

PORT BAY EXPRESS

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

Volume No.7 – Issue No.12.

December, 2022.

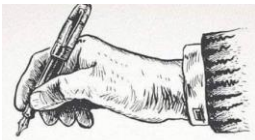


Brian Coleman pictured above working the Point Richards Signal Box recently. He is one of many volunteers assisting the PBMR whose help is appreciated by the Association to keep the “show on the road” (Picture courtesy Ocean Voice Newspaper)

OUR PRESIDENT REPORTS :

- A special thanks is recorded to our hard working Secretary, who recently went on holidays but still kept the work going to keep our show on the road. He also manages to produce a monthly informative Port Bay Express Newsletter in his spare time.... His efforts are noticed and are very much appreciated.
- **Our** miniature railway needs more members – if you know of anyone who might be interested in helping, encourage them to join us to help run our trains...A very warm welcome is extended to new members, Colin Kynock and Tanya Enright.
- **Keith** Satterley is doing a great job as Party Booking Officer for the PBMR. If you know of someone who might be interested in having a party or social at our mini railway, please put them in touch with Keith.
- **We** are holding a few working bees during the month, 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 sought.
- A big thank you is extended to Harm Jager, our hard working Treasurer, who works tirelessly to keep the kiosk well stocked up to satisfy the needs of our customers, members and volunteers alike.

Keith Stasinowsky – President.



FROM THE SECRETARY'S DESK:

- **With** our busy New Year season fast approaching with Sunday & Wednesday running days we need that extra support from our members who are encouraged to go that “extra mile” to keep the show on the road. Keep our Roster Clerk happy !!
- **We** need more volunteers !!. Can you help recruit a new member today !!.
- **There** are some vacancies for Party Bookings. Know someone who might be interested ???. Contact our Party Bookings Officer, Keith, - on Tel No. 0476-124-598..
- A very warm welcome is extended to Colin Kynoch & Tanya Enright, who have joined our ranks as members – Welcome Aboard !!.

Brian Coleman – Secretary.

West Coast Wilderness Railway (WCWR) in full recovery mode

After winning Tasmania’s best Tourism Attraction last week, there’s no stopping West Coast Wilderness Railway, now set to relaunch the popular Footplate Experience in January 2023. The experience provides a memorable journey onboard the railway’s heritage steam locomotive but was suspended in 2020 due to the COVID pandemic and has remained offline ever since.

Throughout the COVID pandemic, the experience was on hold as the tight-knit, small team relied on just a few qualified drivers to maintain the year-round timetable. “Had any of the crew contracted COVID during that time, we would have had to cancel scheduled departures, impacting hundreds of passengers,” says Anthony Brown, General Manager, “so we decided it was safest not to expose the crew unnecessarily to passengers inside the cabin with them.”

The railway now has two new drivers in training and has secured an additional qualified driver for the summer months.



Carswell Park Loco Depot with two ABT Locos in steam for a day’s activities.

(Pic: Brian Coleman)

Port Bay Express

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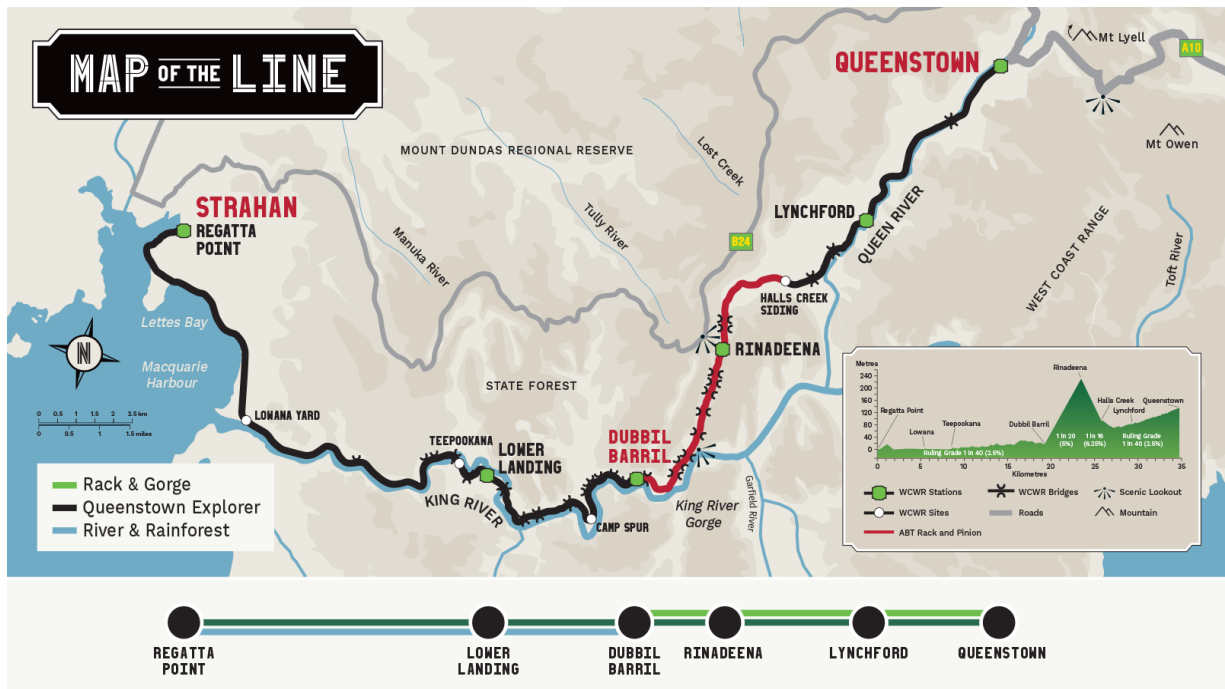
Speaking about the full-day experience, Rail Division Manager Jennifer Edmonds explained “participants join the locomotive crew on the footplate throughout the experience, making it an exclusive and exciting way to spend the day onboard.” Starting early in the morning and including safety clothing and lunch, participants can expect to get up close and personal with the locomotive.

“We have had so many inquiries for the Footplate Experience over the last 18 months and we’re pleased to be relaunching just in time for summer,” says Mr Brown. “We are working through the voucher recipients we have on our books and can now open bookings to the public also.”

The Footplate Experience will be available up to 3 days per week from 1 January at \$550 per adult (children cannot participate for safety reasons) and bookings are now available. Gift vouchers will also be available and are a great Christmas gift experience for train enthusiasts.



BT Loco and train departing Queenstown Station (Pic: Brian Coleman)



WCWR DETAILS ARE:

LOCATION:	Queenstown & Regatta Point Railway Stations.
OPERATING DAYS:	DAILY (Except Xmas Day)
POSTAL ADDRESS:	1 Driffield St, Queenstown. Tas. 7467.
EMAIL:	enquiries@wcwr.com.au
TELEPHONE No:	(03) 6471-0100
WEBSITE:	www.wcwr.com.au
FACEBOOK:	West coast wilderness railway tasmania

RAILWAYS NEAR BALLARAT – Part 1 By Charles. D. Gavan-Duffy.

In the decade between 1880 and 1890 the gold mines in Daylesford, Creswick and parts adjoining were in full swing, and the district carried a large population, and rail communication was sought not only for that population but also for the carriage of timber, and other material, for the said mines. Daylesford was connected with Carlruhe on the Bendigo line in 1880, but it was 1887 before the line to which these notes refer, now a veritable Cinderella was opened. It was brought into use in two section: North Creswick (on the Ballarat-Maryborough line) to Rocky Lead, on January 19,1887 and Rocky lead to Daylesford Junction on June 1 of the same year\ The line was constructed by D. Leslie, the price per mile being (pounds)7.710 and the distance 23 ½ miles. Th ruling gradient is 1 in 40, and the highest point 2,292 feet above sea level, about half a mile on the up side of Leonard. Practically the whole way from North Creswick to the aforementioned point, the grade is adverse to trains in the direction of Daylesford, but thereafter it falls steeply to within 1 ½ miles to the Junction, after which it is a heavy pull right into Daylesford. The roughest country is between Rocky Lead and Daylesford, where curves and cuttings abound.



On the first opening of the line, the stations were North Creswick, Allendale, Kingston, Newlyn, Rocky Lead, Leonards Hill and Daylesford. However, on August 26 1887, Wombat Siding and Graves Siding were opened, the first-named between Rocky Lead and Leonards Hill and the other between the latter place and Daylesford Junction. Next came Ballan Road Siding, which was opened for firewood and goods in truck loads on February 6, 1888, for passengers on August 1, 1888 and for goods on May 1, 1889. Between May and August 1890, the name of this siding was changed to Sailors Falls. Woodburn Siding between Graves Siding and Daylesford Junction was opened for truck loads on June 12, 1888 and for passengers under certain conditions on September 11,1890. A name mooted for this place appears to be "Specimen Hill". Just to make it more difficult, the Commissioners report for 1888 lists Woodman's Siding between Graves Siding and Leonards Hill. It would seem, however, that this must have been a first attempt at Sailors Falls, though some Commissioners' Reports are not authorities for putting new stations in their correct order!

The 1889 Report lists Broomfield as a new station, but the exact date of opening was August 1 1888. There was also a Ballarat Siding between Allendale and Kingston which was in use for a while at the start but was not heard of in later years. With the exception of this place and Graves Siding all these stations still exist, Leonards Hill is now Leonard and Rocky Lead, Rocklyn. Of course, as was the custom in those days, there was at least one man at every one of these places, the sidings generally being in charge of a Gatekeeper. It is vastly different now, when Newlyn has the only S.M. between Creswick and Daylesford. There are women at Allendale and Kingston and no one in charge at any of the others.

When the line was first opened it was worked on the Staff and Ticket system, the Staff stations being North Creswick, Allendale, Kingston, Newlyn, Rocky Lead, Leonards Hill, Daylesford, Junction Box and Daylesford and apparently they all had Home signals, and in the early stages the Allendale Ballast Siding was also a Staff post. It appears that the junctions at both ends were equipped with hand points only, but on September 9, 1887, a Signal Box was opened at Daylesford Junction, half a mile from the station: it had an interlocking frame with nine levers, working one pair of points, a lock-bar and homes the distance for each line. The men here were not real signalmen; The S.M. Daylesford just detailed two porters to work it, and they stuck to it; there were two shifts and no night work, and although it could be busy enough in the daytime and the staff working had to be watched, it held a high place as a "Good Job" when there were quite a lot of good jobs on the Victorian Railways. There was no Sunday work except occasionally, when rains of empties would come from Melbourne via Woodend. Then, on August 14, 1888, an interlocked box was opened at North Creswick with twenty levers, of which there was spare.

On March 31, 1888, the 7.25am Goods from Leonards Hill to Ballarat running on a Staff ticket somehow or other lost its fireman near Wombat. The driver, noticing the absence of his mate, thought that something should be done about the matter, so stopped and proceeded to set back- a most unfortunate decision, as the 7.30am Mixed from Daylesford was following close and failed to perceive the manoeuvre till too late, with the result that seven passengers and two employees were injured "from caused beyond their control" The result of this was that the then comparatively new Winter's Block was installed from Daylesford right into Ballarat, and just to help out. Wombat and Sailors Falls, which were not staff stations, became Block Posts. This was not so remarkable as it sounds, as my signalman friend told me that trains were frequently waiting line clear as the loads were small, an old R engine taking 10. And H.S. or W classes, 8 only, so there were lots of trains. With regard to the Block working. Wombat and Rocky lead were under special instructions: the one for Down trains and the other for UP, owing to the steep grades. At Sailors Falls and Block worker was a carriage cleaner, one Terrazini! This remarkable state of affairs came about because he had been sent these as Gatekeeper in charge, and when the Block was installed, he was just told to work it! Apparently, whenever a bell rang, he punched the block and continued to do so as long as the said block was there from early morn to dewy eve and remained a carriage cleaner till he died!

The first major change in the safe working was brought about on March 29, 1892, when the Box at Daylesford Junction was moved into Daylesford Station, the Ballarat line being taken into that point parallel with the line from Carlsruhe. Man with a saw converted the Homes from those places into Distant for the station! On the same day Sailors Falls was closed as a Block Post, the section then being Leonards Hill-Daylesford. It may be noted here that for a long time a side switch Block instrument labelled "Daylesford Junction" was used to prop open a door at the old Electric Fitters shop at Spencer Street! Wombat went about this time, but the date is not chronicled. What is chronicled, though, is that a Woman was placed in charge of Sailors Falls on May 4, 1892: however

this may be, the Working Time table refused to believe it, and continued at least until 1903 to show a man there and also at Wombat, and this, I think, was correct.

There were Home signals at all intermediate stations, and at a Gate between Daylesford Junction and Woodburn. This gate I believe to be identical with the only pair of gates left on the line today, but minus signals. The signals at Woodburn and Graves Siding were not lit at night. Six years went by and on August 25 1898, the Electric Staff was installed by Inspector Alex Mathieson, the sections remaining unaltered except that Rocky Lead was disestablished. It was also stated that on the same day the signals would be moved from Woodburn, Sailors Falls, Wombat and Broomfield, but the gang must have got tired before they got to Broomfield as on December 20 the same year the signals there were listed as being altered to show green for "all right". Anyhow, in the appendix that was issued on July 1, 1898, "Woodburn is listed as being without signals then, so what! Graves Siding was closed on June 6, 1896.

Matters progressed unchanged till 1903, when Sir Thos. Tait took over as Chief Commissioner, and with his advent changes set in, the first of them being in 1904, when Leonards Hill became "Leonards" why he didn't call it "Lenny" and be done with it, I do not know. Then, in 1910, Rocky Lead became Rocklyn, perhaps because the Mines were closing, so that the word "Lead" was no longer appropriate.

In the period leading up to the First World War, the traffic at Leonards was gradually diminishing and during the period between December, 1916 and May 1919, the S.M. was removed and the station closed as an Electric Staff Post and a Woman placed in charge. With the result that there were women in charge of all the stations between Daylesford and Newlyn except Woodburn which was unattended.

Traffic did not improve and in June 1921 the Electric Staff system was abolished between North Creswick and Daylesford, and replaced by Staff and Ticket, the opportunity being taken of re-opening Kingston as a Staff Station. This lasted for seven years, and then,, on June 18 1928 both Kingston and Allendale are shown as non staff stations, but four months later, Kingston reappears, but not so Allendale, though there was still an S.M. at both places.

Then on January 14.1932, the Interlocking Frame at North Creswick was taken out of service together with all the signals except the Home off the Daylesford line. At the same time, this station was dis-established as an Electric Staff Post, an intermediate instrument in the Section Creswick-Clunes being installed to control the two-lever apparatus which works the branch points and signals. A pilot staff is provided so that trains may be got off the branch while a train is travelling in the Section Creswick-Clunes in the direction of Clunes.

Finally, W.N. 48/47 reports the disestablishment of Kingston as a Staff station and the appointment of a Caretaker, so that the Staff sections are now North Creswick – Newlyn, Newlyn-Daylesford. The signals still remain at both Allendale and Kingston as well as Newlyn.

TRAIN SERVICES

The working timetable dated August 11,1890 is the earliest at my disposal, and at the period the Mines were still booming, traffic was brisk and loads small. The trains regularly scheduled from Ballarat (which was Up) were as follows: 4.40am Mixed, 8.20am Mixed, 10.10am Goods, 1.30pm Mixed,2.00pm Goods, 5.00pm Goods. In addition to these, was an 8.15am Goods from Creswick to Daylesford and on Saturdays an 11.10pm Mixed to Allendale. Conditional Goods trains were also scheduled, 4.10am to Trentham, 7.20am to Leonards Hill, 4.36pm to Leonards Hill, 11.45am

Creswick to Leonards Hill, and 4.47pm Creswick to Daylesford. The first three trains were scheduled right through to Woodend.

In the Down direction the regular trains ex Daylesford were 5.35am Goods, 7.15am Mixed, 11.10am Mixed, 1.30pm Mixed, 5.40pm Mixed and 8.55pm Mixed of which the second, fourth and fifth of the mixed were shown all the way from Woodend. There was also a 7.30pm Goods and the Local returned from Allendale at 12.15am on Sundays. The conditional trains were 10.17am from Leonards Hill to Creswick, 9.00am from Trentham to Ballarat (the return of the 4.10am), 1.30 pm Leonards Hill to Ballarat , 2.00pm Daylesford to Creswick and 7.10pm Leonards Hill to Ballarat. For some reason best known to the Time-Table Framer the Down trains are numbered as follows:1,1A, 1B, 1BB, 2, 2A, 3, 3A,4,4A,4B,5,6, On the Up they are: 1, 1A, 1AA,1B,2,3,3A,4,4A,4B,5,5A,6.The public time-table for August 12,1889 shows all the Mixed trains exactly as above.

By May 15,1893, the Boom had burst, so the Time-Table is a little different. The regular trains from Ballarat were 8.20am Mixed, 8.40am Goods, Creswick to Daylesford: 10.35 Goods – seated Van on Mondays – 1.30pm Mixed, 5.00pm Mixed and on Saturdays 10.23pm Mixed (not stopping Sailors Falls and all through to Daylesford. The conditional trains , all Goods were 4.10am to Trentham, 7.20am to Leonards Hill, 2.00pm to Daylesford and 4.36pm to Leonards hill.

The regular Down trains from Daylesford were 5,35am Goods to Creswick, 7.05a, Mixed, 11.20am Mixed, 7.45pmv Goods and 8.55pm Mixed There was also a 5.40pm Mixed on Saturdays. Conditional Goods were 10.17am Leonards Hill to Ballarat 9.00am Trentham to Ballarat, 1.35pm and 5.40pm to Ballarat , 7.30pm Leonards Hill to Ballarat.

On April 5, 1895, we find running regularly out of Ballarat the 4.35am Mixed to Daylesford, 8.57am Mixed Creswick to Daylesford (this connected with 7.30am Maryborough), 11.20pm Mixed, 2.40pm Goods Allendale to Daylesford, 5.10pm mixed and 10.30pm Mixed on Saturdays to Daylesford-non stop at Wombat and Sailors Falls. The conditional Goods were 4.10am to Trentham, 7.20am to Leonards Hill, 2.00pm and 4.36pm – both to Daylesford. Three regular Down trains were 6.45am Mixed to Creswick, which gave its patrons a wait of 46min. for a connection to Ballarat, 11.20am Mixed , 12.15pm Goods to Allendale (with conditional timing right into Ballarat), 2.00pm Goods with car, 5.40pm Mixed on Saturdays, 8.50pm Mixed Conditional trains were 10.17am ex Leonards Hill, 9.10am ex Trentham, 5.40pm (not Saturdays) and 7.20pm Leonards Hill to Ballarat.

Then coming to December 15,1896, we have running regularly out of Ballarat 8.05am Mixed, 11.05am mixed, 1.20pm mixed and 5.10pm mixed with a 10.30pm on Saturdays all to Daylesford, the last-named still giving Wombat and Sailors Falls a miss. There were conditional goods at 4.30am, 2.15pm and 4.36pm with a 4.15pm from Creswick to Daylesford. From Daylesford were the 6.35am mixed, 11.20am mixed, 3.50pm Goods with car and 8.50pm mixed with 5.40pm mixed on Saturdays. The conditional goods were 8.40am, two at 12.15pm one to Allendale or Ballarat and the other to Creswick (a note being added that if one ran the other could not), 5.40pm Saturdays excepted and 8.10pm.

Going on two or more years the first thing we notice is that someone has had a brainstorm and trains from Ballarat to Daylesford are now "Down" instead of "Up" and vice versa. The mixed trains are the same as in December 1896 except that the first two now start five minutes earlier, the second one being "goods with car attached" while Saturday night's train now leaves at 10.50pm and still misses Wombat and Sailors Falls. There were only two conditional Goods from Ballarat 5.25am and 2.15pm with a 4.15pm from Creswick (Saturdays excepted) in addition. From Daylesford the mixed trains were 6.30am, 11.20am, 3.50pm Goods with car, 5.40pm on Saturdays and 8.35pm.

The conditional goods were 9.30am, 12.15pm to Creswick (no longer in duplicate), 5.40pm (Saturdays excepted) and 8.10pm. As a matter of fact, the 5.40pm is not shown to run as required, but as it has no regular balance, I fear that must be an error!

In the further two years or to be exact in December 1900 we find all the Down trains both regular and conditional unchanged and the same applied to the Up journey even to the 5.40pm Goods shown to run regularly with no balancing train.

This state of affairs continues in June 1901, no one even yet having noticed the joke about the 5.40 Goods. The next time-table at hand is the famous or notorious one of May 1903, which never really became operative, as the "Strike" was taken advantage of to cancel a number of trains. It is not here recorded what actually happened on the line we are following but the trains scheduled were as follows: From Ballarat 8.00am mixed, 11.50am Goods with car, 5.10pm mixed all to Daylesford with a 10.00pm mixed to Allendale on Saturdays. There were also conditional goods at 5.45am, 12.25pm and 2.00pm with the 4.15pm from Creswick still in the list. From Daylesford were the 6.30am, 11.20am mixed and 3.50pm goods with car while Saturdays Local returned from Allendale at 11.01pm. the conditional Goods were 9.30am, 12.15pm to Creswick, 5.40pm (now really owing up to being conditional), and 8.10pm. As Rocky Lead was no longer a crossing place, it is noted that the 5.40pm UP and 4.15Down ex Creswick cannot run on the same day.

All the working books covering the next 10 years (and I had the lot) were destroyed as being "out of date" while I was away looking after my country's interests during the Great War, and by that I mean doing as little as possible for as much as possible in various parts of the world!

However in July 1907 I spent a week as a guest of my good friend the S.M. at Newlyn and at that time the Electric Staff was being worked with Allendale and Leonard and he trains were 7.55am and 5.10pm mixed from Ballarat to Daylesford and the 1.50pm Local goods from Ballarat daily. The UP trains were 7.10am and 3.40pm Mixed from Daylesford and the 6.15pm Local goods returning 6 days a week.

Five years later I had two visits to North Creswick as the guest of the S.M., another old friend, and the Daylesford mixed trains were still two each way per day, 7.35am and 5.10pm Down, and 7.8am and 3.40pm Up, while the Newlyn goods had become 12.00 noon Down and 6.17pm Up and did not run on Saturday. On Saturday however, we had a 10.00pm passenger from Ballarat to Allendale, returning and 11.13pm.

That visit is impressed on my mind firstly by my abortive attempt to send the Daylesford to Maryborough (I can still hear the Fireman chanting "We want to go to Daylesford") and secondly by the fact that I made my exit in the McKeen car which was then running between Ballarat and Maryborough.

The Working Book for December, 1913 shows the service as 7.50am and 5.10pm Down, Through mixed and Limited through mixed from Ballarat to Daylesford, and there was a 5.25am conditional Goods between the same places, which apparently never came back, and another one at 10.00am timed right through to Woodend. The Noon Goods to Newlyn ran Tuesdays and Saturdays excepted while on Tuesday and Saturday there was a 1.35pm. Conditional out of Ballarat to Newlyn. There was also a 2.10pm conditional goods from Rocklyn to Daylesford. Saturday nights local to Allendale

had vanished into limbo of forgotten things. The UP mixed trains from Daylesford continued to be 7.8am and 3.40pm and on Monday, Wednesday, Thursday and Friday the local Goods returned from Newlyn at 5.30pm. Tuesday and Saturday's conditional trip not getting any return booking at all. The old time 12.15pm Saturday excepted, conditional goods from Daylesford to Creswick was still scheduled and it also never returned! Then there was a 1.10pm conditional roadside from Daylesford to Rocklyn returning as before mentioned. Last of all was the 5.10 conditional goods ex Woodend right through to Ballarat; this was apparently the 10.00am from Ballarat returning, being allowed just 45minutes at Woodend to turn round!

The general cessation of mining in the district and the Great War did lot of no good to this line, and in December 1916 we find that while the Down Mixed trains are still the same, the 10.00am Newlyn Goods runs only on Monday, Wednesday, Friday, and eh only conditional goods is the 5.10am to Daylesford. On the Up, the mixed left Daylesford at 6.545am and 3.25pm daily, with the Newlyn goods at 1.55pm on Monday, Wednesday, Friday. No conditional timings at all.

This continues till May 10.1921, when we find that the Newlyn Goods has fallen on evil days and has joined the 5.10am as a conditional. The last-named train still has no balance, so if it ever ran it would seem that Daylesford must have become inconveniently overcrowded with trains!

By October 17, 1927 things had altered, and we now have the 7.50am ex Ballarat running only on Monday, Wednesday, Friday while the afternoon mixed left at 4.40pm daily, these trains, be it noted, having once again become "Up". No goods trains are scheduled at all whether conditional or regular, but on Tuesday, Thursday and Saturdays a postal motor left North Creswick at 8.20am and ran to Rocklyn, reaching that place at 9.30am. The Down trains were mixed from Daylesford at 6.50am and 2.00pm, the latter only running on Monday, Wednesday, Friday. The Postal Motor returned from Rocklyn to North Creswick at 9.50am.

On October 21, 1929 we find more trouble set in, as the 4.40pm from Ballarat terminated at Newlyn, returning from that place at 7.35am daily, all the other times being unaltered. This means that there was now a train from Ballarat to Daylesford and return on Monday, Wednesday, Friday. The Postal Motor still ran to Rocklyn the other three days.

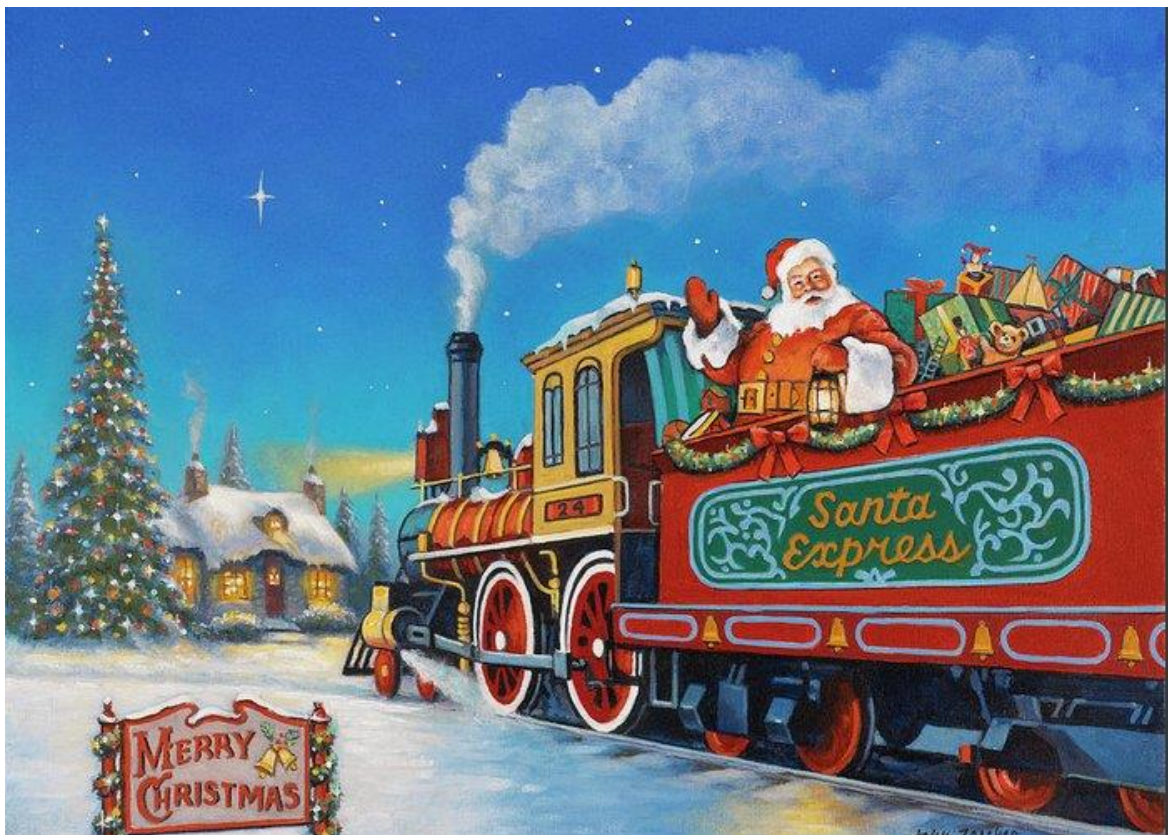
The depression in the 1930s took its toll, and by 1938, the service consisted of a 4.0am Car Goods Ballarat to Newlyn on Mondays only, an 8.50am Mixed to Daylesford on the same day and a 4.58pm Ballarat to Newlyn, Saturday excepted, this being Limited Mixed. Incidentally, this had again become the Down direction! On the Up there was a Limited Mixed daily from Newlyn at 7.25am and 2.00pm on Mondays only, the Mixed left Daylesford for Ballarat.

Hitler's war and the horror of peace worked further havoc with this service so that the latest Time-Table, 6th October 1947, shows only a 7.50am Mixed from Ballarat to Daylesford on Mondays, returning at 12.55pmm the same day, supplemented by a Goods to Newlyn at 8.30am on Tuesday and Thursday, returning from that place to Ballarat at 1.15pm.

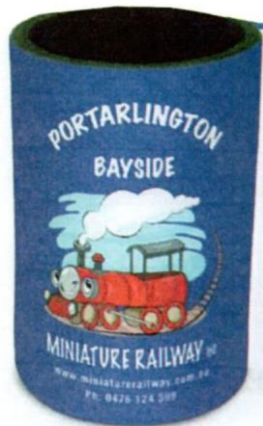
For the present, at any rate, this terminates the history of the decline and fall of this once busy line, and what the future holds for it is hard to say.

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**WISHING ALL OUR
VOLUNTEERS AND
LOYAL SUPPORTERS
A VERY MERRY XMAS
AND HAPPY NEW YEAR
FOR 2023 – AS WELL.....**



SOME OF OUR SOUVENIR RANGE :



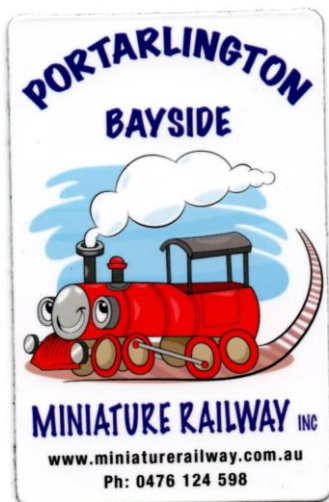
CAN COOLERS \$7.00 ea.



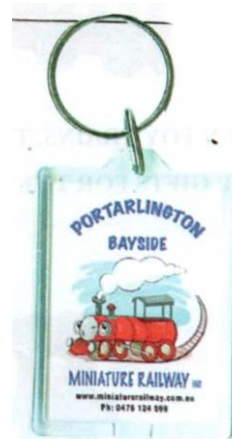
KIDS "TEE SHIRTS"

SIZES 2 - 10

SALE - ONLY \$10.00 ea.



FRIDGE MAGNETS \$3.00 ea.



KEY RINGS \$4.00 ea.

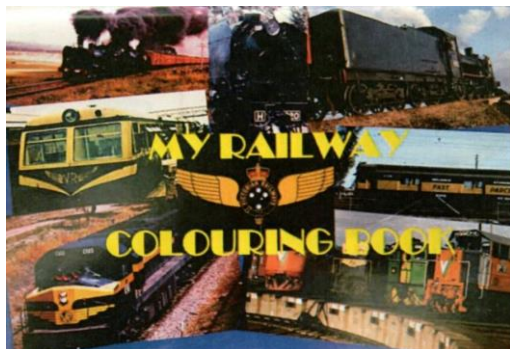


POSTCARDS \$ 1.00 ea.



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

PRICES ON APPLICATION.



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

JUST SOME OF OUR

SOUVENIRS.

IF YOU CANNOT SEE IT -

JUST ASK.....

SOME OF THE ITEMS AVAILABLE AT OUR STATION KIOSK

Yarra Valley Railway Information No.19

Ticket Dater

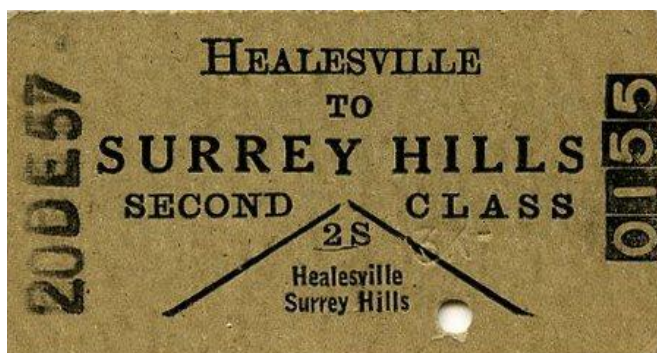
Edmondson train tickets were common throughout the world until on site printed tickets replaced them. The ticket dating presses were built by the Edmondson Company in Manchester, England. Now Edmondson tickets tend to be found only on tourist or heritage railways. All tickets below were dated on 20 December 1957.



The ribbon on the dating machine at Lilydale had printed more tickets than the Healesville machine. Its imprint being much paler.

The pale blue tickets were for journeys away from Melbourne (down direction) and the light brown tickets were for journeys towards Melbourne

A "V" was cut out of the tickets for passenger not paying a full fare – children. The cut piece was retained so that the booking clerk's books balanced.



The dater is opened by pressing the centre in and then lifting out the bottom section. This reveals the printing mechanism and the printing ribbon which moves on slightly after each printing. The thumb screw is removed allowing the letters and numbers showing the date to be set in place.



The Healesville station box of letters and numbers (above) has lost its lid and clearly a few of the letters and numbers. This is probably understandable after 100 years.

Dating a ticket is an acquired skill. It is tempting to push the ticket into the dater, but this only buckles the ticket. The ticket is lightly placed in the central slot and then the bottom flap of the dater is pushed in and it is this pressing motion that prints the date on the ticket. An accomplished ticket seller makes the job look easy and usually produces a good looking date image.

Dating their own ticket is a good activity for passengers.



CAMERA CORNER:



The Point Richards Signal Box stands sentinel over the comings and goings of our miniature railway. It has been in service at the miniature railway for at least 20 years and is quite unique railway feature in its own regard. (Picture: Brian Coleman.)

SAFETY BULLETIN BOARD

**GET
FIRST AID
AT ONCE!**



**IT ONLY
TAKES A
MOMENT**

**TO PUT ON
YOUR GOGGLES**



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	502
March	770	897	1257	1324		September	679	-	224	866
April	1524	-	1718	2315		October	2572	-	1610	497
May	615	-	990	1017		November	737	-	939	688
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 688 Passengers during November, a loss of 251 Passengers or – 26.75 %

Results for the current 2022 – 23 Fiscal Year are 3157 Passengers or a loss of 361 Or – 10.26 %

Figures represent a loss in traffic for the 2022 year of 1627 Passengers or – 13.71 %.

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 3rd December, 2022</u>	Party Booking	1.00 pm – 3.00 pm	2	50 PAX
<u>Saturday 17th December, 2022</u>	Party Booking	11.00 am to 1.00 pm	2	70 PAX

DECEMBER BIRTHDAY WISHES :

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

Kerry Blues	Ronald May	Harm Jager
Keith Stasinowsky	Margaret Vella	Tom Train

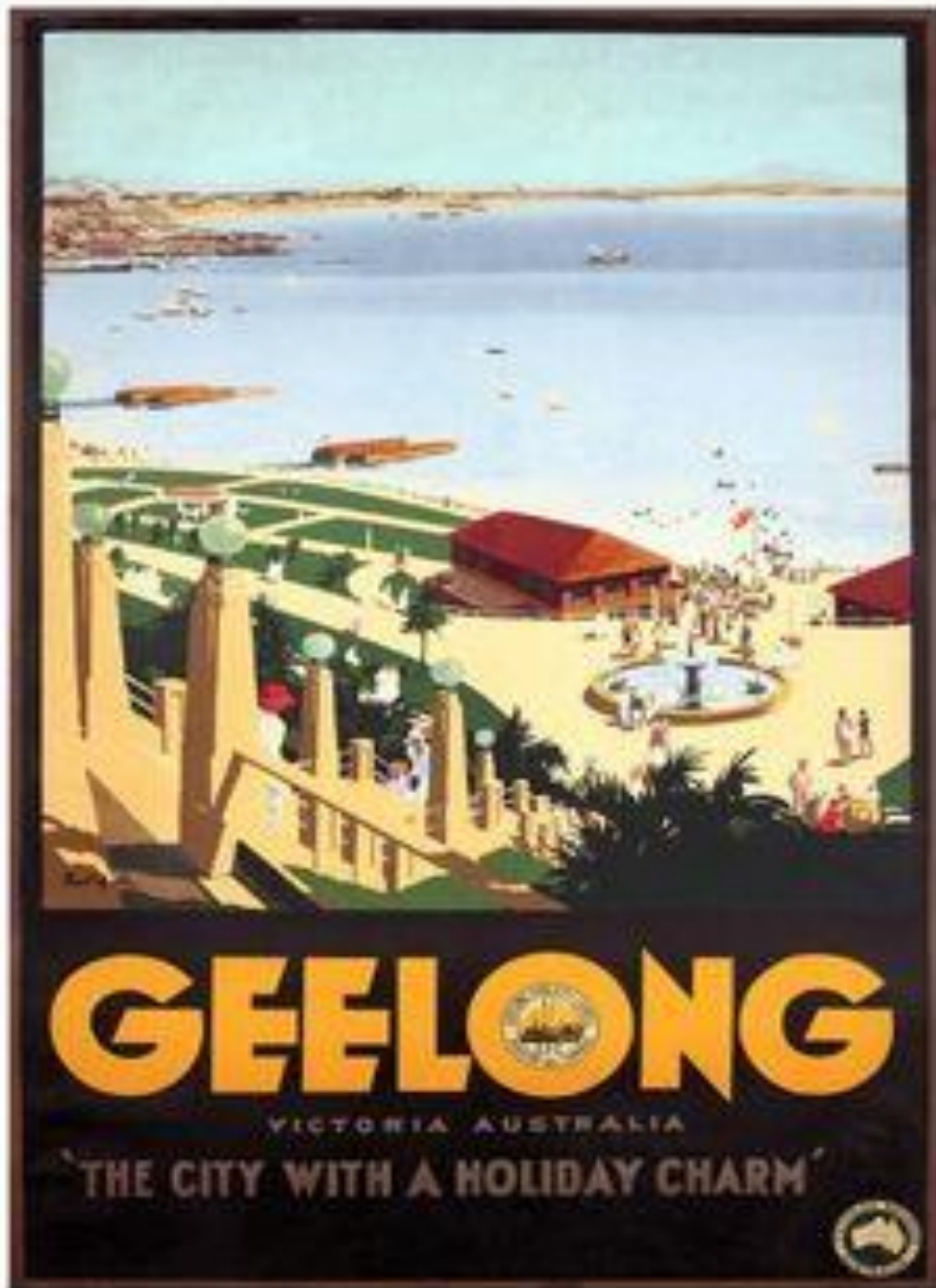
TRAIN RUNNING ROSTERS : (Under New Management)

The **December 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 January 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@live.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....



A rather attractive tourism poster of the 1940's period advertising the charms of Geelong. The view is looking over the Eastern Beach foreshore area, as it was back then.

THOUGHT FOR THE MONTH :



**Time is like
a river.**

You cannot touch
the same water twice,
because the flow that
has passed will never
pass again. Enjoy every
moment of your life.



English Teacher:
Give me the opposite
of this sentence:
"Children In the dark
make mistakes"

Student:
"Mistakes in the dark
make Children"

Teacher:
Get Out



WANTED TO SELL :

CURTIS CONTROLLERS (24V 110 Amp)

- Available for Immediate Sale. \$265.00 ea.

CONTACT: Keith on MOBILE No. 0476-124-598.

PBMR – CALENDAR OF EVENTS :

<u>DAY & DATE:</u>	<u>EVENT & TIMES:</u>
Saturday, 3rd ^h December, 2022	Party Booking 1.00 pm – 3.00 pm.
Sunday, 4 th December, 2022 (7th Birthday)	Ordinary Running Day 11.00 am to 4.00 pm
Saturday, 10 th December, 2022	COMMITTEE MEETING
Sunday, 11 th December, 2022	RAILWAY CLOSED
Saturday, 17 th December, 2022	Party Booking 11.00 am to 1.00 pm
Sunday, 18 th December, 2022 (Santa Day)	Ordinary Running Day 11.00 am to 4.00 pm
Sunday 25 th December, 2022 (Xmas Day)	RAILWAY CLOSED
Wednesday, 28 th December, 2022	RAILWAY CLOSED
Sunday, 1 st January, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Wednesday, 4 th January, 2023	School Holiday Running 11.00 am to 4.00 pm
Sunday, 8 th January, 2023	Ordinary Running Day, 11.00 am to 4.00 pm
Wednesday, 11 th January, 2023	School Holiday Running 11.00 am to 4.00 pm
Sunday, 15 th January, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Wednesday, 18 th January, 2023	School Holiday Running 11.00 am to 4.00 pm
Sunday, 22 nd January, 2023	Ordinary Running Day 11.00 am to 4.00 pm.
Wednesday, 25 th January, 2023	School Holiday Running 11.00 am to 4.00 pm
Sunday, 29 th January, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 5 th February, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 12 th February, 2023	RAILWAY CLOSED
Sunday, 19 th February, 2023	Ordinary Running Day 11.00 am to 4.00 pm

THINGS TO REMEMBER :

Summer Timetable began on Sunday, 2nd October, 2022. -
Running 1st & 3rd Sundays, except January - 11.00 am to 4.00 pm.

- Party Bookings : See "Special Trains Notice Board" – Page 17.
- **Volunteers are always required - Contact Harm Jager !!!.**

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1/6 High Street, Drysdale

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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

PROUDLY SPONSORED BY



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



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VACANCIES EXIST FOR STATION STAFF, SIGNALLERS,
DRIVERS, HANDYPERSONS, KIOSK STAFF ETC ETC...
APPLY AT OUR STATION...

EMAIL:	secretary@miniaturerailway.com.au	FACEBOOK	Miniaturerailway
WEBSITE:	www.miniaturerailway.com.au	PHONE:	0476-124-598
POSTAL:	P. O. Box 419, Portralington. 3223. Vic		Port Bay Exp Dec, 2022