

PORT BAY EXPRESS

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

Volume No.7 – Issue No.7.

July, 2022.



Robert Freeman (pictured) has decided to “call it a day” and is retiring. A long time local and loyal member, he has helped in various way including bringing his “Mobile Music Machine” to entertain our visitors on most running days. His presence at the miniature railway will be sadly missed by many who knew him.

----- (Picture: Brian Coleman)

OUR PRESIDENT REPORTS :

- Our Annual General Meeting is being scheduled for Saturday, 13th August, 2022. The Acting Secretary will be sending out formal notices etc, shortly. It's time for all to consider how you can tangibly contribute to help our association along.
- The Annual Members Get Together & Luncheon will be held in late July and a circular has been issued giving further details etc. Let Harm know if your going to attend.
- Don't forget to renew your members subscription soon. The association depends on your continuing support for its future endeavours.
- Our Winter School Holiday Running on Wednesdays has now commenced and your continued support of these extra events is always appreciated.
- We need more Volunteers. Know anyone who might be interested in joining us ??.

Keith Stasinowsky – President.



FROM ACTING SECRETARY'S DESK:

- The Membership Renewal Notices have all been sent out and renewal is expected by 1st July, 2022. **If you have not renewed your subscription as yet, please consider doing so as soon as possible.**
- Our Annual General Meeting is currently scheduled for Saturday, 13th August, 2022, all being well. Formal notices of the AGM will be sent out to all members shortly.
- If anyone is interested in making a party booking or would like to enquire about one, give David, our Party Booking Officer a call on 0476-124-598. We have some vacancies and look forward to talking to anyone about it.
- Always on the lookout for new members or volunteers to help us keep our miniature railway running. If you are interested give the Secretary a call on 0407-314-839.

Brian Coleman – Acting Secretary.

The Pichi Richi Railway

The Pichi Richi Railway operates in the heart of the Flinders Ranges between Quorn and Port Augusta, 300km north of Adelaide. In 2023 it will be 50 years since the Pichi Richi Railway Preservation Society Inc., was formed.

Quorn was established in 1878 and the railway constructed in 1879, and became part of the original Ghan line from Adelaide to Alice Springs. The town was a vibrant railway town for many years, but especially during World War II, when up to 40 trains passed through the town each day. An estimated 1 million soldiers and nurses were fed by members of the Quorn Branch of the SA CWA - Country Women's Association, as they travelled through Quorn. Amongst the visitors was General Douglas MacArthur who was the commanding general of US forces in the Far East when the Japanese forces swept across Asia. MacArthur was ordered to escape to Australia just four weeks before the Philippines fell, and whilst he famously vowed to return, he never did.

Twenty years later, this historic town almost died when the standard gauge Port Augusta to Marree line was built, to the west of the Flinders Ranges and the Ghan bypassed Quorn and Hawker. The railway workshops were then moved to Port Augusta taking with them half the local population.

When a proposal was rumoured to dismantle the line between Quorn and Port Augusta in the early 1970's a Quorn resident named Quentin Smith could see this was going to be a huge loss for local history. He displayed signs along the track – hanging them from the bridges in Pichi Richi Pass which said: 'THIS IS OUR HERITAGE LET'S SAVE IT', 'SAVE THIS RAILWAY LINE AT ALL COSTS', 'OUR MOST HISTORIC RAILWAY PRESERVE IT' and 'SAVE THIS BEAUTIFUL STONE WORK'. Quentin Smith was amongst the founding members who established the Society in July 1973, and amongst the volunteers who went out to work on the track, preparing it to run trains again. Others dedicated their efforts to obtaining locomotives and carriages to run on the narrow-gauge track.

The first passenger train set off a year later, in July 1974.



The first trains ran as far as the Summit, about 8kms (~5 miles) from Quorn.

Then for the next few years trains carried passengers up the Pass, as far as the ruins of Pichi Richi township, needing two locomotives to operate the train. The stretch from Pichi Richi to Woolshed Flat opened in 1978, and there the railway terminated for the next 21 years.

This stretch of track is still the main site of PRR train operations, with all Pichi Richi Explorers, Sundowners and Coffee Pot Heritage Rail Experience services now terminating at Woolshed Flat.

However, several PRRPS members had their sights set on running through to Port Augusta, and they worked tirelessly through the 1990's to achieve this end. With the help of funding from a variety of sources and volunteer enthusiasm and commitment the operational track was restored to reach Stirling North in 1999, and finally to Port Augusta in 2001.



**The Steam Motor Coach No.1 AKA the Coffee Pot and the Afghan Express.
The Coffee Pot waits in the siding at Summit as the Afghan Express steams by.**



Most of the heavy lifting was done in the early years by two W Class locomotives from WA, W933 and W934, with help of the original SAR T Class locomotive T186.

Our unique Steam Motor Coach No.1 (the last operating of its type in the world), affectionately now known as The Coffee Pot, has been beautifully and authentically restored and the restoration was finished in 1984. It now runs about 4 times per year, with tickets being in such high demand they sell out 6-12 months in advance. Almost as treasured as the Coffee Pot is the NM25 locomotive, which used to do the run from Port Augusta to Alice Springs, and it has recently been commemorated on a 50c coin produced by the Royal Australian Mint. PRR acquired this locomotive from a park in Port Augusta in 1990 and it was restored for use on the Afghan Express trains which operate along the entire running line, from Port Augusta to Quorn and return.

The current steam workhorse for the Pichi Richi Explorer trips is WAGR - W916 which has been restored as a replica of Silverton Tramways engine W22.



W916 Locomotive and 5 car passenger train (Picture courtesy of Maikha Ly.)

PRR also has several heritage diesel locomotives as back-up pulling power for the “Fire Ban” days, track maintenance related trains. These are the little shunter NB30, NSU 52, and NT76. We also run the heritage Barwell Bull Rail Car 106, which was returned to service in 1990 and it performs the bulk of shoulder season travel in March and November, plus many of our special hire services.



The Brill Railcar No.106 at Quorn.

All of our carriages are original heritage vehicles that ran on these lines 100 or more years ago, and the carriage restoration crew is in a constant cycle of restoring and maintaining them to keep up with the demand for seats. The Pichi Richi Railway generally carries about 10,000 passengers each year during its season from March to November.

COVID impacted the running of the railway over the past two years, the Society is pleased to be still running despite those challenges which impacted all tourism businesses.



In 2021 the Pichi Richi Railway, a 100% volunteer run operating heritage railway won the South Australian Tourist Attraction category.

In May 2022 Quorn won the SA Tiny Tourism Town award, so the Flinders Ranges, our unique heritage railway, the Quorn Silo Light Show, and regional tourism as a destination is punching well above its weight!

We have also recently added an 830 Class locomotive, 843, to our collection of diesel locomotives and thanks to Max Cranes and One Rail Australia for their support in this project. The 830 Class locomotives ran almost all the trains from Terowie to Quorn for many years up until 1980.



The team who successfully moved the 830 Class locomotive to Pichi Richi Railway in Quorn.

If you would like to volunteer to help restore these important locomotives, please contact us!

PRRPS is about to turn 50 and continues to be committed to staying a living operating heritage railway museum.

We hope to see your readers in Quorn to visit us in the near future and please book early and on-line so as to avoid disappointment.

www.prr.org.au

Footnote:

SA Tourism has awarded Quorn as Winner of the Tiny Tourism Town in 2022.



PRR TRACK MAP – COURTESY OF RAILWAY DIGEST

PICHI RICHI RAILWAY – DETAILS ARE:

LOCATION:	Quorn & Port Augusta Railway Stations.
OPERATING DAYS:	From March - September each year. (Refer websites)
POSTAL ADDRESS:	Quorn Rail Station, Railway Terrace, Quorn. 5433. SA
EMAIL:	Info @prr.org.au
TELEPHONE No:	1800-777-245
WEBSITE:	https://www.pichirichirailway.org.au/
FACEBOOK:	https://www.facebook.com/PichiRichiRailway

MEMORIES OF A “GREAT WAY ROUND”

By C. D. Gavan-Duffy.

In the year 1888, in Victoria, the initials G.W.R. did not refer to Brunel’s masterpiece, but to the nickname invented by certain journalists, amongst whom I regret to have to number my father, to describe a newly opened Suburban Railway. The letters stood for “Great Way Round” and referred to the fact that to go to Heidelberg or Fitzroy by train it was necessary to circumnavigate the northern parts of Melbourne! This was quite true, but was not altogether the fault of the Railways department as their idea was to run line direct to Collingwood or Fitzroy but the great number of level crossings over busy streets involved stopped these projects. And this accounts for the curious fact that for many years if you wanted to go to Heidelberg from Melbourne the best plan was to take a Johnstone St cable tram to Collingwood, whence a local service of trains ran direct to Heidelberg, with an occasional trip to Melbourne.

The line in question was opened on May 8, 1888, and commenced by a junction with the Coburg line at Royal Park station. At this time the said Coburg Line was a single from a point near MacAulay Road, so the new line also was single, and worked by Staff and Ticket, the sections being Royal Park – Langridge Street, Langridge street-Nicholson Street. There was a small single lever frame to control the junction at Royal Park. This did not last long, for on September 2 of the same year the line was duplicated from Macaulay Rd to Langridge st. and the Junction was moved from Royal Park station to the point where the two lines actually diverged, and there a signal box “and house for the signalman “were erected, with an eighteen-lever frame, of which 12 were in use. The provision of this box saved widening the cutting. This lasted till June 5, 1892, when the cutting was widened sufficiently to take four lines, and the Royal Park station again became the point of junction.

The working timetable of 1890 gives the mileage of the station and the junction as the same, which would make a very short block section; but place the junction one foot lower than the station, which a study of the gradient profile suggests to be impossible!

On November 3 1888, the duplication was extended to Nicholson St, thus completing the double line as far as Scotchmere St.. box on the Fitzroy line. As a matter of fact, it would appear that the line was always double from Nicholson St Station to the last-named box. After this last duplication was opened, the eight-lever interlocking frame at Langridge Street was taken out of use and removed in December 1888. This, by the way, had been the junction frame at Macaulay Road. On August 19,1889, Langridge Street became North Carlton, and on October 16 following Nicholson Street was renamed North Fitzroy. The Whittlesea Line from St George’s Road Box had been opened eight days earlier, being double as far as Middle Northcote.

Leaving Royal Park Station, the line rises at 1 in 50 as far as the junction in the cutting. Where the Coburg line turns north, our line veers more easterly under Sydney Road Bridge in a deep cutting. Emerging from this cutting on rather a sharp curve, Bowen Crescent level crossing with hand-worked gates is encountered; this is protected by a Down Home Signal over the Lygon Street Distant. Immediately afterwards comes North Carlton Station and goods riding, which is protected by the Lygon Street Signals, and indeed has an interlocked crossover at the Down end for the use of the now defunct local service of Sparks. There used to also be a level crossing at the Down end of the station, but it has been long abolished. Falling gradually, the line curves for rather less than a quarter of a mile to Lygon Street Box and gates covering an Electric Tramway crossing. This is immediately followed by Amess Street open crossing with its wig-wag, and in another quarter mile North Fitzroy

is reached. At the up side of the Station is Nicholson Street Box and gates, while on the down side Rae Street box operating two pairs of gates and also having control of a triple junction, all single lines – to wit, Whittlesea, Clifton Hill and Fitzroy, on none of which is there now any passenger service! There are also goods sidings controlled by this box. Prior on the re-opening of the Nicholson St Box, Rae Street was unique in as much as there was found the double line block, Tablet, Electric Staff and Staff and Ticket, all in use! Proceeding in about half a mile St George's Rd Box and crossing is passed; this is only a gate box. Then crossing Bennett St with its hand-worked gates, Loop Junction Box is reached, and with it the junction with the busy Preston and Whittlesea line via Clifton Hill.

Originally, the junction of the three lines abovementioned was at the former St George's Rd Box, first of all called Parkside, this box was opened with the line, and had forty-four levers and worked two sets of gates – one over the Clifton Hill line, the other on the Fitzroy branch. When first opened it had double line block with Scotchmere St, and single line block and Staff and Ticket with Clifton Hill but the double line to Rae Street just had an electric bell, that section being treated as a Yard. When the double line to Middle Northcote was opened, there was double line block on that section. After the passenger service on the Fitzroy line ceased, the double line still existed for some years as far as Scotchmere Street, but the staff was worked from St George's Rd Box till it was abolished, when the Staff was taken to the S.M.'s office at North Fitzroy and is now at Rae St Box.

This state of affairs continued until December 5, 1904, when the Northcote Loop was opened, taking all the Preston Suburban trains round to Clifton Hill. A local run used to run to North Fitzroy via Clifton Hill and at various time the experiment was tried of running "roundabouts" from Prince's Bridge right round to Flinders St but without much success. At the same time the double line was reduced to two single lines between St George's Rd and Loop Junction, the original Clifton Hill single line was removed, and there was Tablet working on the Clifton Hill line with Electric Staff on the Whittlesea line, both working to Loop Junction.

While this alteration still left north Fitzroy a suburban service, North Carlton only had the Up and Down Whittlesea trains twice a day (though at times there were four trains a day to Clifton Hill via Royal Park and five on Saturday) and became a real country station, with the block instrument in the Office on the Up side. Nicholson St Box and gates were abolished on April 13, 1906, and the gates were removed from the other three remaining crossings, warning bells being provided. However, it was soon found the Bowen Crescent, the first crossing out of Royal Park, was too dangerous for this, and the gates were replaced.

On April 13, 1906, also St George's Road Box was closed and replaced by the present gate box on the opposite side of the line, and the double line between that place and Rae Street was made into two single lines, the Fitzroy branch also being taken to the latter box. Then early in 1916 an electric tramway was constructed, crossing the railway at Lygon Street, so the gates were replaced there and a box provided, the block instruments at North Carlton being at the same time removed to Lygon Street. Incidentally, North Carlton had been created a permanent Block Post on June 10, 1895, and a new post on the Down Home. Where it still remains, and the crossover at the Up end was removed. This fact was impressed on me as I was a passenger on an Up Preston train, the engine of which totally failed at this place, and the relief engine had to be brought from Royal Park on the wrong line.

On January 17, 1900 it was decided that North Carlton should switch out between 8.0pm and 5.30 am.

This state of affairs lasted till 1921 when the line was electrified, and a services of electric trains was inaugurated to North Carlton; it was fairly frequent, the intervals varying from half hourly to hourly, according to the time of day, and two of the trains on week days and a number on Saturdays and Sundays were extended to Royal park. This meant that a crossover had to be provided at North Carlton with a signal applying to it to enable the local "Sparks" to return from the platform at which they arrived. The confusing fact was that for the "Sparks" this was the "Down" platform, while for the Whittlesea trains it was "Up"! This crossover and signal were worked from Lygon St. A new cross over was also provided at Royal Park.

The running of this service was the cause of the resurrection of the signal box and gates at Nicholson St on May 4, 1923.

Unfortunately, the traffic never came up to expectations, "which was scarcely to be wondered at" as a well-known authority remarked, "in a locality where there were trams down every street and down some of the lanes as well." The result of this was that of recent years the service has been progressively reduced, and finally withdrawn altogether. The final blow was struck by W.N. 45/48 which intimated that " on and after Monday, November 15, 1948 and thereafter all regular passenger services will cease to run on the double line between Royal Park and North Fitzroy, in the North Fitzroy Suburban line between North

Fitzroy and Northcote Loop Junction, and on the North Fitzroy Country line between North Fitzroy and Northcote loop Junction.”

This meant that both North Carlton and North Fitzroy were closed for passengers; the first-named station now having no one in charge and doing only a little goods business, while the latter place is now in charge of an A.S.M. under the supervision of S.M. Fitzroy to attend to goods.

Of course, the goods trains continue to run, but the North Fitzroy Suburban line is left with no regular service of any kind, though I believe at least one Special Spark has run over it since the ukase went forth.

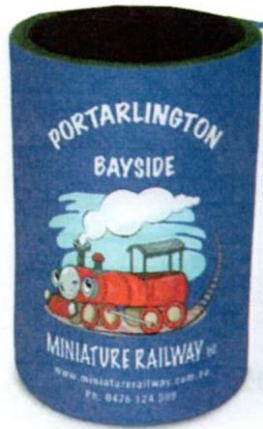
What the future holds is anybody's guess. Will A.S.M. North Fitzroy be expected to run both Nicholson ST and Rae St. boxes himself; and will the autos be extended to Merri, thus enabling Loop Junction to be switched out and what? Perhaps it will even be made single right to Royal Park, but if so, it is to be hoped that the line still remains available for electric traction, as it might be very useful as an alternative route. All this, of course, is a matter of high politics only to be guessed by me!.

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



The above article was written by Charles Gavan-Duffy and was published in the ARHS Bulletin Magazine of August, 1949 issue and was one of many such interesting railway stories attributed to this great writer which appeared in the pages of that magazine over the years. He was a Solicitor based in Camperdown, Victoria, was Past President and very active member of the former ARHS (Victorian Division). He was a Safeworking Doyen & Historian, whom Sir Harold Clapp VR Chairman of Commissioner (1920 – 1939) referred to “as the most un-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 :



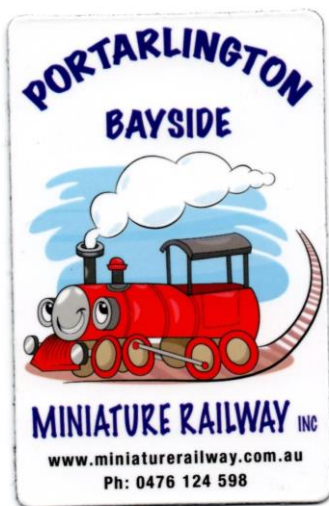
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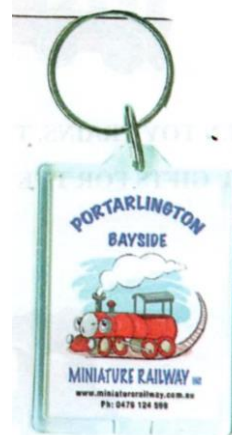
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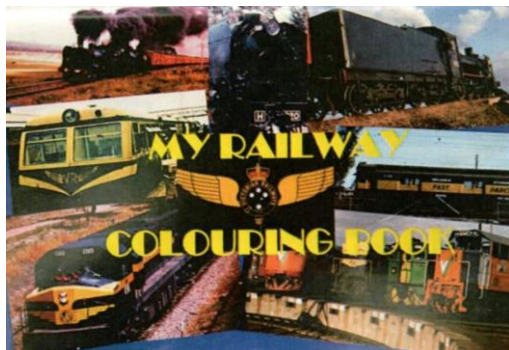


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CAMERA CORNER



Top Picture shows Signaller Brian Coleman outside the Point Ricards Signal Box. Bottom Picture shows Graeme Robertson driving Sam, with Tony Brincat assisting on Station duties. Both pictures taken on Sunday, 21st September, 2021.

(Photographer – Ivan Kemp)

(Pictures courtesy of Ocean Voice Newspapers)

Yarra Valley Railway Information 14 - Heating in Rail Car 22 RM

Before the introduction of the Walker Railcars (like 22 RM), Victorian trains could be bitterly cold in winter and foot warmers were the only comfort the railway offered. The Walker rail cars initially had a heating system that operated using heat from the motor's water cooling system. If the motor was simply idling while sitting in a station, or travelling on flat or down hill track, particularly if it was running slowly, very little heat was generated. The heating was ineffective.

A heating system using diesel fuel was substituted, providing much improved comfort for passengers in winter. On a cold winter morning on the Healesville railway, trains running to Lilydale saw the Healesville passengers filling the main rail car which was heated and the Yarra Glen passengers were left with the trailer which was not heated. The heating system in 22 RM is no longer functional. But the heat outlets can still be seen under most of the windows. The flue from the diesel burning heater can still be seen on the roof near the guards van doorway.



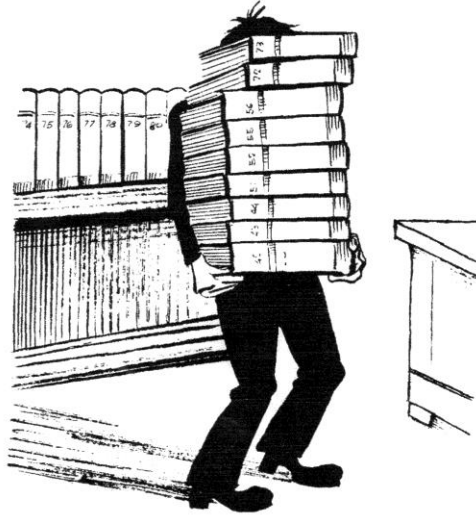
The heaters under the windows on both sides of the rail car

The flue of the oil heater is in the centre of the photo. 22RM is in the workshop. These oil heaters used distillate (diesel fuel) and were similar to oil heaters that were popular for homes in the 1960 and 70s. In the rail cars they required significant maintenance to keep them operating.



SAFETY BULLETIN BOARD

AVOID FALLS



AVOID FALLS



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

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

Month	2018	2019	2020	2021	2022	Month	2018	2019	2020	2021
January	1488	2417	2214	2708	1890	July	363	670	-	373
February	883	758	698	1044	-	August	163	370	-	372
March	854	770	897	1257	1324	September	1095	679	-	224
April	1466	1524	-	1718	2315	October	971	2572	-	1610
May	280	615	-	990	1017	November	699	737	-	939
June	646	392	-	630	476	December	1068	1714	1290	1601
<u>TOTALS</u>	<u>9346</u>	<u>10835</u>	<u>10551</u>	<u>9637</u>	<u>12141</u>		<u>9976</u>	<u>13218</u>	<u>5099</u>	<u>13466</u>
	FY	FY	FY	FY	FY		YR	YR	YR	YR

Railway carried 476 Passengers during June, a loss of 154 Passengers or -24.44 %

Results for the current 2021 – 22 Fiscal Year are 12141 Passengers or a gain of 2504 Or + 25.98 %

Figures represent a loss in traffic for the 2022 year of 1325 Passengers or – 15.87 %.

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>Wednesday 6th July, 2022</u>	Party Booking	11 am – 1 p-m	Service Trains	18.
<u>Saturday, 30th July, 2022</u>	Party Booking	11 am to 1 pm	2 Trains	30

JULY BIRTHDAY WISHES :

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

Hanoch Thomas	Helena Buhagiar
Kylie Blues	

TRAIN RUNNING ROSTERS : (Under New Management)

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

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



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

HELP STOP THE FLU IN 2022

THIS YEAR, IT'S EVEN
MORE IMPORTANT TO GET
THE FLU VACCINE

The **INFLUENZA** vaccine is recommended for people aged 6 months and over and provided **FREE** to those most at risk from influenza and its complications.



Ask about the influenza vaccine today.

health.gov.au/immunisation



THOUGHT FOR THE MONTH :

The Five W's Of Life

Who you are is what makes you special. Do not change for anyone.

What lies ahead will always be a mystery. Do not be afraid to explore.

When life pushes you over, you push back harder.

Where there are choices to make, make the one you wont regret.

Why things happen will never be certain. Take it in stride and move forward.



WANTED TO SELL :

CURTIS CONTROLLERS (24V 110 Amp)

- Available for Immediate Sale. \$265.00 ea.

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

PBMR – CALENDAR OF EVENTS :

<u>DAY & DATE:</u>	<u>EVENT & TIMES:</u>
Sunday, 3 rd July, 2022	Ordinary Running Day 11.00 am to 3.00 pm
Wednesday, 6 th July, 2022	School Holiday Run 11.00 am to 3.00 pm
Saturday, 9 th July, 2022	COMMITTEE MEETING
Sunday, 10 th July, 2022	RAILWAY CLOSED
Sunday, 17 th July, 2022	Ordinary Running Day 11.00 am to 3.00 pm
Sunday, 24 th July, 2022	RAILWAY CLOSED
Saturday, 30 th July, 2022	Party Booking – Volunteers Required.
Sunday, 31 st July, 2022	RAILWAY CLOSED - Members function.
Sunday, 7 th August, 2022	Ordinary Running Day 11.00 am to 3.00 pm
Saturday, 13 th August, 2022	AGM / COMMITTEE MEETING
Sunday, 14 th August, 2022	RAILWAY CLOSED
Sunday, 21 st August, 2022	Ordinary Running Day 11.00 am to 3.00 pm
Sunday, 28 th August, 2022	RAILWAY CLOSED
Sunday, 4 th September, 2022	Ordinary Running Day 11.00 am to 3.00 pm
Sunday, 11 th September, 2022	Ordinary Running Day 11.00 am to 3.00 pm
Sunday, 18 th September, 2022	Ordinary Running Day 11.00 am to 3.00 pm
Wednesday, 21 st September, 2022	School Holiday Run 11.00 am to 3.00 pm
Sunday, 25 rd September, 2022	Ordinary Running Day 11.00 am to 3.00 pm
Wednesday, 28 th September, 2022	School Holiday Run 11.00 am to 3.00 pm

THINGS TO REMEMBER :

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

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

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