Welcome Back

Greetings to all our loyal Museum Members and supporters who have stuck strongly with us during the absence of this important communication channel with our members.

Little did we realise how full on the past twelve months would be with the Centenary of the Depot during 2014. So much so that this publication suffered with it being shunted into a siding awaiting for the staff to proceed into the next section.

We do apologise for this unfortunate situation but with the Centenary now behind us the Museum plan to not only have the Depot Diary shunted out of the siding and moving again but to improve our communication to our members on a more regular basis. – Read more about this on page 10, Section 11 – Depot Diary - “The Future”.

Understandably some of our membership would have missed out on what the year 2014 brought for the Museum. In this edition of the Depot Diary we will endeavour to bring you up to speed with the highlights of what has been without a doubt the Museum’s biggest year.

Back in 1988 when the Locomotive Depot was closed by the railways from regular service as an operating workshop, the Roundhouse, former DLE’s Building, Ash Pits and Ash Disposal Tunnel (being the original pieces of Infrastructure still in existence) were 75 years old.

These were all under the threat of extinction if the community didn’t band together to at least attempt to save and preserve their existence.

Twenty five years of hard work by the Museum’s volunteers has resulted in our home reaching the major milestone of 100 years.

Today the depot stands as a significant community asset of which our members can be extremely proud. As you read through these pages we will recap the events that occurred during the Centenary year.

Below: The Governor, Her Excellency addresses the crowd prior to unveiling the Plaque commemorating the Centenary. Photographers left: Ralph Cooke & right: Peter Butler.
1. CENTENARY DAY

Over 3 years of planning culminated in a highly successful Centenary Day on Friday 31st January 2014.

The day itself was extremely warm and many of our volunteers arrived early to commence final preparations to ensure the day ran smoothly.

Run sheets were produced and allocated focusing on what tasks had to be completed and by when.

Members of the Steam Tram and Railway Preservation Society prepared both the Steam Tram and the Stephenson Locomotive CPC 2.

Prior to the arrival of the Centenary Train from Sydney with the Official Guests on board, the site had to be cleaned up and two runs to the Signal Box were made by the Steam Tram to collect Invited Guests who were arriving aboard regular train services. Once these were collected the Steam Tram was stabled in the Departure Road pending the arrival of the Centenary Train. A large team of volunteers and helpers had been allocated tasks which were performed to ensure all was in place for the arrival of the train.

Centenary Train

Our Parent Organisation – Transport Heritage NSW through Heritage Express kindly provided the train to convey the Official Party and invited guests from Central to Valley Heights. Many of our readers would relate a Centenary Train to be one typically hauled by a Steam Locomotive but given we were in the middle of summer and the temperature on the day topping the mid 30s the decision to operate the train using heritage diesels and air conditioned heritage rolling stock for the Official Party was welcomed.

Our Centenary event was the first official event for the newly formed Transport Heritage NSW Limited and no stone was left unturned to ensure the train and the event ran smoothly.

The train was hauled by heritage locomotives 4001 (built 1952) and 4520 (built 1963). The train departed Thirlmere on Thursday night arriving at Central in the early hours of Friday, ready for a 9am departure from Central just as regular morning peak hour services were coming to an end.

As departure time approached the Official Party was presented to Heritage Express Staff and welcomed aboard. Our Official Guest of Honour, Governor for New South Wales, Her Excellency, Professor The Honourable Dame Marie Bashir AD, CVO accompanied by Sir Nicholas Shehadie AC OBE were presented to Chair of Transport Heritage NSW, Peter Lowry AOM who were escorted along Platform 1 by a solo Bag Piper to the official carriage.

The Media with news crews from Channel 7 and the ABC were also on hand to capture the train’s departure from Central and later the proceedings at Valley Heights.

The train departed Central right on time with what can only be described as the smoothest departure. Smooth on time running was maintained throughout the journey.

Guests travelling aboard the Centenary Special were offered morning tea by Heritage Express Staff during the journey. A slight delay was experienced on arrival at Valley Heights to allow for the right of way into the Depot via the existing Track Arrangements. This requires manual operation of trackside Frames and unlocking of the interface between the network and the Museum’s Private Siding into the Depot. Thanks to our contacts through the local Transport NSW Office, Mr Garry Sheather – Rail Incident Commander was on hand to operate the trackside frames once the train was in the section. To ensure this delay was kept to a minimum, testing of the line side infrastructure was performed during the week leading up to the train’s arrival.

Arrival at Valley Heights

Once accepted into the yard at Valley Heights the Centenary Train became the first Main line train to cross the new Interface arrangement adjacent to the former Signal Box.

As the train weaved across the Interface and into the Museum’s Private Siding a small welcoming Party was present on Valley Heights Station to witness the special arrive and to greet the officials to our small town.

Above: 4001 & 4520 lead the Centenary Train along the Museum’s Private Siding and into the Museum. Photo: Ralph Cooke.

Upon entering the Museum complex Steam Tram 103A welcomed the train with some short sharp whistles. The train came to a halt with lead locomotive 4001 sitting half way across the Turntable with 100 guests to witness the train’s arrival.

Detraining of the Official Party commenced with the Governor being presented to Museum Chairman Ted Mullett and Sir Nicholas Shehadie presented to STARPS Chairman Craig Connelly. The Official Party was escorted into the Museum via the shop entrance where the visitor’s book was signed and introductions performed.
Guests

In addition to The Governor and Sir Nicholas, our event attracted an extensive list of Officialdom including:

- The then Premier of New South Wales, Honourable Barry O’Farrell
- Minister for Transport, Ms Gladys Berejiklian
- Member for Blue Mountains, Mrs Roza Sage MP.
- Mr Mark Greenhill, Mayor, Blue Mountains City Council.
- Mr Peter Lowry OAM, Chair, Transport Heritage NSW Limited
- Mr Andrew Killingsworth, CEO, Transport Heritage NSW Limited
- Mr Howard Collins, OBE – CEO Sydney Trains
- Mr Rob Mason – CEO NSW Trains
- Mr Milton Morris AO – Former NSW Minister for Transport, Chairman of Hunter Valley Training Company

Prior to the commencement of the Ceremony the Official Party was escorted to inspect the Museum’s latest display, the HO scale model of Valley Heights that was built to depict and tell the story of the depot in the 1950s.

Ceremony

The Official Ceremony was held in the presence of 200 invited guests. Master of Ceremonies, Jeff Russell announced the arrival of the Official Party who were warmly welcomed to the official Marquee.

Above: The official party inspect the newest display model of Valley Heights depicting the 1950s era. Photo: Ralph Cooke.

The ceremony commenced with a Welcome to Country by local Indigenous Elder representing the Gundungurra and Darug people, Uncle Graeme Cooper.

Bethany Harrison, a student from the Nepean Creative and Performing Arts High School then led the gathering in the singing of the National Anthem.

Above: The singing of the National Anthem lead by Bethany Harrison – Photo: Ralph Cooke

Museum Chairman Ted Mullett was then invited to officially welcome the dignitaries to the ceremony. This was followed by Andrew Tester who delivered a history of the Depot’s life.

Representing the Government, the Premier then addressed the attendees, speaking about the role the pioneers played in the building of the railway and the importance of keeping that history alive for future generations.

Left: The Premier, the Hon Barry O’Farrell addresses the crowd during the Ceremony. Photo: Peter Butler.

Our Guest of Honour, the Governor for New South Wales was then invited to the microphone. The Governor reflected on her early childhood days and holidaying in the Blue Mountains and reminded us of how unique and special the Blue Mountains Region is. The Governor also expressed her appreciation of the efforts contributed by our volunteers in developing the Museum into what it is today. In closing her speech The Governor unveiled the Centenary Plaque to officially open the Museum and launch the Centenary Celebrations.

Our MC then invited Ted Mullett, Ted Dickson and Andrew Tester over to cut the Centenary Cake. These three Museum stalwarts had served continuously on the committee since its inception, earning them this honour.
Above: Cutting the cake from left Andrew Tester, Ted Mullett and Ted Dickson. Photo: Ralph Cooke

To thank the officials the Museum made presentations to the Governor, Premier, Minister and Local Member. Bethany Harrison was also presented with flowers as thanks for her contribution.

At the conclusion of the ceremonial proceedings the official party was invited to board the Steam Tram for a short journey back in time before being served lunch.

Above: Ted Mullett accompanies the Governor and her Aide aboard the Steam Tram while Fireman Wayne Flicker is ready for departure. Photo: Peter Butler.

Above: Given the historical significance of the day a photo of the Executive Committee with the Governor and a couple of our tenants was arranged. Left – Right: Stephen Corrigan, Stephen Dive, Ross Stenning, Dave Grove, Jeff Russell, Ted Mullett, Her Excellency, Rod Hawkes, Ted Dickson, Andrew Tester, Terry Matchett, Bruce Caxon and Ray Beharrell – Missing John Carter and John Stanley. Photo: Peter Butler.

Following lunch there was a short amount of time available to the Governor to have a look around the Museum and for photos before departing back to Sydney.

2. AUSTRALIA DAY

Australia Day is traditionally a day of celebrations with a multitude of FREE local community events. In past years the Museum has trialled opening on Australia Day with limited success, as we of course have to compete with these other events.

2014 however was different to past years in that the day coincided with our regular open day and that it was just 5 days before the Centenary Day.

The entry surveys we have conducted over the last few years have revealed that residents from the Blue Mountains region are by far the largest supporters of our Museum, many of whom have returned more than once.

As a result of their loyalty, the decision was made to offer free admission to local residents and an advertisement was placed in the Blue Mountains Gazette to that effect. A coupon was included for presentation on the day.

This proved a success with many coupons being presented. It was also surprising to observe from the survey we conduct, the number of locals who visited on this occasion and did not present a coupon.

As part of the proceedings on this Australia Day, the Museum unveiled its latest restoration project. Ice Van MRC25706 had been the subject of a complete restoration over a period of four years. The Van has been restored to represent a Nepean Milk Van that regularly conveyed milk from the Nepean Milk Factory at Penrith to Katoomba.

Left: Project lead Ted Dickson addresses visitors at the unveiling of the MRC. Photo: Andrew Tester
Above: The proud project team pose in front of their completed masterpiece. Photo: Andrew Tester 26.01.2014.

This was the first of a number of new exhibits/displays unveiled in conjunction with the centenary, details of others will be revealed in later pages of this edition.

3. **ROARING 20s – TRAINS, TRAMS & Ts**

The Roaring 20s and All That Jazz Festival is an annual event held each February across the Blue Mountains region in which we have held our Trains, Trams & Ts event for the last four years.

With the Centenary Event being held on the eve of the Festival’s launch it seemed obvious for us to bring our event forward a couple of weeks on this occasion to bounce off the publicity generated from the Depot’s Centenary.

As expected the visitors turned out in good numbers, following the Australia Day and Centenary events, where we gained some valuable television exposure over the Sydney and Regional Airwaves.

The event was again supported by the historic car clubs with a number of members from these clubs displaying their cars across the weekend.

Above: 3642 and train passes through Lapstone on the climb to Valley Heights. Photo: Ralph Cooke.

We are again participating in the Roaring 20s Festival in 2015 with our tram rides, historic cars and this year we have the Nepean Historical Society, Nepean Family History Society, Blue Mountains Jazz Ensemble and a new attraction with a Fancy Dress Period Costume Competition.

A brief report on this year’s Trains Trams & Ts event will appear in the first e-news with a more comprehensive report in the July edition of the Depot Diary.

4. **STEAM SHUTTLES: PENRITH – VALLEY HEIGHTS**

Transport Heritage NSW Limited (THNSW) ran their annual tour train to the Winter Magic Festival at Katoomba on Saturday 21st June 2014.

With the train in Sydney the advantage was taken to operate some local Steam shuttles between Penrith and Valley Heights on Sunday 22nd June.

The shuttles were utilised to promote the Depot’s Centenary to passengers travelling on board the shuttles.

Three shuttles were run with each trip filled to capacity, prior to the event. Such was the popularity of the shuttles that provision had to be made to allow a small number of tickets to be sold on the day.

Above: Keith, Eileen & Matthew Ward dressed for the occasion while above, historic cars take centre stage with the Steam Tram in the background. Photos: Keith Ward.
Page 5 (Bottom Right): 3642 arrives at Valley Heights with one of the three shuttles from Penrith as the Steam Tram supervises while sitting at the at the Signal Box terminus. Photo: Peter Stock.

These lucky ticket holders had the privilege to ride in the privately owned observation carriage which is normally only used on longer day tours.

To promote the Depot’s centenary, a team from Valley Heights travelled on each shuttle talking to passengers and handing out flyers offering discounted Museum admission. Additionally, THNSW granted approval for our Valley Heights team to sell raffle tickets to raise some much needed funds for the Museum’s development.

We would like to thank Daniel Page and the THNSW and Heritage Express staff who assisted in supporting this operation.

5. LACHLAN VALLEY RAILWAY SOCIETY: VALLEY HEIGHTS – KATOOMBA STEAM SHUTTLES

During the planning of events for the Centenary, the museum was keen to invite other Heritage Train operators to be involved in the celebrations.

Negotiations with ARHS Canberra really did not get out of the sidings due to other priorities their end, namely the lack of an available steam locomotive and the priority to get 6029’s restoration completed.

Powerhouse were close to bringing 3265 to Valley Heights but getting the locomotive from Thirlmere and its ultimate return proved challenging. Considering the locomotive would be restricted in its operation making it difficult to generate income during its relatively short stay, the costs associated in positioning the 32 made this operation financially unviable.

However, Lachlan Valley Railway Society (LVR) were excited to be involved and negotiations accelerated to run shuttles over the weekend of the 27th & 28th September 2014, between Valley Heights and Katoomba.

LVR arrived late on the evening of Sunday 21st September after operating shuttle rides on the Richmond line. Agreement was reached to provide accommodation for LVR’s locomotives and rolling stock during the week.

Prior to the train entering the Depot, LVR crews had to operate the line side frames to get the train off the main line and into the yard, which requires communication with Springwood Signal Box to give the release. Due to LVRs unfamiliarity with the signalling arrangements, difficulty was experienced obtaining the release and after 30 minutes of blocking the down main the train was sent to Springwood to allow a backlog of trains to pass the special. Upon its return from Springwood, LVR were successful in operating the frame and the train comprising of steam locomotives 3237 and 5917, diesel locomotive 4906, water gin, crew car and five carriages, arrived in the depot at approximately 22:30 where they were stabled.

Thus began a long and trying week for our volunteers on night time patrols, who provided some security for the LVR train and locomotives.

Above: 5917 tests out the renewed timbers on top of the Ash Pit in the Departure Road. Photo: Andrew Tester

During this week long stay the LVR team were able to carry out any necessary repairs and adjustments required before the two days of steam operations climbing the steep 1 in 33s.

The week long build up also created a sense that the age of steam had returned to the Depot in its 100th year.

Come Friday 26th September, fires were being lit and the bellies of 3237 and 5917 were warming to the weekend’s activities.

Above & Left: 3237 baths in the late afternoon sun on Friday 26th September 2014 as LVR crews bring their locomotive to life in preparation for the weekend shuttles. Photos: Andrew Tester.

This event was a jointly promoted event between ourselves and LVR. This was the first time we had entered into such an operation with another heritage operator. It was imperative that ticket sales were strong for the success of the event.
LVR offered online ticket sales six weeks prior to the event. Our website and Facebook page were updated with links to LVR. During the week leading up to the shuttles a supply of tickets became available for local sales and an agreement was reached with the Turning Page Book Shop in Springwood who would act as a selling agent for locals. All unsold tickets were then available for purchase at Springwood Station on the weekend.

Above: 3237 & 5917 arrive in Valley Heights with a platform full of passengers and plenty of steam to spare ready for the climb to Katoomba. Photo: Daniel Grover.

Over the course of the two days, a total of five shuttles operated between Valley Heights and Katoomba. Three shuttles were originally planned on each day but some late timetabling changes scheduled the last shuttle on each day to return significantly later than originally planned. This resulted in fewer ticket sales for this run on both days. As a result the third shuttle on Saturday still ran but the same trip on the Sunday was cancelled.

To boost interest in the third trip on the Saturday a different approach was taken to market this run. The decision was made to promote this twilight trip encouraging patrons to bring their own picnic basket and beverages to enjoy as the sun set during the climb to Katoomba. While the train was tabled to stay at Katoomba for 90 minutes, there was ample time for dinner and some classic night shots at Katoomba station.

Motive power for the first two shuttles on both days was provided by both steam locomotives with the diesel assisting at the rear. The twilight trip had 5917 in the lead and the diesel assisting from behind.

Bottom Left: 3237 & 5917 charge into the 1 in 33 grade just west of Valley Heights on one of the five shuttles to Katoomba over the weekend. Photo: Adrian Compton.

Of course the operation over the weekend provided for some magnificent photographic opportunities both on the main line and within our own depot.

This was a rare opportunity for Blue Mountains residents to share in and experience what it was like when steam reigned supreme on our railways.

Between each shuttle trip there was time for the train to shunt from the mainline into the depot for some quick servicing. With the Museum open to the public over the weekend, this allowed for Museum visitors to see these locomotives up close. At night time there was opportunity for some evening photography, plenty of which, both photos and video have found their way onto Facebook pages, websites and YouTube.

Above: Having just returned from Katoomba the 32 & 59 together with their train make their way into the depot for servicing before their journey up the hill. Photo: Adrian Compton.

These photos have captured a real sense that steam had returned and the depot was alive. Those present were lucky enough to witness the sight, sound and smell of steam to its fullest.

We would like to thank LVR for their involvement in making this event the success that it was. The joint co-operation between both organisations demonstrated how success can be achieved for the benefit of all parties.

We are hoping to operate a similar event during 2015 and hope that this can lead to more mutually beneficial events into the future with other operators involved.

Over the course of the weekend the trains ran at 80% capacity which resulted in a small profit for both organisations to share. The Museum also benefited from increased Museum visitation over the weekend.

Our thanks go to all the Museum’s volunteers who were involved in the activities from staffing the Museum, selling tickets at Springwood station, selling raffle tickets and assisting the LVR crews with servicing and the movement of trains in and out of the depot.

Finally we express our thanks to John Healey and the LVR Team for their contribution and co-operation.
towards this event. Collectively we have shown that a joint operation with like groups can be successful.

6. **EXHIBITS & DISPLAYS**

The Centenary created the incentive to develop and enhance our exhibits and displays. Many of our visitors are returning visitors and it is great from their perspective to see new and exciting displays. This encourages them to spread the word and return in the future.

The year saw the restoration of the Nepean Milk Van (MRC 25706) and First Class Composite Buffet Car (RBR 1049) completed.

Although not complete, Electric Locomotive 4601 is a far cry from her condition before the current work started.

Bruce Coxon in his role as Small Exhibit Curator completed the story of “The Fish”, “The Chips” and “The Heron” and visitors can now learn about the fascinating history behind these three mountain trains.

The year saw the restoration of the Nepean Milk Van (MRC 25706) and First Class Composite Buffet Car (RBR 1049) completed.

Although not complete, Electric Locomotive 4601 is a far cry from her condition before the current work started.

The model is complemented with a model of The Valley which was constructed by member Lyle Davis. The two models together capture the story of the railway line through the town from the 1870s to the 1950s. Four wall mounted light boards with images of the depot during different periods of its working life and a brochure telling the story of the depot complete this new exhibit and is now open for public viewing on Open Days.

The Springwood and Glenbrook Historical Societies made valuable contributions with a short DVD presentation on the Lapstone Zig Zag and the sad story of former depot employee Hendrikus Trip who after only a short time in Australia, tragically lost his life on his way to work at Valley Heights.

The Centenary has certainly brought about an improvement in the quality of our display and what we have to offer for our visitors.

7. **HERITAGE RAILWAY GATES**

Our Retirees group perform an assortment of work usually associated with building repairs and maintenance. Projects outside of this scope are usually few and far between but are rewarding for the members of the group and the Museum when complete.

One such project was the restoration of heritage railway gates the museum recovered from Bumberry several years ago.

The gates are of timber and steel construction and when recovered were in very poor condition.
The retirees have completely reconstructed the gates which have now been hung across the driveway between the fishpond and the alcove to the shop entrance.

8. ASH PITS

Inspection, reporting and providing signoff that our track is fit for traffic is a mandatory requirement especially in preparation for any inbound mainline trains.

Prior to the visit by Lachlan Valley Railway an inspection of the former Departure Road revealed that the timber rail supports that sit each side of the Ash Pits could no longer support the weight of any vehicle. These timbers are substantial and were likely to have been original dating back to 1913 when the depot and the Ash Pits were built.

Deemed unfit for traffic, the Departure Road was immediately closed for service and an urgent program of repairs was instigated to get the track fit for use in preparation for the visit by LVR in September.

The work required the lifting of the rails and old timbers, the purchase and installation of new timbers and anchoring the rails to the new timbers.

Funding the work was the next hurdle but thanks to the generosity of members who loaned the funds to purchase the materials, work could commence.

As with all major works there is always more than meets the eye. As work commenced it became evident that some conservation on the pit’s brick work was also required before the timbers could be fixed in place. The repairs were completed over a 2-3 month period.

Thanks to the dedicated band of Perway team members we were able to complete the work and sign off on the track’s condition.

9. ANNUAL GENERAL MEETING

The Museum’s Annual General Meeting was held on Saturday 15th November 2014. The CEO for Transport Heritage, Mr Andrew Killingsworth together with Board Member Mr Ray Rumble and 35 museum members were in attendance. This year’s meeting saw a changing of the guard with long serving Chairman Ted Mullett retiring from the chair.

In his final address to the members, Ted spoke about the success of the Centenary and reflected on how far the Museum has developed through the efforts of the members who have supported him through his 25 year term.

After vacating the chair, Mr Killingsworth was invited to conduct the Annual Election where the following were elected.

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<td>Hon. Secretary</td>
<td>Ross Stenning</td>
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<td>Treasurer</td>
<td>John Carter</td>
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<td>Publicity Manager</td>
<td>Keith Ward</td>
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<td>Retail Manager</td>
<td>Steve Corrigan</td>
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<td>Building Services Manager</td>
<td>Ted Dickson</td>
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<td>Building Restoration Manager</td>
<td>Dave Grove</td>
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<td>Grounds Maintenance Manager</td>
<td>Stephen Dive</td>
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<td>Membership Officer</td>
<td>Jeff Russell</td>
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<td>Model Railway Manager</td>
<td>Ray Beharrell</td>
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<td>Small Exhibits Curator</td>
<td>Bruce Coxon</td>
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<td>Exhibits Restoration Manager</td>
<td>Rod Hawkes</td>
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Another name of note missing from the list of Office Bearers is Andrew Tester. During the election Andrew nominated Keith Ward into the position of Publicity Manager, a position held by Andrew since January 2003.

Keith has been Andrew’s understudy for the last twelve months assisting him during the Centenary year with Publicity and Public Awareness.
In the best interest of encouraging succession into the management ranks Andrew and Keith have reversed roles for the coming twelve month term.

Of course, Andrew has held other roles going back to the Museum’s inception and both he and Ted will take a back seat for a while but will not disappear totally.

In the absence of a chairman, at the conclusion of the election, Andrew Tester in his capacity as a Vice Chairman resumed the chair to conduct the remaining business of the Annual General Meeting.

Vice Chairman are elected by the newly elected committee at their first committee meeting after the Annual General Meeting, therefore Andrew was still a current Vice Chairman and was eligible to see the meeting through to its close.

**Museum under New Management**

At the December meeting of the new Committee Bruce Coxon was elected as the Museum’s new Chairman. Bruce brings some valuable managerial experience into the role. This experience will assist Bruce and his Committee to drive and deliver some new ideas and goals which he and his team are working towards.

Of course developing and maintaining a close and strong relationship with Transport Heritage NSW will be crucial to achieving some of these goal. These projects include, but are not limited to addressing our lack of storage and seeking a resolution to the long outstanding asbestos removal from 3214.

Succession planning is a major hurdle many volunteer groups are facing. Bruce has made it known that this is a priority he wants to work on to secure our long term future.

If Bruce comes along and taps you on the shoulder, it is probably because you may have some skills that we can use to assist us in our future. We ask that you give this some consideration should you be approached.

The two positions of Vice Chairman were also filled at the December Meeting with Ted Dickson continuing in this capacity for another term. Rod Hawkes also put his hand up to fill the second position of Vice Chairman. Welcome Bruce, Ted & Rod.

**10. MEMBERSHIP RENEWALS**

The Membership Year for 2015 commenced as of 1st January 2015.

We are encouraged that many members have already renewed their memberships and thank you for your support.

For those of our Members who receive this publication through the mail and have not previously renewed, a copy of our new format Membership Form is attached.

Members have until 31st March 2015 to renew their membership before their Membership Status becomes unfinancial.

We trust that you can see your way clear to maintain your membership to continue your support for the Museum.

When renewing your Membership we ask that you complete the enclosed form and return it with your payment.

**Member’s Survey** – on the reverse side of the form we have a short survey for our members to complete, whether you can volunteer or not. From time to time we need skills or knowledge that some of our members may have which the Museum could use and benefit from.

It has been some time we last updated these details and need to update our records as the museum moves towards an online member’s database.

**11. DEPOT DIARY – “THE FUTURE”**

Now that the Centenary is behind us, relaunching the Depot Diary and communicating with our Members is a high priority.

Keith Ward, our new Publicity Manager has a commitment to keeping the members informed on the activities happening in and around the Museum.

Keith wants to not only maintain the Depot Diary in its current form but also introduce a more frequent smaller publication that will be distributed via email in the form of an E-News publication.

The Plan is to distribute the E-news on a monthly basis between each edition of the Depot Diary. Depot Diary will issue 6 monthly and be a more comprehensive Newsletter being published in January and July. The E-News will issue February – June and August – December.

The first Edition of the E-News will issue at the end of March and will be inviting members to make contributions in various ways.

**Naming Competition**

To whet the appetite of our Members we are inviting suggestions for a name for our E-News. So put your best thinking cap on and send the output of your creativity to Andrew!

Your suggestions for a name and contributions to the E-News should be submitted in the first instance by email to - atmuseum@optusnet.com.au.

**12. CENTENARY OF ANZAC GRANT SCHEME**

With the Centenary of Anzac fast approaching the Federal Government through the Department of Veterans Affairs announced a Grant scheme for local community organisations to assist with the development of projects for the Centenary of Anzac.

Louise Markus, Federal Member for Macquarie invited the Museum to participate and as such an application was submitted to assist the Museum to fund an Honour Roll recognising those local railway employees who served their country during World War 1.

The book “Remembrance – Springwood District Honor Roll 1914-1918”, written by local historians and authors Shirley Evans and Pamela Smith provides a detailed profile of many of the 50 or so men and boys from the area who served in the “Great War”.
The book reveals that of that number, one third were railway employees, and these, along with other names that have been discovered by Shirley’s research, will be inscribed on the Roll.

It is with great pride that we can announce that we were successful in our application for this grant.

Once the funding has been received the Honour Roll will be manufactured and displayed in a prominent place within the Museum.

An unveiling ceremony will take place later in the year the details of which will be announced to the Membership in due course.

13. EXHIBITS

3214 – There is still no progress to report on 3214. The locomotive awaits the removal of asbestos from around the boiler and cylinders before any further work can resume on this exhibit.

5711 – Plans are afoot to have 5711 shunted into the comforts of the Roundhouse. The first step in this direction occurring in December when a major shunt was planned to relocate other exhibits between the Roundhouse and the Tram Shed using the Stephenson locomotive CPC2. 5711 was included in this movement but the move was stalled when the locomotive was positioned over the Ash Pits in the Departure Road to allow oiling of the motion under the locomotive. It was during this exercise that rain passed over the Museum, wetting rails enough to prevent the “Stevo” from shifting the giant 57 any further.

As a result, the 57 has remained over the Ash Pit and plans to move the 4-8-2 have been placed on hold until later in 2015.

4601 – This 46 Team have continued to make excellent progress on this exhibit. Externally the body is 90% completed and the team’s focus has switched to the interior of the cabs and main engine room. We can look forward to the completion of its static restoration later in 2015.

MRC 25706 – As reported earlier, this exhibit has been largely completed and is now on permanent display in Nepean Milk livery. The only job outstanding on this exhibit is the reinstallion of the lids for the Ice Chutes on the roof of the van.

RBR 1049 – This exhibit has been fully restored back to its Caves Express colours. There has been some conjecture about the colours the carriage has been painted. However a great deal of research has gone into this subject over the years. This has included obtaining documents from Archives as well as unveiling traces of earlier colour samples found on parts of the carriage. Consultation was also sought from Transport Heritage’s Curatorial Advisory Group as evidence of paint colours were found during the restoration. Samples of these colours were taken for colour matching.

How can you help restore 5711?

$$$ 5711 RESTORATION FUND $$$
You can contribute to the restoration of 5711 by making a Donation to the 5711 Restoration Fund.

Donations of $2.00 or more are Tax Deductible.

Cheques should be made payable to the THNSW — 5711 Restoration Fund and can be sent to the: Blue Mountains Division, THNSW Limited – Valley Heights, PO Box 484, Springwood NSW 2777.

Stay tuned and thank you for your support.

The restoration of this carriage was overseen by Rod Hawkes and except for some small amount of assistance at the beginning of the project, Rod has single handedly driven this project to its completion. Congratulations Rod, on a stunning result.

Above: The magnificently restored Caves Express Carriage - RBR1049. Photo: Andrew Tester

(Top): Stevo prepares to shunt 5711 while (below) having moved the 57 to the Ash Pit, rain soon set in preventing any further movement towards the comfort of the roundhouse. Photos: Andrew Tester.
14. POLICY REGARDING FIREWOOD

The Museum frequently receives donations of firewood for use as it sees fit. Most of this is consumed in the operation of the Steam Tram or for the Stephenson Locomotive.

More often than not supply of this firewood far outweighs the demand and as a consequence we are left with a large stockpile of wood that is in the centre of the public space making it unsightly.

A lot of the time, some of the donated firewood is deemed useless for the purposes of the Steam Tram and locomotive and as the Museum has no use for it we are left with having to dispose of it, at our expense.

When a donation is received it is usually not stacked properly and is just left in an untidy state, leaving it up to the Museum volunteers to clean up and cut into usable lengths.

As a result of this over supply we need to come up with a policy to control the future donation of firewood.

Effective immediately, we do not need any further donations of firewood for the foreseeable future.

The Museum will put out a call for donations of firewood once the existing supplies are reduced to manageable levels.

15. MUSEUM ON FACEBOOK

We may be a “Heritage” museum by name but there are parts of our business that need to keep with the times.

Go Modern! A friendly reminder that the Museum has a Facebook Page. This has been online now for nearly 2 years and has just seen our 600th like.

If you are a Facebook fan and would like an additional resource to use to keep posted on Museum events and activities why not “Like” us and invite your friends to Like us as well.

A link to our Facebook page can be found on the Homepage of our Museum website.

Our website address is contained in the header of our cover page or simply search online for Valley Heights Locomotive Depot Heritage Museum.

16. RETAIL REPORT

Refreshment Sales – Our Retail staff play a very important role in our visitor experience. To the regulars who continue to support our Retail Manager, Steve Corrigan and his assistant John Carter, the Museum expresses its sincere thanks. We also welcome Peter Flynn to the ranks of the retail staff.

Jean Grundy plays an important role in our Refreshment Team. Jean has proven to be a loyal valuable asset to our Sales staff assisting with the handling of food. This enables our sales staff to handle the money separately and eliminates potential health issues. Jean has extensive experience from working in school canteens which has seen us trial new food ranges including small pizza slabs, chicken burgers and sandwiches, giving our customers a greater range of choice with increasing popularity.

A menu board has been installed in the dining area to highlight the range of refreshments on offer. It is hoped that this will entice our customers and enhance our refreshment sales.

Coffee Machine - We would like to also thank those who continue to assist in the important operation of our Coffee Machine. Glenn Hargrave, Robyn Stock, Ted Mullett, Megan Tolhurst, Jean Grundy and Heather Dickson – Thank you.

We are of course, always on the lookout for more up and coming baristas and sales staff. If you fancy a challenge and enjoy serving customers, our Retail Manager, would welcome you with open arms to his rank of helpers. Training will be provided no previous experience required.

DVD & Video Stock Clearance Sale – With the many advances in technology in recent years and the increasing media channels through which video footage can be viewed sales of Videos and DVD’s have plummeted.
The retail arm of the Museum has a range of Video and DVD products slashed to clear surplus stock. The items listed below have been reduced as follows:

<table>
<thead>
<tr>
<th>Title</th>
<th>Product</th>
<th>Original Price</th>
<th>Reduced Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Various Rowlingstock Titles</td>
<td>Video</td>
<td>Various</td>
<td>$11.00</td>
</tr>
<tr>
<td>Diesel Diary Vol. 13</td>
<td>DVD</td>
<td>$39.95</td>
<td>$30.00</td>
</tr>
<tr>
<td>Diesel Diary Vol. 15</td>
<td>DVD</td>
<td>$40.00</td>
<td>$30.00</td>
</tr>
<tr>
<td>Diesel Diary Vol. 16</td>
<td>DVD</td>
<td>$40.00</td>
<td>$30.00</td>
</tr>
<tr>
<td>Diesel Diary Vol. 17</td>
<td>DVD</td>
<td>$40.00</td>
<td>$30.00</td>
</tr>
<tr>
<td>Diesel Revival</td>
<td>DVD</td>
<td>$40.00</td>
<td>$30.00</td>
</tr>
<tr>
<td>Diesels South Vol. 1</td>
<td>DVD</td>
<td>$40.00</td>
<td>$30.00</td>
</tr>
<tr>
<td>Diesels South Vol. 2</td>
<td>DVD</td>
<td>$40.00</td>
<td>$30.00</td>
</tr>
<tr>
<td>Diesels South Vol. 3</td>
<td>DVD</td>
<td>$40.00</td>
<td>$30.00</td>
</tr>
<tr>
<td>Diesels South Vol. 4</td>
<td>DVD</td>
<td>$40.00</td>
<td>$30.00</td>
</tr>
<tr>
<td>Easter Steam 2000</td>
<td>DVD</td>
<td>$50.00</td>
<td>$40.00</td>
</tr>
<tr>
<td>NSW in Steam Vols. 1&amp;2 - 2007</td>
<td>DVD</td>
<td>$80.00</td>
<td>$60.00</td>
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<tr>
<td>NSW in Steam Vol 1 - 2008</td>
<td>DVD</td>
<td>$45.00</td>
<td>$35.00</td>
</tr>
<tr>
<td>NSW in Steam Vol 2 - 2008</td>
<td>DVD</td>
<td>$45.00</td>
<td>$35.00</td>
</tr>
<tr>
<td>NSW in Steam Vol 3 - 2008</td>
<td>DVD</td>
<td>$45.00</td>
<td>$35.00</td>
</tr>
<tr>
<td>Stories of Steam Vol 9</td>
<td>DVD</td>
<td>$40.00</td>
<td>$30.00</td>
</tr>
</tbody>
</table>

Calendars – We have a number of “Out of Date” Calendars still available for sale. These have all been reduced to clear. The year may have passed but the images are usually worth the price alone and make great wall pictures when framed.

HAVE YOU GOT YOUR 2015 CALENDAR YET?

THNSW - 2015 Calendar - $18.00

SHOP ASSISTANCE

“We have a need for more people to assist in the shop, so if you like dealing with people, or you think that you would like to work in the shop area, your help would be very gratefully appreciated. No retail experience necessary, interested persons will be trained by experienced staff and depending on numbers volunteering, be rostered once every couple of months or so. Please contact our Retail Manager Steve Corrigan on 4759 1980 or email: sic_alco@pnc.com.au.”

YOUR MUSEUM NEEDS YOU

17. WORKS REPORT

Work Hours – Normally we would summarise the number of work hours our volunteers have contributed since the last Depot Diary.

Given that this diary is covering a twelve month period we will not include these hours in this edition.

This regular news item will return with the next Depot Diary.

Reminder – Attendance Register

All members – Please be aware that in the near future a new computerised system will be introduced to sign on and log in your hours. While this is not implemented currently members will be introduced to this new technology as soon as it goes live.

In the meantime, please ensure that you continue to 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 to be established.

If you perform work on two or more different projects please indicate the number of hours spent on each project.

Example:

B-Rh – 3 Hrs & E-54 – 4 Hrs

B = (Building) / Rh = (Roundhouse)

E = (Exhibits) / 54 = (5461)

A full list of the Work codes is located on the notice board adjacent to the Sign on book.

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.

18. EMAIL

Do you have email access and would like your copy of the Depot Diary emailed to you? Please notify us 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. 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 Diary by email? Receiving Depot Diary by email, you will not only get it quicker than through the conventional mail system:

1. You will receive a full colour copy of the Newsletter.
2. You will also save the Museum about $1,000 per year in printing and postage.
3. You will also get the monthly E-news as announced.

If at any time you choose to no longer receive the Depot Diary by email, please advise us accordingly.
19. NEW MEMBERS
We have had many new members join during the excitement of our Centenary Year and we welcome you all. For some of you this will be the first edition of The Depot Diary and we hope you enjoy reading what the past year has brought about for the Museum.

Commmencing from the next edition of this publication, a list of the names of new members who joined the Museum will be published.

20. 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.

Why not update to our speedy email service if at all possible? Find a relative, friend, neighbour or local library where we can send you all the latest news!

21. 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 Rides. Unlimited Member’s rides cost – Adults: $6-00, School Students $4-00, Seniors/Concessions $4-00.

22. 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 or items of Railway Interest in general.

23. JOINT OPERATIONS COMMITTEE
The Museum’s Joint Operations committee comprising of representatives from the Museum and STaRPS has recently reconvened. The Committee meets to discuss Safety and Operational issues of the Museum and Tramway together with planning of events. Where necessary recommendations to the Museum’s Executive Committee are submitted in cases where funding is sought. This group is an important channel to maintain two-way communications between all occupants on the site.

As you can appreciate, Workplace Health and Safety (WH&S) is very much a part of our daily lives particularly within our working environment.

Even as a volunteer organisation we (as a Museum) have a duty of care to our visitors and working members who offer their services to ensure that their Safety is not at risk at any time while on site.

Members are advised that when working onsite it is important that you sign on for duty in the Sign On book located in the member’s Meal Room at the rear of Road 5 of the Roundhouse. Likewise at the end of your time, please ensure that you remember to Sign Off before you leave for home. This is important for Workers Insurance purposes, as it is a record for when you were on duty at the Museum should something unforeseen occur.

WORKPLACE HEALTH & SAFETY

All members working onsite come along for the enjoyment of working with friends on their favourite project.

As with any workplace the Museum has a Duty of Care for its employees, contractors, volunteers and visitors.

Likewise our volunteers also have a duty of care to themselves and their fellow members while working on site and it is important that we all keep an eye out for each other. We also need to be aware of some basic WH & S guidelines as outlined below.

Important Safety for all Members to be aware of when on site.

- General Safety
When you are the only person working on site, a phone call should be made to a Museum officer, to advise them that you are on site and an approximate time that you will be leaving. A list of Museum contacts is in the Ticket Office near the phone. When you have finished make another call to the same officer to tell them you are locking up.

No heavy work (including heavy lifting, track work, use of mechanical tools or Museum plant) is to be performed when on site alone.

If you know that you are going to be onsite to do any form of heavy work or need to use certain tools or pieces of equipment ensure that you make prior arrangements...
for someone else to be on site with you.

- **Workplace Injuries & Incidents**

  All Incidents and Injuries are to be recorded by completing an Incident/Injury Report found in the Museum’s Incident Register. This is located in the top drawer of the filing Cabinet in the Members Lunch Room.

  If you suffer from an injury while working onsite, please ensure you report the injury to a fellow worker onsite and that the nature of the injury is recorded on an Injury/Incident Report.

  This is then to be reported to the Duty Officer who will have to arrange for the report to be forwarded to THNSW Head Office.

  The Museum will soon introduce ICE (In Case of Emergency) Cards. Volunteers will be asked to each complete an ICE card providing us with vital contact details for next of kin. These details will only be used in the event of an emergency should you have an accident and need medical assistance.

- **First Aid Kits**

  First Aid Kits are found in the Members Meal Room, the Shop Store and on board the Steam Tram.

- **Mobile Plant and Tools**

  Use of heavy machinery such as mobile plant (tractors, forklifts, compressors, ride on mowers) and certain tools (welders, oxy acetylene) are not permitted unless there is a second person on site at all times.

- **Tractors and Forklifts**

  Authorised Tractors and Forklift operators are to ensure that a second person (preferably another authorised operator) accompanies the operator at all times when the Tractors and or Forklifts are lifting and transporting loads.

- **Safety Clothing**

  We ask that when you come to work for the Museum that you come appropriately dressed for the work that you intend to do. If you are working with or near any operating plant we ask that High Visibility clothing (Tee Shirt or Vest) is worn. Likewise if you are working on track work particularly in close proximity to the Main Line that orange High Visibility clothing is worn. (Red clothing must NOT be worn).

  As a volunteer organisation we cannot enforce what clothing we want you to wear but have listed below items of minimum protective clothing we recommend members wear while working onsite. These include:

  - Work Boots (preferably steel capped).
  - Overalls or appropriate full length work clothes
  - High Visibility Tee Shirt or vest (when required).
  - Gloves

  When working in the workshop or around noisy machinery we ask that members wear suitable ear and eye protection. While the Museum does have a limited supply of goggles, ear muffs and dust masks we recommend you consider supplying your own for your personal use.

  The Safety of our Members and Visitors at Valley Heights is of paramount importance. If you are concerned over any aspect of onsite safety please ensure that you inform the Duty Officer at the Museum or any member of the Museum’s Executive on the day you notice the potential safety risk, so that corrective action can be implemented as soon as practicably possible.

  **Effective 1 January 2012,** new legislation governing Workplace Health and Safety (formerly known as Occupational Health and Safety) took effect.

  The new legislation effectively bought the former state governed OH&S Guidelines into one uniform national legislation.

  Under the new legislation any worker whether they be employed, contracted or working in a voluntary capacity will be deemed as an employee.

  This will place a greater emphasis on volunteer organisations to ensure a safe working environment for all.

  As an organisation we will have to take a good look at where we can improve our work areas to minimise any risk of a workplace accident.

  To ensure we maintain a safe workplace for all we need to ensure we keep our eyes open to any possible problem, report it and take some immediate preventative action.

  No doubt, non-compliance with the Act, could bring about penalties to the Organisation and potentially members. Let’s ensure we all look out for our fellow members and friends.

  Your Museum will need the assistance of all members to ensure we stay on top of Safety.

  Right: **The Centenary Train shortly after arrival in the Depot 31.01.2014. Photo: Eileen Ward**
All Rail Safety Workers (those who have been accredited by STaRPS and issued with Photo Identification Cards or Certificates of Competency) and members of the Museum involved in track work and the movement of rolling stock should make themselves familiar with the Penalty Notices Facts Sheet and accompanying documentation, copies of which can be provided on request.

**CENTENARY OF VALLEY HEIGHTS LOCOMOTIVE DEPOT**
**SYDNEY-VALLEY HEIGHTS**
**VALLEY HEIGHTS- SYDNEY**
**DEPARTS AT 9AM PLATFORM 1 OPERATED BY**
**TRANSPORT HERITAGE NSW**
**SPECIAL TICKET HOLDERS ONLY**

**RAIL SAFETY WORKERS - REMINDER**

**UP COMING EVENTS**

<table>
<thead>
<tr>
<th>2015</th>
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<tbody>
<tr>
<td><strong>MARCH</strong></td>
<td></td>
</tr>
<tr>
<td>Open Days</td>
<td>Sundays 8/03 &amp; 22/03/2015</td>
</tr>
<tr>
<td>Retirees Week</td>
<td>Mon – Fri 9/03 to 13/03/2015</td>
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<tr>
<td><strong>APRIL</strong></td>
<td></td>
</tr>
<tr>
<td>Open Days</td>
<td>Sundays 12/04 &amp; 26/04/2015</td>
</tr>
<tr>
<td>Retirees Week</td>
<td>Mon – Fri 13/04 to 17/04/2015</td>
</tr>
<tr>
<td><strong>MAY</strong></td>
<td></td>
</tr>
<tr>
<td>Open Days</td>
<td>Sundays 24/05/2015</td>
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<tr>
<td>Retirees Week</td>
<td>Mon – Fri 11/05 to 15/05/2015</td>
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<tr>
<td><strong>JUNE</strong></td>
<td></td>
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<tr>
<td>Open Days</td>
<td>Sundays 14/06 &amp; 28/06/2015</td>
</tr>
<tr>
<td>Retirees Week</td>
<td>Mon – Fri 15/06 to 19/06/2015</td>
</tr>
<tr>
<td><strong>JULY</strong></td>
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</tr>
<tr>
<td>Open Days</td>
<td>Sundays 12/07 &amp; 26/07/2015</td>
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<tr>
<td>Retirees Week</td>
<td>Mon – Fri 13/07 to 17/07/2015</td>
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<tr>
<td><strong>AUGUST</strong></td>
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<tr>
<td>Open Days</td>
<td>Sundays 9/08 &amp; 23/08/2015</td>
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<td>Retirees Week</td>
<td>Mon – Fri 10/08 to 14/08/2015</td>
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<tr>
<td><strong>SEPTEMBER</strong></td>
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<tr>
<td>Open Days</td>
<td>Sundays 13/09 &amp; 27/09/2015</td>
</tr>
<tr>
<td>Retirees Week</td>
<td>Mon – Fri 14/09 to 18/09/2015</td>
</tr>
</tbody>
</table>

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0438 380 130

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