

24 June Sunday.

Well woke up knowing I were here by myself still. Had Brekky and did the laundry. Had lunch then were settling in for the afternoon when the hotel ohne rang - it was IanBowering wondering where I were and reporting he was at Train mountain with simon, Haley & Peter. They were headin to the Shilo that night.



So I then rang Simon and they were unloading at that stage - I confirmed to unload the Y121 entirely. Simon then told me Tim Haldane was at the site and was willing to come and get me - so I accepted that kind offer, it is quite a drive from this hotel and he was about to do it both ways - a hours' driving just for me.

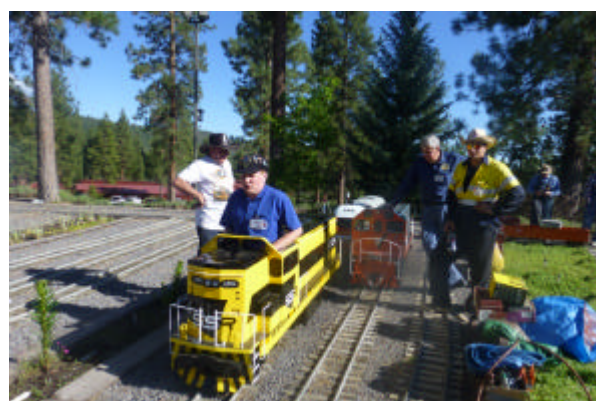
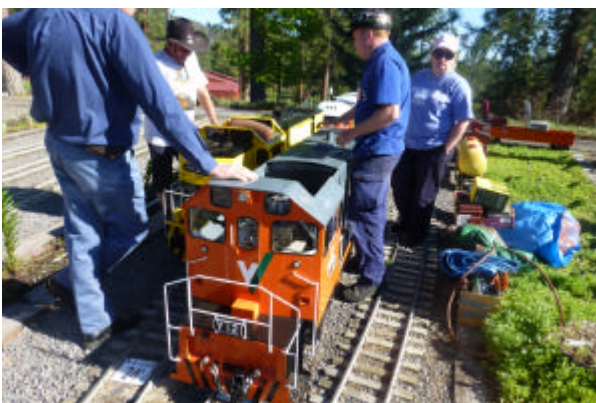
Well he picked me up, weird seeing a friendly face driving on the wrong side of the road, and off to train mountain. The trip there is no boring ride, the mainline on one's left, and the lake immediatly there as well. fields or towering hilly slopes on the right, Some of the mountains were snow capped, grr cold.



Well we pulled into train mountain (TM for short as it will be mentioned so many times) - wow! Two cabooses lined the entrance to a main road with several full sized level crossings. Then the booms went down, the lights flashed, the bells tolled, and a miniature train crossed. Well well well !

We parked at the top and Tim took me to the unloading/loading area - HUGE, Long, two separate trollys/traversers to make it so easy. There was Andrew's case, empty. But there was Simon, his partner Haley and Peter. We welcomed each other and then sent me to register. This was done after finding my name within Kevin Sangston's data pack. We then sort of organised the carriages we had hired.

Off to the turntable where the locos were stored. Bugger me there was Y121 on rails in the USA, right there half a world away from Australia. And of course the 49 class of Peter, and the XPT. Last seen at Andrew's workplace in Melboure in early April. Now sitting around this HUGE long turntable.



So since we had not got the Y's keys Simon elected to tow it around to our allocated spots in the main yard. We took off the fine adapter that Ian Bowering had obtained for Y2121 and put the DVR coupler back on so Simon could tow it with the 49 class. The 49 class looked spectacular, as per Simon's own version still in Australia. This one of course was Peter's and was different to Simon's, mainly in number and that Peter's was single bogie drive.



So we hooked the loco together and off they went onto the turntable and then around to the main yard. Went to meet them over there to find the 49 had derailed, and had to be put back on. We then moved to get Simon's 3 cars and derailed again. Back on we then set off around to stable for the night - Andrew's 4 cars were there in a siding - that will be a tomorrow job.



The yards area is vast. Cannot say how many roads they have but it is 40+ separate roads easy. To get to the main storage yard from the car/workshop yard one had to go around a small circuit through the station area again, well we hit something had to stop, Y121 proved a bit of fun for the 49 being dead, we wished we had a brake line.

Well after getting around to the storage yard we managed to find our parking space after yet another off, we were getting worried the whole trip will be marred by this and drove into our area. Well the track just held us, and was very tight, at the departure end the track was so badly canted both locos were hanging in opposite directions !!



We covered them up and Tim took me back to the hotel, while Simon and the other two went off to their lodgings. Kevin had contacted us and was in late that night. Caught up with him in the lobby for a short while.

