

PORT BAY EXPRESS

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

Volume No.7 – Issue No.10.

October, 2022.

**PORTARLINGTON
BAYSIDE
MINIATURE RAILWAY INC**



WELCOMES YOU

To the Portarlington Bayside Miniature Railway
Geelong's only Passenger Carrying Miniature Railway, and Family Park.

Running Times: (Weather Permitting)

1st and 3rd Sundays of the month (except January)
from 11am to 4pm (October - March)
11am to 3pm (April - September)

School Holiday Periods:

January - Every Sunday and Wednesday from 11am to 4pm
April, June and September School Holidays Wednesdays from 11am to 3pm

Special Train Hiring:

The Portarlington Bayside Miniature Railway offers
Birthday Parties and Special Functions.

For all Bookings and Information Please call 0476 124 598

Follow us



**Our new “Front of House” sign as it now appears at the station entrance-way
advising all of the new operating hours that the PBMR will now operate to.**

(Design by Tavid's Print Group)

OUR PRESIDENT REPORTS :

- Our Passenger Operations Timetable has now been reviewed by the Committee after consultation with the membership. We will now run on the 1st and 3rd Sundays of the month on every month except January, when we will operate every Sunday and Wednesdays during the School Holidays. Our hours of operations will be varied to fit into Daylight Saving time and will become effective from Sunday, 2nd October, 2022 when we start running from 11.00 am to 4.00 pm. Outside of Daylight Saving time our hours will revert to 11.00 am to 3.00 pm expected to start from 1st Sunday in April, 2023.
- Keith Satterley has taken over the role of Party Booking Officer and “front of house man” and all public enquiries regarding train hirings etc are to be referred to him on Mobile Tel No. 0476-124-598. We are getting a few party booking enquiries for future functions etc.
- Same old plea for articles or pictures for the newsletter. Please help our Editor to keep our PBE Newsletter – Just “chuffing along”.

Keith Stasinowsky – President.



FROM THE SECRETARY'S DESK:

- A warm welcome is extended to new member **Greg Tyrrell** who has recently joined our band of volunteers as a Full Member. Welcome aboard Greg.
- The Committee has approved of our revised schedule of train operations as indicated on the front cover of this newsletter.
- Our busy Xmas season is slowly approaching and Harm, our friendly Roster Clerk, will be looking for volunteers to fill the roster particularly during January. Any help is welcomed in what is our traditional busy season. **Please consider.....**
- Our Book of Rules and Requirements is being revised and will be re-issued shortly.
- There might be a couple of Party Bookings coming up during the pre-Xmas period soon and some extra assistance will be required to man these special party events.

Brian Coleman – Secretary.

Preserving Ballarat's Trams –with a Geelong connection.

1. The golden spark

Gold was discovered in Buninyong (just south of Ballarat) in 1851 – and Ballarat's population was to grow from a few thousand gold-seekers to a large provincial city, now with a population over 110,000. Horse trams commenced running in Ballarat's streets on December 21, 1887. The horse trams were double decked – the lower floor an enclosed saloon, with open platforms at each end. The horse tram driver stood close to the curved apron, and had to put up with a curved staircase behind and above him, allowing passengers to get up and down from the open top deck.

In 1904 there were services down to Sebastopol, north up Lydiard Street North (crossing the Adelaide railway line at the ornate station building) and circling Lake Wendouree (clockwise from Sturt Street West, and anti-clockwise using both Ripon and McArthur Streets). The Ballarat Tramway Company Ltd. purchased a two hectare site on the north side of Lake Wendouree – for a depot and stables. Famed Adelaide tram builder, Duncan and Fraser, built 18 horse trams. A second smaller depot was located on the track to Sebastopol.

Ballarat achieved an important milestone in the early 1890s – an electric light system. In 1903 the Electric Supply Company of Victoria (ESCo) was formed, to take over the companies running the town's electricity supply and horse tramways. The company also operated the Bendigo tramway system, which commenced operating in 1903. On August 18, 1905 some 250 guests assembled at the then-new power house – to turn on the three generators and then go on a six horse tram convoy up to the Wendouree depot – and awaiting them were six decorated electric trams, which then headed down to the centre of the city in Sturt Street. On the opening day only the Victoria Street (or Orphanage) line was fully completed – but soon thereafter the Mount Pleasant and other routes gradually switched to these new-fangled beasts! After March 1908 the Sebastopol line was the last remnant of the horse tram service, but even this was not to last long, as the ESCo board approved electrification of the Sebastopol line in 1912.

The first ESCo electric trams constructed by Duncan and Fraser of Adelaide were not wholly new cars. The trams' central saloon section were the bodies of North Sydney cable tram trailers dating back to 1886. New longer, more substantial underframes were built to accommodate two big electric motors, and the two open end sections had tip-over seating, with separate driver's cabins. Electric and hand brakes were fitted – but no windshields. One can only pity the poor tram drivers on cold, wet, windy Winter nights! The trams had Brill 21E 1.981 metre wheelbase trucks and two Westinghouse 30 hp motors.

These first cars were followed by two open cross-bench cars – okay in summer, but not in a Ballarat Winter! Then three "Sebastopol" cars were built – again with cross-bench seating, but with side metal and glass panels between the seats. 8 of the old horse trams were used as trailers and were very useful for heavy loadings – especially from the Ballarat station out to Lake Wendouree during the Summer. The trailers finally stopped being used in 1927.

2. The “State” steps in

But a new era was just around the corner! In 1918, the State Government decided to create a State-wide electricity supply. Apart from developing the Yallourn open-cut coal mine, it set about extending electricity lines to towns and farms in regional Victoria – and taking over operation of the various private power stations. The ESCo assets in Ballarat and Bendigo were not coping at all well with the significant demand for electricity and more powerful generators had a large cost factor that shareholders were not keen to forfeit dividends for. In February 1929 the SEC and ESCo reached agreement on the looming takeover. The SEC now found itself with the unwanted responsibility of running trams in Ballarat and Bendigo (in 1934) and Geelong (in 1930). The SEC was faced with having to significantly upgrade the trams and infrastructure in Ballarat and Bendigo – to bring them up to the superior standards in Geelong.

Several routes were to be cut back by the SEC, but the local Councils and the State Government were able to stop that proposal. Significant track renewal and overhead trolley wire infrastructure were up-graded, but the poor state of the old ESCo trams resulted in a timely deal between the SEC and the Melbourne and Metropolitan Tramways Board. The Board had a large number of 4-wheel, and later on 8-wheel, trams that could no longer cope with the crowds wanting to board trams in Swanston and Elizabeth Streets and St. Kilda Road. So 19 four-wheel trams (of the B, H, J, M and R classes) arrived in Ballarat in the years prior to the Second World War. On top of that, three four-wheelers were railed over from the MTT in Adelaide. Eleven ‘maximum traction’ (8 wheel) trams also turned up from Melbourne – of the M&MTB’s C, E, N and P classes! Four of these bogie cars actually came north from Geelong, when the SEC closed that city’s tramways in 1956.

The SEC tram routes were mainly on single track with passing loops, with double track along the central city section of Sturt Street – with single track on each side of the wide central garden and tree plantation. Safe-working was more-or-less guaranteed by the implementation of the “Forest City” stop and go signals protecting the line between the loops, and which was activated by the trams’ trolley wheel on overhead contactors at the entrance and exit of each loop.

Motor traffic increased significantly over the decades – especially after the second World War. Even back in the ESCo days the trams suffered from unrestricted competition from privately-owned buses. Over the years there occurred an increasing number of tram/car head-on collisions – especially at night. Given that Sturt and Victoria Streets was also the Western Highway from Melbourne and Adelaide and that the western end of the Sturt Street line was on the south side of the busy road, measures were taken by the SEC to improve tram visibility at night. In 1952 battery-powered red lights were installed in the bottom outer corners of the trams’ aprons, and four years later white reflective tape lines and triangles were added. Finally in 1960-1961 green and yellow “tiger stripes” were painted on the bumper bars and top fascia, along with dash-canopy lighting comprising four white lights (as well as the headlight) for the front of trams and two red-lights at the rear.

3. End of the line?

But the end was approaching! In 1967 the Liberal Bolte state government had a majority in the lower house in Spring Street, and the Transport Regulation Board instituted an enquiry into the transport situation in Ballarat and Bendigo. More importantly, in 1970 the Liberal government finally won a majority in the Upper house. Now there was no reprieve for Ballarat’s trams. So in August 1971 the Victoria Street to Gardens via Sturt Street West line was closed, followed a fortnight later by the Mount Pleasant to Gardens via Drummond Street route.

Late at night on September 19, 1971 the Lydiard Street North to Sebastopol line closed – with No. 39 leading No. 40 back to the Depot from Sebastopol for the last time! The end of an era!

But all was not lost! In April earlier that year a meeting was held in the Victorian Railways Institute above Flinders Street station – to establish a preservation body for part of the Ballarat tram system and a representative sample of the Ballarat trams. Then the resolutions passed at that meeting were put to a meeting on April 18, to give guidelines to the new committee that was later formed. The new preservation group, the Ballarat Tramway Preservation Society, wrote to the Tourism Committee of the Ballarat City Council requesting the allocation of single-truck trams 14, 26, 27 and bogie cars 38 and 40. Key to the matter was to retain the portion of the Gardens route within the Botanical Gardens boundaries – running through the Gardens at the west end of Lake Wendouree. Tram 28, which had been damaged in a collision shortly before closure, was also provided to the fledgling Society. It was also pointed out that since the SEC Depot was to be sold off, a site within the Gardens would be needed on which a new Depot would have to be constructed.

The October 12, 1971 edition of the local paper, "The Courier", stated that "Council takes to the tourist tram"!, noting that the BTPS had virtually won its battle to retain the trams as a proposed tourist tramway. The article stated that stringent conditions would apply, but that Ballarat can only look forward in tourism with the trams still part of the local scene.



Tram No.40 climbs the Stuart St hill towards Lydiard St Jan, 1954 (Pic: Ben Parle)

The new Society quickly set about planning and constructing a three road depot on the western edge of the Botanical Gardens, just south of the fish hatchery. Tracks were laid some 100 metres through the Gardens and into the new Depot. Our allocated trams were hauled by a member's Land Rover, turned 90 degrees by crane onto the new access track and into the Depot. Overhead wiring into the Depot and out to Wendouree Parade was installed – and were soon tested by our trams.

Finally, on February 1, 1975 we held our Official Re-opening! The last tram back from Sebastopol in 1971 was the centre of attraction – complete with an explanatory panel on its apron. The opening was presided over by the Ballarat City Council Mayor Sir Arthur Nicholson and the Chairman of the SEC, Charles Trethowan. Tram 40 broke through a ribbon and followed a Highland pipe band and a brass band. Much excitement! In our first year of operation we carried a phenomenal 37,000 passengers.

A few years later we built a second four road depot (with two servicing pits) and restored some of our fleet. But other things happened! In 1977 our No. 14 was used for the shooting of scenes for the "The Getting of Wisdom". We initially set out to run the trams in their SEC livery and have our crews in the SEC uniforms, but two of our trams (26 and 28) were repainted in the earlier ESCo red and cream livery. 26 was physically re-built back to its original Melbourne "as built" form – with open drop-ends that had transverse tip-over seating. In 1977/8 we were loaned a Melbourne cable tram set, comprising a grip car (equipped with a petrol engine) and a restored trailer. Several of our trams ran in Melbourne's streets for various events over the years such as the annual Moomba parade in March and two Transport Cavalcade days. Between 2001 and 2005 Bendigo tram 18 was loaned to us and painted in gold (and re-numbered 45) to celebrate the 150th anniversary of the discovery of gold in the Ballarat area. Back in 1951 SEC tram 23 (ex-Adelaide) was also painted in gold to celebrate the Centenary of gold.

Tram 28 was received from the SEC with accident damage to one end, and became the first tram restored to service by the BTPS, using one end of a similar Bendigo tram. Another major restoration was our 1885 horse tram No. 1. which co-incidentally started 100 years later - in 1985. The saloon section had been a bungalow behind a house in Ballarat. The body was fitted to the wheels and truck from a Melbourne cable tram trailer. Then in 1990 we acquired the body of ESCo tram No. 12. It had been used as part of a house at Nerrina on the north-eastern outskirts of Ballarat. It lay in the path of the planned Western Highway of Ballarat, and VicRoads kindly offered it to us. The body has been "revitalised" by a small team of local carpenters, joiners and woodworkers. It awaits the creation of a suitable 4-wheel truck with two motors, control equipment, etc. Work on this has been commenced with parts cast and fabricated. Two other early ESCo tram bodies have been secured – but they are down the list of projects.



Laying the tracks to access the depot from Wendouree Parade in late November 1974, when things were done largely manually. All volunteers except the mobile crane crew. (Pic: Clyde Croft)

In 1995 the Ballarat Tramway Preservation Society became an incorporated association and we adopted the current name – “Ballarat Tramway Museum Inc.”.

4. The museum grows

Over the years we have acquired five Melbourne trams; bogie saloon cars W3 661, W4 671 and W7 1029; four-wheel scrubber car No. 8, which is put to good use clearing the tracks of autumn leaves, dirt and bitumen; and former Colonial Tramcar Restaurant 939, now operating as ‘Cuthberts 939’ on group charters and morning tea events.

We have horse tram No. 1 on display in our display building – and every two years or so we hire a pair of horses to give passengers a ride back into history. With rigid concern for passenger safety we turn the 600 volts DC power off when the tram runs – and the ride on the top deck on a sunny day is sublime! Little noise – and a 360 degree view of the Botanic Gardens and Lake Wendouree. It is very popular!

Within the last few years we have seen some magnificent developments – to take us well into the future! Firstly, a government grant was obtained to relay the southernmost 300 metres of the old 1905 EScO trackage. Then a huge new exhibition display shed has been erected on the south side of our seven road depot and workshop. Three tracks have been laid inside with approximately three metres between each track to allow good photography and for the placement of interpretative panels, exhibition cases and kids’ activity tables. Excellent displays abound – and a new shop has been created. Upstairs we have a board room, spacious archives area and associated amenities. But wait, there’s more! City Council, State and Australian government grants were obtained to relay the remaining kilometre of track! The passing loop and the “Depot Junction” have all been fitted with double-bladed points – and a new track now leads off the existing depot access track and heads for the new display building. We have had to suspend tram services during the works – but we hope to re-commence giving our visitors a smooth, quiet ride on the welded track by the end of August.

You are invited to check out our web-site at www.btm.org.au, and our Facebook page. There is a wealth of material about when we operate, where we are, forthcoming events, our trams, current projects, the track renewal, our new Museum and getting involved. You are cordially invited to pay us a visit, or even join up as a volunteer! We are always on the look-out for more talented and passionate people to help us preserve Ballarat’s tramway history.

The BTM has a strong connection to Geelong and the Bellarine Peninsula. Trams 11, 13, and 14 ran in Geelong’s streets from the early 1930s to closure in 1956. Additionally, we were recently gifted Geelong tram No. 2, now restored to immaculate and operable condition by a member. It sits in a prime position of our new Exhibition building – and we will “give it a run” every now and then!

5. Rosy future ahead

The small Ballarat tram system was a survivor with a fleet of World War 1 era trams. Had it closed like Geelong did in the 1950’s, nothing would be left today. The establishment of the preservation movement in the 1960’s saw substantial portions of Ballarat’s tramway history survive. The BTM has preserved more than a simple tourist attraction. It is an authentic and living representation of actual tram travel using the original track, tramcars, staffed by volunteers wearing authentic uniforms. Drivers and Conductors issue reproduction tickets. With the demise of cash transactions, we will be using pre-purchased tokens (1/-, 6d etc) that passengers will exchange for their tickets and journey. This will replicate a system that the Company used in the 1920s.

Port Bay Express

October, 2022.

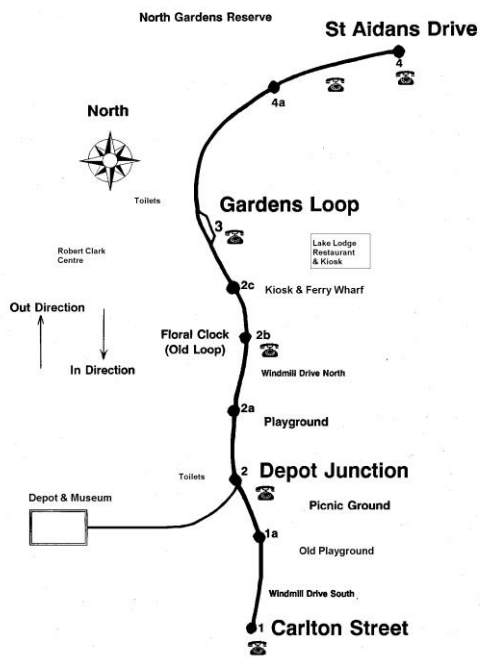
The Museum is now in its 51st year. It has succeeded in doing what the founders of the Preservation Society set out to achieve; preserve the essence of the Ballarat system, a community based street based tramway providing a public transport service.



Ballarat Tram No.14 and Horse Tram No.1 at the St Aidens Drive Terminus with Lake Wendouree in the background. (Pic: Carolyn Dean)



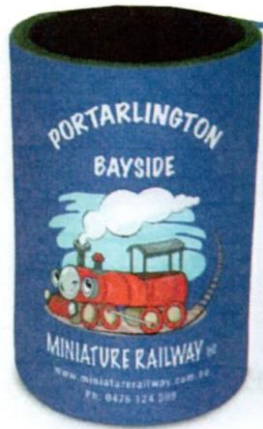
Trams on display and fitting out the new museum building with interpretative items. (Pic Warren Doubleday)



BALLARAT TRAMWAY MUSEUM DETAILS ARE:

LOCATION:	Ballarat Gardens, Wendouree Parade, Ballarat.
OPERATING DAYS:	Sat, Sun, Tues & Public Hols - 11.00 am – 4.00 pm
POSTAL ADDRESS:	P. O. Box 632, Ballarat, 3353. Vic.
EMAIL:	info@btm.org.au
TELEPHONE No:	(03) 5334-1580
WEBSITE:	www.btm.org.au
FACEBOOK:	Facebook / ballarat tramway museum

SOME OF OUR SOUVENIR RANGE :



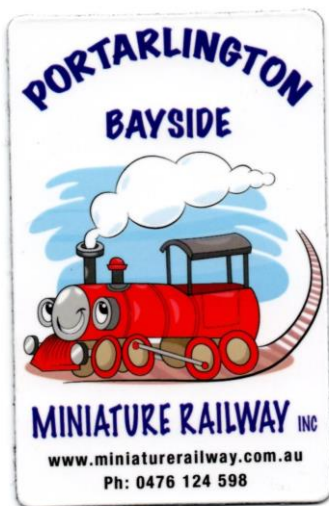
CAN COOLERS \$7.00 ea.



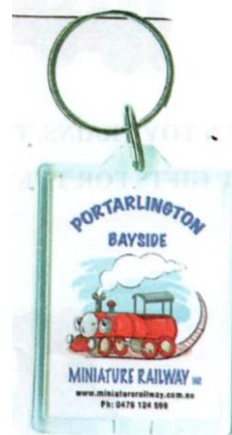
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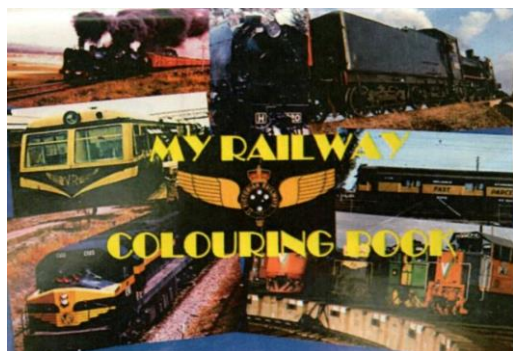


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JUST SOME OF THE THINGS AVAILABLE AT OUR STATION KIOSK

Yarra Valley Railway Information No.16

First Class - Second Class



First Class section of 22 RM is furthest from the motor. There are 4 passenger seats across the width rail car. The passengers have head rests, and arm rests on one side. The leg room, distance

between the seats is the same for First and Second Class passengers. **The Second Class section** is closer to the motor. There are 5 seats across the width of the rail car. There are no head rests or arm rests. These seats are in 32 RM, a 153HP Rail car, and have been totally restored by the Daylesford Spa Country Railway.



Melbourne Suburban Carriages

On dog box (swing door) and Tait suburban trains, First Class carriages were mainly non motor carriages so there was not the vibration of the motors and air compressor that the Second Class passengers experienced in the Second Class motor carriages. The First Class seats were spring unholstered. Second class had horse hair cushions on slatted bench seats.

Victorian Country Carriages

W type non-airconditioned wooden body country carriages were of two types AW were First Class and BW Second (later called "Economy") Class. These carriages were built between 1911 and 1927. They were divided into compartments and had a side corridor and a toilet at each end of the carriage.



AW - First Class carriages had 6 compartments with seats for 6 people in each compartment. Fold up arm rests separated each passenger.

Above: This rather sad looking AW carriage is in the Coal Creek Museum at Korumburra. It has 6 windows along the side, one window for each compartment.



BW – Second Class carriages had 7 compartments and therefore 7 windows.

The additional compartment was achieved by reducing the width of each compartment which meant narrower seats and less leg room than in First Class. There were no arm rests between passengers and each compartment accommodated 8 passengers.

This carriage is at Healesville and is one of two that have been fully restored in the Yarra Valley Railway workshop.



DAYLIGHT SAVING TIME STARTS 2.00 AM – SUNDAY, 2nd OCTOBER, 2022. DON'T FORGET TO ADJUST YOUR CLOCKS FORWARD BY ONE HOUR !!!.

CAMERA CORNER:



Keith Satterley (left) and Keith Stasinowsky (Right) admire the new security gate installed at the Point Richards Signal Box. They are two of our loyal volunteers whose efforts we much appreciate in keeping the “trains on the track”. (Pic: Brian Coleman)

IAN PETTERSEN – AN EXTRAORDINARY RAILWAYMAN.

Sunday 13th October, 2002, a serious accident occurred at Benalla, when a Special Wedding train hauled by K183 returning back from Yarrawonga and driven by Ian Pettersen was involved in a fatal accident at Saleyards Road level crossing which resulted in the deaths of Ian, Fireman Adrian Keily and SRV Volunteer Adam Dunning, all were on the footplate of Steam Locomotive at the time. The steam locomotive became derailed as a result of the collision with the double B flour truck at the level crossing and came to rest lying on its side.

On 13th October, 2022 it will be the **20th Anniversary** of this tragic event and this article is in tribute to Ian Pettersen, Adrian Keily and Adam Dunning who were well known to the many railway people of all grades and interests. Significantly, K183 has now been restored back into full service by Steamrail Victoria and three memorial plaques have been fitted to the sides of locos cab in a very fitting tribute and memorial to these sad losses to the railway fraternity.

Keith Findlay and Mark Banfield both long time friends and workmates of Ian have written some personal reflections about Ian and their life and times together. It is a fitting tribute to an extraordinary railwayman of our modern railway times.....

IAN PETTERSEN – A COLLEAGUE’S EXPERIENCE.

By Keith Findlay

I had the pleasure of knowing Ian for many years as a steam fireman on several steam specials, all before I joined the driving grade in 1996. From 1998 until mid-2000 I spent a significant portion of my driver training with Ian as my Instructor. A time of invaluable tutorship, a rapidly growing friendship and many hours shared discussing our mutual passions in the industry.

Even in those early days you could see that he displayed a passion and keenness to his work. Ian always put beyond 100% into whatever he put his mind to.

RAILWAYS

Ian had a passion for the railways, especially towards all types of locomotives and in particular for steam. For Ian it was more than just the thrill of working these trains but to make sure everyone present had a great time too.

He could easily be described as a “big kid in a candy store” when it came to the opportunity to work his next steam job. Ian’s wife Jean once commented to me that when Ian was around his beloved railways she didn’t have two children but three instead!

A more poignant legacy was during late 2000 which saw the establishment of the RT&BU- Loco Division Heritage Crew Committee – both Ian and I being active its establishment from the onset.

He had taken a particularly keen interest in ensuring that the art of being a steam locomotive crew member is not only be taught but taught well. Even during the last week we spoke about the various moves for the first fireman's class and other associated training. Ian was all fired up in passing on his skills, knowledge and passion for the steam operations.

HUMOR

Ian was never one for letting an opportunity pass to make one of his wisecracks or silly jokes. I was often bombarded by many that were funny and some not so.

I later discovered that many of these jokes were in fact recycled from his wife Jean, much to her disgust – for Jean tells me he never laughed at them when she told them but Ian found it hilarious whenever given the opportunity to repeat them.

His training sometimes included unusual methods. I recall one of these experiences when working with Ian, which comprised of Ian acting out as an inexperienced second person (fireman).

"Mr Driver what is this light flashing for?" "It is a Vigilance light, every-time it begins to flash press that red button beside you. No! Not that one, the other one".

As you can imagine a few minutes of this could be considered funny, even hilarious. Sometimes they were annoying. Rest assured there were several occasions I resorted telephoning Jean and seeking some advice on how to control her husband, only to be told: "If you find a way please let me know!" I never did.

Sadly what was to have been a magnificent weekend for so many turned into what we can only describe as a sheer tragedy for us all as the events of Sunday 13th October 2002 unfolded.

People often refer to the "railway family" and the closeness and camaraderie that is so often experienced from within. This feeling towards Ian (and his fireman Adrian) can be no better expressed than up by the following e-mail I received only a few days after the accident go from a fellow driver. It goes like this.....

Mate, Friend, Peer, Workmate, Husband, Father, Acquaintance

Ian was any or all of the above to many people. An expert and professional in his craft, ever ready to go beyond to help others and pass on their knowledge and practical expertise. Both these men had that extra thing, that feel, that ear, that understanding of what a steam loco is telling you, that "black art" that all aspire to, yet few attain. They had it.

They are still missed to this day.....

VALE IAN HOWARD PETTERSEN - 20 YEARS ON.

By Mark Banfield.

I first meet Ian at Diamond Valley Railway back in 1974 and from that time on we built a wonderful friendship, Ian use to ride his push bike from Eltham station to DVR rain, hail or shine every Sunday we had many a fun day up there.

Ian joined the then Victorian Railways as a lad Porter in 1975 and later transferred to South Dynon Loco to become a Trainee Engineman, it was something Ian always wanted to do.

Over the many years of our friendship, we went and chased trains all over the state and even interstate. Ian had an old Holden HK Premier and he love driving it, so would always offer to drive on most trips around the state with a car full of us Gunzels.

Ian would always position his car for a good photo and we would climb on his car roof or bonnet for the best shot trying not to dent the old HK premier, he even took a punt and drove over a small creek, no didn't look to deep he said trying to get to a good spot for a photo, but oops the car sunk to the bottom of the doors and there we sat and just watch the train go by. I am sure a few on the train had a bit of a laugh as it went by.

I joined the Railways at South Dynon Loco in 1980 following on like Ian, to become a Trainee Engineman also.

Ian was sharing a flat with another Gunzel mate of ours but this mate had to move on and Ian was looking for a new flat mate and asked me if I would be interested. As I lived out in the Eastern suburbs and the flat was in Ascot vale, I thought this would be much closer for work so I move in with Ian.

Ian was now getting ready to go for his Driver Exam, we would be doing the dishes or whatever in our flat and Ian would pass me these thick books and get me to fire questions at him. We did this for many months and as I had not long joined the railways, it all seemed a bit of gobble dee gook to me. All those rule and regulation one had to know to be a Driver wow! Well, little did I know I would have to learn all that gobble dee gook too. It was now Ian's big day, I wished him good luck and off to work he went, he came home later that day with biggest grin on his face I thought he was going to swallow his ears, YES, he passed his Drivers exam.

Ian and I had many a good party at this flat and this was around the time Ian meet his future wife Jean. They became good friends and of course later married. It was through Jean that I met her school friend Kaye and she was to become my wife a few years later. Ian and Jean were best man and Matron of Honour at our wedding and Kaye was Bridesmaid at Ian and Jean's wedding.

As time went by, we still kept this wonderful friendship as couples, going on Gunzel trips with the girls but I think the girls thought we were nuts chasing trains everywhere, trains, trains and more trains, oh yes, but we did take the girls out to the occasional Restaurant for dinner to keep them happy!

A few years later Ian and Jean welcomed there first child into the world, a baby boy John. Ian was over the moon with his arrival, and my wife and I took no time to get over to see the new arrival at the Williamstown hospital. Jean said to us, "gee I can't get away from trains they go right passed the window every 15 minutes", we all had a bit of a chuckle at that.

Port Bay Express

October, 2022.

Well time went on so fast, my wife and I had a son and Ian and Jean went on to have another child this time a girl, Sarah. Then a little while later we had a little girl. We kept our friendship going strong with Ian and Jean, getting together and going to each other's homes and outings with our children.

I remember one time we had arranged to get together at our house. This was sometimes a chore to get together with shift workers, but Ian being Ian and loving his trains, took a job on this day. Jean was not happy with him, so she came over to our place with the kids and Ian went to work. It was lucky Ian's job was to run a Traralgon train and travel per taxi back to sign off, so Ian got the Taxi driver to drop him off on the side of the freeway and called me to pick him up, so it all worked out in the end.

Whenever we went to Ian and Jean's house, our kids were always excited to go to see Ian and Jean and their kids, but I think it was because Ian had a - "yes, you guessed it" - a 7 and a quarter inch railway running around his back yard, so the kids all had a great time together. We couldn't get the kids to come in and have lunch so we fed them on the run so to speak, but we had lots of laughs and fun and our friendship continued, my kids still remember Ian's little railway fondly.

It was a cold wet windy Sunday 13th of October, a day I will never forget, I was working on the suburban trains now and was based at Upper gully. I had just got relief at Belgrave and was travelling back to the Gully to go home when the Driver I was travelling with said to me "did you hear about the steam train accident at Benalla". I hadn't and had no idea. He said the crew have been killed, then he said did I know Adrian Kiely and Adam Dunning. Well, I was shocked indeed, then he said the Driver was Ian Pettersen well my heart sank even further, I got off the train at the Gully and just stood there in the pouring rain in total disbelief. I walk to my car thinking how am I to tell my wife and children.

Ian would have been my Steam instructor, as I had transferred back to VLine and had been chosen to be a heritage steam crew member, but it was not to be,

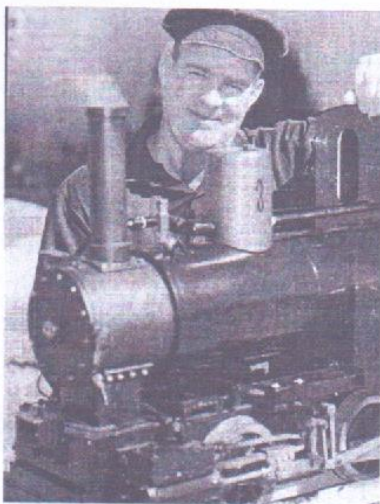
I have now passed my steam drivers exam and have had the privilege of working on the beautifully restored K183. People asked how did it feel working on the Loco? It did feel a bit odd when I arrived at Steam Rail and saw the Loco for the first time since that tragic day, but we just got on it and did our job as professional Enginemen, just as Ian would have done. The Loco has now had plaques fitted to it in honour of the three men we sadly lost.

Ian was always a happy go lucky guy, not much ever bothered him, that deep robust laugh of his was infectious. We had many a great time together with our families or Gunzeling somewhere around the state. We had a 29-year friendship full of fun and good times.

Ian was a loving Husband to Jean and a wonderful loving Dad to his two children. They both have many good qualities like their father and have both grown up to be wonderful adults. Ian would be so proud of them and very happy that his son he has become a Locomotive Driver.

Ian, it has been 20 years mate, Kaye and I have never forgotten you and so wish you were still here growing old with us.

Continue to rest in peace my friend



“A steam engine, A Smile, A engineman's cap, and a great man, Sadly missed.”



(Pictures kindly supplied by Mark Banfield & Keith Findlay)

SAFETY BULLETIN BOARD

**GET
FIRST AID
AT ONCE!**



**IT ONLY
TAKES A
MOMENT**

**TO PUT ON
YOUR GOGGLES**



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	
May	615	-	990	1017		November	737	-	939	
June	392	-	630	476		December	1714	1290	1601	
<u>TOTALS</u>	<u>10835</u>	<u>10551</u>	<u>9637</u>	<u>12141</u>			<u>13218</u>	<u>5099</u>	<u>13466</u>	
	FY	FY	FY	FY	FY		YR	YR	YR	YR

Railway carried 866 Passengers during August, a gain of 642 Passengers or + 286.60 %

Results for the current 2022 – 23 Fiscal Year are 1972 Passengers or a gain of 1003 or + 103.50 %

Figures represent a loss in traffic for the 2022 year of 322 Passengers or – 3.45 %.

Passenger train operations were suspended from 22nd March, 2020 to 6th December, 2020, from 18th July, to 31st July, from 21st August, 2021 to 10th September, 2021 & from 22nd – 27th September, 2021 due to the Covid-19 Pandemic crisis. Closure from 29th January – 5th March, 2022 due to urgent track-works etc.

SPECIAL TRAIN / PARTY BOOKINGS NOTICE BOARD :

Special Train / Party Bookings have been received, as under :

<u>DAY & DATE</u>	<u>TYPE :</u>	<u>TIMES OF HIRE :</u>	<u>No. of Trains :</u>	<u>No in group</u>
<u>Saturday, 15th Oct, 2022</u>	Party Booking	11.00 am to 1.00 pm	2 Trains	+45 PAX
<u>Friday, 21st October, 2022</u>	Party Booking	09.30 am to 1.30 pm	2 Trains	+ 50 PAX

OCTOBER BIRTHDAY WISHES :

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

Graeme Robinson	Sharon Dobney
Sue Stasinowsky	

TRAIN RUNNING ROSTERS : (Under New Management)

The **October 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 November 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**

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....

TRAMWAY CELEBRATION DAY

A FESTIVAL OF VINTAGE TRANSPORT

The 50+1 | The New Museum | The New Track

SUNDAY 2nd OCTOBER 10am-6.30pm

South Gardens Reserve, Lake Wendouree, Ballarat



...WITH TRAM, MINIATURE TRAIN, STEAM TRACTOR AND PADDLE STEAMER RIDES, DISPLAYS OF VINTAGE CARS, TRUCKS AND BUSES, MODEL RAILWAYS AND A WHOLE LOT MORE!

FREE ENTRY Gold coin donation for rides

For more information: www.btm.org.au

Note: Event and program subject to the COVID-19 restrictions in force on the day


SPONSORS



THOUGHT FOR THE MONTH :

A lovely message

Once upon a time! When Window was just a square hole in a room and Application was something written on a paper. When Keyboard was a Piano and Mouse just an animal. When File was an important office material and Hard Drive just an uncomfortable road trip. When Cut was done with knife and Paste with glue. When Web was a spider's home and Virus was flu. When Apple and Blackberry were just fruits - that's when we had a lot of time for family and friends.



Wee Georgie Wood
Steam Railway Murchison Highway, Tullah
TASMANIA

New Season Starting

We are open on the first and last weekend of the month from October to April

2022

1 & 2 October
29 & 30 October

5 & 6 November
26 & 27 November

3 & 4 December


2023

7 & 8 January
28 & 29 January

4 & 5 February
25 & 26 February

4 & 5 March
25 & 26 March

1 & 2 April
25 April, ANZAC Day
29 & 30 April 2022

 Visit our Facebook page for updates

weegeorgiewood.com.au

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 & DATE:</u>	<u>EVENT & TIMES:</u>
Sunday, 2 nd October, 2022 (Summer T/T)	Ordinary Running Day 11.00 am to 4.00 pm
Saturday, 8 ^h October, 2022	COMMITTEE MEETING
Sunday, 9 th October, 2022	RAILWAY CLOSED
Saturday, 15 th October, 2022	Party Booking 11.00 am to 1.00 pm.
Sunday, 16 th October, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Friday, 21 st October, 2022	Party Booking 9.30 am to 1.30 pm
Sunday, 23 rd October, 2022	RAILWAY CLOSED
Sunday, 30 th October, 2022	RAILWAY CLOSED
Sunday, 6 th November, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Saturday, 12 th November, 2022	COMMITTEE MEETING
Sunday, 13 th November, 2022	RAILWAY CLOSED
Sunday, 20 th November, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 27 th November, 2022	RAILWAY CLOSED
Sunday, 3 rd December, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Saturday, 10 th December, 2022	COMMITTEE MEETING
Sunday, 11 th December, 2022	RAILWAY CLOSED
Saturday, 17 th December, 2022	Party Booking 11.00 am to 1.00 pm
Sunday, 18 th December, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Sunday 25 th December, 2022 (Xmas Day)	RAILWAY CLOSED
Wednesday, 28 th December, 2022	RAILWAY CLOSED

THINGS TO REMEMBER :

Summer Timetable to begin on Sunday, 2nd October, 2022. -
 -----Running 1st & 3rd Sundays - 11.00 am to 4.00 pm.-----

- Party Bookings : See "Special Trains Notice Board" – Page 22.
- **Volunteers are always required - Contact Harm Jager !!!.**

OUR SPONSORS – PLEASE SUPPORT THEM...

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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 Wymouth St, Hamlyn Heights. Ph: 0466 041 803



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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 October, 2022