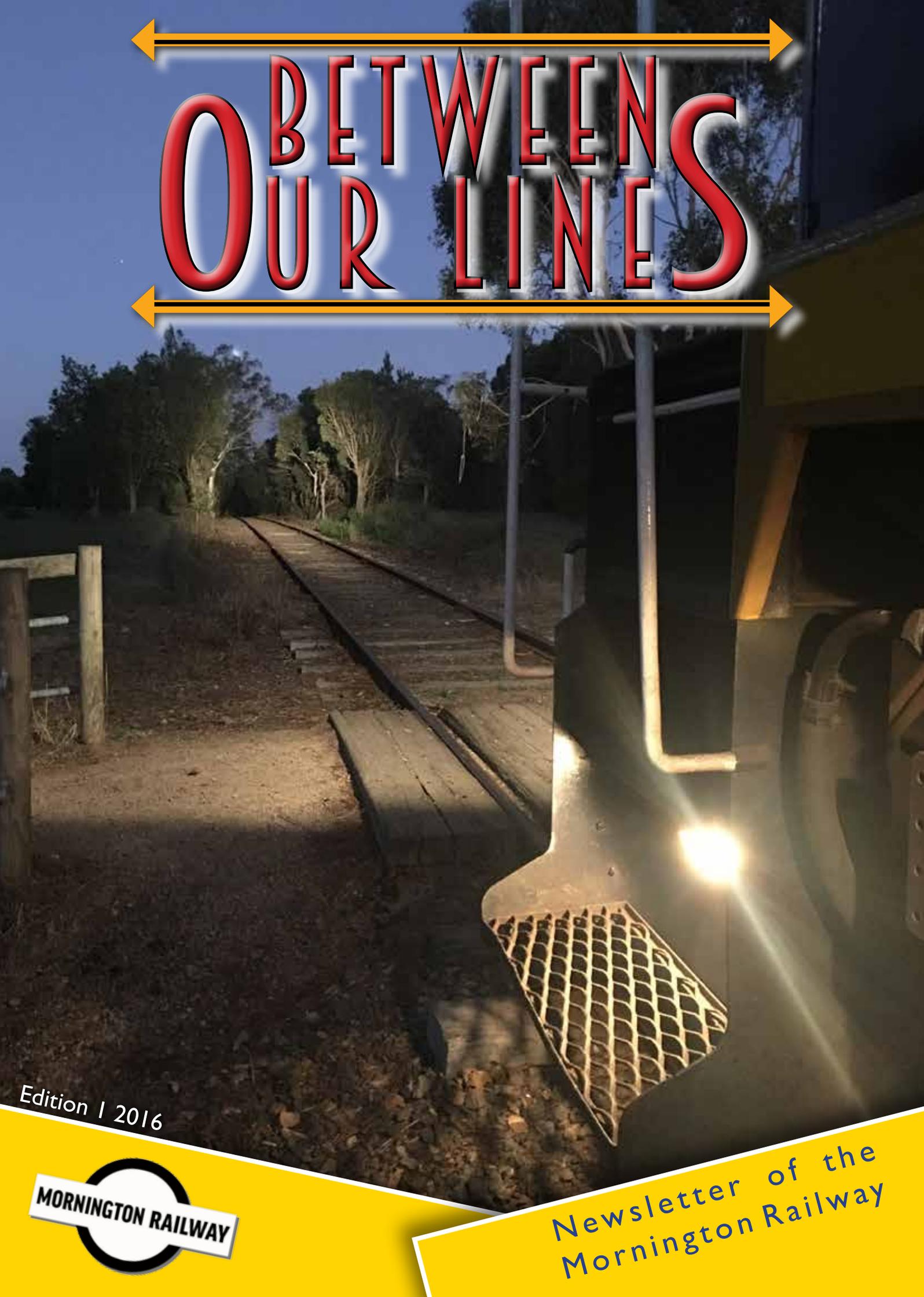


O B E T W E E N S O U R L I N E S



Edition 1 2016

MORNINGTON RAILWAY

Newsletter of the
Mornington Railway



“BUT THAT’S YOUR JOB”

How many times have we heard this, sometimes in jest, but does this frequently heard comment suggest that there may be more to this than “meets the eye”.

The successful and safe operation of our heritage railway involves many activities where, as volunteers, we are all dependent on each other to carry out a range of tasks, whether they be replacing sleepers, repairing locomotives and carriages, painting, serving customers, filling a multitude of forms, cleaning, driving, guarding, training, updating the procedures, accounting and working with government authorities. It is amazing to see how our volunteers can respond to a crisis, recently painting over extensive graffiti on carriages with only a few days before a running day. If any of these jobs are not being done, the whole operation of the railway is at risk.

The railway is dependent on two principal groups of people, volunteers to do the work, and just as importantly, customers who generate most of the money to pay for materials and services, and hopefully development.

But who are our customers? Rather than “train buffs”, we predominantly rely on attracting “tourists” from the general public, looking to be entertained in a competitive tourism industry.

Short of gaining grants, financial donations and donations in kind, our ability to pay for the many costs of sustaining the railway is entirely dependent on income from paying customers. Therefore the

first challenge is to increase our income by attracting more paying customers. But how do we do this at a time when we are struggling to sustain existing levels of patronage in spite of increased train activities?

We offer a “train ride” in “lovingly” restored heritage carriages, mostly behind a greatly admired steam locomotive. We do other things such as Birthday Parties, Driver Experience and special events. That’s a big ask but the results pose the question - is it enough? For example, patronage results from our regular annual Sunday theme events, show a boost in attendance on theme days, but at the expense of non-themed days.

We all love trains and achieve satisfaction from rolling up our sleeves to maintain and operate them. That’s our personal interest and hobby. But is this enough to attract more tourists? Surely our overarching aim is to not only survive, but to also thrive? Do we need to expand our offerings as a tourism business in a competitive tourism industry?

“But that’s your job”! In the same way as the rest of the success of the railway is dependent on everyone, marketing is no different. Our front line staff work hard to give our customers a good time, providing the same services every Sunday running day and events.

Anecdotal evidence indicates that we are very fortunate to have a very loyal following. This is mostly responsible for nearly sustaining our current patronage.

Successful marketing relies on two major steps:

Step 1. Attractions with “perceived” value” which gains and sustains the attention of people who don’t know us.

Step 2. Effective promotion to the wide world. This takes considerable time by suitably motivated people, needing the support of the whole organisation, morally, actively and financially. In the absence of suitable funding, this takes even more time.

However, Step 2 relies almost entirely on Step 1.

With the plan to run every Sunday from October 2017, are we at risk of increasing our costs without additional revenue? How are we seen by the outside world? Do we provide an interesting ride on an old train or a mature tourist attraction which provides a “rounded” experience, exceeding the expectations of a new visitor or provides something new for a previous visitor?



HMAS CERBERUS OPEN DAY

SUNDAY 23rd OCTOBER 2016

GATES OPEN 10AM UNTIL 4PM
ENTRY VIA SOUTHBEACH ROAD (MELWAYS ref194 D1)
FREE PARKING AVAILABLE

BRING THE WHOLE FAMILY AND ENJOY A DAY OUT AT THE NAVY’S BIGGEST TRAINING BASE. PACK A PICNIC, BUY LUNCH FROM ONE OF THE MANY FOOD STALLS OR TASTE THE CUISINE OF AN OPERATIONAL ARMY FIELD KITCHEN.

MILITARY AIR SHOWS

MUSICAL ENTERTAINMENT

NAVY STEAM CLUB

VINTAGE CARS

KIDS ACTIVITIES



INNOVATION and COMMUNICATION



NAVY

ARMY

AIR FORCE

THE SOCIAL SPACE

The Mornington Railways online presence has grown 10 fold in 2016. We now have over 2000 followers on Facebook asking questions and posting photos of their day out.

The online market is growing and throughout the course of 2016 a number of our special events have offered the option for online ticket sales and in some cases have sold out from online sales alone. One of the most frequent questions (almost weekly) is “can we buy tickets online for the regular Sunday services?” This is something that’s been considered for a long time and for the first time we are trialing this with the two Wednesday running days in the September school

holidays. We allocate a proportion of the train to online tickets so that there is still ample room for all our normal walk in customers. This will assist us moving forward though with a better indication of how busy a weekend maybe based on the pre-booking numbers.

A huge note of thanks goes out to everyone who has assisted with and contributed towards our Facebook page.

We are continuing to grow our online presence with a YouTube channel now coming on line and many other platforms in the development stage.

If you ever have any ideas for articles, photos or stories that we should post or even if you have a desire to help out please get in touch with our Facebook team via facebook@morningtonrailway.org

President
Andrew Swaine: 0423 200 204

Vice President
Geoff Blake: 0409 811 616

Secretary
Lindsay Carlier: 0406 034 572

Treasurer
Mark Russell: 0418 538 984

Traffic Manager
Kristian Lofhelm: 0408 376 738

Way and Works Manager
Rod Reed: 0401 566 151

Fitter in Charge Steam
Brenton Hands: 0417 678 961

Fitter in Charge Diesels
Kristian Lofhelm: 0408 376 738

Fitter in charge R.S. Undergear
Aiden Parly: 0403 671 796

Roster Officer for Catering
Angelina Royle

Roster Officer for S/W
Michael Hamilton: 0438 361 401

Roster Officer for Steam
Rodney Reed: 0401 566 151

Roster Officer for Diesels
Maurice Clarke: 0401 451 887

Moorooduc Railway Station
Moorooduc Highway
Moorooduc
PO Box 193
Mornington Victoria 3931
Telephone: (03) 5962 2490
E-mail: mrpssecretary@live.com
www.morningtonrailway.org.au

FRONT COVER

T411 makes it’s way home on the evening of 20-3-16 after a long day celebrating K163’s birthday.
(Photograph; Kristian Lofhelm)

BACK COVER

No expenses spared, with the red carpet rolled out at Moorooduc for K163’s birthday celebrations.

Edition 1/16

TRAINING REPORT

Since taking on the job of training manager in February I have found it to be challenging yet rewarding. One of the biggest challenges I have faced to date is ensuring our records are up to date, having focussed primarily on managing certificates of competency & medicals.

A.T.R. Certificates

If I could please ask that after the successful completion of an initial assessment or reassessment, that Rail Safety Workers forward a copy of their new A.T.R. certificate to the Training Dept's pigeon hole, or to training@morningtonrailway.org.

Training Handbook

The new training handbook is well on the way and should be out very soon. It details our training procedure and shows the pathway members can follow to expand their skillset. All training handbooks will have a training enrolment form which members can fill in if they wish to take the next step up the ladder. If anyone is missing or needs another form please let me know so I can get a form to you.

The new training handbook will hopefully fill in many of the grey areas which have appeared in our procedures lately.

E.T.R.B. Qualifications

All members who hold a E.T.R.B. certificate should be aware that it will no longer be accepted after the new training handbook is handed out.

Members with these certificates will need to complete an A.T.R. assessment.

To do this the member in question

will need to fill in a training enrolment form and hand it to the training manager for approval.

The form will then be sent to the CoM for their approval, once approval has been given the relevant forms will be sent to the A.T.R. assessor and the Candidate notified.

National Regulator

Could I please ask that all members who hold a certificate whether it's a M.R.P.S. certificate for crossings keeper or an A.T.R. for driver please carry them with you at ALL times, O.N.R.S.R. can come in at any time and they will want to see certificates. Failure to do so could cost you as well as the railway a number of fines. If you have not received a certificate and have been signed off on a job please let me know ASAP.

Rail Safety Worker Trainees

At this stage we have a number of members in training.

On the 17th September the first Road-Rail training will take place with Herb Warren taking the course, there will be more courses planed for the Road-Rail and these will be advertised in Down Our Track.

Upcoming reassessments include:

- Herb Warren - (*Diesel Fireman*)

Upcoming Trainee Assessments include:

- Phil Jaboor (*Crossing Keeper*)
- Ben Cornwell (R.S.W.)
- Robert Brownscome (R.S.W.)
- Michael Oaten (*Diesel Fireman*)
- Aiden Parbly (*Steam Fireman*)
- Kristian Lofhelm (*Steam Fireman*)
- Simon Walker (*Steam Driver*)
- Michael Hamilton (*Steam Driver*)
- Steve Cox (*Steam Driver*)
- Michael Beggs (*Diesel Driver*)

Roster Matters

We seem to always be coming up short on the roster with volunteers with Crossing Keepers, Track Patrol & Guard as the hardest to fill. If there are any members who would like to start their safeworking training they can let me know and I can send them the form to get them started. We need more Crossing Keepers, which is not a glamorous job but a very important job. Our members must remember that it is all very well making it to the cab of the locomotive, but if there's no one to do the lesser jobs the locomotive go's nowhere.

Daryl Royle – Training Manager , MRPS

the lunch table. These have preliminary COM approval and when final approval has been provided, they will be placed into the Forms and SMS folders.

In relation to getting a museum up and running; there is a long way to go especially finding suitable air conditioned preparation, storage and display spaces. The display space will need to have public access without having to cross any roads or operating areas. Any suggestions in the regards to this, or in fact anything else, would be appreciated. We also need to start thinking about what items we would like our future collection to be based around (other than the Mornington Railway). Do we have any items currently on site that you know the history of, I.E. the Guard Lamp, The Ceremonial Dog Spike, Photos, Pictures, Signs, Maps, etc..? Please let me know and I will formally document them and record them into our collection. Each item will be included in the Victorian Collections web site which is administered by Museums Australia. The data on this website is secure and backed up by them on a regular basis. Our page on this site, which is only preliminary in content, is ["//victoriancollections.net.au/organisations/mornington-railway-preservation-society#about"](http://victoriancollections.net.au/organisations/mornington-railway-preservation-society#about).

As you can imagine, to establish a museum takes a lot of time and effort. I have put forward a lot of ideas to COM in an as yet to be completed document which is a sort of business/action plan.

Setting up a formal museum requires policies and procedures to be put in place if we want formal accreditation (which is my goal as it opens up additional avenues for funding), ensuring we meet the recognised legal, moral, ethical and governance frameworks. My approach therefore is to build up some draft policies as we need them (as with those detailed above). Of course these are my ideas but it will require input from other members and I welcome any help, comments, information and of course your opinions. This is not a set path.

To assist in this endeavour I have been undertaking some free and low cost workshops with Museums Australia, Public Records Office, on-line etc.. If anybody else would be interested in attending let me know and we can discuss your specific interest. The workshops cover Governance, Conservation, Preservation, Green Museums (energy conservation), Curatorial etc.. They are not held very often or last very long but they are interesting and offer an opportunity to meet other people in the industry. I have also downloaded a large quantity of electronic documents that provide the rules and regulations, guidance and standard forms/procedures.

Quick Notes:

- Review the policy documents
- Please keep the library tidy and

place items back where you got them from. Do not dump items/boxes in the room.

- Log any books you borrow (including the one's you may have now, we do have some missing titles).
- Provide receipts for donations
- Inform me when a donation arrives so I can sort and catalogue as required
- Keep the curtain closed in the library to prevent UV damage to titles.
- Keep the door closed to the library when not in use.
- If you see any water leaks let me know but take immediate action to protect the library items
- We need more bookshelves and shelves for storing larger items.
- We have a duty of care to protect/ conserve the items for future generations so treat everything with care and respect and do not cause any unnecessary damage.

Contact me (0417894307) if you are interested in helping in any way or doing some informal training.

ROLLINGSTOCK BR. REPORT

In my last report this carriage was being withdrawn from service after our Easter train running. I am pleased to advise that at the time of publishing the restoration is almost complete. The team has worked extremely hard on

Tuesday's & Thursday's during the cold and windy winter to complete the restoration in a timely manner. Provided the weather improves the last of the external painting should be finished in time for the scheduled re-launch on 30th

October. A full report of this year's carriage works was published in the AGM report. If any members are interested in joining the team on Thursdays, you will be more than welcome.



Left: Hard at work forming the new outer skin panelling for 24AW. (Photograph: R.Townsend) Centre: Our top class painters as they give 24AW a much needed face lift to finish off what has been a huge and very rewarding project for the carriage team. (Photograph: R.Townsend). Right: One of our many skilled craftsmen hard at work repairing one of our carriages corridor doors. (Photograph: R.Townsend)

LIBRARY AND MUSEUM UPDATE

Work is progressing well with the re-organising of the Library and a move to establish a museum. The library space is now tidy and we are able to find titles pretty quickly, even though each book is not numbered (yet). By David Bowen.

The feedback from everybody, especially from the COM, has been encouraging and appreciative of the work that Ross Trewick, Ian Naylor and myself have done. All books have been entered into a central register with over new 500 titles added. There are in excess of 1000 titles essentially organised on dedicated shelf spaces for the following categories... Australian, Each Australian State, New Zealand, UK and Ireland, Europe, USA/Canada, China/Russia, SE Asia, Africa, South America, Home Videos, Commercial Videos, DVD, Photographs, Magazines sectioned by

title, VR Rules/Regulations/Manuals/ Working Timetables etc.

Work is ongoing with a Library administration system and I am researching what software we can actually use for the index and track/log loans in/out. In the mean time I have placed a sign in/out log book at the door and written "MRPS P 059 Library Lending – Policy" which has been submitted to COM for ratification. A copy of this is on the lunch room table and in the library. Please ensure you follow the processes outlined. Let's keep the place organised and in

control for the good of all.

In relation to new donations/bequests (Library and Museum), we need to start and be more selective about what people drop off. To assist with this, I have written "MRPS P 058 Preliminary Acquisitions – Policy" which details the procedures we should follow. This policy uses form "MRPS F 095 Material/Artefact Donation Receipt" which should be completed and provided to each donor. I have provided a sample form with instructions of how to complete the various sections. A draft of these documents can also be found on

T.L.C. IS THE KEY

You may have noticed that the 'K' has been absent from regular operations for a short period during Winter due to some running repairs and catch up maintenance. Having now completed the repairs, the engine is back in service.

Some minor attention to the boiler and superheater elements was required, resulting in the discovery of a worn out fusible plug socket. A new socket with fresh threads was machined and fitted into the firebox crown sheet, and new fusible plugs were fitted. Testing and review of our water treatment practices has led to revised procedures being implemented to preserve K163's boiler well into the future. With a few test steaming's and two recent wash outs, inspection of the boiler interior is now satisfactory with much of

the scale and corrosion that was present now removed. During this process it was also discovered that several of the superheater elements were completely worn out so whilst the engine was out of traffic they were replaced. Also during this time, the fireman's side injector was overhauled and now re-fitted which has resolved long running pick up issues.

Thank you to all those who assisted with the repairs, your efforts are greatly appreciated. By Brenton Hands.



Blown super heater element showing the signs of leakage.



Simon Walker under taking tasks associated with replacing the element.



One of the faulty elements 3/4 of the way out of the boiler. Once this has been removed the new element will be replaced in it's position.



TRAFFIC REPORT

The past 12 months of traffic and operations has seen huge growth for the Mornington Railway, we've run more trains than ever before and have hauled some of our largest passenger numbers in the history of the railway as well. By Kristian Lofhelm (Traffic Manager).

Before reporting on any of the happenings, I must take a moment to thank all our operational volunteers, pulling together and making our running days a seamless operation, something our railway is renowned for. There are many people working very hard behind the scenes - from people in the catering area, to marketing and right through to those who help cut light up wood for the steam engine, everyone plays a part. Also to our roster officers, it's not an easy feat and they often find themselves the night before a running day still looking for volunteers.

September and October 2016 have been our busiest months in a long time, the driver experience market has sky rocketed and in September we only had one Saturday free as every other Saturday and Sunday during the month were taken by operations.

The launch of our "School Holidays" running was highly successful with a surprising number of patrons coming through the doors considering how low

key the event was kept. The days ran to a more distributed timetable with 3 services operating which, from the feedback received worked very well. Overall the days were a huge success and we are now looking forward to the next school holidays to again continue implementing this.

October has been equally busy with running days, driver experiences and a huge track work campaign occurring in the middle of the month.

Steam has been the face of our railway in most cases, it's what draws the patrons but our diesels haven't had much of a rest behind the scenes either - they have been out running more ballast trains, sleeper drops, tree collection trains and shunting than ever before.

We are really excited about the commencement of every Sunday running from October 2017 and the new timetables that will be rolled out next year - the marketing department are making very strategic steps forward for our railway



T411 is seen at Tanti discharging ballast.

and the traffic branch is supporting these wholeheartedly.

Since our new training manger has stepped on board this area has come leaps and bounds in both record keeping and managing the progression of training candidates. In conjunction with the training department we are running many training days to ensure we have competent staff who are able to tackle and cope with any situation that arises on our railway. This includes emergency evacuation training, night operations training and even pilot man working.

We would love for more people to become involved in our operations, if you'd like to become safe working qualified or take on roles during running days please contact our HR unit or the Training Manager for more information.



The childrens fun run is in full swing at Moorooduc earlier this year.



Ale Train Passengers are making their way to their coaches, ready for a brew and yummy pizza!



Our wonderful Ale Train hosts ready to go.

K177

SHARING THE LOAD

The Committee of Management has put a priority of the completion of this restoration of K177, with the appointment of Michael Hamilton as project manager, K177 will once again ride the rails. By Michael Hamilton

After a promising start, the restoration of K177 has been on hold for a number of years, however, Planning is currently in the early stages. More details will be released as the plan is developed including a list of tasks, schedule and budget. It is most definitely an exciting time for the railway.

Having a second operational steam locomotive is an important step in ensuring the ongoing sustainability of the railway. It has long been recognised that steam is our number one draw card with passengers.

The completion of K177 enables us to increase operational flexibility such as double heading, loco maintenance while the other is rostered in its place and more frequent steam running days.

This project requires significant resources, both financial and human. However, if we work together it is definitely achievable.

Whilst there are a number of specialist skills that will be required along the way, there are a range of non technical roles that will need to be fulfilled to see this project through to completion, such as:

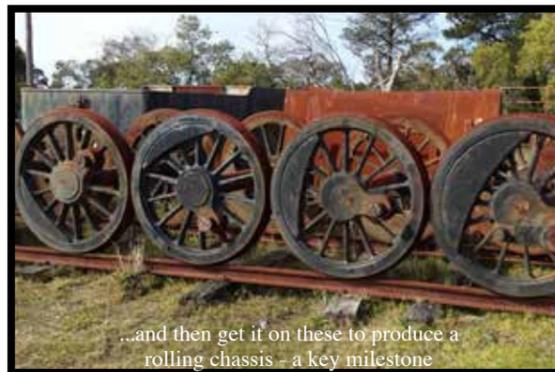
- Planning/Documentation/Cataloguing drawings, spare parts etc.
- Constructing and repairing shelters to protect our tools, spare parts and locomotive components.
- Fund raising and marketing.
- Recruiting new members to the project.
- Assisting our tradespeople to improve their productivity.

To get involved, please email michael_hamilton@outlook.com.au or 0438 361 401.

Donations for the K177 Project can be made at any time and are fully tax deductible.



One of the first tasks will be to complete the outstanding works on the frame...



...and then get it on these to produce a rolling chassis - a key milestone



DIESEL REPORT

By Kristian Lofhelm

2016 has been a busy year for the diesel department with the diesels being included in a number of special events as well as works trains, yard shunting, emergency evacuation training runs, ballast drops, backup for when K163 was out of service and even driver experience trips.

The year kicked off with T334 and T411 both playing part in K163's birthday celebrations which was an absolute bumper weekend. After some unfortunate circumstances on the Sunday of K163's birthday we were treated to a very special triple headed service on the return from Mornington to Moorooduc with T411, leading T334, K163 and their train home just on sunset.

In August this year T334 celebrated its 60th birthday and spent the weekend running trundles on the Saturday and our regular service with K163 on the Sunday – it's such a wonderful sight to see this loco still running strong after many years of service now back in its original colour scheme.

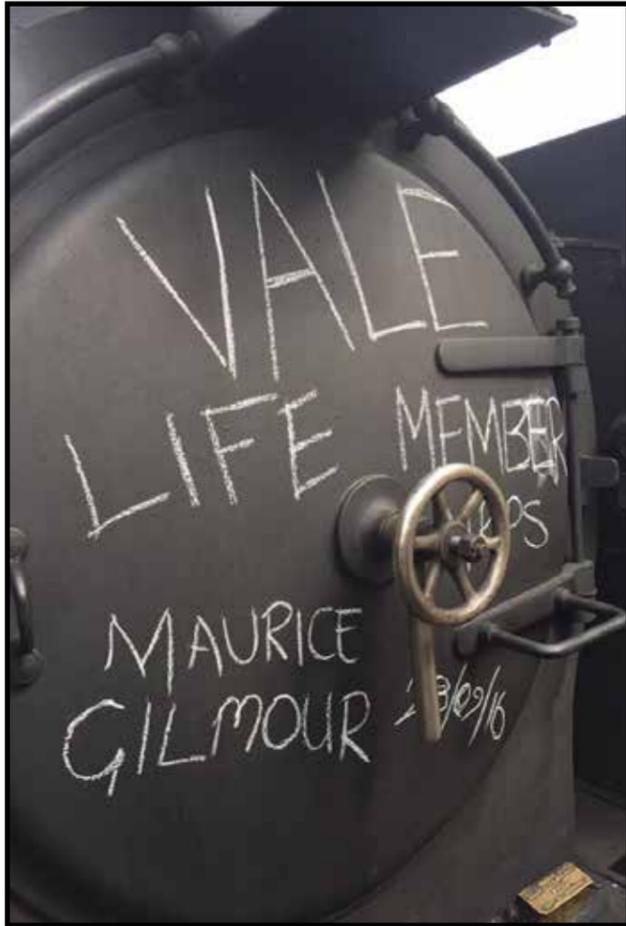
Unfortunately, T334 is now rostered as a backup and special event engine only until required bogie, engine and wheel works can be carried out hopefully during 2017. We want to get this work done so that the loco can continue to provide reliable service for many years to come.

News on W241 has been quiet this year but by no means quiet behind the scenes – the loco has had extensive work done to it to repair about 3 pages of items that needed attention from when we took delivery of it – everything from large amounts of loose nuts and bolts right through to full brake gear overhauls and replacement pipework. We've had cylinder heads out of the loco and even the main res tanks were removed. The

loco was accredited and signed off in July and since then has been doing test runs and crew training. It had a very successful trial run to Mornington at the start of August with only a few bugs being found that need attention – it is believed that W241 is the first W class loco to operate right through to Mornington.

With still a bit of body work to repair on the loco, it is anticipated trials will be completed shortly, and will enter revenue service from 2017 onwards, taking the place of the track chief which will probably be parked up. You won't see W241 hauling our regular service but it will make appearances on special events, works trains and regularly shunting around the yard.





In traditional VR style, K163 proudly wore a chalk vail message in commemoration for the passing of Maurice.



The Maurice Gilmore building was named as such for Maurice's significant contributions towards the contribution of this building to help better protect our rollingstock.



Maurice working on the construction of the pit in #4 road.



Maurice working on one of hundreds of projects he did with the railway. Constructing a new section of track in the Moorooduc yard.



Maurice working on what could most likely be called "his" backhoe. He operated this machine on an almost daily basis and was able to achieve just about anything with it by his side.



The concrete retaining wall that Maurice built along the entire length of the running shed.



Maurice in a candid shot on the platform at Moorooduc.



Maurice standing with Mark Russell probably discussing one of the many events at the railway.



Maurice matches on as our new ticket office gets lifted into place.



Proudly watching 85RM being lifted into place at Moorooduc after its arrival at the railway.

THE QUIET ACHIEVER

It's with great sadness that the Mornington Railway wishes to acknowledge the passing of Maurice Gilmore, a true asset to our railway and a gentleman that will be sorely missed. We wanted to dedicate this space in Between Our Lines to honour just a small part of the work that Maurice has helped with over the years and to celebrate his life with us. By K. Lofhelm.

Stemming from strong farming roots and a life time working the land, Maurice brought with him a wealth of knowledge and an ability to complete just about any task he put his mind to. Whether it was building a wall, mending a fence or constructing a shed Maurice was always there playing an integral part.

Coming from the farm, Maurice had a firm belief that you waste nothing and often he could be found undertaking projects with materials he had kept 'just in case' they became useful one day. A funny story we all laugh about (including Maurice) was that whenever we had a loaded scrap steel bin at Moorooduc as part of a clean-up, Maurice would be found afterwards secretly taking about a quarter of the materials put in the bin and would hide them away as he felt they would 'come in handy' one day.

One of Maurice's biggest projects

with the railway was the very important extension of Mornington platform and everything associated with it including all the fencing – he co-ordinated the whole project, dug the holes for all the uprights, laid the foundations, installed the retaining rails, put all the platform facings in, backfilled the station and then went to work on all the cosmetic enhancement – Mornington station wouldn't function like it does now without this work taking place.

Maurice was with the railway from the very early days and helped with many tasks such as: track work, engineering work and he was engineering manager for a short period. He worked on the Massey Ferguson backhoe which he loved, assisted building the inspection pit in number four road Moorooduc yard, built the retaining wall along the running shed, assisted with the installation of the Z van ticket office, helped with site

clean up works, helped remove the rail at Hastings yard and so so so much more. Maurice also had a gift with a welder and could weld two pieces of steel together almost better than the professionals – for a very very long time he was our go-to welder for anything that needed making or mending.

Maurice also gave a lot to the railway financially and was deeply involved in the railway obtaining the 85RM rail motor, funding the shed which was used to house 85RM and also helped with funding for many of our freight wagons which we still regularly use to maintain our railway right to this very day.

Maurice will be a great loss but he lived a wonderful life as an intrigul part of the Mornington Railway and I'm sure every member has very fond memories of him for which we give thanks.



BIG BIRTHDAY BASH

Keith Holmes (Jnr)

The weekend of 19th & 20th March 2016 saw our steam workhorse K163 reach a very special milestone; 75 years of age. Three quarters of a century is quite a spectacular achievement, so it was time for a fitting celebration! The end result; Mornington Railway's inaugural Ale Train, run in conjunction with our good friends at the Mornington Peninsula Brewery.

It was so well received, that owner of the Brewery wants to see the Ale Train become a regular feature on our events calendar each year!

With the dust having settled from our big night out, I wanted to write a quick word of thanks to everyone who was involved in this fantastic event.

Many months of planning with numerous local businesses culminated in what can only be described as a true showcase of what can be achieved at the Mornington Railway.

My biggest thanks, must go to everyone from the railway that had some involvement whether it was big or small. Without all the contributions we could not have achieved such a brilliant outcome.

To the boys I worked closely with in the lead up; Traffic Manager Kristian, Way & Works Manager Rodney Reed, you gents deserve the biggest credit, having come up with this genius concept to incorporate, trains, beer and pizza.

Our Safeworking Roster Clerk, Michael Hamilton, spent many hours filling a swathe of vacant positions

required to carry out the entire weekend of operations.

Thanks to all department heads for supporting the development of this new passenger event concept.

It is a credit to the engineering team for having all the engines and rollingstock available, including work undertaken by the carriage team, led by Roger Townsend who, when testing the van doors on 5CV, found some urgent attention was required, which was completed in a very short time frame indeed.

There are a number of others who have put in quite a lot of effort in the lead up to the weekend; if I have not caught up with you personally, I would like to say a public thank you.

I take my hat off to our volunteers at the coal face throughout the weekend of celebrations. You carried out your rostered duties with such enthusiasm and it is a testament to your professionalism that there was so many smiling faces and positive comments received from our passengers.

The first time any new event is run

there is always an element of the unknown at work. How will the day play out? Will it be a success? Well, our marvelous volunteers ensured that "the unknown element" was kept at bay, with any minor hiccups quickly overcome.

The Saturday Trundle had a wonderful crew on deck making for thoroughly enjoyable day out on the rails. A big shout out goes to John Baxter, who only the day before filled the position of Station Master on the Saturday. With very little time to prepare for a busy day ahead, John kept the trundle operating in a timely fashion.

To both loco crews, Drivers G. Daniel & M. Clarke and Fireman S. Walker & T. Horton, you allowed our passengers to depart the celebrations with a true sense of achievement.

To everyone who worked on the night, I wish to again say thank you for a truly brilliant night out. Everything went as planned so it is only onward and upward from here.

I had a great weekend celebrating our old girls birthday and I look forward to seeing everyone around the railway soon.

A SHINING STUDENT

Sam, a Year 10 student at Haileybury College, approached the Mornington Railway to assist in his endeavors to participate in the “Duke of Edinburgh” award. He hoped to volunteer his time to benefit the community and fulfill the guidelines and requirements for the Bronze Duke of Edinburgh Award in which he was completing at the time. Mornington Railway served as the ideal place to do such as thing given its proximity to Sam which would allow him to volunteer on a more regular basis with greater ease.

There are three levels of this award:

- Bronze – for those over 14 years
- Silver – for those over 15 years
- Gold – for those over 16 years

In each of the above levels there are four components as follows:

- Skills – Encourages the development of personal interest and practical and social skills
- Physical recreation – Encourages young people to participate in sport and other physical recreation for the improvement of health and fitness
- Service - This component encourages young people to volunteer their time to and understand the benefits of this service to their community
- Adventurous Journey – Encourages a sense of adventure whilst undertaking a team journey or expedition. As part of a small team, participants will plan, train for and undertake journey with a defined purpose in an unfamiliar environment
- Residential Project – Gold Only – aims to broaden participants horizons through involvement with other in a residential environment

Sam has now completed the first level (Bronze) where in all levels he has completed 3 months in each component

and majored in one for 6 months. Sam decided to major in Physical Recreation where he completed a six month commitment to weight training and boxing at a local centre.

In the adventurous journey component of the award, Sam participated in a 5 day hiking and 5 day canoeing trip, which ventured along the Glenelg river in South Australia. This was successfully completed despite the leeches along the way.

In the skills module, Sam undertook Financial Investigation and partook in the ASX Stockmarket game using virtual money in trading real companies on the stockmarket. I am pleased to advise that Sam achieved a rating of 3rd place - Well Done Sam!

In the service aspect Sam has been one of our “Carriage Assistants” and recently in February, on turning sixteen, has moved up to “Conductor”. Sam has had many compliments from passengers and is well respected by his fellow conductors, volunteers and members.

Sam is looking forward to completing the Silver Duke of Edinburgh award in 2016 and then completing the Gold in 2017. Sam is hoping that this will assist him in attaining his goal of completing a commerce degree at university and leading into a post graduate master’s degree in property with a view to eventually opening his own business in real estate investment and development in the future.

Sam also recently embarked on a trip to Paris though his interest in linguistic skills. It helped him enhance these skills



Bronze Duke of Edinburgh Award participant, Sam.

as well as enjoying the experience. A part time position has also been taken at IGA store in Mt Eliza which was recently awarded 2015 store of the year in Australia.

We, at Mornington Railway will look forward to Sam’s ongoing endeavours and completing the silver award before then going onto the gold award along with his continuing role as conductor.

Well done Sam and congratulations!

MARKETING REPORT

School holiday operations

1st day 21st September

Our first ever Wednesday running was an overall success, we had around 60 passengers for the day and about 10 volunteers who gave their time to keep our show running. The day started with rain up to the first train and I suspect the this may have kept some customers away. Operationally the day went off without a hitch and people all seemed to enjoy themselves. This was also the first time we used the online booking system to sell tickets for a regular passenger train – it worked really well and is something we hope to do more of as time progresses.

The second holiday running day is on Wednesday 28th of September; Keith Holmes has reported that we have had good feedback via our Facebook page.

Website

As you know we have engaged Sites and Stores to assist us in developing our new site. The content and layout have been completed and we are now just waiting to insert new visuals of the railway before we proceed. We hope to have the new WEB site operating by Xmas which will also include a new member’s area for online rostering amongst other new features.

Social Media Group

This group consists of Keith Holmes, Ben Cornwell and Arthur Attwell. This group is new and as yet has not had a meeting however the idea is that they will lead a campaign to promote the railway through Social media. In the coming months policies will be developed to

expand the railways advertising reach.

Keith will be looking after Facebook, Ben Instagram and Arthur You Tube.

Driver Experience Make Over

After a lot of product research, we have updated our Driver Experience offerings which included developing a new certificate, poster and flyer. We will now offer two experiences, known as the platinum range, one for STEAM and one for DIESEL. An updated Gift Certificate has been completed and will be launched soon.

RACV

The RACV have a booking site on their Tourism and Travel page. We have made inquiries about been listed on this page.

To be included on the site we would have to give the RACV member a 10% discount and a further 10% to the RACV for the access to the site.

2016-2017 Timetable

The publication is still in progress, it is almost finished and will be very different from previous years. The theme and visuals will be all about people having fun at the railway.

Theme days

Where possible we are upgrading our entertainment for our customers. You would have noticed that we have had a number of extra features with our offering this year like face painting, bands on the platform and even the use of easter bunnies and Teddy bears. For Father’s

Day we had the Chrysler car club.

Schools Program

Arthur Stone has been door knocking the schools of the Mornington Peninsula in an effort to increase our school program. Just recently we held a day for the Somers primary school with over 300 students attending and learning about our railway and it’s history – it was a great day out and was lovely to see so many enjoying our product.

P&O Shipping Tours

We have signed up again for these tours. This year there will be just two tours and I hope to be able attract enough customers to fill the quota, which is twenty per ride.

Bunnings Day

We have been invited to operate the sausage sizzle on the Friday before the Melbourne Cup. At this stage marketing don’t have enough staff to take the offer so unless we can achieve the number it will have to be cancelled.

Men’s Shed

All of our members are welcomed to the third annual Men’s shed day on Wednesday the 16th of November. Mornington Shire will again fund the day, invitations have been sent out to all the Local, State and Federal politicians and state members of The Men’s Shed group have also been invited. I urge all members to attend this as it a great way to showcase our Railway to the rest of the Mornington Peninsula. Men’s shed numbers are growing every year so it’s really important that we grow with them.

FOR BETTER TRAVELLING

RAILWAY BY-LAWS HAVE BEEN FRAMED TO MAKE YOUR TRAVEL MORE COMFORTABLE AND PRESERVE YOUR PROPERTY. THEY FORBID:

- Annoying behaviour**
- Smoking in a no smoking compartment**
- Dropping any burning substance in or from a vehicle**
- Putting feet on a seat, wall, or any other fitting**
- Throwing or dropping anything from a vehicle**
- Wilful damage to a carriage or equipment**
- Being on railway premises or in vehicles while intoxicated**
- Attempting to get on or off a moving train**
- Projecting any part of the body from a vehicle**
- Opening an outward swinging door of a moving vehicle**

YOUR CO-OPERATION IN OBSERVING THE BY-LAWS, OR REPORTING THEIR INFRINGEMENT TO TRAIN OR STATION OFFICIALS IS REQUESTED.



Refreshments available during sale

VICTORIAN RAILWAYS

unreserved auction of

UNCLAIMED PROPERTY

Second Tuesday of each month

* One o'clock specials, when jewellery, cameras, radios, etc., are sold at bargain prices, are a feature of the sales.

LOST PROPERTY STORE, 253-261 SPENCER STREET (opp. Lonsdale Street) MELBOURNE, 3000.



GOOD AS NEW: Extensive track repairs in #4 road were undertaken in mid 2016 and improvement works will continue including the laying of a hard floor base to improve the working conditions in some of the shed. (Photograph: K.Lofhelm)



A HOLEY RENEWAL: The track gang are in full swing using our new sleeper borer to drill holes in the sleepers ready for the dog screws to be inserted.. (Photograph: K.Lofhelm)



HOLDING TIGHT: the Mornington Railway is participating in the plastic sleeper trial project. Here we see the recent insertion of a bunch of trial sleepers at Wooralla Drive. (Photograph: Rod Reed)



WHAT A SCOOP: After the track was ripped up in #4 we see the track bed being levelled out prior to the new ballast being laid. (Photograph: Michael Dee)

FLAT OUT: the new pedestrian crossing at Wooralla drive is well underway and should be open to pedestrian traffic late in 2016. (Photograph: K.Lofhelm)



VIEWS OF NEWS



HOW THE LOCALS LIKE IT: Fred Harrison the CEO of IGA supermarkets and Geoff Blake Vice President discuss how the two organisations can continue to work even more closely together. (Photograph: K.Lofhelm)

OLD WHEELS v YOUNG LEGS: the Rotary Fun Run was a huge success seeing kids of all ages trying their best to beat our 75 year old steam train. (Photograph: K.Lofhelm)





K 163

MANUFACTURED
BY THE
V&R
1921
NEWPORT WORKSHOPS