

# PORT BAY EXPRESS

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

Volume No.7 – Issue No.1.

January, 2022.

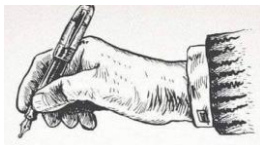


**Father Xmas comes to the PBMRI !!. On Wednesday, 22<sup>nd</sup> December, 2021, we had several visits from Santa during the day much to the delight of the gathered children. Santa handed out quite a few packets of candy treats to the kids. I understand that our Secretary who organised this special event was glad to see the day eventually come to an end !!. The smiles and happy chatter from the kids make it all that worthwhile !!. Musical entertainment by Richard Armstong and his band. (Pic Brian Coleman.)**

## **OUR PRESIDENT REPORTS :**

- Our Summer Timetable is effective and we are now running every Sunday from 11.00 am to 4.00 pm, and also on Wednesdays during the School Holidays not forgetting our Twilight Run on 8<sup>th</sup> January. Extra support from our members and volunteers is requested to keep our trains rolling along....
- Maintenance is once again being carried out on the miniature railway mainly on Wednesdays, thanks to the loyal efforts of all of our members and volunteers.
- The Annual Safety Audit of our miniature railway was conducted by our AALS Competent Person on Sunday, 12<sup>th</sup> December, 2021, and work has begun on rectifying issues found.
- Joe Vella has had knee replacement surgery recently and we are hoping to see him back “on duty” at the train shortly.
- A number of Party Bookings have been very successfully held before Xmas, thanks to the loyal support of our members and volunteers.
- Have been successful in obtaining a grant from the Department of Social Security thru Libby Coker, MP for a photocopier. Many thanks to Brian Coleman for preparing the grant application in this regard.
- Brian Coleman has spent countless hours in preparing grant applications, some successful, others not. Without these grants we would be struggling for development funding.

**Keith Stasinowsky – President.**



## **FROM THE SECRETARY'S DESK:**

- *Train Running & Working Bees have restarted again. If possible are able to assist on Wednesday or Saturday, please let our Roster Clerk Harm Jager know please*
- *As we come out of lockdown here in Melbourne and Victoria, we are reminded that Covid is not going away and we have to live with this now. This is a timely reminder that the PBMR is committed to ensuring the safety of the public during on its running days. Our carriages are cleaned after every ride and all our volunteers are all Covid Safe trained.*
- *Party Booking are still available if you like to have a party at the railway. We are taking bookings, so please contact our Party Booking Officer Ashleigh on 0476 598 124.*

**Ashleigh Myers – Secretary.**

# History and Development of the Cobdogla Irrigation & Steam Museum, SA.

**(Both articles prepared and written by Denis Wasley.)**

The site of the Museum is the former Cobdogla Pumping Station established in 1914. The first plant installed consisted of a twin cylinder Taylor Horsfield steam engine, in a temporary location near the end of the inlet channel which had been dug from the river.

The inlet channel was dug across the floodplain from the main river a distance of 720 yards using horse drawn "Tumbling Tommie's" during the very low river in 1914. The inlet has a capacity of 3,000,000 gallons per hour in line with the proposed output of the yet to be installed Humphrey Pumps. The inlet is now known as Joyner's Inlet after the Pumping Station supervising engineer who oversaw the works. The banks of the inlet have now been developed as "The River Port of Cobdogla" and is host to a resident paddlesteamer and a part time to a diesel paddleboat.

The plant was intended to be used until the Humphrey Pumps could be installed. A 3,000,000 gallons per hour supply channel was constructed along with a channel delivery network to the Cobdogla floodplain irrigation area.

The temporary plant was installed to provide water for fodder, a small area of permanent plantings and later for delivery of water to Loveday for construction works there.

The steam engine was built by Taylor Horsfield & C<sup>o</sup> of Ballarat and initially supplied to the Kalgoorlie goldfields. It was a 300 h.p horizontal cross compound condensing steam engine, N<sup>o</sup> 3510A, consisting of a 14" x 36" high pressure cylinder (N<sup>o</sup> 257B) and a 26" x 36" low pressure cylinder (N<sup>o</sup> 258C) both fitted with Corliss valve gear. The crank shaft was a straight shaft fitted with disk cranks on each end of the shaft. A flywheel was fitted to the crankshaft close to the high pressure cylinder. The flywheel was 15' diameter and weighed 8½ tons. It had 10 rope grooves to take 1¾" ropes which drove the pumps. The engine was governed to 70 r.p.m. at which it delivered 240 h.p.

The multi rope drive ran to a single 48" diameter pulley mounted between two Thompson & C<sup>o</sup> of Castlemaine centrifugal pumps. Each pump was of 500,000 gallons per hour capacity against a 40' head when running at 262 r.p.m.

Steam was provided by two second hand Thompson locomotive boilers. The boilers were housed in a small building north of the pumping plant which were housed in a pump well and concrete walled building adjacent to the inlet channel. Only the pump well remains of this installation.

High rivers in 1916 and 1917 deeply flooded the installation and it was re-sited in 1918 about 100 yards east to higher ground. A new concrete wall building, now the National Trust site, was built and the installation was made as a permanent pumping plant. The locomotive boilers were not used. Instead a new Babcock and Wilcox boiler (N<sup>o</sup> 3416), 24 foot long with twin 36" diameter steam drums was installed.

The next pump to be installed was also a temporary plant, installed because of the seven month drought induced low river in 1919/20. The Government pumping barge Albion was moored at the river end of Joyner's Inlet and a bank was built across the mouth of the inlet. The Albion was equipped with two steam driven pumps and was used to provide water to pumping plants in times of low river. Albion arrived at Cobdogla in early 1919 and commenced supplying water to the Cobdogla Pumping Station. However, the low river problem along the river was so great, that one of the steam pumps was removed from the Albion and installed on the riverbank. The Albion was then sent elsewhere. The plant removed from the Albion was another Thompson unit, consisting of a compound two cylinder engine (N° 530) of 100 h.p. running at 420 r.p.m. It drove a single stage pump, 36" inlet and outlet diameters, with a capacity of 1,000,000 gallons per hour at 15 foot suction head, suction length 23', delivery length 20'. The plant operated right through 1919 to August 1920, then from March to June 1921, April to May 1922, December 1922 to June 1923 and from March to June 1925. This engine was moved to the Chaffey pumping station near Renmark for similar duties until 1927 and was then moved to Loveday for storage in 1929. In 1933, the engine was installed at Loveday to drive a domestic supply pump until 1953. It is now at Swan hill in Victoria.

The Humphrey Pumps. A total of nine working Humphrey Pumps and three experimental units were installed world wide. Five of these were installed at Chingford UK in 1913, one in Essex UK in 1914, one at Del Reo Texas USA in 1914.

The Humphrey pumps installation spanned the years 1921 to 1925 and they operated from 1925 until 1965. The pumps were due to be installed at Cobdogla in 1915, but WW1 intervened. They were the only Humphrey Pumps installed anywhere after the war as the rapid advance in technology meant more modern systems were becoming available.

The Humphrey Pumps are a unique design and they really need to be told in another story.

The final series of pumps at Cobdogla were electrically driven.

During WW2, the Loveday Internment Camp was built. The internees and also local growers commenced growing vegetables and the requirement for extra irrigation water outside the normal supply periods was established. In October 1943, an electric pump was installed in a temporary concrete well alongside the south wall of the Humphrey building. The pump was a Thompson single stage horizontal centrifugal, size 18" x 18" (N° 2456), capacity 350,000 gallons per hour @ 585 r.p.m. direct coupled to an Australia General Electric 70 h.p. motor.

Power for the pump came from the Loveday Pumping Station. The ex Lake Bonney pumping station three cylinder Thompson steam engine had been relocated to Loveday in 1931 and this was coupled to a 260KVA 415 volt alternator to provide power to the Kingston and Moorook pumping stations from 1931 and then to Cobdogla from 1943. In 1948, diesel driven generating plants were supplied to the Berri and Cobdogla pumping stations.

A new concrete pump well and building were built to house the existing electric pump and a second unit, with provision being made for a much larger third unit.

In February 1956, The second electric pump consisted of two 18" x 18" Thompson single stage centrifugal pumps (N° 866) coupled together, giving an output of 650,000 gallons per hour @ 25' head, direct coupled to an Electric Construction C° Ltd motor of 110 h.p. @ 580 r.p.m.

In June 1956, the third electric plant was installed. This consisted of a Harland single stage centrifugal pump, 30" x 33" with an output of 1,300,000 gallons per hour @ 27.5' head. This was direct coupled to a Laurence Scott & Electromotors Ltd of 240 h.p. @ 325 r.p.m. It should be noted that this pump equaled the capacity of one Humphrey Pump.

The installation of the electric pumps was completed just in time, as later in the year the massive 1956 flood inundated the Humphrey building when the flood banks failed. The water rose to just below the height of the windows in the electric plant building. Due to the concern that the new pump well might float, several hundred tons of lead ingots were borrowed from BHAS and these were stacking on the floor of the pump well. The electric pumps continued to supply water to the Loveday Pumping Station for further re-lift to the highland irrigation areas for the duration of the flood. The flood did not recede until well into 1957.

With the establishment of the electric plant, the Humphrey pumps were not recommissioned after the 1956 flood receded.

The Establishment of the Museum.

The concept of an Irrigation Museum was first mooted by serving officers in the Irrigation Department of the Department of Lands who were later transferred to the E & WS. (Engineering & Water Supply Department) which is now SA Water.

Senior departmental officer, Dave Mack in particular was instrumental in preventing several of the exhibits now on display from being scrapped.

The South Australian Sesquicentenary (commonly called the Jubilee 150) provided an incentive to create a working museum. The concept was sanctioned by Peter Lewis from Head office and he directed the museum be created under the guidance of the then Regional Manager of the E&WS Mr. Ian Pascoe. The SA Jubilee 150 Board, through the Riverland Division of the E&WS, supplied funding for the creation of the museum with most of the work being carried out by Departmental staff.

The site chosen was the former Cobdogla Pumping Station which had been superseded by a new pumping station on the river at Loveday in 1980. The Cobdogla site contained two examples of the unusual Humphrey Internal Combustion Pump, some first generation electric pumps, a receiving basin from which the delivery channel emanated, an elevated water tank, a building which formerly housed steam pumping equipment and a workshop.

Initial developmental work on the site commenced with an extensive overhaul of one of the Humphrey pumps to working order and the installation of two gas producers salvaged from a meat works at Murtoa in Victoria. A stairway and lighting were installed in the second pump well to enable visitors to inspect the areas normally below water level.

Other work included fencing, the construction of a toilet block and a storage shed to house a Fowler crane Traction engine and clearing the site of debris. Dave Mack planned and oversaw the planting of many trees and shrubs.

Surplus pumping plant from Loveday, Kingston on Murray and Waikerie were also installed as static exhibits. The two Thompson Triple Expansion Steam Engines from Loveday, along with their pumps were jacked up to low loader height for transport to Cobdogla. Each engine weighs 35 tons while the top and bottom halves of the pumps are 8 tons and the impellers are 4 tons. A Worthington 3 cylinder diesel engine from Waikerie and various items of steam equipment, valves etc completed the display

The Fowler B6 Traction Crane Engine was restored by the E&WS depot at Ottoway, and E&WS staff from Barmera, with Redline Engineering doing the boiler repairs. This machine had been used to clear land during the developmental phase of the Irrigations Areas, during the construction of the Humphrey Pumps and during the Second World War, was used by Internees to clear dead trees from Lake Bonney. The engine had been last used by Departmental staff in the mid 1960's.

This initial work enabled the museum to be opened by the then Minister of Water Resources and Deputy Premier, Mr. Don Hopgood in March 1986. The Museum was then operated by paid staff of the E&WS. During the first year the Museum was opened every weekend and the exhibits operated once a month. In the second year the museum opened once a month and the Humphrey Pump and Fowler Traction engine were operated four times during year.

At the same time the restoration commenced of the second major working steam exhibit, the 2 foot gauge Bagnall locomotive. This is one of the two locomotives used on the former Cobdogla to Loveday light railway. The major part of this restoration was carried out by the apprentices at Ottoway. This engine was recommissioned in late April 1988 on a small circular track within the museum grounds, hauling four small, 4 wheel carriages.

A number of steam enthusiasts became interested in the operation of the Fowler Traction engine and on the 2nd March 1988, a public meeting was called at which the Cobdogla Steam Friends Society was formed. The aims of the Society included the maintenance and operation of the steam engines on open days. At about the same time, an agreement was made between the E&WS and the Barmera Branch of the National Trust for that organisation to take over the former steam plant building as their headquarters and display area. An expanded programme for more operating days was instigated with the museum being opened on each of the long weekends and during some school holidays. The Humphrey Pump was still operated on four of these days, mainly due to the cost of the fuel used.

Management of the museum was transferred from the E&WS (SA Water) to the volunteers from the Steam Friends, National Trust and the Humphrey Pump Operating Group. However, as the landlord, SA Water still had a major input, both financial and with workshop services and supply of essential materials and repairs for the operation of the steam engines and construction projects.

Development of the museum since the opening has been mainly concerned with the addition of further exhibits.



The National Trust fitted out their building as an interpretive centre with a series of large photos and dioramas depicting the development of the Irrigation Areas from pre white settlement to the mid 1930's. A major part of the display area is occupied by a Loveday Internment Camp display to commemorate the World War 2 Internment Camps scattered around the district.

The Steam Friends have continued adding both working and static exhibits.

For the railway they have built several more carriages and works vehicles, extended the track several times, with the ultimate goal of reaching the Loveday Pumping Station workshops, restored two Simplex locomotives and a Fairmont Section Car, added and then extended a locomotive and carriage running shed, and built a sleeper production line to cut sleepers to length and pre-drill them for dog spikes.

An internal combustion engine shed was built to house the original Blackstone engine and a number of other internal combustion engines, including two more Blackstone engines, a three cylinder Mirrlees, a four cylinder Southern Cross engine plus other Southern Cross engines, a Petter, a twin Dorman, Perry engine with a Perry pump, and other engines. Also included is a line shaft driving a large radial drill and a lathe.

This could be considered to be Part 1 of 3 as I still have much work to do on the development of the museum from 1988.

Part 2 will tell the story of the Humphrey Pump. Part 3 will be the story of the museum from 1988 to date.

**Credits for Part One are;**

Irrigation Settlements on the River Murray in South Australia by Dave Mack.

Information provided by former Pumping Station Superintendent Doug Fieldhouse.

Australian Steam Power magazine, edited by Denis Wasley. - Updated 08/12/21



**Brief Summary of some of the developments at the  
Cobdogla Irrigation & Steam Museum  
by the Cobdogla Steam Friends Society Inc. since 1988.**

**RAILWAY:** Recovery of rail, sleepers and ballast from various disused sidings at The Riverland Cannery, Berri Fruit Juices, Loxton Coop Packing Co, Riverton and Loxton Station Yard. In addition, 50 tons of rail donated from the Lameroo gauge conversion project.

These materials have been used to extend the track from the original 350 m loop to the current 2.5 km track with sufficient rail and possibly sleepers and ballast on hand to continue to the old Loveday Pumping Station.

**ROLLING STOCK:** The construction of 5 passenger carriages and numerous works wagons used in the construction and maintenance of the railway.

Acquisition and restoration of 2 Simplex locomotives and a Fairmont Section Car.

Sleeper Production Line, which consists of a sleeper saw and drilling machine.

The railway is fully accredited under the Rail Safety Act.

**BUILDINGS :**

Internal Combustion engine shed.

A lean to on each side of the Fowler shed (kitchen and souvenir shops, Committee Room and a small workshop).

Tractor shed.

Fire engine shed.

Loco and carriage shed.

The relocation and refurbishment of a cottage onsite for use by the caretaker.

The fitting out of the Loveday Workshop with a large Lathe, Milling Machine, Surface Grinder, and the rebuilding of an early 1900's Shaper, all to assist with the restoration and maintenance of exhibits.

**MAJOR EXHIBITS:**

Installation of the big Blackstone engine.

The acquisition and restoration of another 2 Blackstone and other stationary engines.

Acquisition and restoration of the Mirrlees engine.

Acquisition and restoration of a rare 4 cylinder Southern Cross engine.



Acquisition and restoration of the Fowler Z7 traction engine.

The re-tubing of the Fowler B6 and Fowler Z7 traction engines.

A complete restoration of an Aveling & Porter 16 ton steam roller is well under way.

**OTHER EXHIBITS ACQUIRED INCLUDE;**

9 vintage tractors in working condition

Several tractors in non-working condition for restoration.

Fire engine and fire pump trailer.

An 1880's Tangye Soho steam engines and a Wiles boiler.

Belt driven workshop machinery for display.

A prototype Orange Picking Machine.

Lister Auto truck (restored)

Working exhibits of a pump jack and a Bagshaw pump.

Several stationary engines in working condition or to be restored.

The rare steam engine from the Gillen Village Settlement.

The Paddle Steamer Roy.

Machinery built or purchased to assist museum operations

40 ton Log Splitter with a capacity of 4 foot diameter logs, 4 foot long.

Hydraplat elevated platform.

Track Jack for sleeper changing

Dog Spike puller

Rail Bending Machine

A road broom converted to railway ballast broom

**HUMAN RESOURCES:**

4 CSF members have obtained Boiler Operators and Steam Engine Drivers Tickets after receiving appropriate training at the museum.

Members are given training in the safe use of machinery and exhibits.

**COMMUNITY INVOLVEMENT:**

**Railway:** During the recovery phase of collection rail, sleepers and ballast for the railway, many local transport operators donated their cartage to move these items to the museum from Berri, Loxton, Riverton and Pinnaroo.

**Transport:** Two local firms have donated transport to allow the 2 Fowler tractions engines and the Bagnall loco to attend at least 20 National or local vintage machinery rallies. One of these firms also donated transport and crane for the PS Roy from Berri to Cobdogla.

**Projects:** A number of local tradesmen have donated their time and the use of their machinery to assist the Steam Friends with various projects.



**Bagnall 0-4-0 ST Loco and passenger train hard at work on the 2'00" gauge tramway.**

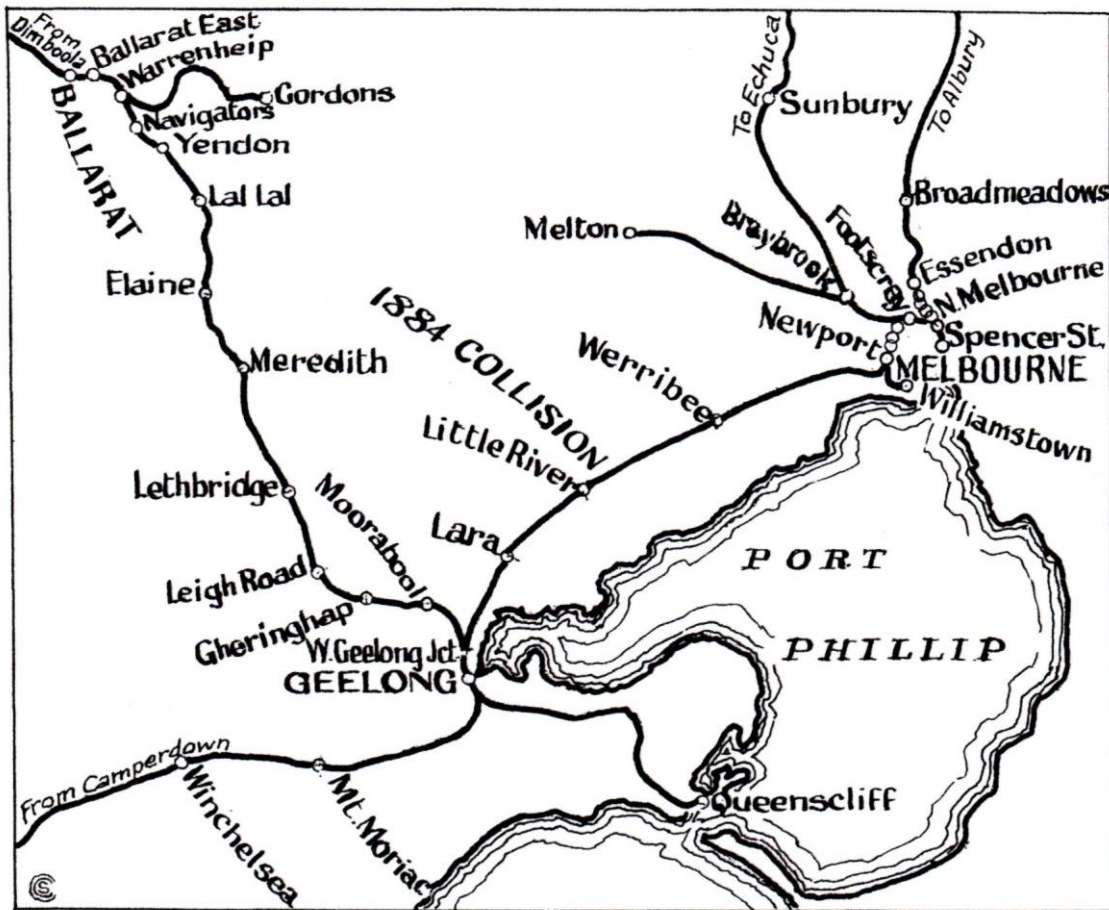
**COBDOGLA IRRIGATION & STEAM MUSEUM DETAILS ARE:**

<b>LOCATION:</b>	<b>3 Trussell Terrace, Cobdogla. SA. 5346</b>
<b>OPERATING DAYS:</b>	<b>Open days as advertised. (See Website)</b>
<b>POSTAL ADDRESS:</b>	<b>P. O Box 208, Berri, SA. 5343</b>
<b>EMAIL:</b>	<b>enquiries@cobdoglasteammuseum.com.au</b>
<b>TELEPHONE No.s</b>	<b>(08) 8588-2289      Fax: (08) 8588-2777</b>
<b>WEBSITE:</b>	<b>cobdoglasteammuseum.com.au</b>
<b>FACEBOOK:</b>	<b>cobdoglasteammuseum.com.au</b>

# THE LITTLE RIVER ACCIDENT OF 1884.

(by C.D. Gavan-Duffy)

## Victorian Railways



The night of the 2<sup>nd</sup> April, 1884 was black, dirty and wet and nowhere more so than on the plains between Werribee and Little River. It was a black night for the Victorian Railways , also, for, on that night the 7.10 pm passenger train from Ballarat collided with the 8.20 pm down Special goods near Little River, resulting in the deaths of both engine drivers and one passenger, while 44 passengers were injured. As if that were not enough, the O class on a down main-line goods blew up at the bottom of the Sunbury cutting, killing the fireman and injuring the driver.

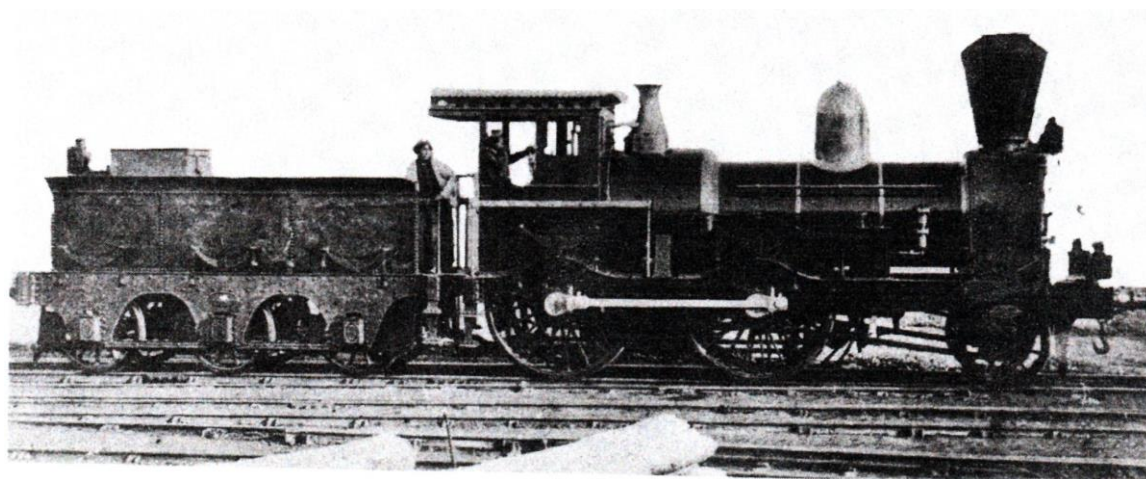


Our story has to do with the first event. In those days, the line from Melbourne to Geelong was single from Newport to West (now North) Geelong and was worked on the staff and ticket system, the only intermediate crossing places being Werribee (or The Werribee), Little River and Lara.

The Werribee station was in charge of Thomas Biddle, who had as his assistant a young porter of 19 years, named John McAree, who had some six month's railway experience though, it appeared, that this porter had an elder brother, who was an SM, and had learnt a good deal from him before joining the service. He had, however, only been at Werribee for a week or 10 days. Mr Biddle had a daughter, Annie.

The Station-master at Little River was Charles Jarvis Coles, an old servant of the Department, and he also had a daughter, Francis Selina. Mr. Coles had never been able to master the telegraph instrument and his daughter was employed by the Government as a telegraph operator – this circumstance having arisen through the telegraph being first of all installed at this station by the Postal Department.

The position at Werribee was different for, although Annie Biddle. Aged a little more than 16, had been taught to operate by her father and was quite a skilful telegraphist, she had no official standing of any sort, in fact, no right to touch the instrument.



The Victorian Railways' B-class locomotive, two of which, Nos. 82 and 92, were involved in the collision near Little River on the night of the 2nd April 1884. (Photo: Victorian Railways)

Mr. Biddle was a musician and skilled in another instrument as well as the telegraph, in fact, he was organist at the local Church of England. It was his custom to attend choir practice at the church, some quarter of a mile away, every Wednesday night, going to the church after he had crossed the 7 pm Down and the 3.25 pm up passenger trains and returning to the station in time to attend to the 7.10 pm up passenger, which called at Werribee at 10.5 pm.

On this particular Wednesday night, the 8.20 pm, special goods from Melbourne to Geelong was running and, according to the timetable, it should cross the up passenger at Little River. This goods train, which consisted of 35 empty sheep trucks and van with B class locomotive No. 92 (Guard Samuel Best, Driver Kitchen), passed Werribee at 9.23 pm, and went through at about 7 mph. The Driver threw out the Newport staff and the porter, McAree, handed to him the staff for Little River. Mr. Biddle not having returned. As the train went by, the guard exchanged greetings with Mrs. Biddle and Annie, who were on the platform with a couple of friends.

Then there occurred a strange thing, which has never been satisfactorily explained. At 9.40 pm, Annie Biddle went to the telegraph instrument, called Little River, and sent the following message – “16 WR OS SM LI”, that is to say, “Werribee on Her Majesty’s Service to Stationmaster Little River, Please send on 7.10 train. I have staff and will keep the line clear until its arrival. Signed Thomas Biddle.” She did not send the time, so Frances Selina Coles, at Little River, took her up thus – “GA time LI” to which the reply was “Time 9.40 WR”

At the subsequent inquiry, Miss Biddle could not explain why she had done this and declared that her father had not instructed her to do so, though he himself had told the Acting Chief Traffic Manager, Mr. Barter, that he took full responsibility for what had been done and has asked his daughter to keep the goods, if it should come after 9.30. This he withdrew at the Inquiry, stating that anything which he had said to his daughter was only by way of explanation of the practice to be followed, with no expectation of her taking any action at all. He contended that as he was only a quarter-mile away, he could be back in an instant should he the goods stop.

The line between Werribee and Little River undulates slightly but is perfectly straight, with the exception of a slight curve right at the latter station. This curve probably had some effect on the tragedy which followed, for it must be remembered that both locomotives were equipped with what are nowadays unofficially called “black headlights”, that is to say, ordinary oil lights, which on a clear night and a straight road, would probably have been seen soon enough to have avoided a collision but, on such a wet, windy night, availed nothing.

The passenger train (Guard McMurtrie, Driver Craik) which consisted of four ordinary 6-wheel carriages, a mail van and a guard’s van at each end, drawn by B class engine No. 82, a sister to that hauling the goods, arriving at Little River a couple of minutes after the receipt of the fatal message from Werribee. Mr. Coles collected the Lara Staff from the driver and handed him the telegram. The driver showed it to his mate and put it in his waistcoat pocket. After the accident, it was found in his bloodstained hand.

Neither train had any form of continuous brake in operation, though the engine of the Mail was fitted with a steam brake. According to the evidence of the guard, the passenger train was only moving at the rate of 15 mph and had there been an efficient brake, the collision might have been avoided or, at any rate, much minimized. As it was, the damage to the rolling stock was very severe.

The guard of the Mail earned great praise for his prompt action in seeing to the safety of his train and giving first aid to the injured, though himself rather severely hurt. It was a member of a well known Western District family who volunteered to go out into the wet and windy blackness of the night to meet the casualty van and pilot it to the wreck.

The Departmental Inquiry report gives a vivid insight into the conditions in those days. The then newly appointed Railway Commissioner Mr. Richard Speight, roundly declared that while trains were running, it was a Station-masters duty to be at his station and not choir practice "with half a dozen people bellowing in his ear". He was also critical of Mr. Biddle's practice of leaving the staff hanging inside the office window and a staff ticket on the outside window sill, so that he would not have to get up for the 4 am goods.

The Acting Chief Traffic Manager, on the other hand, was of the opinion that "you can't make a prisoner of a man", so that it would not be wrong for him to go up the street for half an hour or so but even he seemed to think that if there was a train the Stationmaster should be there for it.

It appeared also that much laxity had crept into the staff working and a provision whereby certain chief Stationmasters could suspend the staff system in an emergency had been so extended that a late train constituted an "emergency" and any Stationmaster, who had the telegraph, could suspend the staff working. This system came to an abrupt conclusion the day after the accident.

There was also much criticism of the length of time it took to get the casualty trains away from both Melbourne and Geelong, as well as the fact that there was no telegraph operator on duty at Geelong after 9. pm.

It is of interest to note that Driver Kitchen was the driver of the Box Hill special train which was involved in the collision near Burnley in 1882 but, of course, the circumstances were entirely different.

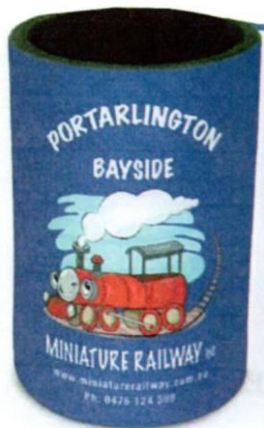
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**CHARLES DAIRMAID GAVAN-DUFFY - RAILWAY HISTORIAN (1886 - 1964).**

**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-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.**

**SOME OF OUR SOUVENIR RANGE :**



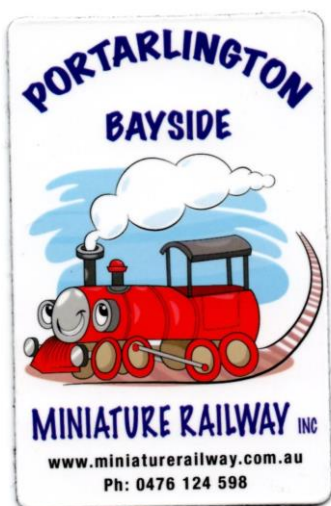
**CAN COOLERS \$7.00 ea.**



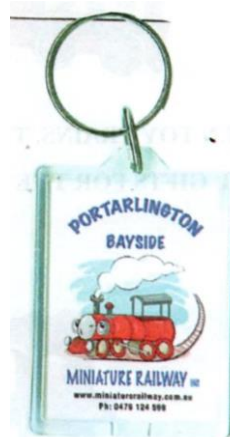
**KIDS "TEE SHIRTS"**

**SIZES 2 - 10**

**SALE - ONLY \$10.00 ea.**



**FRIDGE MAGNETS \$3.00 ea.**



**KEY RINGS \$4.00 ea.**



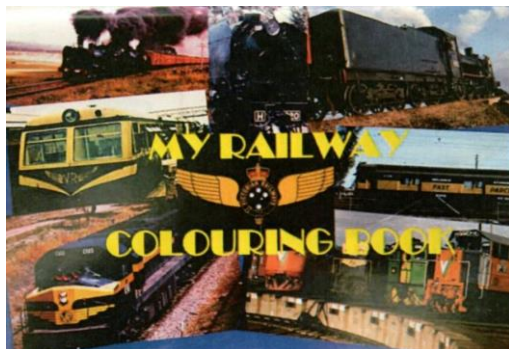


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**December 5<sup>th</sup>, 2015** is an important date in the calendar of the PBMR. It marks the resumption of public passenger services following this association's legal formation on 5<sup>th</sup> April, 2015, much negotiation with the Rotary Club of Drysdale Inc to formally take over the railway operation and much work to get the railway in good working order and in a "train shape" condition once more.

**On Sunday 5<sup>th</sup> December, 2021, we reached our 6<sup>th</sup> Birthday** The event was celebrated with a lovely birthday cake provided by Keith & Sue Stasinowsky. (See Page 13 for picture.) The cake was cut by Keith Stasinowsky (President) and ably assisted by Rochelle Holstein and was passed around to all present. Light music entertainment was provided by Robert Freeman and his Mobile Music Machine.

The day dawned bright and sunny. These prevailing conditions should have had assisted in having a positive effect on the number of passengers carried but we only carried 168 passengers for the day. Perhaps the Covid-19 crisis is unfortunately still keeping our patrons away A good roll up of members and volunteers attended the miniature railway and their assistance and support as always is greatly appreciated.

PBMRI 6<sup>th</sup> Birthday PBE Article

## CAMERA CORNER



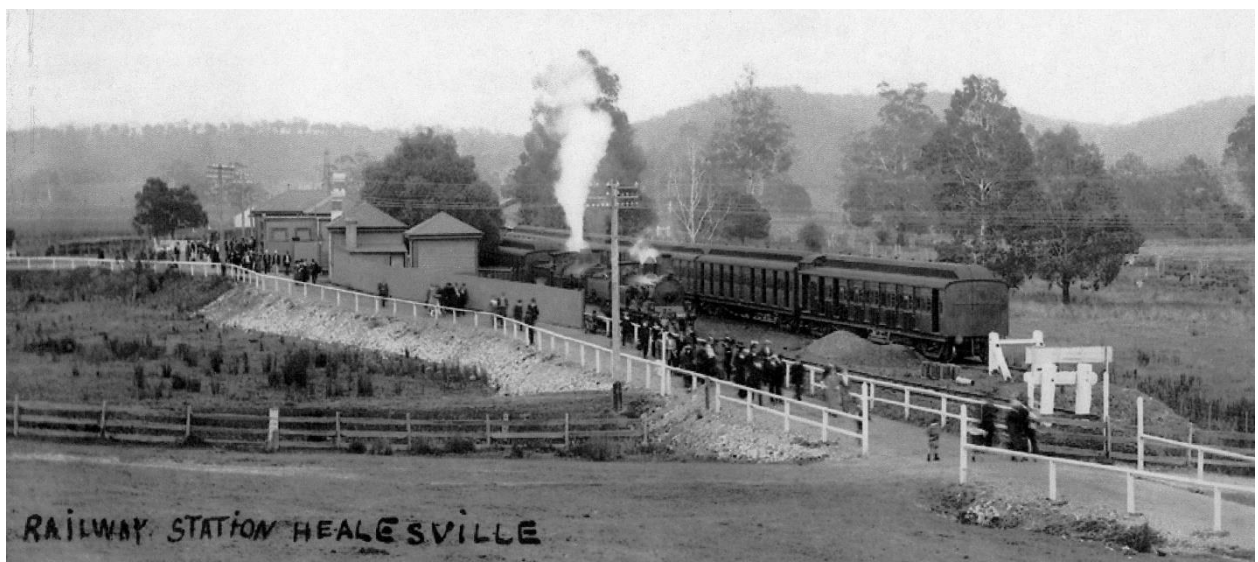
**On Sunday 5<sup>th</sup> December, 2021, the PBMR celebrated its 6<sup>th</sup> birthday of public passenger train operations since re-starting the miniature railway in December, 2015. Shown above is President Keith Stasinowsky (Right) cutting the birthday cake and being ably assisted by Volunteer Rochelle Holstein (Left). Another milestone in the PBMR's history has now been reached. (Pic: Brian Coleman)**



## Yarra Valley Railway Information No.5 **Healesville Passenger Platform Length**



This photograph was taken before the Healesville platform was reduced in length. The chain mesh wire fence replaced the previous wooden picket fence.



A new wooden picket fence has since been installed.

Years ago, tourists flocked to Healesville, and long trains were required to accommodate all the passengers. Large numbers of people still come to Healesville, but they now come by car.



Standing on the platform today, it is obvious that the platform was once longer than it is now. The face of the platform needed maintenance so rather than undertake repairs of the entire platform, section of the platform facing was removed and the platform fill cut back. **Editor's Note:** *The 1950 Issue of the VR Directory of Stations shows the length as 541 feet. By April, 1965, the VR Weekly Notice (No.16/65) records that the platform had been shortened to 240 feet long, as it is now.*



**[SEE THE FABULOUS COLLECTION OF WOODEN TOYS AT OUR STATION KIOSK](#)**



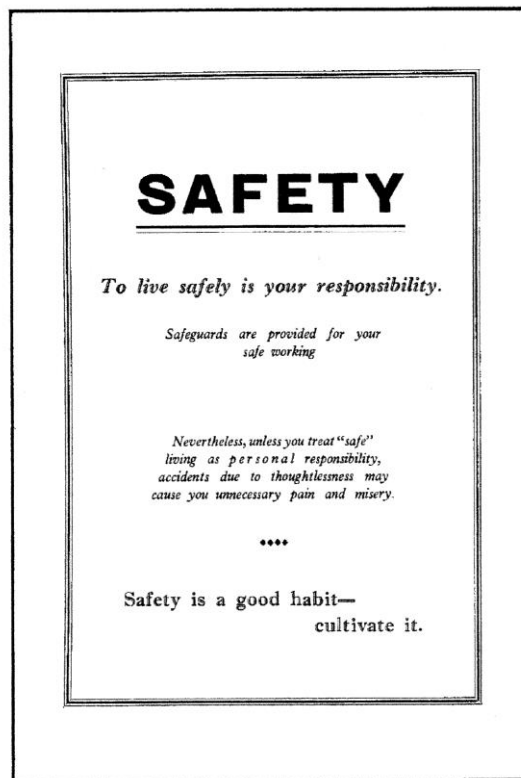
**SAFETY BULLETIN BOARD**

\*\*\*\*\*

*Living with the Sun*



**SLIP**  
ON A SHIRT  
**SLOP**  
ON A SUNSCREEN  
**SLAP**  
ON A HAT



\*\*\*\*\*

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

**OUR MONTHLY PASSENGER TALLIES – From January, 2017 – to current :**

Month	2017	2018	2019	2020	2021	Month	2017	2018	2019	2020	2021
January	1622	1488	2417	2214	2708	July	398	363	670	-	373
February	306	883	758	698	1044	August	-	163	370	-	372
March	522	854	770	897	1257	September	572	1095	679	-	224
April	1636	1466	1524	-	1718	October	939	971	2572	-	1610
May	316	280	615	-	990	November	811	699	737	-	939
June	422	646	392	-	630	December	1009	1068	1714	1290	1601
<b><u>TOTALS</u></b>	<b><u>7543</u></b>	<b><u>9346</u></b>	<b><u>10835</u></b>	<b><u>10551</u></b>	<b><u>9637</u></b>		<b><u>8553</u></b>	<b><u>9976</u></b>	<b><u>13218</u></b>	<b><u>5099</u></b>	<b><u>13466</u></b>
	FY	FY	FY	FY	FY		YR	YR	YR	YR	YR

Railway carried 1601 Passengers during December, a gain of 311 Passengers or + 24.10 %

Results for the current 2021 – 22 Fiscal Year are 5119 Passengers or a gain of +296.82 %

Figures represent a gain in traffic for the 2021 year of 8367 Passengers or + 164.09 %.

Passenger train operations were suspended from 22<sup>nd</sup> March, 2020 to 6<sup>th</sup> December, 2020, from 18<sup>th</sup> July, to 31<sup>st</sup> July, from 21<sup>st</sup> August, 2021 to 10<sup>th</sup> September, 2021 & from 22<sup>nd</sup> – 27<sup>th</sup> 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 &amp; DATE</u>	<u>TYPE :</u>	<u>TIMES OF HIRE :</u>	<u>No. of Trains :</u>	<u>No in group</u>

**BIRTHDAY WISHES FOR JANUARY :**

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

<b>Tony Brincat</b>	

**ROSTERS – TRAIN RUNNING :**

The **January 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 February 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....**



  
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For interpreting services call 131 450.

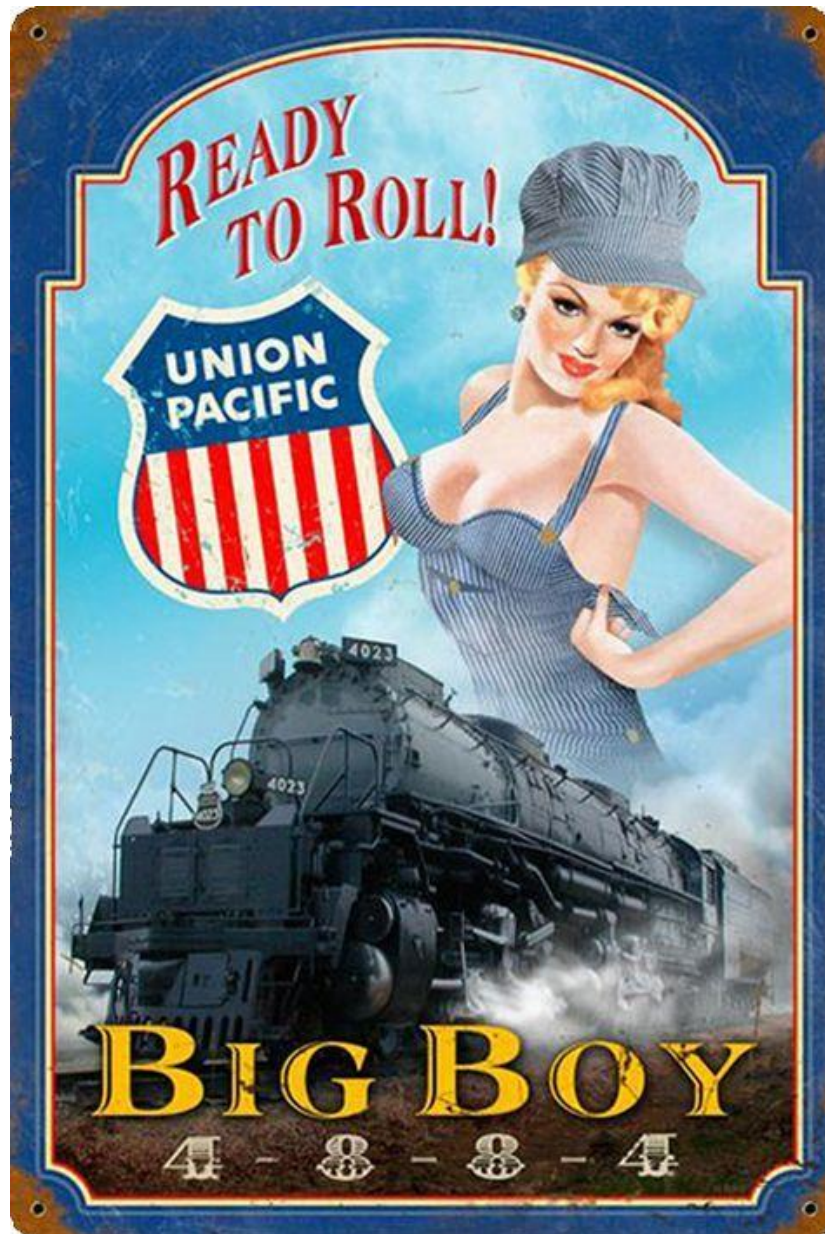


Authorized by the Australian Government, Canberra.

*The Five Principles Of*  
**SHED SCIENCE**

---

- 1 NEVER THROW ANYTHING OUT.**  
You never know when you might need it.
- 2 I KNOW WHERE EVERYTHING IS.**  
I know by instinct – it only appears to be a mess.
- 3 YES I NEED SEVEN OF THOSE.**  
You can never have too many tools.
- 4 LEAVE THAT ALONE.**  
Can't you see that's work in progress.
- 5 IT WORKS BETTER THAT WAY.**  
Stop asking stupid questions.



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**PBMR – CALENDAR OF EVENTS :**

<b>DAY &amp; DATE :</b>	<b>EVENT &amp; TIMES :</b>
Sunday, 2 <sup>nd</sup> January, 2022	Ordinary Running Day, 11.00 am to 4.00 pm
Wednesday, 5 <sup>th</sup> January, 2022	School Holiday Run 11.00 am to 4.00 pm
Saturday, 8 <sup>th</sup> January, 2022	Twilight Run 4.00 pm to 9.00 pm
Sunday, 9 <sup>th</sup> January, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Wednesday, 12 <sup>th</sup> January, 2022	School Holiday Run 11.00 am to 4.00 pm
Sunday, 16 <sup>th</sup> January, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Wednesday, 19 <sup>th</sup> January, 2022	School Holiday Run 11.00 am to 4.00 pm
Sunday, 23 <sup>rd</sup> January, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Wednesday, 26 <sup>th</sup> January, 2022 (Australia Day)	School Holiday Run 11.00 am to 4.00 pm
Sunday, 30 <sup>th</sup> January, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 6 <sup>th</sup> February, 2022	Ordinary Running day 11.00 am to 4.00 pm
Wednesday, 9 <sup>th</sup> February, 2022	COMMITTEE MEETING
Sunday, 13 <sup>th</sup> February, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 20 <sup>th</sup> February, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 27 <sup>th</sup> February, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 6 <sup>th</sup> March, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Wednesday, 9 <sup>th</sup> March, 2022	COMMITTEE MEETING
Sunday, 13 <sup>th</sup> March, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 20 <sup>th</sup> March, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 27 <sup>th</sup> March, 2022	Ordinary Running Day 11.00 am to 4.00 pm

**THINGS TO REMEMBER :**

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

- Party Bookings : See "Special Trains Notice Board" – Page 22.
- **Volunteers are always required - Ring Harm !!!.**

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<b>WEBSITE:</b>	<a href="http://www.miniaturerailway.com.au">www.miniaturerailway.com.au</a>	<b>PHONE:</b>	<b>0476-124-598</b>
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