A fitting tribute to Noel Schofield, Graham Harvey & Graeme Allison some of the founding members who made it all happen. Pictured around January 2003. Graham Harvey is still active with us, but having a few health issues at this time. Our very sincere and best wishes go out to Graham and Patricia, at this time.  

(Pic : Reg Ryan)
OUR PRESIDENT REPORTS:

As we continue with Covid-19 we are still having Working Bees at the train site, and working according to safety measures set out by the Victorian Government.

There has been work on the train rail track, welding track onto plates and then screwing onto wood sleepers. Other sundry work has been done around the site……A big thank you to all our volunteers, who have attending the working bees, sometimes working under rather difficult weather conditions.

We are continuing to source grants and apply for those that are applicable to us. Work to replace pivot bolts on carriages is complete and ready to go. We have a vacancy for the Party Booking Officer for train parties etc. We also need a person to be looking for and applying for grants from 1st January, 2021. Please consider.

Our Newsletter Editor has been looking for articles of interest to be included in our monthly newsletter, it is very daunting to be faced with a blank page when one settles in to do a newsletter full of interest to our readers. Brian would love to receive your contributions, he does a great job to keep us up to speed on everything !!.

Some of our members are still in Stage 4 lockdown, and we miss their smiling faces !!. Onwards and upwards……

Keith Stasinowsky – President.

FROM THE SECRETARY'S DESK:

Working Bees continue to happen at the PBMR during lockdown and with much success with maintenance on the rolling stock completed and trackwork being completed. A huge thank you to all that have given up their time to assist the railway with the maintenance.

Turntable fencing to be erected in the future with quotes for the fencing being accepted by the Committee. Will need volunteers to help erect the fencing in due time.

The Party Booking Officer’s position is now vacant at this time. The Grant Officer’s position will become vacant from 1st January, 2021. If you feel you could help with either position, please contact me directly.

AGM date to be decided by the Executive when we come out of lockdown. Members will be notified by email of the date.

New volunteers are always welcome and if interested please contact me directly by email or phone. Know someone who might be interested ??.

Ashleigh Myers - Secretary.
STEAM LOCOMOTIVE OPERATIONS AT TULLY SUGAR MILL
By John Browning

In the early part of the 20th Century, the Queensland government had been keen to develop the tropical coastal areas in the northern part of the State. With this in mind, they had opened sugar mills at Babinda in 1915 and South Johnstone in 1916. These were state-owned enterprises but it was envisaged that the sugar cane farmers supplying the mills would eventually become shareholders in co-operative mill companies, once a sufficient proportion of the capital debt was paid through a levy on the cane payments due to them. The establishment of these mills led to massive local development in cane farming in areas that had been largely untouched rain forest.

At the end of the Great War, one area regarded as suitable for cane farming in the tropical north remained undeveloped, around the Tully River south of the South Johnstone Mill area. Some urgency was injected by the fact that a government scheme had settled returned soldiers to grow sugar cane on land south of the South Johnstone Mill area but the rapid expansion of cane growing closer to the mill meant that by 1923 South Johnstone Mill was unable to crush the Soldier Settlement cane which had to be sent by government railway to another mill 175 miles to the south.

Fowler No.5 running through Mill Yard, Tully Sugar Mill – Circa 1956.
(Pic: Keith McDonald)
The mills at Babinda and South Johnstone each had extensive 2ft gauge railway systems but also relied on the government 3ft 6in gauge railways to deliver cane. Tully would be no different and the timing was good because it was just at this time that a missing link in the government railway coastal line from Brisbane to Cairns was being pushed through the area.

As well as a large sugar mill, a complete new township was built at Tully with government buildings including a school, post office, police station and ambulance station. By 1924, hundreds of men were at work constructing 35 miles of 2ft gauge lines including timber bridges over creeks and rivers. Tracklaying had commenced by March 1925 and the first crushing season was a short one that lasted just a few weeks commencing in November 1925. The first full-scale crushing season began in July 1926.

The government had spared no expense in ensuring that the mill was sufficiently capitalised. 1000 steel cane trucks were ordered from a Brisbane supplier as well as five 0-4-2T locomotives of the “Edinburgh” type from John Fowler. The first locomotive, dispatched in October 1924, arrived in early 1925. The other four, sent off in December 1924, arrived in April 1925.

By September 1925, 30 miles of permanent tramway had been built. The main spine of the line north of Tully ran west of the Queensland Government Railway while to the south it crossed the government line on the level and bridged the Tully River downstream of the main line bridge. It followed the north and south banks of the river both upstream and downstream, crossing the railway on the level again south of the river. Further extensions were built during the next few years.

Local transport infrastructure was otherwise very poor. Tully is in the highest rainfall area of Australia with an average fall of 160 inches per annum (the harvesting season is in the drier months during the second half of the year), and the tramway bridges were often the only way to cross flooded creeks. Because rail was the most reliable means of transport, the local ambulance station was soon equipped with a motorised ambulance rail trolley that could be gauge converted according to where it had to go.

A standardised fleet of five modern locomotives and 1000 cane trucks was a generous provision allowing for future increases in tonnages. During the 1930s, about 250,000 tons of cane were shifted on the 2ft gauge over a period of around 5 months each crushing season, with the average haul being 5½ miles. It seems that typically two of the locomotives worked three 8-hour shifts and the other three worked two shifts. Loads of up to 90 or even 100 loaded cane trucks were routinely handled.

The skilled and responsible job of locomotive driving went to experienced men who needed to have government certification from the Machinery Department to carry out the role. Because cane harvesting was seasonal, drivers who needed all year-round employment were often retained at the sugar mill by offering them maintenance jobs over the “slack” season. Firemen were usually younger seasonal workers. As well as tending to the fire and shovelling coal, they had the responsibility of changing the points, coupling up, and carrying out administrative tasks associated with accounting for each farmer’s deliveries of empty trucks and consignment of loaded ones. There was little supervision away from the eyes of authority; initiative and teamwork were essential qualities. Drivers and firemen tended to form close-knit teams and would often informally share duties, including allowing the fireman to drive in order to build up the hours required if he was intending to go for his “steam ticket” from the Machinery Inspector.
There were industrial problems at Tully Mill leading up to the start of the 1935 crushing. The duties of the various classes of employees were laid down by government authority as part of industrial legislation and loco crews did not appreciate the efforts of management to get them to assist with the loading and unloading of the portable rail sections supplied to the harvesting gangs for laying in the canefields. Strike action followed and the men’s demands included that grass be cut from around points and watering points, and that all point levers should be painted white. Following a settlement, the Chief Inspector of Machinery issuing the following order: "The person in charge of a locomotive under steam, ready for, or on the road, is not allowed to leave the footplate to attend to any work other than that pertaining to the necessary attention and safety of his boiler and engine. Where rail points and switches require to be operated to let the locomotive through, loading or other such work performed, same requires to be carried out by a person other than the engine driver."

The cane was loaded transversely on the cane trucks, and lengthy cane stalks would drag on the ground on either side of the track. Loading was carried out by the cane cutting gangs who were contracted by farmers. It was a filthy business as the cane had been burned before being hand cut, to drive out vermin and get rid of dead leaves. In loading, the cutter had to lift each bundle of cane stalks laid out on the ground onto his shoulder, and as the load grew had to utilise a short ladder to place the cane in its correct position. The load, typically around 2 tons per truck, was chained down tight, but the cane could shift and this was one of the many causes of derailments. Speeds for loaded trains returning to the mill were modest, but the trip out with empties could be done in more sprightly fashion. The loco would run out cab first with empties and this is one reason why the 0-4-2T configuration was a preferred one.

Fowler No.2 arrives at the Tully Mill with a load of sugar cane for processing, c 1956.
(Pic: Keith McDonald)
Another locomotive was not added to the fleet at Tully until 1937 when a Fowler diesel arrived to operate on a new line that crossed a range section to allow the Soldier Settlement cane to be transported over the 2ft gauge. By 1940, other line extensions had been built with the aim of eliminating cane deliveries by government railway, increasing the total of main lines to 65 miles.

The locomotives were worked hard and safety standards were not always as high as they could have been. Protective clothing was unknown and operations were often carried on hurriedly so that loco crews could take an “early mark” on the completion of their assigned run. Minor rail-related accidents occurred frequently on farms where loaded cane trucks were hauled on portable track by horses or tractors, and other mishaps involved the operation of pump cars and motor trolleys on the mill line. Accidents involving the Fowler locomotives included injuries to hands and feet during shunting operations. In November 1932, a fireman’s hand was crushed between truck buffers. In September 1933, a fireman’s arm was seriously injured when he fell between trucks while coupling them up. In November 1937, a driver’s foot was injured when it was “caught between the rails”.

Predictable collisions involving motor traffic occurred due to the inattention of road vehicle drivers. For example in September 1932, having given way to one locomotive at the crossing in Tully’s main street, a driver failed to notice a second one coming. Fortunately he survived a lot better than his car. Another collision took place at the same crossing in September 1944 involving the car of the local Catholic priest who was giving five schoolboys a lift home after football training. The car was wrecked and two of the young passengers were hospitalised. In September 1938, a locomotive collided with a farmer’s tractor at an occupation crossing where visibility was limited by cane growing close to the track. The locomotive whistle would normally be sounded when nearing this crossing and the fact that this did not occur on this occasion was sufficient for the mill to have to pay damages to the aggrieved farmer.

Fowler No.2 hauls another load of sugar cane into the confines of the Tully Mill – 1956.
(Pic: Keith McDoanld)
A potentially much more serious collision took place between a cane train made up of empty trucks and a government railway locomotive hauling raw sugar from the mill south towards Townsville at a diamond crossing in the early hours of the morning of 16 November 1932. The QR signal would have been passed at danger as it was interconnected with the catch points that were required to be operated to allow the cane train to cross the government line.

There were two recorded fatalities associated with the Fowler locomotives. On 26 August 1931, a train made up of 58 loaded cane trucks, and six empty line bogies (used for transporting portable track to harvesting gangs), travelling at about 5mph, passed a couple of laborers who were making their way back to Tully on foot from a farm job. The men decided to hitch a ride but one of them fell as he attempted to board a moving line bogie and was run over. He died a few days later from his injuries. On 21 July 1941, a locomotive was propelling empty trucks at a siding when the truck next to the engine derailed and went underneath it, causing it to overturn. The crew jumped off and while the driver was unhurt the fireman was pinned underneath the cab and died from his injuries a few hours later without regaining consciousness.

After the Second World War, two locally built steam locomotives joined the Fowlers and in 1954 a second main-line diesel arrived. Seven main line diesels arrived during the 1960-1966 period and that spelled the end of steam haulage at Tully Mill. As was then the fashion, a number of the steam locomotives were plinthed in parks and playgrounds, and that is how Tully 5 came to survive.

Steam Loco’s No.s 7, 3, 6 & 4 sit derelict in “rotten row” retired from active service and awaiting their fate - circa 1966. (Pic: R.K. Warren courtesy Richard Horne.)
LIST OF STEAM LOCOMOTIVES USED AT TULLY SUGAR MILL:

<table>
<thead>
<tr>
<th>No.</th>
<th>Builder</th>
<th>B No.</th>
<th>Type</th>
<th>Built</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Fowler</td>
<td>16337</td>
<td>0-4-2T</td>
<td>1924</td>
<td>Sold / Scrapped c 1973</td>
</tr>
<tr>
<td>2</td>
<td>Fowler</td>
<td>16339</td>
<td>0-4-2T</td>
<td>1924</td>
<td>To Lions Park, Cardwell, then private ownership @ Daylesford, Victoria</td>
</tr>
<tr>
<td>3</td>
<td>Fowler</td>
<td>16338</td>
<td>0-4-2T</td>
<td>1924</td>
<td>Sold / Scrapped c 1973</td>
</tr>
<tr>
<td>4</td>
<td>Fowler</td>
<td>16340</td>
<td>0-4-2T</td>
<td>1924</td>
<td>Sold / Scrapped c 1973</td>
</tr>
<tr>
<td>5</td>
<td>Fowler</td>
<td>16341</td>
<td>0-4-2T</td>
<td>1924</td>
<td>To Morris St Park, Tully Rotary 1966, then into private ownership @ Yorkshire, UK.</td>
</tr>
<tr>
<td>6</td>
<td>Perry</td>
<td>7967.49.1</td>
<td>0-6-2T</td>
<td>1949</td>
<td>To El Arish Country Club Inc, 1966, then to ILRMS, Albion Park, NSW.</td>
</tr>
<tr>
<td>7</td>
<td>Perry</td>
<td>7967.50.2</td>
<td>0-6-2T</td>
<td>1949</td>
<td>Scrapped 1972</td>
</tr>
</tbody>
</table>

Map of the Tully Sugar Mill (2’0””) 610 mm gauge (Green) & Queensland Railways (Orange) (3’6””) 1067 mm gauge railways. (Map courtesy John Browning)
OLD MEN MAY WALK SLOW BUT STILL THINK FAST !!

An elderly man in Queensland had owned a large property for several years.

He had a dam in one of the lower paddocks where he had planted mango and avocado trees.

The dam had been fixed up for swimming when it was built and he also had some picnic tables placed there in the shade of the fruit trees.

One evening the farmer decided to go down to the dam to look it over, as he had’nt been there for a while.

He grabbed a ten litre bucket to bring back some fruit.

As he neared the dam, he heard voices shouting and laughing with glee. As he came closer he saw it was a bunch of young women skinny-dipping in his dam.

He made the women aware of his presence and they all went to the deep end.

One of the women shouted out to him - “We’re not coming out until you leave !!.” The old man frowned, “I didn’t come down here to watch you ladies swim naked or make you get out of the dam naked.

Holding up the bucket he said, “I’m here to feed the crocodile”.

MORAL: Old men may walk slow, but they can still think fast !!.

FURTHER DETAILS – SEE Page No. 23.
Reduce your risk of coronavirus

- **WASH** your hands often with soap and running water, for at least 20 seconds. Dry with paper towel or hand dryer.

- **TRY** not to touch your eyes, nose or mouth.

- **COVER** your nose and mouth with a tissue when you cough or sneeze. If you don’t have a tissue cough or sneeze into your upper sleeve or elbow.

- **STAY** at home if you feel sick. If you take medication make sure you have enough.

- **PHONE** your doctor or the hotline – 1800 675 398 – if you need medical attention. They will tell you what to do.

- **CONTINUE** healthy habits: exercise, drink water, get plenty of sleep.

- **WEARING** a face mask is not necessary if you are well.

- **BUY** an alcohol-based hand sanitiser with over 60% alcohol.

Find out more

If you are concerned, call the
**Coronavirus hotline 1800 675 398 (24 hours)**

Please keep Triple Zero (000) for emergencies only.
MOONTA MINES TOURIST RAILWAY (S.A) By Trevor Gibbons.
(Owned and operated by the National Trust of SA – Moonta Branch)

Background

The Moonta Mines Tourist Railway travels through the National Heritage Moonta Mines site – for information, in its day (1861 – 1923) Moonta Mines was the site of the richest copper mine in the world, the largest town in South Australia and the largest Cornish settlement outside of Cornwall.

Train Trip

The train trip takes approximately 50 minutes, over a 4km track with normally 2 stops – one to explain mining area history, and one at a Treatment Plant display area built in the ruins of the original plant. The tour includes a full commentary, which has recently been converted to a GPS -initiated version.

The train consists of a diesel powered loco and 12 carriages, capable of carrying 48 adults and carries approximately 14000 passengers per year from scheduled trips and charter tours. A spare loco and maintenance wagons/rolling stock exist for the maintenance of the facility, and the operation is manned by some 30 volunteers, including 14 drivers.

History

The development of the Wheal Munta Mining display in 1979 was the beginning of a National Trust heritage and tourist era, and 2.5 miles of (2’00”) 610 mm gauge track and wagons (initially munitions wagons) were purchased from the Weapons Research Establishment at Penfield (near Salisbury – SA). The initial petrol powered loco was purchased from Maylands Brickworks in Perth Western Australia in 1981 and passengers travelled in open wagons around the “loop” in 1982.
In 1984 a Commonwealth Government Community Employment Grant and internal National Trust contribution enabled the employment of 16 full time people to construct the railway line from the Moonta Mines to the Moonta Railway Station (now the Moonta Visitor Information Centre), in the township of Moonta.

1984 also saw the introduction of the main loco; the body of which was locally modelled to match the design of the Beyer Peacock Locomotives of the mining era. The engine and chassis were reputedly sourced from the Adelaide Zoo.

The track was originally laid (partially along the original mining rail route) using 10 pound per yard rail and a variety of timber sleepers, which were periodically replaced. By 2009 this was converted to 20 pound per yard rail and 700 steel sleepers were laid. The majority of the track was progressively converted to in-house designed and manufactured concrete sleepers, which was competed in 2014.

The operation is accredited under the Australian Rail Safety Act and audited internally and by the ONRSR personnel at least annually.

The original Moonta Railway Station now serving as the Visitor Information Centre  Passenger train passes the Moonta Station Building. (All Pics: Courtesy of MMR)

MOONTA MINES RAILWAY DETAILS ARE:

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>149 Verdun Terrace, Moonta Mines, SA.</th>
</tr>
</thead>
<tbody>
<tr>
<td>OPERATING DAYS</td>
<td>Wed, Fri, Sat &amp; Sun 1.30 pm – 4 pm and Daily 11 am to 4 pm during School &amp; Public Holidays.</td>
</tr>
<tr>
<td>POSTAL ADDRESS</td>
<td>P. O. Box 23, Moonta. 5558. SA.</td>
</tr>
<tr>
<td>EMAIL</td>
<td><a href="mailto:info@moontatourism.org.au">info@moontatourism.org.au</a></td>
</tr>
<tr>
<td>TELEPHONE - FAX No.s</td>
<td>(08) 8825 – 1891  Fax: (08) 8825-1711</td>
</tr>
</tbody>
</table>
“Ryans Express” pauses whilst passengers inspect an area of special interest during a train ride around the Moonta Mines Railway.  

(Pic: Courtesy of MMR.)
SOME OF OUR SOUVENIR RANGE:

MY RAILWAY COLOURING BOOKS - $8.00 Ea.

WOODEN TOY TRAINS, TRUCKS AND OTHER LOVELY THINGS IDEAL GIFTS FOR THE KIDS.....PRICES ON APPLICATION.

KIDS "TEE SHIRTS" AVAILABLE IN SIZES 2 - 10 - $18.00 ea.
CAN COOLERS $ 7.00 ea.  FRIDGE MAGNETS $ 3.00 ea.

TEE TOWELS $ 8.00 ea.  KEY RINGS $ 4.00 ea.

JUST SOME OF THE THINGS AVAILABLE AT OUR STATION KIOSK
CAMERA CORNER:

Our Working Bees continue !!. On a fine Wednesday 12th August, 2020 sees the track gang busily engaged with essential per way maintenance. Help is always needed. If you can assist contact Harm Jager without delay. Well done Guys....

(Pic: Joe Vella)
Following the working Bee of Saturday 15\textsuperscript{th} August, 2020, the track upgrading project had reached a fair way around the curve as pictured. (Pics Harm Jager & Joe Vella)
Bumper Stickers (pictured above) available at the Station Kiosk – Only $2.00 each.
These safety messages appeared in a Victorian Railways publication during the 1960's.

OUR MONTHLY PASSENGER TALLIES – From December 2015 – to current:

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<tr>
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<tr>
<td>January</td>
<td>665</td>
<td>1622</td>
<td>1488</td>
<td>2417</td>
<td>2214</td>
<td>July</td>
<td>325</td>
<td>398</td>
<td>363</td>
<td>670</td>
<td>-</td>
</tr>
<tr>
<td>February</td>
<td>522</td>
<td>306</td>
<td>883</td>
<td>758</td>
<td>698</td>
<td>August</td>
<td>118</td>
<td>-</td>
<td>163</td>
<td>370</td>
<td>-</td>
</tr>
<tr>
<td>March</td>
<td>606</td>
<td>522</td>
<td>854</td>
<td>770</td>
<td>897</td>
<td>September</td>
<td>793</td>
<td>572</td>
<td>1095</td>
<td>679</td>
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<tr>
<td>April</td>
<td>399</td>
<td>1636</td>
<td>1466</td>
<td>1524</td>
<td>-</td>
<td>October</td>
<td>432</td>
<td>939</td>
<td>971</td>
<td>2572</td>
<td>-</td>
</tr>
<tr>
<td>May</td>
<td>403</td>
<td>316</td>
<td>280</td>
<td>615</td>
<td>-</td>
<td>November</td>
<td>325</td>
<td>811</td>
<td>699</td>
<td>737</td>
<td>-</td>
</tr>
<tr>
<td>June</td>
<td>341</td>
<td>422</td>
<td>646</td>
<td>392</td>
<td>-</td>
<td>December</td>
<td>725</td>
<td>1009</td>
<td>1068</td>
<td>1714</td>
<td>-</td>
</tr>
<tr>
<td>TOTALS</td>
<td>3343</td>
<td>7543</td>
<td>9346</td>
<td>10835</td>
<td>10551</td>
<td></td>
<td>5597</td>
<td>8553</td>
<td>9976</td>
<td>13218</td>
<td></td>
</tr>
</tbody>
</table>

**Comments:** Railway carried **Nil passengers** during August or loss of **3707 Passengers** or – **49.32 %**. Results for the current 2020 - 21 Fiscal Year are **Nil Passengers or a loss of - 100 %**. Figures represent a **loss in traffic** for the 2020 year of **3707 Passengers** or – **49.32 %**.

**Notes:** Railway was re-opened by PBMRI for passenger traffic on 6th December, 2015.

August, 2017, recorded a "Nil Tally" due to the Park being closed for works.

Passenger train operations were suspended as from **22nd March, 2020 - TFN.**
SPECIAL TRAIN / PARTY BOOKINGS NOTICE BOARD:

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

<table>
<thead>
<tr>
<th>DAY &amp; DATE</th>
<th>TYPE</th>
<th>TIMES OF HIRE</th>
<th>No. of Trains</th>
<th>No in group</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

FESTIVALS & SHOWS:

The railway proposed to participate in the Drysdale Machinery Meet on Sunday, 6th September, 2020. - EVENT NOW CANCELLED A/c PANDEMIC CRISIS.

BIRTHDAY WISHES FOR SEPTEMBER:

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 !!.

<table>
<thead>
<tr>
<th>Daniel Blues</th>
<th>Ronnie Frank</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

ROSTERS – TRAIN RUNNING:

The September Train Running Roster is currently held in abeyance.

The draft October Roster may be circulated to the members, for comment soon. For Roster Enquiries, kindly contact Ashleigh Myers, PBM Roster Clerk on Mobile Tel No. 0498-541-224. Email: asha6190@yahoo.com.au

REMEMBER: IF YOU CANNOT ATTEND - CONTACT ASHLEIGH MYERS ASAP....
**WANTED TO SELL:**

CURTIS CONTROLLERS (24V 110 Amp)  
- Available for Immediate Sale. $265.00 ea.

CONTACT ALISTAIR - MOBILE No. 0452-258-399.

**PBMR - CALENDAR OF EVENTS:**

<table>
<thead>
<tr>
<th>DAY &amp; DATE</th>
<th>EVENT:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>PASSENGER TRAIN OPERATIONS SUSPENDED UNTIL FURTHER NOTICE</td>
</tr>
<tr>
<td></td>
<td>(Standby for further announcements)</td>
</tr>
<tr>
<td>Annual General Meeting</td>
<td>Meeting Postponed – Date to be advised.</td>
</tr>
<tr>
<td>Committee Meeting</td>
<td>Saturday, 12th September, 2020</td>
</tr>
</tbody>
</table>

**THINGS TO REMEMBER:**

Winter Timetable began on Sunday, 7th June, 2020.  
- Running First & Third Sunday’s  - 11.00 am to 3.00 pm.  
  (Subject to COVID-19 Restrictions being lifted.)

- Volunteers are always required - Ring Ashleigh !!!.
These companies support us with their valued sponsorship. Please consider supporting them with your custom.
THE TAIL DISC:

VOLUNTEERS are needed!

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 KIOSK...

OR TO OUR ADDRESS AS SHOWN BELOW:

Email: secretary@miniaturerailway.com.au
Website: www.miniaturerailway.com.au
Postal Address: P. O. Box 419, Portarlington. 3223. Vic.

PBMR - KEY CONTACTS:

PRESIDENT:
Keith Stasinowsky.
Mobile: 0408-599-075
staspark@bigpond.com

VICE-PRESIDENT:
Brian Coleman.
Mobile: 0407-314-839
brianblocko1@bigpond.com

SECRETARY:
Ashleigh Myers
Mobile 0498-541-224
asha6190@yahoo.com.au

TREASURER:
Harm Jager
Mobile: 0481-117-981
harmjager@live.com.au

Port Bay Express September, 2020