

PORT BAY EXPRESS

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

Volume No.7 – Issue No.2.

February, 2022.

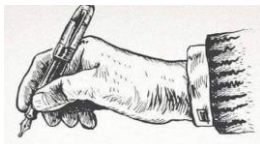


On Wednesday, 19th January, 2022, was a bright sunny day and were now in the middle of our Summer School Holiday running. Rochelle Holstein can be seen driving “Harvey” and passenger train with a few of the happy passengers on board that travelled on that day. The train is seen arriving back at Point Richards Station and passing the Signal Box and new semaphore signals. (Pic: Brian Coleman)

OUR PRESIDENT REPORTS :

- **Essential track maintenance is being carried out on the miniature railway during January & February, thanks to the loyal and dedicated efforts of all of our members and volunteers.**
- **The miniature railway is in the processes of acquiring another photocopier to replace our existing time expired model. Our appreciations go to Libby Coker, MP, for her valued assistance in this matter.**
- **Same old plea for articles or pictures for the Port Bay Express Newsletter. Please help our Editor to keep our PBE Newsletter - Just “chuffing along”.....**
- **Were always on the lookout for ideas or suggestion on ways to improve our miniature railway. Don’t keep them to yourself, let’s hear them.....**
- **Unfortunately “doing the paperwork” is becoming the norm to operate our miniature railways these days. The support of all members is sought to ensure that we achieve this, with the minimum of fuss, in future.....**

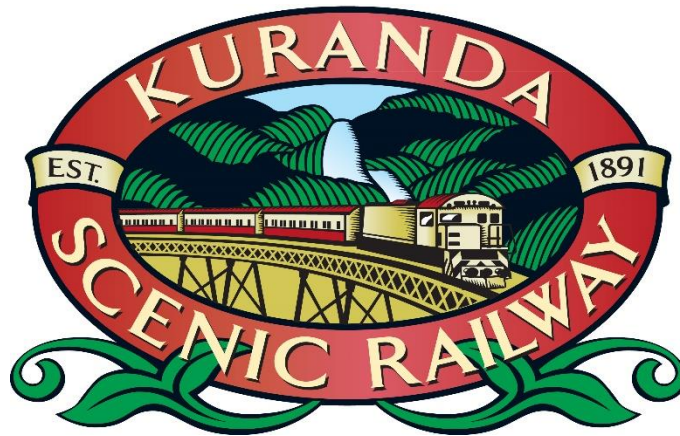
Keith Stasinowsky – President.



FROM THE SECRETARY'S DESK:

- **RAILWAY CLOSURE:** The PBMR will be closed for a period of time during February whilst we conduct some routine maintenance on the track. We apologise for any inconvenience. Please keep an eye out on our Facebook page for recommencing services.
- **If anyone is interested in booking a party or would like to enquire about one, please call our Party Booking Officer, Ashleigh on 0476-124-598.**
- **The PBMR is always on the look out for members that may be interested in joining. Maybe you are train buff and would like to drive a train. Why not come join the PBMR and we can teach you how to drive a train or maybe you looking for some activity. We welcome anyone at the PBMR and we would like you to come down and have some fun with us at the PBMR.**

Ashleigh Myers – Secretary.



HISTORY OF THE KURANDA SCENIC RAILWAY

The Railway:

Construction of the Cairns – Kuranda Railway was, and still is, an engineering feat of tremendous magnitude.

This enthralling chapter in the history of North Queensland stands as testimony to the splendid ambitions, fortitude and suffering of the hundreds of men engaged in its construction. It also stands as a monument to the many men who lost their lives on this amazing project.

In 1873 the cry of “gold !” echoed through the mountains. Primitive supply routes from the coast to the swelling gold fields were slow and perilous. In 1882 a devastating wet season brought misery to the blossoming townships. Supply routes were impassable and thousands of people came close to starvation. A reliable supply route had to be found.

Legendary bushman Christie Palmerston was tasked to find a route for a railway to link the rich mining belt to the sea. In 1887 construction commenced on one of the most ambitious railway projects ever undertaken. The line was opened from Cairns to Redlynch in 1887, Redlynch – Kuranda - Myola in 1891. It was further extended from Myola – Mareeba in 1893. By this stage politicians had lost interest in railway construction and the railway was not extended to Herberton until 1910 and eventually reached Ravenshoe in 1916. Other branch lines were later constructed and went to Forsayth, Mt Molloy, Mt Mulligan & Millia Millia. Only the railway to Forsayth survives to this day.

The Track:

Kuranda Scenic Railway travels on a narrow gauge which measures 1067mm (3’6”). Before 1901, each of the six British colonies was responsible for rail transport infrastructure. Queensland, Western Australia and Tasmania constructed narrow gauge railways. The other colonies built standard gauge or broad gauge railways. As a result of this legacy, Australian railways are a mix of all three gauges.

The Kuranda track is a National Engineering Landmark and tribute to all those who laboured in its construction. The Kuranda Station’s Heritage listed Signal Cabin building and 37 lever frame, is only one of nine in Queensland which is operational and used daily for train movements at Kuranda.

Track Trivia:

Labour: 1500 men (majority of Irish and Italian decent)

Distance: Cairns – Kuranda 33 Kilometres of track.

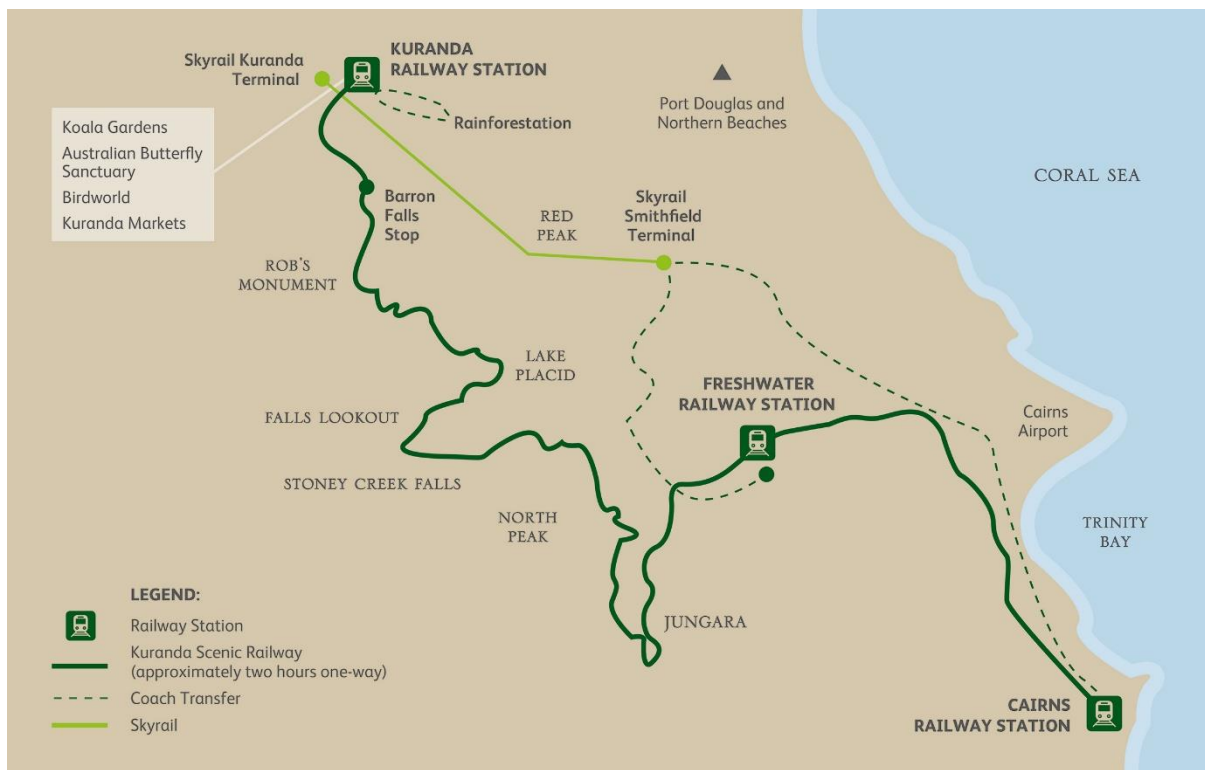
Ascent: 327 metres above sea level.

Engineering & Earthworks:

Removal of 2.3 million cubic metres of earth, 106 cuttings, 15 hand carved tunnels (1746m in length), 55 Bridges (244m of steel bridge spans and 1894m of timber bridges), 98 curves.

Stoney Creek Falls Bridge:

Completed in the mid 1890s and stands on three trestle piers. The bridge has a tight four chain (80.46m) radius. It was opened by the State Governor, Sir Henry Norman.



The Carriages:

The carriages used on the trains all date from the early 1900's, being built between 1909 and 1913. Each carriage is made from Silky Oak Timber, but today more sustainable timbers are used in their upkeep. The train is usually made up of one or two 1720 class locomotives and up to 15 heritage carriages.

The Locomotives:

The 1720 class locomotives, built between 1966 and 1970 by Commonwealth Engineering, Rocklea, Brisbane under contract from the Clyde Engineering Company were introduced to eliminate the remaining steam locomotives from Brisbane suburban services.

They found their way to the rural branch lines when displaced from Brisbane duties, after the system was electrified in the late 1970's.



Diesel Locomotive No. 1771D and train at the Stoney Creek Falls Bridge. (Pic: Queensland Railways)

1720 CLASS LOCOMOTIVE TRIVIA :	
BUILDER:	Clyde – EMD / Comeng Queensland.
MODEL:	GL18C Type: Co-Co Diesel Electric
ENGINE:	EMD 8-645E 2 Stroke V8
TRACTION:	1000HP (745 kW)
LOCO DETAILS:	Length: 12.34m Weight: 63 Tonnes



Diesel Locomotives 1764 & 1774 idling along in No.3 Road at Kuranda (Pic: Queensland Railways)

KURANDA SCENIC RAILWAY – DETAILS ARE:

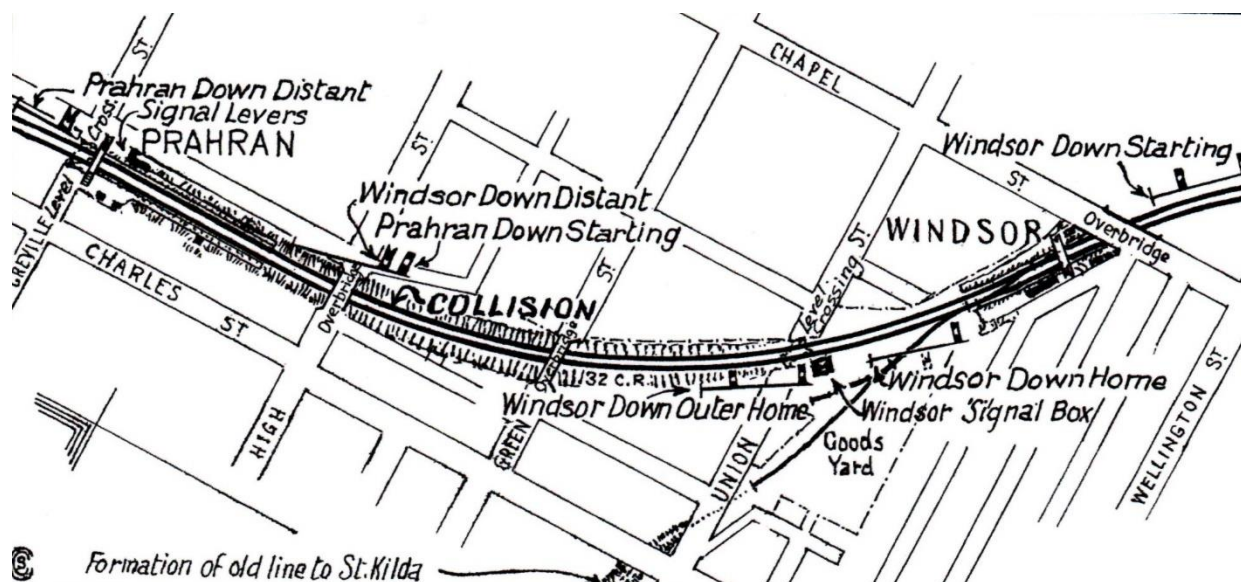
LOCATIONS:	CAIRNS, FRESHWATER or KURANDA RAIL STATIONS.
OPERATING DAYS:	7 DAYS A WEEK (2 Return Trains a day ex Cairns)
POSTAL ADDRESS:	GPO Box 1429, Brisbane. 4001. Qld.
EMAIL:	ksrres@qr.com.au
TELEPHONE No.	1800-577-245
WEBSITE:	Ksr.com.au
FACEBOOK:	facebook@KurandaScenicRailway

Appreciations are recorded to Samantha Cameron of the Queensland Railways PR Department for assistance given in the preparation of this interesting article on the Kuranda Scenic Railway.

THE 1887 WINDSOR RAILWAY ACCIDENT.

(by C.D Gavan-Duffy)

Victorian Railways



On the 11th May 1887, a serious accident occurred between Prahran and Windsor, on the Brighton Beach suburban line, when the 5.40 p.m. "express" to Brighton Beach, travelling under clear signals, ran into the 5.30 p.m Balaclava train, which was standing in the section with a burst Westinghouse brake hose pipe between the engine and the first vehicle.

Both trains consisted of 11 four and six-wheel carriages, the engine of the express being C.262, while that of the other train was C.266. Driver Maskell and Fireman McNab were on the express, with Guard Quinlan; the crew of the other train being Driver Keat, Fireman Moody and Guard W. Lang.

The distance between Prahran and Windsor (at platform centres) is 811 yards but the Union Street level crossing gates and the signal-box are closer to Windsor. On leaving Prahran, the line is in a cutting on a 32 chain curve, the gradient being against the down trains. There are two road overbridges, High Street and Green Street.

The signals concerned were the Prahran Down Starter, which was on a very tall post on top of the cutting, with the Windsor Distant beneath it; in fact, the reason for its great height was to enable it to be seen from the signal-box at Windsor. As a boy, I have often seen this signal and wonder how on earth any fog signalman could hope to see it. I still wonder!

There was no home signal at Prahran but there were Distant and it came out at the subsequent inquiry that the porters at that station had evolved their own technique for working the Distant – when a train passed it they would put it back but after such train had cleared the Starter, they would "haul off" the Distant, even though the level crossing gates might be across the line!

At Windsor, there was a Down Outer Home, which was on the right-hand side of the line covering the Union Street level crossing gates. It had then, and retained until the automatic signals came into operation, a co-acting arm.

In those days, there was a curious instruction, which authorised the signalman, in cases where a train was stopped at this signal, to bring it up to the Home with a green flag or light, not pulling the signal off!

At that time, the double line Block Telegraph, with Winters Instruments, had been in force for nearly four years. There were signal-boxes at South Yarra and Windsor but, at Prahran, the instrument was in the down booking office and was attended to by the Booking Clerk. The signal levers were on the platform and were looked after by the porter, who also had charge of the level crossing gates and, in addition, had to collect the tickets!

On this particular evening, the staff on duty at Prahran were five in number. The Station-master was William Benjamin Gedge, who had been S.M. at Camberwell at the time of the Burnley accident and will be remembered as having suggested to a friend that he had better not travel in the special train as he (Gedge) "thought that something might happen to it". Porter Ephraim Webb was on the down platform, Porter Henry Marshall on the up, Edwin Frederick Bremmer, a booking clerk, was in the up office and James Charles Blackburne, booking clerk, in the down office and, consequently, he was in charge of the block.

Young Blackburne, for he was only a boy, 16 years old, had a total of 12 days service in the Department. For a week, he had been attending the down office to learn the work under the supervision of the clerk on duty. At the end of that time, one of the clerks was sent away relieving and Mr. Gedge told Blackburne that he would have a shift on his own. When the boy protested that he was not competent, Mr. Gedge said that he should easily been able to pick up the work!

At the Inquiry, Gedge had a lot to say about how he had instructed the staff to "help the lad" and had himself frequently come into the office and looked over Blackburne's work and encouraged him. He received little corroboration in this and, in fact, it appeared that he had never gone into the office at all! Actually, he had a competent Block worker in the up office but would not let him do the Block working as the telegraph instrument was on the up side and, apparently, the average was about four wires a day!

On the fateful evening, the 5.30 p.m. left Prahran at 5.42 and 1/2, 1 and 1/2 minutes late. The Starting signal was clear but the Distant, below it, was red. The reason for this was that the 5.25 p.m. train to Elsternwick had not cleared Balaclava and the Windsor signalman had intended to stop the 5.30 outside the platform, as it was not scheduled to stop at his station.

Driver Keat, for some reason which, in his extremely garbled evidence was never able to explain, stopped his train as soon as he sighted the Outer Home at "stop", with the result that he was 99 yards from the signal and could not be seen from the Windsor signal-box, on account of the curve and the Green Street overbridge. Neither could be seen from Prahran.

At that time, there were two signalmen in Windsor box, E.W.Tozer and C. Berrie, the latter, in later years, a well-known Block and Signal Inspector. He was there for the purpose of learning the frame. William Holdsworth, the gatekeeper, was also there, the gates, at that time, not being connected to the signalbox.

They were all wondering where the train was and Signalman Tozer called Blackburne on the telephone and asked him whether the train had left. Blackburne thought he was referring to the express and said that it had not yet left. As a matter of fact, the lad said that he was nervous on the telephone – he had never seen one before! When Balaclava cleared the 5.25, Berrie pulled off the signals including the Distant. Both signalmen subsequently declared that had they been able to see the train, they would have flagged it in to bring it under the protection of the Outer Home.

When the Outer Home cleared, Keat at once started but was brought to a standstill as the hosepipe between the engine and the first carriage burst. Keat immediately got down to see what had happened and he and Guard Lang proceeded to release the brakes on each carriage. This took time and one of the passengers suggested more than once that it would be a good idea if the guard went back and protected his train. He was brushed off, however, being told, "Sonny, we have a Block system".

Meanwhile, Blackburne was having his own troubles at Prahran, as he was no less than five trains behind in his Train Register – after the accident, he filled in all these trains by the simple method of copying the previous days entries! This had the astonishing result that if one could believe the book, he had obtained line clear for the express at 5.44 and Windsor cleared the 5.30 at 5.46. As a result of all this when Porter Webb told him that both the next down and up trains were expresses and asked him whether he had line clear for them, Blackburne said that he had. Whereupon Webb pulled off all his signals, so the unfortunate express got a clear Distant, a clear Starter and also the Windsor Distant and the collision occurred with practically no warning at all. Driver Maskell and Fireman McNab were killed instantly, as were two of the passengers, and two more passengers died later, whilst there were many injured.

When the noise of the collision was heard by the men in Windsor, they, at first, thought that an engine had blown up and Tozer started off to see what had happened. En route he met Driver Keat and was told there had been a serious collision so, to quote his own words "I ran back as fast as I could." On arrival at the box he found that Berrie had stopped the up train and blocked the line in both directions. It was 9.p.m. before the debris was cleared away.

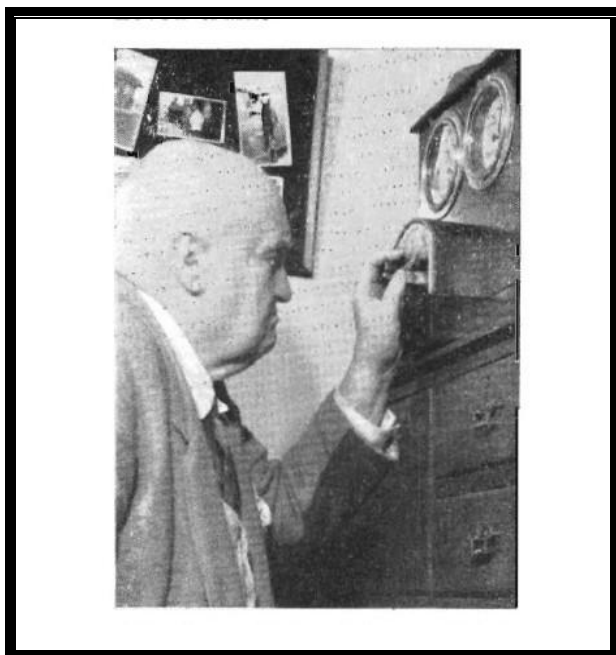
In those days "Obstruction Danger" was "1.7", and Berrie, in his evidence, said that he had at once told Balaclava what had happened, for fear, that he would mistake the signal for "1.8.1" – Train passed without tail light" – and would sent the next train on under a "caution", without any bell signals, as the rule then was.

I may mention that another queer practice at Windsor was to clear off up trains as soon as they could see the van or side light and give "line clear" to Balaclava long before the train passed the signalbox.

The Station-master at Prahran, Mr. Gedge, set about defending the lad Blackburne and, incidentally, himself, after the accident, by bringing certain well-known citizens into the office and pointing out to them that the Block needle on the Windsor instrument was pointing to "On line" and that, consequently, he must have received "line clear" for the express. Those who know Winter's Block will recognise that such a statement is ridiculous. The Board of Inquiry evidently thought so, for they categorised Gedge's evidence as most unsatisfactory and found that the full responsibility rested on him and Blackburne was not to blame. As a matter of fact, Mr. Gedge's services were, shortly afterwards, "dispensed with", while young Blackburne went on to become, in time, a Station-master himself.

The Board's report adds a need of praise to a young fellow named George Pegler, who was walking home from work and saw the disabled train in the cutting, saw the Prahran Starter come off, knew it was wrong and raced back to the station to stop the 5.40 express. He failed, but only just. In fact, from the evidence, it would seem, that had Porter Webb been a little more alert, the day might have been saved.

Signalman Archibald Burrowes, at South Yarra must have been a "sport", for, on asked had he had any trouble with the Prahran Block working, said - "No, not that day, except that not long before the smash Blackburne had sent an up train on without obtaining "line clear"". Asked if he had reported this, he said that he had not, as he thought that to do so might prejudice the boy's case. He had booked it in the train register but, as those booking were not checked in those days, apparently, nothing might ever have been heard of this slip!

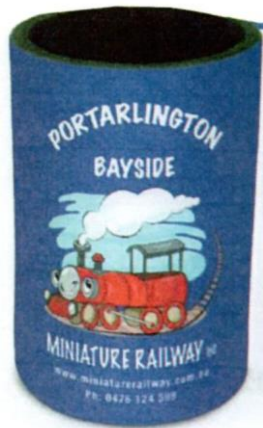


CHARLES DAIRMAID GAVAN-DUFFY - RAILWAY HISTORIAN (1886 - 1964).

The above article was written by Charles Gavan-Duffy during the 1950's and was one of many such interesting railway stories attributed to this great writer which appeared in the ARHS "Bulletin" Magazines 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.

SOME OF OUR SOUVENIR RANGE :



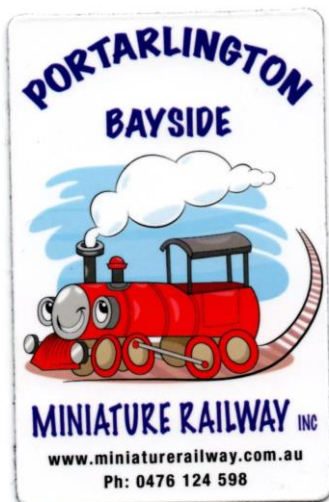
CAN COOLERS \$7.00 ea.



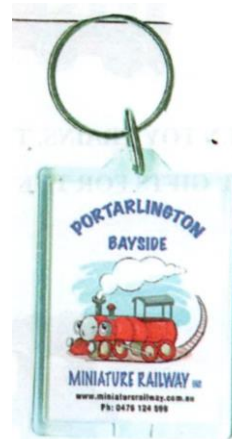
KIDS "TEE SHIRTS"

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SALE - ONLY \$10.00 ea.



FRIDGE MAGNETS \$3.00 ea.



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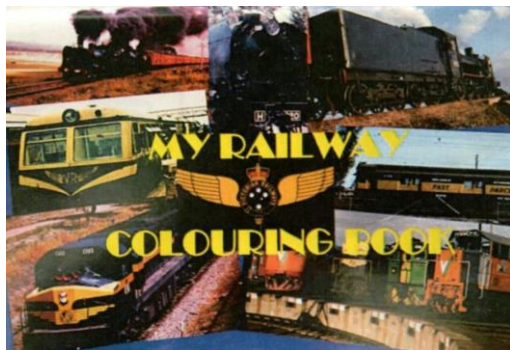


POSTCARDS \$ 1.00 ea.



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JUST SOME OF OUR RANGE

OF SOUVENIRS.

IF YOU CANNOT SEE IT -

JUST ASK.....

JUST SOME OF THE THINGS AVAILABLE AT OUR STATION KIOSK

Yarra Valley Railway Information No.6

Walker Railcar Toilet

The introduction of the Walker Railcars saw several modern developments.

The hand basin in the toilet cubicle was made of STAINLESS STEEL. There was also a powder soap dispenser above the hand basin. Press the button on the side and a small quantity of soap powder fell out. The soap powder did not dissolve very much in cold water. The hand basin when emptied ran out onto the track. Similarly, the toilet flushed onto the track. There was a notice requesting passengers to not use the toilets in the station. Today toilets on Victoria's trains must be "retention toilets."

Both photos are of the fully restored 32 RM on the Daylesford Spa country Railway, and identical railcar to the YVR 22 RM Walker Railcar.



CAMERA CORNER

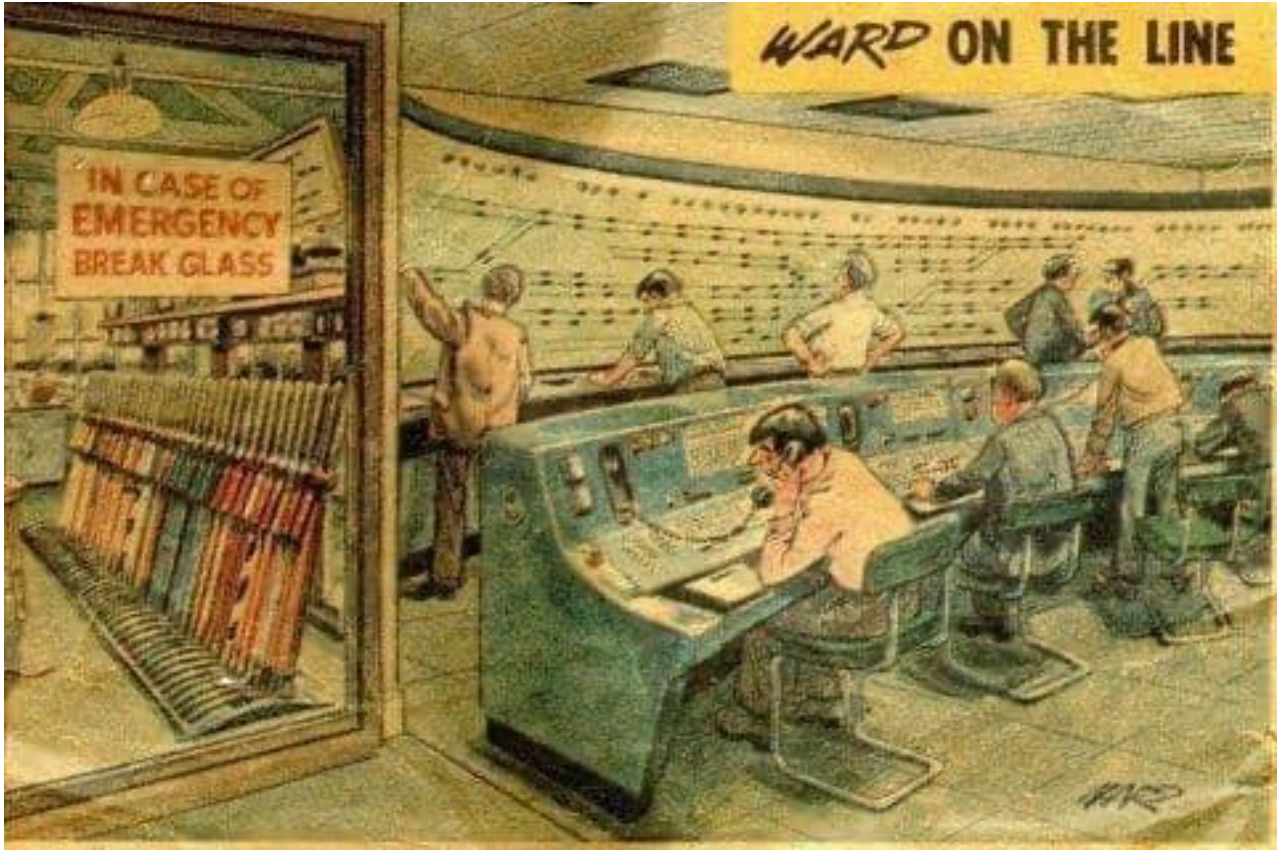


Looking out thru the Signal Box window towards the Point Richards Station. It's Wednesday 19th January, 2022, and sees three trains passenger trains hauled by Harvey, Sam & Bendigo Bank resting in Platform No.1 after a busy time. The Summer School Holiday Runs present an extra and busy time for the PBMR and it is successful mainly due to the dedicated efforts of our loyal band of volunteers and members. Their efforts are truly appreciated. Thanks Guys and Gals !!! (Pic: Brian Coleman)

A Little Poem For Seniors, so true it hurts!
Another year has passed
And we're all a little older.
Last summer felt hotter
And winter seems much colder.
There was a time not long ago
When life was quite a blast.
Now I fully understand
About 'Living in the Past'
We used to go to weddings,
Football games and lunches..
Now we go to funeral homes
And after-funeral brunches.
We used to go out dining,
And couldn't get our fill.
Now we ask for doggie bags,
Come home and take a pill.
We used to often travel
To places near and far.
Now we get sore asses
From riding in the car.
We used to go to nightclubs
And drink a little booze.
Now we stay home at night
And watch the evening news.
That, my friend is how life is,
And now my tale is told.
So, enjoy each day and live it up...
Before you're too damned old!

This little gem of a poem was contributed by Sue Stasinowsky and it is quite relevant to a lot of our members and volunteers who just happen to fall into this category !!..

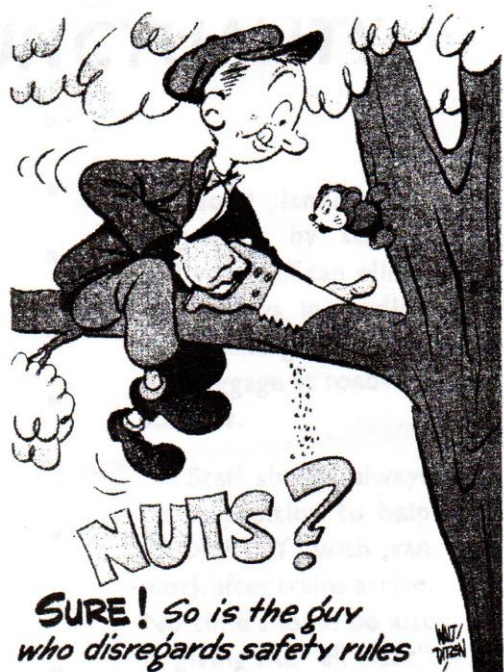
SOME RAILWAY HUMOUR FOUND ON FACEBOOK:



Colin & Christine comeng are not happy little sparks.



SAFETY BULLETIN BOARD



—Railway Safety Council



—Railways Safety Council

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		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 1890 Passengers during January, a loss of 818 Passengers or - 30.20 %

Results for the current 2021 – 22 Fiscal Year are 7009 Passengers or a gain of + 75.31 %

Figures represent a loss in traffic for the 2022 year of 818 Passengers or – 30.20 %.

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.

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>

BIRTHDAY WISHES FOR FEBRUARY :

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

Robert Freeman	


ROSTERS – TRAIN RUNNING :

The **February 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 March Roster is to be circulated to the members, for comment soon. For Roster Enquiries, kindly contact **Harm Jager, PBMR Roster Clerk** on **Mobile Tel No. 0481-117-981**. **Email:** harmjager78@gmail.com



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 PROTECTED myself FOR MY COMMUNITY

COVID-19 has affected all of us, but there is a way forward. It's time to protect yourself, your family and community by getting vaccinated. The sooner we all get vaccinated, the sooner we get back to doing the things we enjoy.



Book your free vaccination today

australia.gov.au | COVID-19 ACCINATION 

Or call 1800 020 080. For interpreting services call 131 450. 

Authorised by the Australian Government, Canberra.

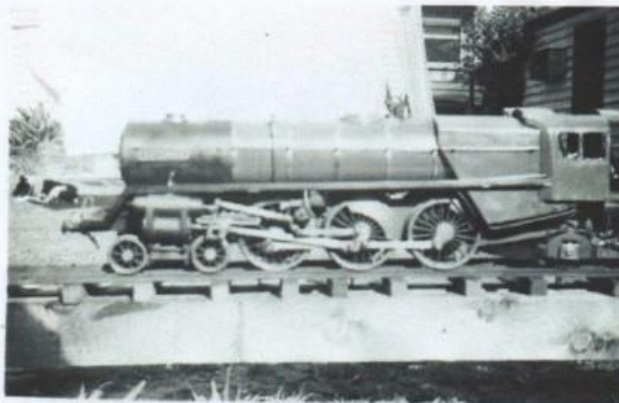
TRAIN HUNT



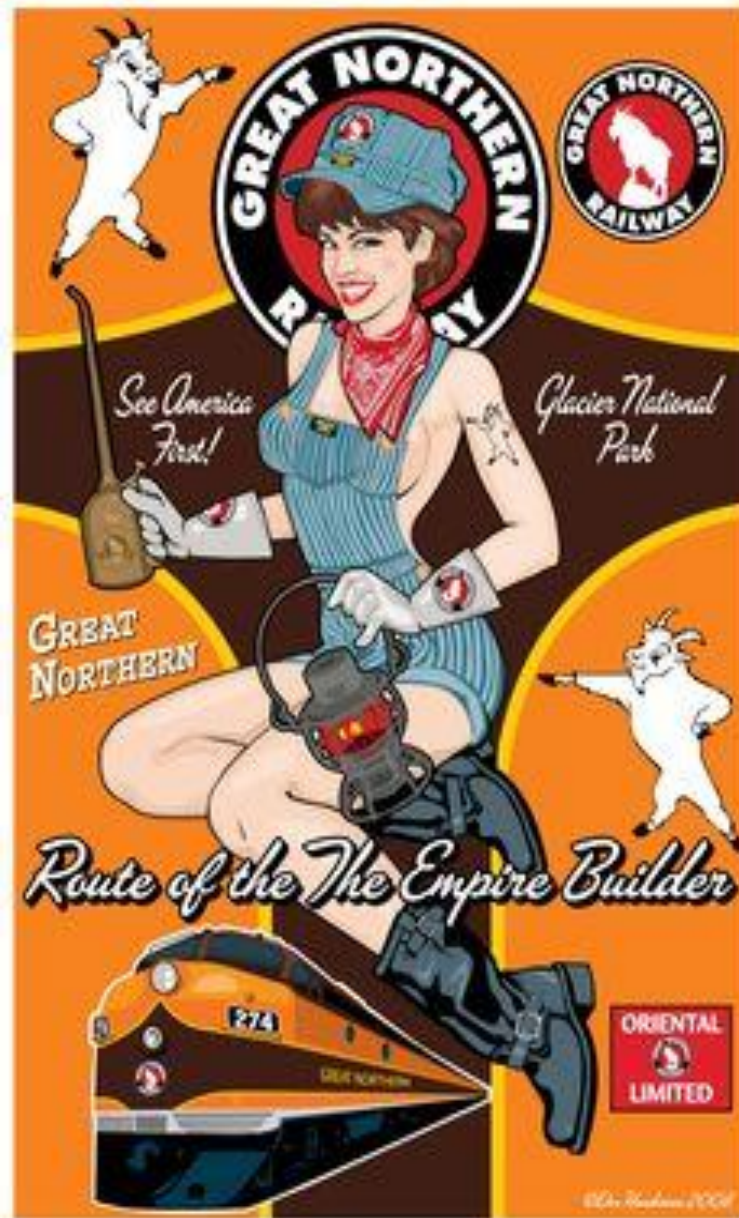
John B Wright (of Kent Rd, Surrey Hills, Victoria) built two engines that rode around his back yard until his death in late 1957. In 1958 his trains were sold to a young couple and have not been seen since. His Grandson, Trevor Rees, was too young at the time to avoid the sale but would love to know if anyone still has either of these engines in their care? Just to know that they were still out there would be wonderful.

As we understand it the trains were an *Atlantic Class* and a *Britannia Class*. I think that they were scratch built. If you have any suggestions or leads please get in touch.

Thank you! Ceridwen Rees (Kerry) - lostengines@iinet.net.au



lostengines@iinet.net.au



WANTED TO SELL :

CURTIS CONTROLLERS (24V 110 Amp)

- Available for Immediate Sale. \$265.00 ea.

CONTACT ALISTAIR - MOBILE No. 0452-258-399.

PBMR – CALENDAR OF EVENTS :

DAY & DATE:	EVENT & TIMES:
Sunday, 6 th February, 2022	RAILWAY CLOSED – TRACKWORKS.
Wednesday 9th February, 2022	COMMITTEE MEETING
Sunday, 13 th February, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 20 th February, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 27 th February, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 6 th March, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Wednesday, 9th March, 2022	COMMITTEE MEETING
Sunday, 13 th March, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 20 th March, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 27 th March, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 3 rd April, 2022	Ordinary Running Day
Wednesday, 6th April, 2022	COMMITTEE MEETING
Sunday 10 th April, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Wednesday, 13 th 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

THINGS TO REMEMBER :

- Summer Timetable began on Sunday, 3rd October, 2021.
- Running Every Sunday - 11.00 am to 4.00 pm.

- Party Bookings : See "Special Trains Notice Board" – Page 18.
- **Volunteers are always required - Ring Harm !!!.**

OUR SPONSORS – PLEASE SUPPORT THEM...

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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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