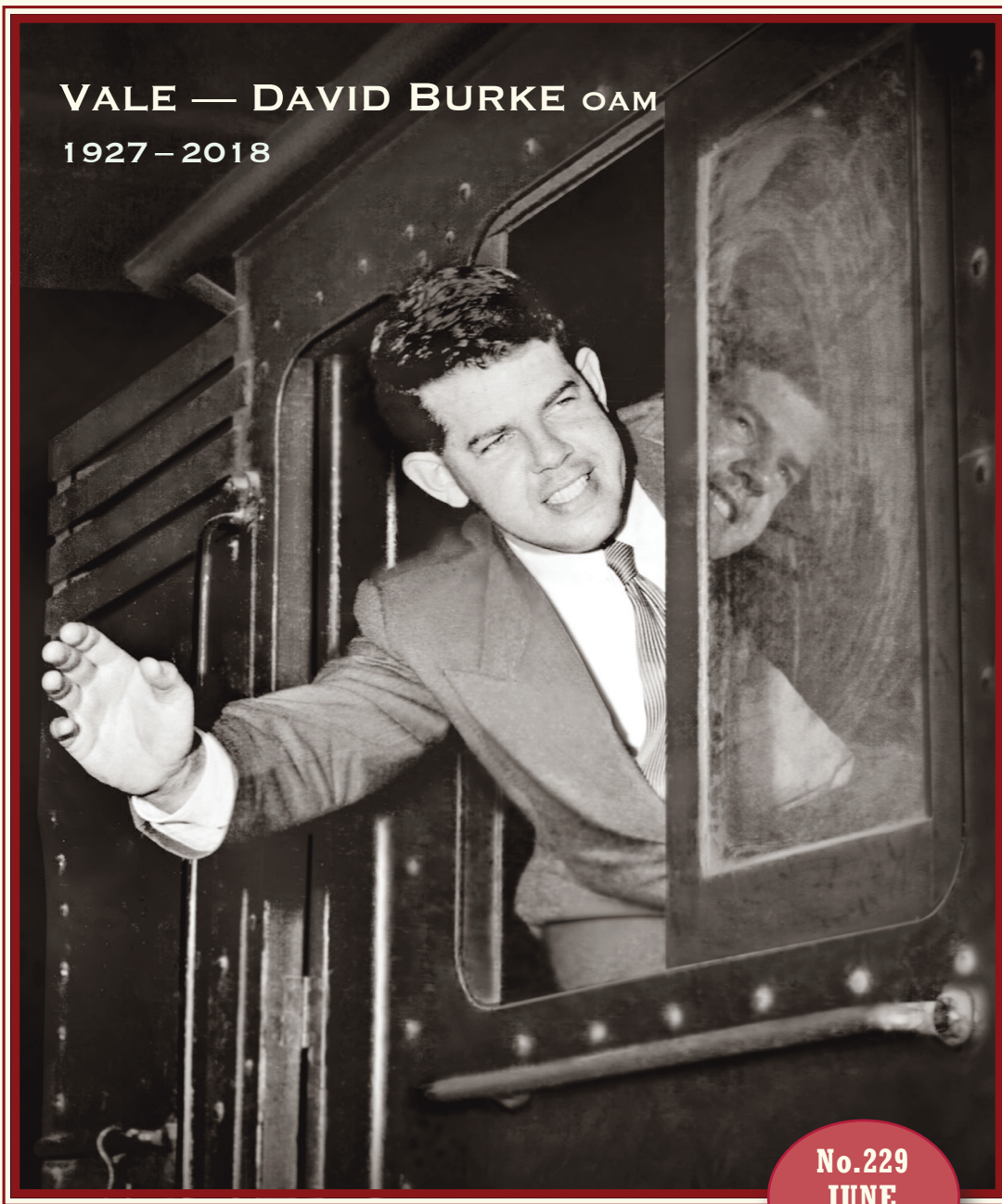


NARROW GAUGE



Journal of the Puffing Billy Preservation Society, Australia

VALE — DAVID BURKE OAM
1927 — 2018

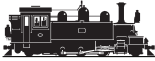


No.229
JUNE
2018

Price \$7.⁵⁰ Registered by Australia Post, Print Post 100003800

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Number 229
June 2018



Journal of the Puffing Billy Preservation Society Australia

ABN 79 004 621 505



The Puffing Billy Preservation Society is a not-for-profit company devoted to the preservation and operation of the narrow gauge railway operating between Belgrave and Gembrook, Victoria. The line and most of the rolling stock are owned by the Emerald Tourist Railway Board, a body set up by the Victorian Government in 1977.

PUFFING BILLY PRESERVATION SOCIETY MISSION STATEMENT

To preserve, restore and operate the Puffing Billy Railway as Australia's premier heritage steam railway, in a safe, efficient and economically sustainable manner, for the ongoing education, benefit and satisfaction of the community, customers and Railway stakeholders, including staff, volunteers and Society members.

OBJECTIVES

1. To preserve, and where possible restore for future generations the narrow gauge railway line between Belgrave and Gembrook as a world class heritage steam railway known as Puffing Billy Railway.
2. To develop the Society's collection of archival and museum items related to our history specifically and narrow gauge railway in general.
3. To undertake preservation projects that meet the Society's objectives by raising the required funds and by developing project teams with the ETRB to complete these projects.
4. To support the ETRB in keeping the railway in operation as a major tourist attraction, whilst maintaining the historic integrity of the railway.
5. To support, encourage and develop those who volunteer their time and effort into ensuring the economic viability of the railway.
6. To develop within our membership personnel of appropriate competence and standing to serve on Society Committees, Society Executive Committee and as members of the ETR Board.
7. To enable member participation in the future direction of the Society and the railway.
8. To communicate with members to:
 - a. Keep them informed about what is happening around the railway.
 - b. Provide opportunities for involvement in decision making.
 - c. Provide social and other opportunities for members to interact.

PBPS EXECUTIVE 2017-2018

President: J.K. Goodwin. **Vice President:** J.L. Clowes.
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Board Members: R. Clifton, J. Fleming, J. Hazelwood,
P. Lappin, J. Maddigan.
Special Advisor to the Board: P. Bingeman.

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COVER PHOTO: In December 1954, young David Burke, Editor of the 'Young Sun' supplement and instigator of the 'Young Sun' Puffing Billy Farewell trains, is waving from the cab of an NA locomotive in the gloomy interior of the old narrow-gauge loco shed at Upper Ferntree Gully. PHOTO: BURKE FAMILY COLLECTION

Donations of \$2 and upwards to the Society are tax deductible. Bequests: Consider Puffing Billy Preservation Society in your Will. Contact the PBPS Secretary for further details.

The opinions expressed in the Editorial, Letters to the Editor and unsolicited contributions are not necessarily those of the Puffing Billy Preservation Society nor of the Emerald Tourist Railway Board. © PBPS and individual authors.

Editorial

We apologise for the delay in presenting this issue of *Narrow Gauge* to you. It has been a team effort by the Publications Committee, led by Anne MacLeish with notable support of past Editors, John Thompson and Stuart Minetti, as well as the other team members, Andrew Hennell, Andrew Webster, and Phil Matthews. A special thanks to Greta van Malenstein for her supportive and responsive assistance.

The delay however has allowed us to include the many important changes within the Puffing Billy organisation that have occurred as a result of the shocking and horrifying report by the Victorian Ombudsman on events in the Railway's past and recent history. These events should never have occurred, but they did.

Please refer to the next few pages for details on our Society's response and the new ETRB Board as appointed by the State Government.

Welcome to the new Editor of *Narrow Gauge*

The PBPS Executive Committee is pleased to announce that Malcolm Simister has been appointed the new Editor of *Narrow Gauge*. Malcolm is known to many of you as he is a regular Safeworker around the Railway. He brings with him plenty of experience in writing and proof reading for various railway and professional publications.

Malcolm has started preliminary work on the September 2018 edition, with the support of the Publications Committee and Greta van Malenstein, graphic designer.

Special request for *Narrow Gauge*

Please provide submissions to *Narrow Gauge* in Word document format, with all photographs supplied in high resolution in separate files. If you have special layout requests, these should be provided in a separate document.

Send to: editor@pbr.org.au.

Hard copy submissions can be posted to:

Editor – *Narrow Gauge*,

PO Box 451, Belgrave 3160.

Deadline for *Narrow Gauge* :

- September edition deadline 15 August, 2018. Articles received before the deadline are greatly appreciated.

Correction

PBPS President, Jeff Goodwin reported in *May Monthly News* that the immediate past editor for *Narrow Gauge* "decided that the role wasn't for him". This is incorrect, as Stuart reluctantly relinquished the role due to unresolved editorial issues with some PBPS Executive Committee members.

– Anne MacLeish
Acting Editor



Message from Jeff Goodwin, President

I hope you will all take this opportunity to wish Malcolm well in his new role and to support him as required to ensure we continue to publish *Narrow Gauge* to the highest possible standards. Also, on behalf of the Executive Committee, I would like to thank Anne MacLeish, John Thompson, Greta van Malenstein and the rest of the Publications Committee for their work in producing this edition of *Narrow Gauge*.

– Jeff Goodwin

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President's Report

Victorian Ombudsman's Report

On 25 June, the Victorian Ombudsman released the results of her "Investigation into child sex offender Robert Whitehead's involvement with Puffing Billy and other railway bodies". The report is available to read and download at

www.ombudsman.vic.gov.au

Puffing Billy's response to the report was immediate with the Emerald Tourist Railway Board resigning and the Government appointing a new Board.

The new Board issued the following statement on behalf of the whole Railway:

Puffing Billy Railway's response to the Victorian Ombudsman's Report

Victorian Ombudsman's investigation and report

On Monday 25 June the Victorian Ombudsman tabled her report after investigating various Victorian railway organisations and their historic involvement with convicted child sex offender, Robert Whitehead.

In response to the Ombudsman's report, the Emerald Tourist Railway Board resigned and a new Board was appointed, bringing renewed governance and leadership to the Railway.

The Board acknowledges and accepts all conclusions and recommendations the Ombudsman has handed down. We take ownership of the matter, recognising it is utterly at odds with Puffing Billy Railway's mission and its standing as a tourist icon much loved by the community for more than 100 years.

We are deeply sorry that people in positions of authority acted to protect their organisations' own reputations at the expense of victims, that they failed to act on complaints, and that victims were not encouraged to come forward.

The victims have been incredibly courageous in coming forward to talk about what they have endured – we commend and thank them for this.

Our apology

Along with the Victorian Government, the Emerald Tourist Railway Board intends to issue a formal apology to victims, their families and others directly affected, for the historical abuse they suffered.

We will consult with victims so we do this in a way that is meaningful, according to their preferences, and so they have suitable support through the process.

Our pledge to victims, our current staff and volunteers, and broader community

The Board will work with staff, volunteers and the Puffing Billy Preservation Society to renew confidence in the organisation, and to ensure they have the support they need during this difficult time.

For our employees and volunteers we have counselling services available on-site, as well as an Employee Assistance Program, and a series of information sessions for our people to discuss any questions or concerns they have.

We pledge to do everything in our power to make sure this cannot happen again, and are taking decisive action to this end.

- We will work with the Government to implement the Ombudsman's recommendations in full at the Railway over coming months.
- We have renewed leadership – at both Board and CEO level – steering the organisation into the future.
- We are implementing a formal grievance resolution policy. It will be reviewed to ensure it aligns with current legislation.
- In 2006 we introduced Working with Children Checks and we will ensure all our volunteers and employees comply.

- The Youth Program is suspended while under review.
- Our child safety policies comply with laws and regulations, but we need to go beyond that – we have engaged an independent consultant to review all our policies and procedures to give confidence that what we do now, and in the future, is best practice.

Our clear imperative is to foster a safe and caring culture with awareness and knowledge at all levels of our organisation from the Board through to our volunteers and employees.

Our future together

Puffing Billy Railway is one of Victoria's most iconic attractions, powered by a dedicated volunteer and employee community.

The Railway's new leadership will work hard to make sure families can continue enjoying it for generations to come.

Further information

If you believe you are or may be a victim of sexual abuse whilst working or volunteering at Puffing Billy, we encourage you to contact the **South Eastern Centres Against Sexual Assault (SECASA)** (a specialised service the Government has established to support victims of child sexual abuse connected to Victorian Railway organisations and their families) – call (03) 9594 2289.

Any incident or allegation should also be reported to Victoria Police's **Sexual Offences and Child Abuse Investigation Teams (SOCITs)** – contact details for SOCITs are available at www.police.vic.gov.au or by contacting your local police station.

Centres Against Sexual Assault (CASA) provide a free 24 hour support line. This service is available for people seeking support outside normal business hours. CASA after hours number: 1800 806 292

For enquiries concerning the Victorian Government's response to the Ombudsman's Investigation including:

- access to records
- participation in the apology process
- the Emerald Tourist Railway Board

Please call Department of Economic Development, Jobs and Transport (DEDJTR)

Puffing Billy Response Unit on: 1800 951 095 or (03) 83926200

Alternatively, you can email:

puffingbilly.enquiries@ecodev.vic.gov.au

Minister's statement available at:

www.premier.vic.gov.au/media-centre

The Society fully endorses the above statement and reminds you that if you believe you have been, are, or may be, a victim of sexual abuse whilst working or volunteering at Puffing Billy, we encourage you to contact the specialist services which are detailed above.

New ETRB Chairman

As mentioned above, the Government has appointed a new Board with Tim North QC as its Chair. Tim, along with the other Board members, has already been out and about at Puffing Billy getting to meet the members, volunteers, staff and management and doing their best to understand how this complex organisation functions. Tim has very kindly written an introductory article about himself and the new Board, and this appears next in this edition of *Narrow Gauge*.

Society's Constitution

As has been previously advised, the Society is currently in the throes of reviewing its Constitution. This is a two-stage process and is dealt with in more detail elsewhere in this copy of *Narrow Gauge*. Suffice to say that the first stage, which was the subject of a Special General Meeting on 19 June, addressed the issue of the Society nominating members to the ETRB. The second stage will involve a complete restructure of the existing Constitution, with the new document being based upon the Australian

Charities and Not-for Profits Commission (ACNC) template. I would encourage all members to get behind and support these changes.

Climax hauled trains

As members will be aware, when the Climax locomotive returned to service in 2013 following its rebuild, the Climax Locomotive Operating Committee (CLOC) set up a series of trains specifically designed for Climax haulage. These were the Commissioners Trains and the Twilight Train and operated three times and once a year, respectively, under the guidance and control of Thelma Cotter and Neil Kingswood. As both of these people, for different reasons, have had to take a step back from these events, the Commissioners Trains have not run this year. However, new blood has now come forward and we are planning to run the Twilight Train this year, on Saturday night, 6 October, one week before the AGM. For those who have travelled on the Twilight Train previously, it is planned to change the schedule this year so that the train runs from Menzies Creek to Lakeside, runs around and returns to Menzies Creek where dinner will be served in the Museum. Watch for further details of this event.

Succession Planning

For a few reasons, there are currently three vacancies on the Society's Executive Committee. With the AGM falling in October, for anyone who has wondered what it's like to be a part of the Executive Committee, this is an opportunity to gain an insight. We can co-opt up to a maximum of three people to the Committee – the only stipulation is that you must have a minimum of twelve months financial membership of the Society. This opportunity is aimed primarily at PBPS members who have not previously been members of the Executive Committee, but who have, maybe, wondered "what's it all about?", or "is it something for me?".

So, this is an opportunity to be co-opted to the Executive until September, to experience what and how the Executive Committee functions, and to see if you would subsequently like to stand for election yourself.

For further information, or a Position Description, please contact:

president@pbr.org.au

Society's 2018 Annual General Meeting

The Society's AGM will be held this year on Sunday 14 October, in the Puffing Billy Museum at Menzies Creek. Further details will be distributed to members in due course.

Frank Stamford OAM



It was announced in the Queen's Birthday Honours List that long standing Society member Frank Stamford has been awarded an Order of Australia Medal. This award is in the General Division and is in recognition of

Frank's "services to the rail transport industry", particularly for his involvement with the Light Railway Research Society of Australia (LRRSA) and Puffing Billy. A full report will appear in the September issue of *Narrow Gauge*. Congratulations, Frank!

Alan Hodgkin

In addition to the article in March 2018 *Narrow Gauge*, Alan Hodgkin, a Society member and regular Puffing Billy volunteer, has been in the news recently for receiving the Australian Fire Services Medal in recognition of his



long and dedicated contribution to the Victorian Country Fire Authority. Well done, Alan!

– Jeff Goodwin
President PBPS



A message from the new Chair of ETRB

It is with great pleasure that I write to the Puffing Billy Preservation Society publication, *Narrow Gauge*, as Chair of the new Emerald Tourist Railway Board.

Over the last few weeks, I've been fortunate to meet a number of volunteers and staff, including the Preservation Society President Jeff Goodwin. I now have an understanding and admiration for the tireless work volunteers and staff put in everyday to keep this iconic tourist attraction running and preserving this important part of Victorian history.

I have learned of the hurt many members, volunteers and staff are feeling over the release of the Ombudsman Investigation report into historic instances of sexual abuse.

The new Board has been appointed for two years, commencing on 22 June 2018.

The new Board, has in conjunction with the management and with the assistance of a pre-engaged consultant Crisis Shield, conducted numerous information briefing sessions for volunteers and staff following the Ombudsman's Report.

These meetings commenced on Monday 25 June 2018 and continued until Thursday 5 July 2018. Many members of the Board have attended

personally upon the site and have conducted a process of induction with the Management and the Society over that period.

There is much work ahead for the new Board, management staff, and the Puffing Billy Preservation Society. We respect and acknowledge the dedication of volunteers and staff undertaking their daily operational work. The new Board will use their collective experience to guide and manage the governance arrangements for Puffing Billy. We're not here to change the fundamental operation of the Railway; the Preservation Society, volunteers and staff are doing a terrific job at this already.

Over the coming months the new Board will work with the Preservation Society, volunteers and staff to review and develop the Railway's policies and procedures where necessary, ensuring Puffing Billy's future.

I look forward to working with you, the dedicated volunteers, Preservation Society, Railway staff and our new Board. I am available on email tnorth@vicbar.com.au if you would like to discuss any matters with me.

– **Tim North QC**
Chair, ETRB



Minister for Tourism and Major Events, John Eren MP and ETRB Chair, Tim North QC met with volunteers and staff at the Menzies Creek Museum on 28 June 2018.

From the Acting CEO's Desk



Introducing Jonathan Clancy — Puffing Billy Railway Acting CEO

It is a great pleasure to introduce myself to the members of the Puffing Billy Preservation Society in this edition of Narrow Gauge, with an overview of my background and leadership approach as the acting CEO at Puffing Billy.

I am married with three children, and with two young boys, we have a great passion for trains. My wife is the champion of organizing rail travel when we have been abroad.

I have held leadership roles in the chemical and transport industries. One of the leadership parallels that I see in coming to work at Puffing Billy is the concept of working in an organisation with a purpose. Supporting this organisation in developing and fine tuning its purpose, helps to ensure that all the people associated with the organisation are clear, not only on the meaning of what they do, but more importantly why they do it and the benefits they bring to the community.

As the interim CEO, the expectation is usually that you will be a safe pair of hands. To that end, safety, health and environment are core parts of my approach to leadership. The expression I like to use is one of positive paranoia. By that, I mean having an awareness and expectation that

taking responsibility to identify risks or potential risks is everyone's responsibility. Then, having the courage to act upon them or to bring it to the appropriate person's notice and attention is everyone's responsibility.

To this end, I want to support the ongoing journey you have all been on in relation to Safety, Health and Environment, to make sure we all go home in the same state of health that we came in to enjoy the Railway.

A key part of my role is to deal with external stakeholders, but of course the other side is to help out the development and contribution of our internal resources. My approach is not so much about the focus on our resource requirements, but on helping and enabling our people to be more resourceful.

I was very pleased to hear, that amongst our exciting Infrastructure project plan, there is also a piece of work being initiated to review and consolidate the company values. By completing this work, it will help us clarify both what we stand for and guide us on how we need to go about what we aim to accomplish in our goals. It will also inform what we need to learn from our incredible talent.

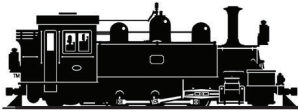
One of the challenges that has already become apparent is in planning our future is that at all times being aware of, empathetic and supportive of our past, we must also have a strong connection with our vision of the future.

Despite the change of seasons, it is a great pleasure to come in to work and to walk out on the platform and amongst the grey sky background, see so many smiling faces looking forward to enjoying one of the most iconic experiences that we can provide as part of the important Victorian tourism offering.

I look forward to learning more about how I can support the Management team in relation to how we can help you do better and I am looking forward to meeting all of you in the near future.

— Jonathan Clancy
Acting Chief Executive Officer





PUFFING BILLY RAILWAY

Introducing the Interim Emerald Tourist Railway Board

	Tim North QC	<i>Chair (legal)</i>	President of Victorian Rugby Union (elected by Victorian community-based clubs & associates). President of Melbourne Rebels Rugby Union. Member of Queen's Counsel. Practised as a barrister specialising in commercial litigation for 30 years. Appears regularly as an International Mediator & Arbitrator in Asia-Pacific region.
	Jennifer Fleming	<i>Corporate Governance and Children Safe Standards</i>	Corporate Chief Strategy Officer for DEDJTR with expertise in strategic market positioning & complex organisational change in commercial & not-for profit. Former CEO of Girl Guides Victoria.
	Paul Lappin	<i>Finance (and legal)</i>	Experienced executive & non-Executive Director. Chairman of Bastion Reputation Management. Director of Virgin Australia Fashion Festival. Trained accountant & auditor. Former Senior Manager at PWC.
	Roger Clifton	<i>Change Behaviour Management</i>	Experienced senior business strategist with extensive marketing & advertising knowledge. Former Chairman of Prahran Market. Former Managing Director of marketing & advertising agencies Shannon's Way, McCann Erickson, & Singleton Ogilvy & Mather.
	Justine Hazelwood	<i>Records Management</i>	Director of Public Record Office Victoria (PROV), the State's archival authority, and Victoria's fifth Keeper of Public Records. Worked for PROV since 1996. Involved in initiatives to set national & international standards for recordkeeping across Victoria and Australia.
	Judy Maddigan	<i>Volunteers</i>	Former Australian politician, Member for Essendon and first female Speaker of the Victorian Legislative Assembly. Joint founder of 'Defend Public Libraries'. Former Chairperson of Portrayal of Women in Outdoor Advertising Committee, Essendon Historical Society, Friends of Essendon Library & Ministerial Advisory Council on libraries.
	Campbell Rose AM	<i>VicTrack CEO</i>	Chief Executive of VicTrack. Seasoned senior executive with experience across major events, infrastructure development, construction & business transformation. Recently chaired Retired Tram Stakeholder Reference Group. Former Chief Executive of Melbourne Major Events Company. Led successful 2006 Melbourne Commonwealth Games Bid.
	Peter Bingeman	<i>Special Advisor to Board on Tourism (Visit Victoria)</i>	CEO of Visit Victoria. Experienced in global business, change management, & strategic marketing & sales. Held senior leadership positions in sales & marketing for Kraft Foods, Cadbury, & Procter & Gamble. Former Managing Director (Malaysia, Thailand, Singapore, Vietnam & Indochina) for Mondelez International.

From the Acting Chief Operating Officer's Desk

There has been plenty of activity taking place on the Railway as highlighted at the Information Night held in May. Over 80 PBPS members and ETRB volunteers attended the evening with presentations made by Bob Cochrane (Chairman of the ETRB), Jeff Goodwin (President of the PBPS), Jonathan Clancy (Acting CEO), and members of the management team. Feedback from the evening was extremely positive and we appreciate everyone taking the time to attend, ask questions and to contribute their ideas. Outlined below is an update of matters currently being addressed by the management team and the Board.

Menzies Creek Level Crossing Incident, 6 March 2018

On Tuesday 6 March 2018, a small tourist bus carrying sixteen passengers clipped the side of a Puffing Billy carriage at the School Road, Menzies Creek crossing. Puffing Billy Railway management, staff and volunteers responded quickly, working with emergency services to ensure people were out of harm's way, and to make the area safe.

Thankfully, no Puffing Billy passengers were injured, and the passenger in the tourist bus, who was taken to hospital for precautionary tests, was cleared of any injuries.

Our team on the day handled this emergency professionally, efficiently and with understanding and independently the Police have commended us for the way in which the incident was managed. Well done to all concerned.

This incident prompted us to temporarily ban sitting on the carriage sides – as a passenger safety precaution – while we, and Victoria Police, investigate the matter thoroughly to understand the cause and risk factors involved. Whilst we are awaiting the final report from the Victoria Police, the ban remains in place.

Passenger Numbers

Since the financial year began 447,944 people have travelled on Puffing Billy, which is 7.3% higher than the previous year. Although this is a positive outcome, we are regularly monitoring

passenger numbers to determine whether the temporary ban of sitting on the carriage sides is affecting our passenger numbers.

14A Conversion To Oil Burning

Oil firing installation onto 14A has been completed and the locomotive has been commissioned and operated under various load conditions. This is a fantastic achievement from the Loco Workshops team and is a culmination of nearly three and a half years of hard work. Training materials for footplate crews is currently being prepared and training is expected to start in June.

Bayview Road Premises

From 1 July, the Railway has taken a short term lease on office premises located in Bayview Road, Belgrave. This addresses staff placement issues, while the new Way and Works buildings are being built and premises in Kilvington Drive, Emerald are extended.

Discovery Centre and Infrastructure Projects

I'm pleased to note that progress with the Discovery Centre is going well. See elsewhere in this issue for an update from Bret Butler, Infrastructure Projects Manager, on the current status of projects.

Tripadvisor Hall Of Fame Award

The Railway was delighted to enter the Tripadvisor Hall of Fame. This was awarded for achieving five Certificates of Excellence in a row from 2014 to 2018. A Certificate of Excellence is achieved when a business maintains an overall Tripadvisor rating of at least four out of five stars. This award would not have been possible without the dedication of all Puffing Billy workers and supporters. Congratulations everyone and let's keep these excellent Tripadvisor ratings rolling in!



– **Nadine Hutchins**
Acting Chief Operating Officer

Puffing Billy Information Evening — 23 May 2018

Around 80 people were present on Wednesday 23 May at the latest Information Evening, held at Mater Christi College, Belgrave. A slightly different format from previous events was employed. A number of the Railway's managers spoke, and took questions, about recent activities within their areas.

Chaired by Nadine Hutchins, Acting Chief Operating Officer (COO), the evening was also an opportunity to publicly introduce the new Acting Chief Executive Officer (CEO), Jonathan Clancy.

ETRB update – Bob Cochrane

Bob advised that John Robinson is currently on leave and is not renewing his contract when it expires on 30 June 2018. Until a replacement Chief Executive Officer is found, Jonathan Clancy is to be Acting CEO, supported by Nadine Hutchins as Acting COO.

Bob spoke about the continuing high numbers of passengers travelling on Puffing Billy and the decision this year to run trains to Gembrook during the winter in order to provide additional capacity. Following the collision between a bus and the train at School Road level crossing, the decision was taken to suspend the option of passengers sitting on the carriage sides. This suspension will remain in place until the Railway completes a comprehensive review, expected to take several months.

PBPS update – Jeff Goodwin

With John Robinson stepping down as Society Treasurer, Russ Bowen is now the Acting Treasurer.

The next Climax hauled train is planned to be the Twilight Train, on Saturday 6 October (the week before the Society's AGM).

Society membership is buoyant, with 1,195 members. This year's *50 Years of Membership* badge presentations are being planned for September.

Archives at Kings Road Emerald, is now open for members and volunteers every Monday (not public holidays).

PBR update – Jonathan Clancy

Jonathan Clancy (Acting CEO) introduced himself, speaking about his background, his interest in safety improvements and the need for organisations to be aware of risks.

He spoke about the recent Values Workshop and the Safety Workshops, held to assist Guards and Conductors to better supervise passengers and improve communication with them.

Human Services update – Di Gadsden, Nicole Stephens and Sharon Corbier

Di spoke about Onboarding, working with Volunteering Victoria to help increase volunteer numbers, legislation issues and the review and improvement of the induction process, including Pathways. PBR currently has around 800 volunteers.

A question was raised regarding the engagement of volunteers. In response it was said that the CFA is the closest model to Puffing Billy and that PBR is in line with most other tourism associations who use volunteers.

It was also identified that because many young people today do not wish to give their time free, this will become a risk to the future of the business that the Railway's management will need to address.

Another concern raised was that volunteers are facing an increased workload at the Railway, and solutions such as split shifts and the use of a diesel shunter at Belgrave were discussed to help manage the workload.

In response to a further question, it was stated that training manuals will be available to members and volunteers through the Training section of the PBR website. It was advised that no prior training is required to use the recently provided defibrillators along the railway, as they 'talk' the user through the procedure as they go.

Engineering update – Peter Essig

Peter spoke about the progress being made with the oil-fired NA (14A) and the fleet of new carriages. In regard to the cost of oil firing

versus coal firing, it was advised that oil firing appears to be slightly more expensive than using coal, but that the assessment will be ongoing.

The performance of 14A on oil burning is up to expectations, with 14A using diesel oil, a stable and readily available fuel.

In response to a question regarding future new locomotives, Peter replied that options are currently being reviewed.

Infrastructure update – Bret Butler

Bret advised that from 1 July, PBR is leasing the former ambulance station building in Bayview Road to provide temporary staff working space, while the Kilvington Drive office is extended and the new Way & Works building constructed at Belgrave.

He reported on the status of the new signal boxes at Belgrave and Lakeside (expected completion by March 2019), increased shelter space at Menzies Creek station, the Lakeside Discovery Centre, plus the expansion of the existing crew room facilities at Lakeside station.

Amongst the questions raised, Bret advised that additional toilet facilities are under consideration at Menzies Creek, located on the platform, in the new museum entrance building and in the volunteer workshops.

The evening was concluded with informal discussions and a light supper provided by the Social Committee.

– Jeff Goodwin
President PBPS



PBPS CONSTITUTION REVIEW

A Special General Meeting of members was held on Tuesday 19th June. 209 members participated in the meeting, either by being one of the 46 people attending or one of those who apologized/sent in a proxy vote. The Special resolution to change Clause 14 of the Constitution was passed and the process of implementation is underway. Minutes of this

meeting are being circulated to all who attended by email. Members can also request a copy by sending an e-mail to membership@pbr.org.au or by contacting Customer Service on **(03) 9757 0700**.

The next stage to develop an updated Constitution for the Society.

The Australian Charities and Not-for-Profit Commission provides excellent resources to assist us with the next phase, and so, we are reviewing their template to see how best to adopt it for the Society into the future. Templates can be found on www.acnc.gov.au.

Key aspects that we are keen to include are

- Improved Aims and Objectives,
- Processes around membership of the Executive Committee (terms of office, tenure, process of election, etc),
- Improved proxy process
- Conflict of interest clauses
- Addition of dispute resolution and grievance handling clauses
- Addition of bylaws.

Inputs from members

Any inputs from members are gratefully received and can be sent at anytime to

membership@pbr.org.au, the sooner the better. Written inputs can be sent to the **Constitution Review Committee, PO Box 451, Belgrave 3160**.

You can also talk to committee members – Anne MacLeish, Max Raynor or Roy Richens. If you have a passion about constitutions (rare, I know), contact us to join in our regular meetings concerning this project.

A member forum to discuss the proposals of the committee will be held in late August/early September, with invitations being sent by e-mail. For those who do not receive email from the Society, please write to the committee to let them know you would like to receive information about this forum.

– Anne MacLeish
for PBPS Constitution Committee



VALE — John David Burke OAM

17 MAY 1927 – 17 MARCH 2018

On Saturday, 17 March we were saddened to hear that David Burke, journalist, author, adventurer, negotiator, railway historian, preservationist and raconteur had passed away that morning.

John David Burke (always known as David) was born in Melbourne on 17 May 1927. An only child, his father was a returned serviceman who still suffered from injuries received in the 'Great War'. His mother was, by all accounts, a delightful patrician lady who sang opera – at one stage in a troupe with Nellie Melba.

One Sunday in the 1930s, they took their little boy on an outing to Gembrook, with the final part of the journey taken behind an NA Class 2-6-2T locomotive – David's seminal first encounter with narrow-gauge steam.



When David was only fourteen, his father passed away, and David left school to find work to support himself and his widowed mother. His fondness for steam locomotives led him to become a Junior Supernumerary Lad Laborer at the Victorian Railways' North Melbourne Locomotive Depot. However, as much as he loved railways, his true calling was journalism and this was the career he pursued after WWII.

David and Leo Harrigan organised a meeting at the

Victorian Railways Institute on 13 September 1945, which ultimately led to the formation of the Victorian Division of what is now the Australian Railway Historical Society.

On 30 April 1954, David's beloved Gembrook Railway (aka 'Puffing Billy'), moribund since a landslide at Selby the previous August, was



Ian Jones (left) and David Burke are in the narrow-gauge yard at Upper Ferntree Gully. Their visit preceded the 'Young Sun' special trains that ran in December 1954, the popularity of which resulted in formation of the PBPS.

PB ARCHIVES



During their visit to Upper Ferntree Gully prior to the 'Young Sun' specials in December 1954, David (left) and Ian Jones are 'imprisoned' inside brake van 6NC.

PHOTO: BURKE FAMILY COLLECTION

officially closed. At the time, David was working at the *The Sun* newspaper, and later that year was appointed writer and editor of a special supplement, *Trains*, to celebrate the centenary of the opening of the Melbourne-Sandridge line on 12 September 1954. VR Chairman of Commissioners, R.G. Wishart was so enthused by *Trains*, that he ordered 30,000 copies, to be distributed to every employee on the system. Soon after, David was appointed as editor of *Young Sun*, a new daily children's page.

Always on the lookout for content (and for any opportunity to publicise railways) he acted on a suggestion by fellow enthusiast, Bill Fairlamb, to write to Mr Wishart requesting one last run of Puffing Billy for *Young Sun* readers. To David's absolute delight, Mr Wishart replied, '... *We will be happy to cooperate with the Young Sun's idea...*'.

The trains quickly booked out, and on Saturday 11 December, locomotive 3A hauled three packed trains from Upper Ferntree Gully to Belgrave and return, passing hundreds of well-wishers along the way. With the day having been such a success, further special trains were run over the following months. In July 1955, the Puffing Billy Preservation Society was formed, and came to an

agreement with VR for continued operation. And, as they say, the rest is history!

In 1981, the ABC adapted David's novel *Come Midnight Monday* into a television serial, which was filmed on and around the Puffing Billy Railway, with a suitably 'weathered' 12A playing the role of the Baldwin locomotive *Wombat*.

A prolific author, David wrote thirty books, fact and fiction, and on a variety of subjects ranging from Australian railways to his favourite overseas destination, Antarctica. He was working on two more (a railway book and a children's book) when he passed away.

In mid-life, David went through a major change of occupation as he left the world of journalism behind, to become a representative for American firms selling sophisticated hardware (particularly in the defence arena) into the Australian market.

His greatest triumph came in 1981 when, against the odds, the Royal Australian Air Force chose the McDonnell Douglas F/A-18 Hornet to be its new fighter – and ordered seventy-five aircraft at a cost of AUD\$2.43 billion. In the 2005 Australia Day Honours, David was awarded an Order of Australia Medal (OAM)

'For service to the community as a historian and author...'

David always took a strong interest in Puffing Billy and was a member of the Puffing Billy Preservation Society that he had been instrumental in creating in 1955. More recently, the Society had been planning to publish its own history when David kindly offered to work as Editor for the publication. David's experience in journalism came to the fore, as did his contribution of key content material, in the production of *Saving Puffing Billy – The First Decade*, published by the Society in July 2015.



Ian and David participating in the Gembrook reopening ceremonies in October 1998. PHOTO: BURKE FAMILY COLLECTION



David is addressing a luncheon gathering at the Packing Shed during the Society's 50th Anniversary celebrations on 16 July 2005.

PHOTO: GRAHAM STANCLIFFE

In recognition of David's vital pioneering role, his long-time support and his latter role as Editor of the Society's history, he received an Honorary Life Membership award in 2014.

Not a great aficionado of email, he would gather items that he thought might pique the interest of a

friend and post them. Or sometimes he would phone them, excited by an idea he'd just had or information he'd received, that he felt they should know about immediately! On occasions, David would call for assistance with one or another of the projects on which he was working at the time. Indeed, our Puffing Billy Archives team had been pleased to provide him with material for a book on railway-themed postage stamps that he was putting together when he suddenly passed away.

David's funeral was held on Friday 23 March, at The Church of St Francis Xavier, Lavender Bay, Sydney. As expected, it was very well attended by large, diverse crowd, including rail-interest identities and faces from other pursuits – such as former NSW Governor, Dame Marie Bashir. Such was the wide range of people whose lives David touched during his 90-plus years on the planet.

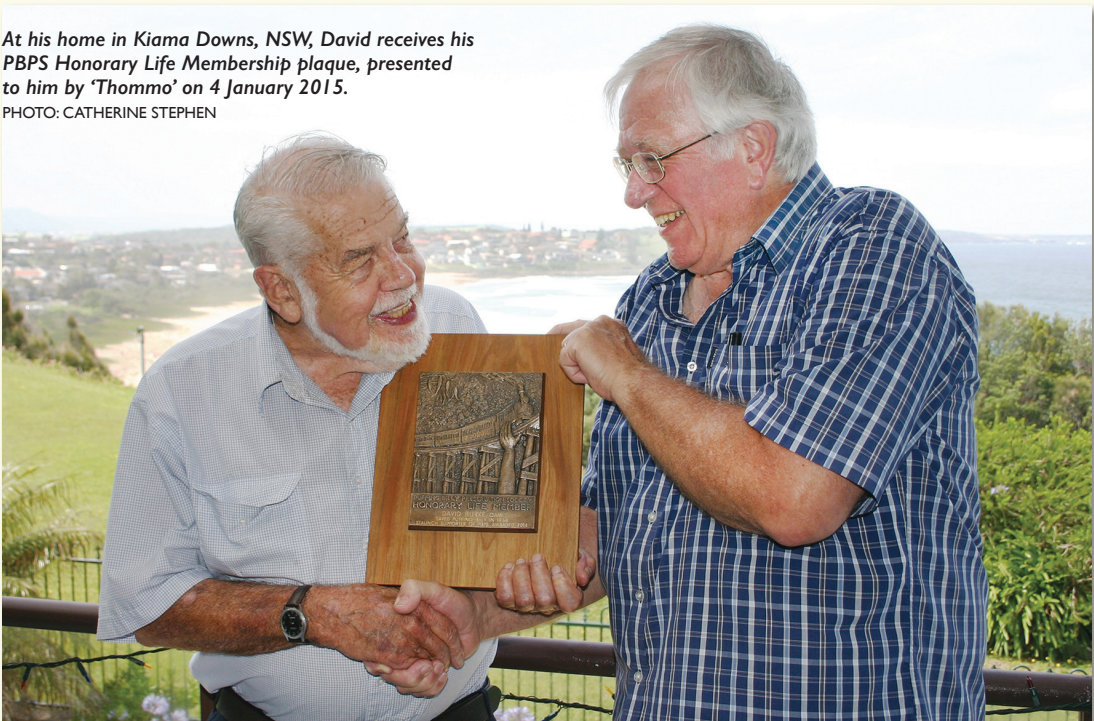
David was one of those remarkable people whose infectious enthusiasm for life and for the things he loved would invariably pick you up in its slipstream. His mind seemed to be perpetually racing ahead. While it's fair to say that David had a decent innings, to those of us who knew him, it was still not enough. He will be long remembered and sorely missed.

– Bruce Belbin and John Thompson



At his home in Kiama Downs, NSW, David receives his PBPS Honorary Life Membership plaque, presented to him by 'Thommo' on 4 January 2015.

PHOTO: CATHERINE STEPHEN



WILD EAST TRAIN

THE SOCIAL COMMITTEE'S EVENING RUN TO GEMBROOK

SATURDAY 14 APRIL 2018



Gathering of Passengers at Emerald station before departing on the Wild East Train

PHOTO: JEFF GOODWIN

Several years ago, the Social Committee ran two popular Wild East Trains from Emerald to Gembrook and return, with dinner in the Bird Room at the Ranges Hotel. The trip included a photo stop at bridge 8 (in the Wright Forest) and a listening stop on the return. With the Ranges Hotel closing its doors in 2011, there was little reason to run these trains. Finally, however, in late 2016, the Ranges Hotel was again reopened, proving definitely worth a visit.

Running a Wild East Train returned to the Social Committee's agenda and was scheduled for Saturday, 14 April, the first event of 2018 the twentieth year the Social Committee has been organising events for members and volunteers.

As in previous years, the train was hauled by locomotive 861, which is restricted to hauling two carriages up the hill to Gembrook. So, with a set menu agreed with the pub, advertising

designed as usual by Carl Segnit, the train's schedule organised with Belinda McKenzie, Traffic Manager, we were all set to sell tickets. When sales closed, 36 people had booked – a good number for a convivial evening.

When 14 April dawned, the weather was wet and miserable, not a good omen for our train that evening. Indeed, as Murray Holmes on NRT 1 was shunting the consist in Emerald yard, the rain was still coming down steadily. However, as departure time approached, the rain stopped and the skies cleared, leaving us with a dry, if cold, evening. After the obligatory group photograph around 861, off we set for Gembrook. Wet rails after the Cockatoo Creek bridge dictated a second attempt before successfully starting the climb to Cockatoo, but then it was an easy run to Gembrook in the evening light. Sadly, with safety concerns related

to passengers alighting without a platform, the photo stop at bridge 8 could not be repeated.

Fortunately for us, when we alighted at the Gembrook station platform, Station Master Kevin Mathisen had opened up the station, and had a roaring wood fire going, to warm people before walking over to the pub.

After taking our seats and seeking suitable refreshment from the bar, meals were served and a pleasant time was spent, as dinner was eaten and people chatted away. However, soon it was time to make our way back to the station.

As we crossed the road back to the station, Rob McUrthen, our driver and Keith Holmes, our fireman, were already bringing 861 off the pit, ready to back on to the train. The return run to Lakeside was uneventful, and as we pulled into platform 1, the station was a hive of activity as the Night Train was in platform 2, waiting to head back to Belgrave. So, we waited until it reached Emerald, clearing the section before we could follow.

In due course, safeworking messages were exchanged, the train staff issued, and the Wild East Train set off on its final leg to Emerald. However, all was not plain sailing. The climb from Lakeside proved too much for 861 and the train came to a

stand just past the Packing Shed (Nobelius Siding), out of coal and low on steam.

After some discussion, the only option was for 861 to proceed light engine to Emerald, to clean the fire and top up with coal and water and then to return for the carriages. Many decided to vote with their feet and chose to walk to Emerald station and their waiting cars at the end of their evening. The train crew and the Emerald signalman were on duty until the train returned to Emerald and the carriages were stabled and 861 returned to its shed, before signing off to go home. Fortunately most people were not put out by their late evening stroll through Emerald, seeing it almost as part of the evening's entertainment!

The Social Committee has a full programme of events for this year and is currently working on its calendar for 2019. If you would like to be involved with the Social Committee, or if you have any suggestions for any events you would like the Committee to organise, please contact me at president@pbr.org.au. We are always looking for new people to help run events and also for new ideas for functions. I look forward to seeing you at one of our future events.

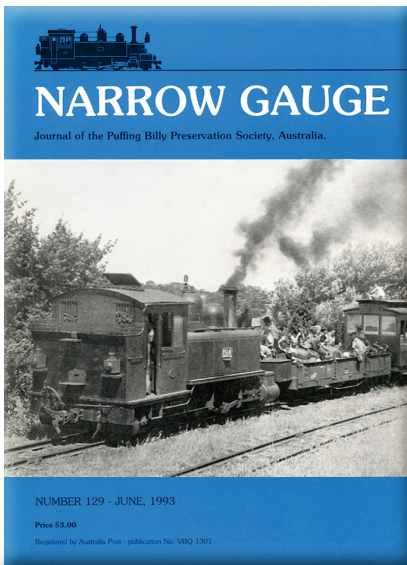
– Jeff Goodwin



Wild East Train loco 861 at Gembrook

PHOTO: DEAN GIFFORD

A HUNDRED ISSUES AGO!



From time to time we feature the things that the PBPS was doing and reporting on in *Narrow Gauge* some 25 years ago.

Narrow Gauge Number 129, dated June 1993, was compiled and produced by long-time Editor, Phil A'Vard. The front cover presented a photo of loco 12A ready to leave Gembrook with a train-load of Scouts on 30 December 1943. The Scouts were returning home after their Christmas Camp at Gilwell Park.

In his Editorial, Phil paid tribute to Mel Elliott, who was Puffing Billy's first full-time employee in April 1972. Mel played a major role in the day-to-day affairs of the railway, while nurturing an extensive network of 'outside' contacts. He also achieved significant progress in organising internal work procedures to meet the growing pressures of daily train operations.

One page 4, Secretary Larry James welcomed 30 new members to the Society.

The leading article, by Ralph Alger, was titled '*Beech Forest Revisited*', recalling past memories of the Otways narrow gauge, as well as recording his shock and dismay from seeing the many changes found there in 1992.

Ralph's younger brother Chris contributed '*One Hundred (Plus) Issues Ago*', looking back at *Narrow Gauge* issues for both May and November 1966.

John Shaw presented a works report titled '*The Bridge On The Yanga Creek*', outlining the demolition of a long timber bridge on the closed broad-gauge line to Balranald.

The centre spread in issue 129 was headed '*The Puffing Billy Demolition Society*'. It continued John Shaw's report and featured photos of bridge demolition in progress.

'*Good Times - And Bad*' headed an article by then Society Treasurer, Graeme Breydon. He addressed the various factors that were affecting both the Railway's and the Society's finances at that time.

Legendary rail enthusiast Wal Larsen contributed historical anecdotes about the former narrow-gauge Whitfield line.

Then followed three pages of '*Letters To The Editor*', all set in very small type to fit them in – not easy to read with ageing eyes! Subjects ranged over the style of bridges to be built between Lakeside and Gembrook, NA locomotive colour schemes, a proposal for a 'high speed' PB train and concerns about future development directions of the Railway. Concern was also expressed as to the feasibility and long-term viability of the Walhalla Goldfields Railway restoration proposal!

On page 19 began a report titled '*The Puffing Billy Zig Zag*', penned by Editor, Phil A'Vard. This featured the construction of the present zig-zag pathway leading down from the Main Road to Puffing Billy's Belgrave station. It replaced the earlier straight, steeply-graded path down/up the hill.

A '*Mechanical Engineering Report*' compiled by Hugh Markwick offered newsy bits and pieces, with photos, from the carriage and loco workshops.

The back cover was headed '*From A Railway Album*' and featured two historic photos. One showed a semi-derelict loco 12A languishing in the wilds of Newport Workshops yards in 1962. The other was an undated shot of 14A with chalked lining, in the loco servicing area at Colac, possibly in the late 1950s.

– John Thompson



Infrastructure Projects May 2018

Since my last report in February of this year, I am pleased to advise that good progress has been made on key projects, particularly the Lakeside Discovery Centre. In addition, in May we welcomed Neil Adams to the Infrastructure Projects team as a projects coordinator.

Neil joins Puffing Billy with significant experience in public sector facilities management, maintenance and capital works, and will assist in keeping up momentum on several of the other Master Plan projects. He has hit the ground running and will be focusing initially on our office renewal / expansions at Kilvington Drive Emerald, the new Way and Works Building, our temporary accommodation at Bayview Rd Belgrave and the two signal box projects at Lakeside and Belgrave.

More details on these projects are as follows:

Lakeside Discovery Centre



The Schematic Design phase of this project is now complete following a series of design reviews and consultations across all levels of stakeholders within the Railway community as well as the general public. We now have settled on the general form and shape of the building, identifying the key functional spaces, their capacities and capabilities. Work on designing the interpretation and educational components is also well under way. With initial design in hand, the planning approval process has now commenced with a target of finalising all approvals around September 2018 and commencing construction in the first quarter of 2019.

Emerald Office extension

The extension to the Emerald finance office to add up to eight more desks and additional meeting space is now ready to go to the market for competitive building quotes. Working construction drawings have been completed following the receipt of bushfire, structural, fire engineering and energy compliance reports. A building permit is currently being sought.

Lakeside Signal Box

Initial construction and structural plans for the project have been received and reviewed. Final adjustments to the window joinery detail should be finalised in June with a view to finishing the working plans for builders quotes soon after.

Belgrave Way and Works

The construction drawings and a bill of materials for this new building with improved amenities and increased office seating capacity have been completed. This project is now being sent to a Building Surveyor for permits to demolish the existing structure and a permit to build the new with competitive quotes being requested from builders.

Belgrave Signal Box

Structural drawings for this 45-lever operating frame and five lever demonstration frame signal box have been received. Details of the timber cladding, infill and window design are due to be finalised.

6 Bayview Road, Belgrave

While the office extensions and construction elsewhere on the line are being completed and with plans to further increase staff in the new year, temporary accommodation in the old ambulance building on Bayview Road has been approved. IT and furniture fit-out is now being planned for the site with occupancy due to take place as of 1 July this year.

– Bret Butler

Infrastructure Projects



Puffing Billy Workshop Blog



The NG/G16 Countdown Begins!

With a projected completion date of mid-2019, the race is on to get our re-gauged South African NG/G16 class Garratt assembled and tested. A snapshot of progress to date:

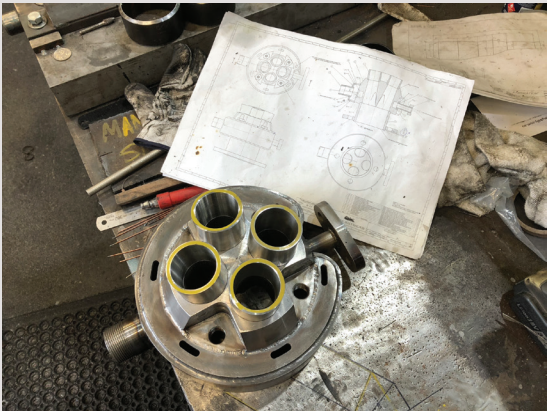
- The reach rods and brackets have been overhauled and modified to allow packers to be inserted fore and aft of the reverser stand, making adjustment far simpler.
- Much of the engine unit lubrication pipework has been run, including oil pots, dividers, and lubrication lines feeding the cylinders and draincocks.
- The engine unit foot plating and live steam ball joints have been installed and the timber packers fitted to the tank frames.
- With most of the cladding fitted and painted, the boiler was lowered back into the boiler cradle and secured in position.
- The boiler has been clad in expanded mesh, insulation added and the new laser cut and rolled cladding sheets fitted and sprayed black.
- The firedoor surround, firedoors, operating lever and linkage, and original backhead corner cladding have all been refurbished and fitted.
- Cladding pockets, which surround the washout plugs and cover transverse stay heads have been primed ready for painting, and will finish the cladding.
- The boiler cradle has been craned over and slung between the two engine units to enable completion of all the pipework fabrication. Whilst the engine units may have to come out for short periods to fit certain parts, it is intended that the locomotive will stay in this state as the build progresses to completion.

- Work on the smokebox continues, with the fabrication and fitting of the spark arrestor platework and removable sections to allow access to the tubes and superheater header behind. The smokebox front plate has been fitted and the machined smokebox door is ready for fitting.



NG/G16 Spark arrestor fabrication

- The Lempor exhaust nozzle, a complex fabrication incorporating the four blast nozzles, a separate chamber and nozzles for the blower and Westinghouse air compressor exhaust, has been manufactured.



Lempor blast pipe

Oil Firing – An Update on 14A

Since last time, 14A has run a considerable number of test trains and the commissioning has been signed off as complete. The engine ran its first solo service to Gembrook on Thursday 24 May, the oil firing system performing faultlessly with a clean stack and plenty in reserve!



14A at Gembrook, 24 May 2018

Two information sessions have been conducted for drivers and firemen and these are designed to provide some project background, why and how we went about it highlighting some of the trials and tribulations. Course material is being created with the aim to start crew training by early July.

Minor jobs being completed on the engine include the wiring installation to power the lights, radio and fuel gauge, tidying up paintwork, and completion of the headlights. Continual fine tuning of the operation of the burner has shown that better control of the air flow through the burner makes it both quieter and more controllable at low power outputs, and we are investigating options for better achieving this in operation.

Carriage Build Project

The next issue should see the second instalment of the new carriage project story. The prototype NBH is nearly complete, with only things such as seats, blinds, and safety rails to be fitted, following which we will complete the work on the undergear (brake adjustment, setting coupler height etc.) and begin the testing program.

We have been working hard to complete the necessary accreditation paperwork required by the Office of the National Rail Safety Regulator. If all goes to plan, by the time you are reading this we will have completed the process and be able to start manufacture of the remaining vehicles.

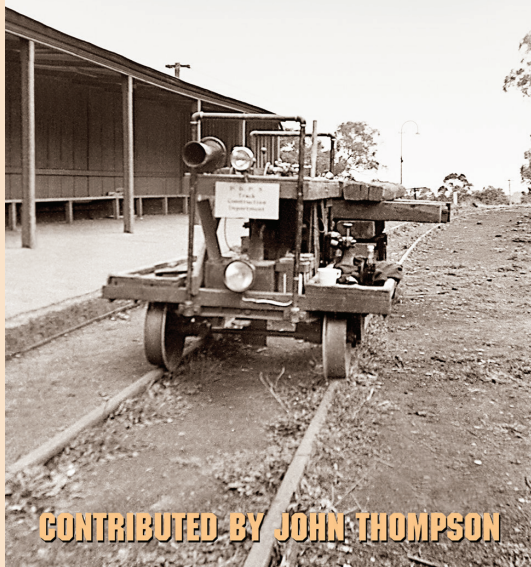
– **Tim Heeks**

*Carriage and Wagon
Workshop Superintendent*

PHOTOS: TIM HECKS



60 YEARS !



CONTRIBUTED BY JOHN THOMPSON

After 23 February 1958, the day of Puffing Billy's last trips between Upper Ferntree Gully and Belgrave, the Puffing Billy Preservation Society immediately launched plans to restore the closed line beyond Belgrave.

At about that time, two of the Society's earliest young members, Don Marshall and Leigh Ellis, had privately built a motor trolley based on a surplus VR NKS 'Casey' track machine. A history of the ME1 trolley, its excursions along the VR narrow gauge lines, its vital involvement in Puffing Billy's preservation endeavours and, more recently, its restoration by our Museum team, appeared in *Narrow Gauge No.221*, dated June 2016.

TOP: In April 1958, motor trolley ME1 had arrived to work on the restoration of Puffing Billy's railway. Pictured at the old Belgrave station, ME1 has an attached trailer carrying sleepers.

PHOTO: DON MARSHALL

RIGHT: Almost exactly 60 years later, on 12 April 2018, restored motor trolley ME1 is ready for a celebratory run along the line. From left are 'Thommo', Don Marshall and Doug Newberry, before their departure. PHOTO: DEBORAH WOODWARD

Late last year, Doug Newberry, another Society old-timer, advised that the 60th Anniversary of the very first work party to work on the line would fall on 12 April 2018. Doug was there at the old Belgrave narrow-gauge yard on that fine, sunny Saturday morning sixty years ago, and also ten or twelve other volunteers, including Don and Leigh, with their ME1 motor trolley and two flat-top trailers. Harry Gunn, a VR Ganger from Ferntree Gully, had been appointed to look after them on the day. Under Harry's instructions, they went down the line to Upwey, to recover sleepers, rail and points.

That first work day on the restoration of the Puffing Billy Railway was the start of something much bigger than anyone could have imagined. With the idea of arranging an appropriate 60th anniversary event to mark that occasion, Doug and Don conspired to take the restored trolley ME1 on a nostalgic trip from Belgrave to Lakeside and return on a date as close as possible to the date of that first work party.

Invitations were sent to other surviving 'greybeards' who had been involved with PB in 1958. Sadly, none of those eligible 'senior' volunteers were able come on the trolley run for a variety of reasons, mostly health-related.





Don and Doug aboard ME1, just before their departure from Belgrave.

Thursday 12 April was chosen and Don's necessary requests, approvals, safe-working arrangements etc. went through without a hitch. Thanks are due to the various PBR staff members and other volunteers who kindly facilitated the unusual trolley run on that day.

The day dawned bright and clear, very mild with a slight breeze – just perfect for a trolley 'joyride' along the line. Don and Doug had invited 'Thommo' along to enjoy the nostalgic experience but primarily to make himself useful as reporter-photographer for this article in *Narrow Gauge!*

Safely carrying the Belgrave–Menzies Creek Train Staff, and with the signalman's assistance, the trolley trundled out of Belgrave at about 8.15 a.m.

All went well for a while, with the restored old BSA motorcycle engine purring along nicely, until we were climbing the upgrade beyond the trestle bridge (No.5). The engine coughed a couple of times before deciding that the trolley was going no further and giving up altogether.

An SOS phone call went to David Baker who, having been the primary restorer of ME1, knew every nut, bolt, gasket and grease nipple on the machine. He arranged to meet us at the old Greenwell Road level crossing at the trestle bridge.

Driver Marshall being in possession of the Train Staff for the section permitted the trolley to be rolled and pushed back down the 150 metres or so to the bridge.

Ace 'Railside Assist' mechanic D. Baker duly arrived in his truck and, after some finger poking and fiddling, reported that an air bubble had obstructed the fuel supply. The engine was then started easily and it ran faultlessly for the rest of the day. Thanks David!

For the trio riding, the unique sound and feel of this trolley as it pattered through the bush brought a rush of memories of early track

reconstruction work parties and other adventurous exploits, including a few hair-raising episodes that we'd best not describe in detail!

SM Peter Stowell welcomed us at Menzies Creek, as did David, keeping an eye on the progress of ME1 along the line and ready to assist if needed. At Lakeside, David assisted with the turning of unidirectional ME1, ready for the return journey to Belgrave.

For this special run of ME1, the S&T team had kindly provided temporary controls on the trolley, for the remote activation of level crossing protection along the line. For bemused motorists, flashing lights and lowered boom barriers preceded the appearance of little ME1 pattering across the roads in front of them.



David Baker to the rescue, quickly found and rectified the fuel supply problem.
PHOTOS THIS PAGE: JOHN THOMPSON



TOP: SM Peter Stowell and 'Mother Hen' David Baker are assisting the passage of ME1 through Menzies Creek station..

CENTRE: David again preceded us, this time to Lakeside, where he assisted with the lifting and turning of ME1 for the return journey.

BOTTOM: At 10.38 a.m., ME1 has arrived safely back at the Belgrave trolley shed, out of the way of the busy shunting activities in the yard. PHOTOS: JOHN THOMPSON

Our arrival back at Belgrave found the place to be the usual hive of activity, with shunting and other preparations for the day's train running well under way.

Thanks again to all who helped to facilitate the smooth operation of this special trolley run. The careful timing in provision of a 'path' amply demonstrated PBR's ability to cater for such unusual workings without any adverse impact on regular operations.

But wait – there was more to this 60th Anniversary than just a celebratory trolley run!

On Sunday 15 April, the PB Museum team very kindly hosted a small gathering of ancient Society 'greybeards' with a well-provided barbecue lunch. In that convivial gathering, more than a few yarns and reminiscences were exchanged, while participants enjoyed the opportunity to view the Museum's exhibits and the magnificent presentation of them in the main display building.

Yet another of the Society's records of achievement had been celebrated in a very appropriate manner – a run of the old, restored ME1 on the 60th anniversary of that first work party and a traditional 'barbie' in the Museum. The 'greybeards' who participated thoroughly enjoyed their experiences.

– John Thompson



RECOMMENDED FOR FURTHER READING

Saving Puffing Billy – the First Decade

On sale at the Puffing Billy Belgrave Station.

Also available are a few remaining copies of the audio CD of

Sounds of the Last PB Train between Upper Ferntree Gully and Belgrave on 23 February 1958.

Enquiries: publications@pbr.org.au

VALE – Graham John Hocking

14 APRIL 1933 – 15 MAY 2018

Sadly, yet another Puffing Billy stalwart in times past has departed this mortal coil. In 2017 Graham was asked to provide details of his Puffing Billy history since 1974.

Following are extracts from Graham's summary ...



What did I do at Puffing Billy? Well it dominated my life (and work – thank you Nestle for never knowing where I was or what I was doing!) for over twenty very enjoyable years of great 'fun'. It became my weekend occupation, and included my then wife Linda, and our children, Amanda and Martin.

I can't recall when I first met Lon Wymond, then PBPS President, except that it was in South Melbourne somewhere. Lon was aware that I had written several articles for *Old Motor* magazine in the UK and he invited me to join PB as a volunteer.

Early days around 1974/5 were spent at Emerald, being trained by Larry James in selling the odd cup of coffee from time to time and also issuing a few tickets. I then went on to sell tickets at Lakeside, and finally Belgrave, where I qualified for Station Master duties.

After a long, thirteen (?) Monday evenings course at Flinders Street, I qualified as a Safe Worker and took up Guard and Signaller duties. I also did a Trolley Driver's course, and subsequently did evening blackberry spraying, ably supported by either Ron Welsby, Wayne Devlin, or my son Martin as 'second man'.

I also got involved in the first ever 'Santa Claus' train and was the actual 'Father Christmas', handing out the presents, and mince pies, though they did not seem to think that I should indulge in the sherry!

Somewhere along the line I got involved with both David Hall and Bob Sanderson. David organised

the logistics of the first ever 'Night Train' to the Clematis pub, which was a bit of a disaster food-wise and also ended up with a fracas involving a drunken client or two.

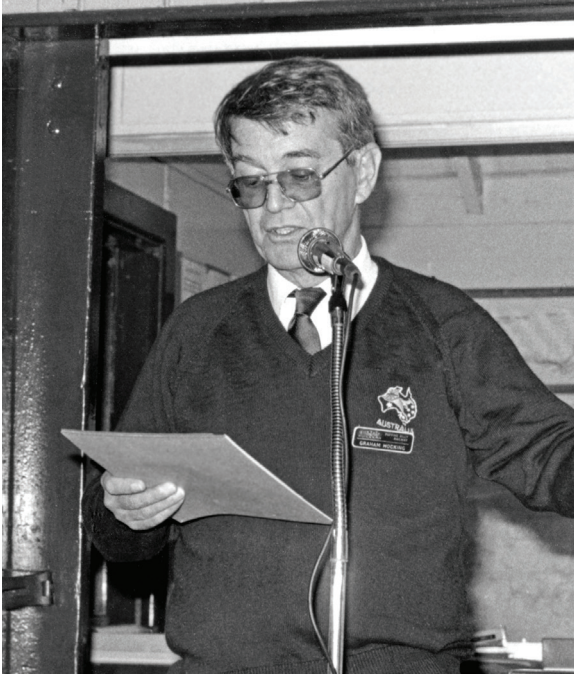
I also was Guard on the wedding train to the Packing Shed (was that the first one?) for driver Norm de Pomeroy's daughter Leonie on 19 December 1982 – a very enjoyable occasion.

I edited the *Narrow Gauge* magazine for a year when it was hopelessly way behind with issues; I didn't catch up much and was happy to hand it over to others.

One particularly enjoyable event was putting on a barbecue at Lakeside for John Snell, the Managing Director of the Romney, Hythe & Dymchurch Railway in England, on a special train, and Linda was cooking the barbecue. It just so happened that at that time, my baby brother Tony was employed as Marketing Manager for the RH&DR. This started a long period of email correspondence that lasted until John died. Somehow I never managed to convince him that 3D printing actually existed; he just could not grasp the concept, even after I sent him photos of models made by Terry Russell using a 3D printer.

At about this time, the subject of re-building G42 came up and a small group of us met at my home to discuss what had to be done. When the figure of \$400,000 was mentioned as a 'ball park' estimate, everyone threw up their hands in horror and said it could not possibly be done. I said it was a fairly simple marketing matter of one little brass razzo dollar coin – 400,000 times. Get out and knock on 400,000 doors and ask for one dollar for Puffing Billy – problem solved. However, this was never done.

I spent a day working on the Gembrook extension, on which a gang of us laid a mile of track from Fielder towards Cockatoo road crossing in one



Graham is announcing the results of a G42 fund-raising raffle at the old Belgrave station in 1980. PHOTO: STAN ABBOTT

Saturday. We had a barbecue lunch, and knocked off at 4 pm, as supervisor John Shaw wanted to “leave something for the Sunday gang to do”. Interestingly, on the Sunday it poured with rain and that gang got soaked, yet they finished the job just the same.

For fourteen years I worked as ‘New Volunteer Induction Officer’. Briefing papers were sent to my home, and each first Saturday and third Sunday I would front up at Belgrave to meet the new volunteers. In the early days we used to take them to Lakeside by trolley, but that later became a trip over the complete railway starting at Gembrook. For this I provided my own private car, but when we were busy, I managed to talk the Society into the purchase of a ‘bus’ – a Toyota 12 seater.

Then some nine of us had to go to Dandenong to do a bus driver’s driving test. I think two or three of us passed, of which I was one. The failure rate was about 66%!

The ‘company bus’ didn’t last very long with new volunteers as it got shanghaied (and made very muddy) by the track gang ‘pulling rank’! So then I used to hire a similar vehicle from Mick Black, another long-time PB volunteer. One would have

to wonder whether the track gang had suitably qualified (light rigid) licensed drivers for what was now ‘their’ bus!

There were so many other ‘little things’ that I got involved in – one example – the first ever ‘Great Train Race’, at which an organiser said he had a very special job for me to do for him.

I ended up as car park attendant in the wilds of Lakeside and never saw anything of the event!

In later years my health issues resulted in withdrawal from physical activities. I did get a phone call from some young lady one day who said that if I was no longer working as a volunteer perhaps I should return my uniform? I pointed out that other than a couple of old caps and cap bands, my uniform had been bought by me over the years. I never heard another word and eventually donated all of my own railway ‘stuff’ to the Benalla Theatre Group, who were most grateful.

These days I rarely go near the place as, after two heart attacks and a stroke, I can’t do stairs any more. I understand that if you front up at Belgrave booking office seeking a ride using your Membership Card, you may well be turned away as all seats are pre-sold, which is fair enough where people are paying good money, they should get priority – that’s our ‘business’!

I’ve very probably left out just as much as I have included – there was so much that went on ‘behind the scenes’. One thing is that for a fairly long period I also supervised community service workers on behalf of the Department of Corrections, and travelled the length of the Yarra Valley checking on their whereabouts and activities. This usually involved a number working off their time at PB. Many were the lame excuses why they were still at Belgrave long after the gang had departed for the day!

– *Graham Hocking*



Footnote:

Graham’s funeral on 24 May 2018 was very well attended by family members and friends, including a significant number of his Puffing Billy colleagues.

– *John Thompson*

LETTERS

Postal address: PO Box 451 Belgrave
Victoria, Australia 3160
Email: editor@pbr.org.au

Dear Editor,

A media commentator recently bemoaned the fact that following the recent collision between a road vehicle and a Puffing Billy train, PB's management had banned passengers from dangling their legs outside the carriages as the train travelled along. He recalled his own enjoyment dangling his legs as a young lad and requested PB management to rescind the latest decision to ban this practice.

However, there is another angle to this dangling of legs. It is disappointing for other passengers whose view is confined to looking at the backs of passengers sitting close together thus forming a wall blocking other passengers' line of vision. In the interests of all passengers, I'm hoping that PB management will retain their decision to ban "dangling".

The children can enjoy their view standing on the floor of the carriage, thus affording all passengers a reasonable line of view to which all are entitled. I support the banning of dangling and would be surprised if many more passengers do not agree with me. Let all of us enjoy the journey without hindrance.

Len Ledwich, PBPS Member

Dear Editor

I was delighted to receive my copy of *Narrow Gauge No. 228* and to read about the change of locomotive 14A into an oil burner.

The ability to operate a steam train very day from Gembrook to Cockatoo and Lakeside is an important milestone in the history of Puffing Billy Railway.

I was also pleased to note progress in the refurbishment of Garrett Locomotive NGG 16-129. Is there still time during the restoration to consider turning NGG 16-129 into an oil burner too, so that it could be operated from Gembrook, in conjunction with 14A ?

Barrie Paul

Dear Editor,

I really enjoyed the article in *NG#228* on the building of a new locomotive Lyn in the UK for AUD \$1.16m.

In this wonderful era of strong patronage from overseas, the ETRB are making bonus income which may not last in the long term, as there is always the possibility that you are no longer flavour of the month. I feel that the time has come for serious discussion by the Membership and the Executive into how some of that bonus income could be used to fund the restoration of 3A to operating condition. We, as a preservation society 64 years young, need to decide once and for all what is the ongoing future of 3A to be?

This back and forward discussion has dragged on since Methuselah was a boy and none of us are getting any younger. Surely it is possible for a simple plebiscite to be taken of financial members of the PBPS asking what each member feels is the best outcome for the future regarding 3A and the majority decision be respected and acted upon?

Options could possibly include:

- restoring 3A back to fully operational running condition as our number 1 priority; or
- restoring 3A cosmetically and place it on a plinth under cover at Menzies Creek.

Funding is important and if the majority of members agree to a full restoration number 1 priority, I suggest that a request is made to the ETRB to have a \$2 per ticket levy, to be added to the \$350,000 already donated to the 3A restoration fund to fully fund the work required at a relatively fast pace.

With no ticket levy, and only using the accumulated funds received and future donations etc to finance, the restoration would drag out the rebuild for ten to twenty years or more. Seeking funding from government and or other resources may take many years and have little to show for it. If the majority agree to restoring 3A to operational condition a.s.a.p via a ticket levy, then so much attention could be focused on an outcome befitting the premier status of the PBPS as a preservation organization and restorer, generating even stronger public goodwill here and overseas in the longer term. Perhaps a long term side benefit could be that two sets of all new items needed could be

fabricated, ensuring spares for the current fleet or even down the track, a brand new NA18.

There is at least one precedent for a ticket levy in Victoria and it was used to partially fund the Melbourne underground loop construction, quite successfully too if I recall correctly.

Meanwhile, if nothing happens and we sit on our hands, what's left of 3A that has not already ended up on the rest of the NA fleet may be lost forever, and that would not be good in my opinion.

I would love to see the day that 3A truly comes home and was even dedicated and named "Lyn" after our own Lyn Helsby, as an ongoing mark of respect to the dedicated VR crews who gave so much of themselves in those hard years.

Graeme Sproul, Pakenham

Editor's comment - There has been a lot of discussion recently around the future of 3A, and we hope to feature an article in an upcoming issue of NG detailing the efforts going on behind the scenes to create a secure future for this historic locomotive.

FIRE PATROLS

Providing critical support for Puffing Billy in the fire season

What a great team of people ensure that Puffing Billy operates safely during the Fire Patrol season. The season was 18 December to 30 April and patrols operated from 21 November to 26 April. A total of 499 shifts were run with these being covered by 84 volunteers. Many thanks are extended to these volunteers, especially those who responded on short notice to fill shifts.



Congratulations to Jenny Baker and Rob Rossiter on being awarded Golden Gators for most fire patrols.



*- Compiled from a report by
Jason Bell and David Axup*

PUFFING BILLY RAILWAY

PBR MANAGEMENT TEAM

Acting Chief Executive Officer	J. Clancy
Acting Chief Operations Officer	N.M. Hutchins
Senior Management Team	
• Finance	M. Jouvelet
• Engineering	P. Essig
• Way and Works	J.M. Bell
• Infrastructure Projects	A.J.B. Butler
• Train & Passenger Operations	J.L. Clowes
• Commercial	A.G. Williams
• Human Services	D.M. Gadsden
Branch Managers	
• Marketing	E.M. Hutchinson
• Special Events	M. Collopy
• Safety Manager	V. Ducrow
• Traffic	B. McKenzie
• Signals & Telegraph	A.D. Wheatland
• Lineside Attractions	D. Baker
• IT Manager	D. Smith
• IT Systems Manager	J. Jacobe
• Engineering Drawing Office	T. Heeks
• Locomotive Workshop Workshop Superintendent	D. Clowes
• Carriage & Wagon Workshop Superintendent	T. Heeks
Supporting Officers	
• Rail Safety Audit Leader and Safety Administration	D.A. Woodward
• Infrastructure Project Coordinator	N. Adams
• Volunteer Recruitment	S.L. Ham
• Volunteer Recognition	S.G. Corbier
• Heritage Advisory Committee	A.D. Rayment
• Archives	G.F. Tasker
Head Stationmasters	
• Belgrave	J. Crisp
• Menzies Creek	P. Stowell
• Emerald	A.D. Rayment
• Lakeside	L.A. James
• Cockatoo	James Park
• Gembrook	K. Mathisen
Roster Clerks	
• Drivers Roster Clerk	C.S. Walkerden
• Firemen Roster Clerk	G. Furlong
• Guards/Signalmen Roster Clerk	K. Stanes
• Acting Engine Cleaners Roster Clerk	J.F. Hoy
• Track Patrol Roster Clerk	D. Cahill
• Passenger Services Roster Clerk	D. Rashleigh
• Conductors Roster Clerk	S. Edwards
• Refreshment Roster Clerk	L. Dyer



PUFFING BILLY PEOPLE

A warm welcome is extended to the following members who have joined us recently:

FULL MEMBERS

Alan Lawrence	Rowville
Kim Roadley	Altona Meadows
Philip Squire	Belgrave
Robin Tummons	Berwick
Vicki Williams	Chirnside Park

FAMILY MEMBERS

Cecilia Cranfield	Emerald
Kelly McPherson	Cockatoo
Greg Pepperell	Emerald

CONCESSION MEMBERS

Paul McMinn	Monbulk
John Palfreyman	Olinda
Tony Roddam	Ferntree Gully
John Simon	Dapto, NSW
Bob Stack	Mount Kuring-gai, NSW
Heather Staggard	Healesville
Colin Wales	Emerald
Susan Wales	Emerald

We record with regret the passing of members David Burke, Graham Hocking, Graham Davis and Bob Farr.
Our sympathies are extended to families and friends.

– *Tim Heeks*
Secretary, PBPS

GOLD PASS



REX KINGHAM

Rex Kingham these days, sadly, doesn't enjoy the best of health, so we were pleased to see him back for a day in the Belgrave Booking Office on Saturday 31 March 2018. As Rex was the final recipient of an award from last year's AGM who had not received his certificate, Jean Clowes and I took the opportunity to present Rex with his Gold Pass. This was awarded to Rex in grateful recognition of his time as Society Secretary and also as a Society nominee to the Board.

– *Jeff Goodwin*
President PBPS

PHOTO: JEAN CLOWES



RETIREMENTS

Russell Bowen

We wish Russell well on his retirement after 17 years involvement at a management level of Puffing Billy Railway. Russell is still involved as a PBPS member and volunteer.



Don Marshall

We wish Don well on his retirement after over 60 years involvement at many levels of Puffing Billy Railway. Don is still involved as a PBPS member and volunteer.



MEMBERSHIP MATTERS

MEMBERSHIP RENEWAL 2018-2019

Prompt renewal of your membership ensures that you continue to benefit from your membership. Personalised membership forms were sent to all members in May. Email

membership@pbr.org.au

or phone (03) 9757 0700 during business hours, if you would like another copy.

KEEPING IN TOUCH

It is important that we have current contact details on file for all Society members. Please let us know promptly of any changes to

- Postal and/or street address
- Phone numbers (home, work, mobile)

Any changes — send us an email with changed details to: membership@pbr.org.au or phone (03) 9757 0700 during business hours.

UPDATE YOUR EMAIL ADDRESS

Your current email address is used to communicate general information to members, to keep them 'in the know' about Puffing Billy news and other items of interest. It is important that we have a current email address for you, so email any changes to

membership@pbr.org.au

PUFFING BILLY WEBSITE

Members are encouraged to visit our website

www.puffingbilly.com.au

This website was recently updated and worth checking to see the latest about Puffing Billy Railway. With the upgrade to the Puffing Billy Railway website, access to the *Members Area* has changed.

To access the Society and Members Area select *Membership* from the *GET INVOLVED* menu item. The *Members Area* can be accessed via a link on the *Membership* screen.

The area is password protected and the password is 'pbpsmember'. See the *Members Area* for information about forthcoming events, and to access replacement forms and other documents.

ENCOURAGE NEW MEMBERS

On the *Membership* page, you can see details of membership benefits and also the *PBPS Membership* application form. This form can be used to invite friends and family to also become part of the PBPS membership.

WANT TO VOLUNTEER?

All members are encouraged to consider volunteering. For more information about volunteering, visit the Puffing Billy website. Information about *Volunteering* can be accessed from the *GET INVOLVED* menu item.

PRIORITY FOR PBPS MEMBERS

Members wishing to travel on the regular excursion trains can now use the on-line bookings queue at the booking office windows to get tickets for the next available train.

SPECIAL DISCOUNTS FOR MEMBERS

Travel on the Steam & Cuisine Luncheon Train

- 25% discount for yourself and one guest-to book online use promotional code PBPS-LUN17
- For a booking of more than two people, contact Customer Service to organize 15% discount for additional guests.

Travel on Catered Night Trains and 'Day Out With Thomas'

- 15% discount for yourself and any additional guests-to book online use promotional code PBPS-EVENT17

2018 – ANNUAL GENERAL MEETING

To be held on **Sunday 15 August 2018.**

— Jean Clowes

Vice President, PBPS



Many thanks to the numerous contributors of content material for this issue. As always, we endeavour to present a wide variety of topical articles, reports, historical features and other material likely to interest our PBPS members and others who read the magazine. Your contributions are always welcome. The closing date for the September issue is 15 August 2018.

Please send your contributions to: editor@pbr.org.au

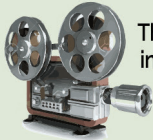
— Editor, Narrow Gauge



Puffing Billy Railway Social Committee CALENDAR OF EVENTS 2018

Saturday 11 August

"Graeme Breydon Memorial Film Night"



The Film Night this year will be held in the GEMCO Theatre. There will be movies covering railways near and far and spanning decades. Light refreshments and drinks provided during the interval.

Sunday 21 October

Family Day to Daylesford



(please note date change)
In our own bus, we visit the Daylesford Spa Country Railway, for a train ride then visit the Daylesford Sunday Market.



Sunday 25 November

Family Day around the Bay

From Belgrave we travel by chartered bus to Mornington where we visit the railway for a trip to Moorooduc.



We then take the ferry from Sorrento to Queenscliff. Here we take another train ride on the Bellarine Railway. Morning tea and lunch is included.



Traditionally, we end the year with our...

New Year's Eve Train Monday 31 December



REMEMBER PUFFING BILLY IN YOUR WILL!

Consider continuing your support for the Society and Puffing Billy into the future.

By including a legacy to Puffing Billy in your Will, you can materially assist in the longer-term achievement of the Society's commitment to protect, maintain and operate Puffing Billy as one of the world's premier preserved steam railways.

A bequest can be applied to a specific project of your choice or can assist in the general restoration of locomotives, rolling stock, buildings and other 'heritage' features of the Railway.

In acknowledgement of such a gesture, if you wish, your name can appear on a brass plaque, appropriately mounted in a publicly visible location on the Railway. Examples can be seen on platform seats and other items at stations along the line.

For further information and assistance in making your bequest to Puffing Billy, please write to:
Secretary, P.B.P.S., P.O. Box 451, Belgrave, Victoria 3160, Australia.

GEMS FROM THE PUFFING BILLY ARCHIVES



The two photos on this page feature a small gang of PBPS volunteers working at Menzies Creek station, c.1960/61. They are engaged in cutting used VR broad-gauge sleepers into shorter lengths for use in Puffing Billy track reconstruction. Most of those sleepers were cut into halves, which provided two shorter-than-standard length narrow-gauge sleepers. Many of those short 'bearer' sleepers gave good service for many years after re-opening in 1962. Some of the identifiable PBPS people involved on that day are Bernie Holmes, Chris Alger, John Copeland, Chris Rodakis, John Frost and Mel Elliott.

PHOTOS: DON MARSHALL

