

# PORT BAY EXPRESS

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

Volume No.7 – Issue No.11.

November, 2022.



It's Sunday, 21<sup>st</sup> August, 2022, which sees Ronald Frank driving Harvey and passenger train passing thru Point Richards Station with another load of happy visitors. Ronnie, as he is known as, is one of our loyal volunteers who has suffered a bit of bad health recently. Get back on your feet soon Ronnie, we all miss you !!.

(Pic: Brian Coleman)

## OUR PRESIDENT REPORTS :

- A big thank you to all 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 October we started our Summer running, we still start at 11.00 am but close an hour later at 4.00 pm, also we run first and third Sundays of the month, January will be an exception as we are running every Sunday and Wednesday during the School Holiday period.
- Special thanks to Bellarine Bayside for installation of raised mulch beds and barriers along the foreshore roadway. Some pathways thru these beds have been requested to provide easier access to the station from the car parking areas.
- Our Secretary has gone away on holidays interstate but 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 THE SECRETARY'S DESK:

- **With** our busy New Year season approaching when we operate every Sunday & Wednesday in January, it is really important to do that little extra bit. Members are encouraged to go that “extra mile” to keep our show on the road.
- **It** is reasonable to stay that we need more people in our ranks !. All members and Volunteers are encouraged to try a recruit new people for the miniature railway. If everyone got one more person to join up we would double our membership overnight !!. **Please give this matter some serious thought.**
- **With** a few exceptions, most of our members have now qualified in the theory part of their safeworking examinations. The practical tests are now underway which will complete the accreditation process.
- **There** are some vacancies for party bookings, and if you know of someone who might be interested in a party event are urged to direct enquiries to Keith, our Party Bookings Officer on Mobile Tel No. 0476-124-598.

Brian Coleman – Secretary.

## A HISTORY OF THE CLARE VALLEY MODEL ENGINEERS INC.

### PREFACE

When researching this story I didn't realise how hard it would be to put a date on a project. Sometimes the club minutes would mention a project and due to plans having to be drawn up, manufacturing time and installation time, not to mention all the other things that volunteers do in real life, this time could run into months and not be mentioned again in the minutes. Other projects seemed to appear almost instantly and photographic evidence just seemed to confuse the issue. If you think something in this booklet needs further investigation, please let me know so that it can be corrected for the records. **David Lloyd, Secretary.**

### HISTORY

An invitation was issued to persons thought to be interested in model trains and other hobbies to Don Springbett's home on 11<sup>th</sup> June 1998 and, as everybody seemed very keen, a club was formed and after a lot of discussion it was resolved to call the club Clare Valley Model Engineers.

The first office bearers elected were Don Springbett President, Andrew Murrie Secretary/Treasurer, Colin Hean Bank Authority.

Unfortunately some of the early membership records are missing but by September 1999 the club had 17 members that included 13 families.

The first track of 450 metres took about three months to build and was opened on 3<sup>rd</sup> January 1999 and was mainly built by 3 members. This was aluminium profile track screwed down with stainless steel screws to whatever scrap timber sleepers that the members could get their hands on, mainly from old pallets. The track formed a loop around most of the open space or oval area in the centre of the park.

A lot of time during the first few months was taken up with the organisation of first aid kits, fire extinguishers, insurance, incorporation, writing a constitution, certifying the track and affiliating with Australian Association of Live Steamers (AALS).



The AALS sets standards for all engineering specifications for 5 inch and 7¼ inch gauge track and all wheel, boiler and other safety standards for Australia. Many of these standards are common to most of the rest of the world. (In 2012 there were 84 affiliated clubs in Australia).

First public run day was held on 10 April 1999 and was followed by runs on every second and fourth Sunday. Price of rides was set at \$1. The station consisted of a chair and card table, with an Esky for cool drinks and later the Lions caravan was used. The first and only train at the beginning was Don Springbett's CLP and then Colin Hean came along with his Rosie Mae. These trains are still in use today, having done around 20,000km each.

It wasn't long before kindy and childcare runs were organised along with donations to the Clare Hospital's Heartbeat programme. It was decided that private functions would be held at \$30 plus \$1 per ride but by November this was changed to \$50 for up to 50 people. Bicycle SA planned a ride at the park for Easter Sunday 2003 and, as 300 riders were expected, the club gave them 80 complimentary tickets to be used before lunch time. A tunnel of two storm pipes was installed around this time.

**MAINTENANCE CONTRACT**

At around October 2000 the club won the contract for maintenance of the park and this is still held today. Around this time a new station building was being planned and by March 2001 the concrete floor was poured and the July meeting was held in the new building. When the station was built, the track was extended to run past the front with paving up to the line . The new building created a lot of public interest and it is notable that in July the float monies was \$42 but by September was raised to \$100. The club built a boardwalk over Leachie Creek in January 2001 to make it safer for people to cross as the stone causeway was very rough. In the last six or seven years caltrop has been found in the park and a concerted effort has been made to eliminate it with at least weekly inspections made on the offending areas.



**The Valley Express leaves the tunnel on another journey around the CVME Mini Railway.**

**BOATS**

Model yachts and boats were an early feature on the lake during run days and a poly pontoon was investigated however a portable foam filled wharf was made and used for several years. A yachting programme was planned for 3<sup>rd</sup> and 4<sup>th</sup> November 2001 and this was a precursor to Hobbies Alive.

A Rotary Convention visit was also in the planning stage for 19<sup>th</sup> and 20 April 2001

**WATER WEED**

Weeds were a problem in the lake and in July 2001 Mid North Pest and Weed was asked by Council to spray the lake for "Duck Weed". By January, after waiting for the water level to drop, they were still waiting for the chemical to arrive from Queensland. The problem with the weed re-occurred in 2012 and after a lot of research a new gel type chemical has been found that is safe to aquatic life and the environment and has wiped out the weed for this year at least.

The club was involved with the Spring Festival. Vintage cars were on display and the Roseworthy club members brought trains and stayed the night. Around 20 stalls were involved with good comments all round. A Saturday night meal was also a great success but the committee was having a big rethink on how to do it better in the future.

A club magazine was designed and named 'Huff and Puff' but this never got off the ground. In March 2003 ticket prices were raised to \$2 and have remained so ever since.

The club applied for many grants in the preceding four or so years and finally in January 2003 a grant was received for \$8,085 to build an extra bay and veranda on the station for passenger protection and enjoyment and picnic tables and benches around the park. New chairs were purchased and tables were built for new sheltered area creating a great entertainment area and the number of parties increased. Because of the midday heat in summer it was decided to try a twilight run on a Saturday night and these have been running in summer ever since. During daylight savings

**HOBBIES ALIVE**

Another hobbies weekend was organised in November with displays in the town hall as well as at the park but it wasn't until 2004 that the weekend was named 'Hobbies Alive' by David Wright, the editor of the Northern Argus. After the 2008 Hobbies Alive it was realised this was becoming a chore to the small team and it was decided to make it biennial.

**TENNIS CLUB**

The Hockey Club had plans to move to the park but a real shock was in early 2004 when the Tennis Club announced in the local paper that they were moving to the park and setting up 19 courts complete with fences limiting the access to the general public to most of the park. Led by Jim Vickery the people who used the park regularly, quickly got together and formed a group and distributed pamphlets and got signatures on petitions to send to council and the scheme was dropped.

\In January 2004 the council invited us to apply for tenure of position of railway building, tracks and surrounding areas. An approach was made to council in May 2005 for a policy with regard to flora and fauna in the park.

As some of the new track would be to the East of the creek, bridges would be needed. Don found a WW2 Bailey Bridge MKII in a paddock and it was obtained at a bargain price.



**Brill Rail Car (Barwell Bull) and passengers pass the Megawatt Junction Signal Box.**

### **NEW TRACK**

By January 2005 the planning of the new track and re-alignment was well under way. This meant a “Bailey Bridge”, relocation and extension of the tunnel and two new bridges down the South end would be needed.

During construction of the new track the tunnel sections were shifted and several extra sections of pipe were added. 1200kg of steel was purchased for the track. After laying 2,600 sleepers and fixed with 5,200 stainless screws and installing the three bridges, the new track was ready to be officially opened by the Mayor Patricia Jacka on the 22<sup>nd</sup> October 2006. A golden screw was ceremoniously put in place where the track joined a few days before. The tunnel was extended in 2012 and a portal built.

### **TOURISTS**

In 2006 we had a visit from a group of American train buffs who were on an Australian tour.

Over the years we have had many visitors from around Australia sometimes with their own locos to try our track. These have come from as far as Melbourne and North of Brisbane. Many of our riders come from around the world as our visitors book testifies. Council employed a group of consultants to form a master plan for the park and this has been a great help in infrastructure planning, although a great part of this is still to be undertaken. A plan was also put in place to get rid of trees on the dam wall.



**Yellow Diesel 0-6-0 Shunter “Lakeside” leaves the tunnel with happy passengers riding the rails.**

### **LOW WATER LEVEL**

Low water levels were noted in September 2006 and by March 2007 an approach was made to council to clean the floor and reline the bank.

As the lake floor dried the opportunity was used to put an old windmill circa 1900 on the island and bring a pipe to the front of the station for the provision of a water feature. Under the mill is a modern pump which is hidden inside the casing of a cast iron Adelaide Pump. The lake filled a few weeks later with a flood in a matter of a few hours damaging the track by washing out the ballast.

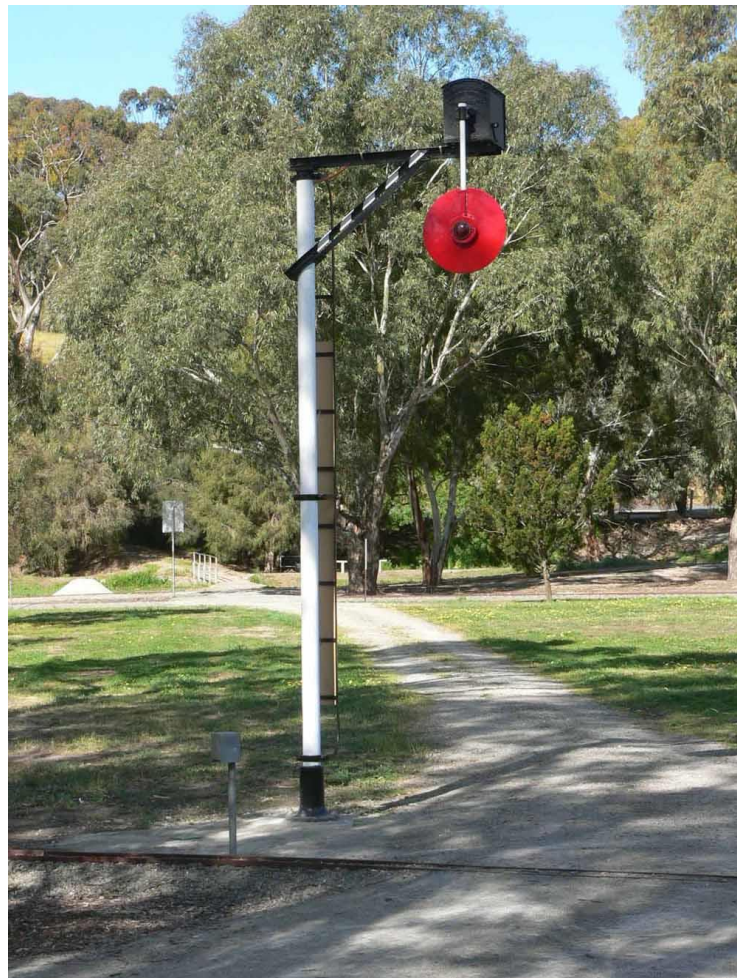
During the next few years the club focused on building a new storage area, (helped with a loan from council), Hobbies Alive, and obtaining a second toilet from Council and transporting and installing it. The club rooms were lined, partly with panelling from a Ghan lounge car cir. 1880 and carriage seating from various eras.

### **WIG WAG**

The club also purchased the historic “Automatic Magnetic Signalman”, or Wig Wag as it was generally known. This had been located on the Sevenhill Mintaro Road on the old Clare railway line. There are not many of these Wig Wags left in Australia, especially in working order.

A model of the Riverton signal box was built and mounted on top of the ETSA switch box on the South East end of the park and is a great lookalike. This was built with a donation from Joan Page.

A shelter built by Rotary for Kara House was in the way of a new ambulance building on their grounds and the club moved it in March 2007 and used it to replace a rather dilapidated BBQ shelter that was in the park for many years. The new shelter has seen a lot of use ever since.



**A Wig Wag (aka Automatic Magnetic Signalman) Level Crossing Protection Device**

### **ARCHED SHELTER**

In 2010 an arched shelter, similar to ones seen in many railways around Australia and the world, was built as weather protection for patrons when boarding. The roof of the arch shelter was built with help from Clare High School tech class students who came every Wednesday for three hours and worked under our supervision.

As the term progressed they slowly took over the job and finished supervising themselves. The same class also shifted a shelter near the lake to a better location. Many of these students have now gone onto good trade jobs and come to visit us at times.

A third line was installed under the shelter to help with loading and, also for steam trains. This will require significant change to the points system and lines into, and out of the station. A longer sweep of the track into the station is planned along with a bridge similar to the Murray Bridge rail bridge. This bridge is to be made from riveted steel girders from the Main Street's South Bridge that was built by the railways and removed in 1953.



### **PARK DEVELOPMENT**

Park development has always been top priority with the club and gardens, a lawn and tree planting are high on the list. Unfortunately some of the older trees have been infected with borers and had to be removed for safety reasons and, where possible, these have been replaced but sometimes in a slightly better location. The club has put aside a substantial sum of money for future development of infrastructure.

Over the years the club has been supported very well by other clubs from around the state, mainly Roseworthy and Kadina, but Adelaide clubs have also helped with big runs like Hobbies Alive and the Xmas Pageant. The club also reciprocates when other clubs ask for assistance.

### **VANDALISM**

In the early days vandalism was a real problem but as more people have been attracted to the area and CCTV has been added to the station and surrounds this has declined markedly.

### **SUPPORT FOR CHARITIES**

The club has made donations to various appeals and charities over the years usually consisting of ticket sales for the day. Two notable ones were the floods in the Riverton Stockport area in 2010 where members of the club also overhauled small motors in mowers and whipper snippers that had been submersed. The second was the Royal Flying Doctor Service when their local committee organised a car boot sale in the park. The children from the Lions CARA Camp have also been entertained with endless rides each year.

In 2011 Don Springbett was made a Life Member of the club for his tireless work on planning, design, building and extreme enthusiasm for the whole project.

Many members of the club own their own locomotives and carriages and there is now one tram and seven locos and one partly built. One member is building a traction engine.

### **MEMBERSHIP**

Membership of the club has previously averaged around 15 but in recent years the number has risen and now stands at 28. In all but 3 years we have had female members. The wives of members and other ladies have always been a very important part of the club and have spent many hours running the canteen

### **PONTOON**

As there has been a lot of interest in remote control yachts and boats, the club decided to build a more permanent pontoon/jetty and this has proved very popular with an increase in "boatie" members from as far away as Kadina and Adelaide. This is also used a lot by anglers who appear to come from all over the state.

An invitation has been issued to the club to participate in a display in the National Railway Museum at Port Adelaide to support their 50 year anniversary.

National Traction Engine Rally was held here in 2008 and was the first time out of the Eastern states. and will be retuning again in 2014.

### **PUBLICITY**

The club has been very well supported over the years by the Northern Argus and the ABC with Ashley Walsh. TV has visited us several times with Discovery and South Aussie with Cosi among others. During these filmings the club has managed to rent a crowd by ringing the Kindy or Child Care when needed.

There are over 70 odd sites on the Web to visit and you can also travel the track on YouTube Just type in YouTube and search for Clare Valley Model Engineers or try Facebook/Clare Valley Model Engineers.

### **COMMUNITY EVENTS**

During Hobbies Alive and other big days it was found that the lack of power was a problem for stall holders and fund raising groups, so the club installed three power boxes and put extra power points on the shelter and the toilet block. The xmas pageant party had to hire lighting plants as their party runs into the evening so now the club has installed LED flood lights and this hopefully will open the park up for more community based events. These flood lights have been mounted on very old South Australian signal towers and compliment the architecture in the area.

### **COMMUNITY SUPPORT**

One of the most outstanding things the club has had in the last nearly fifteen years is the amount of community support from small and large business alike. A good example of this is shifting a toilet block. This needed a the new site to be levelled and a base put down, a large truck, a large crane to lift it both on and off the truck, a plumber and an electrician to hook up the services and paint to refurbish it and signs on the door. All this was done at very little cost to the club with many man hours the main expense. Another good example of support is that all the club's electrical equipment, fire extinguishers and first aid box is checked every year.

### **CLUB ROOMS**

Over the years the club members have slowly improved the club room by designing it around the old Ghan lounge car. Two of the walls have been panelled with original panels from a Ghan sleeper carriage. The ceiling is new but in the style of the lounge car. The doors into the canteen are from old carriages as well as many of the seats; one from South Australian Railways and some from the Commonwealth Railways.

A railway controllers phone is mounted on the wall as an active display. There are also old luggage racks loaded with old suit cases and a display cabinet displaying many types of kerosene and electric lamps, keys, locks, a sleeper nail collection and many more bits and pieces.

Apart from the Wig Wag and signal towers the club has a collection of other artefacts displayed. A turnstile from Blyth railway station is mounted outside and old signs and advertising are displayed on run days. The canteen has an old ticket box from Blyth railway station. In the workshop is a collection of early tools, scales and signage as well as a ticket box from Dudley Park but a lot of old gear has had to be stored as there is no room to display these.

One of the oldest items that we have and can't display is an old telegraphic Morse code set that is dated 1883 when it was serviced as a signature underneath attests.

A person gave us a piece of cast iron with writing on it and when it was cleaned up was found to be a sign from London Bridge station of the early 1900's.

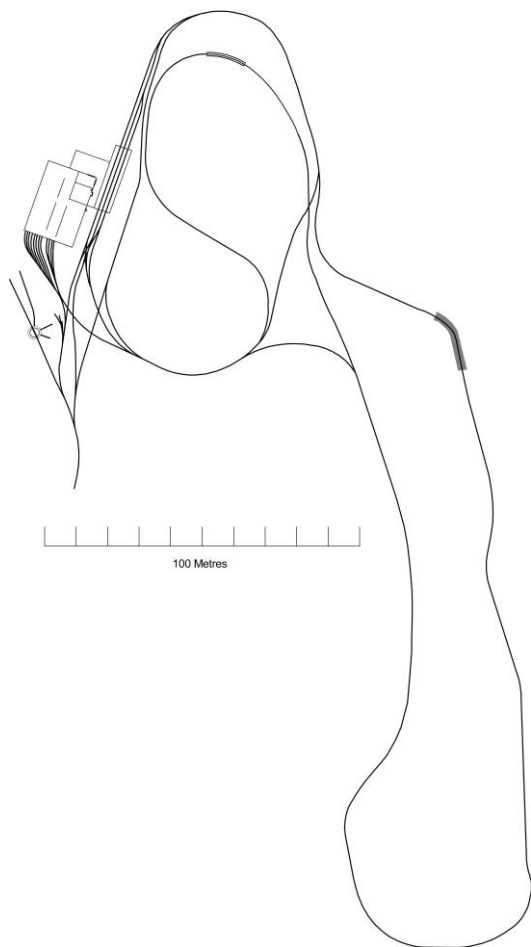
Other old artefacts that we have plans for, after a lot of restoration work, are a points changer, commonly called a cheese cutter and the original signal tower from the Mile End rail yards in Adelaide.



**Blue Diesel 0-6-0 Shunter “Rosie Mae” takes passenger train along CVME tracks.**



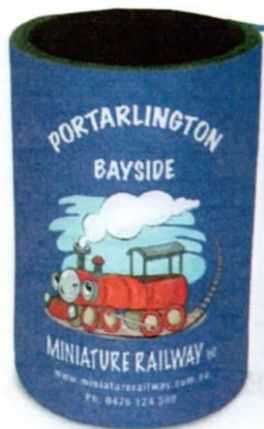
**The delightful CVME Lakeside Station and Canopy awaiting some passengers.**



**DETAILS - CLARE VALLEY MODEL ENGINEERS :**

<b>LOCATION:</b>	Melrose Park, Phoenix Ave, CLARE, SA. 5453
<b>OPERATING DAYS:</b>	2 <sup>nd</sup> & 4 <sup>th</sup> Weekends of month 1.30 pm – 4.30 pm
<b>POSTAL ADDRESS:</b>	P. O. Box 903, CLARE. SA. 5453
<b>EMAIL:</b>	<a href="mailto:cvmeclare@gmail.com">cvmeclare@gmail.com</a>
<b>TELEPHONE No:</b>	0417-849-808
<b>WEBSITE:</b>	<a href="http://www.cvme.org.au">www.cvme.org.au</a>
<b>FACEBOOK:</b>	<a href="https://www.facebook.com/405812666155679/">https://www.facebook.com/405812666155679/</a>

**SOME OF OUR SOUVENIR RANGE :**



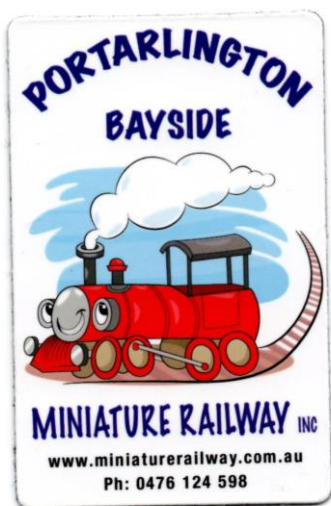
**CAN COOLERS \$7.00 ea.**



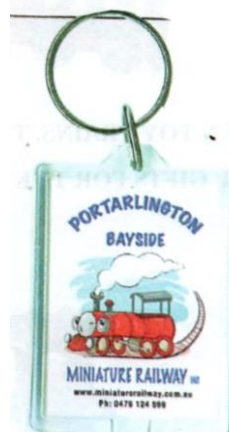
**KIDS "TEE SHIRTS"**

**SIZES 2 - 10**

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



**FRIDGE MAGNETS \$3.00 ea.**



**KEY RINGS \$4.00 ea.**

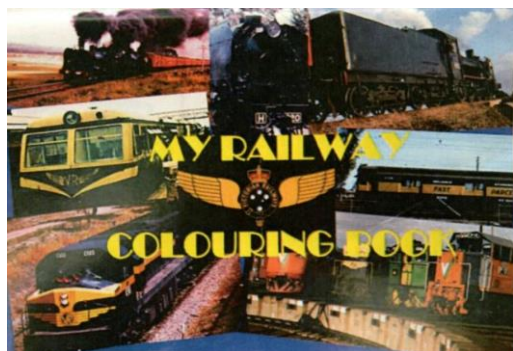


**POSTCARDS \$ 1.00 ea.**



**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**

# Yarra Valley Railway Information No.17

## Bridge Numbering

The Lilydale - Healesville Railway bridge numbers started at Lilydale. There were 10 bridges between Lilydale and Yarra Glen. Travelling from Yarra Glen towards Healesville are bridges Nos. 11 – 31. Four are bridges over rivers or creeks:



No. 14 (Left) over Steeles Creek is near the Yarra Glen Racecourse. This was one of the many VR (Victorian Railways) bridges built around Victoria in the years round the 1950s with concrete pillars and steel decking. The VR used this type to replace wooden trestle bridges. The steel girders of this bridge have been recently galvanised to prevent rusting.

Right: Bridge No. 20 crosses Pauls Creek near Tarrawarra. Bridge 20 has been rebuilt on a curve. Galvanised steel supports are mounted on extremely substantial concrete bases.



Left: Details of Bridge No. 26 are contained in Information Sheet No. 51

When it was rebuilt by YVR volunteers in 2015 a crane lifted each of the three segments of the bridge into place.

**Port Bay**

## Express



Decking is made of second and railway line. Red Gum timber combing boards along the sides will hold ballast on the deck. Sleepers will sit in the



ballast and rails on top of the sleepers. Being made of concrete and steel these bridges are fire and termite resistant.

November, 2022.

Right - Bridge 29 is a timber trestle bridge that has been restored by the YVR volunteers. The Watts River is seen here in flood time in December 2017.

The train presently crosses 4 timber trestle bridges. The Watts River bridge is the largest of these.

Below: Bridge 13 is similar to many of the new bridges built by YVR volunteers. They replaced the older timber trestle bridges that had become rotten. Two wooden bridges between Healesville and Yarra Glen were burnt in the 2009 fires.

The bridges allow local drainage and movement of flood waters through the railway embankments.

A concrete base on top of timber or concrete piles support galvanised steel uprights and cross members.



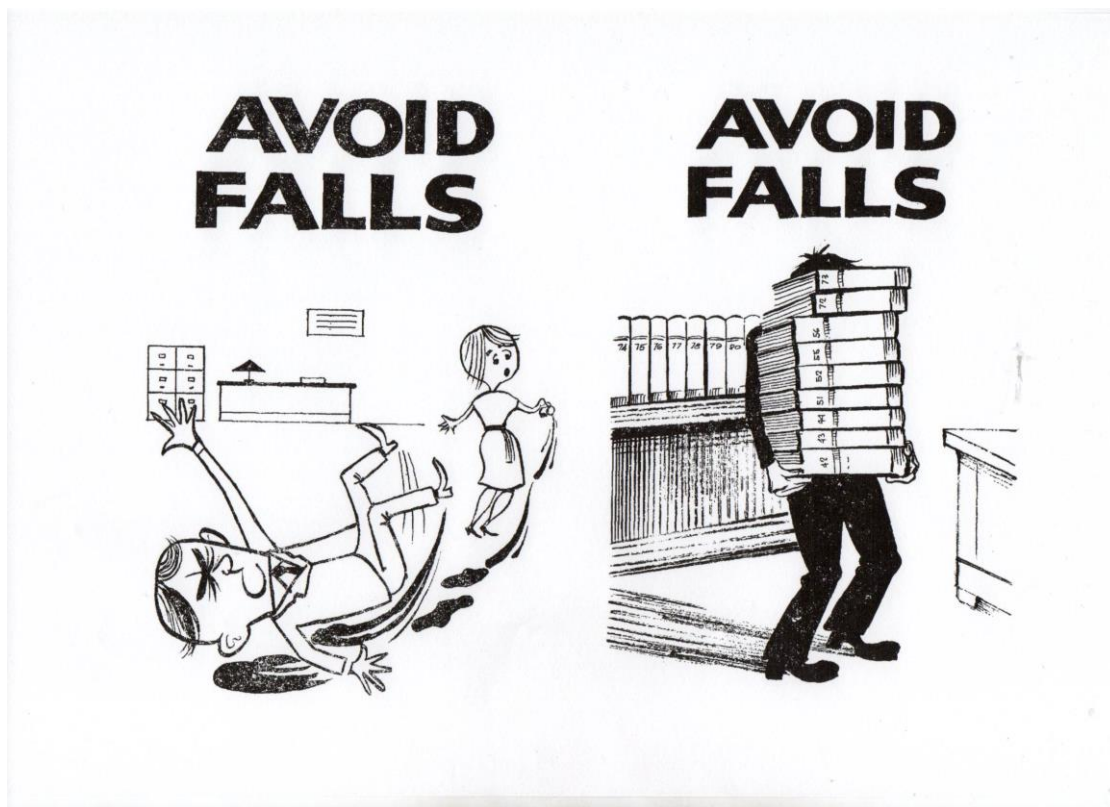
## CAMERA CORNER:



Some pictures from our archives. Top picture – Shows Daniel Blues driving Gordon and train. Bottom picture – Shows Harm Jager driving Sam and train – both taken during January, 2018, from near the Turntable – Traverser area.

(Pictures: Brian Coleman)

**SAFETY BULLETIN BOARD**



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

**OUR MONTHLY PASSENGER TALLIES – From January, 2019 – to current :**

Month	2019	2020	2021	2022	2023	Month	2019	2020	2021	2022
January	2417	2214	2708	1890		July	670	-	373	604
February	758	698	1044	-		August	370	-	372	502
March	770	897	1257	1324		September	679	-	224	866
April	1524	-	1718	2315		October	2572	-	1610	497
May	615	-	990	1017		November	737	-	939	
June	392	-	630	476		December	1714	1290	1601	
<b><u>TOTALS</u></b>	<b><u>10835</u></b>	<b><u>10551</u></b>	<b><u>9637</u></b>	<b><u>12141</u></b>			<b><u>13218</u></b>	<b><u>5099</u></b>	<b><u>13466</u></b>	
	FY	FY	FY	FY	FY		YR	YR	YR	YR

Railway carried **497** Passengers during October, a loss of **1113** Passengers or – **69.13 %**

Results for the current 2022 – 23 Fiscal Year are **2469** Passengers or a loss of **110** Or – **4.26 %**

Figures represent a loss **in traffic** for the 2022 year of **1376** Passengers or – **12.59 %**.

Passenger train operations were suspended from **22<sup>nd</sup> March, 2020** to **6<sup>th</sup> December, 2020**, from **18<sup>th</sup> July, to 31<sup>st</sup> July**, from **21<sup>st</sup> August, 2021** to **10<sup>th</sup> September, 2021** & from **22<sup>nd</sup> – 27<sup>th</sup> September, 2021** due to the Covid-19 Pandemic crisis. Closure from **29<sup>th</sup> January – 5<sup>th</sup> 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 &amp; DATE</u>	<u>TYPE :</u>	<u>TIMES OF HIRE :</u>	<u>No. of Trains :</u>	<u>No in group</u>
<b>Sat, 3<sup>rd</sup> December, 2022</b>	<b>Party Booking</b>	<b>1.00 pm to 3.00 pm</b>	<b>2 trains</b>	<b>75</b>

**NOVEMBER BIRTHDAY WISHES :**

The following members have birthdays which fall during the month of **November** and the railway would like to record our congratulations and sincere best wishes on their happy occasion. We hope that they will have a great day and that all their birthday wishes will come true !!

<b>Graham Harvey</b>	<b>Rochelle Holstein</b>
<b>Keith Satterley</b>	

**TRAIN RUNNING ROSTERS :** (Under New Management)

The **November 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 December Roster is to be circulated to the members, for comment soon. **For Roster Enquiries**, contact **Harm Jager**, Roster Clerk on Mobile Tel No. **0481-117-981**. **Email:** [harmjager78@live.com.au](mailto:harmjager78@live.com.au)

**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....**

**NEW EXPRESS TRAIN**  
**“THE GEELONG FLIER”**  
(Commencing 3rd MAY, 1926)

**Leaves Flinders-st. - - 9.0 a.m. Daily**  
(No. 1 Platform) (Sundays exc.)

**Leaves Geelong on return - 4.0 p.m. Daily**  
(Sundays exc.)



**Only 70 Minutes  
each way**

**WHY USE THE ROAD ?**  
We provide luxurious travel by rail—even our 2nd Class  
Cars are more comfortable than Motor Buses !

**FARES (Single)**  
**First Class 8/3 - Second Class 5/6**

**THE RAILWAY IS THE BEST WAY**

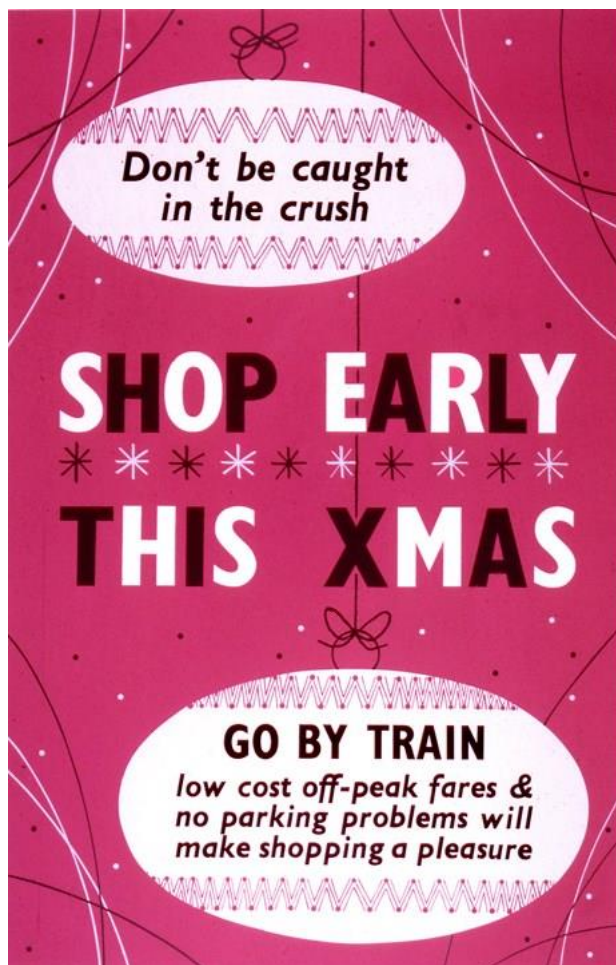
Victorian Railways Print

This interesting advertisement was produced by the Victorian Railways during 1926 to promote the “Geelong Flier” - a crack new express train to operate between Melbourne & Geelong. The 1926 poster proudly exclaims “THE RAILWAY IS THE BEST WAY”

## **THOUGHT FOR THE MONTH :**



**In my life I have lived,  
I have loved, I have lost,  
I have missed, I have hurt,  
I have trusted, I have made  
mistakes, but most of all,  
**I have learned.****



Shown above is an old Victorian Railways advertising poster of the late 1950's of which its Xmas message is still quite relevant to us all today !!. Think Euff said.....

**WANTED TO SELL :**  
**CURTIS CONTROLLERS (24V 110 Amp)**  
- Available for Immediate Sale. \$265.00 ea.  
**CONTACT: Keith on MOBILE No. 0476-124-598.**

## PBMR – CALENDAR OF EVENTS :

<u>DAY &amp; DATE:</u>	<u>EVENT &amp; TIMES:</u>
Sunday, 6 <sup>th</sup> November, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Saturday, 12 <sup>th</sup> November, 2022	COMMITTEE MEETING
Sunday, 13 <sup>th</sup> November, 2022	RAILWAY CLOSED
Sunday, 20 <sup>th</sup> November, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 27 <sup>th</sup> November, 2022	RAILWAY CLOSED
<b>Saturday, 3<sup>rd</sup> December, 2022</b>	<b>Party Booking 1.00 pm to 3.00 pm</b>
Sunday, 4 <sup>th</sup> December, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Saturday, 10 <sup>th</sup> December, 2022	COMMITTEE MEETING
Sunday, 11 <sup>th</sup> December, 2022	RAILWAY CLOSED
<b>Saturday, 17<sup>th</sup> December, 2022</b>	<b>Party Booking 11.00 am to 1.00 pm</b>
Sunday, 18 <sup>th</sup> December, 2022	Ordinary Running Day 11.00 am to 4.00 pm
<b>Sunday 25<sup>th</sup> December, 2022 (Xmas Day)</b>	<b>RAILWAY CLOSED</b>
Sunday, 1 <sup>st</sup> January, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Wednesday, 4 <sup>th</sup> January, 2023	<b>School Holiday Running 11.00 am to 4.00 pm</b>
Sunday, 8 <sup>th</sup> January, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Wednesday, 11 <sup>th</sup> January, 2023	<b>School Holiday Running 11.00 am to 4.00 pm</b>
Sunday, 15 <sup>th</sup> January, 2023	Ordinary Running Day 11.00 am to 4.00 pm
Wednesday, 18 <sup>th</sup> January, 2023	<b>School Holiday Running 11.00 am to 4.00 pm</b>
Sunday, 22 <sup>nd</sup> January, 2023	Ordinary Running Day 11.00 am to 4.00 pm

### THINGS TO REMEMBER :

- Summer Timetable began from Sunday, 2<sup>nd</sup> October, 2022.
- Running 11.00 am to 4.00 pm on days as indicated above.

- Party Bookings : See "Special Trains Notice Board" – Page 19.
- **Volunteers are always required - Contact Harm Jager !!!.**

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