



BETWEEN OUR LINES

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

VOLUME 23 Number 1

Autumn, 2010

Secretary Rowan Bravington,
Society Address
Web Site www.morningtonrailway.org.au

03 9789 8096
P.O. Box 193, Mornington, Vic. 3931
Email mrpssecretary@live.com

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

In This Issue

<u>FROM THE PRESIDENT</u>	1
<u>HOWARD GIRDLER STEPS DOWN AFTER 25 YEARS</u>	2
<u>WAY AND WORKS REPORT</u>	2
<u>MARKETING</u>	3
<u>WANTED – BUS DRIVERS</u>	3
<u>ENGINEERING GROUP ON TRACK WITH K163 PROJECT</u>	3
<u>NOTES FROM THE DIESEL TEAM</u>	5
<u>PRE-EXISTING MEDICAL CONDITIONS</u>	5
<u>TREASURER'S NOTES</u>	6
<u>PREFERRED SUPPLIERS</u>	7
<u>REMEMBER US IN YOUR WILL</u>	7

From the President

Last December when I was asked to say a few words at the members' Christmas function on

Moorooduc platform, I briefly mentioned the major achievements of each department or branch of the railway during 2009. The list was very impressive and in my concluding remarks, I collectively thanked all the contributors for their wonderful effort and suggested that every member should be truly proud of what the railway had achieved over the year.

While the achievements of 2009 were indeed very impressive, most of the activities related to preserving or enhancing more of the same. Whilst this is certainly not a bad thing, we must never lose sight of the fact that our long term sustainability is dependent upon remaining relevant to customers and giving them satisfaction from using our product. From the customer's perspective, our heritage railway product has been much the same now for a number of years. The leisure market is becoming increasingly crowded and consumer values are changing due to the influence of the media and an industry in which many players and big business are fighting for market share. Our long term patronage figures are indicating the early signs that it is time to start the creative process of examining how we might renew or refresh our offering

A tourist and heritage railway could be seen to have two markets. The first is the internal market of volunteers who seek their satisfaction from doing those exciting things associated with maintaining and operating their own railway. If that market is not serviced it will be difficult to stay operational. The second is the external market of customers who experience the product from a consumer point of view. They need to do so in sufficient volume and pay an adequate price to cover expenses and fund ongoing development. The major challenge for each

tourist and heritage railway is to place sufficient emphasis on both aspects and not just concentrate on operating a railway. Even the best run railway without an adequate customer base will not be sustainable in the long term.

The 2010 operating year will be a particularly challenging one for us, because our main draw card, steam locomotive K163, will be out of service for part of the year while undergoing heavy maintenance. From a strategic point of view, the return of K163 to service should only be seen as one of a number of initiatives that we need to take to refresh and grow the railway.

The marketing subcommittee has commenced the process of addressing how we might meet the needs of tomorrow's leisure market by introducing new and upgraded products and services that are possible within our financial means. For my part, I will be attending a Business Planning course conducted by the Australian Institute of Management on behalf of the Department of Transport (DoT) and which will focus on the tourist and heritage railway sector. Some MRPS members have completed and lodged the strategic questionnaire which is available from the secretary. When information from the above sources can be consolidated, a number of in house meetings and workshops will be conducted for the membership so that they will have a say and an opportunity to influence the future directions of the railway.

The Mornington Railway, like most tourist and heritage railways, was formed and developed by rail enthusiasts with a passion for acquiring and restoring locomotives, rolling stock and infrastructure and then operating their own personal railway on a piece of line no longer required by the state rail authority. The novelty affect of those early days provided the MRPS with sufficient customers for financial viability and to a large extent still does. The important question is whether that viability will continue without an increased understanding and focus on what large numbers of potential customers will expect from us in the future and then adapting our product accordingly.

The above is our challenge and I ask all members to participate in the process whenever the opportunity arises. You can do this by participating in any business planning workshops or meetings and by making yourself available for any new and exciting projects and initiatives that might come out of the planning process. Increased input and assistance to the Society by its members will give the Mornington Railway that much needed edge in

shaping the railway's future in an increasingly competitive market.

Howard Girdler steps down after 25 years

After 25 years of active and continuous involvement with the Society, Howard Girdler submitted his resignation last December from all the management positions which he held at the time. This drew to a close, the longest active association that any member has had with the railway. Back in 1984, Howard and Greg Dunkley were instrumental in forming the Society and Howard served in numerous positions of responsibility over the next 25 years through times when the Society enjoyed great successes as well as a number of disappointments and challenges. During 2009, on the recommendation of the Committee of Management, the membership of the Society conferred Honorary Life Membership on Howard at the twenty fifth anniversary function.

In recognition of Howard's long involvement with both the Society and the Victorian tourist and heritage railway sector in general, **a special evening will be held in the Moorooduc Station Building on Friday 16 April 2010 commencing at 8.00pm to celebrate Howard's time with the railway.**

The Society wishes to invite to the evening of celebration, those members, partners and friends who worked with Howard during his active time with the railway as well as those from kindred railway societies who had an association with him. There is no admission charge and refreshments will be provided.

In order to arrange catering, it would be appreciated if those intending to come would let Janet Walton know by 9 April. Janet can be contacted by telephone 9766-5401 or email:

jwalton76@hotmail.com

Way and Works Report

Kevin Burt, Manager

The Way and Works gang have now recommenced our sleeper replacement program after the Christmas break, and are currently working in the

cutting up from the Horse Crossing. This area should be finished over the next few weeks, leaving only two sections, from Bungower Rd. up to the top of the hill, and from our present work site to about the middle of the flat that have not had our attention. These sections are not too bad, so next section for our attention will be from the Moorooduc down points to Wooralla Drive - there are a number of wide gaps in the sleepers that I am aware of, even though this section has had our work in the past.

In the second half of 2009, in view of the then predicted fire season, I arranged meetings with the Mornington Peninsula Shire and the CFA. The outcome of an ongoing relationship with these two organisations, and with some help from our local MP's Neale Burgess and Greg Hunt is firstly the Railway has built up a good relationship with these bodies, and they can see we are serious about fire prevention on our Reserve.

In practical terms, the Railway has installed a water tank of 11,200 litre capacity specifically for the use of the CFA to fight fires in our locality. This tank is located in the carpark adjacent to the footbridge.

We have also purchased a new 400 litre tank with a motorised pump which will be mounted on one of our trolleys. Experimental use of the unit proved it to be very effective, and would certainly stop any fire originating on our Reserve.

The Way and Works Department, in conjunction with the Committee of Management, has developed a protocol to aid Traffic to decide whether to run Steam or Diesel plus or minus Fire Patrol depending on the predicted Fire Danger on a running day. Members will be aware of the new 6 stage Fire Danger Rating issued by the CFA and the Victorian Government. The rating is issued by the bureau of Meteorology late on the previous day for the Central District including the Mornington Peninsula. The Traffic Manager now has a written guide as to what motive power and perhaps fire patrol should run under the predicted conditions.

As is now obvious, the season has been less threatening than first thought and with K163 off the tracks, the pressure has come off for the present. So our emphasis now is on preparing for next year. The CFA have kindly offered to do some tree clearing exercises in the Moorooduc to Baxter section in due course, and it appears that we will have to do a weed spray run this autumn because of the Summer rains we have had.

Marketing

Our Marketing sub committee is charged with the responsibility of maintaining and developing Mornington Railway products and services. As part of that, we also look after the web site, the Timetable, advertising and many others aspects of the railway.

We are looking for expressions of interest from volunteers to join our marketing group and become involved with the various activities to help promote the railway.

Please contact Rowan Bravington on 9789 8096 if you are interested.

Wanted - Bus Drivers

We are looking for additional bus driver's to drive our courtesy bus on Sunday's.

The bus is hired from Mornington Shire and is collected at their Hastings depot and returned at day's end to Hastings by the driver.

If you would like more information please contact our Bus Roster Officer, Robert Fraser on 5975 7576 during business hours.

A 'Light Rigid' drivers licence is required to drive our bus. These licences allow you to drive any rigid vehicle, including bus and truck, greater than 4.5 tonnes GVM but equal to or less than 8 tonnes GVM or a vehicle that seats more than 12 adults including the driver that has a GVM not greater than 8 tonnes GVM.

To apply for this category you must have held an Australian car driver licence for at least 12 months.

The courtesy bus is very popular with our passengers and extends their train experience to provide them with a great family day out.

Engineering group on track with K163 project

In the Winter 2009 edition of Between our Lines, Rowan Bravington wrote a significant article on the formation of an engineering group which was given the long range objective of "maintaining continuity of steam at the Mornington Railway". The long range objective was broken down into two major projects. The first of these projects was seen as providing heavy maintenance to K163 in the form

of a boiler changeover to replace K163's failing boiler. The second project was to fast track the restoration of a second steam locomotive by progressing forward from the very substantial amount of work already done over many years by the Society's dedicated Restoration Team lead by Andrew Swaine and supported by Wayne Cameron. At the outset of the K163 project, the team broke the project down into a series of stages. This was to enable better project management principles to be applied, a clearer focus on the work to be done at any stage and to enable regular recognition to be given to the team at the completion of each stage. The identified stages and their approximate timelines were as follows.

1 Covered work area

At the commencement of the project, the K191 boiler was sitting out in the open between two shipping containers. A temporary roof area was constructed over the boiler to enable work to proceed in all weathers and to provide shelter from the sun and rain to those working on the boiler. This task was scheduled for completion in May 2009 and this was achieved.

2 Setting up engineering facilities

This task involved setting up a machine shop equipped with lathes, press, milling machine, power saw and other similar equipment. It also involved the provision of electrical power to the machine shop and numerous other points around the site. This task was scheduled for completion in September 2009 and this was achieved.

3 Construction of new ash pan

The ash pan under the K191 boiler, which was to be used as the replacement boiler, was badly rusted and wasted away to the point where it could not be repaired and reused. Consequently a new one was constructed using plans in old Victorian Railways blueprints. This was a major and complicated piece of fabrication with the ash pan being about two metres long, one metre wide and shaped so as to fit in among the locomotive axles. It also included lever operated doors to enable removal of ash.

Task was completed in early December 2009.

4 Rebuild of K191 boiler

This has been the major part of the project to date. It has involved the replacement of some boiler tubes, stays and other componentry. Badly rusted plate around the smoke box end

of the boiler was cut away and replaced. The boiler was pressure tested and approved by the boiler inspector. It has subsequently been painted with a special heat resistant paint. Main task was completed in early December 2009 and the painting in February 2010.

5 Prepare K163 for boiler removal

This stage will involve the removal of the cladding and many parts and fittings to enable the boiler to be lifted out of the frame. This task is currently work in progress and it is estimated that it will be completed by mid April 2010.

6 Remove K163 boiler

This stage of the project will be carried out by heavy crane and it is anticipated that it will take place between mid to late April.

7 Overhaul K163 suspension and related gear

This stage will involve inspection and repair/replacement of suspension components and springs together with the servicing of bearings and motion gear as required. It is estimated that this stage will be carried out during May/June 2010.

8 Install K191 boiler into the K163 frame

This stage will be carried out with the assistance of a heavy crane about the end of June or early July 2010.

9 Replace cladding and fixtures

Install all the fixtures and fittings previously removed and replace the cladding around the boiler. Repaint the engine and tender. Conduct testing as appropriate.

This task should be carried out during July and August 2010.

10 Return to service

Conduct a ceremonial service to welcome K163 back into traffic.

It is estimated that this should take place about August/September 2010.

Members are invited to follow progress using the above outline plan.

It is pleasing to note that the engineering team has to date achieved all its planned milestones. It had originally been planned to remove K163 from service at the end of February and commence preparation for the boiler lift. As it turned out, the locomotive was removed from service in January due to injector problems and the very poor condition of the ash pan which could lead to hot ash falling through to the track and starting fires. The engineering team was able to start work on Stage 5

immediately and commence stripping down for the boiler lift. See photo



Well done to all involved with this very important project.

Notes from the Diesel Team

While the above is taking place with K163, the brunt of operations is falling in the two Diesel Locos (T332 and T411).

In the lead up to K163 being taken out of service, much work was completed on the body of T334 by, primarily, Kristian Lofhelm, Maurice Clarke and Kevin Burt. See below for the results of their efforts



As well as the completion of T334's body restoration, work was carried out on T411 to install safety rails along both sides of the loco. This photo shows this work underway ...



All photos by Kristian Lofhelm.

Pre-existing medical conditions

We had a recent situation where a member who had a heart condition which we did not know about was asked to carry out work that was not inappropriate for a person with such a condition. The person experienced a minor incident related to the condition, but fortunately on this occasion, the incident was not serious.

The above experience gives cause for concern because in cases other than rail safety workers who must undergo periodic medical assessments, the railway does not systematically collect information from new members about pre existing medical

conditions or conditions that might develop during a member's time as a volunteer. This means that non safe working members could be unknowingly asked to perform work with an element of risk attached to it for either the railway or the member or both.

The railway management is investigating how this concern might best be addressed. However, in the meanwhile, if any active members have a condition that could be affected by their work or which might impact on their capacity to carry out their duties, they should let Janet Walton, Human Resource Records Manager, know as quickly as possible. This will enable the information to be noted for future reference.

Any information so given will be treated in confidence and processed strictly in accordance with information privacy legislation. For further information, contact Janet Walton 9766-5401.

Treasurer's Notes

Ritchie's Cards:

Are you using your Ritchie's card? We receive valuable donations from Ritchies each month when you shop at one of their stores and swipe your card. The money received is greatly appreciated by the Railway.

K163 Appeal:

Some donations has been received and we thank Mark Russell, Russell Francis, Brain Provost, Stephen Stewart, Thomas McMaster and Graham Parrett for their generous donations.

Donations are still welcome and those over \$2 are tax deductible.

A donation form is enclosed in this newsletter.

New Year's Eve:

The return of the New Year's Eve train proved to be popular with the 63 people who attended. Despite the dramatic change in the weather, an enjoyable time was had by all.



Many favourable comments were made about the dinner and our thanks go to Golden Roast at Somerville for the lovely meal.

Later we were entertained by the Greenwood Singers, who gave us a special version of 'Morningtown Ride'

We saw the new year in at Mornington station and we were treated to some fireworks displays in nearby neighbourhoods while we were there.

Orientation Day:

Recently an Orientation Day for new members was held and there were 17 people present. Some of them have now volunteered their assistance to many areas and they are warmly welcomed to the to the departments they have chosen. Thank you to Malcolm Swaine, Cameron Bowie, Bob Stewart, Margaret Spillett and the catering department for their assistance on the day – it was much appreciated.



New members about to go on a tour of the yard, led by Malcolm Swaine and Bob Stewart.

Cleaning:

The toilet block needs cleaning before each running day. This task does not take a long time to complete and can be done on the day prior to the running day. At the present time, Margaret Girdler is our cleaner, but she would appreciate some other people helping out.

If you are able to help in this area, please contact Margaret Spillett on 9789 5194.

Preferred Suppliers

Please support our preferred suppliers to Mornington Railway, they provide invaluable preferential services and generally discounted products to the society, and without them we would be unable to continue at the speed we have in recent times.

Make contact with the following when next you, or your company, need similar services.

Supplier and address	Services	Contact Number
Gordon Glass 833 Nepean Highway Mornington	All glazier work	5975 2976
Action Copiers 4/338 Main St Mornington and 71 Victoria St Warragul	Photocopiers and servicing	5623 5173 and 5976 9809
Advanced Cables P/L Dandenong South	Electrical Cable and Fittings	9706 4222
Milspec Manufacturing Albury		(02) 6022 7100
Ditch Witch Australia 109 Merola Way, Campbellfield, VIC, 3061		9357 9929
Middendorp Electric Co. P/L Frankston Branch 27 New Street Frankston, Vic, 3199	Electrical Fittings	9783 9608
Jim's Mowing (Paul Campbell)	Lawn mowing	0421 142 299

Remember Us in Your Will

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

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

You may wish to associate your name with a specific project.

K163 RESTORATION

K163 needs your help



For the last 22 years, steam locomotive K163 has been the centrepiece of the Mornington Railway. Thousands of children and adults have marvelled at this amazing example of steam power from a bygone era.

The society operates the only remaining broad gauge branch line regularly serviced by steam power near Melbourne. As an operating museum, the railway must be preserved for present and future generations.

K163 is now due for a major overhaul. Work is already progressing on restoring a boiler from another locomotive. K163 is due to be taken out of service in February 2010.

The society already has some funds committed to this vital project, however a further \$10,000 is required to ensure that K163 is returned to service at the earliest opportunity.

Donations to the Mornington Railway Preservation Society Inc are TAX DEDUCTIBLE
Please ask your friends to help

Mornington Railway Preservation Society Inc A0001935C PO Box 193

Please accept my tax deductible donation for the restoration of K163 **Mornington 3931**

Name:..... Phone:.....

Street (no & name):..... Date:.....

Suburb:..... Postcode:.....

PAYMENT METHOD (tick one) Cheque attached Credit card Cash

CREDIT CARD - TYPE (tick one) Visa Mastercard Expiry Date

Name on card:

Signature: Date:

Please send details for making a gift in my will

Office use only Received \$..... Date:.....
Receipt No:..... Date:.....