

PORT BAY EXPRESS

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

Volume No.7 – Issue No.3.

March, 2022.



On Wednesday 23rd February, 2022 earthworks were completed on the Culvert Bridge Curve. By Friday 25th, the new track went down. The picture above shows George Buhagiar driving James and carriage over the new track and testing it. Many thanks are recorded to all the volunteers who helped us completed this important project.

(Pic Neil Hester)

OUR PRESIDENT REPORTS :

Lots happening here at the train, maintenance on the track between the culvert and the containers is being done including replacement of base and ballast, and new line with steel plates being welded to lines and screwed to treated pine sleepers. It is being done by working bees and I am so very appreciative of the work and dedication of all those involved, but we have a way to go yet and more help is needed to get us to the light at the end of the tunnel....dates and times will be sent out by the Secretary.

Running days have been suspended while this work is being done, hopefully. Only for a short time, as shutdown means financial restraint until we can get back on track and generate funds again. There are more sections of track to be done, as per our time frame action plan as a result of the recent audit.

New manuals are being printed and distributed, also as a result of the audit and we encourage members to read them and familiarize themselves with everything involved. Retraining of staff is required to bring them up to the new standards, this will be done as soon as possible. This may be daunting for some but it has to be done. There have been extra meetings held since the December meeting, two executive and one special committee meeting, and the minutes have been sent out.

We are working our way through a massive task, **and if we all work together** we will get through this. My deep appreciation to those who have put in a massive effort a lot of it hours behind the scenes, which others may be unaware of, apart from the work we can all see happening.

Keith Stasinowsky – President.



FROM THE SECRETARY'S DESK:

- ***Railway Closure:*** *The PBMR will be closed for a period of time during February whilst we conduct some routine maintenance on the track. We apologise for any inconvenience. Please keep an eye out on our Facebook page for recommencing services.*
- *If anyone is interested in booking a party or would like to enquire about one, please call our Party Booking Officer, Ashleigh on 0476-598-124. We still have some available dates in March and April and May even.*
- *The winter timetable could be possibly be interrupted whilst the PBMR continue to do some track maintenance. Please check the website and Facebook for details.*
- *Drysdale Machinery Show, PBMR will have a stand at the event and hoping that people will come and say hello to our wonderful volunteers.*

Ashleigh Myers – Secretary.

A BRIEF HISTORY OF THE BENNETT BROOK RAILWAY, WESTERN AUSTRALIA.

(Written by Ross Parker, Pictures: WALRPA)

Let me not start at the beginning but rather, where the BBR is today. Please bear in mind, none of this was here prior to 1983. The BBR is owned and operated by the Western Australian Light Railway Association Inc (WALRPA).

The Railway currently operates just under 6 kilometres of 610mm (2 foot) gauge track, through conservation bushland on the Swan Coastal Plain, about 18 kilometres north east of the Perth CBD in a public Park of around 4000 hectares, known as Whiteman Park (named after one of the original landowners)

We operate one of the largest non-articulated 2 foot gauge locomotives ever built (67 tonnes in full operational condition), the former Kalahari Class NG (N0 123), from South Africa.

There are 2 major stations on the line, at Mussel Pool, (at the very southern end of the line), and at Whiteman Village Junction (the main station), which are about 1.2 kilometres apart. There are 2 other way stations or halts north of Whiteman Village Junction, known as Kangaroo Flats Siding and Zamia. Both have run around loops.



Fowler No.2 0-6-0 DH Loco and Passenger train await departure time at Whiteman Village Junction. The elevated Signal Box (which was originally at Subiaco) controls the stations comings and goings with a 40 lever Interlocked Signal Frame.

The Railway has substantial historical station buildings, including the former East Perth / Claisebrook station (Whiteman Village Junction) building from the Perth / Midland line (1898), and the former Nungarin building (Mussel Pool) from the wheatbelt Wyalkatchem - Merredin branch (1941).



NG15-123 2-8-2 Steam Loco and Passenger train running along the Bennett Brook Railway.

There is a Goods Shed at Mussel Pool with a restored operating 1857 wrought iron mechanical crane and a fully interlocked mechanical signal cabin.

Mussel Pool is connected with Whiteman Village Junction via an internal 24 volt overhead telegraph system and a fully operational electric staff system.

At Whiteman Village Junction, there is an operational 90 Foot turntable and an elevated signal cabin with 40 odd levers connected electrically and mechanically to colour aspect and semaphore signals. There is also a pressed metal overhead water tank for watering our steam locomotives, 4 roads and a steel overhead pedestrian bridge.

There are 2 steel girder bridges crossing the Bennett Brook, from which the Railway takes its name.

So where did all of this come from?

In 1978, the then Metropolitan Planning Authority (MRPA, now the Western Australian Planning Commission - WAPC, the States peak planning body) decided to acquire about 4000 hectares of land from various private owners, one of whom was Lewis (Lew) Whiteman (after whom the Park is named) , to protect the southern extension of a ground water aquifer known as the Gnangara Mound, at the time an important source of drinking and irrigation water for the people of Perth, and to set the land aside as a major conservation area but which would also include recreational opportunities.

To this end, the MRPA invited a number of preservation groups, including cars, tractors, buses, trams and a number of Railway Groups, to submit expressions of interest. In the event, the WALRPA was the preferred railway proponent and set about establishing itself in Whiteman Park in 1982/3.

Among the first tasks for the 6 or so founding members was to acquire a couple of car trailer loads of timber sleepers and to apply for a Lotterywest Grant for a storage shed, crib area and future loco shed. Thus began the creation of the Bennett Brook Railway.



Perry 0-4-2T Steam Loco and Passenger train chuffing along the BBR track.

Port Bay Express

March, 2022.

Over time, many items of railway infrastructure have been acquired and relocated to Whiteman Park and restored, and are now operational. At it's depot, the Railway now has 3 major sheds, and 2 open sided large covered areas. These include a carriage and wagon shed storage and maintenance area, and a fabrication and inspection shed with a pit for examining the undercarriage of locomotives and other rolling stock.

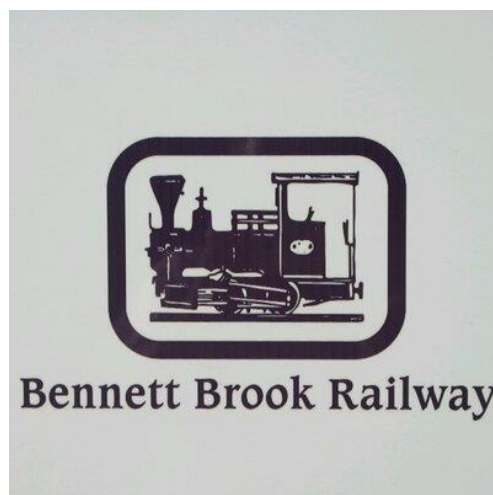
I am not going to list all the locomotives, carriages and wagons that the Railway operates but refer you instead to the Railway's website for this information – www.bbr.org.au.

Naturally, the BBR has a fully developed Safety Management System compliant with the National Rail Safety Law 2015.

We look forward to welcoming visitors from other preserved railways to the BBR.

BENNETT BROOK RAILWAY - DETAILS ARE:

LOCATION:	233 Drumpellier Drive, Whiteman. 6068. WA.
OPERATING DAYS:	Wed, Thur, Sat & Sun 11 am to 4 pm. Mon – Fri during School Holidays 11am to 3pm.
POSTAL ADDRESS:	P. O. Box 3160, Malaga, W.A. 6945.
EMAIL:	info@bbr.org.au
TELEPHONE No:	(08) 9534-3215
WEBSITE:	https://bbr.org.au/
FACEBOOK:	https://www.facebook.com/bennettbrookrailway/



STAFF AND TICKET ON THE VICTORIAN RAILWAYS

(by Charles. D. Gavan – Duffy)

The rules and regulations of the Victorian Railways, which were approved by the Board of Land and Works on 29th, April 1864, made very little provision for single line working, the whole subject being covered by two rules 205 and 206. The first named rule is simplicity itself, reading as follows: - "On those portions of the railways where a single line only is provided, care must be taken before any train leaves any station that there is no train due in the opposite direction; and where there is telegraphic communication the Station Master before allowing any train to leave his station must, ascertain by telegraph from the next station in advance that the line is clear." "What could be easier than that, especially where there was no telegraphic communication". Rule 206 says "Before any Special train is dispatched on a single line, notice must be received and acknowledged by every Station-master on the single line, and the guard, or if there is no guard, the driver of such special train or engine must receive written instruction from the Traffic Superintendent, or Terminal Stationmaster who dispatches the train, directing him when to leave such station, and where to shunt if it should be necessary for him to do so, in order to allow trains to pass."

Of course, when these rules came into use, there was only one single line in use by the Department, the Geelong line, the Bendigo – Echuca line being completed later in the year. What they did about the pieces of the Bendigo and Geelong – Ballarat lines, which were, from time to time, worked as single lines, is not related; probably by "Guess Work" supplemented by Rafferty's Rules! However, as the mileage of single lines increased, apparently these rules got a bit too simple, or perhaps some of the Station-masters were not "taking care", so somebody thought of the Staff system which had come into vogue in England, and rules were promulgated to establish that system.

Some little time ago, having occasion to make a search in the archives of the local Courthouse, I found in the Government Gazette of 24th, December 1873, what I believe to be the genesis of the Staff and Ticket System on the Victorian Railways. For here was published the information that "On and after 17th, December 1873 all trains running on the line between Newmarket and Wodonga shall be worked on the Staff system as herein described." =====Then it goes on to say that a staff would be made coloured and lettered for each section with Staff tickets to correspond. The staff tickets were to be kept by the Station-master in a box self locking by an inside spring. "The Staff would be the key to each box. The notice further declares that the North-Eastern line shall be divided into nine sections and prescribes a different colour for each staff and its staff tickets. It does not seem to have occurred to the rule maker that by a little judicious arrangement the same colours could be used more than once, with the consequence that he eventually ran out of colours. The details were as follows:-

- | | | |
|----|-------------------------|-------------------|
| 1. | Newmarket and Essendon | - White |
| 2. | Essendon and Wallan | - Red |
| 3. | Wallan and Broadford | - Black |
| 4. | Broadford and Seymour | - Blue |
| 5. | Seymour and Longford | - Brown |
| 6. | Longford and Benalla | - Green |
| 7. | Benalla and Wangaratta | - Purple |
| 8. | Wangaratta and Chiltern | - Yellow |
| 9. | Chiltern and Wodonga | - Black and White |

One might hazard a guess that there must have been some very regrettable incidents in the Essendon – Wallan section as at its best it would take a Down Goods at least 90 minutes to transverse it, and might take all night if things went badly on Oliver’s Bank.

I should like to have seen a Purple Staff ticket or even a Black and White one!

The rules are simple enough, there being only 22 in all, but some of them sound quaint nowadays as for instance – Rule 6: “Order of starting a train from a staff station: When all trains arrangements at a staff station are complete, and the train or engine is ready to start, it is the duty of the Station Master to give the staff or a staff ticket to the guard, who must thereupon in the presence of the Station Master hand the same to the driver as the instruction to start the train. In the case of a light engine without a guard the Station Master will hand the staff or staff ticket to the driver”. This rule did not leave much scope for fast running and it was quickly dropped in a very short space of time. “The same procedure had to be adopted in giving up a staff at the end of the section.

Rule 14 is – “Care and judgement to be exercised as to whether a train is started by staff or staff ticket.” This deals particularly with what to do with the last train for the day and reminds the Station Master to think about the morning!

Rule 15 says that “any train starting at midnight will be held as the last train for the previous day”. Then Rule 17 provided that “All trains travelling on the authority of a staff ticket must carry a disk (sic) or extra taillight for the information of platelayers, gatekeepers and others along the line”.

The next three rules refer as to what to do in the case of failure or accident. Rule 21 says that “the engine directly attached and nearest the train shall carry the staff or staff ticket.” Last but by no means least, Rule 22 is “Ballast trains or engines working for contractors or under the Engineer-in-Chief are not subject to these regulations.

This last rule received its quietus one day at Maryborough, when the passenger train from Castlemaine came in with a staff ticket carrying a disc for a light-engine; there was a ballast ready to go out to work in the Carisbrook section, so the officer at Maryborough called Castlemaine on the Morse and asked him what time the light engine had left. Castlemaine didn’t know and went to enquire, whereupon the usual goat, in this case the S.M at Newstead or Moolort, chipped in and said “Light engine just left” without signing. This was assumed to be Castlemaine and the Ballast went out, and had hardly got settled when the engine arrived and hit it, killing someone, which caused a great deal of unpleasantness and the subsequent repeal of the rule.

Apparently some fresh rules were issued on 28th, April, 1874, for on 27th, November of the same year, further rules were approved to come into force on 1st, December. These rules are the ones found in some 1876 editions of the 1864 Rule Book as an Addendum, and are expressed to apply to all trains running on single lines and are, in the main, similar to the original ones; but experience has obviously shown the need for some alteration. “The staff ticket must show the direction of the journey and the time of starting and be signed and dated by the Station Master thus:- “Wallan to Broadford, 4.15 a.m. J. Jones, S.M, 23/12/74”. That is part of Rule 3, but Rule 4 must be quoted in full:- “The Station Master must have the staff tickets for the day made out, dated and signed beforehand, all except the time of starting, which he must fill up legibly and initial at the last moment with pen or pencil, so as not to delay and trains starting for want of this authority. To prevent mistakes the papers used by the Station Masters for Up and Down trains should be cut of different sizes. Any informality, omission or neglect in the preparation, custody or transmission of the staff or staff tickets to be reported to the Traffic Manager”.

Rule 5 allows the S.M. to deliver to and receive direct from the driver the staff or staff ticket in case of any train not timed to stop.

Rule 17 firmly declares that:- “No train is to carry a Disc or extra train lamp unless it is to be followed by a Special Train and shown in the Time Table”, thus abolishing the idea of putting a disc or extra tail lamp on all trains carrying staff tickets.

The rest of the Rules are the same as the original, but C. 133/76 is tacked on signed by ‘M.H. Barter for Traffic Manager’. It provides for opposing trains to carry a disc in front of the engine for specials run in the opposite direction at short notice.

There is nothing about colouring either of staves or tickets in the latest regulations, indeed, if one is to read Rule 4 literally, it would seem that each S.M. had to cut out his own staff tickets! This may be the reason for C. 152/77: “It is observed that the truck cards are made use of at some stations for staff tickets. This must be discontinued and truck cards must only be used for the purpose for which they are intended.” To this might be added that a couple of staff tickets are held by the writer, written onto ordinary memo forms for a Picnic Special between Burnley and Tooronga.

Although the rules applied to all trains running on single lines apparently the staff was not used on Suburban lines, Mr. Anderson the Traffic Manager, thinking it was too slow for suburban trains. This came out at an enquiry into a disastrous head-on collision that took place into what is now Burnley and Hawthorn on 1st December 1882, the day the line was open from Camberwell to Lilydale. On that day arrangements had been made to open the double line from East Richmond to Hawthorn, and erect a semaphore at Burnley; something, however, occurred to interfere with the program, but the Traffic Department was not told that the double line would not be available. Unfortunately an enterprising firm of auctioneers had hired a special train to Box Hill and the special time-table had been prepared on the basis of this train returning passing the ordinary train on the double line, and it was let depart from Hawthorn with disastrous results.

Mr. Anderson must have been persuaded to change his mind, for the February Service Book for 1883 shows the staff system to be universal.

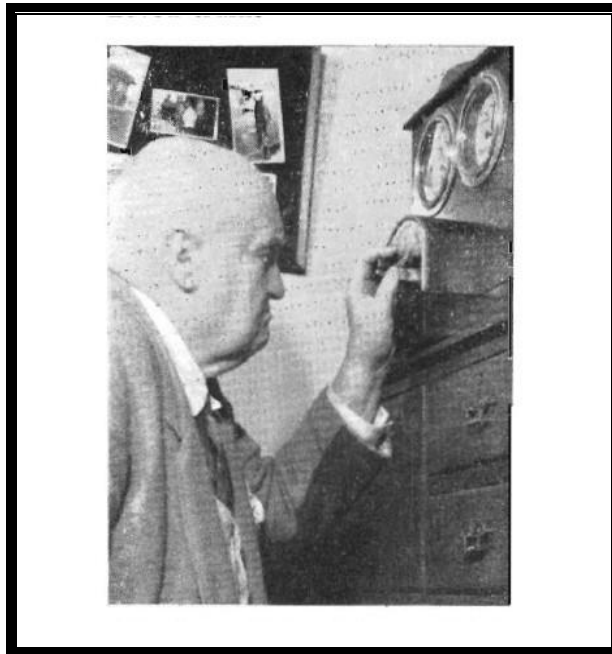
Two things stood out in this matter, one was the utter lack of thought by the S.M. Hawthorn, and the other being his mate at Camberwell who came to the enquiry and said that he had a feeling about that train and had told some of his friends not to travel in it as something might happen to it! If he had had a similar hunch when he was S.M. at Prahran in 1887, he might have saved a lot of lives, and not gone down in history as being an “unsatisfactory witness”.

A perusal of the 1883 service books shows that even the Department was apt to slip a bit in their safe-working, for in the early part of the year, there is a note to the effect that staff working will be suspended for the down morning passenger to Sale and the Up Oakleigh passenger, which crossed at Rosstown, which is not a staff station, the section being Caulfield – Oakleigh. No explanation is given as to how this is to be done. Also in each month a light engine was booked to run from Numurkah to Shepparton each Saturday and return on Monday morning “independent of the staff regulations”.

In a copy in the possession of the writer, this is firmly crossed out at least once, so perhaps someone thought better of it. A propos on that, however, provision is made for the night Up and Down Mixed trains: “If the last trains for the day after crossing at Beaufort to proceed to Ballarat and Stawell respectively without the staff “line clear to be obtained from Ballarat, Ararat and Stawell.”

The advent of Mr. Speight and the head end collision between Werribee and Little River the night the Stationmaster went to choir practice leaving his daughter to do the staff working, were big factors in causing the abandonment of the unsafe methods. Even in the nineties all staff stations did not have the telegraph which must have led to some delays and a story has been related to the writer of a goods booked to make a crossing at Trawalla, when the opposing train failed to turn up, and no Telegraph being available to tell of its whereabouts, being conveyed to Beaufort by the Trawalla station master who rode the engine clutching a red flag!

As for improvisations it seems certain that it was by no means unusual for the morning Down passenger to carry the Staff and all staff tickets for the night between Essendon and Seymour, but that was not in the book.

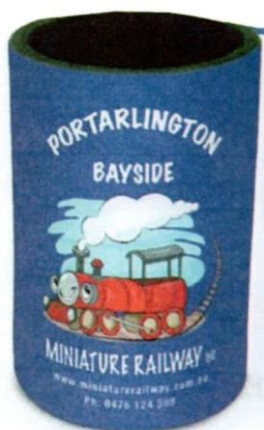


CHARLES DAIRMAID GAVAN-DUFFY - RAILWAY HISTORIAN (1886 - 1964).

The above article was written by Charles Gavan-Duffy and was published in the ARHS Bulletin Magazine of November, 1945 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 :



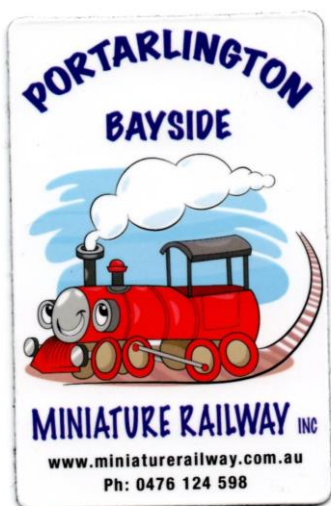
CAN COOLERS \$7.00 ea.



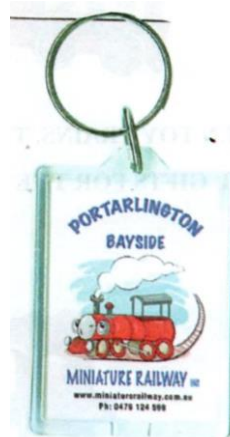
KIDS "TEE SHIRTS"

SIZES 2 - 10

SALE - ONLY \$10.00 ea.



FRIDGE MAGNETS \$3.00 ea.



KEY RINGS \$4.00 ea.

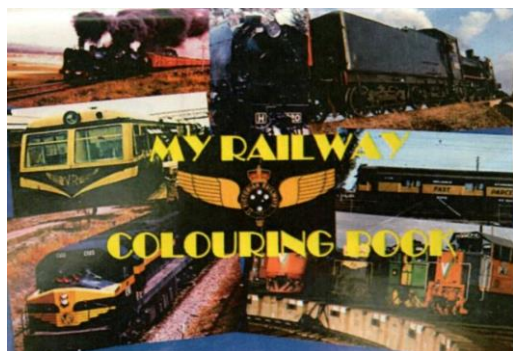


POSTCARDS \$ 1.00 ea.



**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

STEAMFEST

12th, 13th & 14th March



A Great Family Day Out

Vintage Steam and Oil Engines
Grand parade of Steam Vehicles
Watch the walking dragline walk
Steam ploughing, Hay baling,
Blacksmithing, Stone Crushing,
Earth Moving Displays, Tractors,
Road making machinery,
Portable engines,
Train and tractor rides, Tram.
Steam tug engine room display
Heritage draught horses working
Miniature engines, Organs
Model trains, Model engineering
Vintage tools and Collectables
Refreshments, LIVE music



Melbourne Steam Traction Engine Club Inc
National Steam Centre 11200 Ferntree Gully Rd., Scoresby.
Gates open 10am –5pm
Adults \$15, Children (4 and over) \$5 Family \$35
www.melbournsteam.com.au

STEAMRAIL VICTORIA

NEWPORT WORKSHOPS OPEN DAYS 2022

INCLUDES FREE ENTRY TO THE NEWPORT RAILWAY MUSEUM

LABOUR DAY WEEKEND 12 – 14 MARCH

See 29 STEAM LOCOS ON DISPLAY over two sites!

- Steamrail Victoria's 8 operational locomotives all in steam! - See them operate up close, view the cab, blow the whistle and meet the volunteer crew!
- K183 - Newly restored after a 19-year hiatus, joining in for its first ever Open Days
- 132-year-old Y112 - Currently Australia's oldest operating mainline locomotive
- K163 (in steam), K160 and J541 visiting the workshops for major overhaul
- R707 from 707 Operations on display

OTHER DISPLAYS

- 'Red Rattler' Tait Set and Silver Hitachi electric trains on display
- Heritage diesel and electric locomotives, 100+-year-old carriages open to view
- Railmotor RM58 from DERMPAV
- Guided Tours of the 134-year-old railway workshops
- The only remaining operational steam locomotive weighbridge in Australia
- Displays showcasing the workshops' rich railway & wartime history
- Enjoy a game of 'Trugo' under the clocktower - the sport invented at the workshops
- Vintage cars & steam powered machinery, railway models and historic displays

TICKETS & MORE INFORMATION
WWW.STEAMRAIL.COM.AU/OPENDAYS
 Or call the Steamrail Office: (03) 9397 1953

STEAMRAIL VICTORIA
 Preserving Victoria's Railway Heritage

Newport Railway Museum

SHUTTLE BUS
 A SHUTTLE BUS WILL BE OPERATING BETWEEN NEWPORT STATION, STEAMRAIL NEWPORT WORKSHOPS & NORTH WILLIAMSTOWN RAILWAY MUSEUM

Poster Design: Matt Kinsey 2020

CAMERA CORNER



Pictures from our recent February Working Bees showing the new Signal Box Ramp, new Culvert Bridge Curve trackwork & Platform No.2 fencing re-arrangement. Thanks go to our small but loyal team – well done to all . (Pics Neil Hester & Brian Coleman)

Full Steam Ahead For Sitting On the Sills Of Puffing Billy

The time-honoured tradition of sitting on the sills of Puffing Billy will make its long awaited return to the iconic heritage railway from Friday, 4th February, 2022. Minister for Tourism, Sport and Major Events Martin Pakula joined the Member for Monbulk James Merlino and Member for Eastern Victoria Harriet Shing to relaunch the experience, which returns for the first time since March, 2018.

A drawcard for the Dandenong Ranges and broader Yarra Valley region, sitting on the sills will once again be allowed on trains running from Belgrave to Lakeside stations daily after operators implemented risk management processes to ensure its safe reintroduction. The return of the iconic experience will deliver significant benefits to local businesses as visitors get back to enjoying the things they love with family and friends.

Managed by the Emerald Tourist Railway Board, the open-air steam train critically preserves Victoria's railway history and has provided countless memories over many generations. It attracted around 500,000 visitors annually prior to the pandemic and was further strengthened as a tourist attraction via the recently opened state of the art \$24.8 million Lakeside Visitor Centre.

The Lakeside Visitor Centre was backed by a \$12.7 million commitment from the Andrews Labor Government and boosts world-class facilities for tourists, day trippers, and school groups alike. It includes a range of dining options, featuring seasonal produce from across the Yarra Valley, as well as a hi-tech function space to host workshops, conferences, events and school excursions. For further information on the sitting on the sills experience and the railway's operations – including to book tickets – visit puffingbilly.com.au

There's no other railway experience like sitting on an open side carriage sill as Puffing Billy winds through the Dandenong Ranges. This is great for tourism and local businesses in the region, said Martin Pakula, Minister for Tourism, Sport & Major Events.

Puffing Billy is a much loved favorite for tourists, day-trippers and school groups, and the return of sitting on the sills will ensure more visitors come to our region to experience all we have to offer said James Merlino, Member for Monbulk.

Parents, grandparents, friends, and families with fond memories of sitting on the sills now have the chance to experience it again with a whole new generation said Harriet Shing, Member for Eastern Victoria.

(Victorian Government Media Release)





The pictures amply demonstrate the time honoured tradition of “sitting on the sills” of the Puffing Billy Railway (PBR). An iconic tourist attraction for the State of Victoria and popular to the many who pay the tourist railway a visit. The practice had been suspended following an incident at Menzies Creek during March, 2018 and is now warmly welcomed back by all who travel on the PBR.

(Pictures: Puffing Billy Railway)

Yarra Valley Railway Information 10

Timber Freight

In the 1920s and 1930s there were numerous saw mills located throughout the district, adjacent to the forests where the timber was being sourced. Timber tramways transported the sawn timber from these mills to the Healesville railway station. Horses were a common form of motive power for those tramways.

After the 1939 bush fires these forest mills in the bush tended to close and the milling of the timber occurred more in the towns; safer than the isolated mills in the event of bush fires. Mountain Ash is one of the main timber trees of the district and following the fires, huge areas of Mountain Ash were killed by the fires. Salvaged timber was loaded from road trucks onto rail trucks in a siding established in Healesville for that purpose. A 10 ton gantry crane lifted the timber from road to rail trucks in 1942 to 1944.



The siding and the gantry have been removed and there is now no evidence of them having existed.

Timber was a major freight component of the railways outwards good traffic.

Healesville was a "timber town." Now it is a "tourist town".

Some of this timber is still harvested from the district, and is taken as unsawn logs by road transport. Rail now has no part in its movement.

Some of the high quality timber is used as sawn timber, but a considerable quantity of it is chipped for the manufacture of paper.

SAFETY BULLETIN BOARD



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

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

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

Railway carried No Passengers during February, a loss of 1044 Passengers or - 100 %

Results for the current 2021 – 22 Fiscal Year are 7009 Passengers or a gain of + 70.86 %

Figures represent a loss in traffic for the 2021 year of 1862 Passengers or – 49.62 %.

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 – TFN 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>Sun, 6th March, 2022</u>	Party	11.00 am – 1.00 pm	Service Trains	30
<u>Sat, 19th March, 2022</u>	Party	11.00 am to 1.00 pm	2 Trains	30
<u>Sun, 27th March, 2022</u>	Party	2.00 pm – 4.00 pm	Service Trains	25

BIRTHDAY WISHES FOR MARCH :

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

Alistair Blues	Patricia Harvey

ROSTERS – TRAIN RUNNING :

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

REMEMBER : IF YOU CANNOT ATTEND - CONTACT HARM JAGER ASAP....



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



Australian Government



ARM yourself AGAINST COVID-19

A COVID-19 vaccine is your best defence and our only way forward. Now's the time to arm yourself, your family, your friends, your work mates, your community – someone you love.

Book your vaccination online or call 1800 020 080.

COVID-19
VACCINATION

Find out when you can get vaccinated australia.gov.au

Authorised by the Australian Government, Canberra.

THOUGHT FOR THE MONTH :

SIMPLE FORMULA FOR LIVING

Live beneath your means.
Return everything you borrow.
Stop blaming other people.
Admit it when you make mistake
Give clothes not worn to charity
Do something nice and try not to get caught.
Listen more; talk less.
Every day take a 30 min. walk.
Strive for excellence, not perfection.
Be on time. Don't make excuses.
Don't argue. Get organized.
Be kind to unkind people.
Let someone cut ahead of you in line.
Take time to be alone.
Cultivate good manners.
Be humble.
Realize and accept that life isn't fair.
Know when to keep your mouth shut.
Go an entire day without criticizing anyone.
Learn from the past. Plan for the future.
Live in the present.
Don't sweat the small stuff.
It's all small stuff.

(Picture courtesy Facebook)



WANTED TO SELL :

CURTIS CONTROLLERS (24V 110 Amp)

- Available for Immediate Sale. \$265.00 ea.

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

PBMR – CALENDAR OF EVENTS :

DAY & DATE:	EVENT & TIMES:
Sunday, 6 th March, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Wednesday, 9 th March, 2022	COMMITTEE MEETING
Sunday, 13 th March, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Saturday, 19 th March, 2022	Party Booking
Sunday, 20 th March, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 27 th March, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 3 rd April, 2022	Ordinary Running Day
Wednesday, 6 th April, 2022	COMMITTEE MEETING
Sunday 10 th April, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Wednesday, 13 th April, 2022	School Holiday Run 11.00 am to 4.00 pm
Saturday, 16 th April, 2022 (Easter Saturday)	Extra Running Day 11.00 am to 4.00 pm
Sunday, 17 th April, 2022 (Easter Sunday)	Ordinary Running Day 11.00 am to 4.00 pm
Wednesday, 20 th April, 2022	School Holiday Run 11.00 am to 4.00 pm
Sunday, 24 th April, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 1 st May, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 8 th May, 2022 (Mother's Day)	Ordinary Running Day 11.00 am to 4.00 pm
Wednesday, 11 th May, 2022	COMMITTEE MEETING
Sunday, 15 th May, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 22 nd May, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 29 th May, 2022	Ordinary Running Day 11.00 am to 4.00 pm

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 16.
- **Volunteers are always required - Ring Harm !!!.**

OUR SPONSORS – PLEASE SUPPORT THEM...

PROUDLY SPONSORED BY



Murroduc Road, Drysdale. Ph: 5216 3500

**HAVE VACANCIES
IS YOUR BUSINESS
INTERESTED ??.**

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 Waymouth 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 March, 2022