

PORT BAY EXPRESS

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

Volume No.7 – Issue No.9.

September, 2022.



Graeme Robinson drives “Sam” and passenger train with happy customers through No.3 Road, Point Richards on Sunday 21st August, 2022. Graeme is one of our loyal volunteers whose help we truly appreciate. Want to join us ???.

(Picture: Brian Coleman)

OUR PRESIDENT REPORTS :

- Keith Satterley has been appointed as our new Party Booking Officer and will also be our “front of house” person for public contact. Thanks are also recorded to Keith for his help as Returning Officer at our recent AGM.
- A new 5 year license with Bellarine Bayside has been approved. New landscaping work has also been carried out by the roadside. We thank them for continuing to support of the miniature railway.
- An NAB Working Bee was recently conducted and we thank those who attended and helped do some clean-up work in the Station Kitchen area.
- Our Annual Members Get Together Luncheon was held at the Gateway Hotel and enjoyed by all the members who attended this special function.
- We are still getting party bookings which are successful with positive welcome input and feedback from the public being received.
- Several articles have appeared in both the Geelong Advertiser and the Bellarine Times seeking new volunteers. It will be interesting to see the results from this campaign.
- Our Competent Person, Brian Parkinson addressed the recent AGM and urged the membership to consider standing for the Competent Person position.
- A new draft budget is being drawn up for approval by the Committee.
- A warm welcome is extended to Clive Harper & Keith Satterley on their election to the Committee. A thank you is also extended to Alistair & Daniel Blues for their past services to the Committee over quiet a number of years.

Keith Stasinowsky – President.



FROM THE SECRETARY'S DESK:

- The Committee is seeking your views on the amount of train running we propose to do over the Summer period. It has been suggested that we reduce our running schedule to the first and third Sundays of the month except for January when we propose to run every Sunday & Wednesday. If you have done so already, kindly email the Secretary and let him know your views on this important matter **as soon as possible.**
- A warm welcome is extended to new members Tessie Coleman, Teresa Darmody & Michael Satterley who have recently joined our band of volunteers as full members.
- Drysdale Machinery Meet – The PBMR will have a stand at this event to be held on Sunday, 4th September, 2022. If you can help out, let Harm Jager know if you can.

Brian Coleman – Secretary.

Is this Australia's first Beach Tourist Attraction?

by David Williamson, Secretary, Sunshine Coast Railway Modellers Society Inc.

SCENIC RAIL LINE OPENED AT EVANS HEAD, NSW.

Sunday. 17 November 1946.

Evans Head scenic railway was officially opened by the President of Woodburn Shire (Cr.L. B. Williams) today in the presence of about 3000 people.

The inauguration of the railway service gives Evans Head one of the most unique facilities yet established on any Australian beach.

Carrying full loads throughout the day from the picnic reserves to the surfing beach, the service was popular with both adults and children.

Cr. C. Kirkland, who was responsible for the original plan to establish the railway, said the success of the railway was gratifying.

During the day 4000 people were transported between the two termini.

The enterprise of Evans Head Rate payers and Citizens' Association and Evans Head Casino Surf Lifesaving Club, who in conjunction, were responsible for the financing of the structure of the railway, was highly commended by various speakers.

Cr. C. S. Middleton, who was chairman during the opening ceremony, said the attendance was a good indication of the way in which the citizens would support the beach with the train as one of the main features.

He said the train had been referred to as "The Spirit of Progress".

Kirkland Bros, had been largely responsible for the establishment of the railway and Mr. C. Kirkland, in particular, who had made the original suggestion for the railway, was the real man of progress.

The President of the Evans Head Ratepayers and Citizens' Assn. (Mr. G. Wybrow) said Evans Head could claim to be the first beach on the Australian coast to have a scenic railway.

It was a great credit to the Evans Head-Casino Surf Lifesaving Club and the Evans Head Ratepayers and Citizens' Assn. whose members had given full support.

When the train was first suggested, it was decided to proceed with the proposal but the construction proved to be a big task. With the assistance of Messrs. C. and J. Kirkland, all difficulties were overcome. The work of constructing the engine and carriages was a straight-out donation by Kirkland Bros. Mr. C. Kirkland had spent considerable time on the job.

Profits For Beach

Mr. Wybrow said the profits of the scenic railway would go directly to improve Evans Head. Cr. F. C. Smith (Coraki) said the opening was the climax to a period when community spirit had exemplified itself. This community spirit was responsible for the active organisation.

He stressed that the railway was not a private enterprise, as some people had suggested. Funds went entirely to the improvement of Evans Head. The captain of the Evans Head Casino Surf Lifesaving Club (Mr. C. Anderson) said the club was extremely proud to be associated with the move to establish the railway. While the main job of the club was on the beach, he was also pleased to support the town's progress.

Cr. F. E. Bolton, speaking for A. Riding, Woodbury Shire, congratulated the people of Evans Head on the innovation.

In officially declaring the railway open, the President of Woodburn Shire (Cr. L. B.

Williams) said he was happy to be associated with the association responsible. The Shire Council had only limited funds and public bodies like that at Evans Head were doing a fine job.

Profit from the railway would be spent on improvements that would not otherwise be possible, he said. The support of the community as a whole and the good work of public bodies could build Evans Head to one of the leading beaches of Australia.

He commended the work of Mr. C. Kirkland. as a citizen, and in particular for his part in providing the railway.

Cr Williams called for three cheers for Mr. Kirkland, and the Lismore Boy's Band played "For He's a Jolly Good Fellow" as Mr. Kirkland was invited to the platform.

Mr Kirkland said the task of establishing the railway had been completed and it was gratifying to see it in operation.

Lismore Boys' Band supplied a programme of music throughout the day.

Train drivers were Messrs. C. Kirkland and W.Johnson, Conductor Mr. G. H. Miller, Assistant Conductor Mr. N. Morrison, Ticket Officers Mesdames A. M. Rosolen, C. Kirkland J. Williams and Messrs. H. McDonald and A.M. Rosolen.

All gave their services voluntarily.

The above article was published in the North Star Newspaper (Lismore, NSW) on Monday, November 18, 1946. It was provided to Port Bay Express by David Williamson, Secretary of Sunshine Coast Railway Modellers Society Inc, to whom we are grateful for supplying this interesting information. It is understood that the Evans Head miniature railway closed down after the 1966-67 Summer season.





Two pictures (above) of the Evans Head Railway in operation, date unknown. From the pictures it is clearly evident that it was a quite popular beachside tourist attraction, so the question becomes “Why did it close down ?.” Any answers ?. (Pictures Unknown)

July, 1927

The Victorian Railways Magazine

Page Thirty-five



Point and Signal Operation by Double Wire

By J. A. D. MALAN
(Signal and Telegraph Engineer,
Victorian Railways)



ANOTHER milestone in the history of railway signalling was passed a few months back when the new signal box at Glen Iris, $6\frac{1}{2}$ miles from Flinders-street, was brought into service. Here, the operation of points and signals is now controlled by means of two wires and a most unfamiliar looking interlocking apparatus.

The principles underlying this system are by no means new, and apparatus performing the required operations has been in service for many years. Specially designed apparatus has been practically confined to the continent of Europe, notably in Belgium, France and Germany, but adaptations have been experimented with in England and New Zealand with success. Spain, Sudan and Uganda, have installed similar ma-

DDOUBLE wire point and signal operation is actually a safer proposition mechanically than the well-known rod and single wire system," declares Mr. Malan, who, in this article describes the new double wire apparatus—the first of its kind in the Southern Hemisphere—recently installed at Glen Iris.

chines, and these, together with the one now in service at Glen Iris, may be regarded as pioneers of their type. Handling a total of 630 trains per week, and situated

in the suburban electrified area, it is reasonably safe to assume it to be the busiest machine of its kind.

The Chief Engineer of Signals and Telegraphs, Mr. F. M. Calcutt, is to be congratulated on his initiative in authorising this unique installation, which again demonstrates the progressive outlook of the administrative staff of our Railways.

It is impossible in this short article to describe in detail many of the distinctive features of the apparatus, or to do more than hint at many of the ingenious mechanical safety devices that go to make double

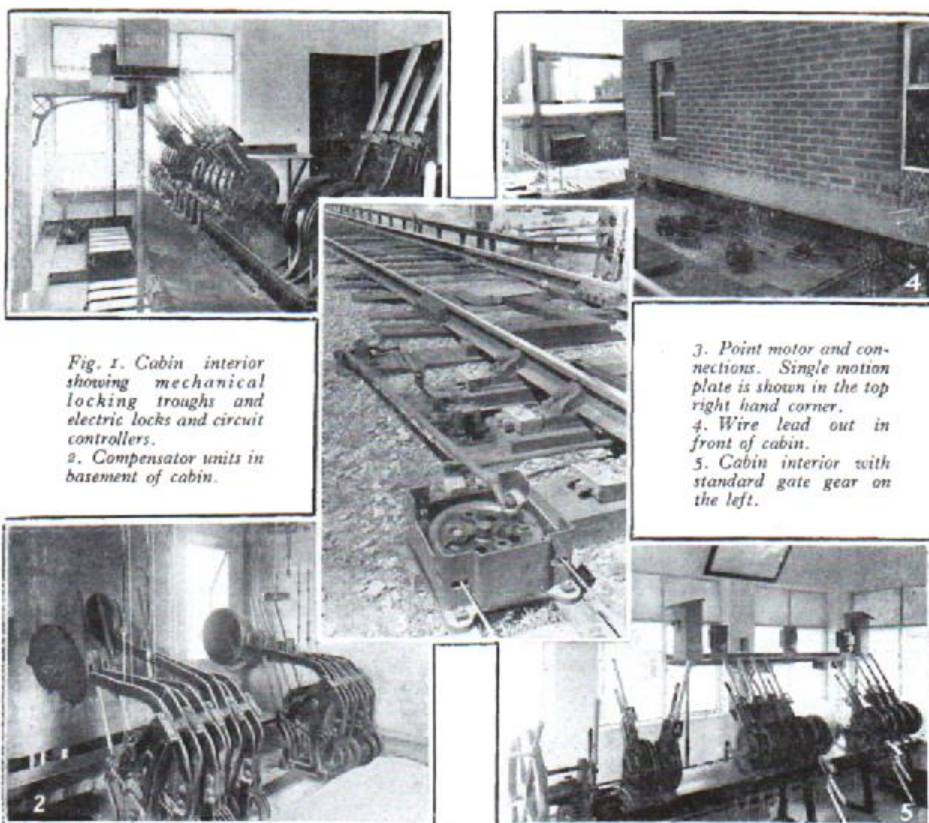


Fig. 1. Cabin interior showing mechanical locking troughs and electric locks and circuit controllers.
2. Compensator units in basement of cabin.

3. Point motor and connections. Single motion plate is shown in the top right hand corner.
4. Wire lead out in front of cabin.
5. Cabin interior with standard gate gear on the left.

wire operation actually a safer proposition mechanically than the well-known rod and single wire system. A study of the accompanying photographs will reveal many interesting points.

Well Defined Angles

The multifarious complications at the back of modern signalling, be it mechanical or power, only exist, in the ultimate analysis, as a means of displaying a reliable and perfect signal aspect. In power operation the constant angle aspect of the arm has been achieved and in double wire mechanical operation its counter part has arrived. The signal arm shown at the heading of this article displays a clear and well defined angle to the driver of a train, who, I am sure, will be pleased to learn that this angle will be always the same under all weather and temperature conditions.

Starting from the operating floor of the

cabin, figures 1 and 5 clearly show the unusual features of the interlocking machine. The standing type of gate operating gear is shown at the extreme left of figure 5. Levers 3 and 4 control the wicket gate of the foot crossing, and for convenience have a restricted movement of only 60 deg., but the other point and signal levers move through a complete semi-circle—that is, six times the angle of the usual mechanical machine. The mechanical catch handle locking and electric lever locks and controllers are all conveniently placed above floor level. The pilot key box and other appurtenances are of course common to all cabins on the track-locked single line between Heyington and Darling.

Ease of Working

The short lever with its long radius stroke is largely responsible for the ease of operation of this machine. No. 19 points

situated 309 yards away is a good example. Only one wire each is attached to levers 13 and 18, as these have no outside function, and a weight (seen in fig. 2) is attached to counterbalance the lever during its stroke. Floor pushes for energising the electric locks may be seen in the bottom right-hand corner of fig. 5.

In the basement of the cabin are located the two groups of compensators shown in fig. 2. A pair of arms and weights work together on the two wires leading from the upstairs lever to its outside function, and this simple device might almost be termed the "brains" of the safety features. Small but efficient "broken wire" and safety devices are located at the points, signals and levers in such positions and in such a manner that every contingency of an unsafe condition arising is safeguarded, and the force required to cause these devices to function when necessary is derived from the latent energy of the compensator weights. In addition, of course, they provide a perfect means of compensation for temperature, which accounts for the reliable aspect of the signal previously referred to.

Solid Steel Wires are Used

The lead-out from the cabin is shown in fig. 4, and, clean as it may seem, is more cramped than might be generally expected, owing to the proximity of the cabin to the interlocked gates and footpath of a skew crossing. The wires are carried through the crossing in oil-filled pipes, the stuffing boxes of which can be seen in the bottom right-hand corner of the photograph. The run

of the wires from this leadout to the signals and points is similar to present practice, only instead of using stranded wire a special high grade solid steel wire is used, except at flat wheels where a length of stranded flexible cable is inserted. All wheels used are run on roller bearings to reduce friction and wear to a minimum.

Sounder than Rod Operation

The main, perhaps only cause for possible misgiving as to the desirability of double wire is in its use to operate points. A study of its application reveals, however, that it is both theoretically and practically a sounder proposition than rod operation. In addition, it enables a pair of points 500 to 600 yards from its lever to be operated with comparative ease, whereas 300 yards is the approximate limit for rod operation, and even at half this distance some points are difficult to move. The point motor, operating rod and plunger, are clearly shown in fig. 3, and here in the top right-hand corner will be seen just above the block joint the motion plate that operates the signal. Another general layout of the points, with the slide detector to the signal, is shown in fig. 6.

I hope that this brief outline will draw attention to the progressive possibilities of mechanical signalling. To those more interested, a first hand knowledge of this unique interlocking plant will amply repay the time spent. It is safe to prophesy that this pioneer of the Southern Hemisphere will before long have kindred installations in this and other countries.

General
Layout
of Points
at
Glen Iris
6758



The interesting article above appeared in the Victorian Railways Magazine of July, 1927 and records the installation of Double Wire Pull working of Points & Signals at Glen Iris, which was first brought into service around 19th November, 1926.

PORTARLINGTON BAYSIDE MINIATURE RAILWAY:

(A Pocket History)

Portarlington Miniature Railway was conceived by the Rotary Club of Drysdale Inc in 1995 and together with the Geelong Society of Model & Experimental Engineers Inc (GSMEE) and proceeded to find a suitable site for their miniature railway proposal.

Bellarine Bayside Committee of Management then invited the Rotary Club of Drysdale to make a presentation on the proposed miniature railway to their Committee as they had 7 hectares of land on the foreshore to the west of their holiday park.

Bellarine Bayside then offered this land, subject to the Department of Sustainability & Environment's consent for the miniature railway.

Consent received, Bellarine Bayside held a public meeting in Parks Hall, Newcomb Street, Portarlington. At this meeting, Bellarine Bayside and Drysdale Rotary advised the crowded hall of the proposal to construct and operate a tourist miniature railway on Portarlington foreshore land. The public unanimously approved and applauded the project as did government representatives.

March, 1999, saw the opening of this new miniature railway by Mr. Gary Spry, MLA, before a large crowd of excited children and families.

RAILWAY TRACK

Drysdale Rotary members financed, constructed and installed the railway track of 1 km on the site, including points for changing tracks. GSMEE financed by the Drysdale Rotary Club designed and constructed the 12 sets of points that were required to complete the railway.

STATION

Drysdale Rotary provided the finance for the station building and railway platform area and Club Members provided the free labour to construct the building.

SIGNAL BOX

Once again, Drysdale Rotary provided the finance for the Signal Box and Club members provided the free labour to construct the building. The GSMEE members designed, built and installed the intricate hydraulic system for the signal box to switch the points to change the railway tracks and also switch the control signals for safe running of the miniature trains.

TURNTABLE & STEAMING BAYS

Drysdale Rotary financed, designed and built the turntable and erected the steaming bays for the preparation of locomotives prior to their entering the railway track system.

TRAVERSER

GSMEE members designed and built the unloading traverser and again this was financed by the Rotary Club of Drysdale.

STATION EXTENSION

This new extension to the station building to provide a sheltering area for childrens birthday parties and more comfortable winter operations was financed by the Victorian Government to the extent of \$20,000 from the Small Towns Development Fund together with \$7,500 from Bellarine Bayside and \$7,500 from the City of Greater Geelong. Again, the free labour to build this extension was provided by Rotary Club Members. This extension is open for the tourist public 24-7 all year round.

BAR BE QUE & SHELTERS

In conjunction with the Station Extension, 2 Barbeque & Shelter Buildings were built by Rotary Club Members for the benefit of the tourist public to enjoy 24-7 throughout the year.

LOCOMOTIVE

GSMEE members designed and built the first locomotive being powered by a Honda motor driving a hydrostatic gearbox and again financed by Rotary Club of Drysdale.

CARRIAGES

GSMEE Members designed and built the required bogie wheels for the carriages and Rotary Members designed and built the carriages and attached the bogies to complete the job, again financed by the Drysdale Rotary Club.

STEAM & DIESEL LOCOMOTIVES

Individual members of the GSMEE and Rotary have provided free their own Steam & Diesel Locomotives for use by the Portarlinton Miniature Railway.

RAILWAY RUNNING

All personnel in this miniature railway are volunteers and proceeds from the train rides (after running costs were deducted) either donated to worthwhile charities from time to time or used for the continued overall development and maintenance of the miniature railway.

THEIR FUTURE VISION

This tourism, children, families miniature railway will continue to grow and provide a great tourist asset for Portarlinton, the Bellarine Peninsula and increasing source of funds for the Rotary Club of Drysdale to increase its ability to help charities and those in need both locally and further afield.

INSURANCE

The Portarlinton Bayside Miniature Railway is fully insured for Public Risk and maintains a Control documents for Occupational Health and Safety for all who visit and work at the site.

WHAT HAPPENED ? :

Due to a lack of volunteers, the Rotary of Drysdale decided to close down the railway for public operations from 1st January, 2015. The railway then went into hibernation. Around February, 2015, it was put up for expressions of interest via a public notice in the “Bellarine Times” & other newspapers.

The Portarlington Bayside Miniature Railway was formed by a group of past railway members and formally incorporated as a not-for-profit association on 9th April, 2015. The object of the group was to assume control of the miniature railway and following extensive negotiations with Rotary was successful in taking over the railway on 20th November, 2015. A new era had now begun.....

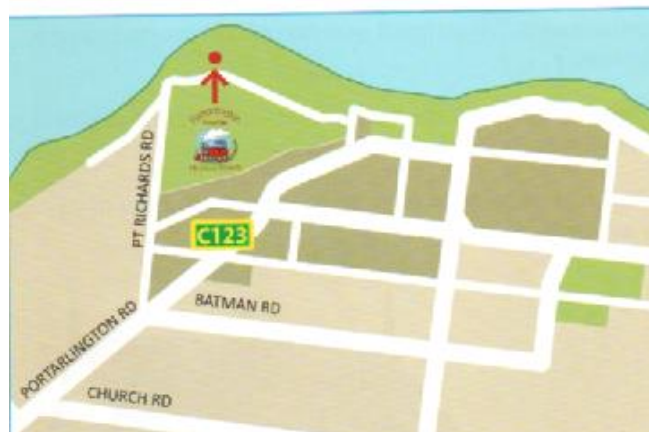
NEW ERA BEGINS:

Following months of negotiations with Rotary and the signing of an Operating Agreement, the railway was ready to run once again. The first public services began on Sunday 6th December, 2015 and have been operating every Sunday (11.00 am to 4.00 pm) during the Summer months and the 1st & 3rd Sundays of the month (11.00 am to 3.00 pm) during the Winter months. Also runs during the School Holidays on Wednesdays, weather permitting, thru the enthusiastic efforts of our volunteer membership.

NEW MEMBERS WELCOMED:

The miniature railway is always on the lookout for new members and volunteers. Information is available on what membership actually entails, what is expected of new members and general information about the railway itself. This can be supplied upon request.





VISIONS FOR THE FUTURE:

The railway has addressed its future through the formulation of a 5 year Strategic Working Plan. Some ideas include a track extension, further landscaping, a new tunnel, more carriage / locomotive storage, a new Clubrooms, Roofing of Station area and a few other projects in the melting pot. It is conducting a membership drive to encourage new people to join up as active members and to assist the association with the continued operation of the miniature railway facility.

It is unique in that it is the only passenger varying miniature railway within the Geelong – Bellarine area and is very deserving of governmental and community support to ensure its continued survival and to further develop the amenity. The Railway will continue to grow and provide a great asset not only for Portarlington, but for Geelong and the wider area. Revenue raised through the operation of the railway will be plowed back into facility to finance its continued maintenance and further expansion. Donations will be made to charitable organisations from time to time to assist them with their fundraising efforts.

OUR DETAILS ARE :

LOCATION:	Cnr Point Richards & Boat Rds, Portarlington. Vic.,
OPERATING DAYS:	Most Sundays and Wednesdays during School Hols.
POSTAL ADDRESS:	P. O. Box 419, Portarlington. Vic. 3223.
EMAIL:	<u>secretary@miniaturerailway.com.au</u>
TELEPHONE No:	0476-124-598
WEBSITE:	<u>www.miniaturerailway.com.au</u>
FACEBOOK:	<u>www.facebook.com/miniaturerailway</u>



7th ANNUAL GENERAL MEETING – 2022.

In these “Covid-19 Pandemic Times” we were able to get things almost back to normal and were able to hold our **7th Annual General Meeting on Saturday, 13th August, 2022** at our Point Richards Railway Station, in its normal August slotting.

The meeting got under way with our President, Keith Stasinowsky in the chair, apologies were received and the minutes of the 6th AGM were adopted. There was no business arising from the previous minutes.

Next items on the agenda were the consideration of Ordinary Business, which included the adoption of the Annual Report and approval of the financial statements and other related documents. These were all adopted.

The next item on the agenda was the recommendation from the Committee regarding the Annual Membership Subscriptions for the 2023 year.

The recommendation was that the 2023-24 fees remain at the current rate was adopted. This was followed by an item to consider the number of vacancies to be filled on the Committee as Ordinary Committee Member positions. The meeting approved that 3 in number be elected.

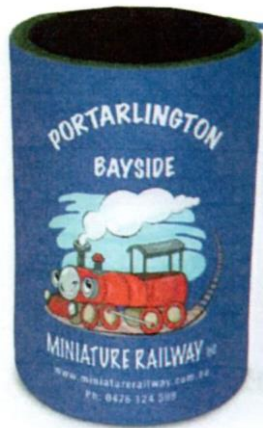
The next item was the presentation of a report from our Competent Person, Brian Parkinson, who highlighted the need for the association to consider whether it wanted to stay affiliated with the AALS or not. Drew special attention to the 2021 Operations Audit conducted last December and the **serious need** to rectify the issues identified in that audit and asked that members consider standing for the Competent Person’s position in future.

The elections to the Committee were then conducted by the Returning Officer, Keith Satterley assisted by Clive Harper. Nominations were called from the floor of the meeting which resulted in the following being elected to Committee Office. **President: Keith Stasinowsky, Vice President: Brian Coleman, Secretary: Brian Coleman, Treasurer: Harm Jager.** At this point the Returning Officer & Assistant stepped down due to their then desire to stand for office and with agreement of the meeting, their place was taken by Brian Parkinson. **Ordinary Committee Members** who were then elected were: **Clive Harper, Keith Satterley & David Dobney.**

Following the election, Certificates of Appreciation were presented to Brian Parkinson, and to our Advertising Sponsors, as mentioned on Page 25 of this Newsletter. As there was no further business the meeting was then closed. Members partook and enjoyed some light refreshments.

A Committee Meeting followed later at which many matters were discussed and resolved for the overall benefit of the miniature railway.

SOME OF OUR SOUVENIR RANGE :



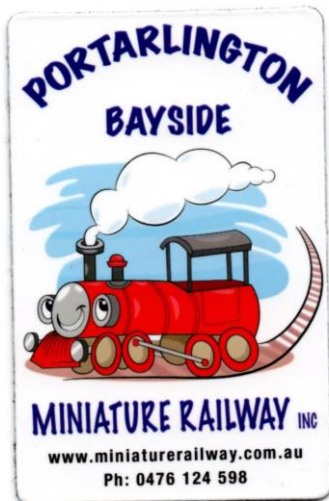
CAN COOLERS \$7.00 ea.



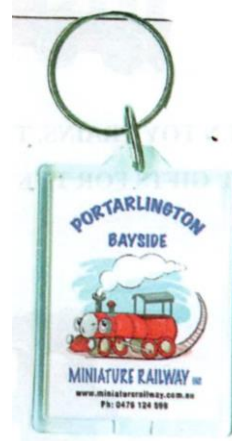
KIDS "TEE SHIRTS"

SIZES 2 - 10

SALE - ONLY \$10.00 ea.



FRIDGE MAGNETS \$3.00 ea.



KEY RINGS \$4.00 ea.

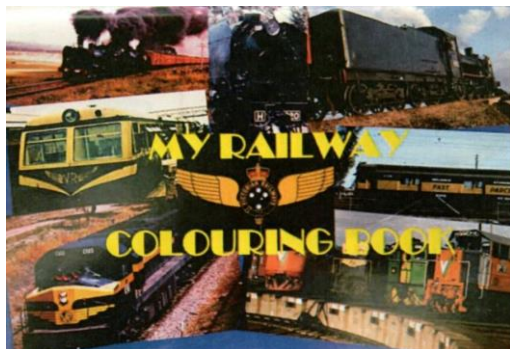


POSTCARDS \$ 1.00 ea.



**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



**Derwent Valley
Railway**
Tasmania

Sponsor a Sleeper

The Derwent Valley Railway is getting ready to start operating again and we need your help to make it happen. The Derwent Valley Line hasn't had any track maintenance in over fifteen years and is in need of refurbishment.

While the rails are in generally good condition, many of the sleepers (the ties that hold the rails together) are in need of replacement. For just **\$15.00** you can sponsor a sleeper and help us re-open the Derwent Valley line one sleeper at a time.

We're starting with the 500m section at New Norfolk Station between Third Avenue and Back River Rd .

To sponsor a sleeper visit our Facebook page , Derwent Valley Railway
Or visit. <https://sponsor-a-sleeper.dvr.org.au/checkout>

---ooOOOooo---

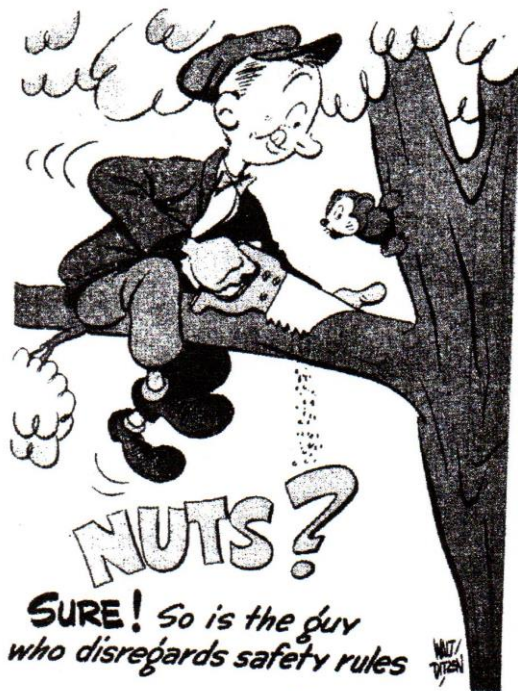
The Derwent Valley Railway is located at New Norfolk, Tasmania, and is seeking support from the community and public to restore part of the railway between New Norfolk & National Park. They have set up a Sleeper Appeal (as shown above) and are hoping for your valued support to meet their future objectives.

CAMERA CORNER:



It's Sunday, 7th August, 2022 and its all quiet at the mini railway. Oliver Wilkes (Left) and Lucy Peacock (Right) pose with Loco "Harvey" at Point Richards Station whilst waiting for the next passengers. They are two of our loyal volunteers whose continued help and support we really appreciate. (Pic: Brian Coleman)

SAFETY BULLETIN BOARD



—Railway Safety Council



—Railways Safety Council

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	
April	1524	-	1718	2315		October	2572	-	1610	
May	615	-	990	1017		November	737	-	939	
June	392	-	630	476		December	1714	1290	1601	
TOTALS	10835	10551	9637	12141			13218	5099	13466	
	FY	FY	FY	FY	FY		YR	YR	YR	YR

Railway carried 502 Passengers during August, a gain of 130 Passengers or + 34.94 %

Results for the current 2022 – 23 Fiscal Year are 1106 Passengers or a gain of 361 Or + 48.45 %

Figures represent a loss in traffic for the 2022 year of 905 Passengers or – 9.95 %.

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>

SEPTEMBER BIRTHDAY WISHES :

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

Daniel Blues	Lucy Peacock
Ronnie Frank	

TRAIN RUNNING ROSTERS : (Under New Management)

The **September 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 October 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....

Protect yourself and your family

Cover your cough and sneeze

- 

1 **COVER** your mouth and nose with a tissue when you cough or sneeze.
- 

2 Put your used tissue in the rubbish **BIN**.
- 

3 If you don't have a tissue, cough or sneeze into your upper sleeve or elbow, **NOT YOUR HANDS**.
- 

4 **WASH** your hands with soap and running water. Dry your hands thoroughly with a disposable paper towel.

Stay germ free and healthy



THOUGHT FOR THE MONTH :

On this road called life,
you have to take the good with
the bad, smile with the sad, love
what you got, and remember
what you had. Always forgive,
but never forget, learn from your
mistakes, but never regret.
People change. Things go wrong.
But just remember, the ride
goes on.

PositiveZONE





Thursday, 8th September, 2022 is marked down as RU OK? Day.

Just what does RU OK ? Day actually mean to all of us.....

It means it's a time when we should all reach out to one another and offer whatever support that may be required, It has never been more important now to check in with each other, lean on those around you for support or seek the services of the following 24-7 assistance.

BEYOND BLUE	1800-51-23-48
LIFELINE AUSTRALIA	13-11-14
MENS LINE	1300-78-99-78

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, 4 th September, 2022	Ordinary Running Day 11.00 am to 3.00 pm
Saturday, 10 th September, 2022	COMMITTEE MEETING
Sunday, 11 th September, 2022	RAILWAY CLOSED
Sunday, 18 th September, 2022	Ordinary Running Day 11.00 am to 3.00 pm
Wednesday, 21 st September, 2022	School Holiday Run 11.00 am to 3.00 pm
Sunday, 25 rd September, 2022	RAILWAY CLOSED
Wednesday, 28 th September, 2022	School Holiday Run 11.00 am to 3.00 pm
Sunday, 2 nd October, 2022	Ordinary Running Day 11.00 am to 4.00 pm
Saturday, 8 ^h October, 2022	COMMITTEE MEETING
Sunday, 9 th October, 2022	Ordinary Running Day, 11.00 am to 4.00 pm
Sunday, 16 th October, 2022	“ “ “ “ “ “
Sunday, 23 rd October, 2022	“ “ “ “ “ “
Sunday, 30 th October, 2022	“ “ “ “ “ “
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	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 20 th November, 2022	“ “ “ “ “ “
Sunday, 27 th November, 2022	“ “ “ “ “ “

THINGS TO REMEMBER :

- Summer Timetable to begin on Sunday, 2nd October, 2022.
- Running Every Sunday - 11.00 am to 4.00 pm.

- Party Bookings : See "Special Trains Notice Board" – Page 20.
- **Volunteers are always required - Ring Harm J !!!.**

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