

# PORT BAY EXPRESS

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

Volume No.8 – Issue No.10.

October, 2023.



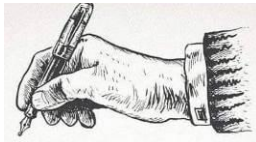
**Daniel Blues drives “Harvey” and Passengers past the Container Sidings on Sunday 17<sup>th</sup> September, 2023. The new earthworks around the sidings are quite evident. Daniel is one of our loyal volunteers, but we need more people. Interested ?? - See Page 24.**

**(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 September turned out to be fairly reasonable for the mini railway, with our 1<sup>st</sup> and 3<sup>rd</sup> Sunday running (3<sup>th</sup> & 17<sup>th</sup>) running plus Wednesdays during the Spring School Holidays (20<sup>th</sup> & 27<sup>th</sup>) calendar 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](http://workingwithchildren.vic.gov.au)



- **DAYLIGHT SAVING TIME BEGINS.....Don't forget to turn your clocks forward by 1 hour on Saturday, 30<sup>th</sup> September, 2023 – before you go to bed !!.**

**Brian Coleman – Secretary.**

## 100<sup>th</sup> ANNIVERSARY OF “THE GHAN” NAMING

Opened in 1879, the railway through the Pichi Richi Pass was the first section of what became the Central Australian Railway to Alice Springs. It was also the first section of the Great Northern Railway which was intended for Palmerston (in Darwin). Before the railway was built, the only method of transport to the interior of Australia was by horse and dray, or by camel trains. Trains hauled passengers, coal, troops, livestock, minerals and agricultural products between Port Augusta, Quorn and beyond for nearly 70 years.

*The Ghan* is one the oldest named trains in Australia, and possibly the most famous and Wednesday, **August 30, 2023** marks the **100<sup>th</sup> anniversary** of the naming of *The Ghan*. There is general agreement the GHAN name is derived from Afghan and the Afghan Cameleers who once provided transport to the outback. Prior to August 1923 the South Australian Railways, the operator of the train, took 3 days to make the train journey from Adelaide to the end of the line, Oodnadatta, and enroute passengers had to stay overnight in hotels at Quorn and Marree.



**Steam Locomotive NM37 and Passenger train departing Port Augusta. (Picture: Noel Reed)**

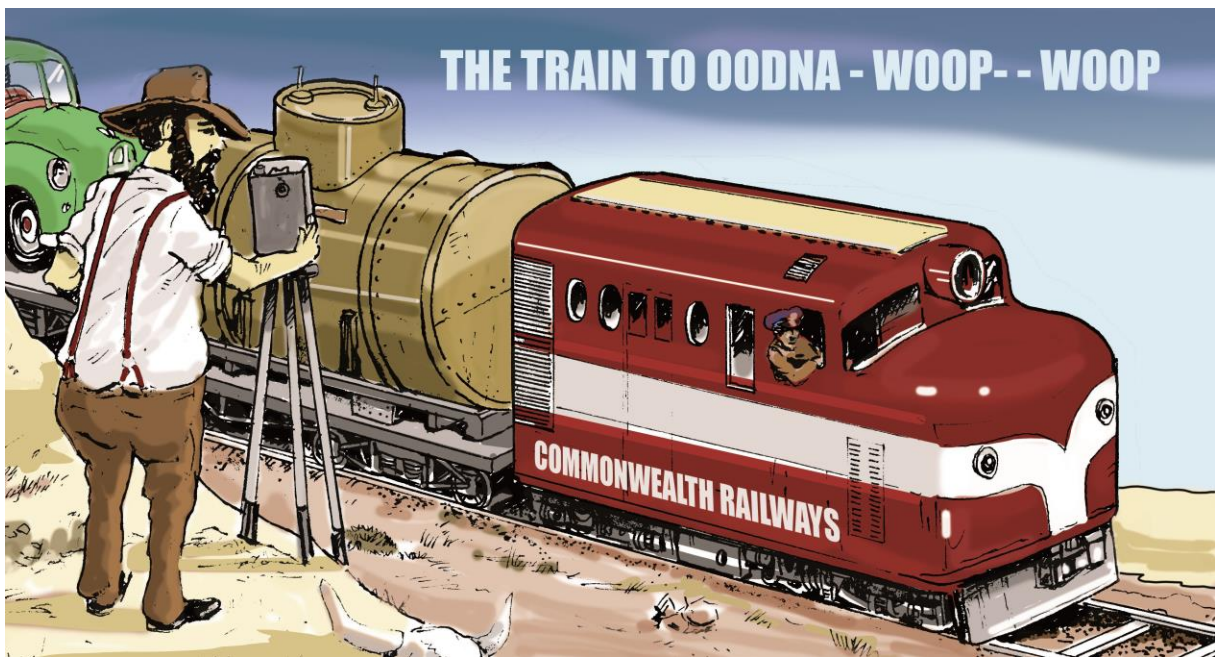
On 30th August 1923 a significant event occurred in Quorn, in the Flinders Ranges, when the Oodnadatta train, still operated by the South Australian Railways, arrived in Quorn from Terowie. This train had a sleeping car attached with the aim of reducing the travel time by removing the 2 overnight layovers.



This innovation of the American Commissioner of the South Australian Railways, W.A. Webb. was quite an event for the railway workers at Quorn and for those who travelled the line and there was quite a gathering of spectators interested in seeing who was travelling aboard the sleeping car.

When the train arrived in Quorn only one passenger alighted from the sleeping car, an Afghan cameleer who was carrying his prayer mat and heading to a quiet corner of the Quorn station yard to say his evening prayers. Amongst the onlookers was Ernie Smith, a locomotive driver and proud unionist. Smith commented *“Struth! If that is all that is coming aboard, we’ll have to call it the Afghan Express.”*

That name, the “Afghan Express” travelled north with that first train. Pichi Richi Railway’s first Honorary Life Member, the late Alfred George Williams, as a young man, was employed as the assistant to the pumper at Oodnadatta and he heard the name coined by the engine crew when it arrived the following day.

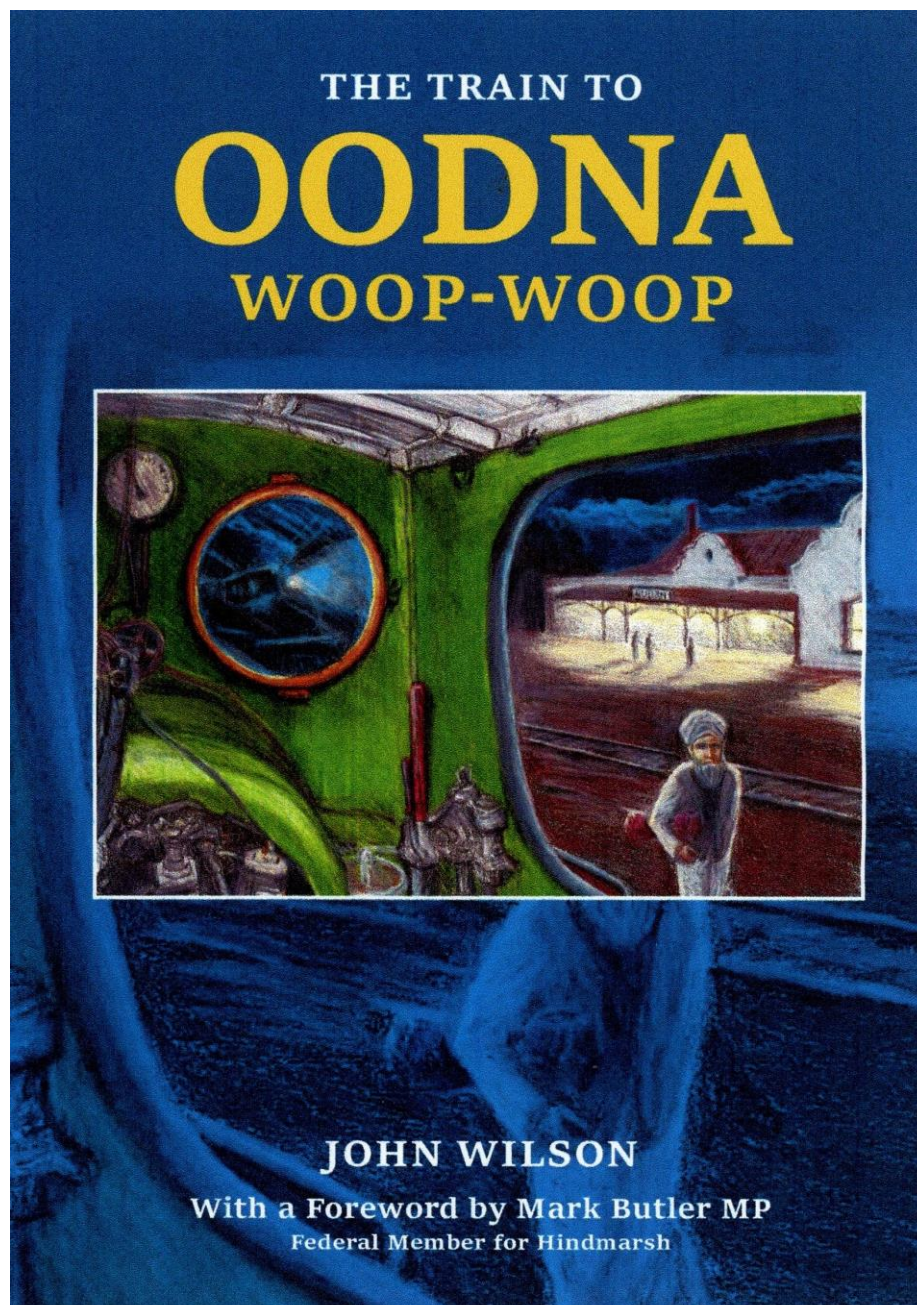


**(Cartoon by Greg Judd and supplied courtesy of John Wilson)**

From that day on, the railwaymen who operated the fortnightly passenger train to Oodnadatta and later to Alice Springs, when the line was extended there in 1929, referred to it as the “Afghan Express”. Over the years they abbreviated it to the “Ghan Express” and later to just the “Ghan” as it is now known. This naming occurred whilst Oodnadatta was still the railhead of the Great Northern Railway. That AFGHAN EXPRESS train is now named "The GHAN" and has gone on to become one of the **world's great train journeys!** Journey Beyond Rail now operates The Ghan and Pichi Richi Railway runs the *Afghan Express* service on that section of the original Ghan line.

In Pichi Richi Railways locomotive and carriage collection is that same sleeping car which the Afghan gentleman rode, SAR Sleeping Car “Alberga”.

**Further enquiries contact: John Wilson - Ph: 0427 608286 or his landline (08) 8251 3294**



John Wilson, a member of the Pichi Richi Railway Preservation Society, in Quorn, SA, has produced a very informative book on the history of the Ghan line – The train to Oodna Woop Woop, RRP \$78 + Postage. He has also written books on The Overland – A Social History, Bobs Railway, The Amazing Adventures of Railway Bob and shortly to be released – The Break of Gauge – A Social History.

Book enquiries can be made to John at: [wilsonriesling@internode.on.au](mailto:wilsonriesling@internode.on.au)



## Yarra Valley Railway Information No.30

### Couplings and Buffers

Years ago simple couplings for railway rolling stock comprised a 3 link chain and a hook. This arrangement allowed wagons and carriages to be pulled, but to stop them from crashing into each other they had buffers.



This arrangement worked, but it did mean that there was a lot of slack between each piece of rolling stock, and for passengers, a jerky ride as trains started.

Screw couplings for passenger carriages resulted in carriages being able to be closer together resulting in a much less jerky ride for passengers.

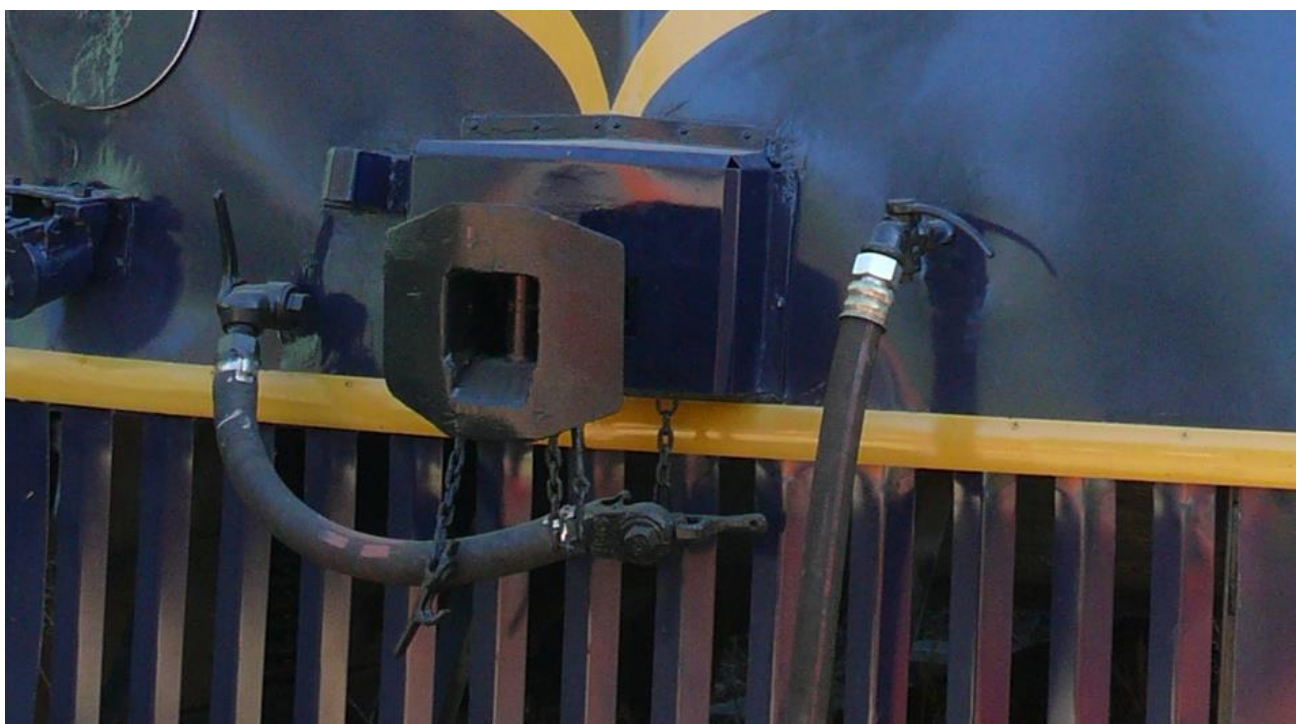
**Below - You will notice that the shunter at Healesville is very cramped as he couples the carriage to the locomotive. Lots of railway shunters lost their lives doing this potentially dangerous work.**







From the 1950's onwards automatic couplings were gradually installed on both freight and passenger vehicles. Automatic couplings can either push or pull so buffers became unnecessary and were removed. This is just one YVR wagon showing where the buffers were originally located on each side. With the buffer removed shunters work became far safer, but they still had to go between the vehicle to connect the train air brake hoses. One YVR van has buffers, screw couplings and an automatic coupling. Walker Rail Cars and trailers are very light, so the heavy automatic couplings used on heavier trains are not required. Their lightly built couplings were able to push or pull so no buffers are required.







The poster features a central image of a large, black, cast-iron stationary steam engine with a large flywheel, set against a yellow background. The engine is flanked by two stylized black leafy branches. Above the engine, the text 'ALEXANDRA MUSEUM' is enclosed in a white, rounded rectangular frame with a black border. Below this, the title 'HERITAGE MACHINERY FESTIVAL' is written in a large, white, serif font. The bottom half of the poster has a black background with white stars and gear icons. A yellow banner with a black border contains the text '9:00AM-3:30PM'. Below the banner, a table lists ticket prices for adults, kids, and families. The address and location are listed in yellow text, followed by details about exhibitor dinner and camping sites. At the bottom, contact information and safety guidelines are provided in white text.

**ALEXANDRA  
MUSEUM**

**HERITAGE MACHINERY FESTIVAL**

**SATURDAY 7 OCTOBER 2023**  
**SUNDAY 8 OCTOBER 2023**

STEAM TRAIN RIDES | WORKING STATIONARY ENGINES  
VINTAGE CARS | BLACKSMITH | HISTORIC DISPLAYS  
MUSEUM | KIDS ACTIVITIES | BBQ | FOOD TRUCKS

**9:00AM-3:30PM**

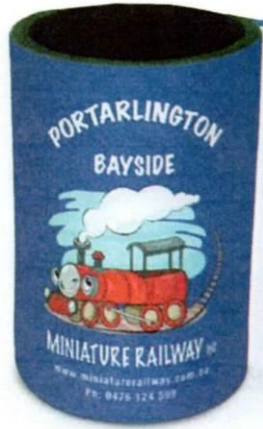
ADULTS	\$10
KIDS	\$5
FAMILIES	\$25

**7 STATION STREET, ALEXANDRA VIC 3714**  
**(1HR 45MINS NORTH EAST OF MELBOURNE)**

EXHIBITOR DINNER ON SATURDAY NIGHT  
EXHIBITOR CAMPING SITES AVAILABLE (BOOKING REQUIRED)

FOR MORE INFORMATION CONTACT PETER ON 0479 066 221 OR AT [ALEXANDRA.RALLY@YAHOO.COM](mailto:ALEXANDRA.RALLY@YAHOO.COM)  
ATTM SAFETY GUIDELINES APPLY

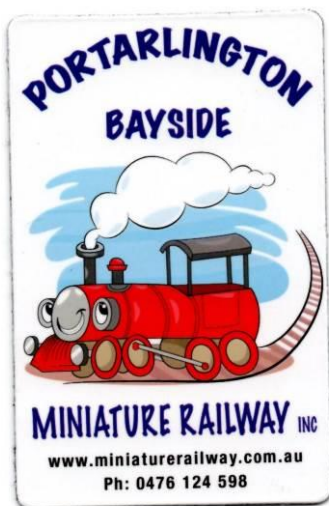
**SOME OF OUR SOUVENIR RANGE :**



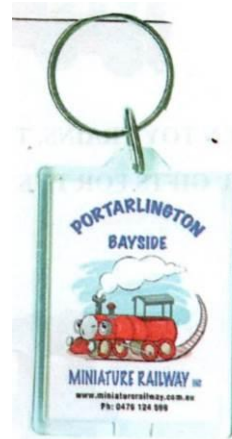
**CAN COOLERS \$7.00 ea.**



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

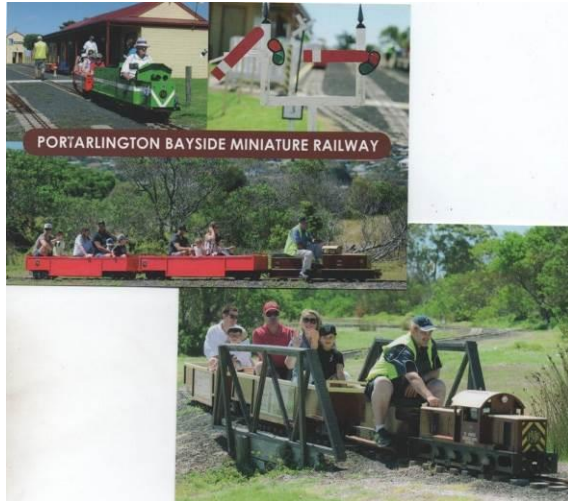


**FRIDGE MAGNETS \$3.00 ea.**



**KEY RINGS \$4.00 ea.**



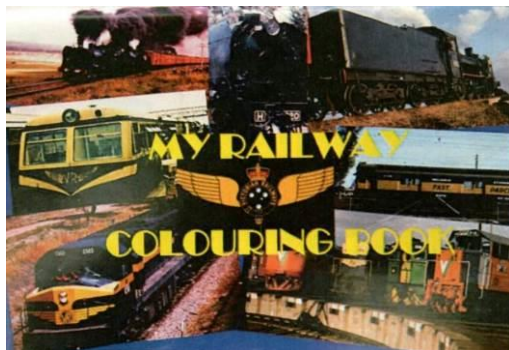


**POSTCARDS \$ 1.00 ea.**



**WOODEN TOY TRAINS,  
TRUCKS, PLANES & OTHER  
LOVELY THINGS**

**PRICES ON APPLICATION.**



**MY RAILWAY COLOURING  
BOOK - \$8.00 ea .**

**JUST SOME OF OUR**

**SOUVENIRS.**

**IF YOU CANNOT SEE IT -**

**JUST ASK.....**

**SOME OF THE ITEMS AVAILABLE AT OUR STATION KIOSK**

**BRIAN M COLEMAN – HONORARY LIFE MEMBER:**  
**CITATION:**

It is with much pleasure that I make this formal nomination of Brian M Coleman for appointment by the 8<sup>th</sup> Annual General Meeting as a Honorary Life Member of the Portarlinton Bayside Miniature Railway Inc.

Brian has been involved in the Portarlinton Bayside Miniature Railways almost from the beginning of our association and joined as a full member during December, 2015. He was almost immediately co-opted onto the Committee as Vice President and within a very short period was appointed Secretary, a position he held with much distinction. In 2019 he stepped down as Secretary and was elected Vice President again and holds this role to the present time. In April, 2022, he was co-opted back as Secretary to fill a casual vacancy that had occurred and during August of that year was elected to the role once again to the present time.

Brian has achieved a great deal for the railway during his tenures of office and has been successful with many of his grant submissions made to various government and other non-government bodies obtaining over \$39,000, much to the greater benefit of the miniature railway as a whole. Early in the piece he took on the role of Editor of our Club Newsletter and created our Port Bay Express publication and has been our Public Relations Officer, with much effect. Has a great passion for railway signalling and has implemented a few changes to our signalling systems much to the greater improvement of our train operations etc.

Over time he has proved to be a loyal and steadfast member, who carries out his tasks and responsibilities in a competent manner in all that he has undertaken. This has, in the opinion of the writer, amply demonstrated that he has carried out exemplary work far and beyond that normally expected of a ordinary member of the association.

It is without hesitation that I, Keith Stasinowsky, formally nominate Brian M Coleman, for consideration by the Committee, for appointment by the Annual General Meeting as a Honorary Life Member of our association. The Committee at their meeting of 12<sup>th</sup> July, 2023, approved of the nomination to be submitted to the 8<sup>th</sup> Annual General Meeting for consideration.

**The 8<sup>th</sup> Annual General Meeting held on Saturday, 12<sup>th</sup> August, 2023, at the Point Richards Station, unanimously approved of the appointment of Brian M Coleman as a Honorary Life Member of the Association.**





## CAMERA CORNER:



**Brian Coleman receives his Certificate of Honorary Life Membership from President Keith Stasinowsky following our 8<sup>th</sup> Annual General Meeting held on 12<sup>th</sup> August, 2023.**

**(Picture taken by Lyndon Coon)**

**SAFETY BULLETIN BOARD**



Safety Campaign No. 2.



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	
May	-	990	1017	212		November	-	939	688	
June	-	630	476	829		December	1290	1601	803	
<b><u>TOTALS</u></b>	<b><u>10551</u></b>	<b><u>9637</u></b>	<b><u>12141</u></b>	<b><u>10608</u></b>			<b><u>5099</u></b>	<b><u>13466</u></b>	<b><u>10982</u></b>	
	FY	FY	FY	FY	FY		YR	YR	YR	YR

Railway carried **917 Passengers** during September, a gain of **51 Passengers** or **+5.88 %**

Results for the current 2023 – 24 Fiscal Year are **2122 Passengers** or a gain of **150 Or + 7.60 %**

Figures represent a loss **in traffic** for the 2023 year of **283 Passengers** or **- 3.12 %**.

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.



**LAKE  
GOLDSMITH  
STEAM RALLY**

# STEAM AND VINTAGE RALLY

**122ND**

**4-5th NOV 2023**

**FEATURING  
BRITISH  
TRACTORS**



**REGULAR ATTRACTIONS INCLUDE:**

- 65 Display Sheds
- Steam & Oil Engines
- Steam Powered Shovels & Saw Mill
- Displays of Earthmoving, Cars, Motorcycles, Tractors & Trucks
- Radio Controlled Model Boats
- Attractions for Ladies & Children
- Blacksmithing
- Threshing
- Boilerhouse Tours
- Grand Parade Daily
- On-site Catering

**HELD AT**  
1234 Carngham-lake Goldsmith Rd  
Lake Goldsmith VIC 3373

**ADMISSION PRICE:**

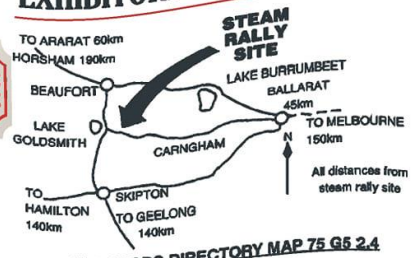
0001 **ADULTS** 0001  
\$15

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

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

**CAMPING FOR EXHIBITORS ONLY**

**FREE, NON-POWERED**



**FOR RALLY INFORMATION CONTACT: TREVOR GRAEME**  
 www.lakegoldsmithsteamrally.org.au • **PO Box 21 Beaufort 3373**  
 Mob: 0407 539 041 Ph: (03) 9723 3310 Mob: 0418 388 149

**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>
<b>Friday, 20<sup>th</sup> October, 2023</b>	<b>Party</b>			
<b>Sunday, 22<sup>nd</sup> October, 2023</b>	<b>Party</b>			

**OCTOBER BIRTHDAY WISHES :**

The following members have birthdays which fall during the month of **October** 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>Graeme Robinson</b>	<b>Sharon Dobney</b>	<b>Sue Stasinowsky</b>
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**TRAIN RUNNING ROSTERS :** (Harm Jager – Roster Clerk.)

The **October 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 November 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....**



The Victorian Railways  
Magazine, November, 1925.

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## Australia's Finest Scenic Railway

One of the finest scenic railways in Australia is that from Cairns to Kuranda in Queensland. Mr. E. W. Pike, District Works Foreman at Wangaratta, recently travelled over this line, and he here describes it for the benefit of readers of the V.R. Magazine.

**C**AIRNS, only three feet above sea level, is surrounded by a range of hills, at times showing out bright and picturesque, then again looking black and angry, as if they would push this live little town into the sea.

Nobody stays at Cairns longer than is necessary, and in most cases the train meets the steamer, and then, hurrah!—a trip through dense tropical foliage, cane fields, plantations of bananas, paw paws, and pineapples.

In the construction of the railway from Cairns to Kuranda, a daring and wonderful sample of engineering is exhibited.

In the short stretch of the line there are 17 tunnels, which, if joined up, would be  $4\frac{1}{2}$  miles long, or half the length of the famous St. Gothard's Tunnel.

In the second section of this line the first engineering difficulty encountered is at the Horseshoe Bend. For the embankment, 110,000 cubic yards of filling were required, this being 12 chains long, 5ft. high, with a base of 175ft.

This bend takes a turn  $1\frac{1}{2}$  miles in length, coming back to within 30 chains of the first point

### Large Masses of Rock

The material excavated from the tunnels consisted of large masses of metamorphic rock, and floating boulders on the surface, merging into diorite, one of the hardest known rocks.

From No. 8 tunnel we approach Rocky Creek, which is 200ft. deep; here an embankment has been formed by cutting away the side of the range to fill the creek; this took 35,000 cubic yards, and leads to No 9 tunnel. This is the longest, measuring 183 yards, and cut out of solid rock.

After proceeding half-way up the grade, you come to Stony Creek Falls; these drop some 900ft., and are in what you might term a hair-pin bend.

The steel trestle bridge spanning the falls, and not the stream, supports the line immediately under this bend, where a notice is placed indicating that it is a 4-chain curve, and the speed of trains must not exceed four miles an hour.

You now lose sight of the canefields and the ocean, but gorgeous views of the valley, tropical forests, and occasionally cattle country meet the eye.

The last tunnel has been left behind, and we emerge to meet the view of large rocks, bouncing and gliding water beaten to a foam in its 700ft. fall from alongside the ends of the track ties to the valley below.



Stoney Creek Bridge and Falls, on the picturesque railway from Cairns to Kuranda, in Queensland.

"The Barron Falls" are the largest in Australia, and make some noise in proclaiming it.

To the left of the falls you can see one of the massive kauri pines, which has been left for tourists to see, standing like a forest king, 9ft. diameter, 6ft. from the ground, and as true as a billiard cue for 45ft. to the first limb.

Above the falls the alligator is unheard of, and Kuranda tourists find the river excellent for mixed bathing.

The climate of this locality is bracing and invigorating as compared with the low-lying lands; and it requires no prophetic seer to foreshadow the time when the people will welcome Kuranda district as the Sanatorium of Australia.

The Kuranda railway station gives one a happy feeling immediately you arrive; it is a pretty brick building, with island platform, beautifully decorated with palms and tropical growth.

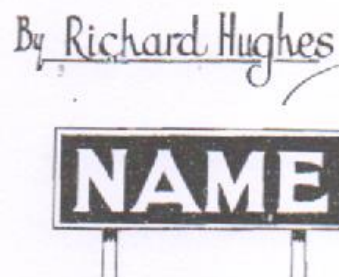
Photographs of Railway interest are always welcomed by the Editor.



June, 1928

THE VICTORIAN RAILWAYS MAGAZINE

Page Fifteen



By Richard Hughes

“WHAT which we call a rose by any other name would smell as sweet,” protested Will Shakespeare. And “Billo is just as good as Romeo,” urged the Sentimental Bloke. But research shows that there is more significance in Victorian railway station names than meets the eye—considerably more.

WHO'S the oldest settler round about here?” a town surveyor asked an old Western District pioneer when the Melbourne-Port Fairy line was being built.

The pioneer stroked his beard. “Let me see, now. Why, of course, Duncan McNicol, to be sure.”

“Duncan?” murmured the resourceful surveyor. “Duncan. H'm. Admiral Duncan won the battle of Camperdown, didn't he? Well, we'll call this place Camperdown.”

That informal little incident of half-a-century and more ago is perpetuated today in the name-board on Camperdown railway station. And the casualness of the christening ceremony has been reduplicated in the dim and misty past in every corner of the State's railway system. Interesting scraps of history, cheerfully irrelevant local incidents, colloquial comment, appropriate and inappropriate aboriginal terms, have all prompted many of the severely respectable titles on station boards, titles now worn by time and usage into prosaic familiarity.

#### A “Tempy” Siding

What, for instance, could have been more casual than the process which evolved the name Tempy for the station between Speed and Ouyen on the Mildura line? Originally a temporary stopping-point, the location was shown on railway waybills as “temporary siding,” was abbreviated gradually to “tempy. sidg.” and was finally christened Tempy when the station was born.

Then, Barpimba on the Cressy line was a synthetic substitute for its former name of Weering. Three shire councillors named Barnard, Pink and Bath bricked the name together by selecting the first three letters of Barnard's and Pink's name to the first two of Bath's.

A vicious scrap between two miners put Bendigo nominally on the map. The smaller man neatly knocked out his opponent, and the crowd of diggers greeted him as “good ole Bendigo!” Bendigo being then one of the most

versatile and best-known prize-fighters in England. The name stuck to the locality, and, although it was officially altered to the more euphonious Castleton in December 1852, and a year later changed again to Sandhurst, it eventually reverted to Bendigo in 1891.

In the Malay dialect, *dookie* means “lament,” and that lugubrious significance attaches to the name of the old station on the Katamatite line. A Mrs. Turnbull, who owned the large Major station in the locality, was continually complaining to the surveyor one Wilmott, of the loss of that portion of her estate which he had appropriated for the township. Wilmott had lived in the Malay archipelago, and with sardonic appropriateness christened the place Dookie.

#### Gullifer's Lilliput

Just as keen an eye for the fitness of things was shown by James Gullifer, a pioneer settler in north-eastern Victoria. He called his property Lilliput, in allusion to his famous namesake's land of discovery. That was in 1844, and the name was afterwards adopted by the railway station.

Casualness in the extreme was responsible for the coining of the name Rushworth. In the gold-boom days it was known as Dry Diggings to distinguish it from a rival neighboring field, Wet Diggings. To emphasise the difference, a goldfields warden at Dry Diggings urged that the name be altered altogether.

“Let 'em pick us out straight away,” he argued. “This 'ere is a rush worth comin' to.”

His carelessly uttered “rush” and “worth” tickled the ear of one quick-witted digger, and the crowd decided unanimously that Rushworth was the very name for the place.

Again, there is the peculiarly named station at Sailor's Falls, between Daylesford and Ballarat. The station's godfather was literally a runaway sailor who fell down the rocky face of a gorge while endeavoring to escape from the police. The drop would have killed most men,

but the badly bruised sailor was able to resume his precipitate flight and to get clean away, leaving behind him a recollection of his exploit which found expression in a name for the cascade in the gorge and, later, for the nearest railway station.

Another misadventure is said to have won Sea Lake its two-word name. The story goes that an Italian bullocky, riding in search of his team, discovered a stray sheet of water. Expecting the water to be the usual swampy depth of a foot or so, he unconcernedly rode his horse into the lake, to avoid a detour, and in a few steps floundered up to his saddle-flaps. His vociferous shouts, as he galloped back to camp, announced that he had found a “blanky lake as deep as a sea”—a sea lake.

Doting fathers have even been responsible for the names of some Victorian railway station names. Mellis, on the Hopetoun line, was so called by farmer-postmaster James Watson after his daughter—Elizabeth Mellis. Suburban station Noble Park derived its name from the parkland on which it was built and which had been christened Noble by pastoralist Alan Frank Buckley, who had a son with that inspiring handle to his surname.

#### Will and Laura

Willaura is said to have been coined by a surveyor in memory of his two children, William and Laura. And Bairnsdale, according to one account, had its origin in the fancy which some local children took to playing in a nearby dell or dale. Although it is more plausibly suggested that the name is a corruption of Bernisdale, which was the Island of Skye home of a Captain Norman McLeod, whose grandson pioneered the first pastoral station in the district. . . .

There are at least two stations which have been burdened with misnomers. Condah, the 8th class station out Portland way, bore the name Lake Condon in 1840, but a newcomer, C. P. Cooke, was told in 1855 that *condah* was the native name for black





"Kate, am I tight?"

swans, which were very plentiful in the neighborhood. Cooke accordingly altered the name to Condah, and, although he discovered later that he had been misinformed, allowed the designation to remain. Prahran is a classic example of the possibilities of phonic spelling. The word should be Purra-ran, a compound of two native words signifying "land partially surrounded by water." So christened by missionary George Langhorne in 1837, its name was passed on orally to surveyor Robert Hoddle, who interpreted it earnestly in his notebook as Prahran.

Incidentally, the varying meanings of the State's native dialect names have a weird, wide, wild and wonderful range. Their significance extends from tadpole (Poonneet) to "plenty of frogs" (Murgheboluc), from night (Burroin) and earth (Natyia) to day (Karoo) and sky (Morang), from woman (Yinnar) to young bachelor (Yan Yean), from fog (Cowangie) and frosty cold (Koo-tong) to summer heat (Kiata) and rising sun (Nowa Nowa), from sand (Colac) to salt water (Beeac), and from "wait a bit!" (Detpa), to "be off!" (Wendourree).

**From Sour Plum to Sore Feet**

Albacutya means a sour plum; Boinka is a flat black beetle; Karn and Cannic, a snake; Carrum, a boomerang; Leongatha, teeth; Werri-mull a grey owl; Parwan, a magpie; Cocamba, a laughing jackass; Darnum, a parrot; Tallygaroopna, a large tree; Gheringhap, the yellow blossom of the black wattle; Almurta, mistletoe; Dilpurra, a flying squirrel; Koroit, a kangaroo; Meatian and Meeniyan, the moon; Dingee, a star; Benalla, big water holes; Boolarra, twenty; Moondarra, thunder; Mathoura, windy; Chinkapook, red water; Boorcan, deep water; Cudgee, a kangaroo-skin; Ninda clouds; Nandaly, fire; Walpeup, big smoke; Bruthen, a devil spirit; and Tarranginnie, a man with sore feet.

Goorambat is derived from *goorambatti* meaning "nonsense." Jung implies "making a mess of things." Mitiamo is a casual remark that "there's a fellow behind me." Irre-

warra is a querulous "What's that?" Tinamba is an earnest exhortation to "pull my toe"—*tin-zyambo*.

Orange blossom scent and golden citrus fruit are the popular associations with the name of Mildura. To the abo, its simple significance is "sore eyes." Equally surprising is the knowledge that Minyip means "ashes, dust and dirt," that Tarwin's publicans are libelled by the native derivation "thirsty," that Woomelang means "very miserable," that Doroo is a "swamp," Murtoa "the home of lizards," Burrumbeet "muddy water," and Teddywaddy more bluntly "dirty water." Perhaps the most cold-blooded significance of the lot clings to Moama's station board—just the one sinister word "dead."

Comfort and ease, on the other hand, are suggested by Ballarat, resting on the elbow (not bending it); by Balmattum, man lying on his back; by Kiamil, to sit; and by Pimpinio, man sitting on his heels. Geelong has the choice of three interpretations and, embarrassed by riches, can't make a selection. One interpretation is "the place of the cliff," another "white seabird or curlew," and the third "swampy plains, the resort of native companions." Seymour was christened by Major Mitchell in honor of Lord Seymour.

The memory of William Buckley, the wild white man, is likewise honored in the name of Buckley station, on the

Geelong side of Winchelsea. The name is in no way connected with the elusive Richard of the same ilk.

Joel, between Ben Nevis and Navarre, is near the site of the Tottingham sheep station which was managed by a Joel Pennington, who sought to dissuade the blacks from maiming and killing his sheep by presenting them with dressed mutton. Strange blackfellows who queried the locals as to the source of supply of their fresh meat were told "Joel Joel." The station name followed as a matter of course.

A separate trail of names has been left behind in the wake of ancient hotels. Old inn names were responsible for the christening of stations like Addington, Carlton, Cheltenham, Homebush, Morwell, Newstead, Ravenswood, Spring Vale and Tostaree. Dunnstown was named after a Robert Dunn, who was the original promoter of the district's distillery. Gould, on the Walhalla line, was not named after the colony's famous archbishop, but after "Roast Beef" Gould, who was the cheerful landlord of the Cecil Inn on the old coach road from Moe to Moondarra.

**Katamatite's Origin**

And it was a hotel—or maybe a series of hotels—which indirectly provided the name for a well-known town in the north-east. Out from Shepparton there was a creek called the Boosey, and the origin of the local railway station's present name is believed to have been connected with an interesting scene enacted on the banks of this creek. A very drunken surveyor staggered down to a group of locals by the creek and, collectively addressing them for some obscure reason as "Kate," demanded superfluously to know whether he "was tight." The answer is said to have been "Yes, you're on the Boosey," and the polished wit so appealed to the drunk that he subsided into wheezy chuckles and repeated the question and answer in accents which were as thick as they were appreciative.

"Kate, am I tight? Hic—yes, yer dern fool, you're—hic—on the Boosey! Kate, am I tight? . . . ."

Katamatite that place is to this day.

**THE PIONEER**

*THROUGH* gorge and virgin forest,  
Where silence reigned supreme,  
The Pioneer undaunted  
Urged on his tired team,

The unknown lay before him,  
And in the dawning pale,  
And through the twilight shadows  
He slowly blazed the trail.

He fought with thirst and hunger,  
That stalked him night and day,  
For in the dim blue distance  
His destination lay.

And in a lonely valley,  
Beside a mountain stream,  
He found his Eldorado,  
And brought to halt his team.

And there he built a homestead,  
And tilled the swelling land,  
Whose breast became a garden  
Under his strong right hand.

And with the changing seasons,  
A village round his grew,  
And from the distant seaboard  
The welcome train passed through.

His was the brave old spirit,  
Which in our land was first,  
To conquer bush and desert  
Through hunger, want and thirst.

And graves that mark the hillside  
Tell their sad silent tale,  
Of past days, when our fathers  
Went out to blaze the trail.

—HARRY TUNNECLIFFE

## THOUGHT FOR THE MONTH :

You can't really begin to appreciate life until it has knocked you down a few times. You can't really begin to appreciate love until your heart has been broken. And you can't really begin to appreciate happiness until you've known sadness. Once you've walked through these valleys, the view from the mountaintop is breathtaking.

—susan gale







## PBMR – CALENDAR OF EVENTS :

<u>DAY &amp; DATE:</u>	<u>EVENT &amp; TIMES:</u>
Sunday, 1 <sup>st</sup> October, 2023 (DST Begins)	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 8 <sup>th</sup> October, 2023	<b>RAILWAY CLOSED – COMMITTEE MEETING</b>
Sunday, 15 <sup>th</sup> October, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Friday, 20 <sup>th</sup> October, 2023	<b>PARTY BOOKING</b>
Sunday, 22 <sup>nd</sup> October, 2023	<b>PARTY BOOKING</b>
Wednesday, 25 <sup>th</sup> October, 2023	Children's Week Event - 11.00 am to 3.00 pm
Sunday, 29 <sup>th</sup> October, 2023	<b>RAILWAY CLOSED</b>
Sunday, 5 <sup>th</sup> November, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 12 <sup>th</sup> November, 2023	<b>RAILWAY CLOSED – COMMITTEE MEETING</b>
Sunday, 19 <sup>th</sup> November, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 26 <sup>th</sup> November, 2023	<b>RAILWAY CLOSED</b>
Sunday, 3 <sup>rd</sup> December, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 10 <sup>th</sup> December, 2023	<b>RAILWAY CLOSED – COMMITTEE MEETING</b>
Sunday, 17 <sup>th</sup> December, 2023	<b>Ordinary Running Day 11.00 am to 4.00 pm</b>
Sunday, 24 <sup>th</sup> December, 2023	<b>RAILWAY CLOSED</b>
Sunday, 31 <sup>st</sup> December, 2023.	<b>RAILWAY CLOSED</b>
<b><u>THINGS TO NOTE:</u></b>	
<p style="text-align: center;"><b>Summer Timetable began on <u>Sunday, 1st October, 2023.</u> -</b></p> <p style="text-align: center;"><b>Running 1<sup>st</sup> &amp; 3<sup>rd</sup> Sundays of the month - 11.00 am to 4.00 pm.</b></p>	
<ul style="list-style-type: none"> <li>• <b>Party Bookings: See "Special Trains Notice Board" – Page 16.</b></li> <li>• <b>Volunteers are always required - Contact Harm Jager !!!.</b></li> </ul>	

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**VACANCIES EXIST FOR STATION STAFF, SIGNALLERS,  
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