

PORT BAY EXPRESS

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

Volume No.10 – Issue No.2.

February, 2025.



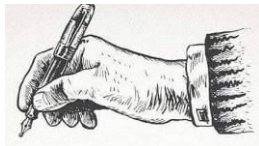
Sunday, 12th January, 2025, was wet and soggy. Picture above sees Graeme Robinson suitably attired and ready to drive his train back to the Carriage Storage Sidings. Graeme is one of our loyal volunteers whose help we really appreciate. Like to consider joining our mini railway ??.

(Picture: Brian Coleman)

OUR PRESIDENT REPORTS :

- It still remains quite obvious that we still need more volunteers. All members are strongly encouraged to try and recruit a new member into our ranks to ease the burden on all of us..... **Please seriously consider !!.**
- **The month of January** turned out to be a fairly busy month for the mini railway, with operating on the Sundays (5th, 12th, 19th & 26th) & Wednesday School Holiday Runs (8th, 15th & 22nd) and a Party Booking (4th) resulted in a tally of **1993 Passengers** being carried, duly noted and recorded which is a loss of **505 Passengers or - 20.21 %** when compared to January, last year.
- **We need your valued help...**A few working bees are planned in the future and your support is always required. There are a few outstanding jobs “on the books” and the help of all members is earnestly requested. Notices of Working Bees will be sent out, **so please consider when that happens !!.**
- **Please take care** when you are filling out Drivers Pre-Running Check Sheets and make sure they are completed with all relevant parts correctly ticked off and filled in.

Keith Stasinowsky – President.



FROM THE SECRETARY'S DESK:

- **There are vacancies** for Party Bookings. The miniature railway makes for that ideal facility for your family. Contact our Party Bookings Person, Harm, on 0476-124-598.
- **It is a legal requirement** for all members to notify the Department of Government Services (formerly Department of Justice and Community Safety) of their personal involvement with this miniature railway. This can be done “On line” via their website: workingwithchildren.vic.gov.au
- **It is vitally important** when you arrive and depart from the miniature railway **to sign on and off in the Attendance Book** in the Station Office. If you fail to do this you are not covered by our Insurance scheme. **Kindly sign on & off in the book, please....**
- **Whenever a reportable incident occurs** it the responsibility of the member(s) concerned to **submit an Incident Report** to the Trackmaster on duty. Reports are required for derailments and other unusual events. The report forms are kept in the tray near the Sign On Book at the Station. They are to be passed onto the Secretary ASAP, for further processing as the case maybe.

Brian Coleman – Secretary.

The Great Victorian Bike Ride of 1986.

By David Harvey.

INTRODUCTION

What's The Great Victoria Bike Ride got to do with signals and safe working? .In 1986 the Great Victoria Bike Ride started at Bairnsdale, 275 kilometres east of Melbourne. This is the true account of how the railway ran 10 passenger trains, that's five in each direction along a single line that is 115 kilometres long using the electric staff system. For more than thirty years mad keen cyclists from around Australia have been flocking to the State of Victoria to take part in what has turned out to be one of that State's biggest tourist draw cards; The Great Victoria Bike Ride.

The first Great Victoria Bike Ride (GVBR) started off in 1984 with approximately 2100 riders travelling by bicycles along quite country roads from Wodonga in what was supposed to be a one off event to commemorate the sesquicentennial (150th) anniversary of European settlement in Victoria, but was such a success that 32 years later it still runs each year to a new destination or returning to a destination that the GVBR has visited before. It was in 2004 that the GVBR reached a peak with 8,100 riders when it travelled along The Great Ocean Road over two weeks; it had become quite a logistic exercise.

Thirty-four years later the event is still an experience, now taking up to ten days. You bring your bike and tent whilst the GVBR supply meals, portable showers, toilets, pick up and drop off your luggage, entertainment for some evenings, bike mechanic, and even a sag wagon (support and gear) that will pick you and your bike up if you are struggling to keep up riding that day. You don't have to ride the whole tour if you don't want to, as there are many options such as ride for a day or a week or ride a certain area between two adjoining locations or towns, Different packages to suit all budgets.

THE FIRST YEARS

The first GVBR used rail to get to the destination of Wodonga. Three special trains, plus and an augmented down Albury pass were run from Spencer Street Station and one special train from Caulfield, complete with D vans or VLEX freight vans attached to accommodate the bicycles. After the success of rail in 1984 the GVBR returned to rail in 1985 with Wodonga again being selected as the destination. Using rail as the form of transport to get to Wodonga seemed a logical move provided that the GVBR starting points and rail destinations were closely aligned and convenient. Bairnsdale was the starting point in 1986 and 1990; Stawell in 1987 and 1991; Swan Hill in 1988; Yarrawonga in 1989 and finally Numurkah in 1992. Yarrawonga was apparently the most challenging as the platform had to be extended with a temporary fixture and St. James opened as crossing station to facilitate the number of trains that were operated.

This was the case until 1992 when the GVBR destinations became more varied and away from the main rail routes and the also the cost of running by rail became prohibitive. For the final year by rail the costs were in excess of \$100,000 and had been increasing every year. Therefore rail gave way to buses and trucks to ferry the cyclists and their steeds around the state.

BAIRNSDALE - 1986

In the mid 1980s, the rail system in Victoria was going through a period of great turmoil. Guards vans and guards were disappearing, loco crews were in some cases becoming driver only, branch lines were closing and disestablishing of electric staff stations on main lines was occurring. Crossing loops on the main lines were being rationalised and in some cases creating long sections between passing loops, consequently running extra trains would most likely affect the timings of the regular services. In the majority of cases the system would not be able to cope with large numbers of special trains as there wasn't the infrastructure to handle any extra train movements.

In 1986 the hierarchy of the Great Victoria Bike Ride decided, instead of using up to fifty buses to transport the riders to Bairnsdale, they would engage V/Line to run a one way service for them to their start destination of Bairnsdale, the commercial capital of East Gippsland. The GVBR was to deposit the riders by train at Bairnsdale and they would ride back via Yarram, Foster, Leongatha, Korumburra, Warragul and Rosebud with a finish in central Melbourne.

Situated on the banks of the Mitchell River, Bairnsdale is located 275 kilometres east of Melbourne by rail and in 1986 had three return passenger train services from Melbourne each weekday, with two return services on each Saturday and Sunday, for its then population of just over 10,000.

The rail line then continued on for another 100 kilometres to Orbost as a freight-only line with the main revenue being derived from timber traffic from Orbost, Waygara and Nowa-Nowa, whilst Bruthen had timber and limestone traffic. Bairnsdale was a depot station with crews being rostered at that location and freight wise had timber, petrol, and freight centre loading.

Would it be viable to send 2,500 riders, 2,500 bicycles, plus their luggage as well as support staff by rail? Apparently it was, for The State Transport Authority agreed to run four special trains including doubling the consist and adding three extra louvre vans to the normally rostered day return train formerly known as the "*Gippslander*". The State Transport Authority issued an "S" circular or special train notice to cover the movements and the timings of the trains.

The route from Melbourne to Traralgon was double line for most of the route, with a short single line section between Bunyip and Longwarry, west of Warragul and a mixture of double and single line from Trafalgar to Traralgon. From Traralgon to Bairnsdale, it was single line and had been left reasonably untouched by the removal of crossing stations or infrastructure that had occurred elsewhere in the state. That could have been one of the reasons why 10 trains could run and cross each other effectively, despite the fact that the crossing loops are relatively small, remembering that the five down passenger trains had to return as four up empty car movements and one up passenger train. What makes this whole exercise so interesting in running these 10 trains is that there are restricting factors that would be seen to be limitations in the running of today's railway and these limitations all have to do with two words - motive power.

Overhead wires for electrical traction ran from Melbourne to Traralgon, thus necessitating a change to diesel haulage at Traralgon, although the English Electric L Class were on their last days and many services had been handed over to diesel haulage by then. Also the bridge at Stratford over the Avon River had a load limit applied to it as well as speed restrictions, necessitating the need for lighter locomotives, with only T and Y class locomotives permitted.

Maximum speed allowed for the T class was 100 kph and the Y class was 70 kph when hauling passenger trains. A blanket 15 kph speed restriction for all passenger or goods trains was in force on the Avon River bridge and its approaches. There were five electric staff stations between Traralgon and Bairnsdale with Sale and Stratford being the most utilised, with Rosedale and Fernbank used occasionally and Stratford Junction for the occasional follow on movement due to no crossing facilities. All stations used large electric staff with Traralgon (68 lever frame) and Stratford Junction (15 lever frame) being fully interlocked signal boxes.

The rest of the locations mentioned including Bairnsdale, Fernbank, Stratford and Rosedale were plunger locked mainline points with hand bar and padlock securing sidings along with kerosene lit signals and some search light electric two position signals protecting road crossings.

Electric staff is the safe working system of running trains on a single line between two stations, A to B. At station A, the train driver received permission to enter the single line section by receiving the staff for the section marked station A to station B, after the signalman at station A had electrically released the staff from the electric staff instrument that houses it, with the co-operation of the signalman at station B. The staff can only be successfully released if no other staff has been removed from the electric staff instrument and that the last staff that was withdrawn had been replaced in the electric staff instrument. This proves that the last train has cleared the two stations and the section is clear.

THE SPECIAL TRAIN CIRCULAR - COMES TO LIFE.

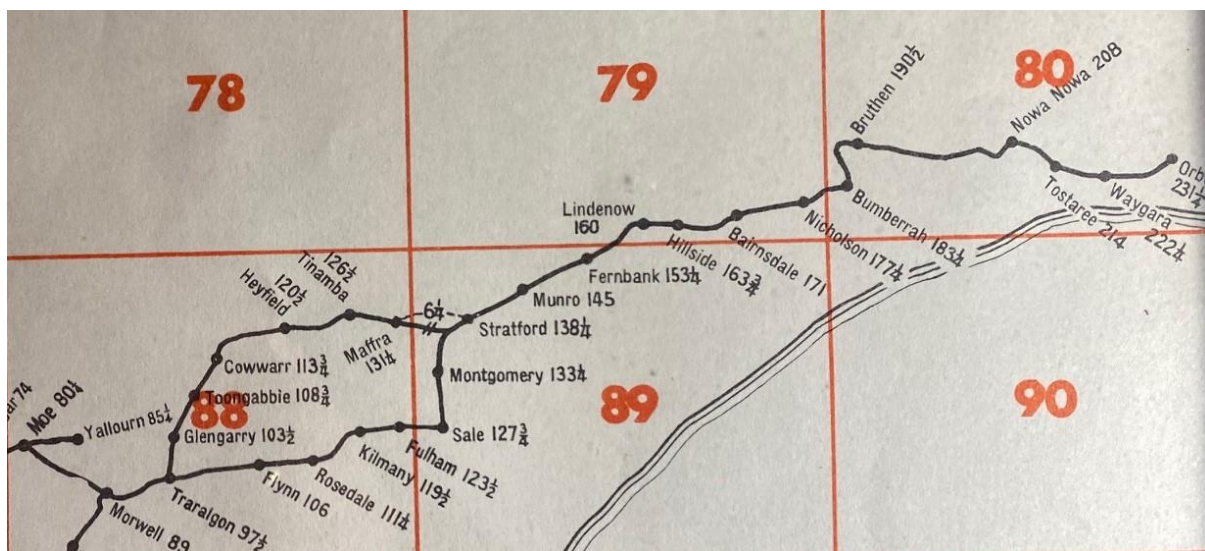
So it came to pass that on the Saturday 29 November 1986 four special trains plus the regular passenger service ferried 2,500 cyclists to Bairnsdale. The first GVBR special train that left Melbourne Flinders Street Station was train No. 8435 at 05:35 hauled by T359 and T379 with a consist of freight vans VLEX, VLEX, VLCX, VLCX and passenger cars BN-BRN-ACN-BS-BS-BRS-ACZ. First stop was Warragul at 08:05 for a crew change. This train ran non-stop through Traralgon at 09:02, which was a rare happening at the time, arriving at Bairnsdale 10:39.

The second special left Flinders Street Station as train No. 8437 at 07:13 hauled by T396 and T405 with a consist of passenger cars BCH-BH-BTH-PH power van-BCH-BH-BTH, and freight vans VLCX, VLCX and VLEX. It must have been a memorable ride for the folk in this second GVBR consist as these cars were converted suburban stock. Once recognisable as the Melbourne's blue suburban Harris cars the H cars were converted under the new deal for country passengers, painted orange and pressed into short haul regional runs, the ride of which was rough and quite noisy. It was at about this time thirteen first series T class were turned into the P class, so they could haul the converted suburban stock.

The third train from Flinders Street station, No. 8407, was an augmented timetabled service, *the "Gippslander"*, hauled by N459, arriving at Traralgon at 10:39. Here N459 was detached and two 3rd series T Class locos, T401 and T400, were attached. After a crew change and a modified brake test was carried out, departure was at 10:47, arriving at Bairnsdale at 12:25. The consist for the train was D van, passenger cars ACN-BRN-BN-ACN-BRN-BN and three more D vans.

The fourth train left Spencer Street station at 07:22 as No. 8439 behind T375 and T399. It was another special run by GVBR but it stopped at quite a few stations to load passengers and bicycles on its way to Bairnsdale, stopping at Flinders Street and arriving at Caulfield at 07:38. As departure was at 08:48, following a down Dandenong suburban service, the signalman at Caulfield would have told train control that No. 8439 was 50 minutes van goods, (meaning 50 minutes to load the train). It then ran express to Moe, where the double line ends and becomes the single line section to Traralgon, where it crossed an up passenger, arriving at Traralgon at 11:22. Following a 4-minute crew change, the whistle blew and T375 and T399 got underway with their consist of three orange H cars, coded BCH-BH-BTH then a PCO power van, once used on the Overland between Melbourne and Adelaide, then a further three orange H cars BCH-BH-BTH and bringing up the rear was four freight louvre vans, two each of VLCX and VLEX.

The final down special from Melbourne was No. 8431, which departed South Kensington at 09:32 as an empty car set behind T407 and T406, arriving at Spencer Street at 09:39 and departing at 10:20 after loading bikes and riders. An express run to Traralgon achieved an on time arrival at 13:03, some seven hours after the first train had arrived earlier that the morning, with the train continuing to Bairnsdale after a crew change. The consist of this train was four louvre vans (VLEX and three VLCX) and N cars BN-BRN-ACN-BN-BRN-ACN.



GETTING THE COVERAGE

After setting up at Stratford Junction, a wait ensued for No. 8439 Down special, which had run express through Sale around midday, exchanging staffs for the next section as it did. A reasonable shot was had at Stratford Junction, from near the Down Home arrival signal on the Maffra Line, where the train was slowing in readiness for the 15 kph speed limit on the Avon River bridge. Whistling was heard in the distance as No. 8439 gingerly crossed the long timber trestle approaches that lead up to the Avon River bridge. With a cross with the up pass expected at Stratford a wait ensued at the same spot as it offers elevation and a good sun position for trains in both directions, a top spot for photography.



T405 & T396 rush past Stratford Junction on their way back to Traralgon. Sat 29th Nov, 1986.

After a wait of about 10 minutes a headlight could be seen crossing the trestle bridges across the flood plain of the Avon River and soon No. 8458 Up empty cars hauled by T405 long end leading with T396 rushed past on their way back to Traralgon for a crew change then an express run back to the pass yard at Spencer Street. Meanwhile No. 8439 Down pass has long left Stratford and was well on its way to Bairnsdale with an arrival time of 13:13. The last of the down passenger trains from Melbourne arrived at Traralgon at 13:03 and departed at 13:07 after crew change. A reasonable shot of this consist, with T407 and T406 up front, was obtained at Stratford Junction on its way through. No. 8431 Down bike special and No. 8432 Up Gippslander, the latter hauled by T400 and T401, both arrived at Stratford at 14:00 with the Up pass being held on the main line while the Down special was turned into No 2 road. Being a non-interlocked station without a signal box to remotely control the points and signals, the Station Master (SM) had to operate the points and signals at the local lever frame if the train was to be turned into No. 2 road or the yard. The SM had to pull out the locking plunger from the locked points to free up the point lever. He then changed the points from the mainline into No 2 road, then pull the signal lever so the signal showed a proceed indication and he then gave a proceed hand signal from the points as an all clear to the driver to proceed into the No 2 Road. With the safe working completed the Down pass got away at 14:03 while the up Gippslander continued its journey to Melbourne at 14:05. For the Down special there were two more trains to encounter before arriving at Bairnsdale, so a speedy relocation to Fernbank had both train and photographer arrive at the same time.



T379 + T359 crossing T400 + T401 at Fernbank – Saturday, 29th November, 1986.

With No. 8458 Up empty cars tucked away in Fernbank loop, No. 8431 Down special with T407 and T406 slowed to make a staff exchange with the SM. The down pass accelerated away leaving the up empty cars waiting for the SM to walk the length of the train, change the points from the No. 2 Road to the main line and then give a proceed hand signal from the points. Before the train can move in to the section, the driver of the train must also have in his procession the large electric staff for the section marked FERNBANK - STRATFORD. The possession of the staff is the driver's authority to enter the section marked on that staff and that the section of line should be clear to run to the next opposing staff station home signal. Meanwhile No. 8431 pass was approaching Bairnsdale for its final cross with No. 8462 Up empty cars.

As No. 8431 enters the yard No. 8462 was already sitting in the No. 2 road extension waiting to be released back to Traralgon. The two trains cross each other and the SM retrieves the FERNBANK - BAIRNSDALE electric staff from the driver and makes his way to the office to replace the staff in the electric staff instrument. With the cooperation of the SM at Fernbank, the SM at Bairnsdale will withdraw another electric staff, as the next train movement will be the Up empty cars special train from Bairnsdale end 15:40.

After the 1986 bike specials the Bairnsdale line never quite saw traffic to that level again. The 98 km extension from Bairnsdale to Orbost was closed in 1987, with all the timber and limestone traffic lost to road transport. The passenger service lingered on until 1993, when it was replaced by buses, and the railway line was cut back to Sale. Some years later public transport became a political item and it was under a program called 'Linking Victoria', that the Mildura, Ararat and Bairnsdale line passenger services were promised to be restored by the government of the day. The promised reinstatement of the Mildura passenger service is yet to come to realisation but standard gauge conversion to Mildura under the Murray Basin Project will arrive before any passenger service is to appear. Passenger and goods service returned Bairnsdale in 2004 and today trains still run to Bairnsdale with three return services to Melbourne, six days week. It is a very good and mostly reliable service.

Traralgon is still a depot station but has been down-sized; Rosedale station building is intact with goods sheds but has no yard and is straight-railed. The old Sale station was previously demolished in 1983 to make way for a shopping centre while the new Sale station, built to replace it at the same time, had extensive yards and is the only crossing station between Traralgon and Bairnsdale. Bairnsdale still retains four roads and a lengthened No. 2 road for crossing purposes. Stratford Junction was abolished with all signals and points removed. Stratford station remains intact, but with all signals and points removed. All that remains of Fernbank is little more than a grassy mound of earth were the platform used to be. Some two-position light signals may be found at some of the above mention locations but are there to protect road level crossings. The electric staff system was abolished between Traralgon and Bairnsdale and has been replaced by the Staff and Ticket system. This article is based upon events that occurred in 1986.

RAILWAY STATUS UPDATED TO 2025.

The Train Staff and Ticket system is still being used between Traralgon and Bairnsdale. There is a train staff labelled Traralgon to Bairnsdale, and this is worked as a long section. This staff is locked away when the intermediate station of Sale is being worked as a staff station. The sections then become Traralgon to Sale and Sale to Bairnsdale .From my observations, Sale is used as a staff station majority of the time, even though the time table doesn't have any scheduled trains to cross at Sale. Freight trains don't run out of Bairnsdale. There are three return passenger trains each weekday out of Bairnsdale plus several road coaches to Traralgon. Bairnsdale has been rationalised to three roads and a lengthened No. 2 road for crossing purposes, but all two position mechanical home signals have been replaced by two position light signals controlled from a local signal control panel. Fernbank, Lindenow and Hillside were closed and all facilities removed. Between Traralgon and Bairnsdale, trains can now only cross at Sale, when it is Switched In as a Staff Station.

Traralgon Signal Box and Auxiliary Frame was abolished on the 14th of June 1990 with the yard being rationalised down from 6 roads to 3 roads along with a new station and platform being built on top of the old numbers 4, 5, and 6 roads right opposite the old station. The roads were then renumbered with number 1 road becoming number 3 road and number 3 road becoming Number 1 road. The old station building was left in situ and became a community centre. The turntable has been retained in working order with the loco shed now being used by a local art group. The L class siding has been retained next to the turn table and the last remnants of the Maffra line exist, even if it is only an extension of No 3 road that runs parallel to the Sale line for several hundred metres. The car sidings that come off from the now abolished Maffra Dock are used each night to service Velocity railcars and N set carriages.

WHERE ARE THEY NOW ?

Back in 1986 the T class belonged to V/Line and we all thought that is where they would see out their days, but like quite a few other former VR and V/Line locomotives, they have had a change of employer and have taken up different roles.

The current dispersal is as follows:

- T359** Withdrawn March 1989 and scrapped
- T375** Withdrawn July 1992, privately preserved at Torumbarry near Echuca
- T379** Pacific National, standby at BlueScope Steel, Port Kembla, SG
- T396** Pacific National, Scrapped at North Geelong, 2015
- T400** Pacific National, in service Melbourne/North Geelong, BG
- T401*** GWA as CK1, in service Whyalla, SG
- T405*** GWA at CK3, in service Whyalla, NG
- T406*** GWA as CK4, in service Whyalla, NG
- T407*** GWA as CK5, in service Whyalla, NG

* Withdrawn July 1992 and sold to Australian National. Re-entered service 1993 as CK Class.

For train numbering, recording and train control purposes, Up trains travel to Melbourne with even ending train numbers (e.g. 8498) and Down trains travel away from Melbourne with odd train numbers (e.g. 8431).

ACKNOWLEDGEMENTS

East Gippsland Shire - Web site,

Motive Power

The Great Victoria Bike Ride official website.

Bicycle Network Website.

Australian Bureau of Statistics

Victorian Railways - Eastern District Working Timetable of 1985

SRSV – Weekly Notice Extracts 1894 – 1994 Book by Messrs Keith Lambert & Alan Jungwirth.

<u>STATION</u>	<u>KM from Melbourne</u>	<u>KM from last station</u>	<u>1986 SAFEWORKING SYSTEM</u>
Traralgon	158	0	Electric Staff
Rosedale	180	22	Electric Staff
Sale	207	27	Electric Staff
Stratford Junction	220	14	Electric Staff
Stratford	222	2	Electric Staff
Fernbank	248	28	Electric Staff (No.2 Road – 244 metres)
Lindenow	258	10	Telephone Block Post
Hillside	264	6	Telephone Block Post
Bairnsdale	275	12	Electric Staff / Staff & Ticket

Yarra Valley Railway Information No.45.

After Official Line Closure in 1980

During 1979 it became obvious that the Victorian Railways were planning to close the Healesville railway line. The signs were everywhere. Track maintenance was either minimal or non-existent, train speeds were reduced, buildings were going rotten and not repaired, neither Healesville nor Yarra Glen were connected to sewer, etc. There was considerable local opposition to the closure of the line, but the last passenger train ran in 1980 and buses replaced the rail service.

After the removal of the rail passenger services, the line remained open between Lilydale and Coldstream for the transportation of agricultural fertilizer until December 1991. Beyond Coldstream the line was kept in a trafficable condition for some time. In 1984 a *Healesville Railway Co-operative* was formed. In 1985 the co-operative obtained an Order in Council from the Victorian State Government to operate a Tourist Railway on the line between Lilydale and Healesville.

With the support of a local politician a grant of \$1 million was obtained for restoration of the line between Coldstream and Yarra Glen. This work involved bridge work on the significant number of timber trestle bridges between Yering and Yarra Glen. Steamrail was able to run a few special steam trains over the previously closed section of line, terminating at Yarra Glen. These trains were not well patronised and resulted in financial losses for the organisers.



Photographed from J 516, W 250 hauls it and GY trucks towards Yarra Glen and round 1985 the rolling stock now at Healesville was transferred by rail from Coldstream to Healesville. This bridge was burnt down in the bushfires of 2009 .

The Order in Council was now held by the more recently formed *Yarra Valley Tourist Railway Incorporated* group, covering the entire line between Lilydale and Healesville. In 2009 a new group of volunteers took over the operations of the railway and the name was changed to the *Yarra Valley Railway*. This take over led to considerable ill feeling amongst those who had been responsible for saving the railway in the early years after the closure.

The new group relinquished control over the section of line between Lilydale and Yarra Glen. The logic was that the maintenance of such a long section of line and the replacement of so many bridges (including a bridge over the Yarra River) was beyond the financial and human resources of a volunteer organisation. The Lilydale – Yarra Glen section of the line is being developed as a Railtrail, for pedestrians and bike riders.

Trolley rides commenced in about 1985 between Yering and Yarra Glen, and later between Healesville and private level crossing beyond the tunnel, the point at which the present Walker Rail Car trips terminate. The trolley rides were popular in fine weather and with a motorised trolley at each end and the middle and two unmotorised trolleys in between it was possible to carry 56 passengers. These rides produced significant income for the railway.

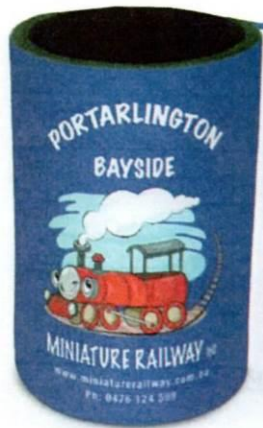
One trolley was specially built for these rides and was named the “Oakley” after its builder, Bert Oakley. It had a Subaru Leonie motor car motor and gear box. On the journey out of Healesville reverse gear was engaged and on the return journey first gear was used.



22 RM, the 153 HP Walker Railcar was delivered by road from the Australian Railway Historical Society’s Museum at North Williamstown on 11 March 2006. It was put into service and replaced the trolley rides. It has provided more comfortable rides in cold or wet weather.

Written by the late Andrew Blair, a past member of the Yarra Valley Railway Inc.

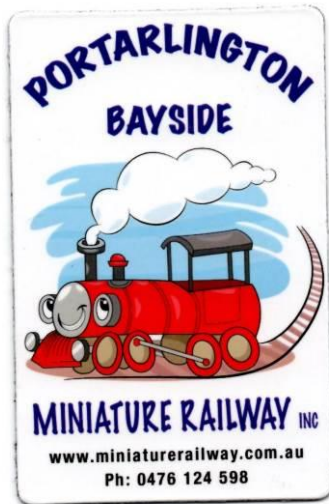
SOME OF OUR SOUVENIR RANGE :



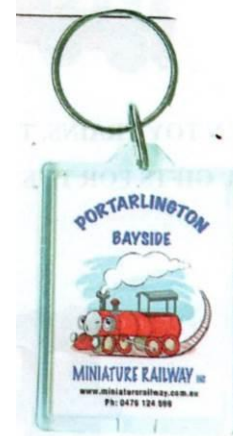
CAN COOLERS \$7.00 ea.



**ENGINE DRIVER CAPS
\$20.00 ea.**



FRIDGE MAGNETS \$3.00 ea.



KEY RINGS \$4.00 ea.



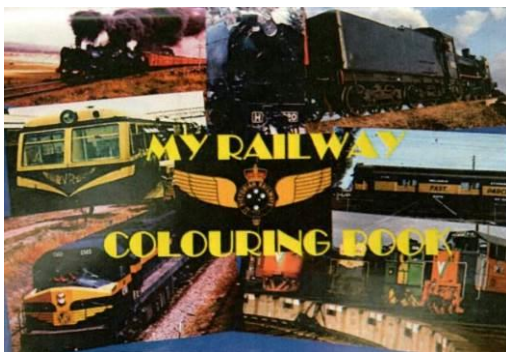
PORTARLINGTON BAYSIDE MINIATURE RAILWAY

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**MY RAILWAY COLOURING
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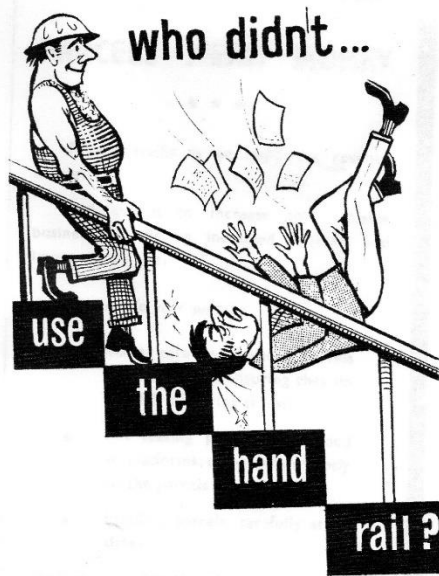
SOME OF THE ITEMS AVAILABLE AT OUR STATION KIOSK

CAMERA CORNER:



It's Australia Day, Sunday 26th January, 2025. Rochelle Holstein (Driver) and Nola Hanson getting into the spirit of things. They are \two of our volunteers who enjoy working at our miniature railway. We need more helpers – Can you consider helping us out ??.
(Picture: Brian Coleman.)

SAFETY BULLETIN BOARD



AVOID FALLS



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

OUR MONTHLY PASSENGER TALLIES – From January, 2021 – to current :

Month	2021	2022	2023	2024	2025	Month	2021	2022	2023	2024
January	2708	1890	2599	2498	1993	July	373	604	809	765
February	1044	-	427	206		August	372	502	396	502
March	1257	1324	606	2355		September	224	866	917	342
April	1718	2315	1975	862		October	1610	497	1253	1250
May	990	1017	212	628		November	939	688	786	690
June	630	476	829	724		December	1601	803	1281	1287
	<u>9637</u>	<u>12141</u>	<u>10608</u>	<u>12715</u>			<u>13466</u>	<u>10982</u>	<u>12090</u>	<u>12109</u>
	FY	FY	FY	FY	FY		YR	YR	YR	YR

Railway carried **1993 Passengers** during January, a loss of **505 Passengers** or – **20.21 %**

Results for the current 2024 – 25 Fiscal Year are **6829 Passengers** or a loss of **1111** or – **13.99 %**

Figures represent a loss **in traffic** for the 2025 year of **505 Passengers** or – **20.21 %**.

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 was due to urgent track-works.



Melbourne Steam Traction Engine Club
presents

SCORESBY STEAMFEST 2025

FEATURING
100 YEARS OF CATERPILLAR



VENUE

1200 Ferntree Gully Rd, Scoresby

TICKETS

Adults \$20
Child \$10
Family \$40

Online tickets
here! >



DATE AND TIME

8 - 10 March 2025
Sat - Sun 10am - 4pm
Mon 10am - 3pm

Join us at the Melbourne Steam Traction Engine Club in Scoresby for our famous annual event, Scoresby Steamfest 2025. Come down to our rally and see portable and stationary steam engines, diesel engines, portable petrol and diesel stationary engines, vintage tractors and trucks, and vintage earthmoving equipment of all ages in action. We also have mobile steam engines, a blacksmith, and a miniature railway that takes passengers around the site and much much more. There's live music, face painting and food and drink vendors operate across all three days.

FIND US ONLINE
TICKETS ALSO
AVAILABLE ONLINE

MELBOURNESTEAM.COM.AU/STEAMFEST
FACEBOOK.COM/MELBOURNESTEAM

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>
Wednesday, 5 th February, 2024	Party	1100 - 1300	2	+30

FEBRUARY BIRTHDAY WISHES :

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

Tom Train	Sam Loco	Harvey Train
------------------	-----------------	---------------------

TRAIN RUNNING ROSTERS : (Harm Jager – Roster Clerk.)

The **February Train Running Roster** has been 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 March 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@gmail.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 the car of someone special....

THOUGHT FOR THE MONTH :

10 SIGNS YOU'RE DOING WELL IN LIFE

- 1) You have a roof over your head.
- 2) You ate today.
- 3) You have a good heart.
- 4) You wish good for others.
- 5) You have clean water.
- 6) Someone cares for you.
- 7) You strive to be better.
- 8) You have clean clothes.
- 9) You have a dream.
- 10) You're breathing.



**BE THANKFUL FOR THE LITTLE THINGS,
FOR THEY ARE THE MOST IMPORTANT.**

Protect yourself and your family

Wash your hands regularly



1

Wet your hands.

Put soap on your hands.

2



3

Rub the soap over all parts of your hands for at least 20 seconds.



4

Rinse your hands under running water.



5

Dry your hands thoroughly with disposable paper towel or hand dryer.



Stay germ free and healthy

All Aboard for Thomas' 80th Birthday Party!

The Party Tour is rolling into Queenscliff, and you're invited to join the celebration!

12 – 13th APRIL, 2025 **4 – 5th OCTOBER, 2025.**

Join us for a fun-filled family day featuring short rides with Thomas and the Troublesome Trucks, and a scenic trip with Douglas on board his eight-carriage train along Swan Bay. Sir Topham Hatt has also planned lots of activities and a 'party' pack for children to take home!

Please visit the website for all the details and bookings.

<https://bellarinerailway.com.au/day-out-with-thomas/>

Fundraising Background

Day Out With Thomas, a significant part of the Geelong Steam Preservation Society / Bellarine Railway's ongoing fund-raising efforts that enable the railway and our people to complete various projects around the railway.

For instance, 2024, the Lakers MPD team undertook an exercise of significant boiler repair to both Steam Engines 'Klondyke' and 'Pozières'. These works were completed in tandem, as both boilers required riveting and welding of new sheets around the fire box. Now successfully completed these steam engines will shortly rejoin the locomotive roster, adding substantial capability and flexibility to the running fleet whilst also taking pressure off the locomotives and our volunteers - the boiler makers, fitters and turners.

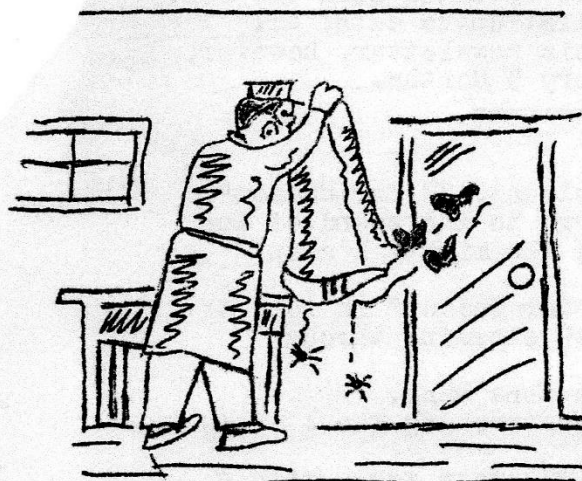
Further the carriage works restored and returned to service ex-Queensland Railway's carriage BU 465, which required significant bogie repairs, timber work and the inclusion of a sound system for use on themed events such as the, all singing, all dancing Christmas Spectacular 'The Polar Express'. Plus, ZA 200 an ex Western Australian Government Railways Brake Van with passenger accommodation that also received significant timber work repairs and replacement, and not forgetting a new lick of jam.

The Bellarine Railway is also the land manager for the 15km rail corridor between Queenscliff and Drysdale, effective fund raising enables the railway to maintain the corridor's rich biodiversity including the Coastal moonah woodland (Suma Park to Andersons Rd) and Coastal saltmarsh (Queenscliff to Lakers). The railway manages this stretch of land in conjunction with both the Borough and City of Greater Geelong Councils with much assistance from various Landcare networks and organisations. The railway has a number of exciting new projects slated for 2025, including installation of North Geelong C Box's lever frame, giving Drysdale Station a makeover, restoring the Malcolm Moore tractor engine and potential grant work on ex-Queensland Railway's Composite Guards Van DAV 1056, hence the fund raising required.



Day Out With Thomas events are so successful because of the really useful and cute blue tank engine and those troublesome trucks, plenty of activities for the kids to do, a train ride to lakers and of course our volunteers, we simply cannot do without there passionate. All these elements ombined makes for super memories for all the families attending and fund raised contributing significantly to past and future project works.

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



Ornithologist? - Incorrect
 Zoologist? - No
 Entomologist? - Much closer -
 but wrong
 Arachrologist? - Wrong again.
 Mothologist? - Hmm, looks
 good - better
 check the
 Dictionary -
 No such word
 - still wrong!

It's the Editor looking hopefully in the Mail Bag
 for Articles or Topical Notes - How About It ? ? ?

(SLSV - BWN)



Thank you to the Office of Steve McGhie, Member for Melton for support and printing.

PBMR – CALENDAR OF EVENTS :

<u>DAY & DATE:</u>	<u>EVENT & TIMES:</u>
Sunday, 2 nd February, 2025	Ordinary Running Day 11.00 am to 4.00 pm
Wednesday, 5 th February, 2025	Party Booking (See Page 18 for details)
Saturday, 8 th February, 2025	COMMITTEE MEETING
Sunday, 9 th February, 2025	RAILWAY CLOSED
Sunday, 16 th February, 2025	Ordinary Running Day 11.00 am to 4.00 pm
Friday, 21 st February, 2025	NAB Working Bee Day 1000 am to 3.00 pm
Sunday, 23 rd February, 2025	RAILWAY CLOSED
Sunday, 2 nd March, 2025	Ordinary Running Day 11.00 am to 4.00 pm
Saturday, 8 th March, 2025	COMMITTEE MEETING
Sunday, 9 th March, 2025	RAILWAY CLOSED
Sunday, 16 th March, 2025	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 23 rd March, 2025	RAILWAY CLOSED
Sunday, 30 th March, 2025	RAILWAY CLOSED
Sunday, 6 th April, 2025 DST Ends)	Ordinary Running Day 11.00 am to 3.00 pm
Saturday, 12 th April, 2025	COMMITTEE MEETING
Wednesday, 9 th April, 2025	School Holiday Run 11.00 am to 3.00 pm
Sunday, 13 th April, 2025	RAILWAY CLOSED
Wednesday, 16 th April, 2025	School Holiday Run 11.00 am to 3.00 pm.
Saturday, 19 th April, 2025 (Easter Sat)	Extra Running Day 11.00 am to 3.00 pm
Sunday, 20 th April, 2025 (Easter Sun)	Easter Running Day 11.00 am to 3.00 pm

THINGS TO NOTE:

- Summer Timetable began on Sunday, 6th October, 2024.
- Running 1st & 3rd Sundays of the month during February – 11.00 am to 4.00 pm
- Party Bookings: See “Special Trains Notice Board” – Page 18.
- Volunteers are always required – Contact details shown on Page 26.

OUR SPONSORS – PLEASE SUPPORT THEM...

Gayle Tierney MP
Labor Member for Western Victoria



As your local member of the Allan Government, please feel free to contact me to discuss any State Government matters you may have.

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 ☎️ (03) 5224 2088 🌐 www.gayletierney.com.au

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Libby Coker MP
 FEDERAL MEMBER FOR CORANGAMITE



LIBBY.
 BETTER TOGETHER

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 Address: 26/300-340 Tarragon Road, Armstrong Creek VIC 3207

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97 High Street, Drysdale. Ph: 5251 2603

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153 Newcombe Street, Portarlington. Ph: 5259 3801

Alison Marchant.
Member for Bellarine

Supporting Our Local Community

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- ☎️ 03 5250 1987
- 📧 alison.marchant@parliament.vic.gov.au
- 🌐 alisonmarchantmp.com.au
- 📱 connect with me



THE TAIL DISC :



LOOKING FOR A NEW HOBBY - WE NEED YOU !!

NEW MEMBERS ARE ALWAYS WELCOME.

**VACANCIES EXIST FOR STATION STAFF, SIGNALLERS,
DRIVERS, HANDYPERSONS, KIOSK STAFF ETC ETC...**

APPLY AT OUR STATION...

EMAIL:	secretary@miniaturerailway.com.au	FACEBOOK	miniaturerailway
WEBSITE:	www.miniaturerailway.com.au	PHONE:	0476-124-598
POSTAL:	P. O. Box 419, Portarlington. 3223. Vic		Port Bay Exp Feb 2025