



LSMR

Lithgow State Mine Railway



Newsletter Number 6 - November 2015



Rail Cars Ready!

A proud moment for our dedicated volunteers. We take the opportunity to reflect on the last two years as we looked back on the restoration of the rail cars. It has been a marathon effort and a credit to all of those people who have given their time and persevered with this project. We are now on the verge of opening a new chapter as we prepare to operate them both on our branch and the mainline with LVR. We should also thank the great work that Tim Elderton and the Lithgow Railway Workshop have contributed to the restoration process with the painting and mechanicals of the cars.

Photos: Royce Jowett and Jacob Williams



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From the Desk of the Chairman

Greetings

Well another year is almost done and dusted, Christmas is just around the corner and we will be staring down the barrel of 2016 before we know it.

As we look back over the last few months and reflect on what we have achieved as a group it is considerable. The rail cars are all but completed and look fantastic in their retro 1950s paint scheme. As we go to press with this newsletter we are waiting on the final sign off from the rail regulator which will allow them to operate on the branch and the mainline. There is much to be proud of as we reminisce over the highs and lows of the two year restoration process but now we look forward to seeing 661/726 take to the rails after so many years lying about idle waiting for the call.

Some of our members have expressed reservations about the merits of the rail cars going to Byron Bay next year after all of the hard work has been undertaken by so many. I understand their sentiment but let me take a few moments to explain the motives behind the move. Two years ago the Board of COC made a business decision based on economics to enter into an agreement with the Byron Bay Railroad to supply them with a set of railmotors for their proposed operations in Byron Bay. The company (BBRR) agreed to put up funding to restore the cars in return for a lease agreement. Without this opportunity arising it is likely that 661-726 would be still sitting in storage for years to come because COC/LSMR did not have the funds required to undertake the mechanical restoration or system upgrades required to make the set operational to comply with the rail regulations as they apply today. This aspect of the restoration was undertaken by the Lithgow Railway Workshop on a commercial basis. The interior restoration was of course taken care of by our volunteers. The proceeds of the agreement struck with the BBRR will provide LSMR with a steady income stream to enable other items of rolling stock to be restored and return to the rails. Whilst this may not sit well with some of our members we have to look at the railway as a business and if we want to see it continue into the future it needs to operate on a sound financial footing and not on emotion. Unfortunately operating a railway is a very expensive business and to make it work you need a mix of volunteers combined with commercial opportunities and some sympathetic partners to ensure we become a viable player in an ever changing industry as we develop our own brand of rail heritage tourism.

As far as proposed rail operations on the branch are concerned SSR have submitted a substantial amount of documentation to the rail regulator to become the RIM for the State Mine branch. This matter is currently working its way between the rail regulator and SSR and we are hoping for a positive result in due course. However whilst this is happening we will be working with LVR in coming months to operate 661/726 on mainline excursions to Tarana, Kandos and other places of interest before they head north next year. LSMR in conjunction with Job Link Plus and with sponsorship from the Lithgow Railway Workshop are supporting a volunteer work program which will see activities undertaken on our rollingstock, station buildings and

extensive land holdings. The program commenced in August and is headed up by LSMR Director Brian Edwards who also works for LRW. To date the work has seen the new retaining walls around the workshop completed and restoration work on our SAR cars continue inside and out including the installation of a buffet area into BE 346.



By Christmas we expect to take delivery of carriages purchased from Rothbury by our Museum division (Eskabnk Locomotive Depot & Museum). Once on site a couple of 12 wheelers will be assessed for immediate restoration whilst the other cars will be made water tight and prepared for longer term restoration programs. These regal 72' sitting cars will form part of our mainline touring set and when restored will be used to provide a shuttle service to Wallerawang and planned day trips to Kandos.

This has been a big year for LSMR with an even bigger year expected in 2016. Rail operations planned for the branch in conjunction with a third party operator will mean the fulfilment of a 20 year long quest to operate a tourist train on the branch as we move to become rail operators in our own right. What we will achieve collectively for ourselves will ultimately provide Lithgow with a tourism base which we hope will attract tourists into the valley in ever increasing numbers. If there was ever a time for people to consider volunteering it would be now because as we move to a semi operational status it puts additional pressure on the organisation and requires more man power to make it work.

I am always amazed at the dedication of our band of volunteers who for the most part travel from near and far to give their time freely to the cause. I am also delighted we have our two major partners along the for the ride (Southern Shorthaul Railroad and the Lithgow Railway Workshop) because without them we would be doing it very tough as far as trying to establish ourselves as potential rail heritage operators. I also need to acknowledge the effort put in on so many fronts by Tim Elderton, our General Manager, who has played an integral role in the restoration of the rail cars. The fact that each week we continue to attract particularly high numbers of volunteers of all ages indicates we must be doing something right to keep them interested. There is a certain buzz about the workshop at the moment, something I have not seen in many years. There is an air of expectation and optimism that finally after years of hard work and a few setbacks the Lithgow State Mine Railway will finally see something operating.

I would like to take the opportunity to thank all of our volunteers, sponsors and supporters for their ongoing support of our railway and on behalf of the Board of LSMR I would also like to extend to you all a very merry and prosperous Christmas.

Kind Regards

Michael J Wilson

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**For current News on our activities and working bee dates
visit our Facebook Page at Lithgow State Mine Railway**

News

LSMR hosts visitors from Oberon-Tarana Heritage Railway

On Saturday 12 September LSMR had the pleasure of hosting a visit by committee members of the Oberon -Tarana Heritage Railway. The delegation was led by President Tim Arnison and also included John and Elaine Boxer and Ian Davis. They had discussions with members of the LSMR Board and undertook an inspection of the Workshop and various projects the railway is currently working on. From those discussions both groups are looking forward to working together on a number of issues of mutual benefit to both organisations as well as rail preservation in general.



ABOVE:

The delegation from Oberon-Tarana Heritage Railway. From left are Tim Arnison, Elaine Boxer, Michael Wilson, Chairman LSMR, John Boxer and Ian Davis.



LEFT:

Tim Arnison (second from left) and Elaine Boxer (right) discussing some technical points with LSMR Director Brian Edwards (left) and LSMR General Manager Tim Elderton (second from right).

Ordinary Train Staff for State Mine Branch

As we move towards operating a tourist railway on the State Mine Branch an important part of the operation was acquired recently. Tim Elderton has made arrangements to have an authentic Ordinary Train Staff fabricated to replicate something that may have been used for the line.



Eskbank side



State Mine side

News

Risk Management Workshop held at LSMR

Saturday 8 August saw one of our Directors Nic Doncaster run a Risk Management Workshop for our Directors and volunteers which is part of the process to enable LSMR to apply for accreditation in its own right. it was a very informative day and we thank Nic for taking the time to run the workshop for us.

However whilst most of us we locked in a class room some work continued on the restoration of our railcars.

LSMR Director Nic Doncaster presenting at the Risk Management Workshop.

Volunteers Kartenand Don Butler and LSMR Chief Finance Office Ron McNair were among the attendees.



LSMR

Lithgow State Mine Railway



*Newsletter Back Issues
are available on our website
www.stateminerailway.com.au*



No. 1
April 2012



No. 2
October 2012



No. 3
November 2013



No. 4
April 2014



No. 5
April 2015

Look back on our evolution

**For current News on progress with the Shay
visit our Facebook Page**

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COC No.5 Restoration Project - Australia's Only Standard Gauge Shay

Railmotors To Kandos

Kandos Explorer and Brogan's Run

It's been a long time coming, 15 years in the making. The 19th of September was the day that Lithgow State Mine Railway's railmotor set 661/726 was to run out to Kandos on its first passenger service. Unforeseen circumstances prevented that but we did the trip anyway with the help of Lachlan Valley Railway and their three CPH railmotors (CPHs 12, 24 and 25).

It was an early start on Saturday to prepare the railmotors for the trip with a departure from Lithgow Station at 11:30am for the run to Kandos through the Garden of Stones National Park and Capertee Valley with stops at Capertee and Clandulla for entertainers to move between the CPHs.

At Kandos things were in full swing with the Pirate Day Festival to entertain the passengers or a visit to the Kandos Museum which was included in the ticket price.

While our "Kandos Explorer" passengers were enjoying the sights we had a full train for the "Brogan's Run" shuttle through the Capertee Tunnel out to Airley and back. This trip was completely sold out.

At 3:50pm with all our "Kandos Explorer" passengers back on board it was a race back to Lithgow to make it back in time to connect with the Sydney bound V set at 5:37pm with a quick stop at Capertee to allow the entertainers to disembark.

It was a great day for Passengers and Crew alike. Thank you Dennis and Scott from LVR for joining us on the day to run the train and thank you Buzz from the Kandos Museum for chartering the trip. If anyone is interested in helping out on future Mainline tours or on State Mine running days, please contact Daniel McQueeney, LSMR's Passenger Service Manager through email: mcqueeney2011@hotmail.com

Matthew Wilson
Volunteer Passenger
Attendant

TOP:

LVR's railmotors 12, 25 and 24 alongside LSMR's rail cars 726/661 against the backdrop of the Poppet Head at State Mine.

MIDDLE:

The beautifully restored LVR CPH railmotors (24, 25 and 12) at State Mine.

Photos: Matthew Wilson

BOTTOM:

The railmotors 12, 25 and 24 about to depart the State Mine Branch on the Kandos Explorer tour..

Photos: Jacob Williams



Meet Our Members - John Sibly

We are delighted to run a new section called Meet our Members. In this our first instalment we showcase a guy who came to us 18 months ago who wanted to volunteer but had a real passion for steam. John Sibly has become a regular at our working bees and is looking forward to the day we operate 2605 where he will play an integral part of her operation. Interestingly the photograph of John on the job cleaning out the smokebox of 176 on tour appears courtesy of Philip Vergison. It was taken in 1974 and first appeared on Facebook a few weeks ago. As John is not computer tech savvy it came as quite a surprise for him when he was shown the picture as he never remembered the photograph being taken.

I was born on 20th April 1941 in a small village near Dartmouth, Devon. This day was also Hitler's birthday. Due to war and our closeness to Plymouth Dockyard and the Navy, Hitler paid particular attention to the area. So we moved to several homes as the bombs landed anywhere and everywhere. In three years we lived in seven homes until 1944 when we moved to Liverpool.

I guess I was about four years old when I became interested in railways. My uncle and a neighbour took me to the rear of their garden, which just happened to be at the top of a railway cutting, to watch the trains go by. To get to school I had to go via the well known Penny Lane, at the top of which was a railway bridge, and I could see express trains running underneath, probably from London to Liverpool.

One day on my way to school in 1946, I came across a steam roller and a gang of men repairing part of Penny Lane. I was fascinated by this steam driven monster, and all thoughts of going to school that day were gone. After watching this machine for some time, the driver invited me on board, and there I stayed all day. At the time, my mother was able to employ a woman cleaner one afternoon per week. It just so happened that this

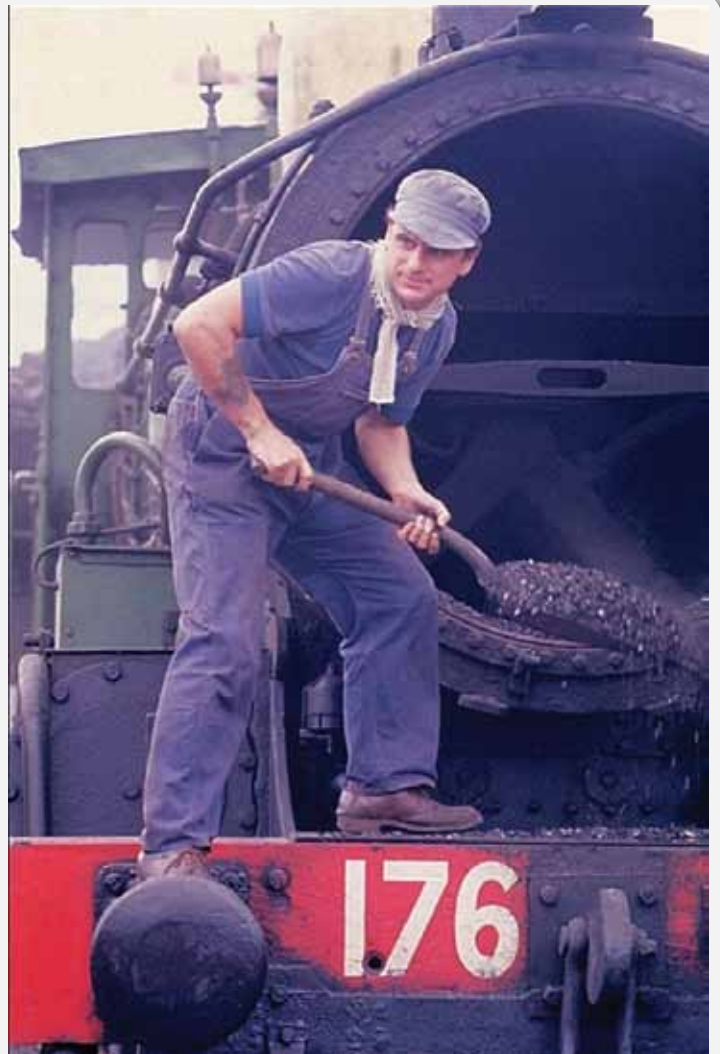
was the day she came to do some cleaning. She also had to negotiate Penny Lane. She recognised me covered in coal and rushed to tell my mother who came and rescued me. In later years she also recalled this day, which I only vaguely remember. I had also eaten his lunch. I guess this was the day I got the steam bug which has stayed with me to this day.

We moved to Kent in 1948 with my father's change of work. I was now armed with a push bike, so could explore the countryside. We lived near Dover, so there was plenty to see. Three miles away there was (and still is) a station called Martin Mill. It was here I could get up close to steam locos. In the summer months the Southern Railway put on extra holiday trains to service the Kent coast holiday resorts. I won't mention all the different types of locos, as many of you would not know the different types. Sometimes I would cycle to Deal following the railway, at other times I would ride to Dover, which was a fascinating place. Two stations, the one at Admiralty Pier was best, as I could watch the 'Golden Arrow' with its Pullman coaches, coming and going to meet the cross channel ferries. The loco was always highly cleaned, as were the coaches, and was a sight to be seen. Also the loco depot was next door to Marine Station.

As I came from a maritime family I also took an interest in shipping. Dover had two docks, one with a slipway, so there was plenty to see with railway lines running here, there and everywhere. I could also watch all types of shipping from my bedroom window. I was given an old brass telescope, and the amount of shipping that passed Dover was incredible. I liked it best in stormy weather, watching ships plunging into the waves, especially if they were in ballast, with their screws racing as they came out of the water. At that time London was a very busy port, now sadly all gone except for oil tankers at Shell Haven.

One day my father asked me if I wanted a trip up to London on an old Norwegian tramp. I agreed as he was the pilot, but I would have to get the Captain's permission. He said that I would be welcome. This old tramp was built in 1921 and it had a fairly tall funnel with smoke emitting from it. I stayed on the bridge until we had left Dover and were steaming along at seven and a half knots. I then went to investigate the engine room. I went to the boiler room first to see the stokers shovelling coal into the boiler furnaces, then on to the engine room to see a triple expansion engine at work. This was very exiting and I spent the next ten hours down there, watching all the connecting rods, eccentrics and big ends going up and down and round and around. I do not know what the Captain or my father thought of all this, did they think I should have stayed on the bridge to enjoy the passing scene?

In 1956, my father asked me what I intended to do when I left school. I said I wanted to join the railway. He told me that the wages were poor for drivers and firemen. He also told me the railways were finished (how true). He said that joining the navy and seeing the world was a better option, so in the end I joined the navy. I joined in February 1957, and after 16 months training was sent to my first ship at Portsmouth, HMS Zest. This ship was once a destroyer, but had been rebuilt to become an anti-submarine frigate. The machinery was left as built, two admiralty three drum boilers providing steam at 300psi to drive two propeller shafts through geared turbines and rated at 40,000 horsepower. We were able to run up to 32.5 knots. We went up to Iceland twice during the Icelandic Cod War. It was





The photo of me on 176 (1243) was taken on Sunday 10th February 1974. 176 was the pilot engine to 3203, the train engine. It was for the Nowra Centenary celebrations. Signed on 4:47am at Enfield. Light engines to Central. Depart Central 5:42 arrive Nowra 11am. We stopped at various places to pick up "Invited guests". The photo was taken on Kiama turntable (Kiama 9:52am-10:19am loco purposes and pick up invited guests) to clear the smokebox. The train consisted of SWT5, SWT6, CBC, HC, CBC and HX. My driver was Chris O'Sullivan of "A Steam Train Passes" fame, and inspector Jack Sparkes. The fireman on 3203 was Billy McCrossin who was later in the Granville smash. We all came home passenger on the 'South Coast Daylight', always loco hauled on a Sunday with "Newcastle Flyer" cars.

Photos: Philip Vergison (176) and Rob Alekna (2605)

so cold that the force draft fans in the boiler rooms had icicles hanging from them. Later we spent time visiting Holland, France, Germany and other interesting places. We also spent nine months in the Mediterranean Sea visiting several different countries. It was on this ship that I attained my 'Auxiliary Watchkeepers Certificate', operating all types of machinery in the engine rooms.

My next ship was similar, another converted destroyer. I only spent 10 months on this vessel (HMS Ulysses) before being sent out to Gibraltar to help refit another destroyer (HMS Cavendish). I found out that after refit she would be off to the Far East, so I signed on with her. Her machinery was the same as the first two ships, so I was quite at home. In fact I spent three years on this ship, going to the Far East twice. My last ship was completely different. She was built as a frigate, but was finished off as a survey ship. We spent 12 months based in Fiji, doing surveys of the Solomon Islands, Fiji, and New Guinea and New Hebrides. The machinery on this ship was quite different. It had as my previous ships two admiralty three drum boilers but were

smaller, providing steam at only 200psi to drive two four cylinder triple expansion engines, these were rated at 5,500 horsepower between them. Maximum revolutions was only 180, meaning we were capable of doing around 18 knots. At this speed the oil flew off the engines covering the watchkeepers standing between them, something never to be forgotten. I left this ship in late 1966 after being constantly at sea for eight years. I left the navy in 1968, and now married we decided a better life existed in Australia. So we became £10 tourists. We arrived on the 12th of December 1968, and by 4pm on the same day I had a job with the NSWGR.

I was sent to the motor vehicle section at the bottom of Bathurst Street (down from Town Hall). I was a welders assistant. On my first day I thought I heard a steam loco. Upon standing on the workbench and looking through a broken window I saw a steam loco shunting up and down. I had no idea that Australia had any left. Upon inquiring, I was told that plenty of steam locos were still around, so I went to the foreman's office and told him that I was in the wrong place. He was sympathetic, but through him he managed to get me into Eveleigh.

At Eveleigh I remember cleaning diesels as they came in off the night time expresses. Each of us had specific parts to clean. If you were told to clean a certain part, that's the same part on each engine. Engines cleaned were of the 40, 42, 421, 422, 43, 44 and 48 Classes. Sometimes a stray 45 or 41 would wander in. It was only a few weeks before several of us were herded into learning safeworking. This classroom was a grounded American car. It had seats and desks, and the teacher was Milton Southwell, a loco inspector. We provided our own pens and notebooks, which I still have, but of course completely out of date. After a while we had to front another loco inspector, a fearful Mr Wadey, to see what we had learned. I do not remember how many failed but I passed OK. Some time later as people left the job or progressed we were moved up to clean steam locos. I think the reason was that if the rosters clerk wanted a fireman, he only had to go round the back of the erecting shop. Locomotives cleaned here were 19 and 30 Classes. All steam locos that passed through the workshops were painted, so didn't need cleaning. Once we had passed our safeworking exam, we were deemed good enough to go firing. Two weeks or 80 hours and usually all steam. But first we had to learn how to prepare a steam loco. With all my diesel and steam trials I always had the same loco inspector. His name was Teddy Finn, a real gentleman. We were sent to Enfield where we were taught how to oil a loco. He then sent each of us to oil several standard goods locos. As with my navy training I soon got stuck in and oiled a loco. Once I finished oiling I told Teddy. He seemed most surprised as he sent me off to do another while the others were still struggling to do their first.

My 80 hours were very interesting. On my first day, we prepared 3003 for the Richmond Yo-Yo. We left Enfield loco and were going along light engine. Somewhere past Parramatta and a left hand bend we came across a track worker using an auger to drill a hole in a sleeper. He just saw us and just jumped clear, while his auger was completely destroyed. Upon arrival at Blacktown we checked out the front buffer beam, which was made of timber, which now had a large gouge in it. The rest of my 80 hours was spent on 30, 32 and standard goods locos, going anywhere in the metropolitan area. At that time Sydney had sidings everywhere. It took all night

.....Continued Page 8

Meet our Members – John Sibly

Continued from Page 7

to shunt all the sidings between Clyde and Liverpool, and several hours to shunt all sidings between St Peters and Hurstville, and Newtown and Burwood. After my 80 hours it was back to cleaning, but as I moved up the ladder more firing turns were done. I was put on the turntable for several weeks, then I became firelighter for awhile. This was a dirty, hard job. Locos came in, had their sandboxes filled and turned as necessary then they went up to the coal road to have their bunkers and tenders filled, then up to the pits to have the fires knocked out and ashpans emptied. It wasn't much fun in winter hosing out ash pans, especially if it was raining and windy. Ash got everywhere. There were always extra locos to light up from the workshops, from Garratts to 19 Class. I once lit up 17 locos after a strike.

Eventually I was put on a roster with a regular driver. We could during the course of a fortnight go to barracks anywhere between Newcastle and Nowra, Goulburn and out West to Bathurst. We did mail and milk trains, expresses and stock jobs, newspaper and suburban trains. We could be shunting at Leightonfield, Alexandria and Erskineville, Darling Harbour and the Island, we could visit White Bay and Enfield and around to Elcar workshops. We also did pick up goods Newcastle to Gosford and Express goods to Goulburn. Sadly most of this is now history.

I left the railway in August 1974. The prospects of ever becoming a driver seemed to be in the distant future and my wife was fed up with me running around the house and work at all times during the night. I didn't regret it. It was a wonderful six years. I then went as a boiler attendant at Colgate Palmolive in Balmain. I spent the next twelve years operating a chain grate Babcock Wilcox boiler, then a gas boiler. I then studied for my first class engine drivers certificate, which I passed. I spent the next few years at ICI at Botany. We had three large 900psi boilers, two coal fired and one gas. We produced steam for two turbines to generate most of our electricity (I was a control room operator). I later went to ICI Rhodes, where I operated five boilers in two boiler stations. two coal, two gas and one using waste products.

I retired at 57 when the Rhodes site was shut down. We left Sydney and moved to Blayney. I then did casual work in various boiler plants. A laundry at Blayney, Bathurst hospital, a dog food factory, Edgels food and finally at the Bathurst goldfields, operating wood fired boilers producing steam for the machinery that operated the gold stamper and winding engines. I finally gave it up at 70 years. Or have I? Now that I've joined the Lithgow State Mine Railway I wouldn't mind having a go at the 26 Class once it is running.

I've been on all types of boilers, saturated and superheated, coal, gas, wood and oil, on sea, land and railways. If I started my life again, I would do the exact same thing again.

John Sibly (transcribed by Zane Maber)



A Word from the Editor

I am pleased to present Lithgow State Mine Railway Newsletter No 6. This comes at a very exciting time for us as the dreams, hopes and efforts of a large number of people over a long period of time are about to come to fruition with the imminent commencement of rail operations by LSMR. We will have much to report in the coming months.

I would like to acknowledge the contributions made by others to this issue. John Sibly has delighted us with the story of his lifetime fascination and association with steam devices of various kinds and his interesting narrative has been very ably transcribed by Zane Maber.

I invite and encourage other members to share their experiences with railways and transport matters with us. There is an awful lot of untold stories out there, let's see if we can harvest some!

Matthew Wilson has supplied a short article on the Kandos Explorer railmotors tour operated in conjunction with Lachlan Valley Railway. Matthew has also volunteered to assist me in the preparation of future Newsletters which I hope will mean a more regular publication.

I thank John, Zane and Matthew for their contributions to this issue and also to Michael Wilson and Rob McFarlane and the various photographers for their regular contributions. I extend an invitation to everyone to contribute material to the Newsletter. Articles, long or short, photos, snippets, anything that may be of interest to our readers will be most welcome. You CAN do it, it is not that hard! If you would like to discuss any ideas please feel welcome to contact me by email at news@stateminerailway.com.au. or phone at 0407 673 103.

As we enter a significant stage of our development our three websites will be fleshed out over the next few months to better tell the story of our achievements and our future plans. Again I welcome any suggestions or contributions for our websites which are;

Lithgow State Mine Railway	www.stateminerailway.com.au
Eskbank Locomotive Depot & Museum	www.eskbanklocomotivedepotmuseum.com.au
Eskbank Rail Heritage Centre	www.erhc.com.au

Finally don't forget to follow our Facebook pages for current news and events. Go to Facebook and search for the three entities or follow the links on the websites.

Cheers

John Clifton
Newsletter and Website Editor

Projects Update in Images

Rolling Stock Restoration

Once again the main focus of restoration in recent months at Lithgow State Mine Railway has been the former NSWGR diesel railcar set 661/726. However work has also continued on BE 346 with an internal conversion of part of the car into a buffet. We present some images of some of the work of our volunteers.



Under the direction of our carriage builder, Brian Edwards, cupboard skins have been fabricated and are being moved into BE 346 for installation



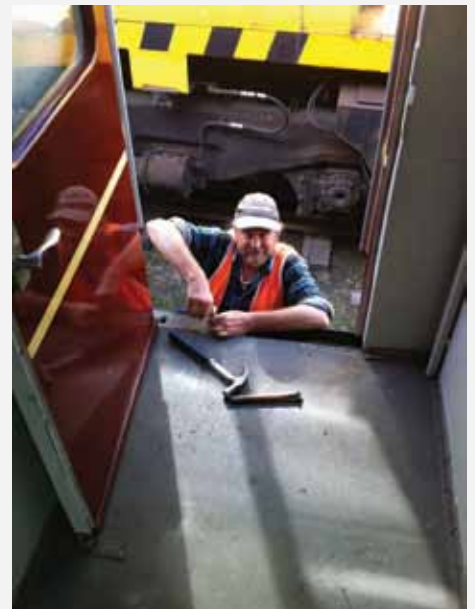
Our mid week volunteers have been busy on BE 346 repairing ceiling panels, running new power cables to the switch board in the buffet end whilst another crew take apart the interior panels in the other end of the car to allow the boiler maker to cut out and replace the rusted metal panels on the exterior of the cars.

Its a big job but we have some dedicated and skilled people involved.



Recent working bees have concentrated on the fiddly jobs such as touching up paint Evan Rees, right), some fine adjustments to the entrance vestibule floor area (Steve Overmeyer, far right) and glass cleaning.

This restoration has been a long and pleasing transformation made possible by so many of our dedicated LSMR volunteers and staff of the Lithgow Railway Workshop. The fruits of their labour will culminate in seeing the rail cars take to the mainline for a trail and eventual service on the State Mine branch before they head to Byron Bay next year.



Packing and Transporting the Shay

Last Newsletter we announced the acquisition by Eskbank Locomotive Depot & Museum (ELD & M) of a standard gauge Lima 3 truck Shay Steam Locomotive from a private collector in the USA. As reported then the locomotive was in the process of being moved from site and cleaned and prepared for packaging for transportation to Lithgow.

In recent months we have been working with Mayne Global who are our shipping agents based in Australia with offices in the USA. They are currently working with Brook and the team in California looking at the logistics of moving the Shay to Australia, with particular reference to the number of containers that will be required.

Unfortunately the free falling Australian dollar is not helping our cause at all with it currently hovering around 71 cents. This means we will need to top up our transportation fund with some more dollars.

We have some more photographs showing our shay arriving at its transition point earlier this year.



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**For current News on progress with the Shay
visit our Facebook Page
COC No.5 Restoration Project - Australia's Only Standard Gauge Shay**

A Word from our Volunteer Services Coordinator

First of all I'd like to say a big welcome to all our new members and volunteers. We've had a number of new members joining up with Lithgow State Mine Railway over recent months and a greater number now following of our Facebook page for information on our operations and events and we are hoping that this trend continues. It's great to see the interest that we are generating in the broader community as a group of dedicated volunteers striving to create an operating tourist railway and our efforts at restoring and maintaining heritage railway equipment.

As many of you may know, I have been unable to attend many of the working bees held recently due to employment in my new role with Sydney Trains, something that many of our members have to experience with employment taking precedence over volunteering. It is unfortunate as many of us working in shift work roles have a harder time trying to attend our events and working bees as we have to consider our own fatigue management and have family duties that have priority over volunteering, when we would prefer to be available for events and working beside our mates and doing something that we enjoy.

One of our new volunteers has taken on an organisational role as Passenger Attendant Coordinator and I would like to welcome him on behalf of our organisation. Daniel McQueeney has been a passenger attendant for 3801 Limited for some time and has gladly provided his time and expertise to Lithgow State Mine Railway.

We carried out an event with Lachlan Valley Railway and the Kandos Museum on the 19th of September. LVR's CPH railmotors were utilised for the trip out to Kandos and Daniel McQueeney along with some of our other new volunteers, Zane Maber and Matthew Wilson, happily providing service and assistance to the passengers. Even though all three of these volunteers are quite new to our organisation, their experience and customer service skills that they bring from time with other railway groups greatly helped the trip to be a successful event.

As the restoration of our rail cars 661/726 nears completion with the much appreciated assistance of the Lithgow Railway Workshop team, we can all be proud of the work that the volunteers have achieved. It has been a work of trial and error, but we can all be glad that it has finally come to this stage and we can all take a step back and be proud of what we have accomplished. It didn't seem to be too big a job when we started 20 months ago, and a lot of us were doing this type of work for the first time. I'm sure a lot of us have

learnt a great deal, not only about restoration and the work that has gone into these rail cars before we started work on them, but also learnt a lot about ourselves as individuals and as an organisation and what we can do with enthusiasm, dedication and a little elbow grease.

So as this large job comes to the end, I'm sure you are all wondering what do we do now? Well we still have many small and large jobs to carry out. We are needing to clean up some of the rail corridor and station precincts so as it can be presentable, we have plenty more rolling stock that needs some TLC, and work on preparing our South Australian passenger cars has begun and will create a number of challenges from which we can learn. It's a great time to come along and join our organisation as we ramp up our efforts to get rolling on a regular basis. And right now is the best time of year to come up to Lithgow and do some work as the days are still cool and daylight saving will be giving us longer days where we can complete more work in a comfortable environment. Remember that working bees are held every Saturday from 9am, lunch is provided for a small donation, and tea and coffee are available for free throughout the day.

If you would like to know more or find out how you can give us a helping hand just email me at volunteers@stateminerailway.com.au

Also if you would like to join Lithgow State Mine Railway, or have not received your membership form or membership card for 2015/2016, please email me at membership@stateminerailway.com.au so we can make sure all your details are up to date and get your membership card out to you ASAP.

Kind Regards

Robert McFarlane
LSMR Volunteer Services Coordinator



Volunteer Passenger Attendants Matthew Wilson, Daniel McQueeney and Zane Maber ready to depart on the Kandos Explorer tour on Saturday 19 September.

Photos: Jacob Williams



Around the Railway

Snow hits LSMR

Heavy snow falls in the Lithgow district in mid July presented many picture post card scenes like these around State Mine and Lithgow Railway Workshops.

More snow was falling as some of these pictures were taken.



ABOVE:

The entrance to the State Mine Yard

TOP LEFT:

Three of our restored four wheel wagons in the State Mine Yard

MIDDLE AND BOTTOM LEFT:

Two views of the platform at State Mine

BELOW:

LSMR railcar trailer unnumbered 726 makes a lonely sight covered in snow in the Yard.

Photos: Jacob Roberts and Michael Wilson



Rail Cars 661/726 undergo Wheel Inspections



Staff from the Lithgow Railway Workshop (LRW) have been busy during October dropping each individual wheel set under the rail cars to check and grease the bearings. This is the last major work package to be undertaken on the railcars as part of their restoration program.

661/726 headed down the State Mine branch to the drop pit which has been established in the Eskbank Yard where LRW staff are able to undertake the work which takes about eight hours per wheel set. Each step of the operation is documented for the maintenance records.

It is expected that once all the wheel sets are checked the regulator will allow the cars to undertake a mainline trial which we expect to happen in coming weeks.

661/726 made a majestic sight as she traversed the State Mine branch this afternoon on her way back to the State Mine after spending the day in the Eskbank yard undergoing wheel set inspections.

Hopefully in the not too distant future this will become a common sight as LSMR prepares to launch its long awaited tourist railway operations on the branch.



TOP ROW:

661/726 over the drop pit in Eskbank Yard for wheel set checking and bearing greasing.

ABOVE:

The rail cars returning to State Mine passing through Lake Pillans.

LEFT:

The railcars have just passed over the level crossing at Inch Street and about to enter the State Mine precinct. Hopefully this will be a frequent sight as operations on the Branch commence in the near future.



LSMR

Lithgow State Mine Railway

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Lithgow State Mine Railway Limited
184 Mort Street
Lithgow N.S.W 2790

Phone: (02) 6352 2513

Email: membership@stateminerailway.com.au

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All Correspondence To:

The Secretary
PO Box 350
Lithgow N.S.W. 2790

Mobile: 0427 455 580

ABN: 56 119 090 256

ACN: 119 090 256

APPLICATION FOR MEMBERSHIP

I
(Full name of applicant).

Of
(Address)

.....
(Occupation)

hereby apply to become a member of the above named Company. I acknowledge that my membership will be deemed accepted only after advice of acceptance. In the event of my admission as a member, I agree to be bound by the Constitution for the time being in force.

Signature of Applicant Date

Email Address

Phone No.

Ia member of the Company,
(Full name of Nominator)
nominate the applicant for membership of the Company.

Signature of Proposer Date

Ia member of the Company,
(Full name of Secunder)
second the nomination of the applicant for membership of the Company.

Signature of Secunder Date



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MEMBERSHIP RENEWAL

Lithgow State Mine Railway Membership fees are now due and payable for the period July 2015 to June 2016. The Subscription amount is \$25.00. Early payment by either bank transfer or return mail by Cheque or Money order would be much appreciated.

In order to keep our records up to date and current could you please update the following information.

Name:

Address:

Email:

Phone:

PAYMENT METHOD

In order for us to process your membership renewal this form must be returned via email or post to the above postal address.

Please tick box as appropriate.

- Cheque / money order (please circle) payable to **Lithgow State Mine Railway Limited** is enclosed
- I have completed direct money transfer to LSMR bank account.
BSB: 082-678 Account No: 792104296. Please state your name as reference on transfers.

