



Rail Heritage Australia (NSW) Inc

Representing Rail Heritage Organisations in NSW

www.rha-nsw.org.au

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Newsletter – February 2016

Patron

The Hon Tim Fischer

RHA (NSW) – Member groups

3801 Limited
Binnaway Rail Heritage and Preservation Group Inc
Dorrigo Steam Railway and Museum Ltd
Goulburn Crookwell Heritage Railway Inc
Goulburn Loco Roundhouse Preservation Society Inc
Hunter Valley Training Company Pty Ltd
Illawarra Light Railway Museum Society Ltd
Lachlan Valley Railway Society Co-op Ltd
New England Railway Inc
NSW Rail Motor & Rollingstock Preservation Assn Inc
Oberon Tarana Heritage Railway Inc
Pacific Coast Railway Society Inc
Regional Heritage Transport Association – Junee Inc
(incorporating Tumba Rail)
Richmond Vale Preservation Co-operative Society Ltd
Robertson Heritage Railway Station Inc
Rothbury Riot Railway and Steam Museum Group Ltd
South Pacific Electric Railway Co-op Soc Ltd
Steam Tram and Railway Preservation (Co-op) Soc Ltd
Transport, Signalling and Communications Museum Inc
Zig Zag Railway Co-op Ltd

Committee of Management

John Glastonbury AM	President
Ross Jackson	Vice President
Bill Pascoe	Secretary/Treasurer
Todd Rowling	(3801 Limited)
Ian Saxon	(South Pacific Electric Railway Co-op Society Ltd) (Sydney Tramway Museum)
Peter Simpson	(Goulburn Crookwell Heritage Railway Inc)
Ian Wallace	(Robertson Heritage Railway Station Inc)

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RAIL HERITAGE AUSTRALIA (NSW) ANNUAL GENERAL MEETING – **Committee of Management.** The 11th Annual General meeting of RHA (NSW) was held on 3 December 2015 at Club Redfern. In accordance with the Rules, five positions on the Committee of Management fell vacant at the meeting and member groups had been asked to make nominations for the filling of those positions. The positions falling vacant and the incumbents were:

- | | |
|-----------------------------------|------------------|
| • President | John Glastonbury |
| • Vice President | Ross Jackson |
| • Secretary | Bill Pascoe |
| • Committee Members nominated by: | |
| Members in Category (b) | Ian Saxon |
| Members in Category (d) | Ian Wallace |

At the close of nominations the only nominations received were for the five current incumbents and, under Rule 17 (5) of the RHA (NSW) Constitution, they were declared to be duly elected for a further term.

The full list of the unchanged Committee of Management can be seen in the panel to the left.

The Committee remains committed to representing the member groups of RHA (NSW) in the challenging times seen to be facing the rail heritage sector, not only in New South Wales, but in other States as well.

RHA (NSW) extended its thanks to Club Redfern for providing the meeting facilities.

ZIG ZAG RAILWAY ACTIVITIES.
As reported in our last Newsletter, most member groups would be aware of the problems which Zig Zag Railway has encountered over the past couple of years, including major damage from a bushfire started in the nearby Army range in October 2013, which destroyed locomotives, rail motors and carriages, workshop and equipment and sections of track.

In addition, a washaway on the main road caused considerable damage to the track near Clarence in February 2013.

The group had been an extremely successful heritage operator, second only in Australia to Puffing Billy in Victoria, and ran daily timetabled services using steam locomotives and heritage railmotors attracting millions of passengers annually.

Whilst considerable work has been carried out to restore some of the damage from the bushfire and the washaway, legal claims have yet to be settled.

A representative of Zig Zag Railway attended an RHA (NSW) Committee meeting held prior to the Annual General Meeting on 3 December to provide an update on the activities of the group and subsequently provided a synopsis of the current state of affairs for inclusion in this Newsletter, as follows:

Fire Claim: Presently with the Barrister for final adjustments, then to Canberra for a high level presentation. A very large and comprehensive document covering hundreds of items both large and small, their various values, and the costs of repairs and/or replacement

Accreditation: At present the only running can be for works and training. This is also curtailed by the fire damage to track which will restrict axle loading. The previous Restart Committee which has not functioned since the fire is to be reformed to undertake the final review and adjustment of the documentation for the Regulator.

Governance: There seems to be a degree of concern about governance as works and operations at ZZR have previously been allocated and undertaken on a casual 'personal' basis rather than as strict positions with defined and accountable responsibilities.

Operations: None at present. Although we have some Rail Motors capable of running, the state of the damaged track will only allow Section Cars and the Hirail truck. The degree of sleeper replacement is such that it needs to be done properly by a Contractor with full range of equipment. Operations are also restricted by the washaway near the Clarence Tunnel, the repairs for which will involve three landowners, not one as initially thought, and the washaway at Bottom Points the repair of which is being ever so slowly planned by Sydney Trains.

Land: There are a number of issues regarding land, as the Railway operates partly on its own land and partly on Reserve land for which it is the Trustee. This is an area in which matters have lapsed somewhat but have had to be properly defined and managed as part of the fire claim, again creating some confusion to some Members.

There is also a level crossing at Clarence (on our land) which involves a road on Crown Land which was illegally constructed but is now in regular use. After twenty years of negotiation with various local and state governments we are hopefully closer to a solution than ever before.

A few minor land problems still exist near Newnes Junction on the planned extension.

It is hoped that the Zig Zag Railway can resume operations and return to its former glory in the near future.

ATHRA – MAINTENANCE CODE OF PRACTICE. The Association of Tourist and Heritage Rail Australia is in the process of developing a Code of Practice for heritage rolling stock maintenance. Each of the State peak bodies, including RHA (NSW), has contributed funds to ATHRA for this purpose.

In our last Newsletter progress on this was reported as follows:

The purpose of these Codes of Practice is to implement for the rail heritage sector the co-regulation philosophy that is being applied in the other parts of the Australian rail industry. The co-regulation concept underpinning the Australian rail industry is that the industry will develop proper relevant Codes of Practice and that the Rail Safety Regulator will ensure compliance with those relevant Codes. ATHRA initiated the

development of the Boiler Design Code of Practice and a Working Party from the heritage sector developed the draft Code that was then endorsed by the Rail Industry Safety Standards Board (RISSB) as a legal Code of Practice. The Rail Safety Regulator now expects that the rail heritage sector will in future comply with this Boiler Code of Practice. The Boiler Code of Practice can be accessed on website www.athra.asn.au/boiler-code/

ATHRA has a further Working Party currently developing draft Codes for the maintenance of steam locomotives and other heritage rolling stock. This important initiative underpins the regulatory regime for the heritage sector.

The current status of the project will be reported on at the next meeting of the ATHRA Board.

A **THRA:** The last Board meeting of the Association of Tourist and Heritage Rail Australia (ATHRA) was held at the Workshops Railway Museum, Ipswich, Queensland on 26 July 2015. A subsequent meeting was planned to be held in Melbourne in November 2015 but this has been deferred to 27 February 2016 in Melbourne.

D **EB SET RESTORATION.** Ross Jackson, Vice President of RHA (NSW), has provided details of a project to restore a NSW Railway's DEB Set (the 900 Class). These diesel multiple units were constructed at the NSW railway's Chullora workshops. During World War II the workshops were given over to the manufacture of war items, including the Beaufort Bomber, Beaufort Fighter and Lincoln aircraft. After the war, using the construction techniques and expertise gained in building these aircraft, the railways firstly built a series of 600/700 class non-air-conditioned units and then embarked on building the air-conditioned 900 class units for mainline daylight express services.

A total of 36 DEB cars were built during the 1950s (18 power cars, 15 trailer cars and 3 parcels vans), of which 9 were scrapped during service or after withdrawal. Of the remainder, 2 are in private ownership, 4 are owned by the Dorrigo Steam Railway and Museum, 5 are

stored at the Transport Heritage NSW Broadmeadow Locomotive Depot and 16 are with the Lachlan Valley Railway.

Of the original cars, almost 70% remain in restoration in some form but, at present, there are no units in service.

Of the 16 cars held by Lachlan Valley Railway, one DEB set at Rothbury consisting of PF903 (power car), TC751 (composite sitting car), TBR855 (first class sitting car with buffet), TB803 (first class sitting car) and HPF957 and HPF958 (power cars with luggage facilities) was secured by a new southern chapter of Lachlan Valley Railway in April 2014.

Power car PF903 ran the final Far West Express in September 1975 and the final Cooma service in November 1988, quite fitting as 903 was introduced onto the Canberra Monaro Express in May 1955. HPF957 entered service on the Northern Tablelands Express in November 1960 and spent time on the Canberra Monaro Express and the Orange – Lithgow – Mudgee service in the mid-1980s.

HPF958, like 957, entered service in November 1960 on the Northern Tablelands Express and also spent time on the Canberra Monaro service post 1974.



HPF958 in March 2015 – Ross Jackson

Trailer Car TBR855 entered service on the Northern Tablelands Express in June 1959. TB803 began service on the Canberra Monaro Express in April 1956. TC751 entered service on the Far West Express (as it was built for) in September 1957.

In June 2014 a team of sheet metal workers, mechanics, carpenters and labourers hired a bus from Albury and travelled to Newcastle to do the first technical assessment. It was identified that all motor cars required an aluminium reskinning around the driver area, a result of corrosion caused by reactions with iron bars around the front of the train.

A number of windows were removed for safety reasons. The Thurgoona Men's Shed in Albury manufactured temporary windows that were taken to Rothbury and installed in December 2015 when another working bee was undertaken.

The first challenge faced by the new southern chapter of LVR was finding new wheels for Power Car PF903 and Trailer Car TC751. In late 2015 four new wheel sets were identified and secured for the restoration.



TBR855 awaiting a clean-up – Ross Jackson

The interior of the cars are close to immaculate, this being attributed to the previous owners having covered all the windows to prevent sunlight entering the cars.

Currently negotiations are taking place to gain access to a location on the main south to where the DEB set will be relocated after its 20-year slumber at Rothbury.

In July 2015 an online fund-raiser was established to raise funds for the restoration and to date \$22,000 has been raised.

The benefits of the DEB set are a top speed of 115km/h and being able to be driven from both ends of the train. The set can carry up to 170 passengers with buffet facilities on board. It has a range of 800km and, with a full load of

170 passengers, will consume fuel at approximately \$1.70 per head per 100km.

It is expected that the DEB set will be operational by 2018/19 when it is planned to run tours of the Riverina – and beyond.

ROBERTSON HERITAGE RAILWAY STATION – SUCCESSFUL RESTORATION GRANT. Ian Wallace, RHA (NSW)

Committee Member and President of Robertson Heritage Railway Station Inc. has provided information on successful grant applications by the group. It is thought that this will be of interest to other groups which may be seeking grants.

The year 2015 ended on a positive note for Robertson Heritage Railway Station Inc. (RHRS) with the news that RHRS was the recipient of two funding grants. RHRS is composed of volunteers and will use the grant funds to maintain and improve the Robertson railway station precinct, which is used by the community.

Robertson railway station was opened on 20 August 1932, along with the Unanderra-Moss Vale link railway line. This was a time during the Great Depression and when the NSW Government Railways had previously embarked on a program to use precast concrete panels and other precast concrete units to fill a much-needed gap in providing infrastructure on many of its country branch lines as well as newly constructed railway lines. The Cooma-Bombala line and the Unanderra-Moss Vale line were among the last recipients of these precast concrete station buildings and other structures.

This method of construction took place in the post-WW1 years, particularly the 1920s and early 1930s. Over subsequent years, a large number of



**Robertson Railway Station
South Facade**

these country branch lines have closed and the concrete structures have been removed or damaged. Fortunately, some have survived and

Robertson railway station contains one of the finest assemblages of remaining precast concrete structures, which have considerable railway



**Robertson Railway Station
North Facade**

architecture heritage significance, so much so that it has a National Trust heritage listing.

Robertson's climate is typically high-rainfall, promoting entry of moisture into the precast units, which were generally composed of low-strength

However, some of the worst damage has occurred on the heritage-listed former signal-box and the former gents' lavatory, later lamp-room.

In subsequent discussion with ARTC, which administers the Unanderra-Moss Vale railway line, ARTC has agreed to fund the repair of both the former signal-box and the former gents' lavatory, both of which have considerable heritage significance.

At the grant presentation, representatives of the judging panel commented favourably on the quality and strength of the grant application submitted by RHRS. Subsequent discussion led to RHRS offering to prepare an illustrated case history on the repair of the Robertson railway station concrete structures affected by concrete cancer. Photographs will be provided of the 'before, during and

after' stages of repair. It is hoped that this documentation will be helpful to other possible concrete cancer repair projects.

The accompanying photographs illustrate typical damage caused by the concrete cancer.

Robertson Heritage Railway Station

- Consists of a number of structures
- Completed in 1932 and made from pre-cast concrete slabs slotted into place between concrete posts
- Steel reinforcement has rusted in several places and is causing spalling of the concrete "concrete cancer" which requires specialist attention
- Temporary fixes are not cost effective
- The station precinct is heritage listed

concrete, with the steel reinforcement quite close to the surface of the unit. Over more than 80 years of exposure, this has led to cracking and spalling due to the expansion by rusting of the steel reinforcement. This condition is commonly termed "concrete cancer" and it is both unsightly and progressive.

Following the receipt of expert advice on the repair of these unsightly occurrences, RHRS embarked on its concrete cancer repair project in 2015, and the receipt of this \$10,000 grant from Transport Heritage NSW (in association with the Royal Australian Historical Society) is the first successful step in the repair of the affected concrete structures. It is planned to use a local concrete contractor to undertake this specialised work. The \$10,000 will be used to repair damage to the main Pc3 concrete station building and to the precast concrete station destination sign.

Closer view of damage to Signal Box



Closer view of damage to Station Building



A further grant of \$5,000 was received by RHRS as part of the 'Southern Phone Grant 2015'. This

money will be used for providing a wind-break to the covered annexe to the Fettle's Shed gallery, which will greatly improve the use that can be made of this facility in inclement weather. This facility is used to host functions staged both for the benefit of RHRS and the Robertson community.

Key elements in the success of these grant applications were:

- The project will be of significant (and demonstrable) benefit to the community.
- The project is not overly ambitious and is achievable in the stated time-frame.
- The project is properly costed (quotes are helpful) and backed up by specialist expert advice.

For further information please contact Ian Wallace, RHRS President, on 02 4885 2848.

FIRE DESTROYS HERITAGE TRAMS AT THE ORIGINAL ROYAL NATIONAL PARK DEPOT. Ian Saxon, RHA (NSW)

Committee Member representing the South Pacific Electric Railway Co-op (operating as the Sydney Tramway Museum at Loftus), has reported on a fire which destroyed a number of heritage trams and buses at the museum on 23 October 2015. He has provided an extract from *SPER News* as follows:

At about 11.10pm on Friday, 23 October 2015, police from Sutherland Local Area Command were patrolling the Princes Highway at Loftus, when they observed a fire at the Museum's original Royal National Park depot.

Officers from Fire Rescue NSW and the Rural Fire Service were contacted and attended the scene, extinguishing the fire after several hours.

The former depot, which was in use as a storage shed, housed seven trams and four buses. The structure totally collapsed and was completely destroyed by the fire. Nothing survived the inferno.

A crime scene was established, and police were to investigate the scene once it had been rendered safe. At the time of writing this report, police were treating the fire as suspicious and were appealing for anyone with information to come forward.

The trams that have been lost are:

- C class 12 of 1898
- N class 710 of 1906
- K class 1295 of 1913
- R class 1741 of 1933
- R class 1819 of 1934
- R class 1917 of 1935

- Melbourne SW2 class 432 of 1929/1938

The C class car, a six-window version, was only months away from being transferred to the Loftus site for restoration work to begin. New window frames and saloon doors had already been manufactured in anticipation of this event.

The buses that have been lost are:

- Leyland double deck 2086
- AEC double deck 2477
- AEC underfloor 2788
- AEC underfloor 3442
- 1937 Albion chassis from 1619

STREAMLINERS 2016. Our last Newsletter included details of an event planned to be held in Goulburn on 1 – 3 October 2016 which will showcase Streamliner locomotives constructed by Clyde-GM and Goodwin-ALCO. The website for the event is: <http://www.streamliners2016.com/>

Bernie Baker, one of the organisers, has provided an update on the latest plans, as follows:

Streamliners 2016 is now working through the logistics of transferring locomotives to the event, including B74 from Victoria.

Due to the non-availability of sleeping cars in NSW, the planned night train from Melbourne to Goulburn and the overnight trains ex Goulburn have been cancelled. However, the shuttle trains to Marulan and the RTM special on the Sunday are still going ahead as planned.

The group is still looking for volunteers who are willing to act as guides and those with a food handling certificate to cook the BBQ breakfasts in the morning and the Big Streamliner BBQ on Saturday night 1 October.

The weekend is still set to have over 20 locomotives on display from both the Clyde-GM and Goodwin-ALCO stables with several being in operating condition. For further information please contact: Bernie.baker@bigpond.com

This is a long weekend in NSW and it might be wise to arrange accommodation early. The website has a listing of motels in Goulburn.

If you require any further information on the activities of RHA (NSW) or any items included in this Newsletter, or you would like to make a contribution for inclusion in future Newsletters, please contact:

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