

LACHLAN VALLEY RAILWAY



Lachlan Valley Railway Society Co-Operative Limited
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Cowra Loco News November - December 2010

Seasons Greetings

The board would like to wish all our members and friends a Merry Christmas and Happy New Year
We would like to see everybody back safely for 2011

Board

On Saturday 9th October the AGM was held in Cowra and the following people were elected to the Lachlan Valley Railway Board and their responsibilities formalised at a board meeting held on 21st of October

Paul Stapleton	Chairman and Operations Manager
Mark Stapleton	Maintenance Manager
Chris Piol	Depot Manager
Byron Muter	Catering Manager
John Mackie Jnr	Diesel Manager
Gavin Knowles	Secretary/Treasurer
Steve Picker	Safety Manager

The AGM was followed by an informal information session for members.

Should any member wish to contact any member of the board, just send an email to member@lvr.com.au marked to the attention of the board member you wish to communicate with

900 Class Railmotors and the Cowra Branchline

On Saturday 22nd of January 2011, which is the weekend before Australia Day, a forum will be conducted at Cowra starting around noon to discuss the way forward with the 900 Class DEB Car project and also the Cowra branch line management and probably several other things as well

Your participation in this meeting is encouraged and it would be very nice to see a lot of new faces

One of the aims of this meeting is to appoint a project manager to oversee the restoration and set the parameters for these projects.

For those people who can't attend this forum and would like to have some input, please send an email to member@lvr.com.au and your views will be heard.

New Members

The L V R would like to welcome the following new members

Anthony Nietch	Orange	Stephen Ballantyne	Hazelbrook
Zac Dray	Lithgow	Peter Maskill	Cambridge Park
Grant & Sharon Kemp	Coleambally	Terry Daniel	Coffs Harbour
Jason and Joanna Ferguson	West Pennant Hills	James Compton	Tahmoor
Warren Lloyd	Lithgow	Paul Bird	Singleton
Paul Duncan	Leura	Creagh Maywald	Alexandria

Not for Profit Organisations

The board has been criticised of late in relation to our status as a "NOT FOR PROFIT" Society

It is the objective of every organisation to make a profit, including societies just like ours. Not for Profit organisations are all around us and one of the best examples of this is your local club, for example Penrith Panthers is a "NOT FOR PROFIT" organisation. There are a couple of exceptions to organisations making a profit, but that is generally restricted to government agencies like Centrelink.

The profit we make is used to expand and grow our business, like rebuilding a 4 car 900 Class DEB set or rebuilding an engine for a 47 Class locomotive or to cover the cost of repairing the front bogie on a P Class due to a hot bearing. If we had not made profits in the past, we could quite possibly be just a museum at Cowra or, probably, no longer exist.

Our Public Liability Insurance costs us about \$30,000. Over the past two years we have spent \$60,000 on carriage windows, and last year \$7,000 on electricity and rent this year will be another \$7,000 and we may soon have the station at Cowra for us to pay even more rent on. So at what point do we say we will not make a profit for doing something for a particular organisation, but

perhaps overcharge another organisation for doing the same type of job? We are here to make a profit on every task we undertake to ensure we survive into the future

The LVR has also been rather unfortunate in having no home for the past year or so, and the empty car transfers have been an additional burden on our limited resources. So the greater the profits, the sooner we can get our DEB cars out there earning additional income so we can do more things in the future. And when we finally get the licence to operate our own train line from Blayney to Demondrille we will need an extra bit set aside for the maintenance of this line.

So what does "NOT FOR PROFIT" really mean?

The term Not for Profit is all to do with what one does with these profits. It has absolutely nothing to do with the Society making, or not making, money

A Society, such as ours, must have 2 rules in its constitution

Firstly there must be a rule that prohibits the distribution of these profits to its members or shareholders or directors or to anyone else.

Secondly there must be another clause that prohibits the distribution of any surplus to the members or shareholders or directors or almost anyone else when the company is wound up. Any surplus left after winding the business up can only be distributed to another society with these same 2 clauses contained within their constitution. Societies like the RTM, Zig Zag, Boy Scouts, etc

I hope the information above clarifies our intention to make a profit on every job we do

Locos and Cars at Eveleigh

We currently have our P Class, water gin and 2 cars at Eveleigh for maintenance over the summer period. Mark Stapleton has taken this project under his wing and would like volunteers to assist with this work.

Some of the projects include -:

Washing out the boiler on 3237	Bogie maintenance on the water gin
Bogie maintenance on the Cars	Coupling Maintenance on the Cars
General Maintenance on the cars repairing windows and doors etc	

All of these projects need to be finished to keep our running set on the road so for those members in and around Sydney this is your chance to assist with out the need for excess travel.

Please contact Mark Stapleton on 0408 406 104 for information and dates regarding this work. Steel caped boots, safety vest and overalls or other suitable clothing are essential

5917 is also at Eveleigh and has recently had a patch welded into the inner firebox under the direction of our Boiler Inspector. Paul Stapleton, Peter Lougher and Creagh Maywald have been slowly progressing along with this project and assistance to assemble the engine will be needed. We may see the 59 back on the Loco Roster in the not too distant future

Positions Vacant

The LVR currently has two positions vacant one being for a Railmotor Fitter to learn the finer points of Railmotors from and to assist John Mackie on Railmotor tours. Please contact Gavin Knowles at the Cowra Depot for further details. (There is a view to retirement the question is who will be first the Railmotors or Senior. Editor)

The second position is for a Cook on our weekend and long trips this will allow the present cook to be released for other duties such as engine preparation, shunting, Etc. Contact Rob Lougher.

Tours and Charters

The LVR has taken passenger trains to areas far and wide across the state this year with the North Coast tour, The Nyngan Daylight Express Tour that over a few weeks took in Blayney, Orange for the Frost Festival, Dubbo and Nyngan and finally the Lithgow Ten Tunnels tour for the steam.

Add to this the Railmotors that have been working out of Cootamundra maintaining our presence on the south.

Our diesels have also been working tours, charters and hook and pull services for heritage operators and others around the state. They have also performed admirably on a number of empty car movements as rolling stock is positioned for the next tour. All of this and we don't have a permanent home at the moment which makes this a credit to our maintenance and running staff.

4204 to Broken Hill

On Tuesday morning 31st of August, 8L81 departed Parkes at 0803 for an epic journey to Broken Hill, the first time a 42 class locomotive has been that far west. The train was an empty car movement to the Hill but the return was with ARTC and contractors viewing the track in relation to the upcoming resleeper contract.

The consist details was 4204; 4701; an FS; Dining Car and Power Van. Several stops were made for driver Bernie Baker to take a number of photographs and we arrived at Trida around 1130 to cross the East bound Explorer, running about 20 minutes late. From there it was westward bound to Menindee for more photos. The Darling River had a considerable amount of water flowing in it and a little further on the Menindee Lakes were full and there seemed to be water everywhere. The gates next to the railway line were still allowing a lot of water into the lakes. For those people familiar with the lakes; the sailing club now has water almost lapping at its doorstep and the lakes do hold a considerable number of Sydney Harbours of water.

We continued west until we arrived into the loop at Kinalung and a sleeper train disappeared in an easterly direction and it wasn't too long before the headlights of our scheduled cross appeared. It sat at the yard limit board until the sleeper train had cleared the section and it then rumbled by and we arrived at the Hill around 1830.

The next day saw us turning both locomotives, refuelling them, provisioning the train and getting ready for our scheduled departure of 0710 the following morning. The local paper, The Barrier Truth was called and we made the front page the following morning with a beaming Bernie Baker hogging the photograph.

There was a little confusion as to what time was what time, as Broken Hill is on Central Time, but that got sorted and we were all ready to depart at 0710, Eastern Time, but the Indian Pacific for Adelaide was about 20 minutes late, so, naturally, we were late away, with our first stop at Kinalung. We fulfilled our train order so that a sleeper train could follow us, our passengers got off, had a look around and scratched their heads as to how they get trucks in and remove sleepers and other stuff, Bernie took a couple of holiday snaps and we were on our way again. This was repeated numerous times throughout our journey towards Parkes.

Many thanks to the train crew of driver Bernie Baker, fireman Ross Jackson, guard Gavin Knowles and the catering crew of Norm and Georgie Green for their contribution of feeding the multitude of hungry mouths.



4204 at Broken Hill



Menindee Lakes from the speeding train



Water pouring into the Lakes from the canal off the Darling River

The following photos were submitted by John Mackie Snr



Crossing an SP at Matakana on the return from Broken Hill



3237 at Orange during the Frost Festival with an interloper sneaking past



Our railmotors idling away waiting for a slightly more modern railmotor to get out of the road at Cootamundra

Rob Lougher
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