

PORT BAY EXPRESS

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

Volume No.7 – Issue No.4.

April, 2022.



Sunday 13th March, 2022 sees David Dobney driving Sam and Passenger train passing the Up Distant Signal at Proceed which indicates that his train will proceed via No.3 Road and do another lap around the track. David is one of our loyal band of volunteers, whose help and assistance is appreciated. (Pic: Brian Coleman)

OUR PRESIDENT REPORTS :

Another month has gone by and a lot of work has been done by our dedicated volunteers. A section of track between containers and culvert is finished and passed by our Competent Person. Thanks to everyone involved with it. Now looking at doing major maintenance on the curve at the caravan park end, also relocating of gates on platforms one and two, to conform with our audit (gates too close to train tracks) Working towards keeping up with our time line from our audit. Train running should not be inconvenienced too much in other words should not have too many cancelled running days. Rolling stock is being serviced as per time line of audit, but needs to be kept up to time frame

Birthday parties are still happening and are being very much enjoyed by people attending. A big thank you to all our volunteers who have done work on the tracks, running days, parties, and work behind the scenes, perhaps not acknowledged as well as it could be, as its not seen on the coal face, however I can assure you that there have been literally hundreds of hours of paperwork put into the progression of the train.

It would be great to see some more volunteers at our working bee days, just to share the load a little more as we have some very tired and overworked fellows, stretched to the limits at present, these boys need a few extra hands to lift the load a little more. This has been more noticeable on running days....and a word of wisdom. If you don't believe that one person can make a difference...you have never been in bed with a mosquito!

Keith Stasinowsky – President.



FROM THE SECRETARY'S DESK:

- *Easter Running: The PBMR will be running on the Easter Saturday which will be a \$2 event for food, drinks and rides only. We will also be operating on Easter Sunday as well. School holiday running will happen in the month of April with 2 Wednesday's included into our running programme.*
- *If anyone is interested in booking a party or would like to enquire about one, please call our Party Booking Officer, Ashleigh on 0476-598-124. We still have some available dates in March and April and May even*
- *Drysdale Machinery Meet. The PBMR will have a stand at the event and hoping that people will come and say hello to our wonderful team of volunteers.*

Ashleigh Myers – Secretary.

HISTORY OF THE MELBOURNE STEAM TRACTION ENGINE CLUB INC

The name “Melbourne Steam Traction Engine Club” is a bit deceptive. The club has been in existence for over 50 years and although its focus was initially on preserving the few remaining mobile steam engines this has since broadened substantially. It now includes industrial steam engines, diesel engines, earth moving machinery, blacksmithing, tractors, models, a miniature railway and more. As an indication of the breadth and significance of the collection the museum was honoured by being awarded a rare heritage marker by Engineers Australia. The museum was acknowledged as having one of the largest and most diverse collections of industrial heritage machinery in Australia.

It is no dusty collection of rusty broken down old machinery. The club’s policy is, where possible to restore exhibits to operational order and display them in action. The large stationary engines are all mounted and plumbed into steam lines or diesel lines etc. as appropriate and run regularly. The mobile exhibits trundle around the grounds.



Pic 1 - View of some of the industrial steam engines steamed up and running.

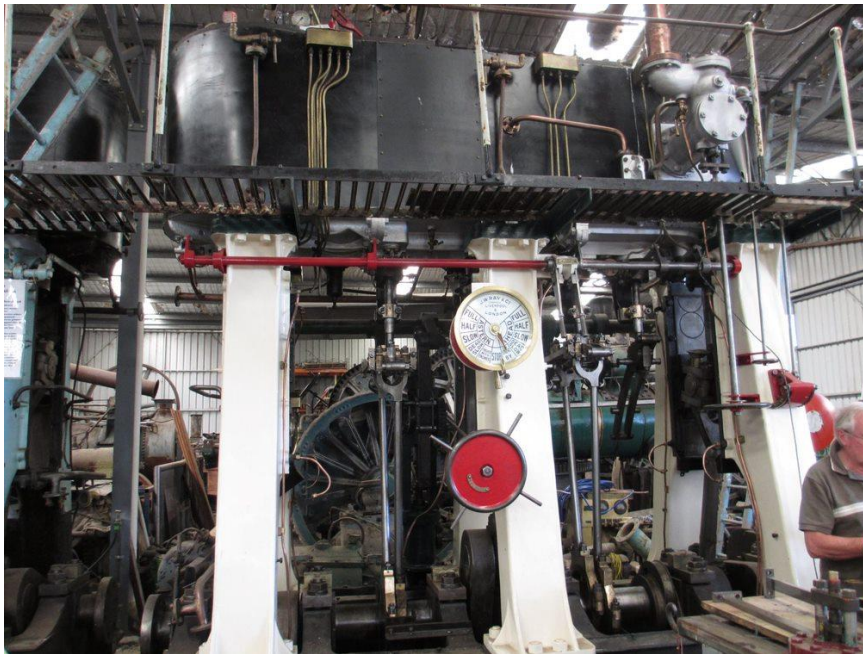
All this is accomplished by an enthusiastic band of member volunteers. Between them they keep alive the skills needed to maintain and operate this vintage machinery. They enjoy the camaraderie of team work and the satisfaction of working on projects that have a lasting legacy for the community.

The club has also undertaken to “save” a number of large historically important items that were too large for private collectors. The big walking dragline visible from the road as you pass the museum is an example of this. This machine “walks” along on big flat feet! It was a massive exercise for the club to recover and restore this unique machine otherwise destined to be buried at the bottom of the coal pit at the Hazelwood power station.



Pic 2 - Rapier walking Dragline

When a steam tug was being scrapped in 2006 the club put huge manpower effort and considerable expense into salvaging the steam engines and engine room. The engines are now set up in a configuration mimicking the engine room. A number of members have been drawn to projects in areas that they are or have been involved in during their working lives. The steam tug engine room team including a couple of retired steam ship engineers now have the engines, pumps and associated equipment running. The original boilers are on site but too massive to fire up to provide steam so the team have restored and operate an interesting old vertical boiler to run the engines.



Pic 3 - Steam Tug "Lyttelton II" Engine

Another aspect of the museum is its earth moving machinery collection. Because of its size old earth moving machinery rarely makes its way into museum collections but the size of the club's grounds and the enthusiasm of the Morris family have resulted in a fascinating collection of old road making and earth moving machinery being on display at the club. This machinery has been restored to working order and can be seen in action in the big sandpit in the back paddock on rally days.

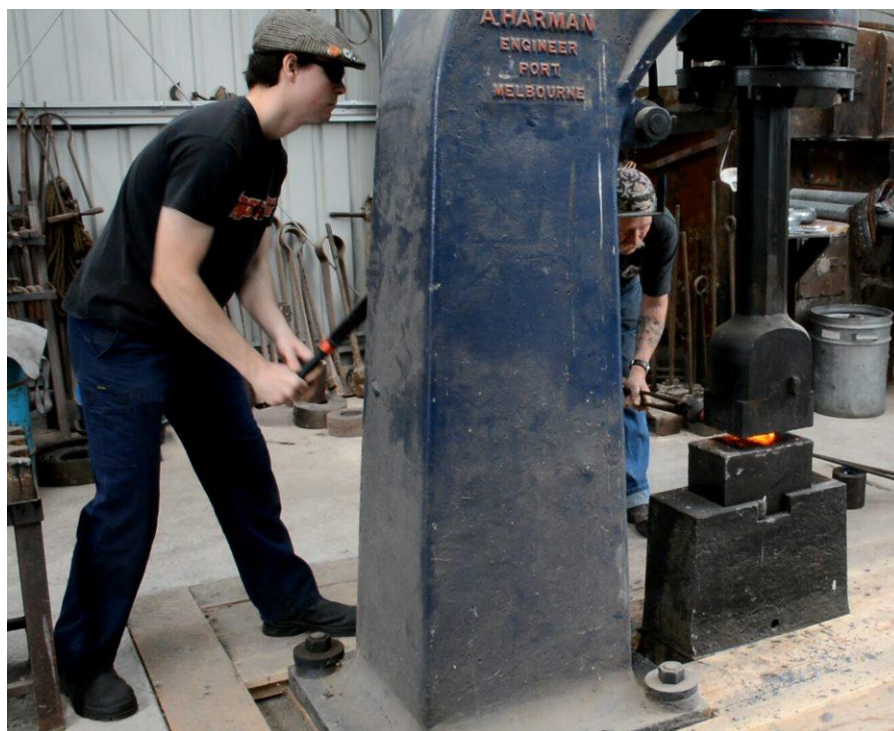


Pic 4 - Earth movers in the big sandpit

With the club's mobile steam equipment the club is keeping alive the skills needed to repair, maintain and operate this old technology. The club has a number of traction engines, steam rollers and portable steamers that all require major boiler work from time to time. This is specialist work and members are keeping alive the tools and techniques necessary to keep these steam relics running.

Members are currently developing a saw milling display driven by an old portable steam engine. Covid has disappointingly delayed work on this but it is hoped to have it up and going for the March steamfest weekend.

Another area of the club where old skills are preserved and passed on is the blacksmith's shop. Here a steam hammer, once a part of all larger scale industrial workshops, is demonstrated thumping red hot metal into shape.



Pic 5 – Working the Steam Hammer

Trains are very popular with the younger set but not many visitors, regardless of age, visit the club without taking a ride. Our members designed and built the comfortable carriages. They are currently just finishing off a new diesel electric locomotive to be the new workhorse for the passenger service. The loco has been designed and built by the club membership. Volunteers maintain the track and rolling stock and man the train each Sunday between 11am and 4 pm.



Pic 6 - New loco under construction

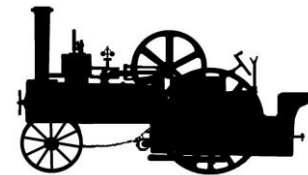
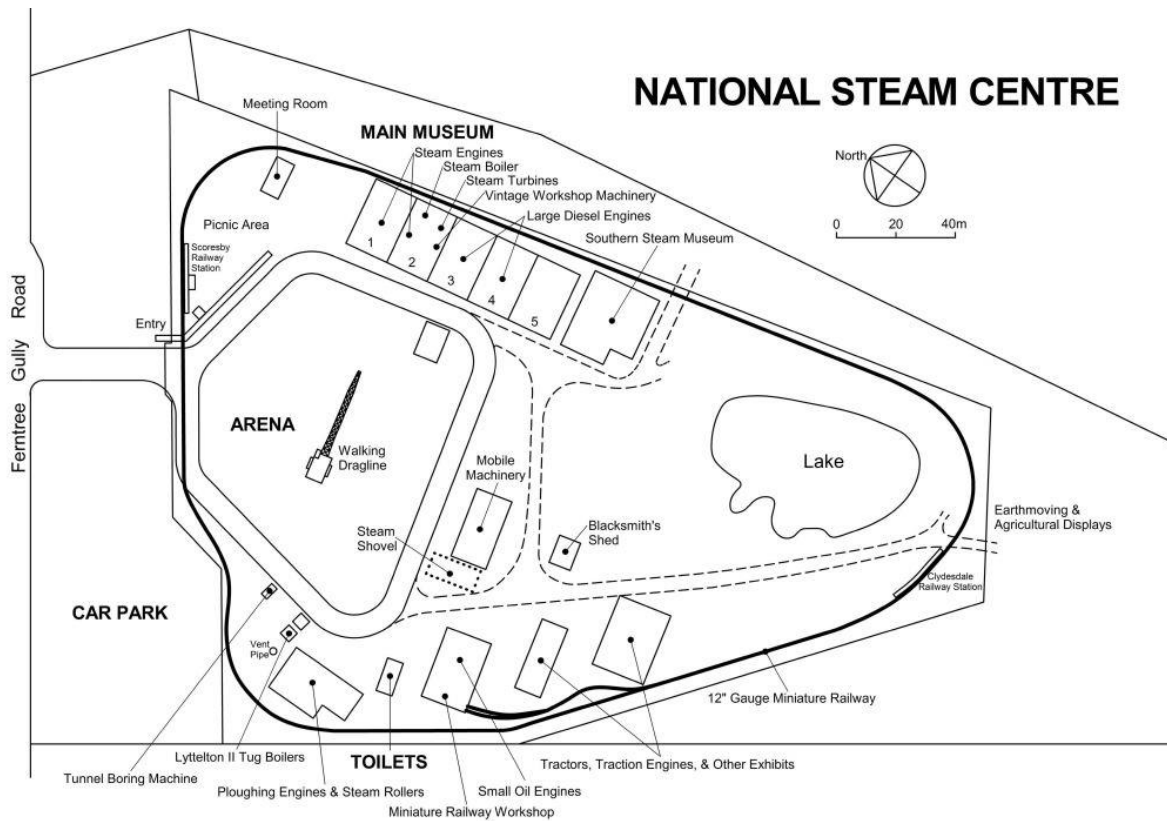
This is just a glimpse at the variety on display. To discover more about the rest of the displays, including the blacksmithing, jet engine, turbines, walking dragline, Stuart tank and more you will have to call in and take a look. The museum is open from 11am to 4pm on weekends with the miniature railway running on Sundays. The last Sunday of each month is “Run Day” when the museum comes alive. The steam boiler is fired up, the steam and diesel engines operate and a selection of the mobile equipment rattles around the site. But to really see it at its best come to the 2023 Steamfest Rally over the Labour Day long weekend of the 11th, 12th and 13th of March when everything will be going and the club exhibits will be enhanced with displays from outside exhibitors.

For a more comprehensive look at what is at the club see the club web site at www.melbournsteam.com.au

To visit coming from the west take the M1 motorway getting off onto Ferntree Gully Road at exit 11. Drive along Ferntree Gully Road for about 5km till you get to the Eastlink Freeway, The club is on the right immediately before Eastlink but you have to make a U turn under the freeway to get to the car park. It is well worth a visit.



Pic 7 & 8 – The 12” gauge miniature railway in action - 2022 Steam Rally.

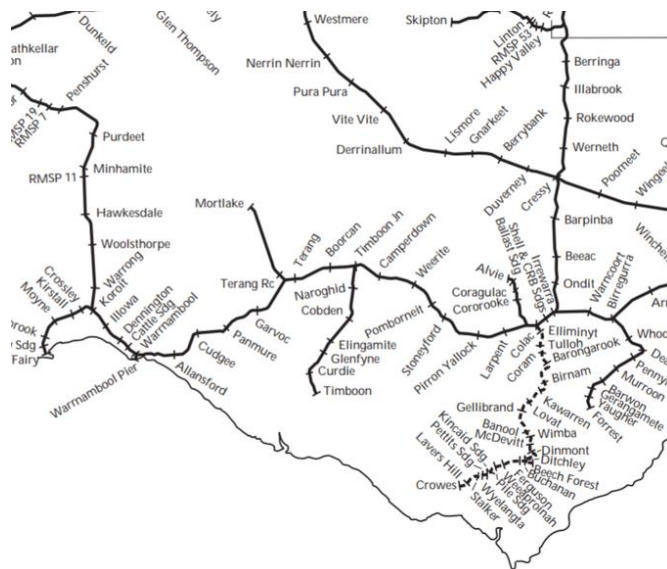


M.S.T.E.C INC – DETAILS ARE:

LOCATION:	1200 Ferntree Gully Rd, Scoresby. Vic. 3179
OPERATING DAYS:	Weekends 11.00 am – 4.00 pm
POSTAL ADDRESS:	1200 Ferntree Gully Rd, Scoresby. Vic. 3179
EMAIL:	secretary@melbournesteam.com.au
TELEPHONE No:	(03) 9763-1614
WEBSITE:	www.melbournesteam.com.au
FACEBOOK:	melbournesteam

ALL STATIONS TO TIMBOON - By Charles. D. Gavan-Duffy.

FOUR miles west of Camperdown, or, to be meticulously accurate, at mileage 127 miles 10 chains 09 links, a branch line leaves the Main Geelong Warrnambool track and veers away southward. This is the line which was always headed in early Working books "Curdies River Line" and it extends for 22 miles to the little forest centre of Timboon. It may not be generally known that this line represents portion of an ambitious project to connect Ballarat with the sea, and there is a Railway Reserve from Port Campbell to Timboon to this day !. In early years there was great rivalry between Colac and Camperdown as to which town should get a line from Ballarat, and many were the deputations and heated arguments between all contending parties !. Out of it all came two lines Irrewarra to Beac (which really did reach Ballarat in later days), and our line. Nowadays there is no passenger traffic on the latter, but it is reasonably busy with freight.



To describe the line as it is today, briefly – The branch leaves the main stem by a 15- chain curve crossing the Princes Highway by an open crossing in half-a-mile, a bit dangerous on the Up journey as trees conceal the train. Having surmounted this hazard, the line rises at 1 in 50 for nearly a mile, then drops down again over a high fill for a few chains, and climbs up again for a further mile to the summit of Potter’s Hill, after which it curves down for 1 ½ miles to Naroghid at half the distance at 1 in 50; this being called Naroghid Bank or the “Narrowingout”. At Naroghid itself there is now only a siding and the remains of the platform and nothing else, when the war ceased (or did it) and it came to replacing the station name board, it was simply fastened to the timber facing of the platform on the pit !.

The gatehouse remained her until quite recently, but has now vanished. From this siding to Cobden is 4 ½ miles, of which the first 1 ½ rise gently, after which the line curves down, mostly at 1 in 50, through the bush, which is here first met with. Approaching Cobden, the line flattens out and the station is on the level. There is an SM here, and it is a Staff Station, but there are no signals, and no crossing loop, just a loop siding which is used for a rare crossing of trains. There is also a Goods Shed and recently a water tank has been added. Cobden itself is quire a village.

From here to Elingamite is $4 \frac{3}{4}$ miles, all level and almost straight; here there is a platform, shelter shed and siding. In not quite two more miles of straight line comes Glenfyne, just such another as Elingamite. Here the line leaves the level and starts to wind down for $4 \frac{1}{2}$ miles to Curdie at 1 in 50, and 1 in 40; the bush is very thick and pretty, and the fire hazard is great in summer. The curves, which are numerous, are 20, 18, 16 and even 14 chains.

At the start of the 1 in 40 Limestone Creek is crossed on a high timber bridge, and on the same grade at $146 \frac{1}{4}$ miles is the Victorian Agricultural Co's Siding, generally known as the "V.A.L". This is nearly always worked by a switch from Curdie. Half a mile further, Curdie's River is crossed on another high timber bridge, and Curdie itself is reached. At this tiny village there is a wooden platform and the Lime Company's works and Siding. From the level at Curdie the line ascends at 1 in 49 and 1 in 43 for $2 \frac{3}{4}$ miles to the terminus at Timboon. There is a Porter in charge here, and a Home signal; there are also stock yards and facilities for loading timber, etc and siding accommodation, to which are added a turntable and water crane. With the opening up of the forest country, this village is growing, and three trips a week are not always sufficient to deal with the goods traffic, particularly as the load is limited to 250 tons for a D3 engine on Glenfyne Bank for Up trains. At present there is a goods scheduled on Monday, Wednesday and Friday, but it is no means unusual to have to go out at least one other day and every now and then there are live Stock specials.

I have indicated the original Genesis of the line, but its real start was the letting of the contract for its construction on March 29, 1889 to Buscombe Chappel and Bell for the sum of 92,134/15/7 Pounds. More than 12 months later, to wit on May 6, 1890, it is chronicled that the Firm's Ballast train commenced running between Camperdown and Curdie's River, which it continued to do until October 31 the same year, with the exception of one month. In this connection, a Ballast Pit Junction one mile on the Up side of Camperdown was opened as a temporary staff station and remained open till the last day of October of that year. There is no trace to be seen of it today. Curdie's River Junction was opened as a Staff Station on February 19, 1890; it was not interlocked, but there were signals, as it was recorded in the Appendix of May, 1890, that they were not lit at night. (In connection with this is a cryptic remark: Engine runs attached to 6.30 Ballast train") On August 5, 1890, the permanent box at the junction was opened with a 13-lever frame, of which 4 were spare and remained in use for many years. This was a "one man" job, the signalman living in a cottage by the box, and at whatever hour a train ran he attended to it, no staff exchange boxes in those days !. I have the last train register kept at this box, and there it is chronicled that on at least one occasion John Manley signed on duty at 8.0 am one day, off at 4.30 am the next, and on again 4.30 am and off something after midnight !. But, if the truth were known, I think he had a pleasant rural existence.

There were and are no sidings at the junction, but trains were crossed there by use of the branch. It is a curious fact that although the junction came into use in February, 1890, and is mentioned in the Appendix of May of that year, neither it nor the Ballast Pit Junction get any mention in the Working Timetable for August 11, 1890, the Staff Sections appearing as Pomborneit – Camperdown – Camperdown – Boorcan. On September 4, 1890, the Contractors started to carry goods and they embarked on the business of passenger carrying 18 days later, hiring a “B” car from the Department for the purpose. Then, on Thursday, June 9, 1891, they were running on trip daily between Camperdown and Cobden, and in August of that year were conveying “passengers” and “produce” right through to Timboon.

On April, 5, 1892, the line was opened for traffic with stations at Naroghid, Cobden and Timboon, a further station “Tweedies” at 142 ½ being opened very shortly afterwards (A 814/92). This is Glenfyne, the name being altered on June 17, 1892. It is said that there were no signals on the line except at the Junction, and there were certainly none in 1898. Timboon however, one of the curious signs known as “Test Brake” Boards was eventually provided 600 yards on the Up side. These affairs were the result of an economy drive, which brought about the removal of signals from a number of terminals, and were apparently intended to ensure that Drivers did not overrun the Dead-end; but they did not provide any real protection for the Station, and, as they were not lit, meant less than nothing at night !. Timboon was provided with a Home signal and plunger locking in 1912. Some, if not all, of the crossings had gates at the start, but all are open now, there being 16 of them.

Other sidings which are or have been on this line are James and Cornish’s Siding, which was situated a quarter of a mile on the Up side of Timboon and is listed on 5th April, 1895 as a No one in charge Siding; it never gets a mention in any of the Commissioners Annual Reports and just vanishes after 1903. It’s purpose in life was “Timber outwards”. In the 1906 financial year both Elingamite and Montgomery and Bradshaw’s Siding were opened. Of these the former was and still is at 140 ½ miles while the latter was at 145 miles in the bush, where the bank eases for a moment. Firewood and timber brought them both into existence. In 1910 the Limestone was worked at Curdie and a siding was opened there at 146 ¾ miles on the river bank in that year, and it still does business at the same stand there being also Curdies River Lime Company, Private Siding. In 1912 the name of Montgomery and Bradshaw’s Siding was changed to Brucknell, a change which was apparently too much for it as Weekly Notice 17 of 1913 announces its closure. In 1912 the Southern Cross Lime Co’s Siding was opened at the Down end of Curdie, it did not do very much business and is listed as suffering very heavy damage by floods and appears only once. However in 1915 Brucknell re-appears momentarily to receive credit of earning a whole two pence by way of rental and nothing more what for I can’t say !. After that year the stations and sidings remained as they now are until the Victorian Agricultural Lime Siding was opened (at 146 ½ miles on the bank) in 1938, and still functions.

Prior to this however a Basalt Co. had started work on the hillside near the site of Brucknell, there was no siding, but elaborate rules were framed for leaving trucks on the main line to be loaded, and then be pushed to Glenfyne on the return trip. This however only operated once or twice as the venture came to nothing. There was also a suggestion of loading timber at a spot nearer Glenfyne while the trucks waited, but this also failed to mature.

In the debacle which set in in 1892 Cobden and Timboon were placed in charge of women and all the sidings were unattended and this continued for many years, a SM being reappointed at Cobden some time just prior to 1913, and it became a permanent staff station in WN 39/14 with no record of opening, opened again in 24/19 and closed 43/19. It may be noted that the Sections Camperdown – Curdies River Junction – Timboon were equipped with the then new Lock Staff on 6th September, 1898.

The train service was originally daily but became tri-weekly on 30th March, 1893 and since that date it has generally remained at that though a daily service sometimes ran in the Summer not long before the passenger service ceased in 1931 the mixed was running daily and at the end it ran on Monday, Wednesday, Friday, Saturdays, with a Postal Motor on the other two days. This service has always been run from the Camperdown end and from 1893 to 1896 the Working Book notes that the Timboon train will be run by the engine of No.3 Down and 12 Up Geelong Mixeds usually an Old R or F but for many years now an engine has been stationed at Camperdown usually a D3, and generally 691, though in times of stress an N is not uncommon.

CHARLES DAIRMAID GAVAN-DUFFY - RAILWAY HISTORIAN (1886 - 1964).

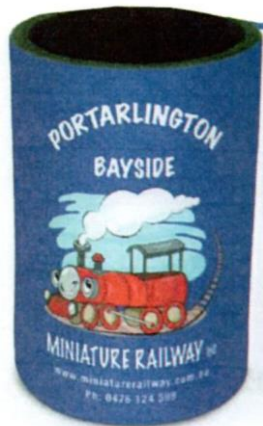
The above article was written by Charles Gavan-Duffy and was published in the ARHS Bulletin Magazine of October & December 1948 issues and was one of many such interesting railway stories attributed to this great writer which appeared in the pages of that magazine over the years. He was a Solicitor based in Camperdown, Victoria, was Past President and very active member of the former ARHS (Victorian Division). He was a Safeworking Doyen & Historian, whom Sir Harold Clapp VR Chairman of Commissioner (1920 – 1939) referred to “as the most un-authorized person on the VR.” He personally knew many railwaymen from the Commissioners down to the lowest in rank and had apparently unfettered access to many railway facilities particularly around Victoria and other parts of Australia.

Our appreciation is extended to the ARHS (New South Wales Division) for their kind permission to re-publish this article to whom we acknowledge as the original source of the material.

POSTSCRIPT:

The Timboon Branch Line closed in entirety on 13th January, 1987 and all the rails and fittings were subsequently removed. The Cobden Station building and Goods shed have survived, were relocated and found a new life at the Cobden Miniature Railway site.

SOME OF OUR SOUVENIR RANGE :



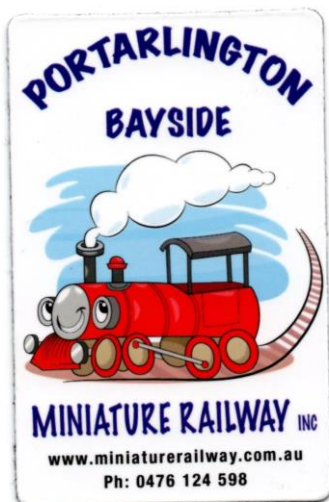
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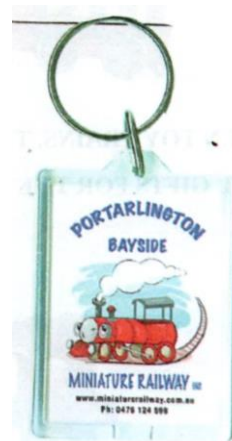
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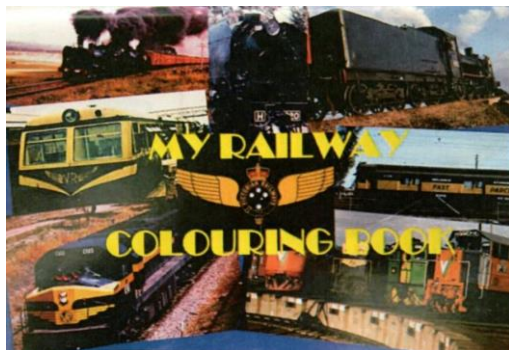


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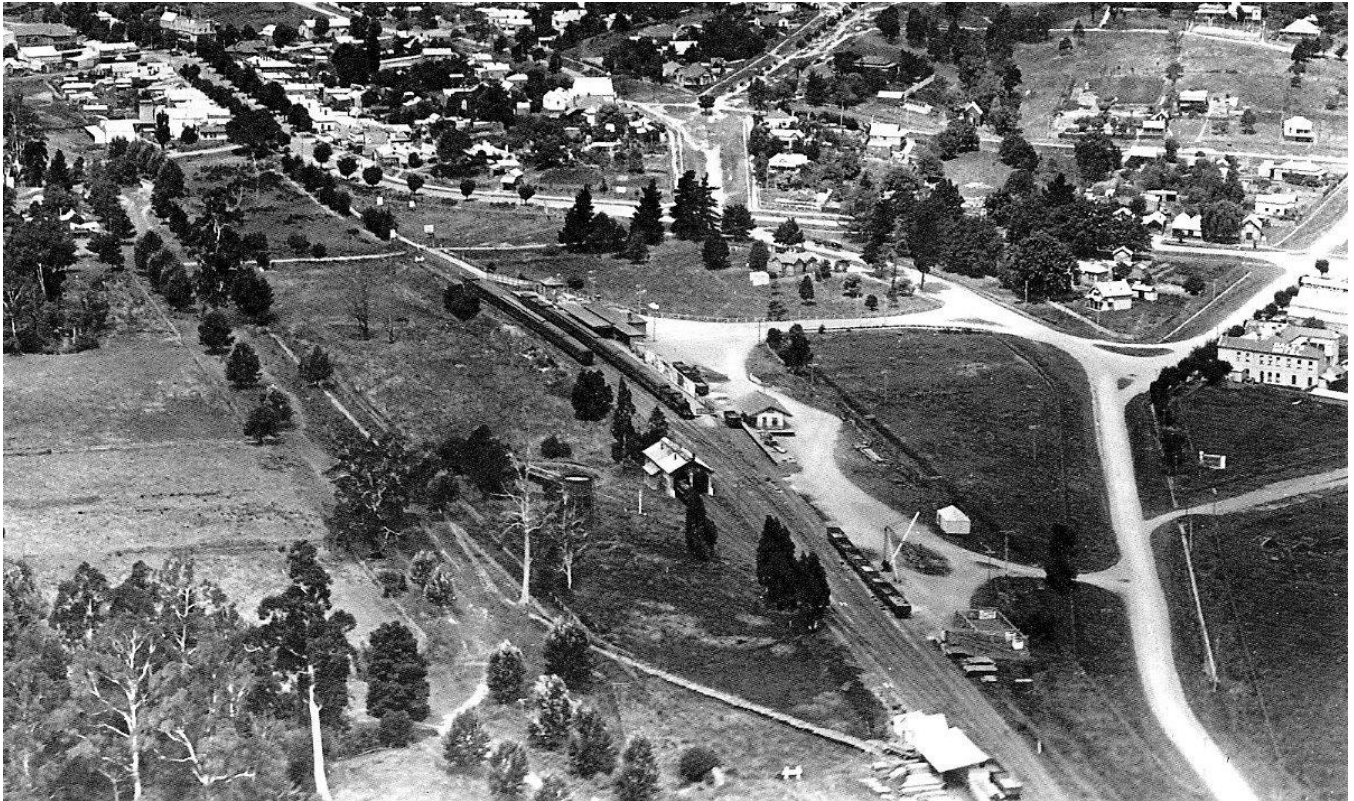
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Please check our website above for any possible COVID restrictions on the day.

Yarra Valley Railway Information No.11

1930 Aerial View



This 1930s aerial view shows the Healesville Railway station. The timber tramway depot in the immediate foreground edge of the picture. Running off to the left of it is the Granton Sawmill tramway, that brought timber from the forest to the railway station.

The locomotive shed is visible almost in the dead centre of the photo. The water tank is to its left and turntable is behind the tank. A steam locomotive is just poking out of the locomotive shed.

To the right of the line are the stock yards just across the lines from the timber tram depot. Just beyond the stock yards is the 6 ton crane with several rail trucks beside it.

The platform is full length and reaches nearly to the goods shed. It has advertising hoardings on one side of the platform and a long train that nearly fills the entire length of the platform. Beside it are more carriages of another train.

CAMERA CORNER



Top picture shows Brian Coleman working the Point Richards Signal Box. Bottom picture sees Joe Vella manning our Sales Kiosk. The efforts of all PBMR members (such as these) are truly appreciated and keep our “show on the road”. Vacancies exist and are always on the look-out for new members. - CAN YOU ASSIST US ??.

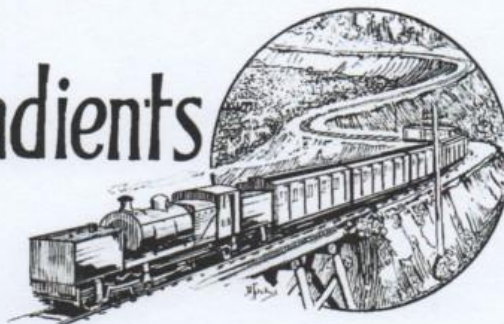
(Pictures courtesy of Ocean Voice Newspaper)

Page Thirty-six

The Victorian Railways
Magazine, April, 1927

Famous Gradients

by Hugh Richards



IN one sense, mountains and a rugged countryside benefit a railway administration. They mean tourist revenue. In another sense, they embarrass a railway administration. For they also mean expensive gradients.

VICTORIA'S railway map shows lines stretching into a fine network to all parts of the State. They reach to Mildura, to Orbost, to Portland, to Cudgewa. They extend to Panitya in the far north-west, to Port Albert in the south-east. They even twist across the Murray and penetrate into the heart of the Riverina.

In one district, and one only, are the faint tracings absent. The central, wedge-shaped portion of Eastern Victoria lies forsaken and desolate. Shame-facedly it shrinks to the border; furtively it retreats into the mountain fastnesses of the Australian Alps, its loneliness emphasised by the tangle of lines bordering it on the north, west and south.

But there is a very good reason for the head-shaking of the Parliamentary Standing Committee on Railways when rail extensions in this region are proposed. Gradients, bridges, cuttings, tunnels or expensive deviations cannot be avoided in mountainous districts. A railway line can be laid down in fairly level country for something like £5,000 a mile, whereas mountain scaling and skirting may swell charges to as much as £25,000 a mile.

More Fuel Needed

And a steep gradient continues to exercise a baneful influence long after it has been constructed—in fact, for as long as it is constructed. Banking engines, restricted train loads, and increased fuel consumption, do not conduce to economy. Wherever gradients soar, operating costs follow suit. And so eastern Victoria languishes in rail-less dejection.

Of Victoria's existing main line gradients, the Ingliston bank is exceptionally long and steep. The line begins to ascend at Bacchus

Marsh, dips for half-a-mile outside Rowsley and then rises steadily with continuous reverse curves for close on 10 miles until it passes Ingliston. The State's ruling or steepest grade for main lines is 1 in 50, but this gradient reaches 1 in 48. Passenger trains are double-headed from Bacchus Marsh, and the goods train load for a "D" locomotive is 221 tons. On the other hand, the train load behind a similar engine on the Bendigo-Echuca line—a practically level stretch of track—is 780 tons.

What Regrading Has Done

Regrading has improved the gradient on the up side of Deep Lead. The line sweeps down into a hollow and rises on the other side. The presence of two small humps, right in the dip, once prevented drivers from taking advantage of the momentum which they gained when descending into the hollow. They were compelled to slacken speed for fear of jolting the train apart at the humps.

These stumbling-blocks, however, have now been smoothed away, and normal speed can be maintained through the dip in safety.

Momentum plays a big part in the successful surmounting of steep grades. That very lucid publication, "Loads of Goods Trains," has something succinct to say on the matter. "A speed of 20 miles an hour approaching an Up Grade," it declares, "will lift a train at least 10 feet by momentum, and will assist to that extent up an incline over which the locomotive could not otherwise haul the train. A speed of 25 miles an hour will lift a train at least 19 feet; of 30 miles an hour, 28 feet; of 35 miles an hour, 40 feet; and of 40 miles an hour, 53 feet. When surmounting a momentum grade, the speed of approach is more reliable even with a

The Victorian Railways Magazine, April, 1927

Page Thirty-seven

reduced boiler pressure than a low speed with a full boiler pressure."

This axiom is borne out by the need for a banking engine on the 1 in 50 gradient which rises just outside Stawell. Commencing right at the station yard the one mile incline throws its resistance on the starting train before the engine has gathered speed.

One in 30 is the ruling grade for branch lines in Victoria, and there are some pretty stiff climbs off the main lines. The Cudgewa line, with its highest station in Victoria, its breathless curves, its long bridges, and its Big Dipper descents, is the most notorious broad-gauge line in the State. The Yackandandah gradient, rising for six miles at a grade of 1 in 30 in most places, is another notable instance.

Complicated Convolutions

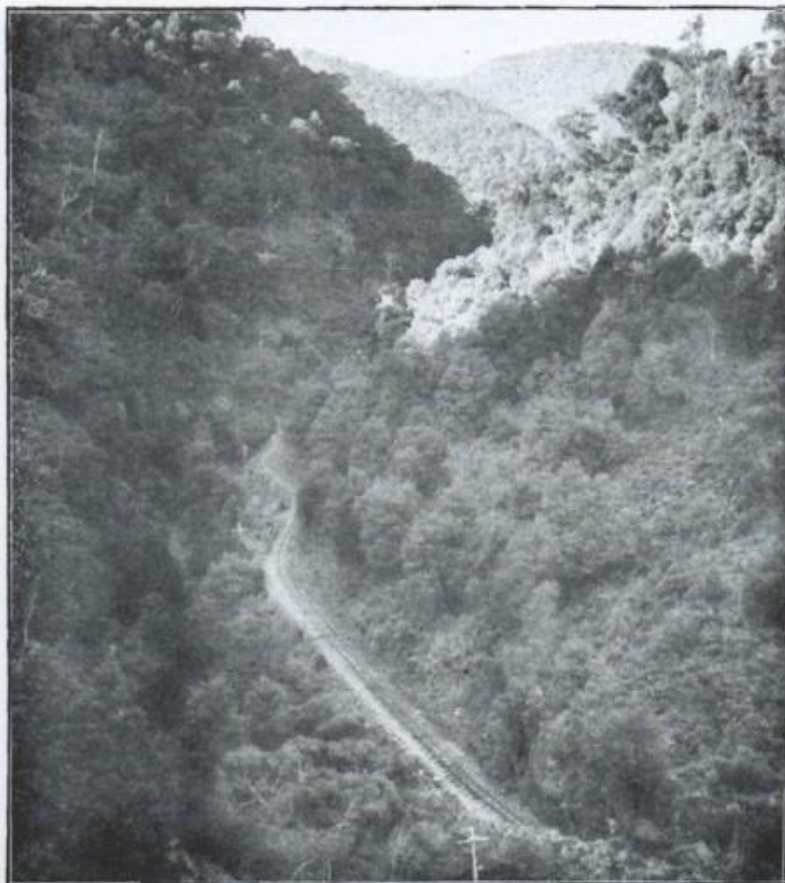
Between Melbourne and Bendigo, the railway track performs some complicated convolutions. There is the Sunbury bank (1 in 50), the Macedon bank, the Chewton, the "Porcupine" (Kangaroo Flat-Ravenswood) and the "Serpentine" (near Eaglehawk).

A high rate of speed is necessary approaching Pascoe Vale, on the North-Eastern line, to negotiate Oliver's bank.

In Gippsland the 1 in 50 Longwarry gradient, 4½ miles long, is aided and abetted by the Clyde grade and the Moe bank over the Haunted Hills.

In the electrified area, the most difficult gradient is the Cave Hill climb near Lilydale. Right along that track from Glenferrie there are several 1 in 40 inclines. The Eltham line has some 1 in 40 ascents, and numerous curves too. The Flemington Bridge gradient rises on a 1 in 50 grade for more than a mile.

Not content with their steep gradients, Victoria's narrow gauge lines, with one ex-



A Picturesque Gradient on the Walhalla Line

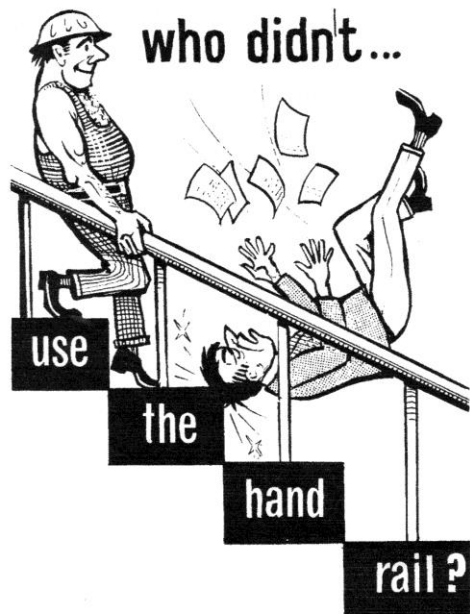
ception, feature sharp curves in abundance. The Beech Forest track actually boasts two-chain and two-and-a-half-chain curves in conjunction with 1 in 30 grades. And curves increase the resistance of a gradient by ½ lb. per ton for every degree of curvature.

On the Gembrook run, some high gradients confront the little engine. From Upper Fern-tree Gully to Upwey the line winds its way upward for more than 250 feet. A steady three mile climb follows from Monbulk-creek to Menzies-creek. Returning from Gembrook, a long slope from the bridge below Cockatoo on to Emerald does its best—or worst—to retard the train.

The Whitfield line, alone of all the 2 foot 6 inch lines, wears the white flower of a gradient-less life. It has several five-chain curves, it is true, but its slopes are gentle and easy.

Railway extensions in Victoria—and the eastern portion especially—would be an easier proposition if more Whitfield lines were practicable.

SAFETY BULLETIN BOARD



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

OUR MONTHLY PASSENGER TALLIES – From January, 2018 – to current :

Month	2018	2019	2020	2021	2022	Month	2018	2019	2020	2021
January	1488	2417	2214	2708	1890	July	363	670	-	373
February	883	758	698	1044	-	August	163	370	-	372
March	854	770	897	1257	1324	September	1095	679	-	224
April	1466	1524	-	1718		October	971	2572	-	1610
May	280	615	-	990		November	699	737	-	939
June	646	392	-	630		December	1068	1714	1290	1601
<u>TOTALS</u>	<u>9346</u>	<u>10835</u>	<u>10551</u>	<u>9637</u>			<u>9976</u>	<u>13218</u>	<u>5099</u>	<u>13466</u>
	FY	FY	FY	FY	FY		YR	YR	YR	YR

Railway carried 1324 Passengers during March, a gain of 67 Passengers or + 5.33 %

Results for the current 2021 – 22 Fiscal Year are 8333 Passengers or a gain of 2034 or + 32.29 %

Figures represent a loss in traffic for the 2022 year of 1795 Passengers or – 35.83 %.

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.

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>
<u>Saturday, 2nd April, 2020</u>	Party Booking	2.00 pm – 4.00 pm	3 Trains	50
<u>Sunday, 10th April, 2022</u>	Party Booking	11.00 am – 1.00pm	Service Trains	25

APRIL BIRTHDAY WISHES :

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

Clive Harper	Michael Tong

TRAIN RUNNING ROSTERS : (Under New Management)

The **April Train Running Roster** are 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 May Roster is to be circulated to the members, for comment soon. For Roster Enquiries, kindly contact **Ashleigh Myers, Acting Roster Clerk** on Mobile Tel No. **0498-541-224**. **Email:** asha6190@yahoo.com.au

REMEMBER : IF YOU CANNOT ATTEND - CONTACT HARM JAGER ASAP....



PBMR Bumper Stickers (as pictured above) available at our Station Kiosk – Only \$2.00 each.....A great little gift idea for that someone special....



Australian Government



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

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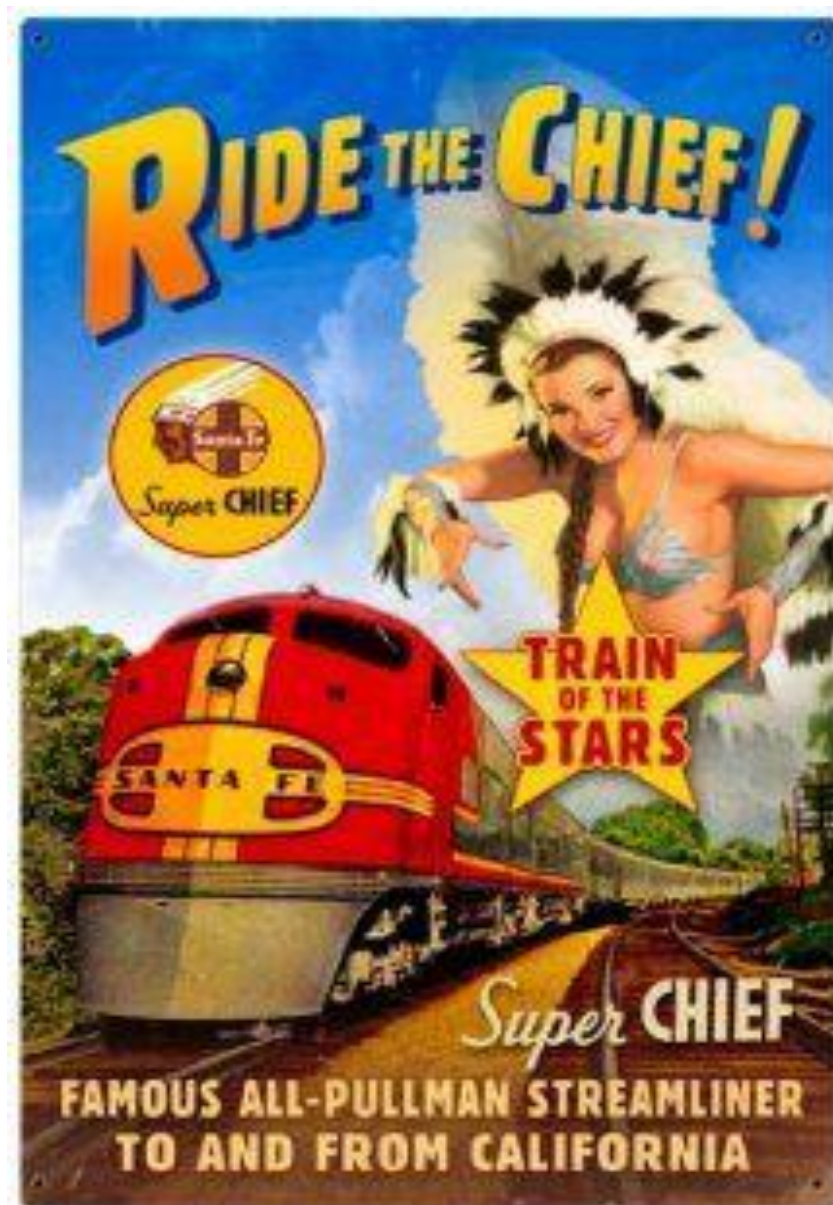
**COVID-19
VACCINATION**

Authorised by the Australian Government, Canberra.

THOUGHT FOR THE MONTH :

**8 pieces of wisdom
that can change
your life.**

- 1. Words are powerful, use them wisely.**
- 2. People come and go, but
the right ones stay.**
- 3. You are doing enough even if it
doesn't feel like it.**
- 4. Failure is when you don't try.**
- 5. Random acts of kindness make
everyone feel better.**
- 6. Live for today, not for tomorrow.**
- 7. Never look back, there is nothing
there for you.**
- 8. Overthinking kills happiness.**



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CONTACT ASHLEIGH - MOBILE No. 0476-124-598.

PBMR – CALENDAR OF EVENTS :

<u>DAY & DATE:</u>	<u>EVENT & TIMES:</u>
Saturday, 2 nd April, 2022	Party Booking – 2pm to 4 pm.
Sunday, 3 rd April, 2022	Ordinary Running Day
Saturday, 9 th April, 2022	COMMITTEE MEETING
Sunday 10 th April, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Wednesday, 13th April, 2022	School Holiday Run 11.00 am to 4.00 pm
Saturday, 16 th April, 2022 (Easter Saturday)	Extra Running Day 11.00 am to 4.00 pm
Sunday, 17 th April, 2022 (Easter Sunday)	Ordinary Running Day 11.00 am to 4.00 pm
Wednesday, 20 th April, 2022	School Holiday Run 11.00 am to 4.00 pm
Sunday, 24 th April, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 1 st May, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 8 th May, 2022 (Mother's Day)	Ordinary Running Day 11.00 am to 4.00 pm
Saturday, 14 th May, 2022	COMMITTEE MEETING
Sunday, 15 th May, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 22 nd May, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 29 th May, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 5 th June, 2022	Ordinary Running Day 11.00 am to 3.00 pm
Saturday, 11 th June, 2022	COMMITTEE MEETING
Sunday, 12 th June, 2022 (Q.B. Weekend)	Extra Running Day 11.00 am to 3.00 pm
Sunday, 19 th June, 2022	Ordinary Running Day 11.00 am to 3.00 pm
Sunday, 26 th June, 2022	RAILWAY CLOSED

THINGS TO REMEMBER :

- Winter Timetable to began on Sunday, 5th June, 2022.
- Running 1st & 3rd Sundays - 11.00 am to 3.00 pm.

- Party Bookings : See "Special Trains Notice Board" – Page 22.

- **Volunteers are always required - Ring Ashleigh !!!.**

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130 Hood Street, Portarlington. Ph: 5259 2492

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9 Mortimer Street, Drysdale. Ph: 5251 1735

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97 High Street, Drysdale. Ph: 5251 2603

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23 Wymouth St, Hamlyn Heights. Ph: 0466 041 803

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