



The Depot Diary

No. 86
April
2006

NEWSLETTER OF THE VALLEY HEIGHTS LOCOMOTIVE HERITAGE MUSEUM BLUE MOUNTAINS DIVISION OF THE NEW SOUTH WALES RAIL TRANSPORT MUSEUM ABN 25 000 570 463 ADDRESS ALL CORRESPONDENCE TO THE SECRETARY, VALLEY HEIGHTS LOCO DEPOT HERITAGE MUSEUM, P.O. BOX 484, SPRINGWOOD, N.S.W., 2777
Web Site: www.infoblue-mountains.net.au/locodepot

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1. JOB QUEST

As reported in the last Depot Diary the Museum has been successful in its application for assistance through Job Quest "Work for the Dole". Ted Dickson has been working tirelessly with the preparation of the initial documents and is now responsible to the overall supervision of the project from the completion and lodgement of the necessary paperwork to the allocation of work to the participants and arranging for appropriate supervision of same.

The Museum has access to 20 participants through this scheme for two days a week over a six month period. Work commenced on Monday 20th March 2006 with the initial task of replacing some 20 point timbers in the points that connect the Coal Stage Siding and Departure Road to the Arrival Road. At the time writing this report the Rails on these points had been lifted, old timbers (or what was left of them) removed, excess ballast removed, rail bed graded, replacement timbers placed and rails relocated in preparation for fixing. One problem that has been encountered is a severe shortage of the correct size fishplates for the size rail we have on these points. By the time you read this report it is anticipated that the work on this project will be completed and the points back in service. By having this task completed will be a major safety issue with our track. Below are two photographs of the progress on this Job. Well done to all the Job Quest participants involved and special thanks to Ken Shaw and John Stanley for their supervision, expertise and guidance in this project.



Photos: Courtesy of Ted Dickson & Andrew Tester.

2. FISH REPORT

As reported above, the Job Quest program is now well and truly underway and I would like to thank all the participants from Job Quest for the effort they contributed to work done so far. While the replacement of the point timbers has not gone as well as planned, it goes without saying that this work would not have been completed as quickly with our volunteer resources. These points when built were constructed from whatever pieces rail and joiners were available. Now that we have lifted the rails to replace the timbers, difficulties are being experienced in relaying the rails. Another problem we have is the severe shortage of replacement plates. Despite these problems a great deal of progress is being made and thanks to the skills and knowledge in perway being provided by Ken Shaw and John Stanley for their supervision, expertise and guidance in this project.

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Stanley, it is hoped that this project will be completed by the May steaming day. Finally I would like to extend my thanks to Ted Dickson for the tireless efforts in preparing the paperwork, supervision and liaising with Job Quest to get this program up and running.

One of our Members has offered to generously donate a shipping container to the Museum. This donation has graciously been accepted and will be used to assist the retirees group in the storage of building materials (ie: timber, etc) associated with the Chargmen's building. Presently these materials are stored within the building. By moving the materials out of the building, work within the building will be less hazardous and easier for our retirees. Thank you to our generous donor.

Tram Shed progress continues slowly offsite. The consulting structural engineer has some concerns over the current design of the proposed shed, bought about by seasonal wind forces that are experienced at times. By the time you read this report test bores into the soil will be completed to ascertain the depth to bedrock beneath the Ash sidings. From these test bores a decision can be made on the best form of foundations to construct the shed on. Ideally, our preference is to construct the shed on a reinforced concrete slab but in order to provide a concrete slab foundation, cuts will have to be made in other areas of the shed's construction.

3. RAILMOTOR TOUR

Payment for this year's Members Railmotor Tour to Carcoar is now due. If you have expressed interest in attending the tour, your payment of \$100-00 per Adult should be forwarded to the Tour Organiser, David Lewis, as soon as possible to confirm your booking on this year's tour. Further details about the timetable, etc will be advised closer to the tour date, Sunday 28th May 2006.

4. HONORARY TREASURER

The museum's Honorary Treasurer, Dave Hunt has formally indicated his intention not to continue in this position in the long term. As a result of Dave's intention, the Museum is now in need of a willing person who would be prepared to fulfil the role of Treasurer. Interested persons are invited to contact our Chairman, Ted Mullett on ph: (02) 4751 2485 for further details.

"POSITIONS VACANT"

The Museum would like to hear from someone interested in filling the vacant position(s) of Treasurer and/or Assistant Treasurer. The role requires monthly reporting of the Museum's Income and Expenditure together with banking and float preparation. Regular communication with the Treasurer of the NSWRTM is also required. Basic Accounting is an important requirement for the role with access to a computer desirable. Interested persons should contact the Museum's Chairman – Ted Mullett on Ph: (02) 4751 2485.

5. STaRPS REPORT

To continue our series introducing you to the exhibit collection held by STaRPS we are going to look at End Platform Carriage CBI 1073.

This carriage is representative of those used on suburban trains prior to electrification. Built by Clyde Engineering Company, (previously Hudson Brothers) as BB 1073 this car entered service for the NSWGR on 2nd August 1902. Rebuilt in 1936, the car was converted to a 1st class Tourist Car by the addition of toilets. Again in 1970 the carriage was converted to a composite car and re-numbered CBI 1073. Withdrawn from service in 1974, to be burnt, the carriage was reprieved and used as an amenity van at the Apprentice Training College at Chullora before being sold to a private buyer at Minore (near Dubbo) NSW in 1975. It has been purchased by STaRPS to replace the end platform car that was lost in the Parramatta Park fire in June 1993. The car body arrived by road at Valley Heights on 13th February 1998 and was placed on temporary bogies. It is graciously chosen for a Federal Government Centenary of Federation Grant in 2001 with which extensive body rebuilding and partial exterior repainting was undertaken. That work continues, but now financed from Society limited resources.



(Photo: CBI 1073 painted externally sits on temporary bogies now awaits internal attention. Photo: Andrew Tester).

In the next edition of the Depot Diary we will look at freight wagons - Louvre Van LV 1478, Open Wagon S 4360 and a 4 wheel shunters Wagon. This will then complete the introduction the exhibits held by STaRPS.

6. SPRINGWOOD HISTORICAL SOCIETY

The members of the Springwood Historical Society have just completed setting up their latest display in their room on local history. The new display titled Valley Heights – Not just a Railway Town, looks at other interesting items of a historical significance about the town of Valley Heights. If you are a local please ensure you invest some time on your next Museum visit and learn a little bit more about the town of Valley Heights.

7. TEA ROOM

The Museum recent purchased a quantity of chairs and tables to furnish our future Devonshire Tea Room. Along with the chairs and tables we also took the opportunity to purchase a Cappuccino/coffee making machine and cash register to compliment the shop. While these item are not in service at this point in time its is hoped that we can at least provide the opportunity for our visitors to enjoy a Cup of Tea or coffee in some comfort in the not too distant future. All these items were purchased at the right price through the owner of a café in Leura, which has since closed for business.

8. AROUND THE MUSEUM

The Chageman's Building Part 3

An overview by the Building Restoration Manager, David Torr Report No. 2 (Depot Diary No: 78, December 2004), indicated that the Architect had given approval for new weatherboards to be used, and that they were still available as a stock item through our timber merchant. Before they could be fixed, however, replacement external corner moulds were required to three corners, as the originals were either badly damaged, decayed, or missing completely. Their replacement presented another problem, new seasoned timber of the size required was not available, so recycled timber was used, and we machined them to the required detail ourselves. At the suggestion of our

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Pest Consultant, Kevin Girard, all the bottom boards right around the building were made removable, to allow for inspection of the floor framing timbers.

The original weatherboards above the windows to the underside of the roof and between the top of the front skillion roof and the underside of the main roof were not replaced, as they were out of the weather and were in a reasonable condition.

The rear wall of the building is about 1 metre from a rock wall, which is approximately 1200 high for its full length, and a scaffold had to be built along its full length. This made it difficult and time consuming work, as there was a lot of walking involved. Just before the installation of weatherboards was commenced on each wall, R1.5 insulation batts were fixed between the studs, with a perforated sisal paper type insulation fixed over the full length of the wall. It is noted that all nails used externally on the stops and weatherboards were hot dipped galvanised. They present no rust problems and provide a much better grip in aged timbers.

While working up close to the roof overhang on hot days note was made of just how hot the air was discharging at the overhang, and this was because there were no vents in the roof. Enquiries were made of the Architect as to whether the building, because of its age and style, could support louvered vents in each end gable, and an answer was received in the affirmative.

Accordingly material for the louvres was purchased new, but the sills, and all framing and architraves came from the Museum's recycled timber stock. A small frame covered with galvanised bird wire was screw fixed to the inside of each louvre frame. This is necessary to prevent bird entry into the roof area. New external timber ventilator frames and mesh have been installed, as have three new box frame windows.

New eaves gutter and a down pipe have been fixed to the rear of the building, and a new downpipe to the front. Temporary doors have been installed across the front of the building for security, and the whole of the building has been fully painted externally, with the exception of the front doors and frames, and the weatherboard under the awnings at the front.

Work has now commenced on the repair of the interior of the building, and that will be the subject of another report on this building, but that will be some time away.



Western wall with new weatherboard timbers installed. The louvre vent is still to be installed in the gable roof.

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Eastern Wall with new weatherboard timbers installed on the wall. The gable is still awaiting new weatherboards timbers. Both photos courtesy of Dave Torr.



Photo: Courtesy of Andrew Tester.

Workshop Report – Our Workshop Manager, Terry Matchett has been busy working on the repair and installation of a 3 and 5 tonne gantry crane and chain block assembly. The 3 tonne and gantry crane and chain block assembly has been completed and has been erected above the double doors at the rear of the Workshop. The 5 tonne gantry crane and chain block assembly is the current project, which Terry is undertaking, with the assistance of John Stanley. This will be erected above Road 7 of the Roundhouse and it is anticipated that this will be completed by the end of July.

9. EXHIBITS

Model 4601 – As reported in the Chairman’s “Fish Report” in the last Depot Diary our model of electric locomotive 4601 has been returned after repainting. Sign writer Ross Stell from Ingleburn, a former caretaker for this (and other similar models) when in the care of the SRA, repainted the 46 class and our bogie cattle wagon model. The 46 was painted in the Freight Rail Blue colour scheme before being repainted in the tuscan red scheme.

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Small Exhibits Display Cabinets – The Museum is currently in negotiations with a source offering display cabinets for our small exhibits collection. Our friends at STaRPS are also in need of some display cabinets for their collection, which is slowly coming together. If all goes according to plan it is hoped that the cabinets will be deeded to ourselves and any expenses incurred in transporting the cabinets will be shared between to two organisations. Stay tuned to the next Depot Diary for an update on this item.

10. WORKS REPORT

Work Hours - The following hours have been logged by our volunteers for the months of February and March 2006.

Activity	February	March
Services	20	31
Buildings	320	296
Model Railway	17	33
Workshop	72	111
Exhibits	30	25
Landscaping / Grounds	176	145
Publicity	17	95
Retail	135	163
General / Admin	113	101
Job Quest / WFD	-	127
Total	900	1116

Reminder - Attendance Register

All members please ensure that you register all details relevant to your attendance at the Depot, in the Attendance Register. This enables an accurate record of your time spent on each project. Workers Concession hours are calculated from these records.

It is also a requirement for Insurance purposes, should anything unforeseen happen to a worker while on the site.

11. NEW MEMBERS

We welcome the following new members who have joined and trust they have a long and enjoyable association with the Museum.

Name	Membership Number
Dennis Brown, Springwood	439
Allan Logan, (Plasser), St Marys	440
Rick Mitchell, Springwood	441
James Warren-Smith, Faulconbridge	442
Colin Dowling, Blaxland	443
Rowena Dowling, Blaxland	444
Eric S Watson, Blaxland	445
Tristen Teasdale, Springfield	446

12. EMAIL

Do you have email access and would like your copy of the Depot Diary emailed to you? Please let us know of your email address. If you already receive the Depot Diary by email, please ensure you advise us of any changes to your email address. If you no longer wish to receive the Depot Diary by email please advise. This will ensure you continue to receive your copies of the Depot Diary. Please contact the Museum's Membership Officer, at our Postal Address with your revised details. What are the advantages of getting the Depot Dairy by email? Getting the Depot Diary emailed, you will not only get it quicker than through the conventional mail system, you will also receive a colour copy of the Depot Dairy.

13. CHANGING ADDRESS?

Are you moving home or changing your contact details? Please ensure that you keep us informed of your correct details. This will save the Museum money in postage and will ensure that we can continue sending you copies of the Depot Diary.

14. MUSEUM ADMISSION FOR MEMBERS

Just a reminder for the benefit of members of Valley Heights, the RTM, STaRPS and the Springwood Historical Society, in order to gain free entry to the Valley Heights Museum on Open Days, please have your current Membership Card / Badge ready for presentation to shop staff when asked to do so.

Failure to present your Membership Card/Badge when requested will require payment of the Admission charge applicable.

Visiting members of Valley Heights, RTM and Springwood Historical Society are advised that while your Membership entitles you to unlimited free Admission to the Museum this **does not** include Tram/Trike Rides. Unlimited Member's rides cost - Adults: \$5-00, School Students \$3-00, Seniors/Concessions \$3-00.

15. FUTURE DEPOT DIARIES

If any members have any features that they would like to include in the Depot Diary please contact our Publicity Officer to submit an article. These can be reports of work carried out at the Museum to items of Railway Interest in general.



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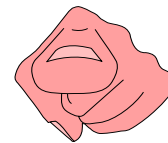
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16. UP COMING EVENTS

Event	Dates
School Holiday Open Days	Wed. 19/4/2006 Sun. 23/4/2006 Wed. 26/4/2006
Payment for Railmotor Tour due	Mon. 1/5/2006
Open Days - May	Sun. 7 & 21/5/2006
2006 Member's Railmotor Tour	Sun. 28/5/2006
Open Days - June	Sun. 4 & 18/6/2006
Retiree Work Week	Sat. 10/4/2006 & M-F 12-16/6/2006
Open Days - July	Sun. 2 & 16/7/2006
Clean Up Day	Sat. 22/7/2006
School Holiday Open Days	To be advised.
Retiree Work Week	Sat. 8/7/2006 & M-F 10-14/7/2006
Open Days - August	Sun. 6 & 20/8/2006
Retiree Work Week	Sat. 12/8/2006 & M-F 14-18/8/2006
Annual General Meeting	Sat. 26/8/2006

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