

PORT BAY EXPRESS

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

Volume No.7 – Issue No.8.

August, 2022.



Wednesday, 6th July, 2022 sees our President Keith Stasinowsky driving Harvey and train and arriving at our Point Richards Station during the last of our Winter School Holiday Runs. Keith is one of our loyal long standing members in whom we rely to keep the “show on the road”

(Picture: Brian Coleman)

OUR PRESIDENT REPORTS :

- Our Winter Timetable is now well and truly effective and we are now running only 1st and 3rd Sundays of the month from 11.00 am to 3.00 pm. Please keep up your support of our miniature railway to keep the wheels rolling along....
- Our AGM is to be held on Saturday, 13th August, 2022, at which members are urged to attend. We need more people to consider serving on the Committee and now is your chance to do this duty.
- A lovely picture and article appeared recently in the Geelong Advertiser seeking new volunteers for our miniature railway. It will be interesting to see how we go in regards to increasing our membership base with this initiative.
- We have secured a new 5 year License with Bellarine Bayside for the land we currently occupy at our Point Richards site. We were hoping for a longer term, but that was not to be.
- May I thank each and every-one of you for your splendid efforts towards the association during the last fiscal year and hope for your continued support over the 12 months to come.

Keith Stasinowsky – President.



FROM ACTING SECRETARY'S DESK:

- Our Annual General Meeting is currently scheduled for **Saturday, 13th August, 2022**, all being well. The Formal AGM Meeting Notice and Annual Report have been sent out to all members.
- If anyone is interested in making a party booking or would like to enquire about one, give our Party Booking Officer a call on 0476-124-598. We have vacancies and look forward to talking to anyone about it.
- Always on the lookout for new members or volunteers to keep our miniature railway running. If you are interested give the Secretary a call on 0407-314-839.

Brian Coleman – Acting Secretary.

Yarra Valley Railway

By Thomas Hobley (YVR volunteer)

Situated just over an hour east of Melbourne's CBD, the Yarra Valley Railway is a fantastic gem in the heart of the Yarra Valley. The 4km long railway trip is a step back in time to the late 1950s when Rail Motors took passengers on the scenic journey to Healesville. Currently running between Healesville station and Tunnel Hill, the 40-minute round journey is a delightful trip for all ages to enjoy.

The preserved railway takes passengers on board 74-year-old Walker Railmotor RM22. Built in 1948, RM22 used to run services on the Healesville line, and is now proudly preserved at Healesville. Trains depart Healesville every Sunday, on the hour between 10am and 4pm. Trains also run on public holidays and on each Wednesday of school holidays. Excitingly, special events are also held at the railway, such as the running of event trains for Easter, Halloween, and Christmas. Monthly community markets are held at Healesville Railway station on the second Sunday of each month. The market is a storefront for small businesses around the Yarra Valley to showcase their talent, product or produce. The Yarra Valley Railway has evolved into a local icon and remains a testament to the enduring spirit of Healesville.

Opening in 1889, the 25.2-kilometre Lilydale to Healesville railway line was one of over 50 rail lines built as a result of the Railway Construction Act of 1884, dubbed the "octopus act. The Act was responsible for building 70 significant rail projects, in what turned out to be the start of the golden age for the Victorian Railways. The construction of the Healesville rail line required significant infrastructure to allow trains to traverse the treacherous flood plains near Yarra Glen, and to climb the steep hills approaching Healesville. Trestle bridges were built, including one between McIntyre Lane and south of Yarra Glen Station which was over 3km in length. An impressive 1/40 grade out of Yarra Glen led into the gorgeous 155m tunnel still in use by the Railway. It is these heritage bridges and the famous tunnel that make the Yarra Valley Railway so unique.



RM 22 arrives back into Healesville after another journey to the Tunnel. (Pic: A. Davies)

The Healesville railway line was closed in the early 1980s due to low patronage and recommendations of the *The Victorian Transport Study*. Healesville residents were strongly against the closure of their service. The already-limping line had been limited with a 30km/h speed limit, cancellations were frequent, and both Yarra Glen and Healesville stations were not sewered and maintained. As a result of the clear decline of the residents' cherished railway, a well-attended public meeting was held at Healesville station in 1979 to address the community's concerns. A local group was formed, which attempted to improve the railway. Healesville station was repainted, and the DERM Rail Motor was adorned with a headboard that read "Spirit of Healesville".

YarraValley *Railway*

This strong community support led the government to realise that the line was not going to be closed without a fight. So, a plan was set in place. The line was to be closed in secret on the 9th of December 1980. Outside rail workers were put on for that last evening. Just as the Rail Motor pulled into Lilydale station for what would be the last time, the Station Master for that evening received a phone call from control, telling him to hold back a suburban train at Mooroolbark to give the rail motor a clear run to the city. Being his first time working at Lilydale, the Station Master thought nothing of it and sent the rail motor on its way to Melbourne; it never returned. Some observant members of the community saw the train leaving Lilydale, but by then it was too late. It was reported that the next morning when the usual rail motor driver turned up to Healesville station, he was advised that buses were replacing the service indefinitely. The line officially closed in 1983.

Luckily, unlike many of Victoria's lost branch lines, the Healesville line was saved by preservation. In May of 1981, another well-attended meeting was held, and the 'Lilydale - Healesville Rail Preservation Committee' was formed. The committee urged the government to maintain the alignment, to prevent removal of assets, and to stop farm fences being built across the line. In 1984, permission was granted to run the line as a tourist railway, with the formation of the Healesville Railway Co-operative Limited.

In 1986, work was completed to allow a tourist train service to travel between Healesville and Yarra Glen. This was run concurrently by the Healesville Railway Co-operative and the Yarra Valley Tourist Railway until the Co-operative was wound up. After that, a trolley service began, using the 4 kms of track, which is still in use. A significant push for volunteers in 2006-2007 allowed for sleeper replacement between Healesville and Tunnel Hill, and on the 17th of July 2010, the Railway was relaunched with RM22 once again taking passengers from Healesville.

Currently, significant works are occurring to rebuild the track between Healesville and Yarra Glen. The project is utilising steelwork and ballast cascaded from state government projects such as the level crossing removal program and the regional rail revival.

Known as “Destination Yarra Glen”, the project is the largest volunteer infrastructure project in Australia. Over 500 hardworking volunteers are putting in thousands of hours of work to see the project happen. A steam engine running between Healesville and Yarra Glen is the ultimate goal for the railway. And thanks to generous amounts of funding from both the state and federal governments, lots of kind community donations, and excitingly, the donation and restoration of the original Mooroolbark station building for use on the railway from the Level Crossing Authority, the railway is set to enjoy some very exciting years ahead. The railway is always looking for volunteers and, with a wide variety of roles available, all are welcome. All aboard! - Next stop Yarra Glen!



Healesville Station with RM 22, Wheel Barrow & Yarra Glen Staff all ready to go.

Pic: Aaron Davies)



RM 22 departs from Healesville during a cold winter's day (Pic: Thomas Hobley)

YARRA VALLEY RAILWAY – DETAILS ARE:

LOCATION:	30 Healesville – Kinglake Rd, Healesville. Vic. 3777.
OPERATING DAYS:	Sundays, Public Holidays & Wed during School Hols.
POSTAL ADDRESS:	P. O. Box 30, Healesville. Vic. 3777.
EMAIL:	info@yvr.com.au
TELEPHONE No:	(03) 5962-2490 0493-101-895
WEBSITE:	yvr.org.au
FACEBOOK:	https://www.facebook.com/YarraValleyRailway

SOME MORE “G.W.R”

By Charles D. Gavan Duffy.

To continue the tale, at Loop Junction the line we have been dealing with connects with the busy double line to Preston. The Loop itself was not in the original scheme, nor was Rushall, the station at the Southern points. Originally, the single line from ST George’s Road junction continued for one mile, crossing Plenty Road on the level and going round a 12-chain curve to reach Clifton Hill, where the Heidelberg line was joined, and both lines continued as one single line to Collingwood three – quarter of a mile further on and 45 feet lower: passing enroute two pairs of hand-worked gates at Ramsden Street and Reilly Street. Collingwood station was situated where the present Victoria Park Goods Yard stands. It was not interlocked, so there is no diagram, and, although I have been there, I have no memory of the layout at all. It was a dead-end of course, and two trains frequently crossed there, but what facilities they had I confess I don’t know. Clifton Hill was interlocked from the start; that is, May 8, 1888, but the original box was on the other side of the level crossing on the Down side of the line from Melbourne: it had 24 levers, of which one was spare.

It was changed to the present position of “B” Box on February 22, 1891, with the same frame. The system of working was Staff and Ticket, combined with Winter’s Block, the original sections being St George’s Road-Clifton Hill, Clifton Hill-Collingwood, Clifton Hill-Alphington, Alphington-Heidelberg. Fairfield Park became a Staff Station on Saturday, June 23, 1890, when the construction of the Outer Circle line was commenced, and a Block Post on the Monday following, and was interlocked on March 23, 1891, with a frame of 18 levers (1 spare) to control the Junction to that line. This was apparently Up and Down working, for an alteration was made on June 13, 1892, the Up platform being used for all trains. After the Outer Circle was closed, the frame was removed and Fairfield Park was abolished as a Staff Station on August 26, 1893, Alphington being cut out on the same day. The Block Instruments were also taken out of use between Clifton Hill and Heidelberg. It may be added here that the Electric Staff was installed between St George’s Rd Box, Clifton Hill and Collingwood on September 9, 1898, and on the same day instruments were also provided at Clifton Hill, Fairfield Park, Alphington and Heidelberg for use on Holidays and Special Occasions only. Otherwise, Clifton Hill- Heidelberg was one section worked by the then new Lock Staff.

I have mentioned earlier the hand-worked gates at Plenty Road between t George’s Rd and Clifton Hill. These gates were interlocked and worked from a Signal Box on July 20,1890; this Box was not a Block Post, although for five days in February 1891, it assumed some importance during alterations at Clifton Hill Junction, and there was a time during alterations to the tram Crossing, when it was the end of double line working Electric Staff with Clifton Hill “B”. It had 12 levers, of which six were working. The reason for this interlocking was the Cable Tram crossing. Nowadays there is an under-bridge there.

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When the Fitzroy and Heidelberg lines were first opened on May 8, 1888, it was notified for public information that trains would leave Melbourne for Fitzroy at 6.0am and therefore at intervals of about one hour until 11.30pm and from Fitzroy to Melbourne at 6.33am and therefore at the same intervals until midnight. For particulars you are invited to see the Time Table when published, but I have not seen that. On Sundays, the trains were "Down" 9.50am, 12.50, 2.10, 3.15, 5.50, 7.15 and 8.50 pm "UP" 10.20am, 1.20, 2.40, 3.47, 6.20, 7.45 and 9.20pm.

On the Heidelberg line trains for Collingwood and Heidelberg would leave Melbourne at 5.40am, 7.23am and thereafter at intervals of about an hour until 11.25pm, and Heidelberg for Collingwood and Melbourne at 6.20, 7.20 and 8.17am and thereafter at intervals of about one hour until 11.25 pm. On Sundays the service was: "Down" 10.00 am, 1.00, 2.35, 3.35, 5.00, 7.00, and 9.00pm and "Up" 9.45am, 1.32, 2.32, 3.50, 4.45, 6.00 and 8.45pm. It will be noted that none of the trains are Collingwood Locals.

Experience, however, apparently showed that this timetable needed alteration, so from June 17, 1888, the Sunday service became as follows: 9.30 am, to Fitzroy, 9.59am, 1.00, 2.10, 3.20, 4.40, 6.10, 7.20 and 9.00 pm. to Heidelberg. "Up" 9.45 am, 12.45, 1.55, 3.50, 4.25, 5.55, 7.50, and 8.45 pm and from Fitzroy at 9.35pm. The Fitzroy train ran a shuttle service connecting with each Heidelberg train, Up and Down passengers having to change trains at "Nicholson Street".

On October 1, 1888, a revised timetable came into force, and trains ran between Spencer St Station and Fitzroy and Clifton Hill and Collingwood, but beyond the fact that the said trains used the same platform at Spencer St as the Coburg trains, we are not told anything else – "Full particulars in the Time Tables exhibited at Stations." It would, however, seem that this was the start of the local service between Collingwood and Heidelberg.



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Be this as it may, the timetable for August 12, 1889, shows trains to Fitzroy from Melbourne on weekdays at 5.55, 6.53, 8.30, 9.30, 10.40am, 12.23, 1.40, 3.41, 4.40, 5.40, 6.48, 7.52, 9.00, 10.15 and 11.25pm. And to Collingwood at 6.40, 7.50, 9.16, 10.56, 11.45 am, and 2.18. 3.7.4.1, 6.32, 8.12, 9.53, and 1.38pm. On the “up” from Fitzroy trains ran at 6.22, 7.20, 8.57, 10.5, 11.25, am, 12.52, 2.20, 4.8, 5.7, 6.12, 7.20, 8.20, 10.45, and 11.57 pm. And from Collingwood at 7.34, 8.25, 9.46, 11.26, am., 12.15, 2.47, 3.37, 4.31, 7.2, 8.43, 10.23 pm. and 12.7 am. Trains left Collingwood for Heidelberg at 6.28, 7.18, 8.8, 8.58, 9.48, 10.38, 11.28 am., 12.10, 1.8, 1.58, 2.49, 3.39, 4.33, 5.23, 6.13, 7.4, 7.53, 8.45, 9.33, 10.26, 11.16, pm, and 12.15am. From Heidelberg on the “Up” they commenced at 6.0 am, then every 50 minutes to 2.20 pm, thereafter 3.11, 4.5, 4.55, 5.45, 6.35, 7.26, 8.15, 9.7, 9.55, 10.48, 11.38 pm.

Nothing is said about changing carriages, but the services are set out entirely distinct; but in every case except one, where the crossing is made at Clifton Hill, the trains from Melbourne met one from Heidelberg at Collingwood.

On Sundays, however, there is no doubt all the trains ran through to Heidelberg, and there was a shuttle service on the Fitzroy line. The first train to Fitzroy was at 9.30 am and the first to Heidelberg at 9.54 am but otherwise it was the same time table as in June 1888, with the exception that the 6.10 pm. now left at 6.3, and there was a new train from Melbourne at 2.23pm. thus giving two trains to Heidelberg in 13 minutes! This train ran three local trips between Heidelberg and Collingwood thus: Up 3.52, 5.12, and 6.35; Down 4.20, 5.44, 7.2, pm. The crossings were made at Alphington with the locals; all the others met at or about St George’s Rd. The Through Up trains from Heidelberg were 9.40 am, 12.45, 1.57, 3.7, 4.27, 5.50, 7.7, 7.52 and 8.47 pm. The Fitzroy train met all the Up and Down Collingwood trains except the 2.23 pm Down and 7.52 pm Up.

On May 25, 1890, however “the second train on the Heidelberg line ceased to run”.

A perusal of the Working time table dated August 11.1890 shows the following services: From Melbourne, 6.41, Collingwood, 7.50 Heidelberg, 8.57 Collingwood (crossing a Heidelberg at Clifton Hill), 10.35, timed right through to Heidelberg, 11.55 am, Collingwood, which missed a Heidelberg connection by 9 minutes, 1.47 timed right through to Heidelberg with 41 minutes wait at Collingwood, missing the previous train at Clifton Hill by 12 minutes, 2.55 timed right through with 27 minutes at Collingwood, 4.15 timed right through (this was the “flier-“ - it didn’t stop at Flemington Bridge!), 5.50 timed right through (12 minutes at Collingwood), 7.52 to Collingwood – this one missed a connection at Clifton Hill by 6 minutes and 9.45 right through, with 20 minutes at Collingwood. The full timetable from Collingwood to Heidelberg was 6.43, 7.27, 8.20, 9.20, 10.8, 11.12, am, 12.8, 12.58, 1.57, 2.54, 3.48, 4.45, 5.37, 6.20, 7.20, 8.8, 8.53, 9.40, 10.31, 11.21, pm, and 12.15am. The Up trains were 6.15, 7.50 (timed through to Melbourne), 8.42, 9.44, 10.30 timed through, but allowed 17 minutes at Collingwood, 11.40am, 12.30, 1.30, timed through, with 28 minutes at Collingwood (nice time to catch the Johnston Street cable Tram and beat the train in!), 2.25, 3.19 through, with 4 minutes at Collingwood, 4.10, 5.10, 6.5 through timing, 9 minutes at Collingwood, 6.55, 7.45, also timed through but with 20 minutes at Collingwood, 8.30, 9.15, 10.2, (through with 6 minutes at Collingwood), 10.53, and 11.52 pm,

The trains from Collingwood for Melbourne were 7.17, 8.25, 9.46, 11.6, 12.25, 2.17, 3.42, 5.2, 6.33, 8.24, and 10.27 pm.

In addition to these trains, goods trains left the yard for Collingwood at 7.0am and 3.15 pm, returning from that place at 8.40am and 5.10pm. There was also an 11.0am through to Heidelberg, returning at 1.50 pm, There were also three conditional goods 8.10am, 1.58 and 8.17 pm. returning from Collingwood at 9.35am, 3.30 and 9.50pm.

It will be remembered that on October 8, 1889, the line had been opened from Whittlesea Junction to Preston (Reservoir), with the extension to Whittlesea on December 23 of the same year, a service being provided by simply switching all the Fitzroy trains to Preston, with the addition of four mixed trains to Whittlesea, As a matter of fact there were five Whittlesea trains but the fifth (and Last) was a local from that place to Preston (reservoir) and return. The result of this was that the Fitzroy train ran a shuttle service between that place and North Fitzroy on weekdays as well as Sundays, connecting indiscriminately with

Heidelberg or Preston trains, except on Sundays when perhaps for old acquaintance sake, it met only Heidelberg! There were 27 trains each way on weekdays, which was better than when they ran through, commencing with the 5.44 am, from Melbourne which was a through train. From North Fitzroy the departures were after the first, 7.4, 7.21, 8.15, 9.5, 10.10,, 11.19am, 12.47, 2.11, 3.19, 4.15, 5.13, 6.13, 7.12, 8.36, 9.54, and 11.49pm,, and from Fitzroy 6.18, 7.12, 7.58, 8.53, 10.1, 11.5am, 12.13, 1.28, 2.46, 3.55, 5.0, 6.4, 7.1, 8.23, 9.36, 10.41 and 11.58pm, the last one running through to Melbourne.

It must not be imagined that the fact that it was only four minute run meant that the train crew led a life of sloth and ease for the time table remarks” The Goods traffic on the Preston line, other than that carried by the mixed trains, is to be worked by the Fitzroy Engine and Guard,” and then goes on to provide seven alternate tables between Fitzroy, Middle Northcote and Bell Street! Presumably they also had to keep the Goods Yard at Fitzroy going too, but as 14 minutes is the longest time any of these trips were allowed at North Fitzroy, they must have had to step on it a bit! Apart from these trips there are no goods or mixed trains scheduled on this branch. On Sundays the service remained unaltered.

The next matter of interest is the opening, on March 24, 1891, of the ill-fated Outer Circle line between Fairfield park and Riversdale. This was worked by a train stationed at Collingwood which ran out every morning at 6.22am direct to Riversdale, and thereafter ran “during daylight only” between that place and Fairfield Park, until the last trip at 7.15pm from Riversdale, which ran through to Collingwood – and so to bed! It also ran another trip to Collingwood for loco purposes, this being at 1.58pm from Riversdale, arriving at the former place at 2.28, and leaving again at 2.36 through the latter place again, Not much time there for dallying! As a matter of interest, the service was as follows: From Fairfield 6.30, 7.51, 8.54, 10.50, am, 1.0 pm, (12.58 Saturdays). 2.46, 4.58, and 6.50pm. Returning at 7.26, 8.25, 9.40, 11.54, am, 1.58, 3.12, (3.18 Saturdays), 5.43, and 7.15pm. For some reason of its on, the 10.50 am went into Camberwell from Riversdale, arriving at 11.24 and returning at 11.48 am, There were no Sunday trains.

This service was run by the “Motor and Car” after October 12, 1892, though the only time I ever saw it, it had an engine, but what engine I can’t tell you.

A study of a few pages of the Heidelberg train register Book for March, 1892, shows that Messieurs J.C. Sievewright and A. Fossey had a different time table, a bit of a rot having set in; from Collingwood they were 7.26, 8.20, 9.22, 10.36, 11.36 am, 12.46, 1.51, 3.10, 4.46, 5.41, 6.37, 7.37, 8.36, 9.36, 10.50, and 11.45 pm. On the Up 6.55, 1.50, 8.42, 10.0, 11.0, am, 12.15, 1.15, 2.30, 4.10, 5.10, 6.5, 7.5, 8.5, 9.0, 10.0, and 11.15pm. The Goods also ran 12.35 pm Down, 1.50pm Up. On Sundays the service was unaltered save that the first Down started four minutes later and the second Up five minutes later.

It will be remembered that 1892 was a year of ill-omen on the Victorian Railways, on May 9 the Acting Commissioners brought in a new Time Table which slaughtered quite a lot of the trains, the most wholesale slaughter being of those to Fitzroy, which were discontinued altogether and vanished to be heard of no more! Apparently satisfied with that, no alterations were made to the Heidelberg line trains save to alter slightly the timing of two Sunday trains, but one trains to Preston and one to Whittlesea perished.

On April 12, 1893, the Outer Circle line was closed from Fairfield Park and after that things began to happen. The service between Collingwood and Heidelberg appears unaltered in the time table dated May 15, 1893, save for an alteration of 14 minutes in the timing of one train and four minutes each in two others, but it is different between Melbourne and Collingwood, the only trains left being 6.40, 7.50, 10.46,am, 1.47, 4.15, and 5.54 pm, Down, balanced by the 7.31, 8.27, 11.23, am, 2.20, 5.9, and 6.33 pm, Up. The Heidelberg goods still runs unaltered and there are four conditional timings – 1.58, 2.52, 8.17, and 11.10 pm., returning from Collingwood at 3.40, 5.15, 9.50pm., and 12.50am. However, tucked away on another page with the Fitzroy and Bell St Goods is found a 7.15 am daily to Collingwood, returning at 9.50am. The Sunday trains remained the same.

On August 26, 1893, Fairfield Park and Alphington ceased to be Staff Stations and apparently the Block was cut out altogether. Then October 1893 (see A2501/93), “Corridor Cars and Booking Van were placed on the Heidelberg line, Guard to do booking when S.M.’s Northcote South, Fairfield Park, Alphington and Ivanhoe are off duty.”

The timetable of April 5, 1895, appoints one more train from Melbourne to Collingwood, this being effected by cutting out the 5.54pm and instead running two trains – 5.18 and 6.15 pm – both timed right through. Otherwise, the times were unaltered except that the first Down starts four minutes earlier and the 4.15 pm is no longer “the Flier” and starts one minute earlier and stops at Flemington Bridge. The trains between Collingwood and Heidelberg were the same in number, with a couple of adjustments of times. This also applied on the Up journey, the greatest difference in time being the 10.25 pm, Up which formerly left at 10.0 pm. The 11.0 am Goods no longer ran beyond Collingwood, so we have two mixed trains – the 9.18am Down and 12.5 pm Up From Collingwood into town the service was 7.17, 8.25, 11.23,am, 2.22, 4.23, 5.32, and 6.48 pm. The Goods trains were unaltered except that the 11.0am Down returned from Collingwood at 12.35pm.

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There was no alteration on Sundays, but the last Down train, 9.1Pm. from Spencer Street, was peculiar in the respect; the Prestons were now running to Flinders Street, and the last Down was booked out of that station at 8.56pm., arrived at "Spencer" at 9.0 stayed one minute, and left neck and neck with the Heidelberg, both trains having identical timings as far as St George's Road, which just could not be done!

At this time the Preston trains ran as before, but there was now a 4.55 p.m., Goods with car attached to Whittlesea, returning at 7.10 pm., on Sundays. There is no hint of this train amongst the Sunday trains – it has to be sought for in the Weekdays table!

On December 15, 1896, we find the number of trains unaltered, but there are some adjustments of which the principal is the making the last five Down trains from Collingwood 7.45, 8.45, 9.45, 10.45 and 11.45 pm, with consequent slight alterations to the

corresponding Up trains. The 11.0am Goods left at 11.45 am now and returned at 1.25 pm., and there were only two conditionals – 1.58 and 8.17 pm., but the 7.15am was untouched.

On Sundays all the Down trains were altered by four minutes one way or the other except the last, which left eight minutes later, otherwise no change. Northcote South had no one in charge, and there were women at Alphington and Ivanhoe, but Mr Leckie still retained his hold on Fairfield Park and there were two men at Heidelberg. "Trains between Clifton Hill and Heidelberg must carry the Train Staff."

Two years later we find the trains from Melbourne the same except that the 10.46 am had been replaced by a local leaving North Fitzroy in connection with the 10.35am. Whittlesea train except on Saturdays, when there was no Whittlesea train, and it connected with nothing – unless it was a blue Nicholson Street Cable Tram! The last Down now left Melbourne at 6.13 instead of 6.15pm. From Collingwood to Heidelberg the service now was 7.25, 8.20, 9.30 Mixed, 11.14am,, 1.20, 2.15, 3.10, 4.46, 5.50, 6.43, 7.45, 9.30, not Saturdays, 10.0, Sats., 10.50, 11.45pm, From Heidelberg 6.55, 7.48. 8.42, 10.15am, 12.5pm, Mixed, 1.45, 2.40, 4.0, 5.10, 6.13, 7.7, 8.10, 10.25, 11.20pm, . Of these trains the first two were through, and the fourth ran to North Fitzroy, connecting with a Preston train. Also through were the 1.45, 4.0, 5.10 and 6.13 pm. The Goods were not altered except that an extra Conditional trip was given at 4.30pm. Down and 6.0pm Up, and the 7.15am became 7.10. On Sundays the only alterations consisted in making the last Down leave one minute , on the last UP five minutes earlier.

In December 1900 we find departures from Melbourne for Heidelberg at 6.42am, 7.51, 11.21 from North Fitzroy still connection with a Whittlesea train which did not run on Saturdays, 1.48pm, and after that unaltered. From Collinwood the Down trains were 7.25, 8.20, 9.15, 10.15, 11.32 am, 12.30 Saturdays, 1.25 Mixed, 2.20, 3.20, 4.43, 5.43, 6.42, 7.45, 8.50, 10.0, 10.50, 11.45pm. The first three trains from Heidelberg were not changed, and then followed 9.42, 10.42, 11.56, a, Mixed Saturdays, 12.5 Mixed, not Saturdays, 12.55 Saturdays, 2.3, 2.5, 4.0, 5.10, 6.25, 7.10, 8.10, 9.30, 10.25 and 11.20pm., which made two more trains than in 1898. Of these the 6.55, 7.48am, 1.45, 4.0, 5.10 and 6.13pm, ran through; while the 10.15am ran to North Fitzroy.

The Goods trains remained the same, but for a 9.25 am Down RR returning at 11.20 am from Collingwood. On Sundays there were no alterations at all same that all the trains now ran to Flinders Street.

It may be remarked here that from August 1900, until the 5.10pm Up on January 3,1901, a lot of filling was being brought from the cuttings on the Outer Circle line for the new Collingwood line, and Fairfield Park was opened working Electric Staff with Clifton Hill and O.T.S. with Heidelberg. The Train Register Book for that period shows that the timetable which came into force on December 3.1900, and which I have just summarised, liberalised the service a bit, and also that Mr. J. Anderson carefully discriminated between Collingwood and Melbourne trains, thus giving more colour to the belief that the through trains really did go through!

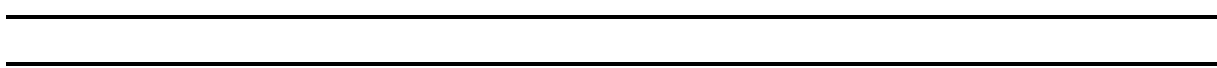
The working timetable which came into force on June 3,1901, was the last one that was issued prior to the opening of the direct line from Prince's Bridge to Collingwood on October 21, of that year, and there is no alteration of any sort to chronicle.

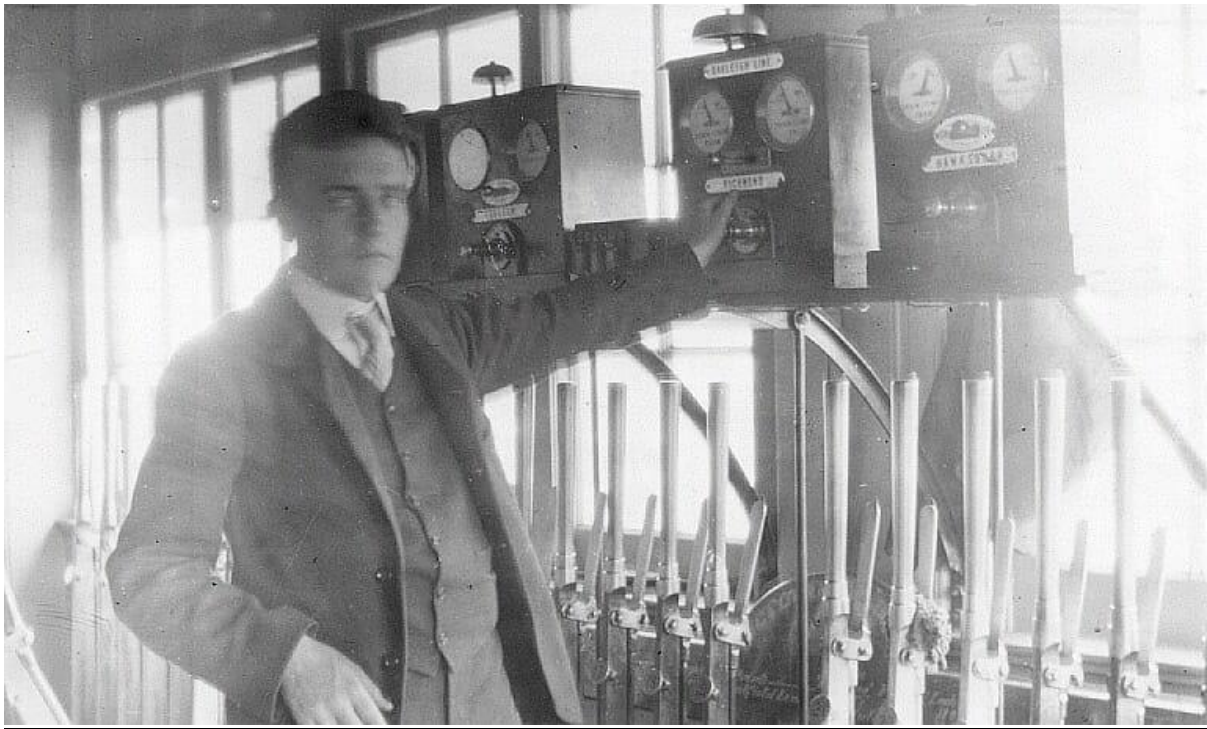
With the opening of this direct line the "G.W.R" started to fade away, and when the Northcote Loop was opened on December 5, 1904, it could be said that except for the Whittlesea Passenger and various Goods it had vanished altogether, as indeed it has now. However, when the direct line was first opened there was a service of four trains on Weekdays and Sundays, and five on Saturdays from Spencer Street to Clifton Hill and return; a couple of years saw them out.

It may be noted that when the Heidelberg line was first opened, the present Westgarth Station was called Westgarth Street which was soon (July 19,1888) altered to Northcote South. Fairfield Park, Alphington, and Ivanhoe were the only Stations on that section of the line.

I have not said much about the Preston Line service, which over the period from its opening to 1903, just varied from 14 to Preston and four Whittlesea trains in August 1890, to 19 of the former and two of the latter in May 1893. From start to finish there were never more than six Preston trains each way on Sundays but in 1895, a Goods with car attached commenced to run to Whittlesea for Milk, and became a Passenger train in 1896; but, as I said before, this train must be looked for in the Weekday Tables, as those for Sunday give no hint whatever of it!

(Since completing this article, a friend, who in his youth was "S.M. at Northcote Sth," by which he means that he was sent to relieve at that N.C. Station for a while, tells me that Collingwood had one wooden platform, and that there were two trains there, one was just put into No. Two –





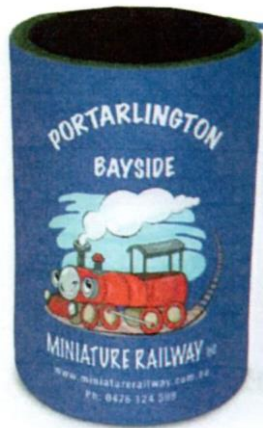
CHARLES DAIRMAID GAVAN-DUFFY - RAILWAY HISTORIAN (1886 - 1964).

The article "Some More G.W.R" was written by Charles Gavan-Duffy and was published in the ARHS Bulletin Magazine of October, 1949 issue 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-authorised 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.

'We Need You.'



SOME OF OUR SOUVENIR RANGE :



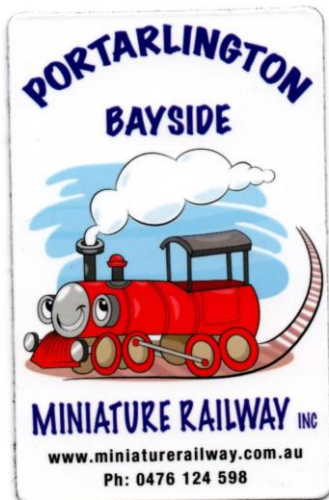
CAN COOLERS \$7.00 ea.



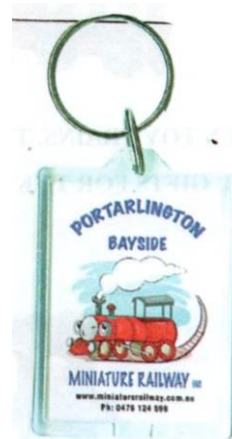
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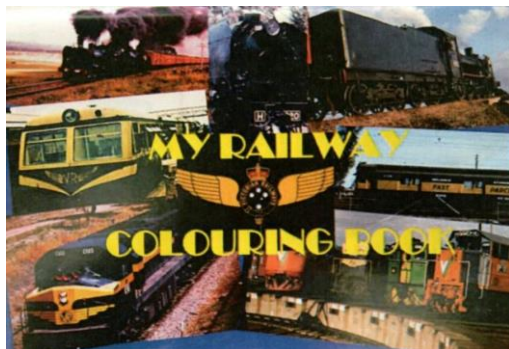


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JUST SOME OF OUR RANGE

OF SOUVENIRS.

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JUST ASK.....

JUST SOME OF THE THINGS AVAILABLE AT OUR STATION KIOSK

Yarra Valley Railway Information No.15

Footwarmers

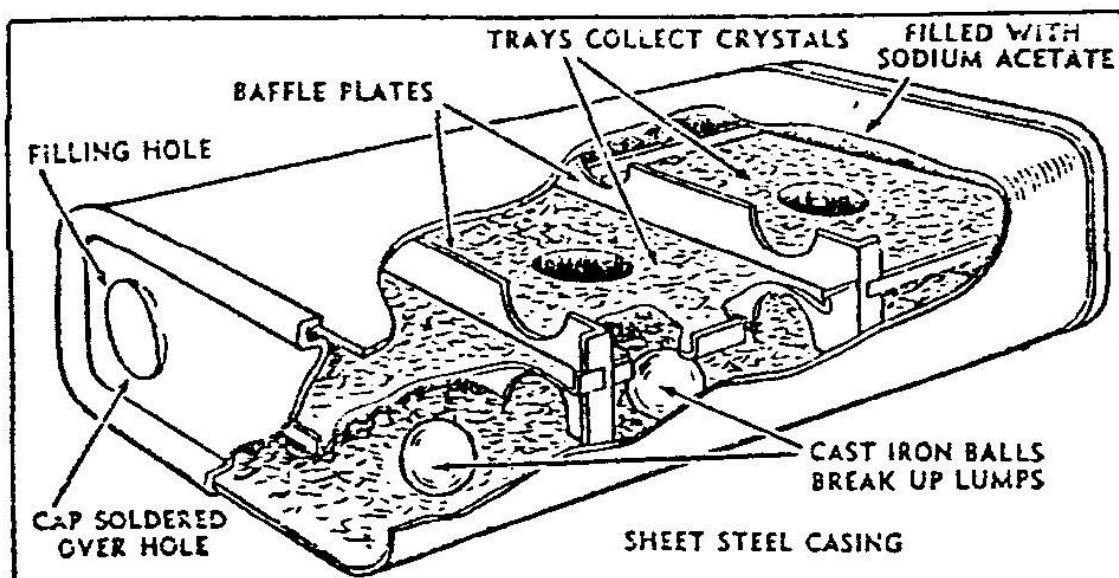
Many older people will remember footwarmers on the floor of country passenger trains in winter.



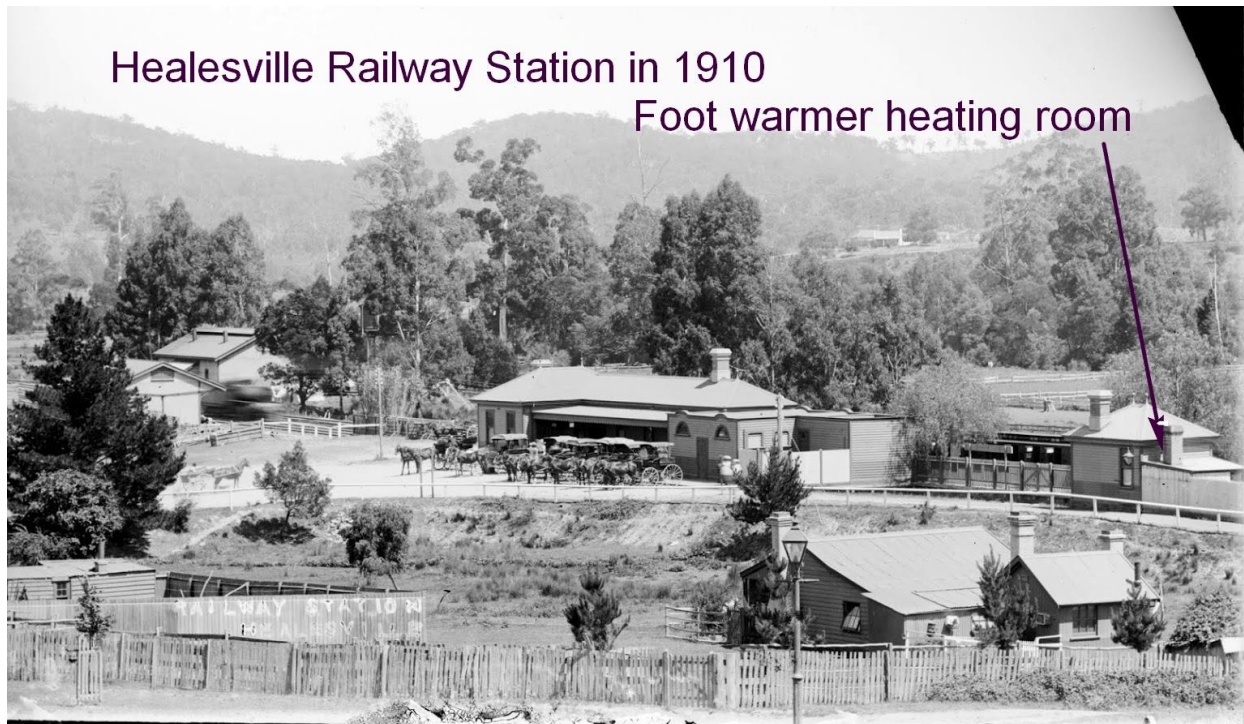
The metal containers were roughly 70cm X 20cm X 10 cm and contained a supersaturated solution of sodium acetate. Super saturated means that to dissolve the sodium acetate in water, it needs to be heated.

The footwarmers were heated in a bath of boiling water for 1¼ hours. This caused the solution to become totally liquid. As it cooled it formed crystals and in so doing gave off heat.

When the heat output fell off, shaking the footwarmer would break up the crystals and as crystals reformed more heat was given off. Passengers were encouraged to shake the footwarmers and many older people remember doing that.



The cast iron balls broke up the crystals when the footwarmer was shaken and heat output continued. Manufacturers of the footwarmers claimed that, with shaking, they would give off heat for 60 hours. The footwarmers were placed in a canvas cover and placed in each compartment of carriages. Two footwarmers for First class passengers and one for Second class passengers. Many country stations had huge baths/vats for heating the foot warmers, with a fire underneath to boil the water.



Healesville Railway Station in 1910

Foot warmer heating room

Stations at the end of passenger journeys, main stations, or those at the end of branch lines had vats of boiling water to heat the footwarmers.

Above - Healesville had a footwarmer heating room. The room is now gone as is the room beside it which was a Porters Room - a room for railway station staff.

Right - Footwarmers in their canvas covers are loaded into each compartment in this carriage.

During the 1970s increasing numbers of footwarmers were lost – thrown from trains.

One of the most popular places to throw footwarmers from trains was the Ballarat line where it crossed the Melton Weir. The gigantic splash bringing delight to the thrower.

When the water level in the weir fell the railway staff would retrieve the discarded footwarmers.

With more and more trains being air conditioned the use of footwarmers disappeared.



CAMERA CORNER



Sunday, 6th October, 2019 sees Graeme Harvey driving Bendigo Bank and Passenger train passing the Point Richards Signal Box and travelling towards No.3 Road. Graeme was one of the original founding members (and a few others) and in recognition made a PBMR Honorary Life Member during November, 2020. (Picture: Brian Coleman)

SAFETY BULLETIN BOARD



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

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

Month	2019	2020	2021	2022	2023	Month	2019	2020	2021	2022
January	2417	2214	2708	1890		July	670	-	373	604
February	758	698	1044	-		August	370	-	372	
March	770	897	1257	1324		September	679	-	224	
April	1524	-	1718	2315		October	2572	-	1610	
May	615	-	990	1017		November	737	-	939	
June	392	-	630	476		December	1714	1290	1601	
<u>TOTALS</u>	<u>10835</u>	<u>10551</u>	<u>9637</u>	<u>12141</u>			<u>13218</u>	<u>5099</u>	<u>13466</u>	
	FY	FY	FY	FY	FY		YR	YR	YR	YR

Railway carried **604 Passengers** during July, a gain of **231 Passengers** or **+ 61.93 %**

Results for the current 2022 – 23 Fiscal Year are **604 Passengers** or a gain of **231 Or + 61.93 %**

Figures represent a loss **in traffic** for the 2022 year of **1094 Passengers** or **- 12.54 %**.

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, 13thAugust, 2022</u>	Party Booking	1330 – 1530 hours	2 Trains	+ 20 PAX

AUGUST BIRTHDAY WISHES :

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

David Dobney	Joe Vella

TRAIN RUNNING ROSTERS : (Under New Management)

The **August 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 September Roster is to be circulated to the members, for comment soon. For Roster Enquiries, kindly contact **Brian Coleman, Acting Roster Clerk** on **Mobile Tel No. 0407-314-839.** **Email:** brianblocko1@bigpond.com

REMEMBER : IF YOU CANNOT ATTEND - CONTACT BRIAN COLEMAN 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....

Help stop the flu from spreading!



Catch it

Germs spread easily. Always carry tissues and use them to catch your cough or sneeze.



Bin it

Germs can live for several hours on tissues. Dispose of your tissue as soon as possible.



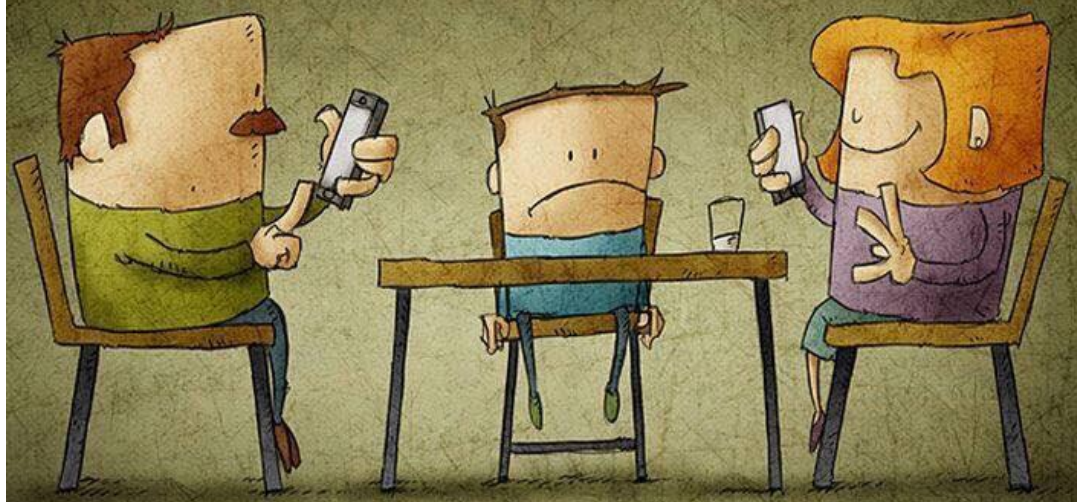
Kill it

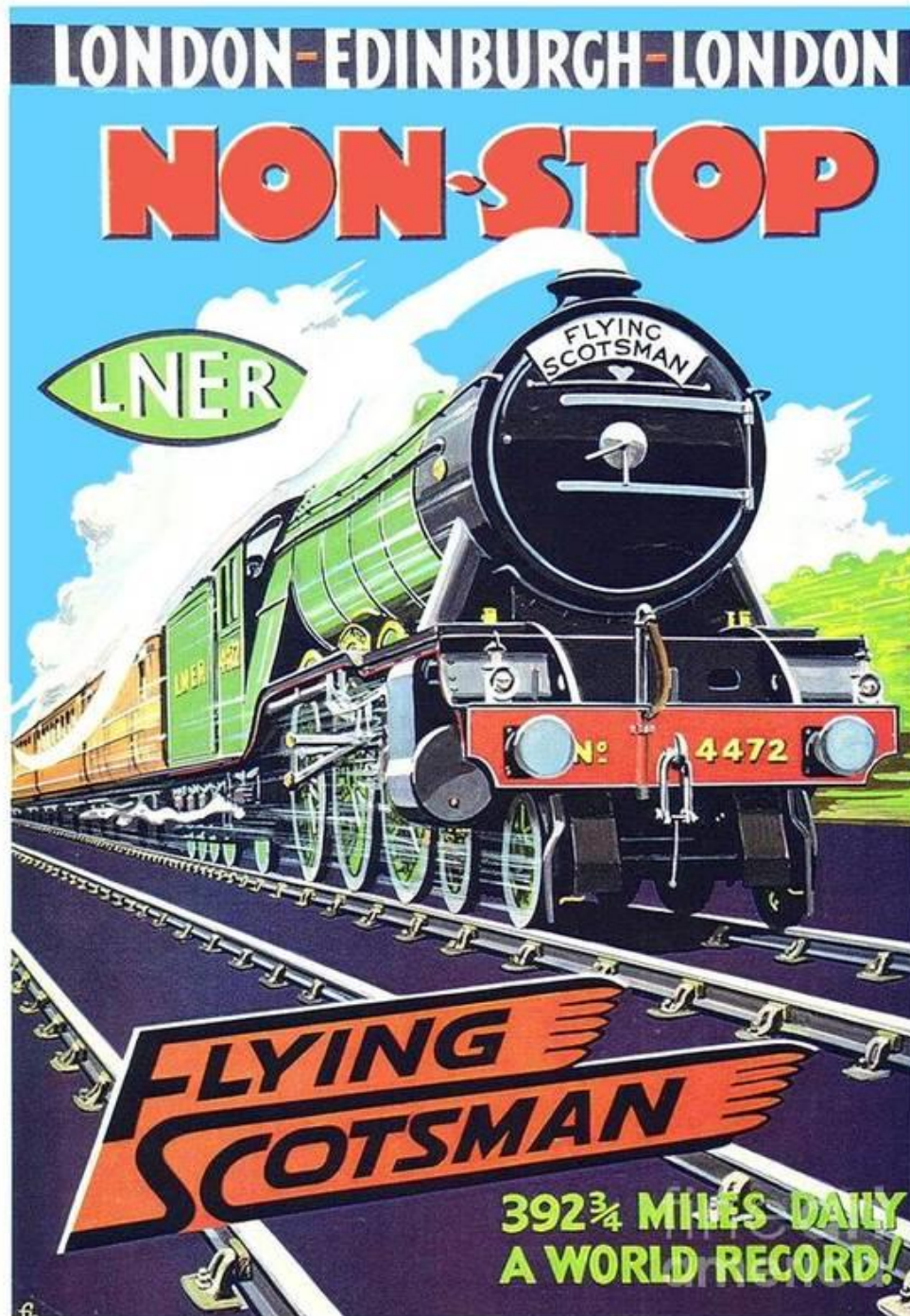
Hands can transfer germs to every surface you touch. Clean your hands as soon as you can.

Shutterstock.com

THOUGHT FOR THE MONTH :

your cell phone has already
replaced your watch, camera,
calendar, and alarm clock.
Please don't let it replace
your family.





WANTED TO SELL :

CURTIS CONTROLLERS (24V 110 Amp)

- Available for Immediate Sale. \$265.00 ea.

CONTACT: MOBILE No. 0476-124-598.

PBMR – CALENDAR OF EVENTS :

<u>DAY & DATE:</u>	<u>EVENT & TIMES:</u>
Sunday, 7 th August, 2022	Ordinary Running Day 11.00 am to 3.00 pm
Saturday, 13 th August, 2022	AGM / COMMITTEE MEETING
Sunday, 14 th August, 2022	RAILWAY CLOSED
Sunday, 21 st August, 2022	Ordinary Running Day 11.00 am to 3.00 pm
Sunday, 28 th August, 2022	RAILWAY CLOSED
Sunday, 4 th September, 2022	Ordinary Running Day 11.00 am to 3.00 pm
Saturday, 10 th September, 2022	COMMITTEE MEETING
Sunday, 11 th September, 2022	Ordinary Running Day 11.00 am to 3.00 pm
Sunday, 18 th September, 2022	Ordinary Running Day 11.00 am to 3.00 pm
Wednesday, 21 st September, 2022	School Holiday Run 11.00 am to 3.00 pm
Sunday, 25 rd September, 2022	Ordinary Running Day 11.00 am to 3.00 pm
Wednesday, 28 th September, 2022	School Holiday Run 11.00 am to 3.00 pm
Sunday, 2 nd October, 2022	Ordinary Running day 11.00 am to 4.00 pm
Saturday, 8 ^h October, 2022	COMMITTEE MEETING
Sunday, 9 th October, 2022	Ordinary Running Day, 11.00 am to 4.00 pm
Sunday, 16 th October, 2022	“ “ “ “ “ “
Sunday, 23 rd October, 2022	“ “ “ “ “ “
Sunday, 30 th October, 2022	“ “ “ “ “ “

THINGS TO REMEMBER :

- Winter Timetable 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 Brian !!!.**

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153 Newcombe Street, Portarlington. Ph: 5259 3801

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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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