

29 June

- Y121 does not like the North.

The week almost has gone and we have not done it all!!! The fun started on the way to Train Mountain when we found this lash up of real locos stationary. Some was wrong as there was service trucks attending the lead loco.

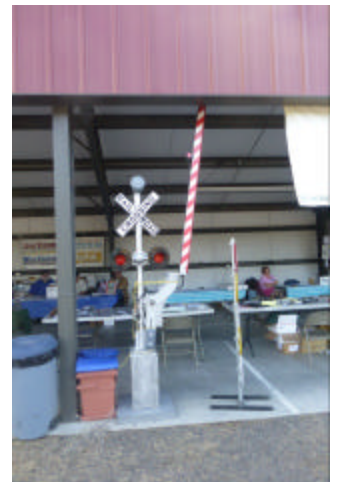


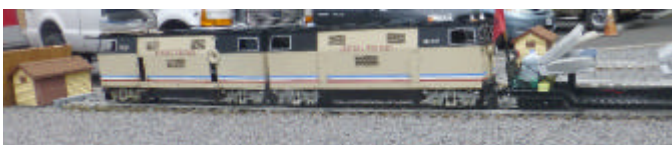
Once Andrew and I got to Train Mountain we had a good look at the buyer's ally, with all sorts of goodies for sale, anything from a shunter to track, to a level crossing boomgate, to some nice shay geared locos, books, castings, detasilparts..... aftder some more running around the south, we dedcoed to head north after dinner to get a night run

Afternoon went well. Most attended the 4.30 "drinks at the workshop" which is let known by a full sized blast on a set of horns. Another good chance to have a yak and socialise with the friendly mob. Some Americans were introduced to Bundaberg Rum too apparenly.

Well we all had tea on site from one of the food vendors. Then it was time to round up the troops as we began our third epic trip north. Once again 4 trains went out. Y121 sneaked past the other three to take the lead. Andrew initially started out and got another person to drive. Well the trip was find and wonderful as the sun set.

UNTIL WE DERAILED AGAIN !





Y121's big off



And guess what, it was the same place as we derailed the first time, just after the end of the bidirectional section. Well this time with no 49 hold the loco on we got a decent derailment and ballast plow as the headstock buried itself into the ballast. Spectacular but as we all watched it the loco moved shook, but stayed upright. We all got out to photograph the loco and congratulate the shaken driver ! Wasn't his fault of course.

So the rear of the train was protected, and as another train came up we said go and have a look up front.....

By the time I got back, most of the train, it was a gathering as the gang rerailed the Y121. Then a inspection by Andrew and Kevin found the airline to the bogie was broke. We had tools and were used to repair this. And the sun was going down, and darkness increased. Despite all the chitchat and talk they got the loco working normally, so load up, back tot he trains, and we were off to Hope...

It was quite dark at Hope and we once again got off the line to let other trains pass. It was dark but all was well. We got moving and basically down the long grade, through the bidirectional track. As we saw the tunnel just in sight,

Y121 took a imaginary point to left again and we stopped. More ballast was profiles, but not as bad as the sunset derailment. Y121 duly rerailed, we got back on, then 10-60m closer tot he tunnel it came off again, but only just, and quickly rerailed, ballast in the bogies Andrew explained from the previous derailment.

We then went through the tunnel under the road and back to the southside. Returned to our basecamp, shut them down and went to our lodgings. A very event filled night that was a long long trip indeed..

