

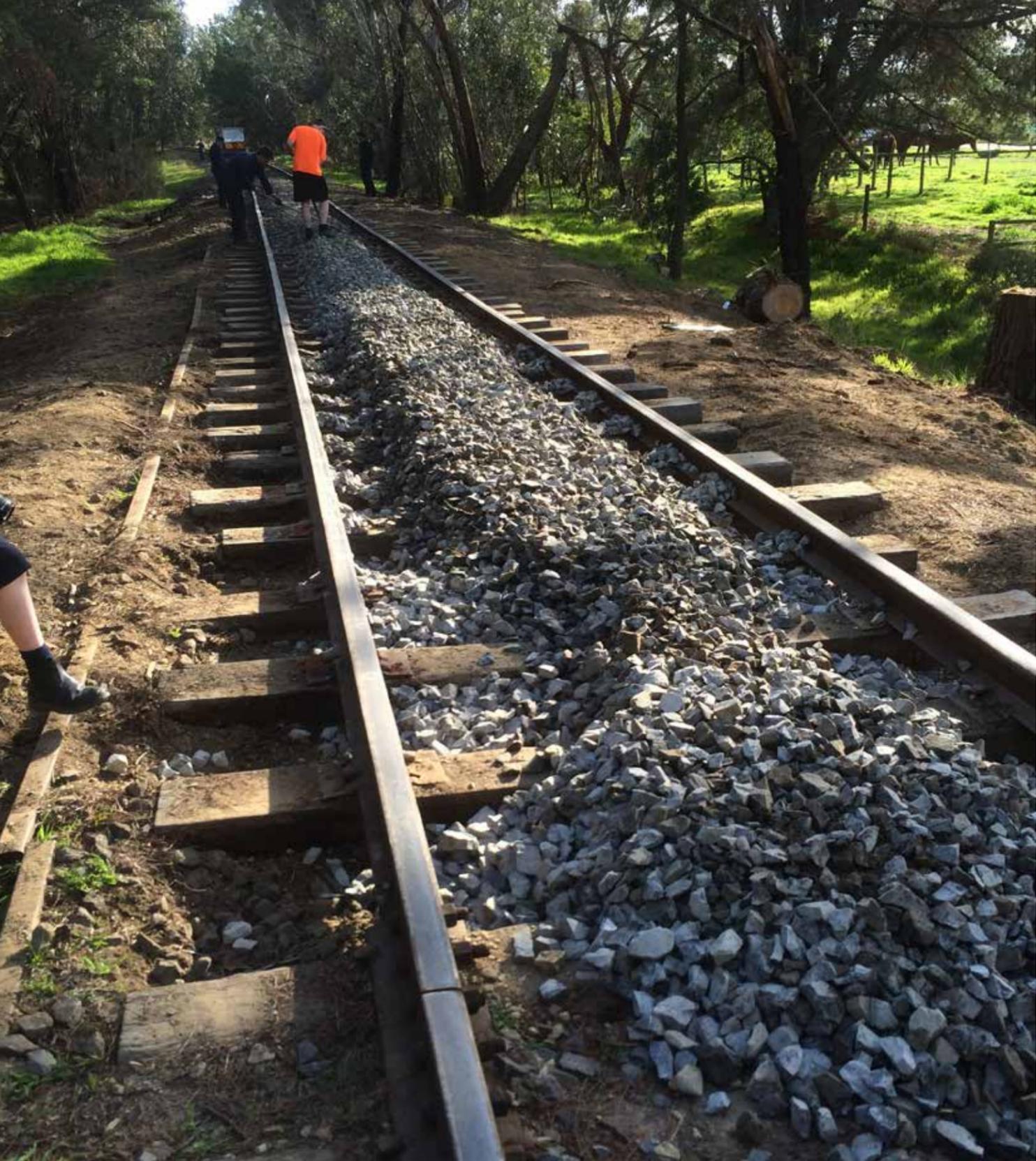
# O B E T W E E N S O U R L I N E S



Edition 2 2015



Newsletter of the  
Mornington Railway



The icing on the cake so to speak. Wooralla Drive has just received a fresh centre discharge of ballast, ready to go under the track structure. (Photograph: K. Lofhelm)

# PRESIDENTS REPORT

The last few months have been extraordinarily busy for our volunteers and the railway generally.

The first major event was the delivery of our 70 foot turntable, which was acquired through the EoI process. This was a huge undertaking for our railway, as the turntable had to be transported from Deniliquin in NSW back to Moorooduc by road. Furthermore, there was a very tight timeline in which it had to be done.

The second major event was our long awaited rollingstock transfer, in which we collected 7 CV (and the chassis of W 260) from Seymour and delivered 59 RM to Newport and collected W 241. To say it like this makes it sound so easy: the reality of organising it was much more difficult!

In between times we have been busy with carriage restoration (27 BU is really starting to look fantastic), restoration of K 177 (the boiler is nearly ready for hydrostatic testing), trackwork (Wooralla

Drive is now almost completed, and is just awaiting sign off), infrastructure works, boiler inspections, track inspections and presentations to politicians and local organisations.

It's probably fair to say that the MRPS has never been busier than we are at the moment. Our aspiration is to become one of the premier tourist attractions on the Mornington Peninsula, and a first class museum too. However, there are many more projects that we need to undertake to achieve this and they are being put off or held back because of shortages of funds or volunteers. Furthermore, we are always under pressure to keep our scheduled trains running, which is a vital source of revenue for us.

MRPS Management have therefore commissioned an internal study to examine ways that we can increase revenue from train running with minimal impact on our volunteer and financial base. We are also looking at ways to try and take the pressure of our midweek track

gang, which is struggling to keep up with the workload of maintaining our ageing track. A recent compliance inspection of our track by the Office of the National Rail Safety Regulator has highlighted that we have a lot of work to do.

So while we have a lot of good news this quarter, the need for every one of our members to assist wherever they can has not abated. There are many ways you can do this: hands-on volunteering, donations, promotion, advertising by word of mouth or via brochure distribution, assisting at special events, securing speaking engagements at clubs you belong to and many others. For the MRPS to achieve its rightful place as a showpiece of the region, each of us we must do all we can to help.

Enjoy this edition of Between Our Lines!

By Andrew Swaine

## THE WEEK THAT WAS ...

The Mornington Railway has just wrapped up one of the biggest events in the history of the railway. We successfully transferred not one but four pieces of rolling stock by road around the state.

This would not have been possible if it hadn't been for the cooperation of our friends at the Seymour Rail Heritage Centre (SRHC), 707 Operations and DERMPAV, who all assisted in various ways. We would also like to thank our friends at SteamRail who helped with the mechanical tidy-up on W 241. Thanks must also go to Adrian Ponton and Brad Murnane from the Tourist and Heritage Railway Registrar's Office, who co-ordinated the reallocation of W 241 into our care, and provided us with the

opportunity (through the EoI process) to have 7 CV reallocated to us when it was declared surplus to the needs of SRHC. Big thanks must also go to Aiden Graham Quarries who supplied around 400 tons of crushed rock at no charge to enable us to stabilise the roadways and ground where the moves were to take place at Moorooduc. Finally, we must thank those MRPS members who generously contributed funds towards the transfer event, thereby keeping the cost down considerably, as well as those who

helped with the actual moves.

This event has been in the making for nearly a year. It all started when we acquired 7 CV, and Andrew Swaine started speculating "what if we could tie up the recovery of 7 CV, the move to Moorooduc of W 241 and the delivery of 59 RM to DERMPAV all with the same contractors over two days". Since then, the plan got more complex, the weather intervened a number of times, problems emerged with W 241 which were better rectified at Newport and one of the contractors had to abort at the last second in July when he realised he didn't have the right equipment to hand.

Andrew and Kristian Lofhelm poured in countless hours trying to pull all the loose ends together, get the necessary approvals in place, consolidate and build up the ground where the cranes and trucks needed to work at Moorooduc and get all the disparate partners in the project working to the same program. After several false starts, the 17th of September 2015 was selected as the big day and the fun began....



Foreboding skies over Melbourne couldn't dampen the excitement of seeing 7CV on route from Seymour to Moorooduc. (Photograph: K. Lofhelm)

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### FRONT COVER

50 tonnes of loco floats gracefully through the air as W241 is unloaded in Moorooduc Yard. (Photograph: Kristian Lofhelm)

### BACK COVER

Good bye old girl; 59RM is lifted onto it's road escort, destined for a new chapter in her life at DERMPAV Newport Workshops. (Photograph: Kristian Lofhelm)

# 7CV

## TRANSFER NO. 1

### Seymour to Moorooduc – 16 metres long, 32 tons

We were successful in acquiring 7 CV from the SRHC through an EoI in 2014. She doesn't look much cosmetically, but she is structurally sound and dates back to 1895, which makes her of great historical value. Having 5 CV in our current fleet gives the MRPS a perfect template for the rebuild of 7 CV. Once she is restored, 7 CV will take on a critical role as a replacement for 5 CV so that she can come out of service for a very much needed overhaul. 7 CV will also be a pivotal part of our operation once

we start running trains to Baxter. The lifting of 7 CV was performed on the 17th of September by two cranes from Quicklift of Shepparton and the road transport was provided by Doolans Heavy Haulage. No significant issues were experienced with this task. 7 CV arrived at Moorooduc on the afternoon of the 17th and overnights at Moorooduc on the truck. The next morning she was unloaded uneventfully by a 130 tonne Sergi crane. 7 CV remains a State asset.



# 59 RM

## TRANSFER NO. 2

### Moorooduc to Newport – 18.2 metres long, 44 tons

59 RM and 60 RM were acquired by the MRPS in the 90's from V/Line in a stripped condition. The intention was to use the two vehicles for storage of equipment while the MRPS was based at HMAS Cerberus. However, once we moved to Moorooduc, this need would diminish and the DERMs would eventually become surplus to our requirements. We certainly didn't have the skills, funds or parts to restore either of them. While we were still at HMAS Cerberus, DERMPAV (who are experts in the DERM field) approached us to acquire 60 RM, which they repaired and railed back to Newport. Eventually they also agreed to take 59 RM, but by then it was at Moorooduc and could only be moved out by road. Finding the funding to move 59 RM to Newport has been a problem ever since, but the opportunity to share costs with DERMPAV as part of the collection run to pick up W 241

was too good an opportunity to miss, and the arrangements were duly made to send 59 RM on her way. In the event, she turned out to be the most difficult of the four vehicles to load. The weight of the power bogie at one end proved to be a major problem for Sergi Cranes, as they only had one crane onsite, and 59 RM was very hard to balance correctly. Doolans also decided that they wanted 59 RM facing the opposite way on the truck to what we had planned for, which caused a lot of additional complications. Nonetheless, she was successfully loaded at Moorooduc on the 18th and rolled off via the ramp at Newport later that same day. She has already been relocated into DERMPAV's shed and we look forward to seeing her in operation someday, either in her own right, or as a source of spare parts for her sisters. 59 RM was initially owned by the MRPS, but is now owned by DERMPAV.



Goodbye 59RM; departure from Moorooduc Yard. (Photograph: K. Lofhelm)

59RM is hoisted onto the trailer in preparation for the move to Newport Workshops. (Photograph: K. Lofhelm)



# W241

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## TRANSFER NO. 3

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**Newport to Moorooduc – 9.2 metres long, 50 tons.**

**7**07 Operations generously permitted W 241 (which had been allocated to them, but had become surplus to their requirements) to be reallocated to the MRPS. In MRPS service, W 241 will take a great deal of shunting work off the ageing Trak Chief and will also be a back-up for T 411 when T 334 comes out of service for a major overhaul. She will also provide the motive power for our initial train operations on the Baxter section. After 59 RM had been

removed from the Doolan's truck, W 241 was driven directly onto it utilising the loading ramp at Newport. This eliminated the need for a crane at the Newport end. W 241 proved to be a major headache to unload at Moorooduc, mainly due to the lack of compatible lifting points on her with the available equipment. Eventually a solution was worked out and she actually spent the least amount of time in the air out of all four vehicles. W 241 remains a State asset.



W241 received some T.L.C. before the journey to the peninsula. (Photograph: K. Lofhelm)

Lift off; W241 is turned before being lowered onto the track at Moorooduc. (Photograph: K. Lofhelm)

# W260

## TRANSFER NO. 4

### Seymour to Moorooduc – 9.2 metres long, 25 tons

W260 was offered up by the SRHC in the same EoI as 7 CV. At the time we were not in a position to take the entire locomotive, as we had not completed the acquisition of W 241 and were therefore unable to justify the cost of transport and crane hire for a locomotive solely for spare parts. As there were no takers for the EoI, SRHC commenced scrapping W 260, but the appointed contractor was unable to scrap the frame and wheelset. Kristian became aware of this and we negotiated with SRHC to take the frame off their hands when we collected 7 CV.

They have approved us taking all the spare parts we need in exchange for us scrapping the remainder and giving them the cash for the scrap. This is an excellent opportunity to obtain heavy spares for W 241, some of which can be used immediately. W 260 was lifted by Quicklift cranes, and was transported by MRPS member Michael Oaten, who generously supplied his own trailer and a borrowed prime mover. The chassis overnighted at Michael's depot on the 17th, and was unloaded at Moorooduc by Sergis on the 18th. W 260 is owned by the SRHC



# ROLLINGSTOCK BR. REPORT

As you can see from this report the carriage team is going to be very busy over the next 12 months. If any members are interested in joining the team on Thursdays, you will be more than welcome.

## 27BU

Since the last report the restoration of 27BU is in its final stages. The old rotten stick wood on the platform side and both ends has been removed (see photos) and the replacement panels have been manufactured. Some repairs to the wooden frame need to be carried out. The interior of the carriage is complete. It is hoped that all work will be finished in time for the Santa Special trains.

## Guards Van 20Z

This van is currently undergoing a re-paint as it has been out in the elements during the winter. Some of the running boards will need to be replaced in the near future.

## 24AW

This carriage is the next one earmarked for restoration. It is hoped that work will commence after our Easter trains in 2016. It is estimated that the work will take between 6-8 months. When completed our railway will have 4 carriages (45BE 57BE 27BU & 24AW) that will in the future only require an annual exterior clean, paint and spot repairs. The goal is to future proof our rolling stock.

## 65AW

This is our "back up" carriage which has also been out in the elements since its make over in January. It will have a wash down and a touch up in the next few months.

## Guards Van 7CV

This van is the newest addition to our railway's rolling stock having only arrived on 18th September. The carriage team will be undertaking a full assessment of what restoration work is required to bring this van up to standard and making a full report to the committee. Watch this space for updates.



### CHILDREN ON HOLIDAYS

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Caring for our carriages, 27BU is seen here stripped back, ready for new external cladding to be affixed. (Photograph: R.Townsend)

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**JOB WELL DONE:** The Way & Works boys are seen here completing the last of the work required to lift the speed restriction at Wooralla Drive.



**REDEVELOPMENT:** Moorooduc Yard is undergoing a transformation to cater for our bright future with more roads planned for more rollingstock. *(Photograph: K.Lofhelm)*



▲ **LIFT OFF:** The Work for the Dole team lead by our President, Andrew Swaine, has been achieving amazing things lately on what's going to be our best freight wagon. The wagon has been lifted off its bogies and one bogie frame has now been lifted off its wheelsets. The axleboxes have since been stripped, checked and regreased by Aiden Parlby. The first timber sections have now been fitted on one end. *(Photograph: K.Lofhelm)*

▼ **NEW W&W TRUCK:** We have been successful in our latest EOI bid for a tray bed high rail truck. This is currently off receiving extensive work to bring it up to our railways standards before being brought into service. *(Photograph: K.Lofhelm)*



# VIEWS OF NEWS



**NEW & IMPROVED:** A big thank goes out to Peter Ibbertson who has spent considerable time improving the controls of our works trolley. Paying great attention to detail, Peter has installed a new control panel and horn to ensure the trolley is safer and easier to operate. *(Photograph: K.Lofhelm)*



▲ **ON THE INSIDE:** The cab of our newly arrived W241 is in good working order, ready for regular duties at Moorooduc as yard pilot and on future plant trains. *(Photograph: K.Lofhelm)*

▼ **IN SAFE HANDS:** W241's number plates are currently in safe hands awaiting a repaint before taking pride of place once again onboard our yard pilot. *(Photograph: K.Lofhelm)*





# DIESEL REPORT

By Kristian Lofhelm

**I**t's hard to believe that 2015 is drawing to a close already - this year has been a wonderful year for the diesel team with faultless running and no failures. Both T334 and T411 have done a huge variety of running from diesel days, to corridor control trains, ballast trains, sleeper drops and driver experiences to name a few.

As you will have read in this publication we are extremely excited about our latest addition of W241 and its spare parts sister W260. 241 is going to form a very strong part of our diesel fleet and will be seen hauling all manner of trains over the next 6 months. We are currently going through the process of gaining accreditation for W241 and its hoped to have her all signed off by Christmas. I have to send out a huge thanks to those who have already assisted with works on 241, I'm extremely grateful.

So what's 2016 going to bring. The Mornington Railway have made the business decision to start running steam nearly every running day and reduce the number of dedicated diesel days. The research is there - steam is our attraction, it's what pulls the crowds and we had to make a strategic decision as to what's best for the business. This doesn't mean our diesels will operate less - it just means the diesels "days" will be run in conjunction with the steam engine so for example double header days and push pull arrangements.

Currently the plans for 2016 are huge and will keep us extremely busy as you will see from the brief list below:

- W241 repaint late 2015-early 2016
- T411 repaint by March 2016
- T334 to have its wheels machined and associated work in late 2016

2016 will also see a huge milestone birthday for 334 so look out for the events surrounding that.

# THE TALE OF OUR TURNTABLE

The 70 foot turntable at Deniliquin was actually the third one to be installed there. The first one was a 42 footer installed there by the Deniliquin and Moama Railway Company when the line opened. The second one was a 53 footer which was installed by the Victorian Railways some years after they took over the ownership of the line in 1923. This turntable was eventually booked out of service, and steam locomotive K 176 was preserved on it for many years. In 1995 the 53 foot turntable and locomotive were removed by the Seymour Railway Historical Society. By Andrew Swaine.

## Background

In the mid 1980's, the Rotary Club of Deniliquin decided that it would be beneficial to their town if they were to attract more steam-hauled excursion trains to visit there. To this end they set out to work with the main line heritage operators and State Government to have a 70 foot turntable capable of turning an R class locomotive installed in their town, as operational limitations with running locomotives in reverse back to Echuca (where there was already a 70 foot turntable) were perceived as a detractor to the plan.

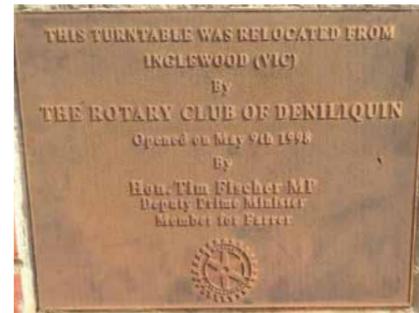
Negotiations were ultimately successful and the 70 foot turntable from Inglewood, which was rarely used, was made available for removal, restoration and reinstallation in Deniliquin, however ownership of the turntable infrastructure remained with the State. VicTrack provided a new site in Deniliquin yard for the turntable which was north west of the original 53 foot turntable site. The Rotary Club overhauled the beam, dug a new pit, lined it with second hand bricks and poured the new foundations for the pivot. Finally when all was ready, the restored beam was lowered onto its new pivot.

The new turntable was recommissioned with great ceremony as part of the Bicentenary celebrations in May 1988, however for various reasons (including the closure of the Deniliquin line for several years) the hoped-for influx of main line steam excursions never eventuated and only a handful of locomotives were ever turned on it.

In 2014 the municipal authorities from Deniliquin commenced discussions with VicTrack to have the underutilised land where the turntable was located sold to them for redevelopment. VicTrack agreed to this, but the problem of what to do with the turntable remained. The beam and pivot remained a State asset, and there was also track infrastructure to be cleared from the site before it could be redeveloped. VicTrack then offered the track infrastructure and turntable assembly to the Tourist and Heritage Railway Registrar so that it could be

made available by Expression of Interest (EoI) to the tourist railway sector. There were no funds available from VicTrack to assist with the relocation, so the assets were made available on an As-Is, Where-Is basis. The turntable was to remain a State asset and the track assets were to be sold for a token amount to the successful applicant.

The EoI was released to the tourist and heritage sector in March 2015, with the stipulation that the site be cleared by the 31st of July 2015. This was certainly a challenging timeframe.



The plaque installed by the Rotary Club of Deniliquin commemorating the turntable relocation (Photograph: A. Swaine)



The VR 53 foot turntable with K176 preserved on it in 1986 (Photograph: A. Swaine)



Mornington turntable being lifted out of the pit and turned upside down in readiness for delivery by road to Warrnambool. (Photograph: R. Wilson)



Andrew Swaine removing the grouting around the turntable pivot base. A very awkward and cramped job, even with the turntable jacked up. (Photograph: K. Lofhelm)



Track disassembly work well underway on the 2nd of July. (Photograph: A. Swaine)



The Deniliquin turntable as it looked in April 2015. (Photograph: K. Lofhelm)



The last segment of circular track being removed from the turntable pit by Kristian Lofhelm while Andrew May looks on. (Photograph: A. Swaine)

The MRPS were very keen to acquire the turntable as our own 70 foot turntable was lost to us when the last kilometre of our line was sold off in 1988 (which, coincidentally, was the same year the new Deniliquin turntable was reinstalled). The Mornington turntable was ultimately relocated to Warrnambool by SteamRail, where it remains today.

In order to be able to submit a convincing submission for the Deniliquin turntable, the MRPS needed to ensure that we were clear on the potential relocation costs as well as the effort which might be required to restore the structure. To this end, Kristian Lofhelm travelled to Deniliquin, took over 100 photographs and submitted a comprehensive report which we could use as the basis of our transport and restoration costings. We were very pleased to see that the turntable looked to be in excellent condition: very little effort would be required to restore it. Based on Kristian's report we were also able to calculate that three to four semitrailers would be required to transport the 500 linear metres of rail, salvageable sleepers, points and fasteners back to Moorooduc. I was also able to get quotes for the crane work at Deniliquin and Moorooduc and for truck hire for the beam and rail to be returned to Moorooduc. Finally, and most helpfully, we were able to source a copy of the drawings for the turntable which became invaluable to understanding how

the central pivot was assembled.

On this basis of the information acquired, it was agreed by the MRPS Committee that we would proceed with an EoI submission, which I bolstered with letters of support from local council, State and Federal politicians and Mornington Peninsula Tourism.

Several nervous weeks then followed while we waited for the submissions to be reviewed. In the interim we were also required to make a presentation to VicTrack to assure them that we had the organisational and financial capability to manage the project if we were successful with our bid. The weeks dragged on with no news and we started to become very nervous as to whether we would even have the time to get the project completed by the due date. Finally, on the 26th of May, we received the welcome news that our submission had been successful, and then we had to hit high gear.

## Detailed Planning

The following weeks became a blur as the hundreds of details that make up a successful project of this size were worked through. Contractors were booked, volunteers were organised and assigned tasks, accommodation was booked, transport was arranged for equipment and personnel, permits were applied for, tools were packed, a heavy duty backhoe with forklift tines was arranged to be delivered from Shepparton and activity plans were drafted, honed and finalised. While all this was happening, we also received the welcome advice that Michael Oaten, one of our members, had managed to secure the use of a prime mover and trailer which he was prepared to make available for several return trips for the cost of fuel. This was going help enormously as it would mean we would only have to hire one extendable truck to handle the oversize rail lengths.

Finally, just when we thought we had everything in place, we received the unwelcome news that the permits for the cranes to travel to Deniliquin were unlikely to be granted by the planned lift out date of the 6th of July. After thinking this over, we realised that we could still go ahead with the preparation work, but postpone the actual loading of the turntable beam and infrastructure for another fortnight. However this meant that it was critical that all preparation work was completed on the weekend of the 4th and 5th of July, as only a skeleton staff would be in attendance for the later loading of the turntable beam and overlength rail.

## Preparatory work

Given the criticality of getting the work done on time, a small group set off on the 1st of July with most of the tools so that they could get started on the track disassembly and to take delivery of the backhoe when it arrived. By the time I arrived on the Wednesday evening, work was already well advanced with much of



The first load of infrastructure arriving at Moorooduc in the rain. (Photograph: M. Oaten)



Members of the Deniliquin track crew hard at work. Back row L to R: Rodney Reed, Robert Reed, Keith Holmes, Stuart Vickers. Front Row: Michael Hamilton. (Photograph: A. Swaine)

the track already despiked and many of the rail joints broken.

While the work on the track progressed apace, a second gang started work on the turntable handrails, which needed to be laid down on the deck so they could be strapped down and returned with the beam. This was completed successfully, after which we moved onto the disassembly of the circular track, which was lifted out in pieces with the backhoe. The final work to be done on the turntable was to jack it up and pack it so that the last pieces of track could be removed. This also created some extra room so that I could get in and remove the grouting around the pivot base so that it would lift out more easily.

The gang working on the track by this time had most of the track broken up into



The turntable beam out of the pit, ready to be moved onto the waiting truck. (Photograph: A. Swaine)



The beam loaded on the truck ready for departure. (Photograph: A. Swaine)

individual pieces. The longer sections which were continuously welded were broken down into 18 metre lengths by Herb Warren. By this time, Michael Oaten had already loaded his first semi trailer full of rail and other infrastructure and headed back to Moorooduc. Unfortunately when he got back the rain was falling and the unloading had to be done under wet and difficult conditions

By the time Michael arrived back at Deniliquin, the second group of volunteers had arrived and another large pile of equipment had been assembled ready to be returned to Moorooduc. A second load was put onto the trailer and dogged down, and as soon as he was able to, Michael again departed for Moorooduc.

By the Sunday afternoon, after a marathon effort by all concerned, all the work required to be completed at Deniliquin was done. All the broken, rotted and unsalvageable sleepers had been either given away to locals for firewood or burned onsite on the Saturday night. The site had been levelled and left clean and tidy. There remained one load of rail and sleepers for Michael to collect (which he did on Monday), a load of 18 metre rail for an extendable deck semi trailer and the turntable beam itself. It was an extraordinary effort by all concerned, and a testament to what can be done with a motivated and enthusiastic team.

### The Lift

Kristian and I returned to Deniliquin in the evening of the 23rd of July in readiness for the loading of the turntable beam onto a low loader for the return to Moorooduc the next morning. At 7am on the 24th, we arrived at the site and were relieved to see the truck already there waiting. Not long after the two cranes arrived, and quickly started setting up. Within an hour the turntable beam was in the air.

Our weight estimates for the beam (35 tons) were accurate, and the crane drivers were able to move the beam out of the pit and over to the trailer without having to reposition, which saved considerable time. An unfortunate delay then ensued as the truck driver worked with the cranes to try and centre the load on the trailer to ensure that it was evenly balanced. This inexplicably took nearly two hours, which seriously delayed the departure from Deniliquin

With the beam finally stowed on the truck, one of the cranes headed over to load the 18 metre lengths of rail onto the extendable semi (which had arrived while the beam was being loaded), and the other was repositioned to assist with removing the centre pivot. Salvaging the entire pivot was critical to the success of the operation, and it was the one step which was not completely understood. We had much conflicting information about how the pivot was fastened down, and our concerns were not allayed when

the eye bolt we had specially made up to lift off the top half of the pivot did not fit the tapped hole designed for it: the actual pivot had been amended from the drawing. We eventually got the top half off and found the pivot had roller bearings rather than ball bearings, which was a pleasant surprise. With the top half off, we were able to fit the special eyebolts to the bottom half and then used the crane to try and lift it. Even with five tons of pressure on it, it refused to move. Eventually I was able to work a crowbar into a seam along the base between the pivot and the concrete and to our great relief a gap then opened up and the base came free. It had been held in by concrete which had been poured around the adjusting screws in the base.

The pivot was then loaded onto the rail truck along with some leftover sleepers and that truck was also able to depart, leaving behind a very empty but tidy yard.

On the way back home I received the bad news that due to oversize load road curfews neither truck was going to get far enough that night to be able to make Moorooduc the following morning (Friday), so I rescheduled the crane for Saturday morning.

### Unloading

At 4.30am on Saturday morning, Kristian and I were on hand when the trucks arrived at Moorooduc. The sight of the massive turntable beam and truck threading their way up the narrow access track in the dark was most impressive! At 8am the 200 ton crane arrived and by 10.00am the turntable beam was in the air and on the move to its temporary resting place in our carpark where it will remain until funding is secured to dig a pit and put it back in the ground. The final act of the morning was to unload the rail from the extendable deck semi trailer. This had taken nearly two and a half hours to load, balance and tie down at Deniliquin, but it was unloaded in just 15 minutes.

Once all the cranes and trucks had departed, we had time to sit back and marvel over what had been achieved. There is no denying that this was a major exercise for a volunteer group, and I was humbled and warmed by the co-operation we had received from our team and supporters.

### Thank you

It is therefore my privilege to thank the following team members who made it all possible:

Kristian Lofhelm, Geoff Blake, Michael Oaten, John Baxter, Rodney Reed, Robert Reed, Michael Hamilton, Herb Warren, Andrew May, Keith Holmes, Stuart Vickers, Jim Moody, Aiden Parlby and Ken Robertson. Forklift Operators and helpers at Moorooduc: Keith Fraser, Wayne Cameron, Matt Cattle and Maurice Clarke



35 tons of turntable suspended over the carpark at Moorooduc. (Photograph: A. Swaine)



Twenty tons of rail being moved the easy way. (Photograph: A. Swaine)



The base section complete with roller bearing. (Photograph: A. Swaine)



The complete turntable pivot. (Photograph: A. Swaine)

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