

# PORT BAY EXPRESS

Official Newsletter of the Portarlington Bayside Miniature Railway Inc.

Volume No.9 – Issue No.10.

October, 2024.



It's Sunday, 15<sup>th</sup> October, 2023 and the picture above reflects a quiet day at the PBMR. Our Station & Signal Box Buildings are shortly to be spruced up with fresh coats of paint soon thanks to a Victorian State Government grant from the Tiny Towns Grant Fund. This tangible and generous support is very much appreciated. (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 September** turned out to be a quite month for the mini railway, with operating only on the 3<sup>rd</sup> Sunday (15th) with our 1<sup>st</sup> Sunday being cancelled due to weather plus the Spring School Holiday Run (25<sup>th</sup>) only resulted in a tally of **342 Passengers** being carried, duly noted and recorded which is a loss of **575 Passengers** or - **62.70 %** when compared to September, 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 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](http://workingwithchildren.vic.gov.au)
- **It is really 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 ensure that you do this, please....**
- **Whenever a reportable incident occurs** it the responsibility of the member(s) concerned to **submit an Incident Report** to the Trackmaster on duty. These reports are to be passed onto the Secretary ASAP, for further processing as the case maybe.

Brian Coleman – Secretary.

Diesel Traction Tasmania Inc trading as

## LAUNCESTON & NORTH EAST RAILWAY

L&NER is a not-for-profit, volunteer organization established to retain the North East Railway infrastructure from demolition for another bike trail proposed by Dorset Council. Five years ago the State Government granted L&NER a lease of 13km from Turners Marsh to Lilydale Station Yard, with the remaining 40km from Lilydale Falls to Scottsdale legislated to Dorset Council.

The focus of L&NER is to utilize the railway line for tourist rail excursions. and ensuring that rail heritage items of value such as locomotives, wagons, gang motors etc once decommissioned from service are preserved. For train buffs, 5 diesel electric engines donated by TasRail are being preserved, with 2 on display at Turners Marsh, and the other 3 in Lilydale Station Yard.

L&NER has 3 new, fully engineered rail bugs, 4 seater pedal powered rail vehicles currently being tested and trialled for excursions from Turners Marsh yard to Waddles Road, a 3.3 km distance through forest and overlooking the picturesque Karoola valley. *Watch our website [www.lner.com.au](http://www.lner.com.au) for the announcement for bookings!*

L&NER is registered with and an active member of the Tasmanian Mensed Association. Future plans include a guards van coffee shop, gift items, further track maintenance for a planned electric rail motor to travel to Karoola, through the Lalla wine region to wind its way into Lilydale township.







**L & N. E RAILWAY - DETAILS ARE:**

<b><u>LOCATION:</u></b>	Karoola Railway Station
<b><u>OPERATING TIMES:</u></b>	Not open for public – under restoration
<b><u>POSTAL ADDRESS:</u></b>	P. O. Box 1033, Launceston. TAS. 7250
<b><u>EMAIL:</u></b>	<a href="mailto:enquiries@lner.com.au">enquiries@lner.com.au</a>
<b><u>TELEPHONE No.s:</u></b>	0473-505-872
<b><u>WEBSITE</u></b>	<a href="https://www.lner.com.au">https://www.lner.com.au</a>
<b><u>FACEBOOK:</u></b>	Launceston & North East Railway

## **IDA BAY RAILWAY – A HIDDEN GEM OF TASMANIA !!**

The far south of Tasmania was once served by an extensive network of timber and mining tramways and railways, of various gauges, featuring horse, steam and internal combustion motive power. Construction of a 2' gauge railway to haul limestone from a quarry to a jetty at Ida Bay, on the Lune River estuary, began around 1919. The limestone was then transported by sea to a carbide works at Electrona, south of Hobart. The line was variously truncated and extended at both ends, as new limestone quarries opened and as the need emerged for a larger more reliable deepwater wharf. A township named Ida Bay, including a new railway yard and workshops, was built in the late 1940s roughly half way along the line to house the quarry and railway workers, many of whom were post war immigrants from Lithuania. By the early 1950s, the line was 11km long, and earlier steam locos had been replaced by five V8 petrol locomotives built by Malcolm Moore for the Australian army in 1943.

By 1975, the Ida Bay Railway was the only surviving industrial line south of Hobart, but it too closed in favour of road transport. However a campaign to save the railway was successful, and in 1977 the state government bought the line and rolling stock, which it then leased to a commercial operator. After the installation of balloon loops at Ida Bay and the Deep Hole terminus, a 7km section of the railway reopened for passengers on Dec 20, 1977. It operated with varying success, under a series of commercial operators, for the next 40 years. In its hey day, in the 1980s, the tourist and heritage operation saw up to 5 return trains daily, with full loads of 90 passengers not uncommon, many of whom chose to spend the day at the secluded beach at the end of line. Motive power was the Malcolm Moore locos re-engined with diesels, although two steam locos that had worked the limestone line in the 1930s and 1940s, a 1906 Krauss and a 1936 Hunslet, preserved operational in the north of the state, visited the railway in the 1980s and 1990s.



**Ida Bay Railway Opening Day, 20<sup>th</sup> December, 1977 – Deep Hole Station.**

Unfortunately the commercial for-profit model eventually proved unviable for a remote heritage railway, with maintenance of the railway itself tending to be neglected. In late 2018, the national rail safety regulator withdrew the Ida Bay Railway operator's accreditation due to safety concerns, leading the state government to repossess the railway and rolling stock. After three years of negotiations, the not-for-profit Ida Bay Railway Preservation Society persuaded the government in 2022 to give it the responsibility to restore the railway to safe operation. The society numbers amongst its members civil engineers, rail industry professionals, financial and marketing experts and others with extensive experience in the heritage and volunteer sectors.



**A typical IBR Passenger train hauled by Malcolm Moore Loco departing Lune River.**

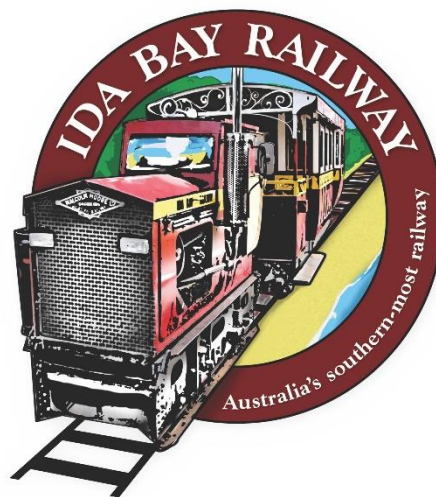
In late 2022 the society was initially granted a five year license to begin the restoration. Long gone are the days when a gang of enthusiasts could replace a few sleepers and start running trains. Work on site to date has focused primarily on prevention of further degradation of the workshops and workers' village, which had been effectively abandoned for nearly four years, and assessment of the track and rolling stock. A generous grant from the Bendigo Bank enabled the society to bring the workshop electrics up to a safe usable standard in July 2024. Meanwhile, the accreditation team has spent well over a year preparing the safety management systems, procedures and accompanying paperwork that will soon be presented for signoff by the rail regulator. Once the society has gained rail safety accreditation, a staged restoration of the railway will begin.

The first stage will involve upgrading the track west of the highway crossing, which comprises a few hundred metres of main line, the balloon loop and workshop sidings. We are hopeful that this work will have begun by next year. At the same time, the existing locomotive and carriage fleet will need extensive rebuilding to meet today's standards.



Once the necessary permissions are received, the track from the road crossing to the old settlers' cemetery on the bayside, a distance of about 2km, will be relaid to the specified standard. Only after this work is completed (perhaps in 2026) is it envisaged that a tourist and heritage passenger service could be re-introduced. This would only be one third of the 7km journey to the beach that was on offer prior to the 2018 closure, but the long term plan is to restore the whole railway.

If you would like to find out more, or would like to join the IBRPS and contribute to the work ahead, please engage with Ida Bay Train on Facebook, or as shown below.



**IDA BAY RAILWAY - DETAILS ARE :**

<b><u>LOCATION:</u></b>	<b>321 Lune River Road, Lune River, Tas. 7109.</b>
<b><u>OPERATING TIMES:</u></b>	<b>Currently under restoration</b>
<b><u>POSTAL ADDRESS:</u></b>	<b>P. O. Box 278, Dover, 7117. Tas</b>
<b><u>EMAIL:</u></b>	<b>idabaytrain@gmail.com</b>
<b><u>TELEPHONE No.</u></b>	<b>0447-373-673</b>
<b><u>WEBSITE:</u></b>	<b>Idabaytrain.org</b>
<b><u>FACEBOOK:</u></b>	<b>Ida Bay Train</b>

## Yarra Valley Railway Information No.42

### Healesville Railway after 1980



Joan Matson was born in Healesville in 1942 and has lived in the district all her life. She and her husband Keith, along with other members of the Healesville community, became concerned that they were going to lose their railway.

Nothing official was stated but the signs were obvious. There was little or no maintenance of stations or the railway line itself and the speed of trains was constantly reduced due to poor track conditions making higher speeds unsafe. The Healesville station was infested with termites. Neither Healesville nor Yarra Glen stations were sewered. They had a pan toilet service – “dunny can”. When the line was closed the dunny man (nightman) went out of business.



A well-attended public meeting was held at the station about a year before the line was actually closed. Local identity Ray Donkin speaking from the back of a utility. In an attempt to improve the railway a local group repainted the station. The DERM Rail Motor carried a head board “Spirit of Healesville” created by one of the group members.

The 1980 *Victorian Transport Study*, better known as the *Lonie Report* listed a number of country and suburban railway services be closed and replaced by road buses for passengers and road transport for freight. Joan well remembers the Minister for Transport speaking on radio advising that the government had no immediate plans to close the Lilydale – Healesville railway, yet on the same night (9 December 1980) she received a phone call telling her that the Healesville Rail Motor had been seen leaving Lilydale for Melbourne. The next morning she reports that the Rail Motor driver turned up for work only to be advised that buses had replaced the train. Shortly after the release of the report the Liberal government was replaced by a Labor government. Only a few of the Lonie Report recommendations were implemented, but passenger services to Healesville, Donald, Toolamba, Cobram, Mornington, Leongatha, and Portland were discontinued.

In May 1981 a Public Meeting was held to preserve the line. *The Lilydale – Healesville Rail Preservation Committee* was formed and a reluctant Joan appointed as secretary. The committee called upon the government, through VicRail to: maintain the line for use of rolling stock, prevent farm fences being built across the line, and prevent the removal of assets.

In 1984 permission was received to run the line as a tourist railway and the *Healesville Railway Co-operative Limited* was formed. Joan became the Co-operative Secretary.

An engineering study was undertaken by Hardcastle and Richards paid for by the Healesville Shire Council. That council no longer exists but is now part of the Yarra Ranges Council.

A submission by local MP Max McDonald and government bureaucrat George Johnson saw the co-operative receive a grant of \$1.1 million. The money was used to purchase sleepers, ballast and the Station Master’s house at Yarra Glen. Sleepers were installed between Yering and Yarra Glen.

With the licence over the track and liaison with Puffing Billy and Steamrail, trips were run by Steamrail. In those days the district had only a fraction of the present wineries, but the idea was that McKenzies buses would take visitors from the train to the wineries.

Joan found the work as secretary extremely stressful, particularly in dealing with the insurance covering the operation of the tourist trains. As secretary, she automatically became the Proper Officer. As such she was expected to be familiar with the running of the railway. She was had no understanding of the mechanics of points, signals, safeworking, etc. She wanted to see the return of trains between Healesville and Lilydale. Other members of the co-operative felt the same. As with many volunteer organisations, internal division between the committee members running the Tourist Railway became apparent.

The committee became dysfunctional. Some members wanted to exclude local government and politicians from their plans for the railway. Joan describes them as simply wanting to “play trains”. Joan and other committee members recognised that government financial support was essential for an operating railway while Healesville locals could work on promotion of the railway and the district. As a result of the conflict, Joan and other members resigned.

Steamrail was owed a significant sum for the running of the trains. As Joan remembers it was a sum of about \$20,000 was involved. In order to pay off debts, the railway house at Yarra Glen was sold. As far as Joan knows the debt to Steamrail was never paid.

With the cessation of the co-operative the next group working for the restoration of the Railway was the *Yarra Valley Tourist Railway Society Incorporated*.

Joan recalls that the moment the line was closed souvenir hunters removed lots of items, particularly station signs. Her continued wish would be to see trains again operating between Healesville and Lilydale.

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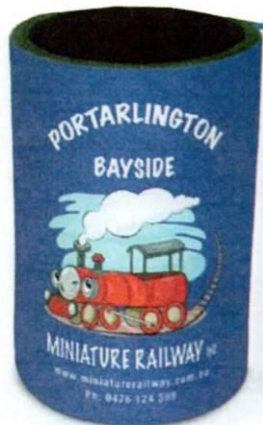
Written by the late Andrew Blair, a past member of the Yarra Valley Railway.

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**DAYLIGHT SAVING TIME BEGINS AT 3.00 AM ON SUNDAY, 6<sup>th</sup> OCTOBER, 2024.**  
**REMEMBER TO PUT YOUR CLOCK FORWARD BEFORE BED ON SATURDAY !!.**

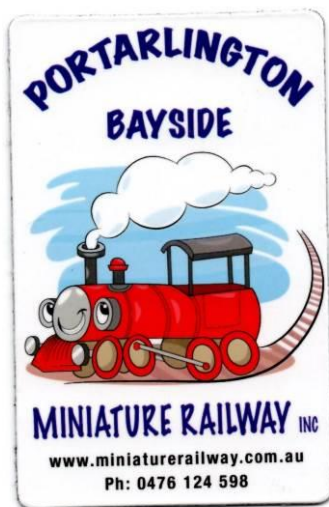
**SOME OF OUR SOUVENIR RANGE :**



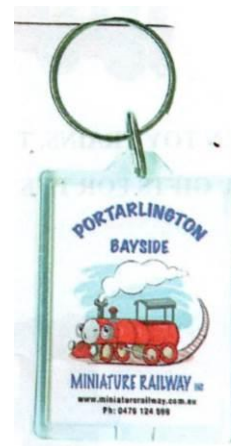
**CAN COOLERS \$7.00 ea.**



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



**FRIDGE MAGNETS \$3.00 ea.**



**KEY RINGS \$4.00 ea.**



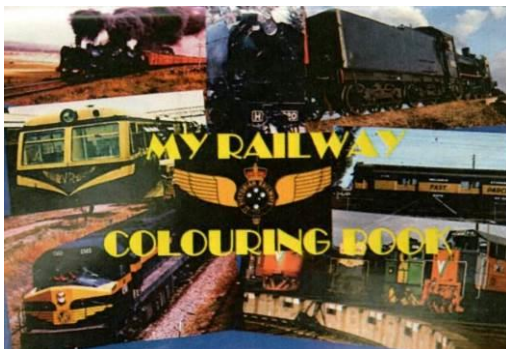


**POSTCARDS \$ 1.00 ea.**



**WOODEN TOY TRAINS,  
TRUCKS, PLANES & OTHER  
LOVELY THINGS**

**PRICES ON APPLICATION.**



**MY RAILWAY COLOURING  
BOOK - \$8.00 ea .**

**JUST SOME OF OUR**

**SOUVENIRS.**

**IF YOU CANNOT SEE IT -**

**JUST ASK.....**

**SOME OF THE ITEMS AVAILABLE AT OUR STATION KIOSK**

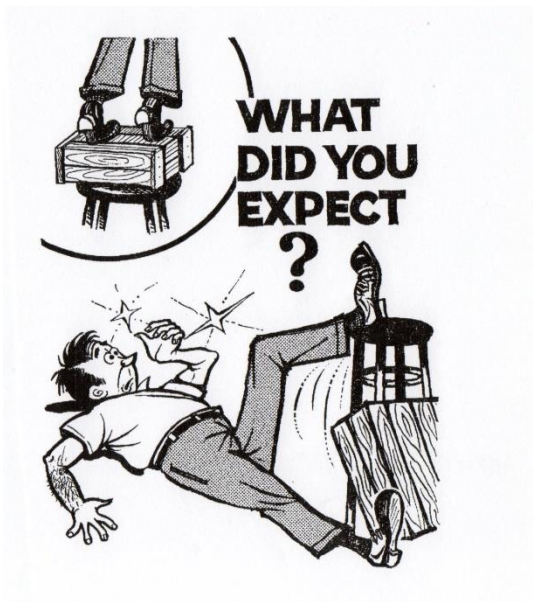
## CAMERA CORNER:



**Pictured above is member John Mander on a recent holiday to the UK. He visited a few tourist attractions and is shown above on his footplate experience adventure at the Isle of Wight Steam Railway. John is one of our loyal volunteers whose help we truly appreciate. We need more volunteers – Can you help us out ??.**

**(Picture: John Mander)**

**SAFETY BULLETIN BOARD**



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

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

Month	2021	2022	2023	2024	2025	Month	2021	2022	2023	2024
January	2708	1890	2599	2498		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	
May	990	1017	212	628		November	939	688	786	
June	630	476	829	724		December	1601	803	1281	
	<u>9637</u>	<u>12141</u>	<u>10608</u>	<u>12715</u>			<u>13466</u>	<u>10982</u>	<u>12090</u>	
	FY	FY	FY	FY	FY		YR	YR	YR	YR

Railway carried 342 Passengers during September, a loss of 575 Passengers or – 62.70 %

Results for the current 2024 – 25 Fiscal Year are 1609 Passengers or a loss of 513 or – 24.17 %

Figures represent a gain in traffic for the 2024 year of 112 Passengers or + 1.27 %.

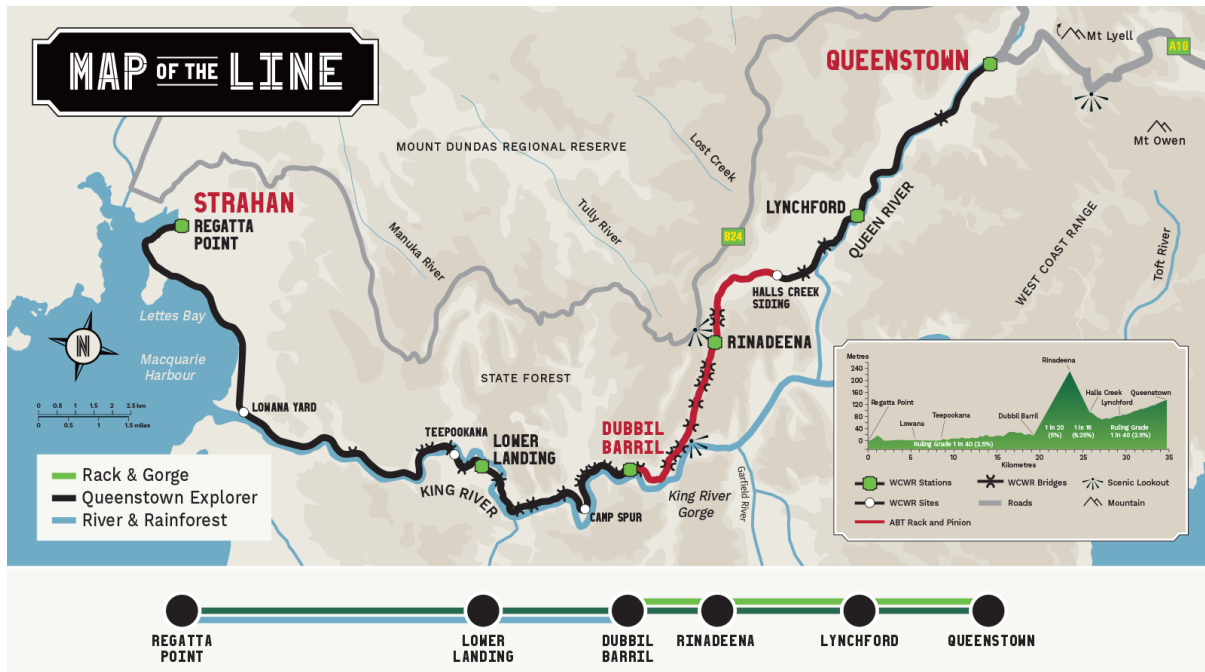
Passenger train operations were suspended from 22<sup>nd</sup> March, 2020 to 6<sup>th</sup> December, 2020, from 18<sup>th</sup> July, to 31<sup>st</sup> July, from 21<sup>st</sup> August, 2021 to 10<sup>th</sup> September, 2021 & from 22<sup>nd</sup> – 27<sup>th</sup> September, 2021 due to the Covid-19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



## TASMANIA'S WEST COAST WILDERNESS RAILWAY.

The West Coast Wilderness Railway has announced that a further 6 km of its railway, including 3 km of the famous rack and pinion section, will reopen in September 2024.

In June 2023, the Railway closed to complete infrastructure upgrades, announcing the first component of a phased reopening in November, 2023 with a 1.5 hour experience from Queenstown. Phase two of the reopening occurred in February, 2024 with a 2.5 hour diesel locomotive experience from Strahan.



“The effort the team have put in to make this happen has been superhuman” says Ian Robertson, WCLR General Manager. “We will be running the new experience five days a week from late September and will continue to run from Strahan as normal, five days a week simultaneously.”

“Opening this section of the railway levels the playing field between Queenstown and Strahan and balances the types of experiences on offer.” Says Gabriel Conti, Chief Executive of West by North West, the regional tourism body. “We expect this to make a substantial difference for businesses in the West Coast region, especially throughout the Summer months.”

The rack railway is unique across Tasmania to the West Coast Wilderness Railway. It dates back to 1896 and is culturally significant to the West Coast community. “We’re proud to reopen the steepest component of the rack, to Rinaadeena Station, and know how important it is for our community to have this back up and running” said Mr Robinson.

Tickets are on sale for the new experience, Rinaadeena, Rack & Rainforest, and can be found at [www.wcwr.com.au](http://www.wcwr.com.au)

**SPECIAL TRAIN / PARTY BOOKINGS NOTICE BOARD :**

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

<u>DAY &amp; DATE</u>	<u>TYPE :</u>	<u>TIMES OF HIRE :</u>	<u>No. of Trains :</u>	<u>No in group</u>

**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 !!

<b>Graeme Robinson</b>	<b>Sharon Dobney</b>	
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**TRAIN RUNNING ROSTERS :** (Harm Jager – Roster Clerk.)

The **October 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 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@gmail.com.au](mailto:harmjager78@gmail.com.au)**

**REMEMBER : IF YOU CANNOT ATTEND - CONTACT HARM JAGER ASAP....**



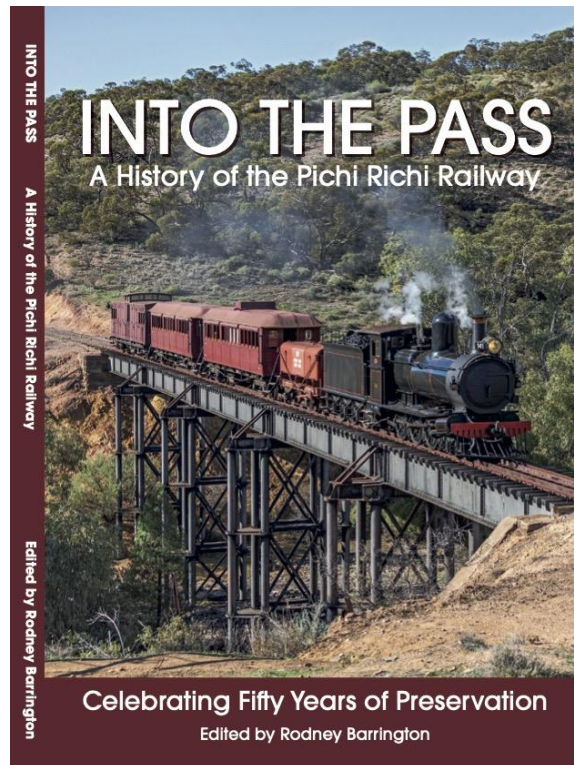
**PBMR Bumper Stickers (as pictured above) available at our Station Kiosk – Only \$2.00 each.....A great little gift idea for that someone special....**

**THOUGHT FOR THE MONTH :**

My mother once said:  
"Hate has 4 letters but  
so does love. Enemies  
has 7 letters but so does  
friends. Lying has 5  
letters but so does  
Truth.  
Cry has 3 letters but so  
does joy. Negativity has  
10 letters but so does  
positivity."  
Life is 2 sided, choose  
the better side of it.



## ....“INTO THE PASS” – A BOOK REVIEW:



**Rodney Barrington and his team of knowledgeable Society members have put together an excellent sequel titled *Into the Pass*, following on from the *History of Pichi Richi Railway* published in 1984. The book was released at RailFest on 27 & 28 July in Quorn, to mark the 50th Anniversary of the Society’s first train operations.**

Pichi Richi Railway Preservation Society was established in 1973 and over the years there have been just three history books published by the volunteers of the Society. This new book is the result of a combined effort under the direction of the Editor, Rodney Barrington.

Nearly 150 years ago, on a hot summer’s day in December 1879, the hills of the Pichi Richi Pass in South Australia’s Flinders Ranges first echoed the sound of a steam locomotive making its way along a winding, brand-new narrow-gauge railway from Port Augusta to Quorn. With ambitions to span the Australian continent, but built and run on limited budgets, half a century passed before the railway reached as far as Alice Springs in 1929.

Having been a lifeline to outback communities – though occasionally an unreliable one – the railway suddenly changed its role a decade later, when the nation was in peril and train after train took supplies and troops northward to a war stressed Darwin. Worn out by the war’s end, the Central Australia Railway was over-worked carrying Leigh Creek coal south, to fuel hungry electricity power plants. After more years of “make-do and mend” it was replaced by new standard gauge lines to Marree in 1956 and to Alice Springs in the 1980s.

Fortunately, in 1973, some foresighted railwaymen and other enthusiasts set themselves the daunting task of keeping alive the spirit of the railway and formed the Pichi Richi Railway Preservation Society. Soon, with tracks repaired, the hills echoed again to the sound of locomotives painstakingly restored by dedicated volunteers. The Pichi Richi Railway has become a nationally significant tourism attraction in Quorn, providing an enchanting experience of an age long past.

Rodney Barrington celebrates the Pichi Richi Railway's proud 50th anniversary by telling the story in two parts: first the railway itself, then the Society that saved it. Readers of all ages and interests will find this story fascinating!

A highly accomplished and rigorous researcher and writer, Rodney Barrington greatly enjoys studying, photographing, sketching, and draughting what make the railways tick.

Rodney's lifelong journey started when he lived on Railway Terrace, opposite the Edwardstown railway station. To him, the smoke-belching chariots were fascinating; to his mum on washing days, they were the bane of her life. Later, when other boys had graduated to spending their time in milk-bars, Rodney was building a maturing interest in the technology, history, architecture, and operation of the South Australian Railways. His observations and findings have appeared in countless articles - in publications such as Australian Railway History, in papers and presentations at the annual Modelling the Railways of South Australia Convention, and in other railway-interest periodicals. His evocative ink sketches have appeared in many publications, including booklets of many Australian Railway Historical Society tours, for which he was an organiser, and his drawings are featured in Pichi Richi Railway's Activity Book.

Balancing his time with professional demands as an architect and working in the Pichi Richi Railway Preservation Society (including at one stage as rolling stock superintendent), and writing with his colleague Jack Babbage, they published the *History of Pichi Richi Railway* in 1984, and have updated and expanded this book now. The book distils and covers a vast amount of knowledge of a plucky little railway and its "hometown" in Quorn, situated where it climbs "Into the Pass".

Quorn is where proud generations of railway families kept the trains running, and where for 50 years now, devoted preservationists have built on their achievements. For their commitment we are ever grateful, as will be future generations, who experience Pichi Richi Railway.

**Sales Enquiries to:** website shop; <https://www.pichirichirailway.org.au/shop/8-books>



## **A TRIBUTE TO DESMOND (DES) F. JOWETT.**

**Des Jowett was one of nature's true gentlemen.** Born at home in Glenhuntly during February, 1938, joined the Victorian Railways in 1952 initially in the office at Newport Workshops. Always wanted to be a Loco Driver and went to North Melbourne Loco in 1956. After qualifying as a fireman did relieving jobs and then taking a transfer to Horsham. Got his Driver's Ticket in 1963 and transferred to the Electric Running Depot and qualified as a Electric Train Driver in 1964. Transferring from Flinders St to Sandringham and finally to Mordialloc. Took an early retirement during 1993.

In retirement Des continued his passion for railway history and spent over 30 years with his close friend, Mike Guiney researching railways at the Public Records Office Victoria (and other places) and was regarded as a doyen in his field. Helped produce (with others) some history guide cards for the PROV and completed a book titled "Return to Rosstown" - a history of the Rosstown Railway, with others. Was a "go to man" if one wanted a question answered on railway history and was very generous with his time and assistance. He was also quite the prolific railway photographer and his pictures have appeared in a number of railway publications over the years and will most likely continue to do so. Sadly he passed away on 27<sup>th</sup> May, 2024, his funeral being held at Bunurong Memorial Park on 12<sup>th</sup> June, 2024. He was aged 86.



The railway enthusiast fraternity owes Des Jowett a big debt of gratitude for his untiring efforts with railway research and his endeavours will always be remembered by the many he helped along the way.....**Rest in Peace Des, you are sadly missed. (1938-2024)**



**LAKE GOLDSMITH STEAM RALLY**

# 124TH STEAM AND VINTAGE RALLY

**2nd-3rd November 2024**

FEATURING

## Marshall Sons & Co.

Manufacturers of: Steam Engines, Agricultural Machinery, Tractors.



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1234 Carngham-Lake Goldsmith Rd  
Lake Goldsmith VIC 3373

**REGULAR ATTRACTIONS INCLUDE:**

- 65 Display Sheds
- Steam & Oil Engines
- Steam Powered Shovels & Saw Mill
- Displays of Earthmoving, Cars, Motorcycles, Tractors & Trucks
- Radio Controlled Model Boats
- Attractions for Ladies & Children
- Blacksmithing
- Threshing
- Boilerhouse Tours
- Grand Parade Daily
- On-site Catering

**ADMISSION PRICE:**

0001 <b>ADULTS</b> \$20 0001	0002 <b>CHILDREN</b> AGES 5-16 \$5 0002	0003 <b>EXHIBITORS &amp; CHILDREN UNDER 5</b> FREE 0003
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**CAMPING FOR EXHIBITORS ONLY** | **FREE, NON-POWERED**



VIC ROADS DIRECTORY MAP 75 G6 2.4

FOR RALLY INFORMATION CONTACT:

**GRAEME** Ph: (03) 9723 3310    **PHIL** Mob: 0418 399 341  
[www.lakegoldsmithsteamrally.org.au](http://www.lakegoldsmithsteamrally.org.au)    Mob: 0418 388 149  
 PO Box 21 Beaufort 3373

# 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

Authorised and published by the Victorian Government, 1 Treasury Place, Melbourne.  
© State of Victoria, April 2018 (1803034)



Health  
and Human  
Services





## PBMR – CALENDAR OF EVENTS :

<u>DAY &amp; DATE:</u>	<u>EVENT &amp; TIMES:</u>
Wednesday, 2 <sup>nd</sup> October, 2024	School Holiday Run 11.00 am to 3.00 pm
Sunday, 6 <sup>th</sup> October, 2024 (DST Begins)	Ordinary Running Day 11.00 am to 4.00 pm
Saturday, 12 <sup>th</sup> October, 2024	ADJOURNED AGM – COMMITTEE MEETING
Sunday, 13 <sup>th</sup> October, 2024	RAILWAY CLOSED
Sunday, 20 <sup>th</sup> October, 2024	Ordinary Running Day 11.00 am to 4.00 pm
Wednesday, 23 <sup>rd</sup> October, 2023	Children's Week Specials – 11.00 am to 2.00 pm
Sunday, 27 <sup>th</sup> October, 2024.	RAILWAY CLOSED
Sunday, 3 <sup>rd</sup> November, 2024	Ordinary Running Day 11.00 am to 4.00 pm
Saturday, 9 <sup>th</sup> November, 2024	COMMITTEE MEETING
Sunday, 10 <sup>th</sup> November, 2024	RAILWAY CLOSED
Sunday, 17 <sup>th</sup> November, 2024	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 24 <sup>th</sup> November, 2024	RAILWAY CLOSED
Sunday, 1 <sup>st</sup> December, 2024	Ordinary Running Day – 11.00 am to 4.00 pm
Sunday, 8 <sup>th</sup> December, 2024	RAILWAY CLOSED
Sunday, 15 <sup>th</sup> December, 2024	Ordinary Running Day 11.00 am to 4.00 pm
Sunday, 22 <sup>nd</sup> December, 2024	RAILWAY CLOSED
Wednesday 25 <sup>th</sup> December, 2024	XMAS DAY – RAILWAY CLOSED
Thursday, 26 <sup>th</sup> December, 2024	BOXING DAY – RAILWAY CLOSED
Sunday, 29 <sup>th</sup> December, 2025	RAILWAY CLOSED

### THINGS TO NOTE:

- Summer Timetable begins on Sunday, 6<sup>th</sup> October, 2024.
- Currently running 1<sup>st</sup> & 3<sup>rd</sup> Sundays of the month – 11.00 am to 3.00 pm
- Party Bookings: See “Special Trains Notice Board” – Page 16.
- Volunteers are always required – Contact details shown on Page 26.



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**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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**Alison Marchant.**  
Member for Bellarine

**Supporting Our Local Community**

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- 📱 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...**

<b>EMAIL:</b>	<a href="mailto:secretary@miniaturerailway.com.au">secretary@miniaturerailway.com.au</a>	<b>FACEBOOK</b>	<a href="#">miniaturerailway</a>
<b>WEBSITE:</b>	<a href="http://www.miniaturerailway.com.au">www.miniaturerailway.com.au</a>	<b>PHONE:</b>	<b>0476-124-598</b>
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