "the men commandeered from the neighboring settlers all the cream cans they could lay their hands on, filled them with water and hurriedly trolleyed them out to different points of vantage on the high trestle bridges between Nayook and Noojee. Then, when the flames swept down the gullies, they fought all the outbreaks on the bridges as they occurred and prevented them from spreading.

"It was, of course, impossible to protect the bridges altogether, but these strenuous efforts by the men, voluntarily and willingly offered and regarded as 'just part of the job,' undoubtedly saved much of the trestle structure."

Sixty-six Picked Men at Work

After inspecting the extensive damage, Mr. Ballard undertook to have the line available for normal traffic within three months, and, although the work is of a most difficult nature and is keeping 66 picked men of the branch's special bridge gangs busily employed, the progress reports indicate that the Chief Engineer was not unduly optimistic, and that the middle of May will probably see steam trains traversing strengthened trestle bridges to a modern railway station on the site of the old portable buildings at Noojee.

For it was not only the trestle bridges that suffered from the effects of the flames. Noojee station buildings, goods platform, goods shed and departmental residences were all consumed and are being replaced by new concrete structures.

In the meantime the Department is maintaining a motor passenger and goods service to Noojee, and despite the extremely bad road conditions, the unfortunate township—or, rather, what remains of it—is receiving the same transport facilities as were available be-

fore the fires.

Up to the present only approximate estimates of the damage sustained by the Railways Department are obtainable. Noojee received easily the worst treatment, but railway fencing and sleepers were damaged all over the State.

Mr. Ballard considers that £20,000 will cover the damage so far as his branch is concerned, and in addition to this amount much railway rolling stock and trucks loaded with goods were destroyed, but it will be some little time yet before definite particulars of cost are available.



This picture shows in a graphic manner the damage done by bush fires to one of the trestle bridges on the line from Warragul to Noojee. Five of the seven bridges were damaged, but work is already proceeding on their reconstruction.

With our bushfire season now upon us it is timely to look at the 1926 VR Magazine article about bush fires which ravaged the Noojee branch line during that period.

Wee Georgie Wood

Steam Railway

Murchison Highway, Tullah
TASMANIA

New Season Starting



We are open
on the
2nd and last
weekend
of the month
from
October to April

2023

14 & 15 October
28 & 29 October

11 & 12 November
25 & 26 November

9 & 10 December
23 & 24 December

2024

13 & 14 January
27 & 28 January

10 & 11 February
24 & 25 February

16 & 17 March
23 & 24 March

13 & 14 April
25 April, ANZAC Day
27 & 28 April 2022



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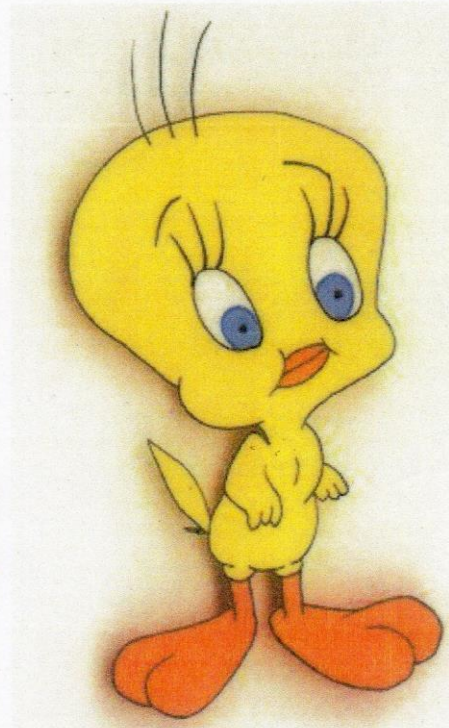
weegeorgiewood.com.au

THOUGHT FOR THE MONTH :

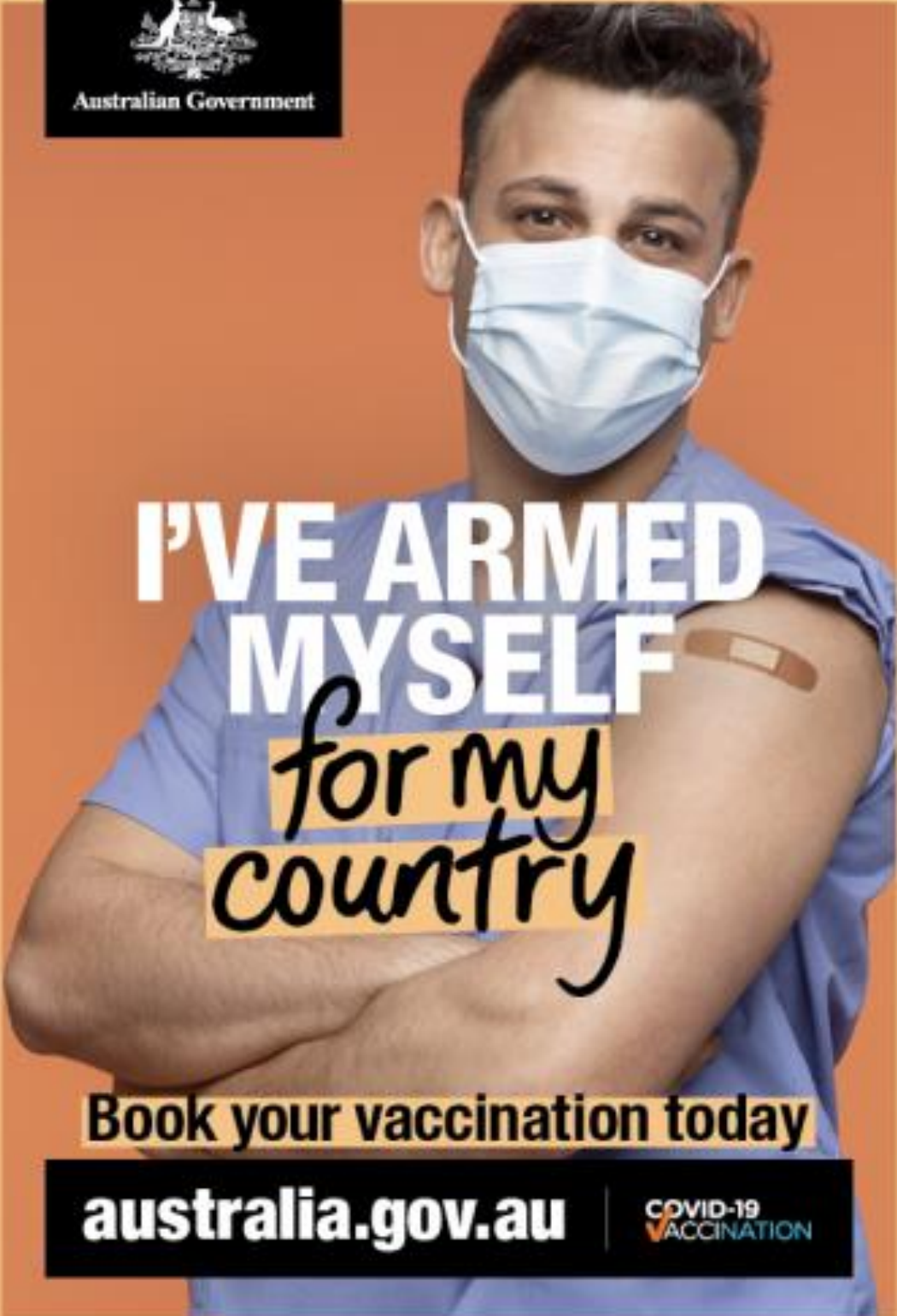
Dear Lord,


So far today, am I doing all right?

I have not gossiped, lost my temper, been greedy, grumpy, nasty, selfish, or self-indulgent. I have not whined, complained, cursed, or eaten any chocolate. I have charged nothing on my credit card.



But, I will be getting out of bed in a minute, and I think that I will really need your help then.




Australian Government

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MYSELF**
*for my
country*

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PBMR – CALENDAR OF EVENTS :

<u>DAY & DATE:</u>	<u>EVENT & TIMES:</u>
Sunday, 5 th November, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 12 th November, 2023	RAILWAY CLOSED - COMMITTEE MEETING
Sunday, 19 th November, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 26 th November, 2023	RAILWAY CLOSED
Sunday, 3 rd December, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 10 th December, 2023	RAILWAY CLOSED – COMMITTEE MEETING
Wednesday 13 th December, 2023	PARTY BOOKING
Sunday, 17 th December, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 26 th December, 2023	RAILWAY CLOSED
Sunday, 31 st December, 2023	RAILWAY CLOSED
Wednesday, 3 rd January, 2024	School Holiday Run 11.00 am to 4.00 pm
Sunday, 7 th January, 2024	Ordinary Running Day 11.00 am to 4.00 pm
Wednesday, 10 th January, 2024	School Holiday Run 11.00 am to 4.00 pm
Sunday, 14 th January, 2024	Ordinary Running Day 11.00 am to 4.00 pm
Wednesday, 17 th January, 2024	School Holiday Run 11.00 am to 4.00 pm
Sunday, 21 st January, 2024	Ordinary Running Day 11.00 am to 4.00 pm
Wednesday, 24 th January, 2024	School Holiday Run 11.00 am to 4.00 pm
Sunday, 28 th January, 2024	Ordinary Running Day 11.00 am to 4.00 pm

THINGS TO NOTE :

- Summer Timetable began on Sunday, 1st October, 2023.
- Running 1st & 3rd Sundays of the month – 11.00 am to 4.00 pm
- Running every Sunday & Wednesday during January, 2024.
- Party Bookings: See “Special Trains Notice Board” - Page 15.
- Volunteers are always required – Contact Harm Jager.

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THE TAIL DISC :



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NEW MEMBERS ARE ALWAYS WELCOME.
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DRIVERS, HANDYPERSONS, KIOSK STAFF ETC ETC...
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