



BETWEEN OUR LINES

The Newsletter of the Mornington Railway Preservation Society Inc.
Patron - Robin Cooper

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Welcome to this edition of **Between Our Lines**. We hope you enjoy the contents.

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year 2009/10 has been devoted to the preservation aspect of our purpose and mission.

First and foremost has been the major refurbishment of our much loved steam locomotive K163. This has been a project of massive proportions for a small volunteer organisation. It involved completing one the spare boilers awaiting restoration, swapping that boiler over with K163's which requires major reconditioning and then rebuilding much of the suspension gear during the time when there was no boiler in the frame. The Society is greatly indebted to the team that has worked consistently on this project for almost two years.

Progress has also been made on our two diesel locomotives. The repainting of T334 was completed in December 2009 and a great deal of behind the scenes mechanical work has been carried out on both T334 and T411. It is pleasing to note that the diesels held up well while

the steam locomotive was out of service this year. The carriage team has continued to maintain our carriage fleet to the high standard widely recognised within the Tourist and Heritage Railway Sector and, in addition, a great deal of effort has been directed to refurbishing one of our guards vans. The way and works team

has likewise continued to keep the track between Moorooduc and Mornington up to a good operating standard.

Some specific details of the year follow.

Welcome to this edition of "Between Our Lines". This is the post AGM issue and as such it contains many of the reports presented at the Annual General Meeting..

*Enjoy,
Ed.*

It's Back!

K163 is back on the track with its' new boiler.

Come and join in the "Welcome Back K163" celebrations on Sunday November 21st from 10.00am onwards.

From the President

Overview

A large proportion of the Society's energy in the

Steam locomotive K 163

The engineering team formed in February 2009 has made remarkable progress on the refurbishment project and it is anticipated that the locomotive will re-enter service towards the end of 2010. The team of between six to ten people has worked almost every Tuesday and Wednesday since formation. During 2009, the first major task undertaken was to establish workshop facilities in which to carry out the project. Restoration of K191's boiler became the focus in the latter part of 2009 and, in December, was completed to the point where it was approved by the inspector as a stand alone boiler. It was then stored awaiting installation in K163

In January 2010, K163 was withdrawn from service and following several months of preparatory work, the boiler was lifted out by large cranes and placed in the refit area. With no boiler in K163's frame, it was an ideal time to work on and overhaul the suspension gear, main bearings and other component not normally accessible with such ease. This work was completed by June 2010 and K191's boiler was lifted into its new home as part of K163. Work then commenced on replacing all the parts previously removed in preparation for the locomotive's return to service later in 2010.

The Society is much indebted to Gerald Spoor and his team who have maintained their drive and enthusiasm over such a long period to see this project through in near record time. In addition, it should be noted that the combined skills of the engineering team has enabled a lot of parts to be manufactured in-house thus keeping project costs to a minimum. Well done to Gerald and his team.

Diesel locomotives

The Society has been very dependent on its diesel motive power fleet to haul its Sunday running day services for the public over the last several years. In 2008, we relied on the diesels because K163 was out of action undergoing boiler maintenance for much of the year. Obviously we have also been solely dependent on the diesels during 2010. Following a rather costly and intensive period of maintenance in 2008, the process of bringing the diesels up to being a reliable and a well maintained fleet has continued in the year under review. The long running repaint of T334 was concluded in December 2009 when the locomotive in its shining new livery was re-launched at the members Christmas function. It looked absolutely spectacular and was a credit to all those involved.

During 2010, an agreement was under negotiation with Pacific National for the allocation of a Y Class diesel to the Society. This type of locomotive would enable shunting and other running to be undertaken at a much lower cost, provide variety for our volunteers and free up T411 for income earning service on the mainline. Negotiations were at an advanced stage at the end of the year under review.

Accreditation

July 2009 to June 2010 was our first year of operating under the new regulatory regime of the Rail Safety Act 2006. In implementing compliance with the Act, many changes have been taking place in accordance with our Safety Management System and the Act in general. Evidence of these changes will be seen when walking around the yard, in the written procedures which are now part of most activities and in record keeping.

This work will be ongoing as we strive towards continuous improvement under the watchful eye of Transport Safety Victoria.

Station kiosk and souvenir buildings

During 2009/10, the Spillett family with assistance from some members of the Carriage Department have continued to carry out major improvements and upgrading to these station buildings. The photo display area and the souvenir shop were the target of this years improvements with concrete floors being laid throughout the building and the souvenir shop being refurbished internally to make it more attractive to the customers and much more pleasant for volunteers to work in.

The Catering Department, in addition to what it has achieved above, has continued to service birthday parties in carriage 98G. The parties in their current format are proving to be very popular with family groups. Forward bookings usually extend several months ahead at any one time.

Carriage Department

Neil Hasting continues to lead the carriage maintenance team which is responsible for repainting carriages, carry out carpentry work and doing the many other tasks associated with keeping our rolling stock up to the high standard that is frequently commented upon by visitors from other railways. Over and above the regular maintenance duties the team is refurbishing a ZD van and has done some excellent work in replacing sections of rotten wood, broken doors and other areas of that vehicle that have badly deteriorated over the years.

It is interesting to note that the carriage team is also growing in membership which augers well for the future.

Way and Works

The maintenance work undertaken by the Way and Works Department is, unfortunately, rarely ever seen or appreciated by the travelling public even though it is an absolutely essential component of railway operations. During the year, the team, working one day each week, has continued to keep our track up to standard by sleeper replacement, freeing up joints, removing humps and weed spraying.

Vegetation management along our railway has become much more important in recent years and a balance has to be maintained between minimising fire risk, environmental concerns and safe working of the railway with respect to overhanging branches. Our thanks go to Kevin Burt and his team for their tireless work in this area.

Management Team Changes

During the year, the Society experienced quite a number of changes to its management team due to people stepping down for a variety of personal reasons.

In each case a person has been found to take over the vacancy but the challenge has been to assist those people to get up to speed with their new responsibilities within a relatively short time. I will mention two of the changes due to their significance.

The first is Howard Girdler who retired as Traffic Manager and committee member after 25 years of service with the Society. The Society expressed its appreciation to Howard in April at a special evening function. The Traffic Manager position was subsequently filled by Maurice Clarke.

The second is Bob Stewart, who was the Society's Rail Safety Accreditation (RSA) Manager and who passed away on 2 July 2010 following a short battle with cancer. Although he was only with the railway for several years, he made his mark in the RSA field and, in recognition of his contribution, part of his funeral service was conducted on the railway. The RSA position was subsequently filled by Andrew Swaine

Marketing Department

Rowan Bravington stepped down as Marketing Manager in early 2010 so as to undertake an

extended overseas trip. The leadership was taken over by Andrew Perkins and additional people were recruited to the sub committee.

Some of the achievements during the year were the development and promotion of the driver experience product, which is proving to be very popular. A contemporary range of uniform garments were developed and taken up by the membership which has improved the staff presentation on running days. The number of distribution points for our timetables/brochures has been significantly increased. The children's' birthday party product has been progressively improved and booking arrangements streamlined.

Much of this year's effort has been devoted to the 2011 timetable. There will be a number of changes to our program next year including running days, train times on each running day and the mix of steam and diesel haulage. We were well placed at the end of June to have the timetables printed well before the peak summer season patronage.

It is also pleasing to note that during the second time within three years that K163 has been out of service for an extended time, that patronage has held up reasonable well with diesel hauled trains

Peninsula Link Freeway

In my previous annual report, I mentioned the potential threat that a simple earth fill embankment was likely at the point where Peninsula Link would cross the railway. This would effectively close that section of the railway corridor permanently. Representations were made to the Department of Transport who took up our case and I am pleased to report that there will now be a flyover where the freeway crosses the railway.

Thanks to all volunteers.

Finally, I would like to thank all our volunteers for enabling the Society to get through what has been a challenging year. We and all other Tourist and Heritage Railways are going through a period of unprecedented change with respect to regulation, compliance and the lifting of professionalism. I might add that there is still much more on the way. With the right mental attitude however, we will succeed but we must be prepared for and manage change effectively.

Malcolm Swaine President

CARRIAGE AND ROLLING STOCK REPORT 2010

Restoration work carried out this year by the dedicated Carriage Crew has been:

The ongoing painting of K163 during the restoration period and replacement of the wooden floor in the cabin.

20ZB Van has had major work carried out. The roof area has been restored and given two coats of Emerclad. A corner post had rotted out and has now been replaced. New dog box door has been fitted. Two new timber doors and window frames have been made for the north side double doors. The guard's door has also been extensively repaired. There are still repairs to be made to the south side double doors and guard's door. Upon completion of the wood work, the whole van will be sanded back and given two coats of Indian Red and the black, grey and white trims will also be painted. This will then give the society another Guard's van to use on running days, and allow for van 604ZD to come in for repairs.

Other rolling stock that will also need repairs and painting during the coming months are 65AW, 24AW and 27BU.

Due to the lack of space in the carriage shed during the restoration of K 163, our carriages have been sitting at the Moorooduc platform since February. This prolonged exposure to the summer and winter elements have had some adverse effects to the carriages. We are looking forward to having the carriages back under cover so we can carry out our normal preventative maintenance.

I am very proud of the achievements we have accomplished during the year, and look forward to the future challenges that looking after "the best carriage fleet" in Tourist & Heritage railways.

Neil Hastings, Carriage Manager

Way and Works

Since the last Way and Works report, the following has been happening:

- delivery of 280 new red gum sleepers ex Echuca Moama. Probably a little early, however in view of the present red gum cutting situation in the Murray Valley I felt it best to have too many than not enough. Our present stock should be sufficient to carry out the present program - renewal under rail joins and adjacent shoulder sleepers - to completion. After that ??????. The delivery day was very muddy and presented great difficulties unloading. Compliments to Maurice Gilmour whose skill in handling a very tricky situation resulted in an elongated but ultimately successful day.
- David Spillett arranged delivery of 120 second hand sleepers ex VicTrack which cost nothing except delivery costs. He is also negotiating supply of second hand rail hardware - fishplates, rail sleeper plates, bolts, etc ex the NE line standardization. Everything is welcome.
- The gang completed the re-sleeping of the section between No 1/2 down points and the gate which was in bad shape. Now its our best bit of track!
- Over the last three weeks the gang has been working on the transfer of rail insulated joints (RIJ's) from the original VR position allowing for a track speed of 80k to a position closer to Wooralla Drive Crossing, which is being automated, to allow for our track speed limit of 32k. This involved the installation of the joints, both sides of Wooralla Drive, cutting a wafer of rail at the new joint position of around 12mm to allow the positioning of a non-conducting insulator. Thanks to Herb Warren for the use of his rail cutting setup which simplified the job.
- Weather has been a significant problem over the last few weeks. Considerable rain has turned Moorooduc site into a swamp, unfortunately where we have our new sleeper store is the worst affected area. We managed to snatch 10 sleepers out of the store on 26/8 with difficulty. On Thursday 9/9, the store was inaccessible, the first time in many years that this has happened. That day the track gang improved No. 2 road where a considerable dip was evident half-way along. Sunday 5/9, a running day, was a major problem - early morning high winds had felled six

trees across the line. The track patrol had to call in members with chain saws, however, with an hour's work to remove the trees, our 11am train was only 20 minutes late. Hope we have some weather improvement soon, which is entirely selfish as the rain is so welcome after 10 years of drought.

- Our external track audit on 9/7 resulted in a positive outcome, and the track has been approved for use under our current arrangements.

We will be running a work train on Sat 27th Nov to continue tree cutting along the Moorooduc to Wooralla Dr section, and also to pick up larger logs from the last session. I will confirm the date and time closer to the event. As this will be our last work train before Christmas, would like as many to come as possible.

*Kevin Burt,
Way & Works*

Final stages of K163 refurbishment complete

The autumn 2010 edition of Between our Lines contained a 10 stage plan for the project to replace K163's deteriorating boiler with a rebuilt boiler from K191 which was in storage having been partially dismantled awaiting restoration.

At the time when that article was written, five of the 10 stages had been completed. Those stages were:

The preparation of a temporary roof over K191's boiler to enable work to be carried out in all weathers;

The establishment of a small machine shop and related facilities with which to manufacture parts;

Construction of a new ash pan to replace the one on K163 which was badly rusted;

The rebuild of K191's boiler culminating with sandblasting and painting by Batur Coatings of Hastings as a free service;

The preparation of K163's boiler for removal from its frame;

Since the Autumn Edition of Between our Lines, the remaining five stages as outlined below have also been completed.

Removal of K163's boiler

In mid April, following the removal of cladding, fittings and the cab etc. two cranes were hired to

remove the boiler from the locomotive frame and place it in the covered in area for subsequent rebuilding. The occasion was attended by a significant crowd of onlookers and created a great deal of interest as this was a first for the MRPS. The operation went smoothly due to the prior planning and K163 was left a former shadow of herself with no boiler and no cab.

Overhaul of suspension gear and bearings.

With the locomotive in a stripped down condition, easier access was provided to the suspension components and main bearings than would otherwise be the case given the MRPS's limited facilities for working under a locomotive. For several months the engineering team worked on this aspect with some parts being replaced with ones in better condition from other locomotives, some components being reconditioned and a number of new fittings being manufactured from VR drawings. The main bearings were inspected and found to be in good condition other than the need to clear oilways and replace the woollen pads which supply oil from the sump of the bearings to the underside of the shaft journals Slack in one of the big end bearings in the motion gear was also taken up during this stage of the project.

Install the K191 boiler into the frame of K163.

This operation was carried out on 9 June 2010, again using two cranes and with a large group of interested onlookers viewing the operation from various vantage points around the site. The engineering team had taken every precaution prior to the day to check and recheck all dimensions and measurements to ensure that a boiler from another locomotive would fit into the frame of K163 and this work was rewarded by the boiler going into place with only a few very minor adjustments being required. At the end of the day, K163 was starting to look like a locomotive once again.

Replace cladding and fixtures.

Progressively, the locomotive started to take shape again. The cab was refitted making a huge difference to the appearance and paving the way for the cab to be fully fitted out. Cladding was progressively installed and components such as the compressor, funnel, steam dome and other parts were installed on a planned and orderly basis. Most of the steelwork in the smoke box was also replaced because that previously removed from K163 was in a worn condition. Towards the end of this stage, the boiler was steamed up, inspected by the boiler inspector and given his approval. The brick arch in

the fire box was then constructed. All that remained to be done past this point was completion of the painting and fine tuning.

Testing prior to release back into traffic

On Tuesday 2 November 2010, K163 was given its first test runs. The first tests involved short runs with a guards van attached within the yard area and then a slightly extended run to Wooralla Drive and back. Throughout these runs, there were frequent stops to check the performance of various parts and adjustments were made when necessary. Finally, K163 hauled a large train right through to Mornington and return so as to test it under conditions as close as possible to normal operations. The test results were very positive with only a few minor items requiring ongoing attention.

The locomotive will be released back into traffic later in the week commencing Monday 1 November. Without prior announcement, K163 will haul the normal Sunday services on the first running day of November for further shakedown tests with diesels on standby in the event of any problems. A ceremony to officially welcome K163 back into service will be held on Sunday 21 November on Moorooduc Station commencing at 10.00am and all members are invited to attend.

The Committee of Management and the general membership thank Gerald and the engineering team for their dedicated contribution to the project over the last twenty months. All members of the team will now be able to look back with pride at what they have achieved in turning an idea conceived in February 2009 to a reality in November 2010. Well done.

A further article in the next edition of Between our Lines will provide acknowledgement to all the volunteer workers and other external contributors who made the success of this project possible.

Diesel Group News

T334 – In Service

Apart from driver experience trains T334 has been taking care of all our running day operations since August when the cosmetic repaint of T411 was started. This loco has been operating faultlessly which is the best it's done for many years. This is mainly due to the locomotive being back up to speed maintenance-wise and fully operational

again. The diesel team is really proud of how this locomotive is operating and thanks must go out to them for all their assistance. Once we get a break in operations, T334 is schedule to have some major improvement work done to it and this loco will be withdrawn from service for between 4-6 months.



A point to note. Since the diesels commenced full time running in January, no service has ever been cancelled and there have been no failures on passenger train services during this period. This is due to the tremendous effort that the diesel group have done in keeping the locos in tip top working order.



T411 – Under Cosmetic Restoration

By the time you read this, T411's repaint will be well underway and you will have a good idea of how the Mornington Railway corporate livery will look. This livery is a very welcome change from the standard VR livery that everyone seems to be copying, and it makes the Mornington Railway stand out demonstrating we have our own branding. Other improvements and modifications are being made to T411 whilst it's out of service to ensure it has all the latest features.

Y class – In progress

Hopefully it won't be much longer until the Mornington Railway Diesel Group take delivery of their next locomotive which will be a Y class diesel. More information regarding when this locomotive will arrive will be provided nearer the time.

Now that the steam engine is nearing completion things will quieten down for the diesels, but we hope to maintain the level of reliability that we've had since January this year.

Christmas Break up.

Sunday, December 19th, is the afternoon that we will have our Christmas function for our members. The afternoon will start at 4 pm with a ride on the last train of the day. This will be followed by light refreshments and time to catch up with people. For catering purposes, could you please let Margaret Spillett know if you are able to attend. Her phone number is 9789 5194

New Year's Eve Train:

This will be running again this year. Despite the inclement weather last year, all who attended had a great time. This year's event will cost \$45 per head. Bookings can be made with Janet Walton (9766 5401) and payment would be appreciated at the time of booking. There will be a few surprises, so make your booking early. **Bookings close on 19th December.** We would love to see more people join us to see in the New Year.

Remember us in your Will

Your bequest to the Mornington Railway Preservation Society Inc. will help to develop our railway for future generations to share and experience.

Your bequest may be a specific sum, a percentage of the estate value or specified property items.
