

PORT BAY EXPRESS

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

Volume No.7 – Issue No.6.

June, 2022.



Rochelle Holstein drives Harvey and passenger train past the Container Storage Sidings on Sunday 1st May, 2022. It was a quite and overcast day but those who ventured out and rode our trains had a great time !!. (Picture : Graham Bristow)

OUR PRESIDENT REPORTS :

A big thank you to our volunteers who help keep the trains running on running days. I would like to see our members introduce an extra person or persons to become volunteers for the club to help run the trains. We have had a very successful financial outcome for the month, so we are gradually paring back the losses we suffered through covid shutdowns. We are still getting inquiries for parties through David., which is keeping him busy.

In June we start our winter running, we still start at 11.00 am but close an hour earlier at 3.00 pm., also we run first and third Sundays of the month, June is an exception as we are running on the Sunday (only) of the Queens birthday long weekend. We are also running Wednesday 29th June for special school holiday run. Had a very successful Mothers Day run, with good feedback regarding the goody bag giveaways.

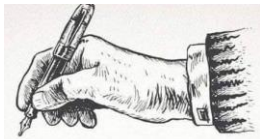
Special thanks to BBFC for installation of drinkers along the walking trail, also has a bowl at the base of the drinker for dogs to drink from as well.

Our acting secretary is away on holidays in sunny but wet Queensland, however he is continuing to keep up the workload to keep our trains running.

Great to see paperwork being handed in but would like to see more detail in the reports, as this is essential for our insurance coverage.

Keep up the good work!

Keith Stasinowsky – President.



FROM ACTING SECRETARY'S DESK:

- It is very important that we all try to engage and recruit new members to our association. If every member were able to get just one new member, our membership would double in size with the subsequent advantages that we would be able to do a lot more. Food for further thought by us all ??.
- It is proposed to participate in the Drysdale Machinery Meet to be held on Father's Day, Sunday, 4th September, 2022. Volunteers are needed to man our display stand.
- There are vacant dates for party bookings during the next few months. If interested, contact our Party Booking Officer, David, on 0476-124-598 for further details etc.
- The Railway will operate additional train services for the Winter School Holiday Runs. Check the Calendar of Events for actual dates and times etc.

Brian Coleman – Acting Secretary.

CASTLEDARE MINIATURE RAILWAY INC.



Early locomotive Betsy, now a CMR heritage item heads away from WILSON with the Blue Set with a young driver under instruction.

CMR, with probably the longest trackage in the southern hemisphere operates (on demand) trains up to 12 wagons in length with heavy duty motive power.

The journey through native bushland can best be described as a Western Australian Gov't Railway country operation. The trackage shoulders have become defacto walking trails and pedal bike access.

Castledare Miniature Railway (CMR) is a fairly large system built on 90% Church owned land running along the bank of down-stream Canning River and associated wet-lands very close to Perth. There is a process in place for the Church to hand-back the land to the State to be then vested to the City of Canning to maintain. (the Church can-not develop the land in question as it is basically on a 100yr flood plain and such has an over-arching control by "Rivers Planning" (a Gov't department) that has designated such as a "linear parkway". The Church, in return for the hand-back will develop the remaining property for residential purposes.

The Church property was once a very early colonial farm supplying produce to Perth by boat. The old homestead house (NIANA) still overlooks the river and CMR operations. It is a sort of "castle by the river" and hence from Castlederg to Castledare and the "red castle" on the CMR badge. The real Red Castle on a river in Ireland is about 2hrs drive from where Edmund Rice founded the Christian Bros. movement. The Bros. made the house etc into a boy's home. In the early years a small paddle steamer passed by taking timber by barge to Fremantle for export from Mason's Landing further upstream.

In the early 60's, Keith Watson, Ken Foster, Kevin Parry, Bob Moss, Jack Stanbridge and a few others went looking for a site to establish a 5 and a 7 ¼ inch miniature railway and came to an agreement with Christian Bros.

THE (short) HISTORY OF CASTLEDARE MINIATURE RAILWAY

{Reproduced in part from the book compiled by R Barltrop telling the story from 1963 to 1976}

The beginning of the Castledare Miniature Railway was in the early part of 1963 when a short length of track 100 feet [30.4 metres] long was laid in the approximate position where the south signal box is at present located. The track consisted of 5/8" square steel bar welded to 7¼" # steel spacers nailed to jarrah timber sleepers, which were placed upon sand spread out over the grass to fill in the hollow spaces.

The first public running of the railway coincided with the Castledare Boy's Home annual field day held during October 1963. The railway was an instant success bringing in £17.20s {\$35}. This amount of money, although only a small amount, was the commencement of donations to the home which has now throughout the years amounted to many thousands of dollars.

The little 0-4-2 tank locomotive "Nellie" ran on this occasion over the short length of track work. This engine was later joined by the Commonwealth diesel [not the locomotive seen on the tracks today] as the railway extended to form a complete oval of track work, described later in the text. Nellie still resides in Western Australia.



In addition to the donations made to the Boy's Home, the Club has made contributions to several other organisations, including the St John's Ambulance Corps, whose members are seen in attendance during the running days. Happily, the railway has a splendid safety record which we believe has been achieved only by the members adhering to the Club safety rules and regulations. All the drivers and guards of the trains, whatever age they may be, submit to a proficiency examination of the running rules.

The track ways and signal installations are constantly under surveillance in order to retain the safe running of the railway. Special rules are also applicable to the members stationed in the signal boxes, which are situated to the south and north of Niana Station. A third signal box is under construction at Canning Junction, toward the southern section of the railway.

Returning to the evolution of the railway from the first 100 feet straight length of track work commenced during 1963, a start was made on the first continuous length of track and the carriage storage sheds. There only being two running engines on the line, the owners took them home every week. Incidentally all the locomotives seen running today belong to individual Club members, as do various passenger carrying wagons. The first oval of track swung towards the river, over Ferntree Bridge, which has recently been rebuilt, along the river bank to Penrhyn, which was once a culvert bridge, thence swinging inland around a 60 foot radius curve, through Worm hill tunnel and back to the Station. It may be interesting to learn that the signal box situated at the south end of the station was originally an aviary!

Extensions were commenced northwards during 1967, a further tunnel being constructed, the lake cleaned out and the largest engineering feature of the railway, a bridge over the lake. The bridge is 95 feet long and consists of several spans of steel beams supported by steel reinforced concrete pylons – the bridge became known as "Stanbridge".



The Original "Stanbridge" Bridge



Refurbished in 2001

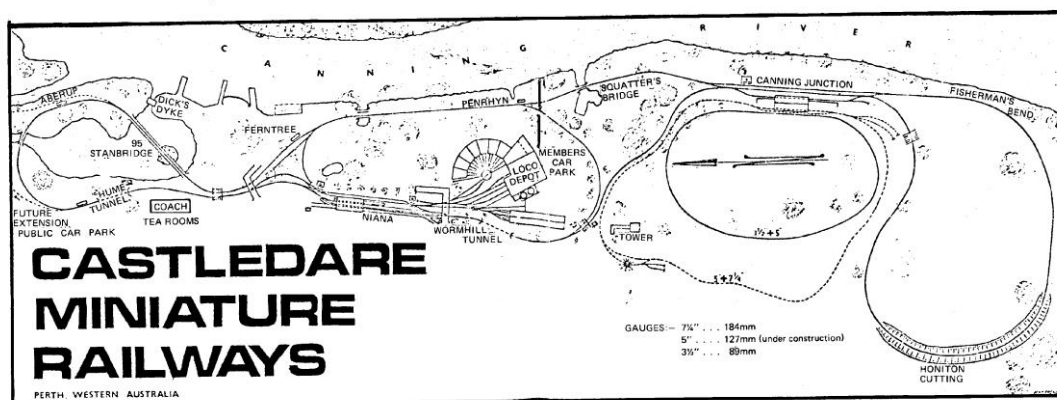
On our excursion around this particular part of the track work, one may wonder whatever 'Dick's Dyke' stands for, we may perhaps consider it as a monument to an intrepid member, remembered by all foundation members of the Club as one of the hardest working enthusiasts of all. In addition to all the works he did, he was mainly responsible for the excavation of the pond and the building up of the banks in this area, for in those days much of the area where the railway is built was a sea of reeds and swampland. Indeed, as one traverses the railway toward the southern section, the passenger can see the type of country the railway commenced on.

Further extensions commenced at Penrhyn southwards during 1970-71, extending to Canning Junction where the 3½" # elevated track was, then the track curves away from the station and returns to Niana.

The present track work with a total of 5,300 feet is constructed with steel bars 1" high and ½" wide to a gauge of 7¼". This is welded on to a 1" x ⅛" steel strip 12" long which is affixed or spiked on to 4" x 2" jarrah sleepers at 10" centres. The track base is mainly earth or limestone, with rock ballast directly underneath the timber sleepers.

Communications between the signal boxes is maintained by telephones with extensions to the engine shed and the stations. The track is signalled automatically with coloured light signals except the section from Canning Junction and Honiton Cutting. In this section a staff system is used.

Adjacent to Canning Junction Station may be seen the 7¼" x 5" dual gauge ground level track, the 5" gauge track is laid between the 7¼" gauge track work. Members owning 5" gauge locomotives therefore have the advantage of using a 7¼" gauge passenger or riding wagon. This arrangement lends itself to greater riding stability, therefore maintaining a better safety factor. Within this circuit was placed the 3½" gauge elevated track from Clontarf.



The track plan as it was in 1976.

RENEWAL FOR A NEW CENTURY

By Dr Richard Stuart - President, Castledare Miniature Railway, 2003-2008.

By the late 1990s, the Castledare Miniature Railway was faced with a changing world. There was competition from new forms of entertainment. Parents and children were leading busier lives, with ever increasing demands on shrinking leisure time. Legislation, regulations and legal obligations were becoming ever more stringent. Costs were going up. There was uncertainty over the future of the site, club membership was shrinking, passenger numbers were falling away, and much of the railway's infrastructure was seriously showing its age. Castledare was facing a stark choice: adapt to the harsh new world, or fade away.

The challenge was taken up, and the 21st Century opened with a major project to kick off the railway's renewal. The "Stanbridge", a five span steel viaduct across a lagoon beside the Canning River, had been the pride of the railway when built in 1967. Three decades later it was rusting away and needed urgent replacement. With the support of a grant from the Lotteries Commission, and assistance from a number of companies and club members, a new bridge was designed in accordance with modern regulations, fabricated and installed. This showed what could be done, and encouraged club members to greater efforts.

More new projects followed. The ageing and ramshackle Canning Signal Box was badly damaged by fire and replaced with a new steel structure. The old 5-inch gauge steaming bay area was extended and enclosed to form a new workshop, named after the late Gerry Broom, a much respected stalwart member of the club. A new water tank was installed, the clubroom was re-roofed, a water bore and reticulation were installed in the picnic area, and tonnes of scrap materials were cleaned up and removed from the site. The club's existing passenger rolling stock was re-furbished, new passenger cars were brought into service, and a new diesel locomotive was purchased to boost the operational capability. A second new diesel was commissioned after several years of construction effort by club members.

All this effort by club members started to bear fruit, as the new century brought a steady resurgence of passenger numbers. New locomotives started to appear, after years of painstaking construction work by their owners. In 2003, Castledare celebrated its 40th Anniversary with a new climate of optimism, and a membership that was slowly starting to grow again.

One of the biggest challenges was repair of the railway's 5km of track. After decades out in the elements, many thousands of wooden sleepers were succumbing to rot and termites, and needed replacement. This involved hard, backbreaking labour by the club's volunteer members, who nevertheless set to work with determination. A decision was made to switch from wooden sleepers to a new recycled plastic material with better durability, and by 2007 thousands of these had been installed, along with over 100 tonnes of new ballast to support and stabilise the tracks.

The Castledare Miniature Railway enjoys an idyllic riverside setting. Maintenance and care of the grounds is a major job in its own right, and club members spend much time and effort keeping the site looking its best. The railway has built up a relationship with the Wilson Wetlands Action Group (WWAG), the local environmental volunteers who look after the flora and fauna in the riverside and wetlands area.

It appeared that the railway's efforts did not go unnoticed. The Canning City Council, led by the Mayor, Dr Mick Lekias, provided much needed support and encouragement. This support led to a successful application for funding for a new station on Canning City Council land at Wilson Park. Provision of funding was led by the Council, together with the Federal Government Regional Partnerships Programme, and Lotterywest.

CMR itself contributed by purchasing a new locomotive and new set of passenger carriages to support the train service from the new station. The railway also initiated an extra monthly run day, operating from Wilson Park on the third Sunday of every month. This successfully began to build up the passenger clientele at Wilson Park, in advance of construction of the new station. Construction finally started on site in February 2007, and we look forward to many years of successful operation from Wilson Park, in addition to our home base at Niana.

Now, at the 60 year mark, the club has continued to grow both in physical size, membership and the locomotive and rolling stock which is utilised. The track and infrastructure has been extended, improved and, we trust, will continue to serve our members and patrons well. From very humble beginnings and the dreams, foresight and a lot of hard work of a few dedicated model engineers and the membership they encouraged, the track now extends through the wetlands to our Wilson Park station which is located near the Kent Street weir on the banks of the Canning River. The signalling system is now, for the most part, electronically operated and quite sophisticated thus further ensuring the safety of all at the track. Communication between the train driver/guard and the main station on a public run day is now by UHF radio – a far cry from the old telephone system!

The majority of the sleepers under the track at Castledare have now been replaced with approx. 19,000 recycled plastic sleepers which is purchased in 3metre lengths and cut to size by the members. Some sections of the rail have been replaced with new lengths made in the form of 'T Rail' – a system made up of 25mm x 12mm steel bar on it's edge welded to 32mm x 6mm flat bar to provide the base – thus giving the inverted T shape.

A group of members have completed a new main Niana "A" Signal cabin and this will be electronically operated. Yet another sign of the railway moving into the 21st century.

The normal 1st Sunday public run day from Niana Station was held on 6th October 2013 and I am pleased to say that the railway operated 79 trains carrying approx. 1,605 passengers for the day. Two 'super-trains' were operated – 1 steam and 1 diesel – each being hauled by 3 locomotives with a double consist of wagons and 50 passengers each – 1 for every year of our public operations.

These photos show the flags flying and the refurbished ticket box with the new signal box in the background – celebrating 50 years. As can be seen from the above track plan [2013] the track work is now quite extensive with a new station building erected at Wilson Park with the support of the Federal Government, City of Canning, Swan TAFE and the membership of Castledare Miniature Railway.

The 2013 CMR track plan shown on Page 12 shows a very extensive track layout with a new station building erected at Wilson Park with the support of the Federal Government, City of Canning, Swan TAFE and the membership of Castledare Miniature Railway.

The top right corner is the FERN ROAD "loop" and is operated on the 1st Sunday of the month and has a short 1:30 gradient that makes the steamers puff a little. On the 3rd Sunday and School Holiday (Wednesdays) the operation is out through the wet-lands to WILSON (lower right). Steamers do not operate out here in summer despite CMR maintaining a fire-fighting train.



The Wilson Park Station 2007



Departing 2021 with 12 wagons.

As a club, we have successfully hosted 4 national conventions over the years {1979, 1986, 1993 and 2009} and this has provided the opportunity for a large number of visitors from other clubs both national and international, to experience what Castledare has to offer – a beautiful site on the banks of the Canning River and estimated to be the largest club operated track in Australia, now measuring over 5km in length.

The club now owns quite a substantial fleet of passenger carrying wagons, work wagons and fire-fighting tank wagons in addition to 6 locomotives – Betsy, Denis P Moore, Dependable, Comet Vale, City of Canning and Carabao. These locomotives are usually available for members to drive after they have gained the relevant experience, training and license. The remainder of the fleet of locomotives seen on our public open days are privately owned by the members.

Locomotives, like some members, have come and gone – some have remained since the club's inception. Keith Watson, one of the founding members, can still be seen at the track on some run days as can "Betsy" one of the first diesel locomotives to arrive at Castledare.

The club comprises an entirely voluntary membership – the members carry out all routine infrastructure and ground maintenance tasks, track work, etc. and although there are many times when the work force reflects only a small percentage of the membership, quite a lot is achieved by working together for the benefit of the club and the wider community who continue to support and enjoy our railway. This combination of voluntary effort and community support has continued for almost fifty years to the present day.

Over the past 50 years, the Club has supported many and various charities with donations beginning with the Castledare Boy's Home in the early days, on to Channel 7 Telethon, Princess Margaret Hospital, Junior Diabetes Foundation, Retinitis Pigmentosa Foundation and Conductive Education – to name a few.

The Castledare Miniature Railway is more than a group of railway enthusiasts; it is a community institution enjoyed by thousands of people every year. A common tale is told to us by visitors to the railway. They first rode on Castledare's trains as children, a long time ago. Years later they brought their own children. Now they are bringing their grandchildren to enjoy the scene that they remember so fondly. Keeping the railway running is hard work and totally unpaid. The reward is the satisfaction of opening the railway on public days; watching visitors arrive as we steam up the locomotives; seeing the station buzzing with activity and savouring the atmosphere of train whistles, steam, and station announcements from our own "Fat Controller" in the signal box.

Those of us who manage and operate the railway today have a deep sense of responsibility, as custodians of the legacy handed down to us through the hard work and vision of many people over many years. This booklet tells a small part of their story and like the railway itself, is the result of the support and contributions of many people.

In closing, the generous and ongoing support of the Christian Bros must be acknowledged. Christian Bros continue to not only make available to us the land which our club occupies but also provide support and encouragement to allow the Club members to pursue their hobby and at the same time, provide enjoyment to our many patrons. Without this support, the club would not exist as we know it today.

Following are some photos of the club owned locomotives and infrastructure that have contributed to the enjoyment of nearly 1,500,000 passengers over the past almost 50 years



Early operations



Comet Vale (WAGR EE C Class)



Niana Station as it was originally and a later view of Niana Station. The signal box has gone.



Dennis P Moore



Carabao (being rebuilt)



City of Canning



Dependable



The “mighty” Garratts.....SUMO and the WAGR Msa which worked in the Perth “hills”.

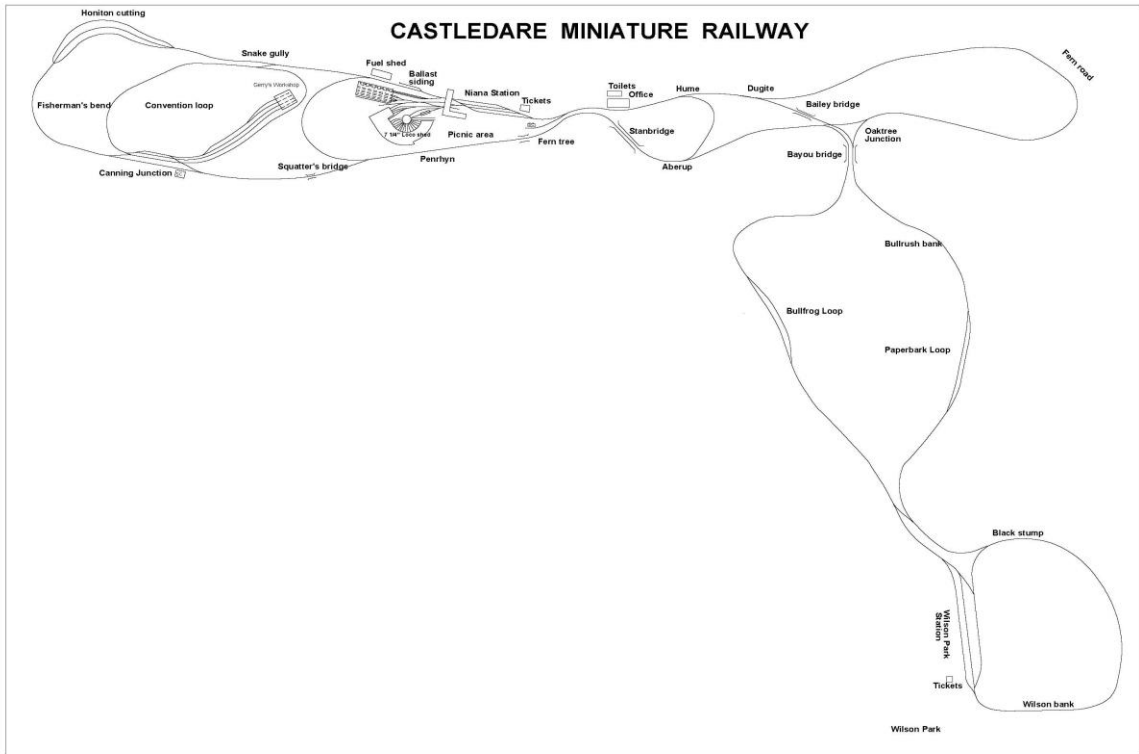


Como and some of the heritage fleet of wagons with a Union Pacific gas turbine in the background.

Ready to roll. A rejuvenated articulated set second-hand from Albany with two disability seat

Backs sits at Niana Station during some now rare rain. Note the fire-fight water spray and emergency horn recharged from the brake system. It was decided to in-fill the side gaps for safety reasons.





2013 Track Plan of the CMR.

CASTLEDARE MINIATURE RAILWAY – DETAILS ARE:

LOCATION:	Lot 27, Queens Park Rd, Wilson. WA. 6107.
OPERATING DAYS:	1 st & 3 rd Sundays of the Month (10.00 am to 4.00 pm)
POSTAL ADDRESS:	P. O. Box 337, Bentley. WA. 6982.
EMAIL:	secretary@castledare.com.au
TELEPHONE No:	(08) 9356-2290 Mobile: 0403-071-461
WEBSITE:	www.castledare.com.au
FACEBOOK:	Castledare Miniature Railway

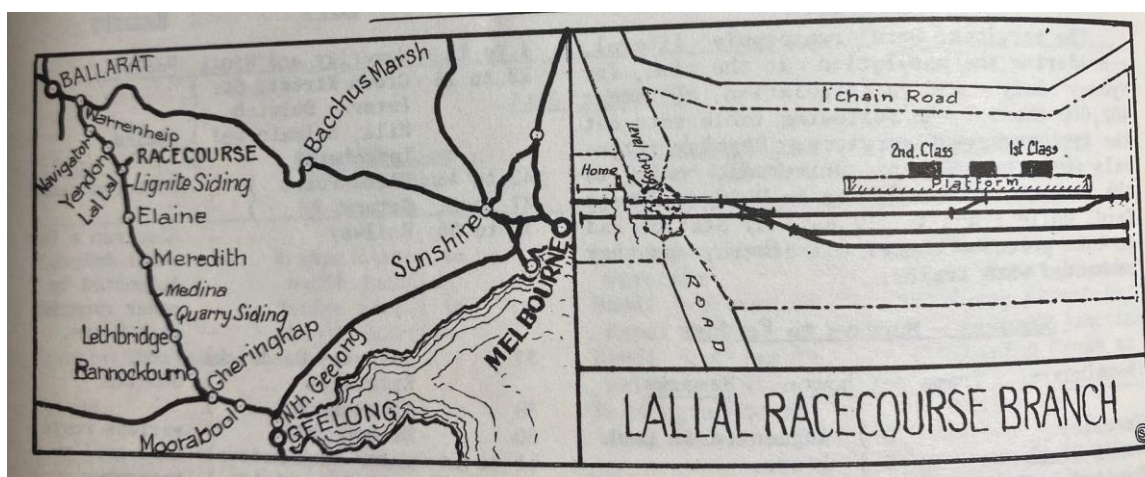
THE LAL LAL RACECOURSE BRANCH

(by C. D. Gavan Duffy)

Victorian Railways

In the vicinity of Ballarat, there used to be no less than four racecourse lines, only one of which now survives and that, the oldest one, to the Dowling Forest Racecourse.

The Lal Lal Racecourse line was opened on the 1st January, 1886 and closed on the 1st July, 1940. It branched from the main line Ballarat – Geelong line at Lal Lal station, leaving the then double track at the Geelong end of the station, where there was no interlocking only a home signal, the custom being to remove the points when not required. At one period, a conditional special firewood train was scheduled on the line and no doubt the points were allowed to remain for that.



The line extended in an easterly direction and was almost level, there being just one rise of 1 in 234, and there was only one curve in the bare two miles. There were four level crossings, which had to be manned on race days though, of course, cattle pits may have been added later on. There was an Up Home at the terminus, supplemented by a Down Departure Home in later years.

The big day, and apparently the only race meeting, was on New Year's Day and, in the early days, things got really lively. It was the custom on that day to open a Block Post on the Warrenheip Bank to break the long section and nearly every train was banked in the rear. On the down journey, it was only a repeating post. Navigators was also opened in the section, Warrenheip – Yendon, the line, of course, then being double.

I have part of the train register book for the 1st January in each of the years 1894 & 1895. In the 1894 case, Ben Hosking switched in at 7 a.m and dealt with the first special, the 7.20 a.m from Ballarat but then W. Marshall arrived and took over the Block until 1.30 p.m, when Ben appears again until he switched out at 9.30 p.m !. There were only home signals, of course, and apparently the one who was doing the Block working also acted as a starting signal !. No ban on overtime there !.

I knew Ben Hosking when he was porter assistant at East Brighton. He was afterwards a relief Station-master and, at one time, stationed at Camperdown. In the 1894 instance, there were no less than 17 race specials, probably all composed of "seated" trucks. A train would run out to the racecourse and apparently come straight back, so that a train would run two or three round trips and both up and down lines would be kept busy.

In the 1895 event, W.G.G. Hall switched in at 7 a.m, and switched out at 9.46 p.m – a truly marathon event !. J. Canty was apparently only a flagman. The first named was afterward a Station-master and, I rather think, identical to the well known Traffic Inspector "Matches" Hall. On the 1895 day, there were 18 race specials, starting as usual with the 7.20 a.m from Ballarat and finishing when the last one returned and cleared Warrenheip at 9.46 p.m.

The Block working was quite swift and on more than one occasion a following train was accepted while one was waiting "line clear" in the platform but, when the Adelaide Express came along in the middle of the returning specials, it was different and was signalled as an express (2-4), to be refused by Warrenheip until he had a clear line.

On both days, a train was picked up with no tail disc and duly signalled and, so very different from nowadays, the next train came along entirely unsignalled !. While perhaps not entirely apropos, Lal Lal had another curiosity – the Lignite Siding. This was about a half-mile on the Geelong side of Lal Lal and connected to the down line, having a down home of its own and a main crossover. The procedure was for lal lal to "block back" to Elaine and the locomotive on the "pick up" would go out onto the up line, cross over to the down main and do the work, to return on that line when finished.

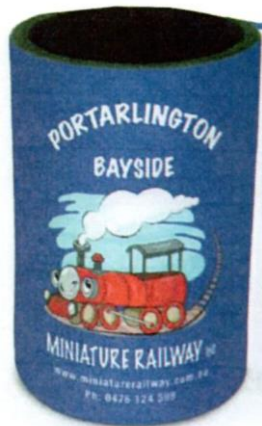
Footscray Powder Siding and Albion Stone Siding both had crossovers on the main lines although they were not Block posts and the first named was in regular use.

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, 1961 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 :



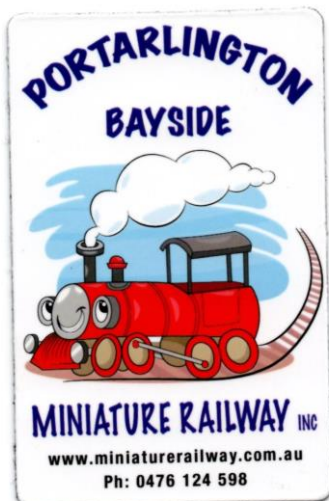
CAN COOLERS \$7.00 ea.



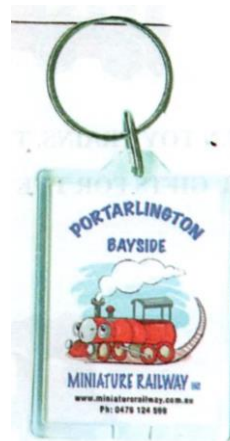
KIDS "TEE SHIRTS"

SIZES 2 - 10

SALE - ONLY \$10.00 ea.



FRIDGE MAGNETS \$3.00 ea.



KEY RINGS \$4.00 ea.

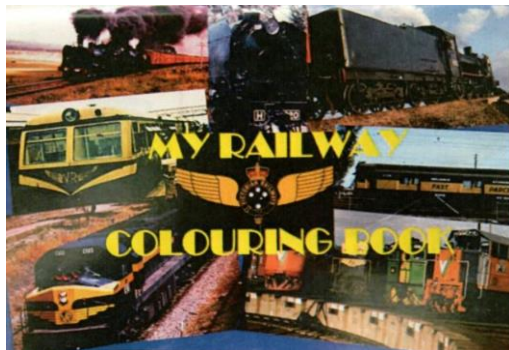


POSTCARDS \$ 1.00 ea.



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

PRICES ON APPLICATION.



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

**JUST SOME OF OUR RANGE
OF SOUVENIRS.**

IF YOU CANNOT SEE IT –

JUST ASK.....

JUST SOME OF THE THINGS AVAILABLE AT OUR STATION KIOSK

Memories of Anderson

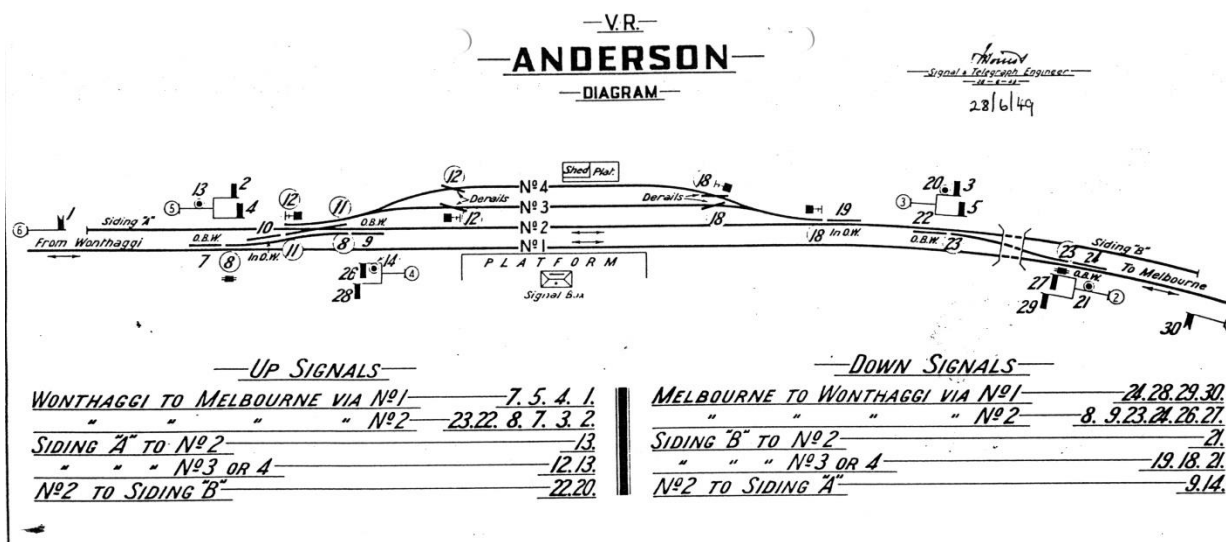
by David Watson.

A most interesting place. No town, just a few scattered houses and a fully interlocked station with Distant signals and bristling with buffer lamps and point indicators. When I transferred there in 1963, the previous SM and ASM had never bothered to light the lamps which I decided had to change. In order to not attract too much attention to the greatly increased kerosene consumption we used to extinguish the lamps apart from the Distant each morning and relight them in the late afternoon. Later on, we cheated in Summer and only lit the down signals as normally there were no up trains in the hours of darkness and we didn't light the indicators or buffer lamps on the day that the early goods didn't run. The train crews expressed pleasure in the transition to having lit signals. Although most of the signal masts were lattice steel, the Distant were of timber with wire guys. The up Distant was on a slight embankment beside the line giving a greater impression of height than it actually was and it was scary to attend the lamp when the wind was howling up from Bass Strait.

One day each week the early down Goods was scheduled to cross the morning up rail motor at Anderson. On the other days it was supposed to get through to State Mine but seldom did so and the cross occurred at Anderson most days. This meant that a Line Clear Report was often necessary and we became quite expert at it and could do it in around four minutes. I unsuccessfully tried to get permission to vary the Staff and Ticket working but the DS's office would not hear of it. I was told that the Staff working had to be strictly in accordance with the WTT and that was not going to change. An interesting bit of safeworking occurred there one day. A disabled rail motor having been put away in the siding at Woodleigh, a rail motor was sent next day to retrieve it and bring it back to Melbourne. It happened that at the time I had the Anderson-Nyora Staff and it was done by AGNE-AUDI-AWAK messages. I thought that it was stretching things a bit to give permission for the line to be obstructed nearly seven miles outside Nyora's home signal!



Some time back, Lance Adams posted an email with this shot of J 500 at the up end of Anderson and commented about the unusual move that regularly took place there.



This arose because no signalled move was provided for at either end of the yard from the main line into No 4 (the Shed) road. It was supposed to be done from Sidings A or B, i.e. the dead-end extensions of No 2.

This was not always convenient as the goods train almost always arrived at the platform to load empty returns, skins, etc. It was easy enough to get from the main line to the Shed at the down end as the loco was always within view of the Signal Box and it could be done with hand signals or flags. I think the pull was 8 - 7 - 10 - 11 - 12. (*Would that be so?*) However, the up end was quite different as after cutting off from its train the loco would disappear from view under a bridge and around the bend into a cutting.

The way in which it was done is as follows -

After the loco disappeared, it "hit on" a track circuit at the bracket down Home Post 2 (appearing above and beyond the bridge in the photo) which worked an indicator in the signal box so that we always knew where the loco was. The road would be made for No 2 and the right-hand arm (No. 27) on Post 2 cleared, i.e. Main line to No 2.

The Driver would "pop" to signify that he had accepted the signal which was immediately returned to "stop" and the loco passed it at "stop" to proceed slowly towards the yard. The interlocking was now free, allowing the points in No 2 to be altered to lay towards No 4 (Shed) road. These points were some distance ahead of the main line turnout and at low speed there was sufficient time to operate levers 19-18 safely. There were hand points in the lead towards the Shed which gave access to No 3 but they were secured with a hand locking bar to lay for No. 4.

There was a disc on Post 2 and Drivers who were not "locals" took a lot of convincing that it only governed moves from the up-end extension of No 2 and had no relevance to the main line.

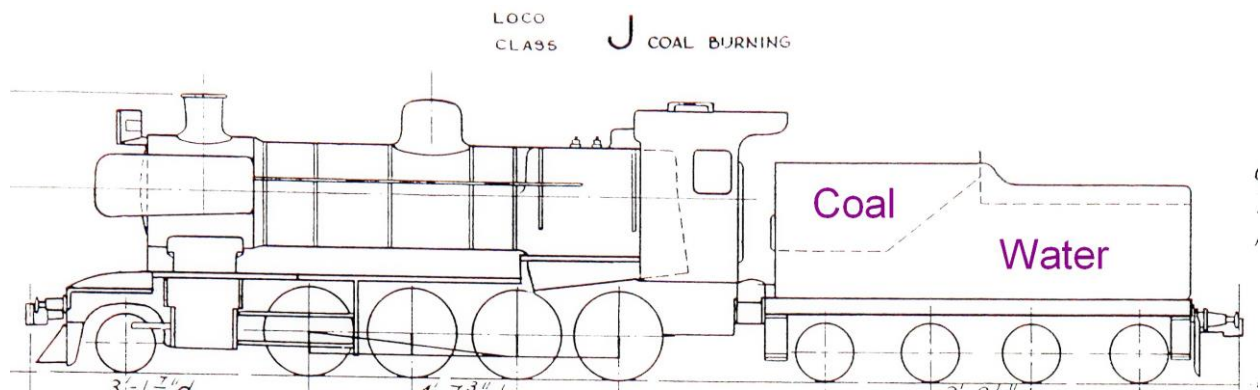
Everybody knew about this move and it was interesting that if the DS, TI or Block Inspector (Noel Hazeldene) were present whilst it was being done, they were careful to not be in the Signal Box!



Yarra Valley Railway Information No.13.

Water for Railway Steam Locomotives

Steam locomotives used enormous quantities of water when they were working hard. Pulling long trains up hill meant that they had to frequently stop to refill their water tank. Locomotives with tenders behind the locomotive carried the water in the tender. Tank locomotives (with no tender) carried a limited quantity of water on the locomotive itself, hence the name “tank engines” (tank locomotives).



J class coal fired steam locomotives could carry 7 tons of coal and 4,200 gallons (19,000 litres – 19 tons) of water.



The Lilydale – Healesville railway line was short and comparatively flat. Because of this a water supply at an intermediate station was not required.

There was a large water tank and water crane for refilling the locomotive

tenders at both Healesville and Lilydale. The tank at Lilydale and the water crane in 1962. Both are now gone. The elevated coal platform is to the left of K 188 allowed coal to be shoveled into the tender.

Port Bay Express

June, 2022

At Healesville the water tank and the water crane have been restored by YVR volunteers with money from a Victorian State Government Heritage Grant.



J 515 has its tender refilled at Maldon on the Victorian Goldfields Railway which runs between Castlemaine and Maldon

Large diameter pipes from that nearby water tank deliver water to the water crane.

The water crane is swung over the tender delivering lots of water quickly into the water tank in the tender.

Once filled the water crane is swung out of the way.



CAMERA CORNER



Sunday, 1st May, 2022, was a quite and overcast day. Top picture shows Harvey and train waiting for passengers. Bottom picture shows the Point Richards Station Building waiting to receive and welcome some visitors. (Pictures: Courtesy of Graham Bristow)

MURPHY’S LAW ??.

Murphy, whose law has become part of the commercial culture, has also been blamed (?) for the “New System Scheduling Calendar” which follows. Some may have seen – and implemented – it before. For the dubious benefit of others.....

Friday	Monday	Tuesday	Wednesday	Thursday	Monday	Same Day
7	6	5	4	3	2	1
14	13	12	11	10	9	8
21	20	19	18	17	16	15
28	27	26	25	24	23	22
35	34	33	32	31	30	29

ADVANTAGES :

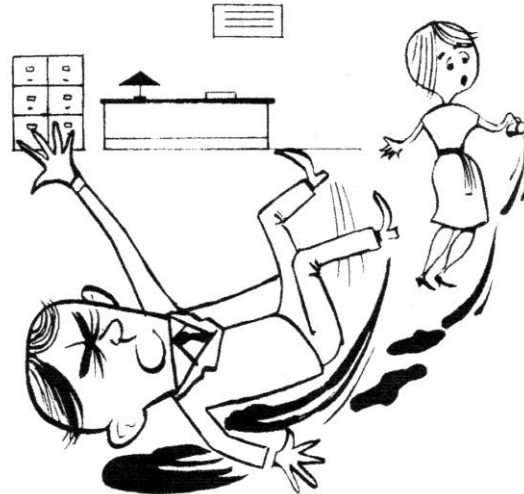
- Every job is a rush job. Everyone wants things done yesterday. With this calendar, an order given on the 7th can be carried out on the 3rd.
- Everybody wants things done early – on Mondays for preference. So there are two Mondays in each week.
- There are several extra days at the end of the month for those end-of-the-month rushes.
- There are no bothersome non-productive Saturdays and Sundays.
- There is a new day - “Same Day” - each week. On this day, “While - you – wait” and “same-day “ jobs may be handled without interruption to other promises. Everybody will be happy and stress free,
- Acceptance of this Calendar is made easier by pointing out that the system has been in unofficial use in many organisations for some years.



SAFETY BULLETIN BOARD



**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		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 **1017 Passengers** during May, a gain of **27 Passengers** or **+ 2.72 %**

Results for the current 2021 – 22 Fiscal Year are **11,724 Passengers** or a gain of **2717 Or + 30.16 %**

Figures represent a loss **in traffic** for the 2022 year of **1112 Passengers** or **- 14.53 %**.

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>Sunday, 19th June, 2022</u>	Party Booking	11.00 am – 1.00 pm	Service Trains	20+

JUNE BIRTHDAY WISHES :

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

Geoff Isaac	Brian Parkinson

TRAIN RUNNING ROSTERS : (Under New Management)

The **June 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 July 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....



Australian Government



**I'VE ARMED
MYSELF**
*for my
country*

Book your vaccination today

australia.gov.au

**COVID-19
VACCINATION**

Authorised by the Australian Government, Canberra.

THOUGHT FOR THE MONTH :

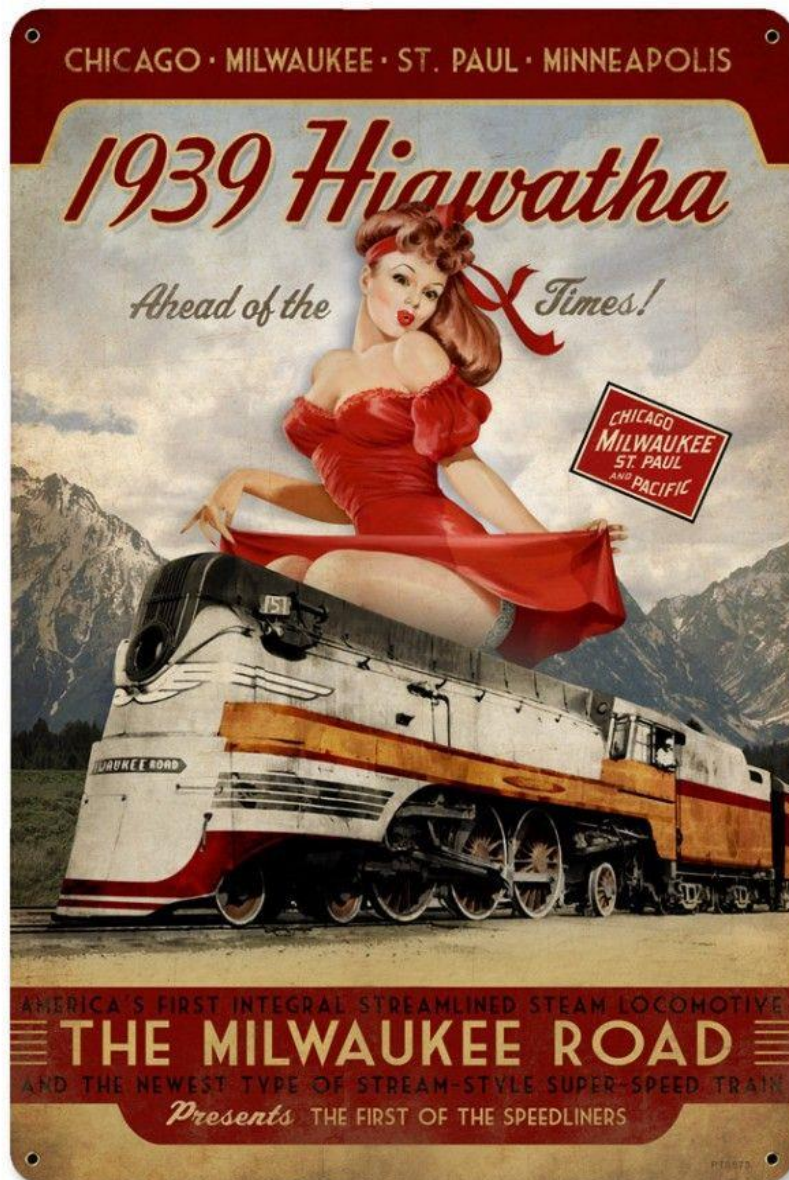
We have to keep going. Even when it's scary, even when all of our strength seems gone, we have to keep picking ourselves back up and moving forward, because whatever we're battling in the moment, it will pass, and we will make it through. We've made it this far. We can make it through whatever comes next.

Daniell Koepke



ONE LINER JOKE:

“I sued the airline for loosing my luggage. I lost my case”



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, 5 th June, 2022	Ordinary Running Day 11.00am to 3.00 pm
Sunday, 12 th June, 2022 (Q.B Weekend)	Extra Running Day 11.00 am to 3.00 pm
Saturday, 18 th June, 2022	COMMITTEE MEETING
Sunday, 19 th June, 2022	Ordinary Running Day 11.00 am to 3.00 pm
Sunday, 26 th June, 2022	RAILWAY CLOSED
Wednesday, 29 th June, 2022	School Holiday Run 11.00 am to 3.00 pm
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
Sunday, 31 st July, 2022	RAILWAY CLOSED
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

THINGS TO REMEMBER :

- Winter Timetable to 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 24.
- **Volunteers are always required - Ring Brian !!!.**

OUR SPONSORS – PLEASE SUPPORT THEM...

PROUDLY SPONSORED BY



Murroduc Road, Drysdale. Ph: 5216 3500

PROUDLY SPONSORED BY



5251 2388
1/6 High Street, Drysdale

PROUDLY SPONSORED BY



153 Newcombe Street, Portarlington. Ph: 5259 3801

PROUDLY SPONSORED BY



130 Hood Street, Portarlington. Ph: 5259 2492

PROUDLY SPONSORED BY



9 Mortimer Street, Drysdale. Ph: 5251 1735

PROUDLY SPONSORED BY



97 High Street, Drysdale. Ph: 5251 2603

PROUDLY SPONSORED BY



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

BELLARINE



FURNITURE & BEDDING

Family | Service | Quality | Experience

9 Marine Parade Ocean Grove

03 5255 2288

www.bellarinefurniture.com.au

THE TAIL DISC :



LOOKING FOR A NEW HOBBY - WE NEED YOU !!
NEW MEMBERS ARE ALWAYS WELCOME.
VACANCIES EXIST FOR STATION STAFF, SIGNALLERS,
DRIVERS, HANDYPERSONS, KIOSK STAFF ETC ETC...
APPLY AT OUR STATION...

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