



www.stateminerailway.com.au



Newsletter

No. 7 - December 2016



Michael Wilson captured our railcar set 726/661 making its way along this tree lined section of our Branch Line on its way to the Eskbank Yard just prior to leaving for Tarana on Saturday 13 February 2016 to operate The Tarana Flyer. Since December 2015 our restored railcar set has operated many successful tours to Tarana, Kandos, Rylstone, Capertee and to Sydney for the Vivid Light Festival.

In March 2017 the railcars will depart Lithgow leased to the Byron Bay Railroad where they will operate a shuttle service between the new North Byron Beach Resort and Byron Bay Railway Station. Our focus will then shift to regular operations on the Branch and locomotive hauled tours using carriages currently nearing restoration completion. 2017 promises to be yet another year of significant progress for Lithgow State Mine Railway.

In This Issue

From the Desk of the Chairman	2	Recent Visitors to LSMR	8, 9
A Word from the Editor	3	Some Recent LSMR Tours	10
Former NSWGR Carriage Appeal	3	A Word from our Volunteer Services Coordinator	11
The Tarana Xmas Flyer	4	Thank you Robert McFarlane	11
The Rylstone Rambler	5	New Members	12
Volunteer Services Coordinator Report	5	Photo Credits	12
Vivid Light Festival	6, 7	Our Sponsors and Supporters	12
		Contact Us	12

From the Desk of the Chairman

2016 marks the 10th anniversary of LSMR becoming a Not For Profit Company, and in hindsight has proved to be the best decision the organisation could have made in dealing with running a multi-faceted organisation in today's corporate world.

The railway was formed initially as a subcommittee of the Greater Lithgow Mining Museum Inc. in 1994 when it secured under licence from Rail Estate (RailCorp) the State Mine Branch. By 1996 the entire Eskbank yard was added to the portfolio and Eskbank Station was officially included in 2006 even though we had access to the station building from 2000. Planning for the development of the Eskbank yard and station area into a museum and the operational hub for the railway was laid down back in the late 1990s. However the decision to form a standalone company limited by guarantee was made when the committee agreed the organisation had outgrown its subcommittee status of an incorporated body and needed to have a corporate structure of its own to allow it to grow and diversify into a business model that would be sustainable for the future. The Lithgow State Mine Railway Limited was registered with ASIC in May 2006 with its charter to manage its considerable volunteer base and the holder of the rail accreditation. Since 2006 there has been further company restructure and delineation of roles and activities with all property licences and leases etc now handled by our sister company COC Limited. This move allows LSMR to concentrate on its core business activities of volunteers and rail operations. With this milestone in mind we look back at the last ten years and reflect on just how far we have come and what we have achieved.

However, there have been two things that have eluded us, one being the ability to operate a tourist service on our branch and the second is to control our destiny and have our own accreditation. Whilst not wanting to dwell too much on the things we have not achieved I would like to spend some time on what we have covered in the last 12 months.

For those of you who have not been to a working bee or tuned into our social media coverage on the net you may well be very surprised at the progress being made on our locomotive and rolling stock. This time last year we were just putting the finishing touches to 661-726 and preparing for our first main line trip to Tarana in partnership with LVR as our operator. The December trip marked the beginning of what would become the first of many very memorable trips to Tarana, Kandos, Rylstone and of course Sydney. Unfortunately the Sydney trip brought our rail cruising to an unfortunate end with one of the gear boxes disintegrating. Unfortunately the fact that we are the only group operating twin disc transmissions and the company are no longer making parts added to our problems. Fortunately Tim Elderton and Benn Eagle managed to come up with enough parts within Australia and from the United States which will recondition up to three transmissions. After a few false starts the transmission was reinstalled and we were back on the rails in time to complete our final trip for the year to Tarana on the 3rd December.

The South Australian cars have also been progressing very well with our mid-week volunteer program. These programs have been rolling continuously over for the last 18 months and have helped LSMR on a wide range of projects not specifically carriage restoration. I should also at this point like to thank Tim Elderton and the LRW who pick up the tab for most of the consumables that are used in the restoration of the cars. The workshop staff also undertake most underfloor, metal fabrication and bogie work on our cars for which we never see an account. The buffet car is progressing very nicely and it is hopeful we will see two of the three SAR cars finished early in the new year. This will be very timely as we are expected to bid farewell to 661-726 in early March 2017 as they head to Byron Bay to start a new chapter in their operational lives.

Over the past year 2605 has also had a great deal of work undertaken on her which has included the removal of the broken stay and the purchase of suitable material from the UK to have another stay machined up ready to be installed. The air compressor and turbo generator have been overhauled together with the rear water tank and water delivery system. In general a check list of small tasks has been undertaken which should see the locomotive lit up for boiler testing early in the new year.

Also this year LSMR was fortunate enough to have a new corporate logo designed for us by Mike Retter of the Circus Group from North Sydney. The new logo which was workshopped from a number of designs created by the company was chosen and represents us as a new and forward thinking player in the rail heritage market. The design has an old world feel but is contemporary in its make up and will be rolled out across the organisation as branding on our rolling stock, uniforms and advertising.

Now back to the things we have not achieved but are making very good progress on nevertheless. SSR have agreed to become the RIM for the branch and draft approval has been given by the Regulator. However before this can happen there a number of items (11 in fact) need to be finalised before we can actually operate. Most of these matters are procedural and need to be in place before we receive an audit by the regulator. This is all expected to be finalised by March 2017.

Earlier this year we lodged a DA to modify our original operating consent which was granted in 1995 but was considered far too restrictive and only allowed us to operate one day a month. With the support of the Council as a whole approval was given to allow us to operate up to two weekends a month with a maximum of 14 round trips a day and no restrictions on the days we can operate the steam locomotive apart from in times of high fire danger. This was a great result and one that will enhance our opportunities to provide Lithgow with a tourist train operation in the valley.

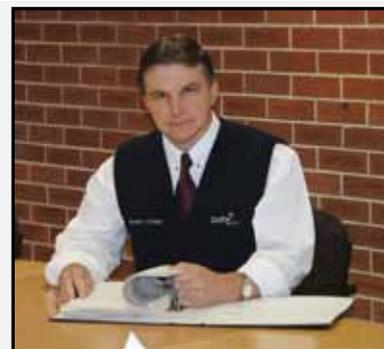
Whilst for the moment we are reliant on LVR to provide the accreditation for us to operate on the main line they will also be operating our trains on the branch. This also gives us an opportunity to develop and train a pool of carriage attendants and other staff required to manage our customers both on and off our trains. In fact we have a number of dedicated volunteers who are the backbone of our operations and it is very pleasing to see them step up to take on additional responsibilities which are critical if we are to move to an operational footing. As far as accreditation in our own right is concerned, work is progressing on a number of fronts which is being led by one of our Directors, Nic Doncaster, a former ITTSR inspector, who is working on our SMS and has also been appointed our Rail Safety Manager.

As we turn our sights towards 2017, I am ever hopeful that we will continue to make good progress on many fronts which will culminate in us operating on the State Mine Branch early in the new year. I am also reminded that our success is reliant on our volunteers who give their time freely to ensure we can build and financially maintain a tourist rail operation that will be the envy of others. We also need to thank our two major commercial sponsors, Lithgow Railway Workshop and Southern Shorthaul Railroad whose support and goodwill we could never pay for. Apart from thanking Tim and our volunteers I would also like to extend a vote of thanks to the Board for their continued support and above all to the residents of Lithgow who have also supported us by buying tickets on our various rail cruising excursions we have undertaken in the past 12 months.

On behalf of the Board and management of LSMR I would like to extend a very Merry Christmas and Happy New Year to all as we look forward to what may well be a very exciting 2017.

Kind Regards

Michael J Wilson



A Word from the Editor

2016 has been a busy year for LSMR and it has been difficult to keep up with events as they occur and assemble material for a newsletter in this format on a more frequent basis. As is the current global trend all of our current news is presented on our Facebook page as it occurs and supporters can follow progress of our activities and restoration projects in this way. We will strive to present a more frequent newsletter in 2017. Matthew Wilson has assisted me greatly in the preparation of this issue. Thanks Matthew!

Thanks also to Kane Bott, Zachary Dray and Zane Maber for contributions to this issue in the form of articles, photographs as well as advice, suggestions and support. Thanks also to the various photographers who have provided images.

The launch of a new corporate logo for LSMR has prompted the redesign and relaunch of both this newsletter and our website at stateminerailway.com.au and I invite you to visit the new site. Further changes are planned for the near future to better reflect our evolving activities.

I again invite and encourage other members to share their experiences with railways and transport matters with us. Articles, long or short, photos, snippets, anything that may be of interest to our readers will be most welcome. As always 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.

A reminder of our three related website addresses.

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

Website and Newsletter Editor

Former NSWGR Carriage Appeal

Our Newsletter No. 5 featured an article by Robert McFarlane on the acquisition of a number of former NSWGR carriages for restoration and operation by LSMR. We are approaching the point when we will be required to pay for the cars and relocate them to Lithgow. We are asking supporters to help us out by making a tax deductible donation towards this project. Donations can be made in the following ways and we'd like to thank you all in advance for any assistance you can give. Recently some of our hard working members (Matthew Wilson, Zane Maber and Michael Hobson) spent the day at Rothbury and braved the oppressive heat to tarp the roof of FZ 507 which is suffering from roof failure which is in turn letting water into the interior of the car. Unfortunately this is a symptomatic problem with timber cars that are not adequately maintained. The job was completed and the tarps will keep the water out in the short term. This will be one of the first cars to be hauled by road to Lithgow in coming weeks to begin its restoration.

Please note: The cars will be owned by Eskbank Locomotive Depot & Museum and restored and operated by Lithgow State Mine Railway.

BELOW: Shown in their current location at Rothbury are cars MCA 126 (top) and MFE 1855.

How to Help

Direct Deposit:

Account Name: Eskbank Locomotive Depot & Museum Ltd
Bank: NAB **BSB:** 082-678 **Account No:** 838275024
Reference: Your name (email us to advise us of your donation)

Mail:

Cheque to: Eskbank Locomotive Depot & Museum
PO Box 350
Lithgow NSW 2790

Online:

eskbanklocomotivedepotmuseum.com.au/howtohelp.htm



<https://www.gofundme.com/ELD-M-LSMR>



The Cars

PHS2298 HUB/RUB Power Van
FZ 507 (ex-KAM) Sleeping Car
MFE 1855 (ex-MFX) 2nd Class Sitting Compartment Car
MFE 1858 (ex-MFX) 2nd Class Sitting Compartment Car
MCA 126 (ex-MCX) Composite Sitting Car
EVD 1513 (ex-Museum Display Car converted from MBE)
MAL 810 (ex-MAL) Sleeping Car

The Tarana Xmas Flyer – Saturday 3 December 2016

Another successful outing to our regular destination, Tarana, was held to celebrate the festive season in early December. Once again our restored railcars conveyed guests on the scenic journey from Lithgow to Tarana. A three course Christmas dinner was provided using all local produce with entertainment by a live band. We present some images from the day.

THE TARANA XMAS FLYER
SATURDAY, DECEMBER THE 3RD
 Kick off Christmas with a return scenic train ride from Lithgow to Tarana. 3 course condon bleu Christmas dinner in the Tarana RFS Shed prepared using local produce including entertainment by a live band

Depart Lithgow 4:15pm - Arrive Tarana 4:57pm
 Depart Tarana 9:29pm - Return Lithgow 10:17pm
 For Bookings - www.stateminerailway.com.au



LEFT:
 Volunteers washing our railcars 726/661 in preparation for the Tarana Xmas Flyer.



BELOW:
 Arrival at Tarana.



Look back on our evolution

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



No. 6
 November 2015

The Rylstone Rambler

By Matthew Wilson

On Saturday the 27th February, LSMR ran the first train to stop at Rylstone in 12 years. This trip was chartered by our friends at the Kandos Museum for the annual Rylstone Show. This day out at the show would not have been possible without the assistance and support of Lachlan Valley Railway, NSW Trainlink, John Holland Country Rail Network, Kandos Museum, Lithgow Railway Workshop and the volunteers who worked on the day.

The trip to the Show was completely sold out and our full train departed on time from Lithgow station at 9:05am towards Kandos where a banner was attached to the front of NTC 726 before proceeding on the 20 km/h speed restricted section to Rylstone. This eight kilometre section had not seen a train since 2007 and the Rylstone Rambler was the first train since that time.

At Rylstone several quick speeches were presented by members of the organizations that made this day possible, Micheal Wilson of LSMR, Buzz Sanderson of the Kandos Museum, Rob Mason ,CEO



NSW Trainlink, David Ginn the Area Manager, John Holland and Paul Toole, the Minister for Local Government and Member for Bathurst.

Whilst our passengers went off to enjoy the show the railmotors ran three shuttles to Kandos and these trips were well patronised by the public, many asking when we would be back; the answer to that question is soon! The Kandos Museum again chartered the railmotors for the Garden Fair on Saturday 2nd April.

After these shuttle trips it was time to head home where we enjoyed a smooth ride back to Lithgow and arrived 20 minutes early allowing our passengers plenty of time to stretch their legs before boarding the Sydney bound V set or their cars with smiles all round.

I would like to thank Dennis, Jason, Scott, Ben and Sohtaka from LVR who helped us on the day along with my fellow passenger attendants Zane, Zac and Daniel for making it a memorable trip.



TOP:

Our railcars 726/661 make an impressive sight against the backdrop of the beautiful countryside on the way to Rylstone.

ABOVE: This banner was attached to the front of NTC726 prior to proceeding on the speed restricted Kandos to Rylstone section.

RIGHT:

After some brief speeches a ribbon was cut to mark the first train to Rylstone for some time. From left are: Rob Mason, CEO NSW Trainlink, Paul Toole, Minister for Local Government and Member for Bathurst, Micheal Wilson Chairman LSMR, David Ginn, Area Manager, John Holland and Buzz Sanderson of the Kandos Museum.



LSMR Vivid Light Festival

By Kane Bott

A rather bleak day filled with dark clouds greeted the passengers as they arrived at Lithgow Station. Sheltered under the canopy and rugged up trying to keep warm a light of brown and yellow lining contrasted the rather bleak clouds and wet and windy atmosphere mother nature had decided to put on. This wasn't going to deter the passengers and proved to be a fun and successful day out (not without its issues though).

The doors opened on the railmotors and almost instantly the cold wind gave way to the warmth of the gas heaters (a big thank you goes to John the Fitter for firing them up for us). Once all were on board we set off. First stop Olympic Park. Under wires for the first time since she was preserved many of the older passengers knew the old haunts of the railmotors all too well. For the younger travellers this was a different sight to the usual layout of the V-Sets that traverse the Blue Mountains line daily. The wet conditions didn't deter the railmotors at all and we arrived at Olympic Park on time. The passengers enjoyed a smooth ride, save for some who may have become a tad wet due to small leaks in the windows.

Once at Olympic Park onlookers were surprised at the old train that had just pulled into the platform. Even the Sydney Trains staff had to look twice when they saw the uniforms Zac and myself sported. With everyone off the train the passengers were ferried out of the station where a London double decker bus stood idling ready to take half the passengers on to Newington Armoury. Once the first bus left, the remaining half of passengers waited for the bus to return outside Olympic Park Station. Unfortunately, the wind and rain picked up again and they were shepherded into the main station building. Zac and myself braved the weather outside while waiting for the bus to return to take the remaining passengers onto Newington Armoury. Once the bright red bus motored into view the passengers emerged from the station and huddled onto the bus. Our driver struck up a conversation with Zac and myself about how he used to drive the giant red buses in London (when he was a young lad) and reassured us it was impossible to tip one over. He even allowed us to double as conductors and we got the opportunity to stand out the back holding onto the conductor's pole as we drove on. Next stop, Newington Armoury.

Once we reached Newington Armoury the passengers disembarked and had the chance of exploring the munitions museum and surrounding areas. As many were wanting to keep warm the nearby café played host to the masses who decided to have lunch (thanks must also go to the staff at the Armoury Wharf Café who were able to feed 104 people without prior notice). Others took turns in traversing the old armoury base on the little narrow gauge battery locomotive hauled train. This part of the tour was organised by the Newington Armoury and detailed how the munitions were stored and transported from the wharf to the storage areas. The passengers had the chance to stop at designated areas and look in great detail at the various torpedos and munitions on display.



ABOVE:

LSMR's railcars 726/661 forming the Vivid Light Festival train have departed Lithgow under grey skies and somewhat soggy conditions on its way to Sydney. This trip marked the first tour into the Sydney Trains network.

LEFT:

Some of our passengers at the imposing entrance to the Newington Armoury.

As the evening began to settle in the cruise boat met the passengers at the wharf who (after a quick head count by Zac) scrambled on board to avoid the light rain that began again. Once aboard we were greeted by the deckhand, Daniel Callender, a LSMR member! While sailing down the Parramatta River most of the passengers took advantage of the free drinks offered while sitting admiring the view from within inside. Only a select few decided to brave the wet and stand out the front or back of the boat. Once we reached the Harbour Captain Indrek continued the cruise by circling around allowing the passengers to take in the sights of the Vivid light festival. Unfortunately the weather meant most of the lights had to be turned off, however this didn't deter the passengers and at this time most had abandoned the warmth inside and had huddled out the front and back of the vessel trying to get a good view of the Sydney Harbour Bridge and the surrounding buildings that had become awash with colour (a much nicer contrast to the miserable weather we had to contend with). After all the fun of the light festival and a brief layover to replenish the fridge with drinks we docked in the harbour and the passengers alighted for the final part of the journey.

From here the passengers were allowed to explore the harbour and the surrounds before making their own way back to Central. Whilst myself and Zac were having tea we got word from Tim (our event organiser) advising that the light rail was down. This was going to affect travel options for the passengers who were going to catch the service from Casino Station to Central. Zac, Tim and myself stood at the Casino Station hastily informing passengers of the situation. Fortunately, a railway worker was giving us updates and we were advised that a replacement bus was to pick us up and take us to Central (He was even able to get control to reroute our path out of Central if we were late leaving). Within 30 minutes two buses showed up. Each time the passengers' faces lit up. As soon as the destination board read 'Dulwich Hill' their hopes for an on time departure were dashed. By now it was 21:30 (the time we were due out of Central) and we still stood waiting at the Star Casino. By 21:40 a bus's lights loomed in sight. Anxiously we hurried to the bus stop looking at the destination board; 'Central Station, Light Rail Replacement' read the board! The rail worker organised all the LSMR passengers on the bus first and then all the paying public (he also deserves thanks). Once the glow of Central Station came into view there was no time to check tickets. We jumped on board (30 minutes late) and settled in for the relaxing trip home.

For our passengers to enjoy the return journey to Lithgow we had a group of musicians join us at Central who moved through the railcars in short intervals entertaining the passengers as far as Blackheath. Arriving at Lithgow Station at 1:00am the passengers were greeted with the rain they met the previous morning. This didn't dampen the spirits of what proved to be an enjoyable and fun day out. LSMR's maiden voyage under wires to Sydney was one that won't be forgotten.



ABOVE:

Our passengers were transported from Olympic Park Station to Newington Armoury in this former London Routemaster double decker bus.

MIDDLE:

After the stress of the Light Rail delay passengers were able to relax to the sound of a group of musicians who moved through the train on the homeward journey.

BOTTOM:

Our railcars laying over at Central Station awaiting the return journey to Lithgow.



Recent Visitors to LSMR

A visit from Transport Heritage NSW

CEO Andrew Moritz and Jennifer Edmonds, Heritage and Collections Manager, of Transport Heritage NSW joined us early in the year on a visit to Lithgow and met with volunteers and members of the Board of the Lithgow State Mine Railway. Andrew also took time out to look over the site of the proposed Eskbank Locomotive Depot & Museum which will incorporate the wagon maintenance and carriage restoration facility. The Mayor, Maree Statham, was also present during the visit.

The development of the Museum site is critical in the overall plans for both the Lithgow State Mine Railway as well as the Museum. The site will provide an operational hub for train operations as well as a facility for restoration and exhibition of locomotives and rolling stock in an authentic heritage location.



LEFT:

Our restored railcar set 661/726 provides an appropriate background for this photo marking this visit. From left are; Kane Bott, LSMR, Jennifer Edmonds and Andrew Moritz, Transport Heritage NSW, Michael Wilson, LSMR, Tim Elderton, Lithgow Railway Workshop and Mayor Maree Statham.

RIGHT:

Michael Wilson and Andrew Moritz at the site of the proposed Eskbank Locomotive Depot and Museum. The outline of the former Eskbank Locomotive Depot turntable can be seen at centre right in the image.



BELOW LEFT:

LSMR's Michael Wilson and LRW's Tim Elderton conduct Transport Heritage NSW's Jennifer Edmonds and Andrew Moritz on a tour of Lithgow Railway Workshop.

BELOW RIGHT:

Mayor Maree Statham inspects restoration progress of one of our ex-SAR cars with LSMR Chairman, Michael Wilson.



Recent Visitors to LSMR

A visit from BHP rail workers

Earlier in the year a group of former BHP locomotive drivers came by the workshops to see the diesels they once worked with at the Port Kembla steelworks. We welcomed John Smith, Trevor Johns, Ray Thoms, Kevin Ford, Michael Taylor and David Welland and a wonderful morning was spent talking about the English Electric's past in the Lithgow area and their future in Lithgow.

Three of our visitors used to work D34 and much interest was also shown in our D20 and D23. Thank you for coming by and hopefully next time we can have one of the diesels fired up or working a train on the State Mine Branch Line.



ABOVE:

LSMR Chairman Michael Wilson welcomes the group of former BHP drivers to the precinct.

LEFT:

Our visitors enjoyed revisiting ex-BHP locomotives D20, D23 and D34 during their visit.

Centennial Coal Executives Visit



On Monday 31 October LSMR and LRW were pleased to host a visit to the Workshop by Katie Brassil, Executive General Manager External Affairs, and James Marshall, Group Manager Stakeholder Engagement for Centennial Coal. The pair were shown around the workshop by Tim Elderton LRW Director and were accompanied by members of the LSMR Board.

We were delighted to show both Katie and James the work LRW undertakes for SSR and indirectly Centennial Coal on its coal wagons. They were particularly keen to see how LRW and SSR supports the endeavours of LSMR as it prepares to provide the community with a tourist railway in the Lithgow valley.

SMUT group visits



Over two weekends in September we hosted two groups of enthusiasts, Strange Modellers of Universal Trains (SMUT) and Historic Electric Traction (HET.) Both groups made a generous donation towards our restoration work for which we are very grateful.

Above is the SMUT group posing in front of our ex-BHP locomotive D20.



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

Some Recent LSMR Tours

By Zachary Dray

LVR's Orange Race Train

On Saturday 16th January, 2016 Lachlan Valley Railway operated a train formed of the recently restored 661/726 for the Orange Picnic Races. We departed Lithgow at 8:45am sharp with our small trainload of 30 passengers, two Passenger Attendants, Zac and Taki, two guards, Ben and Scott and railmotor fitters, John and Tim. Dennis Turner was our driver on the trip up to Orange where Jason McIntyre took over. The beautiful summer weather we had been having had disappeared and we had been given a fairly cold and wet day but this did not deter the spirits of the passengers.

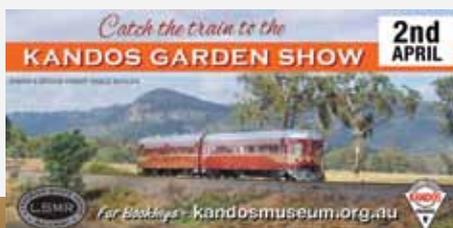
After we arrived early into Blayney, many locals came and had a look at the railmotor and were impressed by the workmanship of the restoration. We arrived in Orange just after 11am where the passengers were taken by bus to the Races. The train was then shunted into Orange East fork next to the old locomotive depot. The crew enjoyed lunch and a well earned rest ready for the 6:30pm departure. As the train rolled in to the station, the passengers were ready to board for the trip home, their spirits still extremely high. En-route pizzas were ordered for the crew and passengers for pick up from Bathurst station, luckily enough we were 10 minutes early and the Pizza man was waiting on the Platform. The passengers enjoyed a feast of Pizza. We stopped just outside Tarana to wait for a passing freight train and it was here all the passengers burst out singing Bohemian Rhapsody! There is nothing like a bit of Karaoke on the train, everyone was having a real blast. We arrived into Lithgow on time at 10:10pm, by now everyone was tired and looking forward to some restful sleep. It was a shame that the passenger numbers were low, I say the weather was a bit of a put off for most. The railcars performed very well. The passengers had a great time and everyone was very happy with the service they received from the crew.

LSMR Christmas train

On the 12th of December 2015, We ran our railcars as a special Christmas train to Tarana. An exciting night of events was planned including a nice meal at the local pub with the band providing live music throughout the night. The train departed Lithgow at 4:45pm and passengers were treated to some beautiful green scenery and with daylight saving in force, giving the passengers a chance to enjoy the countryside. The Mayor of Lithgow, The Hon. Maree Statham, was one of the guests on the train. This was her first trip on the restored railcar set and she was impressed by the restoration by our volunteers. At Tarana the passengers were treated to a very nice pub meal while the local coffee shop stayed open for the patrons to have some of the best homemade muffins around, everyone enjoyed and live music with people dancing well in to the warm summer night. It was a great way to welcome in the holiday season. With the train set to depart at 9:45pm everyone slowly made their way back to the station where the Bathurst Bullet rushed past. As soon as it disappeared 661/726 slowly made its way back in to the station to take the tired passengers back to Lithgow. The dinner trains to Tarana have been a huge success with these trips always being booked out with many passengers asking when we will run another train as they will be back. The Mayor said she enjoyed trip and was happy to see a boost for the local tourism industry.

Kandos Gardens Tour

On the 2nd of April 2016 the LSMR, in conjunction with LVR and the Kandos Museum, ran another train along the Mudgee branch conveying passengers to the annual Kandos Garden Show. The service was not as well patronised as the previous trip with 60 passengers on board but all of them were avid gardeners including a group from the Lithgow Gardening Club eager to see gardening in such a harsh environment. This year the Kandos Garden club had organized a special guest, Costa Georgiadis from the



ABC TV show Gardening Australia, to speak to patrons at the show. Most passengers had not been on the Mudgee line since the days of the Mudgee Mail and they really enjoyed travelling through the beautiful Capertee Valley. Arriving at Kandos at 11:30am, the passengers disembarked to enjoy the wonderful gardens of the region. During the spare time, a shuttle trip from Kandos to Airly and return was organized for the local residents. Many locals with children came along to enjoy a ride in the railcar set and,



with some of the children having never travelled on a train before, it was a really exciting ride.

The locals were impressed by the scenery they normally miss while travelling by car and they hoped we would be back again soon. Arriving back at Kandos at 2pm we were ready for the departure back to Lithgow. The passengers had enjoyed wandering around the gardens and I am sure they got a few tips to take home to their own gardens. Everyone enjoyed reminiscing of when rail travel was king and many stories were told about when they were kids travelling the countryside by rail. Arriving back in to Lithgow at 5:30pm the passengers disembarked and remarked that it was one of the best trips they had been in a long time and they hoped to do it again soon.

A Word from our Volunteer Services Coordinator

Hi all, firstly I would just like to introduce myself as the newly appointed Volunteers Services Coordinator. My name is Daniel McQueeney and I have been a volunteer with 3801 Limited for a number of years where I am a Passenger Attendant and Restoration Coordinator. I took over this role from my predecessor, Robert McFarlane, earlier in the year and I have combined it with my role as the Passenger Attendant Coordinator.



I look forward to eventually meeting a lot of you and getting to work alongside you all. To those I have already meet we have some great people giving up their time to help us with the many projects we have at the moment and I look forward to working alongside you all more often. Unfortunately I am not able to make it up to the Mine very often due to work commitments on the weekends.

Now down to business, our weekend Working Bees have been a hit with a good turn out each and every week. The SAR cars are progressing very well with the help of the mid-week volunteers and staff at the Lithgow Railway Workshop. Thanks goes to Brian, our carriage builder and leader of the mid-week volunteers, on the great job they have done in the fitting out of the bar and refurbishment of the seating area. I can't wait for this carriage to be complete and gracing the rails of our branch and beyond in the not too distant future.

Work on our beloved 26 class is coming along in leaps and bounds thanks to Tim and our weekend volunteers. We are making giant leaps every weekend on the locomotive. Recent recent major projects have been the fitting of automatic sanders and the overhaul and refitting of the Westinghouse air compressor. With these jobs all but complete we can now look forward and continue the great progress.

We have also had a number of very successful tours utilizing the rail motors with more planned before they head north to Byron in the near future. In the past 12 months we have run some great tours with highlights being our Rylstone Rambler and Vivid Light Festival Express.

I would like to thank our Passenger Attendants for going the extra yards they do for our passengers and enhancing their day even more by answering any questions with a smile on their dial and helping customers on board the train in general.

If you would like to become a volunteer with our railway or become an on board Passenger Attendant please express your interest by emailing me at volunteers@stateminerailway.com.au and I will organize for your training to happen as soon as possible.

Regards

Daniel McQueeney

LSMR Volunteer Services Coordinator

Thank you Robert McFarlane, Volunteer Coordinator

After two years as Volunteer Coordinator and plenty of hard work Robert has stepped down for employment reasons. Robert has started work for Sydney Trains and unfortunately cannot make it regularly to working bees making it difficult to coordinate the volunteers.

On behalf of the volunteers I would like to thank Robert for all the hard work he has done during his time at LSMR since October 2013 as well all his efforts in his role as Volunteer Coordinator. Best of luck in your new job and we hope to see you again at LSMR when time allows it.

Matthew Wilson

Rob McFarlane was a regular at our working bees and is seen here hard at work during the painting of our railcar set.



Rob with a group of volunteers at the Workshop on a typical working bee day.



facebook

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

