

PORT BAY EXPRESS

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

Volume No.8 – Issue No.9.

September, 2023.



Its Sunday, 6th August, 2023. The picture shows Harvey being driven by Lyndon Coon and passengers arriving into Point Richards Station following another run. Rochelle Holstein can be seen displaying the red flag stop signal to the driver. Both are loyal members of the association on whose help we greatly appreciate. Want to join our happy band of Volunteers ?. We have vacancies, if interested. Apply at our Station or to our contact address as shown on Page No. 26. (Picture: Michael Hofman)

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 of us all...Please consider !!.
- The month of August turned out to be a quite one for the mini railway, with our 1st and 3rd Sunday running (6th & 20th) running calendar resulted in a slight decrease 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 Keith on 0476-124-598.
- **Have you renewed your membership Subscription yet ??.** Renewal Forms have been issued to all members and you are requested to renew your subscription **without further delay.**
- 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
- **DAYLIGHT SAVING TIME BEGINS.....Don't forget to turn your clocks back by 1 hour on Saturday, 30th September, 2023 – before you go to bed !!.**

Brian Coleman – Secretary.

Australian Miniature Railways. Part 6 - Definitions

Before the 1930s there appeared to be little structure to the miniature railway scene. From this period, there appeared to be a development of preferences of style and size. When describing railways, it is important to give sufficient details to allow for readers to pigeonhole the railway into their understanding of the general hobby. Previously, a private railway could be built, operated and disbanded with only a few people knowing of them. Even 40 years later, with modern communication and social networking how many know the nature of Maurie Braumann's 7¼ inch gauge railway at Talbot, Victoria, with two 1:8 scale steam locomotives? A report on Maurie's railway should include details like: Track length, a simple circle or a scenic run through the bush, open to the public or fully private, etc. In tracing historical background through this series, it is hoped to convey the nature of the various branches of the hobby with the purpose of seeking to answer some basic questions of why this or that was done.

When describing little railways for the technically interested, it is helpful to have some definitions. These definitions apply to Australia and should have some similarity with worldwide terminology.

Amusement Park Railway. A small passenger carrying railway that may or may not feature scale model equipment. Includes Showman's miniature railways.

Commercial characteristics. Features associated with the commercial operation of a railway. Examples:

- Robust construction of locomotives or vehicles to the extent that aesthetic appearance is impacted, or the driving experience is degraded. Some examples of hydraulic drive could be included here if the locomotive runs at a fixed speed for a fixed setting of the controls.
- A focus on handling large numbers of passengers at the expense of operator enjoyment.

Narrow gauge industrial miniature locomotives are sometimes favoured by commercial operators because of their robust nature and greater capacity to enclose the driver against adverse weather.

Garden Railway. For the first half of the 20th century, a backyard railway of O gauge (1¼ inch), Gauge 1 (1¾ inch), 2½ inch gauge or 3½ inch gauge. These tracks were often not suited for carrying the locomotive driver, so clever steam locomotive control methods were used. Lineside features added interest.

Live Steamers. Perhaps sometimes like a garden railway, but with a focus on the model engineering of the live steam locomotive. Operating tracks must be stable and carefully aligned so models can run at speed without the risk of derailment. Lineside features have always been an interesting addition, however, generally the sole purpose of the track is for operating the locomotives. For the benefit of the driver and passengers, tracks are sometimes elevated to accommodate sit astride vehicles.

Miniature Railway. (Also see Railway in Miniature) A passenger carrying railway including some scaled down aspects of a full-sized railway. The meaning appears to have varied over time:

In the early 20th century, it referred to the showman's miniature railway. The locomotive was a miniature, but usually not much else. Carriages were small, but not scaled down models.

In the mid 20th century, as the showman's railways were disappearing, the hobby scene started to create passenger carrying railways featuring a range of scaled down equipment. This was the start of attempting to not only have a miniature locomotive, but also to generally build all aspects of the railway in miniature.

In the last quarter of the 20th century, as model engineering groups built tracks for their 5 inch gauge live steamers, the term “miniature railway” was applied. This was essentially a return to the meaning used by showmen for a passenger carrying railway, featuring a scale model locomotive.

Miniature Light Railway. A development seen towards the end of the 20th century. A miniature version of an industrial light railway. There has been increasing popularity of miniature industrial style steam locomotives with the associated advantage of the driver sitting inside. This in turn allowed for railways to be built with very tight curves, meaning railways could be built almost anywhere.

Model Railway. A railway that is generally of G gauge or narrower. Their chief appeal is the capacity to have quite a complex and realistic railway within a room, a shed, a backyard garden or a clubhouse. A difficulty with this size of railway is the prevalence of cheap and toy like versions seen in any toy shop. In a sense, this issue is shared with the full range of miniature railway sizes. Many operators have built a locomotive with a petrol engine concealed within a boiler shaped drum and towed a string of carnival carriages behind it. The issue might be one of being comfortable describing the hobby to new friends, in a meaningful way. The British magazine Model Engineer changed its name to Engineering in Miniature. This name change shifted the emphasis from “Model” to “Engineering”, reflecting the change in popular meaning of “model” from being a realistic miniature version to a toy like version.

Park Railway. A passenger carrying miniature railway specially built for a large public park or a large private estate where the passenger’s comfort on a long journey is provided for by high seats, generous legroom and side by side seating. The British pioneer small railway developer Arthur Heywood alluded to these criteria in 1877 “For carrying passengers, however, he had found 9 inch gauge to be too narrow; human beings had the awkward habit of not keeping still and were thus not very stable loads.” In 1874 he had set the minimum gauge as 15 inches, however, in Australia the minimum track gauge for this purpose has been 10¼ inches.

A significant feature of park railways is the freedom to build passenger vehicles in a range of styles. Many park railways have used carnival style carriages. These make no attempt to look like a real railway carriage. They are simply a semi-enclosed passenger vehicle with comfortable seats. Other railways have built scale model carriages, so the whole train conveys a sense of realism. Origin of the term Park Railway – Amusement Park Railway, City Park Railway (USA) Estate (Park) Railway (Britain).

Private railway. These are generally closed to the public. Some private railways have the occasional public days as fund raisers for charity.

Public railway. This indicates some form of regular public passenger operation. The ownership of the railway can be Private or Public. Private ownership can include the whole site or just the railway, such as for a showman leasing the site. Interestingly, Public Ownership is a concept that can raise some confusion, so to help clarify this:

1. Club ownership. This is for the case where the site is government owned land, and the club has wind-up rules directing that property goes to a government owned organisation. The equipment owned by the club is therefore not owned by the members. The members are custodians for the time being and custodianship steadily flows to the new members as the previous membership move on. This arrangement usually gives the public the best opportunity to get involved and operate equipment without needing to purchase anything. It also tends to give the best security for a very long-term future operation of the railway.

2. Ownership by a club owned museum. This is similar to club ownership of a railway. The main difference is that the railway might be an “added attraction” meaning that control of the railway is a shared responsibility between the museum management and the railway section.
3. Ownership by a government owned museum. The volunteers who seek to participate in the railway might have to deal with a whole raft of limitations. Employed management might not have any comprehension of how to manage volunteers. Heritage railway equipment might have onerous guidelines for conservation meaning it is almost impossible to bring particular equipment into public use.

Railway in Miniature. (Also see Miniature Railway) The meaning of “Miniature Railway” has been creeping to include almost everything except table-top trains. This raised the need for a clearer description for those railways that seek to capture realism in a maximum variety of visible aspects. “Railway in Miniature” places more emphasis on the word Railway, intending to convey the familiar sense of a railway when travelling to distant places.

Showman’s Miniature Railway. A commercial revenue earning facility that is typically portable, like many of the carnival rides since about 1900. Venues were mostly the seasonal seaside holiday centres, agricultural shows and special civic events. The regular schedule gave some stability to the otherwise erratic pattern of activity. Choice of track gauge – quoting from Miniature Railway magazine Issue 49, p15 “They had to be small enough for easy transport, and rugged and simple enough to be carried on rough outback roads. Rolling stock had to deal with boisterous, unaccompanied children! Twelve-inch gauge handles those conflicting requirements rather well.”

Styles of full-size railways, represented in miniature.

Industrial. Typically for single purpose freight hauling. E.g. Sugar cane, timber & mining.

Main Line. The very visible railways serving every city with passenger and freight services. Includes 3 foot 6 inch gauge rolling stock, which generally have a similar appearance to standard gauge equipment.

Express locomotive – A type of locomotive designed to haul passenger trains quickly. They typically have the power required to haul trains up hills at a reasonable speed, achieving a high average speed for the journey.

For miniature express steam locomotives, intended for much hard work, the driving wheels are often made to a slightly smaller diameter than determined by scaling down the size of the prototype driving wheels. This design modification increases the drawbar pull while reducing the top speed of the locomotive. In practical terms, the locomotive drive mechanism is then under less stress and the possible top speed is more than enough for the intended purpose.

Narrow Gauge. Having a similar purpose to main line railways but having a significantly lower capital cost to build with respect to negotiating hilly country. A form of light railway.

The following are included because of the possibility of applying them to miniature railways.

Light Railway. A full-size railway with a relatively light axle load. This choice of design and construction was usually for cost saving in the initial investment, or for engineering reasons such as the need to use tight curves. In Melbourne, the Puffing Billy railway was built as a light railway, to save on the enormous cost of the civil engineering works of cuttings, embankments and bridges. The logging tramways were the most common practice in Victoria of building industrial light railways. The small gauge pioneer Arthur Heywood built 15 inch gauge light railways. This was not an attempt to be a miniature version of something bigger, but the rolling stock was designed to be practical on this very narrow gauge. Also see Miniature Light Railway, above.

Minimum Gauge Railway. An industrial style of light railway featuring 15 inch gauge. Designed for carrying freight or passengers. A concept developed by Arthur Heywood.

Next instalment – Clem Meadmore - Pioneer provider of model engineering supplies - Supported the formation of model clubs – Builder of the Chelsworth Park Railway.

BELLARINE VINTAGE MACHINERY MEET – 2023.

- It's coming around very quickly!
- **Bellarine Vintage Machinery Group's** Father's Day Event at Oneday Estate Winery, 45 Curlewis Road, Curlewis on **Sunday 3 September 2023 between 9am – 3pm.**

This year we are featuring some animals including sheep shearing and market stalls to give the whole family something to look at.

The traditional steam engines, tractors and engines will be on display.

A traction engine will be driving an early 1900's thresher which will be separating grain from the sheaves of oaten hay. A straw press from the same era will be pressing the thrashed straw. It is a Humble & Nicholson machine made in Geelong around 1900. A vintage tractor pull will be conducted.

There will be plenty to see and do for the whole family. Including horse and cart rides, tractor trailer rides, various market stalls, various displays, classic cars and trucks and there will be food available on site. We hope to see you there.

For more information please contact **Graeme Brown on 0408 524 067** and for the tractor pull please contact **Mike Moore on 0458 493 872**



Yarra Valley Railway Information No.29

Rail Joints

In years gone by railway tracks were made up of short lengths of rail, lengths that could be man handled.

At the end of each length of rail there was a joiner, a fish plate, that connected the rails. A small gap was left between the ends of the rails to accommodate expansion of the rails in hot weather. It was this gap that gave the “clickety clack” noise associated with rail travel in days gone by.

No matter how carefully the joints were attended to, these joints provided a weakness in the track. The rails flexed as the train wheels crossed them and heavy trains actually damaged the ends of the rails.

To counter this problem modern track laying tends to use long lengths of rail and the joins are welded to reduce damage. A very firm track bed is required to hold the welded rails in place as the rails try and expand in hot weather.

Above left: After greasing the rail joint is reassembled using the hydraulic rattle gun.

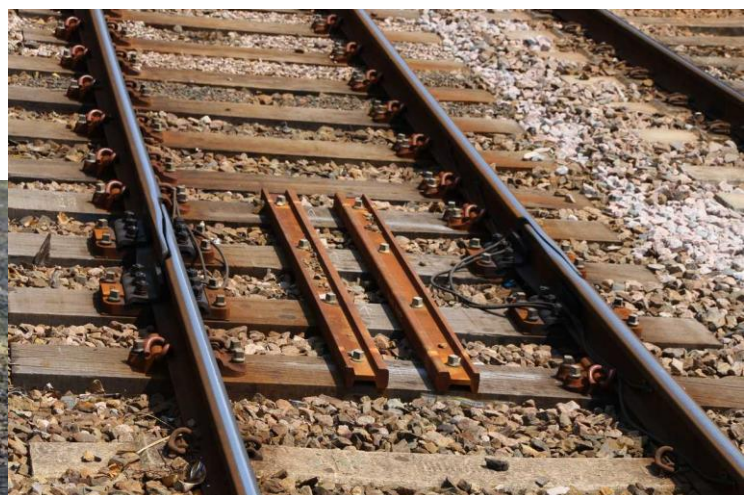
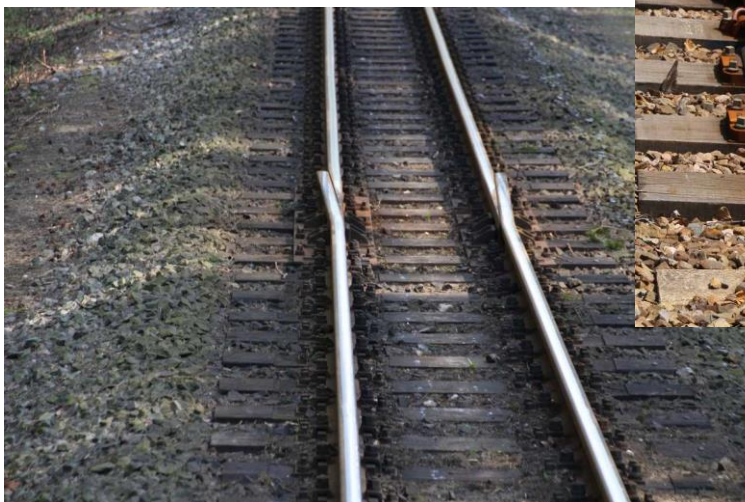


Above right: A rail joint has had the fish plates removed and greased with a grease and graphite mix to ensure that expansion and contraction at the joint is possible.

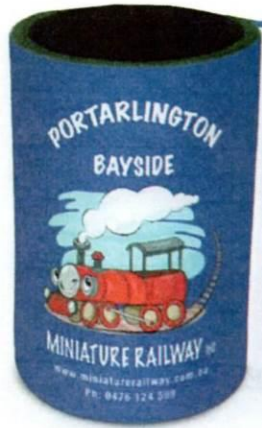


This photo shows the damage that the rail in this expansion joint has sustained, the result of the hammering action of the wheels of many heavy trains crossing the gap between the two ends of the rails.

On some overseas railways, rather than using a straight right angle expansion joint, these photos show joints which would provide a smooth ride for passengers, however they provide high maintenance for track crews.



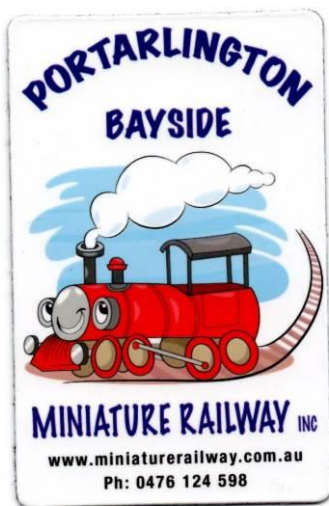
SOME OF OUR SOUVENIR RANGE :



CAN COOLERS \$7.00 ea.



ENGINE DRIVER CAPS
\$20.00 ea.



FRIDGE MAGNETS \$3.00 ea.



KEY RINGS \$4.00 ea.

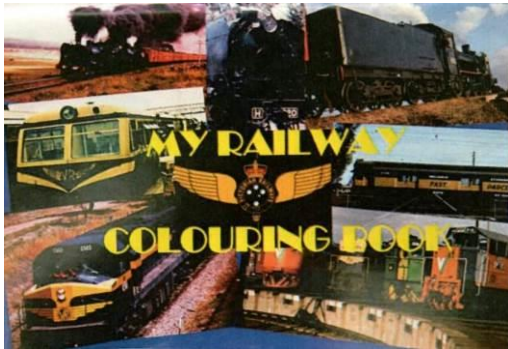


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JUST SOME OF OUR

SOUVENIRS.

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JUST ASK.....

SOME OF THE ITEMS AVAILABLE AT OUR STATION KIOSK



Thursday, 14th September, 2023 is RU OK ? Day.

Just what does RU OK ? Day actually mean to all of us ??.....

It means it's a time when we should all reach out to one another and offer whatever support that may be required. It has never been more important now to check in with each other, lean on those around you for support or seek the services of the following 24/7 assistance.

BEYOND BLUE	1800-51-23-48
LIFELINE AUSTRALIA	13-11-14
MENS LINE	1300-78-99-78

The Victorian Railways
Magazine, December, 1925.

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“Gatekeeping Isn’t As Easy As It Looks!”

Gatekeeper P. O'Brien has been opening the gates at the Park Street level crossing, Moonee Ponds, for the past 18 years, and remembers the days when motor cars were far from common. He anticipates one of the busiest Christmases on record this year, and in this special interview discusses some of the little-known aspects of his responsible job.



PARK STREET level crossing, about half a mile out from Moonee Ponds station, is one of the busiest crossings in the State, and boasts the only automatic signalling frame in use in any gatekeeper's cabin in Victoria.

Mr. Patrick O'Brien smilingly admits that he has controlled affairs at the crossing for 18 years. His strong physique and jaunty bearing give good promise for another 18.

"When I first came here," he declares, "motor cars were nearly as scarce as our leisure moments are at present. I say nearly as scarce, for now and again we used to see a motor.

"Things have changed, though. It's absolutely impossible now, even if it were permissible, to leave the gates unattended for one minute.

"You see, we have to keep the gates continually open for trains, but must run out and open them when a car or vehicle draws up to get through, provided, of course, that the automatic signalling frame indicates that there is no train approaching."

This automatic signalling frame is the ordinary type in use in signal boxes, and was installed at Park-street early in 1918.

Safety First is Not All Slogans

It shows two lengths of track, which are illuminated by an electric glow, but which darkens immediately a train approaches.

From the time the glow disappears, the gates must remain closed to road traffic, even if all the King's horses and all the King's men were kept waiting.

Besides keeping the road gates closed, the gatekeeper operates levers which automatically lock the wicket-gates and prevent pedestrians also from crossing the rails.

Finally, when the train has passed, and the gatekeeper is free to open the gates for waiting vehicles, he must first switch over an ingenious device in his cabin, which controls signals on each side of the crossing, and gives warning to approaching trains that the gates are open for road traffic.

The Department, it will be seen, doesn't restrict its "Safety First" activities to slogans and appeals to the public.

"Yes, we're kept busy," continues Mr. O'Brien. "Our aim is to keep the train wheels moving, and at the same time prevent delays to the public. I think we can safely claim to have done this successfully.

"It's no easy matter to let motors across

without delay. Even at the slack periods of the day, we have a 15-minute service, while between 5 and 6 p.m., we handle—let me see," Mr. O'Brien consults a large time-table hanging on the wall, "yes, 24 electric trains, as well as a couple of expresses.

"And on Saturdays, when there's race meetings at Mooney Valley or football matches at Essendon, well—!"

Words fail the gatekeeper, and he shrugs his broad shoulders expressively.

Mr. O'Brien is of opinion that this year's Christmas traffic will be extremely heavy.

Everybody's Buying Cars

"Everybody's buying cars nowadays," he remarks, "and if the weather is any way warm, well, we'll be warm too before we're finished."

Night work constitutes the most trying portion of a gatekeeper's life. After the last train has passed, the gates are locked against road traffic, but the gatekeeper must be prepared at any moment to jump out of bed and rush out to let a car through.

"It's amazing how people will persist in selecting the darkest and wettest nights to go home late by car," says the gatekeeper musingly. "Springing out of a warm bed in the early hours of a winter morning, tossing on a few clothes, and stumbling out into the cold to open the gates for a carload of drunks isn't much of a joke, you know.

"Still, the job has its occasional compensations, too. One day I saw a rather wild-looking customer walk through the gates, turn round, walk back again, stop and stare round him for a bit, and then walk across the line again.

The Postmaster-General!

"He kept this up for quite a while, and at length I went out and asked him what was the game. He replied very calmly that he was the Postmaster-General, and started walking across the line again.

"We rang up the police, and found out that he was a mental case who had escaped from Carlton."

Mr. O'Brien is pardonably proud of the fact that during his 18 years' experience at Moonee Ponds he has never been in any way concerned in a railway mishap or accident of any kind.

If carefulness counts for anything, he never will be.

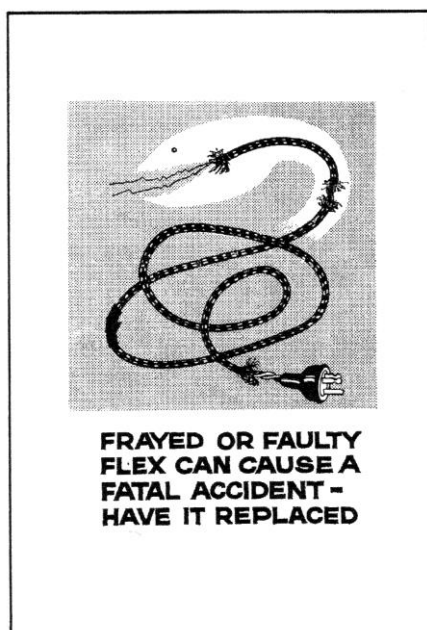
An interesting article from the Victorian Railways Magazine of December, 1925 looks at the duties of the now defunct Gatekeepers at Park Street, Moonee Ponds. The hand gates lasted until March, 1959 when they were replaced with automated Boom Barriers.

CAMERA CORNER:



During August, 2023, saw the new fencing between the Signal Box and Toilets being erected. The picture shows early progress on the fencing was completed in three days. It has been a long term project but now finally completed. (Picture: Brian Coleman)

SAFETY BULLETIN BOARD



AVOID FALLS



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	
April	-	1718	2315	1975		October	-	1610	497	
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 **396 Passengers** during August, a loss of **106 Passengers** or **- 21.12 %**

Results for the current 2023 – 24 Fiscal Year are **1205 Passengers** or a gain of **99 Or + 8.95 %**

Figures represent a loss **in traffic** for the 2023 year of **334 Passengers** or **- 4.07 %**.

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.

A History of Tullamarine Live Steam Society.

The Tullamarine Live Steam Society was founded in late 1974 by a small group of individuals who wanted to start a club in the north-western suburbs of Melbourne.

This group approached the Broadmeadows City Council for a suitable track site and was eventually granted a lease on a site at Tullamarine near the airport. The location of the original Club is, of course, the reason for our name, Tullamarine Live Steam Society.

The first circuit of track, which was dual gauge 3½" and 5", was officially opened by the Mayor of Broadmeadows on July 25th, 1976, and by early 1983 a 7¼" track circuit of almost 500 feet in length was also operational. Membership increased, and over the years many facilities were added, sufficient to enable TLSS to hold a couple of very satisfactory Conventions.

However, in 1995, the Council advised the Society that the site was to be put up for sale, and despite a lot of activity by both club members and members of the public to prevent this, the lease was not extended. Having to start all over again after almost twenty years of hard work was a heartbreaking task.

Through negotiation with the Hume City Council the Society selected and leased approximately 6.7 hectares on public land in the township of Bulla, about 10 kilometres away. This site, although a barren, exposed and windy area on the top of a deep gorge, was in an area allocated for development for community use. In public 'parkland' there was already a Community Hall, a Tennis Club and, along with some Historic buildings and a Rose Garden, all of which were positive features.



Earthworks being undertaken to build the Bulla Hill Railway during 1997.- (Pic: FB TLSS)

The City of Hume assisted with the costs of relocating the moveable parts of the club equipment and tracks to the new site, as well as extensive planning details, a large amount of earth works, and much rebuilding of the facilities, for which the club was most grateful.

Members voted that the new site be called the BULLA HILL RAILWAY.

Earthworks, involving some deep cuttings, were completed by June of 1997, and the clubrooms and workshops were erected in a compound area along with separate carriage sheds. A circuit of 5"-7¼" track was completed by the following year.

A temporary Station for this circuit was erected utilising a garage, and odds bits of roofing material created an area of covered raceway for the public, a ticket office, and the souvenir shop.

The private club compound area circuit length up to the main line consists of 500 metres of 5" – 7¼" track, and the main circuit for passenger travel is 1400 metres in length, which is a 15-minute trip over bridges, through cuttings and past ponds and with a great view of the Macedon Ranges as well. Work also began on a separate 3½" – 5" circuit of 800 metres.

Bulla Hill Railway was officially opened on March 4th, 2000.

Having completed the absolutely necessary infrastructure for the track, signals, crossings, traversers, unloaders and steam up bays etc. work was then begun on several projects to provide adequate amenities for the public who support the Club by coming along for a train ride.

By 2004 the major project of financing and building a brick station incorporating toilet facilities, kiosk, ticket-box and crew room was completed. Along with this, a private picnic area, complete with shelters and barbecue facilities, was provided. The construction of 'Bondy's Bridge' allowed public access to the enclosed private picnic area.

This work involved seven years of intense, sustained effort and commitment, and as the Club only has about 50 active members, they are justified in being extremely proud of the results achieved in such a relatively short period of time.

Hume City Council continues to provide support with its ongoing commitment to the whole area. The picnic area and children's playground just outside our grounds has been a valuable addition. Council also continue to provide indigenous plants and shrubs along with mulch for their protection. The first trees, planted in 1997, grew from 150mm to 2 metres high in the first year, transforming an almost barren landscape. This beautification is a continuing project, with an area of more than 10,000m² of landscaping completed to date.

An interchange track which allows the 5" locomotives to crossover onto the 'big' track circuit was completed, as well as a section of track to enable trains to by-pass the station area and therefore run continuously.

Another project is the erection of a non-passenger carrying elevated track circuit of approximately 180 metres especially for the lighter 5", 3½", G gauges and hopefully O gauge can be included as well.

As well as working on current specific projects members also staff public running days once a month and work continuously maintaining the grounds, track, buildings and the four club locomotives. There will always be just a little bit more to do and new members are always welcome.



Two views of the Bulla Hill Railway in action – 2022. (Pictures: FB TLSS)

Tullamarine Live Steam Society
 Bulla Hill Railway
 15 Green Street
 Bulla Vic.3428
 Melway Ref. 177 B7
 G.P.S. 37° 38' 03.50"S 144° 48' 16.02"E



TLSS – BULLA HILL RAILWAY DETAILS ARE:

<u>LOCATION:</u>	15 Green St, Bulla. 3428. Vic.
<u>OPERATING DAYS:</u>	3rd Sunday of the month 12 noon – 4.00 pm
<u>POSTAL ADDRESS:</u>	P.O. Box 107, Tullamarine. 3043. Vic.
<u>EMAIL:</u>	secretary@bullahillrailway.com.au
<u>TELEPHONE No.</u>	0423-611-364
<u>WEBSITE:</u>	www.bullahillrailway.org.au
<u>FACEBOOK:</u>	Bulla Hill Railway

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>

SEPTEMBER BIRTHDAY WISHES :

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

Daniel Blues	Lyndon Coon	Ronald Frank
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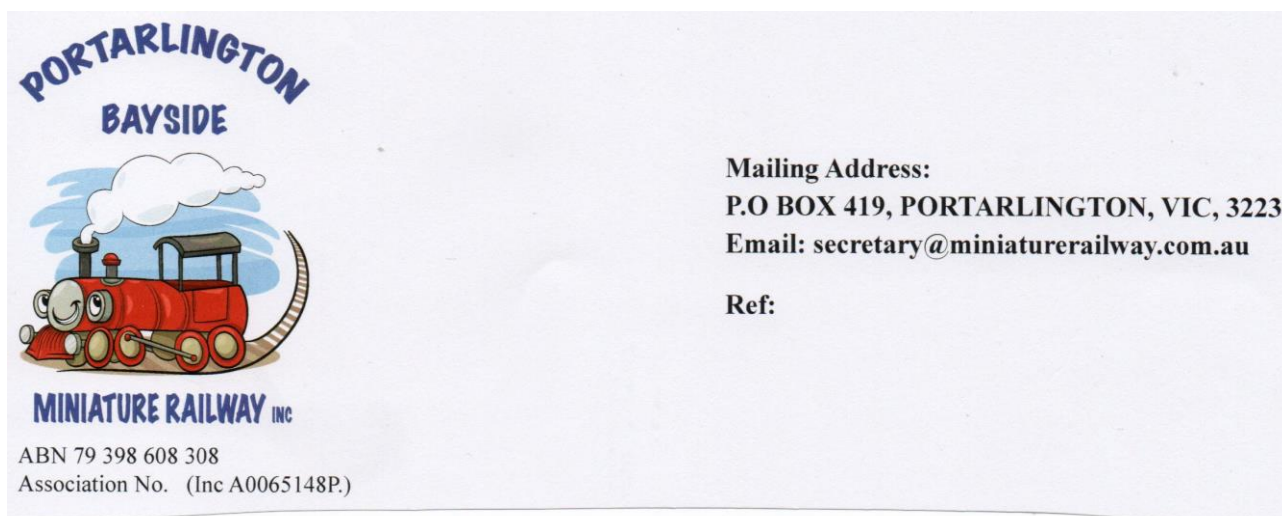
TRAIN RUNNING ROSTERS : (Harm Jager – Roster Clerk.)

The **September 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 October 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....



12th August, 2023.

FATHER'S DAY CELEBRATION AT MINI RAILWAY :

A big hi to all our supporters – better bring Dad down to the Railway on **Father's Day, Sunday, 3rd September, 2023**, from 11.00 am to 3.00 pm. The great news is that Dad's will ride free all day on this day – Now that's not going to break the family budget !!. Have heard a whisper that Dad'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 Father'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 our Info Line – Tel No. 0476-124-598.

- Or -

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

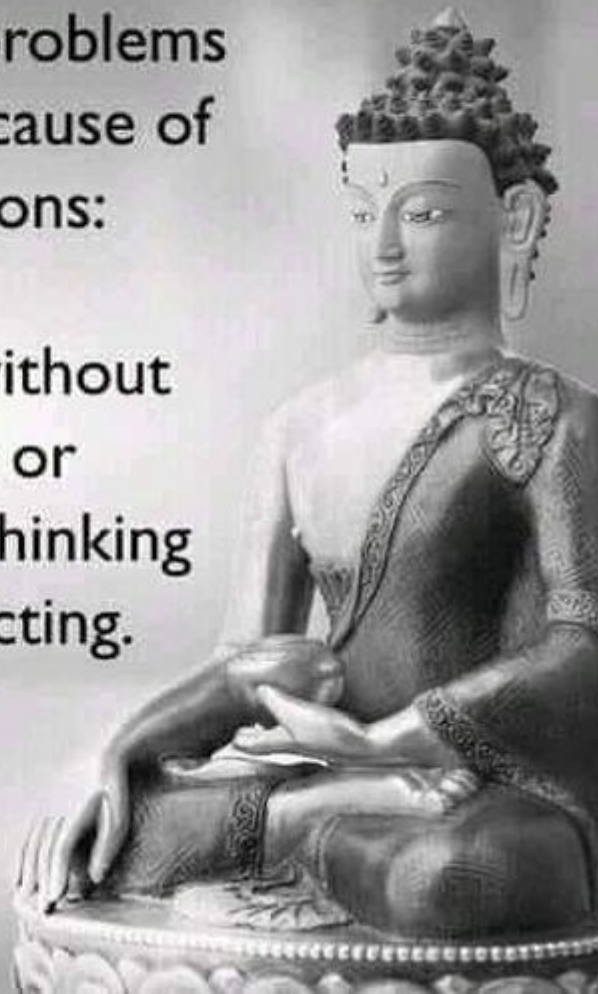
Our Website : www.miniaturerailway.com.au

Our Email : secretary@miniaturerailway.com.au

THOUGHT FOR THE MONTH :

Most of the problems
in life are because of
two reasons:

1. We act without
thinking or
2. we keep thinking
without acting.



8th ANNUAL GENERAL MEETING – 2023.

On Saturday, 12th August, 2023, we were able to conduct our 8th Annual General Meeting at the Point Richards Railway Station.

The meeting got under way with our President, Keith Stasinowsky in the chair. Apologies were received and the minutes of the 7th AGM were adopted. The minutes of the Special General Meeting of 11th February, 2023 were also then adopted. There was no business arising from either of the previous meeting minutes.

Next items on the agenda were the consideration of Ordinary Business, which included the adoption of the Annual Report and approval of the financial statements and other related documents. These were all adopted.

The next item on the agenda was the recommendation from the Committee regarding the Annual Membership Subscriptions for the 2024 year. The recommendation was that the 2024-25 fees remain at the current rate was adopted, to be effective from 1st July, 2024..

This was followed by an item to consider Brian Coleman for appointment as a Honorary Life Member of the Association. The meeting approved of the Committee's nomination.

The elections to the Committee were then conducted by the Returning Officer, Rochelle Holstein assisted by Phillip Dall & Peter Walker. Under the new Rule changes nominations were called prior to the meeting being held. The Annual Elections were held and the results were: **President: Keith Stasinowsky, Vice President: Brian Coleman, Secretary: Brian Coleman, Treasurer: Harm Jager, Ordinary Committee Members; Clive Harper, Keith Satterley & Lyndon Coon.**

Following the election Certificates of Appreciation were presented to Elizabeth Turner, to all of our Sponsors as shown as named in this Newsletter, and to Jaycar Electronics. As there was no further business the meeting was closed. Members then partook of some light refreshments which were enjoyed by all those present.

A Committee Meeting was held later at which many matters were discussed and resolved for the overall benefit of this miniature railway association.



WANTED TO SELL :
CURTIS CONTROLLERS (24V 110 Amp)
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CONTACT: Keith on MOBILE No. 0476-124-598.



Ornithologist? - Incorrect
Zoologist? - No
Entomologist? - Much closer -
but wrong
Arachrologist? - Wrong again.
Mothologist? - Hmm, looks
good - better
check the
Dictionary -
No such word
- still wrong!

It's the Editor looking hopefully in the Mail Bag
for Articles or Topical Notes - How About It ???

(SLSV - BWN)

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

PBMR – CALENDAR OF EVENTS :

<u>DAY & DATE:</u>	<u>EVENT & TIMES:</u>
Sunday, 3 rd September, 2023 (Father's Day)	Ordinary Running Day 11.00 am to 3.00 pm
Saturday, 9 th September, 2023.	COMMITTEE MEETING
Sunday, 10 th September, 2023	RAILWAY CLOSED
Sunday, 17 th September, 2023	Ordinary Running Day 11.00 am to 3.00 pm
Wednesday, 20 th September, 2023	School Holiday Run 11.00 am to 3.00 pm
Sunday, 24 th September, 2023	RAILWAY CLOSED
Wednesday, 27 th September, 2023	School Holiday Run 11.00 am to 3.00 pm
Sunday, 1 st October, 2023 (DST Begins)	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 8 th October, 2023	RAILWAY CLOSED
Saturday, 14 th October, 2023	COMMITTEE MEETING
Sunday, 15 th October, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 22 nd October, 2023	RAILWAY CLOSED
Sunday, 29 th October, 2023	RAILWAY CLOSED
Sunday, 5 th November, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Saturday, 11 th November, 2023	COMMITTEE MEETING
Sunday, 12 th November, 2023	RAILWAY CLOSED
Sunday, 19 th November, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 26 th November, 2023	RAILWAY CLOSED

THINGS TO REMEMBER :

Summer Timetable to began on Sunday, 1st October, 2023. -

Running 1st & 3rd Sundays of the month - 11.00 am to 4.00 pm.

- Party Bookings : See "Special Trains Notice Board" – Page 19.
- **Volunteers are always required - Contact Harm Jager !!!.**

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- 🌐 alisonmarchantmp.com.au

connect with me



THE TAIL DISC :



LOOKING FOR A NEW HOBBY - WE NEED YOU !!

NEW MEMBERS ARE ALWAYS WELCOME.

**VACANCIES EXIST FOR STATION STAFF, SIGNALLERS,
DRIVERS, HANDYPERSONS, KIOSK STAFF ETC ETC...**

APPLY AT OUR STATION...

EMAIL:	secretary@miniaturerailway.com.au	FACEBOOK	Miniaturerailway
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