

PORT BAY EXPRESS

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

Volume No.7 – Issue No.5.

May 2022.



Wednesday 13th April, 2022 sees Rochelle Holstein driving Sam and Passenger train on one of our Autumn School Holiday runs. The day was a quite one as far as passengers numbers went - but it is always a rewarding delight to see the happy faces on our customers as they enjoy their train ride. (Pic: Brian Coleman)

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• OUR PRESIDENT REPORTS :

- A big thank you to all the volunteers who gave up their Easter holidays to work on the trains all day both Saturday and Sunday. Saturday was our \$2.00 day, where all but the merchandise was only \$2.00 We had a great day and it was so pleasing to see everyone working in unison for the good of the railway. Financially it was a great success and the Easter eggs were yum!
- On Sunday, we all lined up again for the Easter run. Free lucky tickets were the order of the day when a ticket to ride was purchased, the lucky tickets were drawn on occasions across the day and the winning ticket scored a goody bag of Easter Eggs. Easter eggs were also available for volunteers and patrons, and a platter luncheon was shared by volunteers. Financially this was another great day for us, as all the Easter goodies were donated by a member....so no cost to the train...a big thank you to the mystery person.
- Unfortunately Ashleigh has resigned both as our Secretary and as a member. Those of us that know his situation know he is under extreme pressure, apart from his job as our secretary and we thank him for his service. Our April meeting was deferred due to Ashleigh's resignation, with Brian stepping in as our acting secretary and having to sort out the computer and phone pass words and trying to get correspondence, meeting notes all caught up and sorted out, before a meeting could be held.
- A reminder to all who need to re qualify, that we have deadlines to do this, great to see that some are already addressing this matter. However there are still lots of positions to qualify as yet.
- Birthday parties are continuing to happen, but due to Ashleys resignation. David now has the party phone, and its getting a good work out!
- Working bees have slowed , but we need to keep up with them although it was pleasing to see that the trains and track held up well over two days of continuous Easter running.
- We have a new photo copier machine. With funds from a grant from Libby Coker. The machine is getting a good work out at the moment.
- It would be great to see the positivity that we have at the moment, continue, with the train as our mutual objective. Teamwork makes the dreamwork.

Keith Stasinowsky – President



FROM ACTING SECRETARY'S DESK:

- *After several years as our Secretary, Ashleigh Myers has decided to “call it a day” and has resigned from the Association due to his increasing work commitments. May we record our appreciations for his past work ethic and wish him well with his future career and personal ambitions.*
- *If anyone is interested in booking a party or would like to enquire about one, please call our new Party Booking Officer, David on 0476-598-124. We still have some available dates in May onwards.*
- *The PBMR will have a stand at the Drysdale Machinery Meet (held September 2022) and we are hoping that people will come and say hello to our wonderful volunteers. Can you help out with this special event ?*

Brian Coleman – Acting Secretary.

History of the Bendigo Tramways.

Bendigo's trams as public transport

The Sandhurst and Electric Tramway Company was the first to blaze a trail when it introduced battery trams to Bendigo in June 1890. Unfortunately, they had made a serious miscalculation, as the batteries quickly proved inadequate for the hilly terrain of Bendigo. After a couple of months battery trams ceased running and were later replaced by steam trams in February 1892. Steam trams were a reliable means of transport and successfully moved Bendigonians around for ten years, but the onset of the recession forced the Bendigo Tramways Company to sell up in 1899 to the Electric Supply Company of Victoria (ESCo) who continued to run steam trams until 1902.

This turn-of-the-century sale led to the introduction of electric trams to Bendigo in April 1903. These were a success from the very beginning. During peak hour people would be standing in the aisles, in the doorways, even on the running boards on the outside of the tram. In addition, the trams were also the first option for deliveries. Parcels, newspapers, movie reels for the picture theatres and even mail bags found their way onto the trams; sent from outlying post offices to the GPO in the city centre.

At the end of World War I the Victorian Government constituted the new semi-government instrumentality, the State Electricity Commission of Victoria (SEC). The SEC was to take over all privately-owned power generating companies in Victoria and operate as a state-owned monopoly ... Bendigo's tramway system was an integral part of the deal.



Maximum traction Tram No.24 at Charing Cross on it's way to Quarry Hillb c1960's.

The outbreak of World War II was a testing time. Revenue and passenger numbers were declining as automobiles became more popular. Additionally, shortages in manpower and materials due to wartime economies caused difficulties. As a result, the SEC made several attempts at closing the tramways and handing over the passenger services to private bus operators. It took some time, but in July 1970 the Victorian Parliament finally granted the SEC's application for abandonment of the tramways.

April 16th, 1972 marked the closure of the Bendigo Tramways as a commuter service and an estimated 20,000 people gathered to say an emotional farewell. Despite the seeming practicality of a shift to private buses, the idea of trams vanishing from Bendigo's streets did not sit easily with the community. Many felt that the legacy of the past was being squandered, and the newly formed Bendigo Trust was called upon to present a submission to the Bendigo City Council suggesting that a two year trial for a tourist tramway be undertaken. The Bendigo Trust's persistence was rewarded in September 1972 when the Victorian Cabinet announced that it had approved the two year trial.

However, in the lead up to the closure of the Bendigo Tramways (1970-72), tram museums and individuals had been making representations to acquire some of Bendigo's trams for their own collections. For instance, the SEC had allocated Birney No. 29 to the Australian Electric Tramways Museum (AETM) located in Adelaide.

[The Bendigo Trust](#) knew nothing of the promises made to the AETM. So, when it came to light that the AETM were on their way to fetch Birney No. 29 in October 1972, they had no idea of the uproar their activities were about to unleash, as questions were raised as to who actually had the rights to Bendigo's trams? It was felt that if one tram was to leave Bendigo, the flood gates would open.

As word spread that "Somebody was trying to 'pinch' a Birney", [Bendigo Trust](#) Board Directors and [Tramways volunteers](#) took extreme measures to ensure that the Birney stayed in Bendigo: it was pushed back inside the Depot shed, iron pipes were welded onto the rails in front of the tram and the carbon brushes from the motors were removed to make the tram inoperable. When Bendigo's Mayor Cr. Joe Pearce heard about the plan, he also jumped into action and enlisted the help of the media, calling for citizens to rally at the depot and form a blockade. The response was phenomenal, with local business owners directing their staff to take company cars and block the depot yard. In the end, the tram could not be moved. Subsequently, a ministerial committee was set up to re-examine the use and distribution of Bendigo's trams, which culminated in the entire fleet being sold to The Bendigo Trust for a mere \$1.

It is important to note that retaining Bendigo's trams was by no means an uncontested act. While there was strong support in favour of introducing a "tourist service" there were others, such as a local progress association, who wrote to the [Bendigo Advertiser](#) saying that the idea was "childish and impractical", as it would prevent the building of a four lane highway through Bendigo ... "We want real progress, not sentimental stupidity blocking up the centre of the city". One has to wonder if their opinions have changed since then? Regardless, the ample community support for the trams has seen to it that years later, the [Vintage Talking Tram](#) service is still in operation.

Bendigo Tramways: 1972 – Present

No other Australian city which closed its tramway system left track, trams and a depot behind in the manner that Bendigo did, and this enables us to create a picture of the past for our visitors. Whether enjoying a Vintage Talking Tram Tour or taking our guided Depot and Workshop tour, a visit to Bendigo Tramways drives home the significance of how Bendigo has developed as a city, and the role Bendigo Tramways has played in that development.

Over the years, we have even attracted such dignitaries as HRH Prince Charles, who visited Bendigo in 1974 and took Bendigo Birney Tram No. 30 for a drive.

Today, Bendigo Tramways is Australasia's largest tourist tramway and welcomes over 40,000 visitors annually. The Bendigo Tramways Depot is the oldest operating tram depot in Australia and is listed on the Victorian Heritage Register. We currently have 45 trams in our fleet.

Our strength is in our people and many of our visitors' final comments about their experience refer to how much they enjoyed the company and passion of our staff.

Vintage Talking Tram Tour

Whether you're in Bendigo for a few days or just have an hour to spare, a Vintage Talking Tram Tour is the quickest way to get your bearings, learn about Bendigo's history and see the city's key landmarks and monuments.

Your ticket is valid for one day, allowing you to take your time discovering the city by hopping on and off the tram to explore the many parks, attractions, shopping and dining facilities that are within walking distance of each tram stop.

If you choose to stay on board the tram and complete one round trip, the tour will take approximately 45 minutes.

TIMING: Daily – head to www.bendigotramways.com.au for timetable

PRICES - One day Vintage Talking Tram ticket:

- Adult: \$10.00
- Concession: \$10.00
- Child (3-15 years): \$5.00
- Infant (0-2 years): Free

50th Anniversary since trams operated as public transport

April 16th, 2022, will be the 50th anniversary of the day the last public transport tram in Bendigo ran its final trip. This day 50 years ago sparked vigorous community debate and strong public resistance as the State Electricity Commission (SEC) started the process of selling up the assets of the tramways.

The final day of trams was a bittersweet moment for the residents of Bendigo in 1972, thousands of people lined the streets to watch the trams make their final journey from Eaglehawk. An article in The Sun described the passing of the trams in Bendigo as “more emotional than anywhere else in Australia, as people looked on Bendigo as the tram capital of the southern hemisphere.”

The voice of the community was so loud that, less than nine months later, the Bendigo Vintage ‘Talking’ Tram Tour was launched by The Bendigo Trust.

Redevelopment

Bendigo Tramways is working with VicTrack, the City of Greater Bendigo and Regional Development Victoria on a \$10.7 million expansion of the Bendigo Tramways depot and workshops.

The project is focused on enhancing the visitor experience at Bendigo Tramways, expanding the Bendigo Tramways workshops and providing storage for trams.

The project will also increase the number of trams that we can restore, creating more jobs and generating economic activity in Central Victoria.

For more information, including the designs and planning documents, please visit victrack.com.au/bendigotramways.

Pending approvals, construction will get underway in 2022.



Tram No. 18 departs from the Central Deborah Mine going on its way to the Joss House.

Shake Rattle and Roll Tram

Get all shook up onboard Bendigo's only moving bar, rattling along to iconic tunes whilst enjoying sumptuous cocktails amidst the rolling vistas of Bendigo's picturesque streetscape.

You'll be tapping your feet and snapping your fingers whilst swaying back and forth to the legendary sounds of The King, with as little (or as much) conversation as you'd like!

Grab your blue suede shoes and jump on board the Shake Rattle & Roll Tram. It's now or never. Book early to avoid disappointment.

DATES: Some Friday and every Saturday evening to 16 July 2022 (excluding Easter Saturday 16 April)

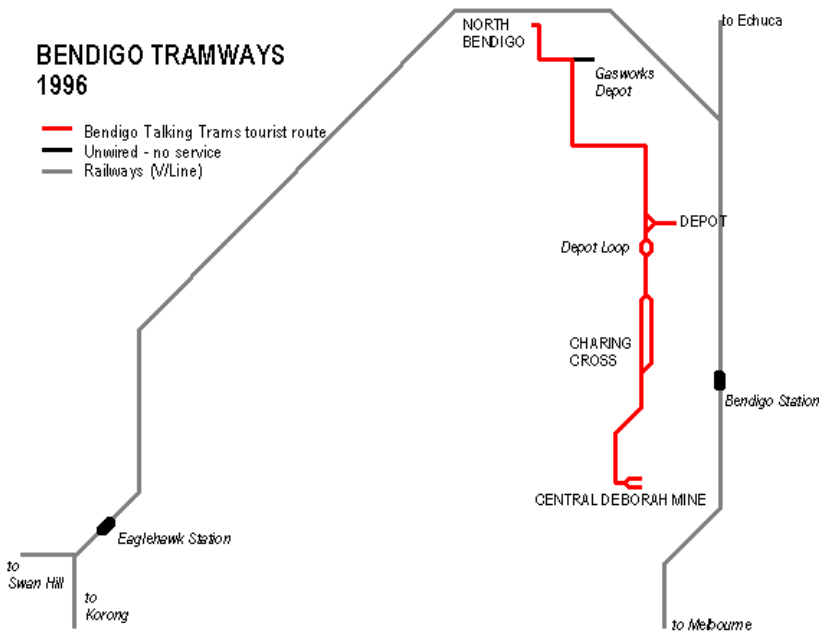
TIMES: 5:00pm or 7:30pm. Experience duration: 1.5 hours.

PLACE: The Shake Rattle & Roll Tram departs from the Charing Cross (CBD/Alexandra Fountain) Tram Stop. The tram stop is located at the View Street and Pall Mall intersection

AGE LIMIT: This is an 18+ event.

COST: Tickets are \$40 per person, which includes your first drink. All additional drinks are at bar prices. No BYO add-on a Charcuterie Grazing Box to enjoy on board for only \$25. Each Charcuterie Grazing Box feeds four people and includes a selection of cured meats, cheeses, bread and accompaniments. Vegetarian and Gluten Free options available.

BOOKINGS: Book Online - www.bendigotramways.com.au



BENDIGO TRAMWAYS – DETAILS ARE:

LOCATION:	Central Deborah Mine, 76 Violet St, Bendigo. Vic.
OPERATING DAYS:	DAILY - 9.30 am to 3.30 pm
POSTAL ADDRESS:	1 Tramways Ave, Bendigo. 3550. Vic.
EMAIL:	manager@bendigotramways.com
TELEPHONE No:	(03) 5442-2821
WEBSITE:	www.bendigotramways.com
FACEBOOK:	bendigotramways

DUPLICATIONS ON THE VICTORIAN RAILWAYS

By C. D. Gavan-Duffy.

Victorian Railways.

The earliest of the Government Railways in Victoria, those from West Geelong to Ballarat, and Footscray or Sandhurst were conceived as double lines, but in both cases, there was a period during which portions of them were single. Robert Watson who was the Engineer-in-charge of the "Ballarat Line" Remarks in his Diary under date April 2, 1862, that he had told Mr Yencken that the double line would only be required from West Geelong to Lethbridge at the opening. And indeed, from his account of his epic trip with a double-headed train, loaded with S. M's and Gatekeepers on the night of the 9th of the same month, it would seem as if that was just what happened. After leaving Moorabool about 8pm they reached "Green Hills" about 2am and there heard that "Moorabool" had run into some trucks near Lal Lal and no one knew whether the line was clear: finally, deciding to go on, they found that the road was clear, but arriving at the "Navigators Village" at ¼ to 5 were detained there until ½ past 6 to cross "Warrenheip".

The double line was extended to Meredith on July 14, 1862 and was operating between Lal Lal and West Geelong on August 11 of that year. The line was opened for goods traffic on August 20, 1862, and the double line into Ballarat appears to have come into use on the same day, though Mr Watson does not say so explicitly. He does, however, "remark" on September 20 following: "Found the sown road rough in many places in Stoney Rises section" and again "Found the Up road from Leigh Rd to Eureka very bad."

Mr Watson also says that the double line is to be opened between West Geelong and Geelong in 1863, but I have not the exact date. In this connection, it is of interest to note that it is on record that in 1870 there were no signals at West Geelong while Geelong had Up and Down "Distant" signals. Does this mean that there were two single t=lines into Geelong, and if so, what provision was made for Ballarat trains to get from the single to the double line in West Geelong?

However, on May 21, 1879, West Geelong was interlocked, and the double line was in orthodox use then. When the line to Bendigo was opened beyond Kyneton on October 20, 1862, it was single, a fact which caused complete demoralisation in dealing with the special trains on the day, but the double line was soon in use as far as Castlemaine and was extended to Bendigo a few days later. For the next 19 years, with one exception, from South Yarra to Hawksburn, all the Victorian Railway construction was single, and when the Hobson's Bay Railway was taken over by the Government in 1880, there were single line sections between East Richmond and Hawthorn and Windsor and Brighton. In addition to this, the Essendon line was single beyond Newmarket and the Gippsland line beyond Hawksburn. In 1881 the redoubtable "Tommy Bent" became Minister or Commissioner for Railways and at the enquiry into the Burley accident in 1882 he took the credit for having ordered various suburban duplications. A from March 31, 1882, however one of these duplications, South Yarra to Caulfield is recorded as being opened on December 12, 1881. There is a slight doubt about this, as, in the aforementioned inquiry early in 1883, the Staff, Hawksburn-Caulfield was produced as, and exhibit and it is implied that the line was always double for South Yarra to Hawksburn.

The next line to be doubled was Newmarket to Essendon on April 24, 1882, and it is to be remarked the unknown chronicler at the same time again notes the South Yarra-Caulfield job. On September 18 in the same year Windsor to Brighton became double. Then on December 1 the line was doubled from East Richmond to Burnley and thence to Hawthorn on the 9th of the same month. The original intention had been to open it right through and it was the altered decision to open only to Burnley which brought about

the Hawthorn collision. The report of this incident is a most illuminating document as a treatise on "safe working" it is only equalled by the Little River anecdote. Both border on the incredible as tales of what an eminent Railway Authority would describe as "bone-head play!" The Hawthorn Inquiry slated everyone of the witnesses, except Mr. W.H Greene, not even excepting The Hon. Tommy himself!

In the following year the double line was extended from Caulfield to Oakleigh the date being February 7,1883. This did away with the neat little crossing between the Down Morning passenger to Sale and an UP Oakleigh train at Rosstown which was not a staff station. Eaglehawk to Kerang Junction was duplicated on February 19,1883 that is, the junction of the two lines was brought into Eaglehawk. It may be remarked the Kerang Junction was resurrected as a Staff and Block Post on May 19,1895 and remained open while the Catherine Bank was regraded. The next move was the duplication of the North-East line between Donnybrook and Beveridge opened on August 20. 1883 (C 356/83). It is not apparent why this isolated section was picked out, particularly as neither place was a Staff station before that.

Later in the year, on December 12, a further duplication was brought into use between Broadford-Tallarook. Then on January 6, 1884, it is noted that the line between St Kilda Junction and Falls Bridge was duplicated, this being in connection with the new bridge over the Yarra.

There was pause then until September 22, 1884, when Traralgon to Traralgon Junction was duplicated; that is to say, the Maffra line was brought Traralgon, parallel with the Main stem. The next widening was that from Newport to Frozen Meat Co's Siding on March 18, 1885. It is noteworthy that the Newport -Werribee Staff continued for some considerable time to be worked from Newport. On May 3, 1885, came the double line from Hawthorn to Camberwell. Late in the same year, on November 16, the duplication was extended from Essendon to Broadmeadows followed on January 18,1886 by the opening of the double line from Beveridge to the Wandong Ballast Pits. Next, it was the turn of the section from Broadmeadows to Donnybrook and this doubling was brought into use on March 22, 1886. On the next day McArthur St Junction box was opened and the two single lines between that point and Ballarat made on double line. In this case also, Staff continued to be worked from Ballarat., a curious idea which must have robbed the duplication of much of its value! On July 12, 1886, Wandong Ballast Pits-Broadford became double; thus, completing the double line from Spencer St to Tallarook. This duplication was extended to Goulburn Junction Box on October 18, 1886.

On November 30, 1886, another pair of single lines became a double line; that between Sandhurst and "Inglewood and Echuca Junction," at different times known as "Cattle Siding Junction" "Bendigo D" and "North Bendigo Junction"

After this, nothing is recorded until June 24, 1888, when it is noted that the "Grampians line traffic is run into Stawell separately". In connection with this, it is noteworthy that on May 6, 1887, a contract was entered into for the erection of a signal box at "Grampians Junction" which contract is, in 1888, marked "completed," but there is no record of any interlocking there. Presumably this wasn't 151 miles 3 chains 80 links where the Grampians line turns away from the Main stem. Incidentally, the said line first appears in the Victorian Railway records in 1905!

On September 2, 1888, the duplication of the line from a point $\frac{3}{4}$ mile from North Melbourne, near Macauley Road to Langridge St was brought into use. (Langridge st is better know as North Carlton) This double line was extended to Nicholson St (now Nth Fitzroy) on November 3. 1888, and on the same day interlocking was removed from North Carlton.

On December 9 the same year, the double lines from Caulfield to Mordialloc and from Camberwell to Box Hill were completed. Fourteen days later the line from Brighton Beach to Sandringham was duplicated. After the bursting of the Land Boom, this line, even though double for a long time, was worked on the "One Engine in Steam" and for a while a Staff was provided.

After this there was a spell until September 23, 1889, when the single line between Seymour and Mangalore was converted to double. Exactly three months later, the line between Dandenong and Great Southern Junction was made double. It may be noted here that, in 1891, for one week (July 15-22), the Great Southern Junction was resuscitated as a Staff station, and presumably block also.

In August 1889, to be exact, on the 7th, the line from Maffra to Briagolong was opened and it is recorded that a duplication was brought into use, presumably on the same day, between Maffra and Briagolong Junction. This was really a construction job, as was the duplication brought into use between "Outer Circle Junction" and Oakleigh on March 2, 1890.

On March 10, 1890, the line was duplicated between McArthur St Junction Box and "New Scarsdale Junction Box"; in actual fact, the duplication extended to the site of "Old Scarsdale Junction" as it does to this day, but the new arrangements enabled one Box to be dispensed with, two really, as the present Linton Junction Box replaces the former "Cattle Yards Junction".

Then on August 10, 1890, Kew Junction Box was closed, and the Kew line brought into Hawthorn, a job which required quite a bit of digging. This box was "gone but not forgotten," as right up to the time the Autos came, the Up side Block Instrument at Glenferrie bore the legend, "Kew Junction"!

On January 19, 1891, new lines were opened between Spencer St and King St on the Tramway, but whether this was a duplication does not appear.

On December 14, 1891, the line was doubled between Oakleigh and Dandenong, followed one week later by the duplication of the section Box Hill – Ringwood.

This month was noteworthy for duplications, for on the 20th comes that from Brunswick to Coburg, leaving the ½ mile between South Brunswick and Brunswick still single. And this was followed by the intimation that the double line over the new viaduct was opened on the same day. Apparently, the latter was premature, as single line working was resumed on February 3, 1892, and remained in force for 23 days.

Coming to March 29, 1892 we have the closing of Daylesford Junction Box and the duplication of the line into Daylesford really two parallel single lines, thus abolishing "the best job on the Victorian Railways!"

On August 17 the same year, the short section from South Brunswick to Brunswick was attended to, thus completing the double line between Melbourne and Coburg.

On Sunday September 12, 1897, Coal Creek Junction was abolished, and the Outtrim line brought into Korumburra. There was a small interlocking frame at Coal Creek Junction controlled by an Annett's Key. Up Home signals were provided there on both branch and Main lines; and a Down starting signal at Korumburra. When there was a train for the branch this starter was put to "danger," and the aforesaid Key taken from the lock on it so branch trains had to pass it at "stop!" The instructions stipulated that the Leongatha staff must not be used to despatch a train while the Annett Key was away, but should the staff perchance be at Leongatha, then it was apparently considered that the Home signal at the Junction would be sufficient protection against any Up train on the main stem, as there was provision for blocking the line to Leongatha! It is also to be hoped that Joe went out and put the stick back before the train went out to the Junction, and did not ride out with it, but I have my doubts!

On February 5, 1900, Buninyong Junction Signal Box was closed, and the branch brought into Ballarat East.

The bursting of the Land Boom had brought bad times, and there were no further duplications for some years, with this exception, and the opening of the direct Princes Bridge-Collingwood line on October 21, 1901, caused the doubling of the line from Collingwood to Clifton Hill. Then on December 5, 1904, the Northcote Loop Line was opened, and with it, double line from Clifton Hill "B" Box to the New Loop Junction Box.

I had the privilege of issuing Electric Staff for the train which came out via Clifton Hill to test the Loop before the day of opening; Its Cicerone, the well-known Block and Signal Inspector, Mr Alex Mathieson, was not, of course aware who the Deputy Acting Signalman at St George's Road was! That train, by the way, fouled the St George's Road-Middle Northcote Block Section without anything being said to the signalman at either end, and eventually reached the latter place with all needles at "Cleared". There was an "S" Notice of course.

A few more years then elapsed till 1910, when on December 1, two duplications Mordialloc-Frankston and N Northcote (formerly Middle Northcote) Preston Reservoir were opened.

In two years, more double line was opened between Westgarth and Alphington, this being recorded in Weekly Notice 50/12.

The next move was the opening of double line between North Geelong "B" and "C" Boxes on the Ballarat line. April 5, 1921. This was done in connection with the North Geelong Loop, and was really in the nature of a resurrection, as this stretch of line had been built double, and made single on December 12, 1903. It does not seem to be well known that even before the West Geelong to Ballarat line was opened, the question of a loop from Cowie's Creek on the Melbourne Line had been mooted and trial surveys made. The Balliang people wanted it but there was too much opposition in Geelong.

Then on April 30, 1922 the line from Box 'A' on the Melbourne line to North Geelong "B" at the station was also duplicated.

By 1926, the Glen Iris line was becoming busy, and was about to be electrified, and the opportunity was taken of bringing into use a double track between Burnley -Heyington on August 8, 1926, while

still having only one platforming use at Burnley. This has now been remedied by building a fly-over and putting in a new junction for down Glen Iris trains.

Finally on May 17, 1942, the bottle neck between the site of Goulburn Junction Box and Seymour was eliminated, thus bringing the double line right into Seymour, with the exception of a chain or so at the entrance to the Yard, which has had to be retained pending a complete remodelling of the station, which may come someday.

At present, duplication is in progress between Alphington and Heidelberg: and is proposed over Merri Creek between Clifton Hill and Westgarth, which will complete double line all the way to Heidelberg. Portions of the Outer Circle and Glen Iris lines are also to be done shortly.

This sketch does not purport to deal with such things as the quadruplications. Etc. between Brown's Hill Junction and Caulfield. There is one thing that I cannot clear up satisfactorily, and that is the St Kilda line. In very early days, the Company's Annual Report refers to these duplications as about to be done, but never says when it was done. To make it more difficult, one of the witnesses at the Hawthorn Inquiry in 1882 refers to the method of working the single line between St. Kilda Junction and Emerald Hill, as if it were something very recent. It was Rafferty's rules anyhow!

By way of postscript, it may be remarked that apparently in construction days, there was a "Dookie Junction" as it is recorded on February 1, 1885, that the Contractors' engine used to run into Shepparton from this point.



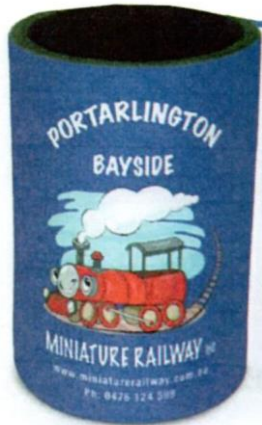
Charles Gavan-Duffy in the South Yarra Signal Box - early 1900's.

The above article was written by late Charles Gavan-Duffy and published in the ARHS Bulletin Magazine of July 1948. He was a prolific writer of stories such as these, being described by the late Sir Harold Clapp, VR Chairman of Commissioners (1920 – 39) as “the most unauthorised person in the Victorian Railways”. He was personally known to numerous railwaymen and women around Australia, Safe working Doyen, Rail Enthusiast and Past President of the ARHS (Vic Div). Was a Solicitor by profession. Our appreciations are extended to the ARHS (NSW Division) for allowing us to re-produce this article, to whom we acknowledge as the original source of the material

‘We Need You.’



SOME OF OUR SOUVENIR RANGE :



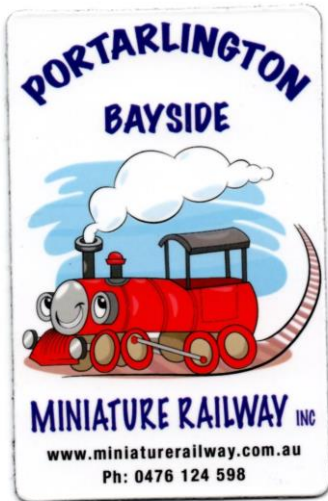
CAN COOLERS \$7.00 ea.



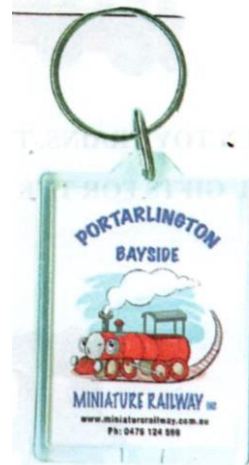
KIDS "TEE SHIRTS"

SIZES 2 - 10

SALE - ONLY \$10.00 ea.



FRIDGE MAGNETS \$3.00 each



KEY RINGS \$4.00 each

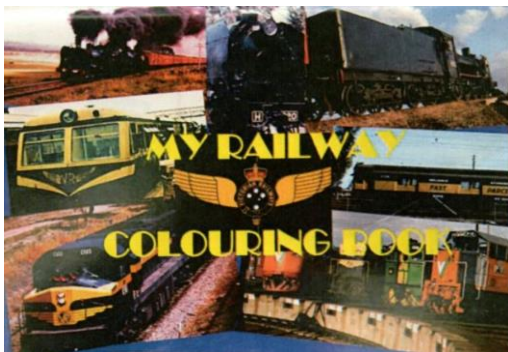


POSTCARDS \$ 1.00 ea.



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JUST ASK

JUST SOME OF THE THINGS AVAILABLE AT OUR STATION KIOSK

CAMERA CORNER

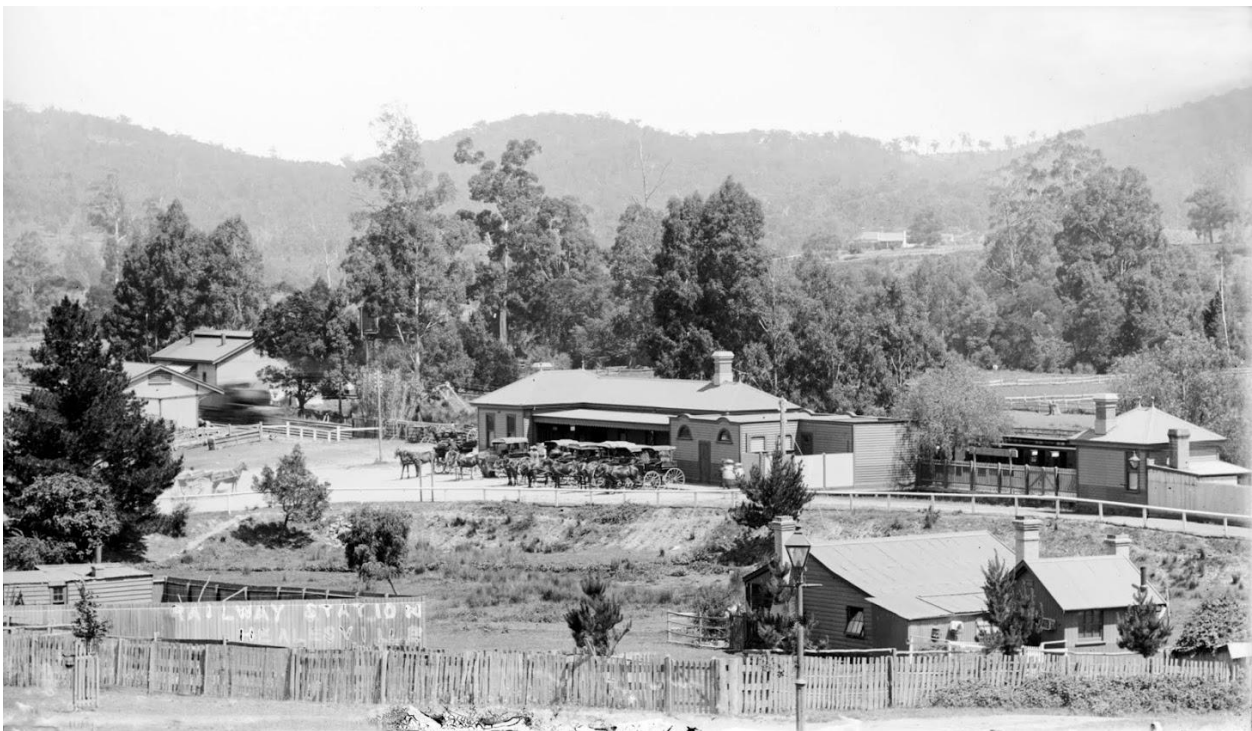


Daniel Blues drives “Gordon” and Passenger train on Wednesday, 20th April, 2022, as viewed by the Signaller at the Point Richards Signal Box. Daniel is one of our loyal band of volunteers who help the miniature railway continue to keep going, but we do need more helpers. Can you consider stepping up and helping us out ??. (Pic: Brian Coleman)

Yarra Valley Railway Information 12

Healesville Guest Houses

As a tourist destination, Healesville had accommodation for visitors to stay overnight. The main form of transport into the town was by train and then horse drawn carts would whisk the guests away to their various guest houses.

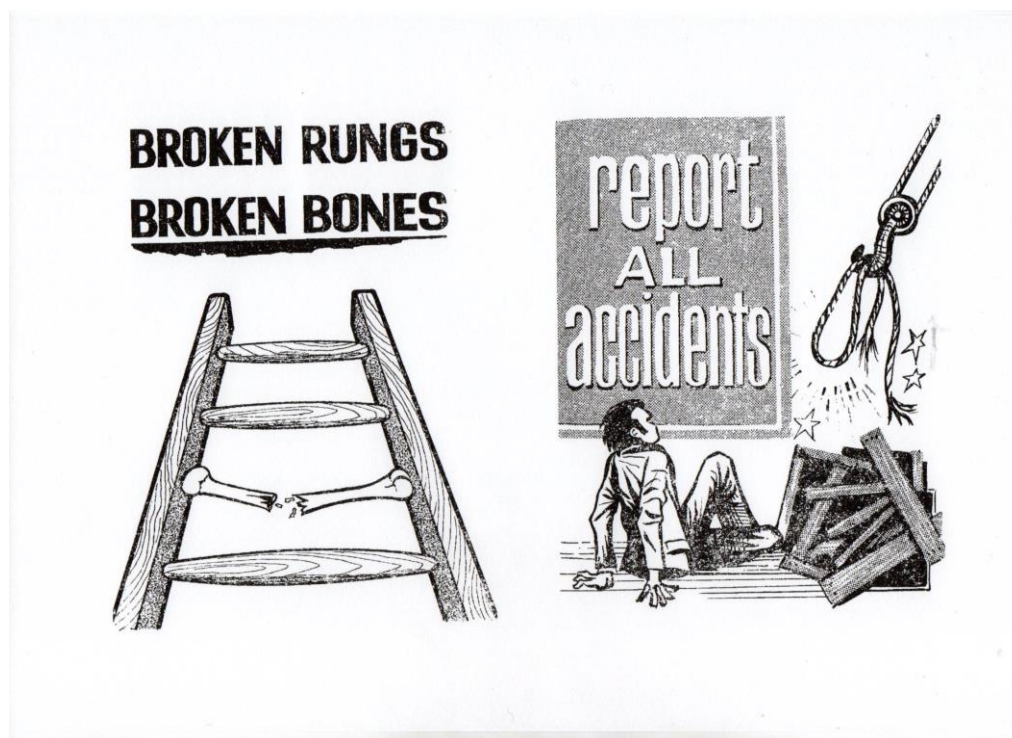


A distant view of the railway station. The horse drawn carriages are waiting for the arrival of the train.

Following World War 2, and the production of Holden motor cars in 1948, increasing numbers of people became motor car owners. Healesville was now within a day's drive of Melbourne. Increasingly people no longer stayed overnight and many of the guest houses were no longer profitable. Some were said to have been burnt down, in order for the owners to claim on their insurance.

The motor car offered visitors to Healesville far greater freedom that was available than if they used the train, so the number of people using the train declined.

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	1324	September	1095	679	-	224
April	1466	1524	-	1718	2374	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 2374 Passengers during April, a gain of 656 Passengers or + 38.18 %

Results for the current 2021 – 22 Fiscal Year are 10,707 Passengers or a gain of 1070 Or + 11.10 %

Figures represent a loss in traffic for the 2022 year of 1139 Passengers or – 16.93` %.

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>

MAY BIRTHDAY WISHES :

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

Brian Coleman	Chris Reymers
Steve Stefanou	Helen Hester

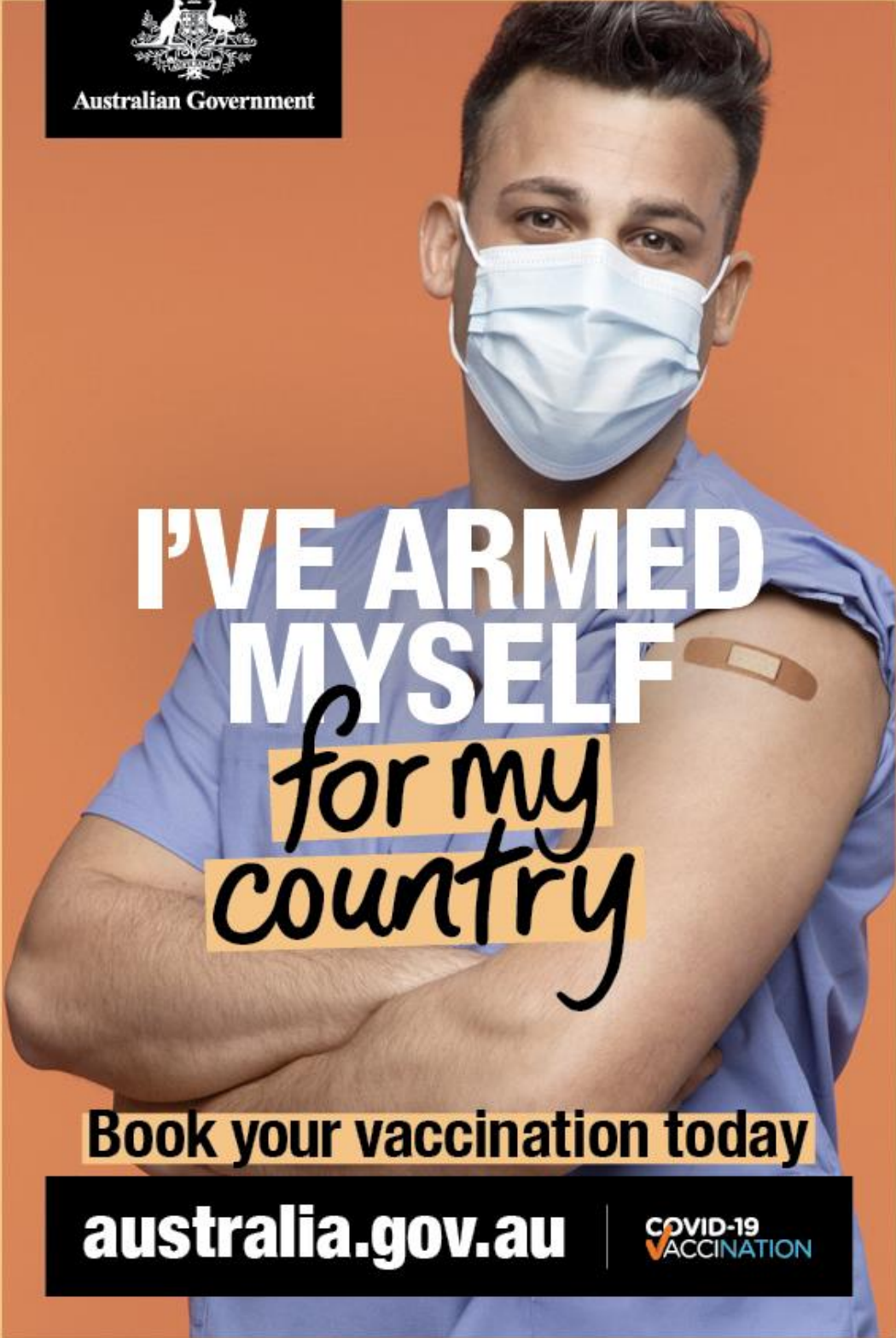
TRAIN RUNNING ROSTERS : (Under New Management)


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

REMEMBER : IF YOU CANNOT ATTEND - CONTACT BRIAN 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*

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THOUGHT FOR THE MONTH :

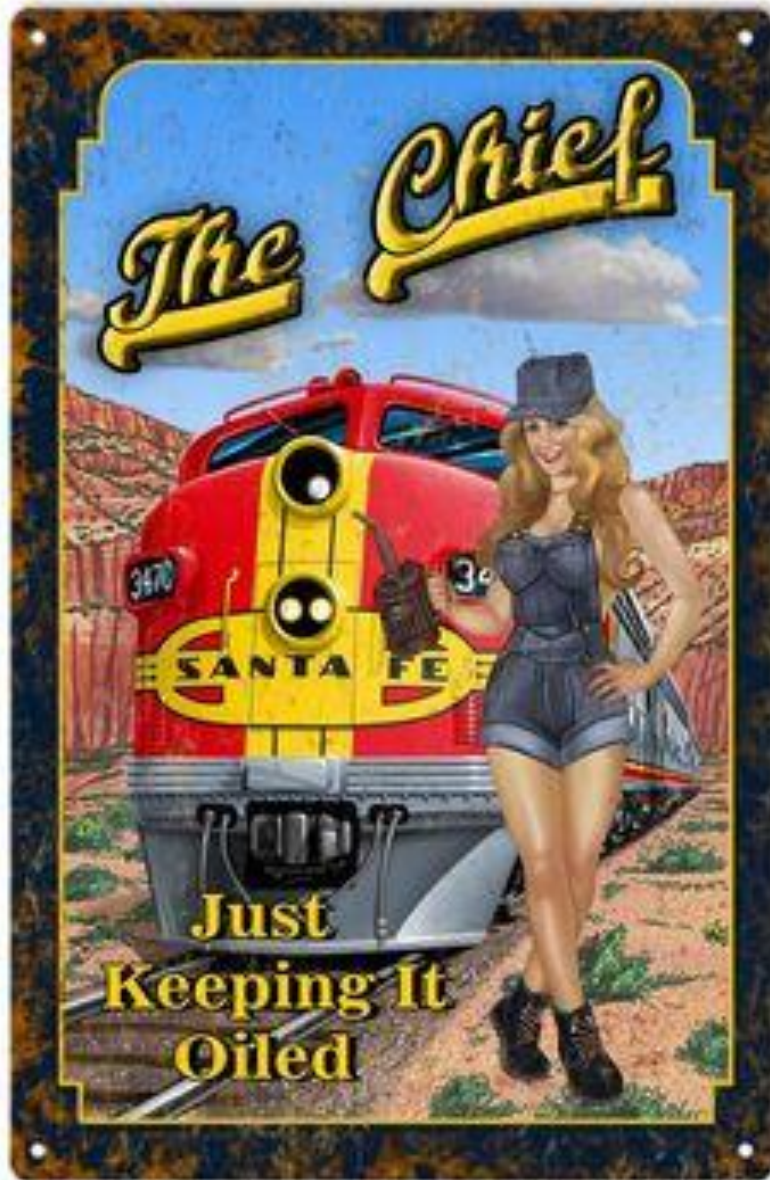
Always remember:

Your **house** that looks old or modest to you, is the dream of those who do not have a **roof** over their heads.

The **kid** who makes you angry, is the dream **child** of those who cannot have offspring.

The **job** you complain about is the dream of the **unemployed**.

Be **grateful** for what you have, you are much **luckier** than you think.



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CONTACT DAVID

MOBILE No. 0476-124-598.

PBMR – CALENDAR OF EVENTS

<u>DAY & DATE:</u>	<u>EVENT & TIMES:</u>
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
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
Sunday, 5 th June, 2022	Ordinary Running Day 11.00 am to 3.00 pm
Sunday, 12th June, 2022 (Q.B. Weekend)	Extra Running Day 11.00 am to 3.00 pm
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
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

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 18.
- **Volunteers are always required - Ring Brian !!!.**

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5251 2388

1/6 High Street, Drysdale

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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 Weymouth St, Hamlyn Heights. Ph: 0466 041 803

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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, Portarlington. 3223. Vic		Port Bay Exp May, 2022