



THE SMUTTER

ISSUE #7 - JULY 2016

OUR 5TH
ANNIVERSARY

**WITHIN YOUR LATEST
SMUTTER!**

RIP: James Loosemore

Leigh Creek Coal Train

When The Railway Came To
Temora

Return of F1

Rural Preservation Updates

Hunter Cooties

Hobby Shop

THE OFFICIAL ORGAN OF THE 'STRANGE MODELERS OF UNIVERSAL TRAINS'.

FROM THE EDITOR'S DESK

Hello,

Welcome to another packed issue of The SMUTTER.

The last few months have seen us busier than a room full of PR people trying to come up with an embarrassing nickname for the recently returned F1.

'The Red Lady'? I mean, really???

Our usual social and publishing activities saw many a late night slaving away over a computer instead of going out to nightclubs as most of us youngun's would more normally be doing.

June however saw us mourning the loss of one of our SMUT family who meant so much to so many. We have a tribute to James Loosemore in this issue.

I have been busy answering peoples enquiries on our new hi-tech 24/7 SMUT email address, most of these revolving around the upcoming SMUT fundraising BBQ at the 'Lithgow State Mine Railway'. Yes we are still taking bookings.

Remember, places are limited for this event and we only have 2567 more spots available. So don't delay.

Till next issue,

Aireen

Please cease emailing me marriage proposals.



SMUT has a number of different Facebook groups for those with an interest in future events, or railways in general.

Feel free to join today - we would love to have you there.

Australasian Historical Railway Infrastructure Group (SMUT)

* A look at railway infrastructure in the Australasia Region.

SMUT Modellers - Public Edition

* Learn of upcoming group activities, publications and chat.

Industrial Rail Obsessives (SMUT Modellers)

* Group for people interested in industrial railways.

Australian Railway Ezines

* Receive all our free e-publications, like this magazine.

S*M*U*T WEBSITE

[TOURS / FLEETLIST / PHOTOS / INFORMATION / MODELS](#)

<http://smutgroup.wordpress.com/>

COVER SHOT:

NT76 heading the Pichi Richi Explorer eastbound through Woolshed Flat..
19-4-2016

Photo: Daven Walters



The 'Strange Modelers of Universal Trains' is an unofficial non-club, operated by non-members for non-members.

We partake in many non-activities, like social gatherings, research, modelling nights, railway trips with a special emphasis on helping hobby shops and regional railway museums, publishing and sitting around for hours on end whinging about the hobby.

BDIC: Brad

Squirrels: Brad, Michael, Nate and David's Hendo and Holton.

Tours: Greg, Brad and the SMUT Tour Committee.

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LIFE MEMBERS: James Loosemore
HONOURARY MEMBERS: Liezl and Mackenzie Loosemore.
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**S*M*U*T
 SUPPORTS RURAL
 RAIL
 PRESERVATION**

We regularly run bus tours to different railway museums, we also believe in promoting (for free) your projects and perhaps even helping with same. Please contact us with your latest news and events.

**S*M*U*T
 Because
 Mates
 And
 The
 Hobby
 Matter!**

**RIP : JAMES LOOSEMORE
 1979-2016**

In the five years since starting the 'Strange Modelers of Universal Trains' I have had the sad duty of saying my final farewell to two close friends.

Neither was easy and, despite it being around four years ago, I still regularly think of Bill Sullivan. So it will also be with James.

Compared to many of his friends, I sadly only got to know James for a short time, but never once would he make you feel that friendship was any less important.

I still remember the day he first told me about his cancer. He wished it kept quiet at the time, preferring to keep it amongst a small group of friends and family.

We spent much, much time talking on Messenger about it, and other topics, sometimes at such length that it nearly filled an entire day of work for me.

Despite this battle for his life, he never stopped being there for his friends. I remember one day he was asking for the dimension of my new room, then a week later sending me ideas he had designed on his computer.

It is also no exaggeration to say that his support last year lead to our group still existing today. At my lowest point, while the group was being threatened, he was there to push me back up. Something I will never forget.

James never really let on how bad things were, so it did still come as bit of a shock when his passing came so very quick.

He will be dearly missed.

However, he will never be forgotten.

After two weeks of considering various ideas, we are awarding James the first ever life membership to our group.

Furthermore, the group has agreed to also make his wife Liezl and lovely daughter Mackenzie honorary members. The SMUT family stands ready to help them should she ever need us to.

It's the least we can do for our mate. See you again one day James.

Brad Peadon



IN MEMORY OF JAMES WILLIAM LOOSEMORE

The following eulogy was given by Michael McGinty at James' funeral on June 21st. We thank Michael for permitting us to publish it here.

My name is Michael McGinty. I am a family friend of James' sister Michelle and her Mother Ruth and Step Father Mal. I am also a friend and work colleague of James Loosemore. Michelle has asked me to read her eulogy on her behalf and, with her permission, I have added a few words of my own, about my friendship with James, living with him and working with him.

Jamie Sebbens was born at 4:04am on the morning of Tuesday 17th April 1979 at Blacktown Hospital to his loving parents Ruth Sebbens and Jeff Loosemore. James was the third born for Ruth and Jeff, joining 5 year old Shane and 1.5 year old Darren. They were to be joined in the following years by sisters Michelle and Yvette.

When James was just a baby his Mum commenced a new relationship with Michael Tindale. His name was legally changed to Jamie Tindale soon after. Michael worked in the rail industry and would occasionally take James to work with him at Sydney Freight Centre in Chullora where he saw locomotives shunting, freight trains being loaded and unloaded with containers using a large gantry crane and watching trains arriving and departing. This was to be the beginning of a lifelong interest in trains and, seeing these big machines in action, he quickly decided that he wanted to be a train driver when he grew up. He especially wanted to work on the Interurban trains.

In his younger years, he attended cubs in Peakhurst where he experienced many enjoyable things including camping, hiking, making new friends, learning skills such as how to interact with others, play fairly, solve problems and respect others.

James was a teenager who loved being with his mates doing anything outdoors, such as climbing trees, jumping off small buildings, skateboarding and skateboarding on the roof of the toilet block at Peakhurst High School. He was often asked by one of his teachers not to skate on the roof and to get down off the roof and almost as soon as the teacher was gone, he was back up there again doing his tricks with his skateboard.

He and his mates loved to stir up his Geography teacher, Mr Sheridan who drove a small car. They would take advantage of a free period to discreetly pick up his car whilst he was teaching and relocate it to a very tight space between two other cars so that it was almost impossible for Mr Sheridan to drive his car away. In senior high school he would travel around in a car with his mates playing mirror baseball and blowing up letterboxes and doing wheelies in car parks and on recreational grounds.

Michelle remembers a time when he was on the phone to a friend and had asked her for a spoon to eat his Weet Bix - she obliged and threw it at him, and it split his head open and got stuck! She was never allowed to live that down. On another occasion James was drunk as a skunk and asked her to go and purchase him a newspaper from a nearby service station, handed him a \$100 note and told her to keep the change.

The next morning, he looked in his wallet and remarked that he should have more money in his wallet to which Michelle responded, yes, until you asked me to go and buy you the paper and keep the change, which I did. Jamie told her he was never sending her to get him a paper again while he is drunk. He loved going to Thirlmere Rail Museum, Zig Zag Railway to look at the old trains, driving Mum, Mal and Michelle crazy. He was always excited to ride the old red rattlers as a boy, no doubt dreaming of one day being the man up the front and was also fascinated with the steam engine, 3801.

James was well educated and attended Primary School at Berala, Riverwood and Peakhurst South Public Schools before completing Year 12 at Peakhurst High School in 1996. After finishing school, James worked as a furniture polisher for twelve months and a car detailer for 18 months. It was as a car detailer the dream of one day working with trains was fuelled by sitting at the back of his workplace having his lunch and watching trains go past.

In July 1999, he was excited by the news that he was successful in his application to become a Trainee Station Assistant. After month of training, he commenced working at Redfern station where he gained valuable rail experience and made many new friends. James stayed in this position until early 2000 when the opportunity arose to apply to become a Trainee Train Guard and he jumped at the chance to submit his application. His application was successful and this was a very important stepping stone to achieving his dream to one day become a train driver.

I first met James on 6th March 2000, the first day of our Guards Training class at the Training College. We became friends within the first few days of training and we were fortunate to have a class full of great students with a good sense of humour, we bounced off each other really well, we helped each other and most of us stayed in contact after our training was complete.

James and I developed a pretty good friendship that led to us co-renting together in Ashfield and Jamisontown for around 2.5 years and in this time I learnt a lot about him. He was close to his family, he loved them so much - they meant everything to him. He was close to his friends but had so many of them that it was often hard to get to see him for very long - he was always keen to get around and spend time with as many people as possible in his wide circle of friends and he disliked disloyalty or disunity.

He was a good person to live with, he did his fair share of upkeep of the places we lived, had a lot of laughs, a few tears, and we did a few road trips together too. James was keen to make a model rail layout and base it on the West. He would often say that he was born in the west, he wanted to live in the west, wanted to model the west and would die in the west.

We did a number of road trips to Medlow Bath, Tarana, and Oberon, looking at old sidings and taking photos which he would later use to come up with drawings for the model layout that he wanted to make. He would often speak to the late Ron Richards, a former stores clerk at work who many years ago drive trains on the Oberon branch line. He later became a member of Strange Modellers of Universal Trains and Sydney Model Railway Society at Arncliffe.

His other interests included learning to play a guitar, he had a few lessons but later tried his hand at self teaching, he would write lyrics, had wide tastes in music ranging from the 70's and 80's through to current day music, and he could often fire out lyrics to a song that was relevant to a conversation we were having, or that would make a funny spin to what we were discussing and he could do this within seconds. He was very quick in that regards. He enjoyed the humour and tunes produced by Kevin Bloody Wilson, Rodney Rude and he purchased the entire release of Billy Birmingham's 12th Man Wide World of Sports send up albums.

Whilst James gained valuable operational experience as a Train Guard, he had another goal that he was keen to achieve. For many years, James was keen to get in contact with his Dad and his brothers in the hope that he would get to know them as an adult and that they would accept him into their families. He had the good fortune to meet a Guard from Penrith depot that used to work with his Dad and was able to assist him in some way. Eventually he met with his oldest brother Shane, followed by Darren and then his Father. James was beside himself when they accepted and welcomed him into their family and soon learnt that he had more nieces and a nephew with more to come.

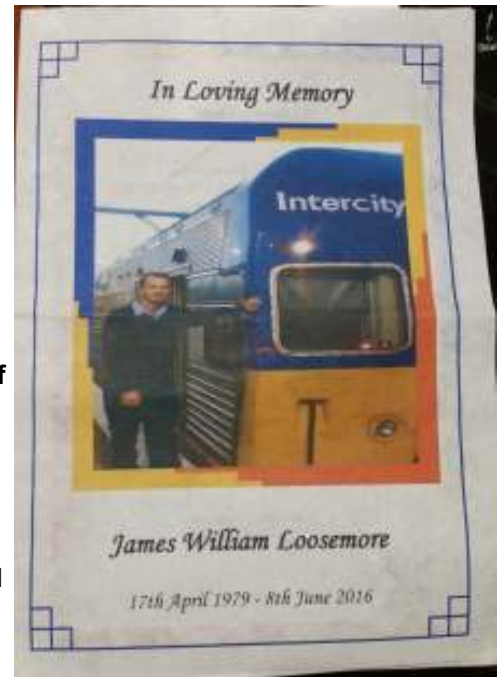
In 2003, James moved out of the place we shared in Jamisontown and I later moved out of Sydney altogether. We drifted apart but never did our friendship end. In 2004, James achieved his dream when he became a trainee Train Driver on the suburban trains and took up full time duties as a qualified driver in late 2004 or early 2005. He was elated. He loved his job and he did it well.

James went on to achieve his ultimate work goal of becoming an Interurban Train Driver in 2009, meaning he became qualified to drive longer distance trains to Kiama, Newcastle and Lithgow. He was always based at Central throughout his Train Crewing career. I had the fortune to work with James a number of times on trains between Sydney and Newcastle. He was an excellent, very professional driver and each journey with him was unique.

We would have lengthy conversations via the Intercom while he was driving between stations, would occasionally play random music over the intercom to me without any warning (Meatloaf's Bat Of Hell while we were cruising through Woy Woy Tunnel on an express train one day comes to mind and he'd also randomly break out in sound effects when you least expect it on early morning services such as his impersonation of the sound you hear at pedestrian lights at an intersection.

In around October 2005, James made a decision to legally change his name with a desire to adopt his Dad's surname, the middle name of Michael Tindale who was a father figure for James for many years, and he also changed his first name - from this time onwards Jamie Tindale became James William Loosemore.

James life was getting better and better as each year went by with new additions to his extended family, working in his dream career and in 2009, James met a beautiful girl named Liezl who later become his fiancé and then his wife in November 2012.



The birth of baby Mackenzie on 11th November 2015 gave him and Liezl great strength and many things to look forward to as Mackenzie and their family grows. He loves them so much.

After the initial shock of hearing of the return of his illness, James maintained a very strong fighting spirit and a positive mind and this stayed with him right to the very end. When we saw James at the hospital and at home, he expressed sincere gratitude for everyone's thoughts, prayers, visits and for looking out for Liezl and Mackenzie. He really was comforted by everyone's generosity.

There are many people who Ruth, Michelle and their extended family would like to thank for helping James, Liezl and Mackenzie throughout his illness:

Father Brendan for the Celebration of James life and for giving James and Liezl spiritual guidance.

Dr Flynn – Lung specialist, Nepean Cancer Clinic

Dr Comsa – Chest Specialist, Nepean Cancer Clinic

Dr Crombie – Oncologist, Nepean Cancer Clinic

All of the nurses and support staff at Nepean Hospital who helped James as best they could, to make him and his family as comfortable as possible with great compassion.

Liezl and Mackenzie Loosemore

Liezl's Mother Echie for coming from the Phillipines to be with Liezl and Mackenzie.

Ruth Sebbens

Jeff Loosemore

Roger, Michael and Malcolm

Shane Loosemore and family

Darren Loosemore and family

Michelle Kearney and family

Yvette Loosemore and family

White Lady Funeral's for assisting with today's arrangements for James.

The family would like to thank the many people who have come forward to fundraise for James, Liezl and Mackenzie, have donated material items, visited and comforted them at home and in hospital, prayed for James, and wished him well via online messages.

Thank you to everyone who has come along today to be with James for his Celebration of Life.

I'd like to finish by saying to James thank you for your friendship, for showing us how to be strong and positive in the face of adversity, and for just being you.

We have tears not of sadness, but of happiness for having you in our lives.

James fought right to the very end and in that room in the early hours of Wednesday 8th June 2016, all differences were set aside and he was surrounded by his wife, daughter, his brothers and sisters and, as he slipped away at 4:21am, peaceful, and relaxed he had his Mum and Dad on both sides of the bed, united in holding his hands.

Rest well James, see you one day soon.

Some additional notes I forgot to write into the eulogy, that I only thought of when driving to Pine Grove Memorial Park, and subsequently forgot to include as I read the eulogy out:

James, even though age and distance mean that she cannot be here for you today, I want you to know that Nanna Tindale is thinking of you and praying for you right now, and each and every day.

The family would also like to thank James Shift Manager and higher management for their assistance in accommodating his needs throughout his illness and for the compassion shown towards him and his little family especially to ensure that Liezl's Mother could be here to support her during this most difficult time.

Michael McGinty

S*M*U*T members held a fundraiser during June and were able to raise a \$350 donation for the Nepean Cancer Clinic.

Please consider making a donation to them and help them with the great work they do.

Thanks to Nathan Cox for coordinating this on behalf of the group.



The End Of The Leigh Creek Coal Train.



Daven Walters

SMUTTER Daven Walters pays tribute to the Leigh Creek coal train. All Photos: Daven Walters.

Wednesday April 20th 2016, saw the final Leigh Creek Coal train run by Pacific National on behalf of Alinta Energy.

Coal was first railed from the Leigh Creek coal fields to the Thomas Playford Power Station in the mid 1950's after the rebuilding of the line to Leigh Creek from 3ft 6in to 4ft 8 1/2in in 1956. The line was diverted from running via the Pichi Richi Pass and Quorn to the western side of the Flinders Ranges.

Dieselisation fully took over after the arrival of the 3rd series GM Class units (GM37 – GM47) as these units were built with dynamic brakes specifically to operate the heavier loads required.

My first pictures of the Leigh Creek coal train were taken during my first railfan trip to area in August of 1994.

After the sale of the South Australian rail business of Australian National to Genesee & Wyoming Inc in 1997, the coal train would go through a number of motive power changes. Gone were the set combinations of the AN era and in came a sea of constant changing with loco types.

ALF's, CLF's, CLP's, GM's and even the occasional 600 class unit would now operate the coal trains.

During 1998, the Australia Southern Railroad lost the haulage contract of the Leigh Creek coal train to Freight Corp from New South Wales.



DL50 DL38 GM45 haul 7129 Loaded Leigh Creek Coal on approach to Stirling North on Saturday 14th August 1993.



GM46 GM40 GM38 GM45 power 1129 Empty Leigh Creek Coal away from the Northern Power Station in Stirling North on 17 April 1998.

V544 8202 8229 7FP1 Northern Power Station Port Augusta 14 06 2008



8229 XRB560 7FP1 Stirling North Yard 10 09 2011



Over the last few months of ASR operation, the company rostered quad GM class units to haul the train.

Freight Corp initially ran the coal train with three 81 class units (plus one spare) operating 165/100t hoppers for a weight of 16,500t.

The train was also measured at approximately 2.9km in length. After a period of time, the four 81 class units were replaced by the more modern 82 class units.

The 82 class units would become the mainstay of the Flinders Power coal trains until 2008 when the coal loco's would take another change in direction.

The Leigh Creek coal 82 class units would be added to with the arrival of former Freight Australia loco V544 and the former Freight Australia cab less XRB class.

After the announcement of the closure of the Leigh Creek coal mine in November 2015 by Alinta Energy, the next phase was the eventual closure of the Northern Power Station in Port Augusta.

This was announced to occur during the 2nd quarter of 2016 after the final shipments of coal from Leigh Creek had been shipped by rail.

The final trains have been running to a four day a week schedule with trains running on Monday, Tuesday, Thursday and Friday. Going by this table, the final train should operate on Tuesday April 19th ending over 50 years of operation.

A sign:
In a Veterinarian's waiting room:
"Be back in 5 minutes. Sit. Stay"

WHEN THE RAILWAY CAME TO TEMORA.



Article by:
Max Oliver

In the mid 1880s Temora had a district population of around two thousand people. The production of gold was slowing and a gradual transition to rural activities was gaining some momentum. Together with eight thousand acres (3240 ha) under cultivation, and the district carrying about thirty-five thousand sheep, producing skins and hides along with nine thousand bales of wool. There was an increasing need for a quick and reliable means of transportation to get their livestock, wool and grains to the markets. Roads of that time were basically little better than tracks. Transport services like Cobb & Co together with heavy wagons drawn by either horse or bullock, were slow and unreliable particularly after heavy rainfall. The need for a railway service to Temora was becoming more and more apparent.



Loading grain at the Temora Railway yards in the very early days.

The view is over the landing stage with Camp St in the back ground. The original goods shed to the left and Station building to right, both out of picture.

In April 1886 a petition was presented to the then Minister for Public Works Hon W. J. Lyne. The petition pointed out that from either Wallendbeen, Cootamundra or Junee was a little over thirty miles. (48 kms) A railway branch line to Temora could easily be constructed starting at either of these three points along the main line south.

The petition also suggested that after passing through Temora and Barmedman, the line could continue on to the Lachlan country. It appears at this early stage there was little opposition to the concept of starting the branch line from Cootamundra.

Rivalries were fierce between railway towns in the 1880s, particularly when a major railway junction was there for the taking. The potential economic benefits to a growing railway town were a prize worth fighting for.

The Minister for Public Works together with members of parliament had asked that any rivalries for the proposed route be settled before having a trial survey carried out.



Temora railway yards 1906.
View is over landing stage towards Victoria Street.

The original goods shed can be just seen right of picture with still existing grain shed in the rear.

A railway conference was convened at the Albion Hotel Cootamundra 8 August 1887. The subject was a starting point for the proposed railway to Temora. Temora and Barmedman along with Wallendbeen Cootamundra Junee had two delegates each.

The preliminary arrangements were decided upon. Mr F. Hickey of Temora to be the chairman, to have an original and casting vote. Mr F. Pinkstone of Cootamundra the secretary, opening speeches were to be fifteen minutes, with ten minutes for each reply. Majority of hands to rule, and minority to gracefully give way and assist thereafter in advocating the extension. All were unanimously carried.

After all debates were heard Wallendbeen had given way to Cootamundra. Mr A. L. Deutscher of Temora moved a resolution and seconded by Wallendbeen delegate Mr J. Gibb, that this conference decide in favour of a starting point at Cootamundra. However the Junee delegates Alderman M. H. Davies and H. Penny moved an amendment in favour of Junee as the starting point. Two votes were given for the amendment, eight were recorded against.

The chairman declared the amendment lost and the motion was carried unanimously, with the Junee delegates giving way to the majority.

Champagne was brought in and the event was celebrated with bumper toasts and speeches where all agreed to work together for the railway. On 16 September 1887 a deputation met with the Public Works Minister Mr. John Sutherland advocating the construction of a railway line from Cootamundra to Temora, a distance of thirty-five miles (56 kms).

They described the route and how cheaply a line could be constructed. Also stating that once the line had been built, it could eventually be extended to the far west. Before the Minister committed to having a trial survey carried out, he promised to visit the localities along the proposed route.

The following November notwithstanding the resolution from the earlier railway conference held at Cootamundra. Junee Council had written to the Minister for Public Works advocating their proposed route to Temora.

Commencing from the line at Old Junee, via Junee Reefs and Sebastopol a distance of only thirty-two miles. (51.5 kms)

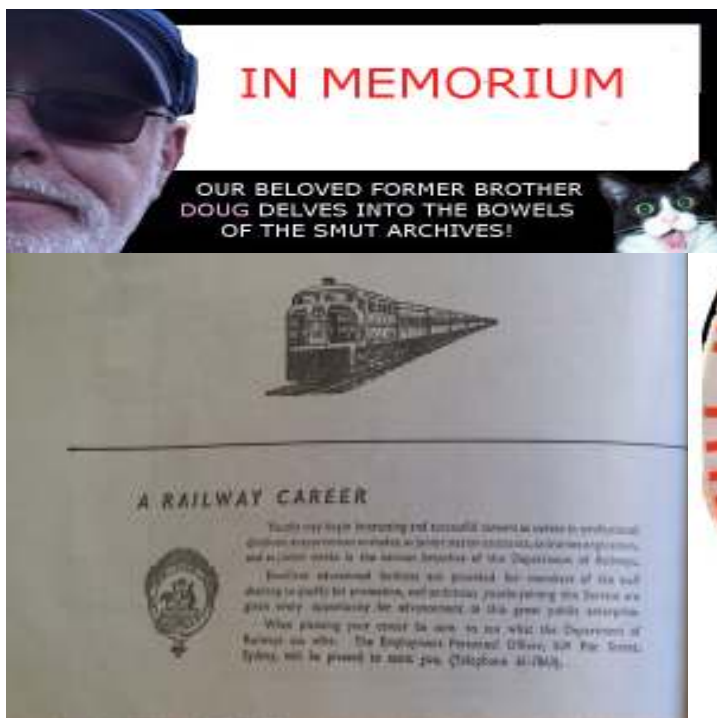
In March 1888 the Minister for public works was in Junee for other business, when he was urged by the Mayor T. C. Humphrys to adopt their proposal claiming this distance was in fact only twenty-six miles.(41kms) This distance was however from Old Junee and not the total distance of the route.

There were still the other six or seven miles back into Junee. Mayor Humphrys had also asked at this time to have a survey to be carried out, but the Minister did not give a definite answer. Meanwhile district Superintendent of railway service Mr G. J. Roberts, left Cootamundra for a trip over the proposed line to Temora and then onto Barmedman and the lower Lachlan.

The purpose of the trip was to gather information in advance of the Railway Commissioners, whom were to investigate matters for themselves in the following weeks. In the words of Mr G. J. Roberts the statistics for Temora of that time show as follows: Population of the town and district (16 miles radius). Two thousand three hundred people in round numbers, and being continually added to by land selection. One hundred and seventy three thousand, five hundred and ninety three sheep. Three thousand two hundred and forty-one large stock. Nine thousand four hundred and fifteen acres under cultivation (3810 ha). Wool, wheat and gold at present may be said to form the staple wealth of the district.

Total area thus subdivided around Temora is Twenty-three thousand acres (9307 ha). Together with reserved lands and lease holds along the line (provided the leases are not renewed) will provide room for thousands of new settlers.

TO BE CONTINUED



The young man from the Northern Territory came running into the store and said to his mate, "Johnno, somebody just stole your ute from the parking lot!"
 Johnno replied, "Did ya see who it was?"
 The young man answered, "I couldn't tell, but I got the license number."



STRANGE MODELERS OF UNIVERSAL TRAINS
Australian Railway Ezines
 Our group publishes ezines and historical railway information.
 These are free and aimed at both those interested in railways and the modelling of them.
 Find us on Facebook and receive each e-publication for free.

RURAL PRESERVATION UPDATE

RURAL PRESERVATION
NSW & INDUSTRIAL

BRAD

BDIC, FOB



LITHGOW STATE MINE RAILWAY

The museum has purchased seven ex-NSWGR passenger cars for use along the State Mine branch in Lithgow.

Not only is there the urgent need for help with funding their restoration, there is the even more urgent need to get them transferred from their current location at Rothbury.

Below is a listing of rollingstock to be saved by the museum:

PHS 2298: 1950s built RUB power van, for use as a crew car and rolling workshop on long distance trips

EVD 1513: A 12w carriage rebuilt for the 1970 Captain Cook exhibition train as a mobile museum display car

FZ 507: A former KAM sleeping car rebuilt into a mobile classroom during the 1970s. This car would undergo a transformation into a multi-feature car

MFE 1855: A 1929 built second class sitting car

MFE 1858: Identical to MFE 1855

MAL 810: A 1954 converted 12w sleeping car

MCA 126: A 12w sitting car fitted with a generator and operated as part of the Orange Day Train

The museum has launched a campaign to raise funds to help with the project.

If you are able to help, even just a little, the details are below.

DIRECT DEPOSIT:

Account name: Eskbank Locomotive Depot & Museum Ltd

Bank: NAB

BSB: 082-678

Account Number: 838275024

Reference: Your name (Email us to advise of donation)

BRANCHLINE & RURAL PRESERVATION

HELP US TO HELP THEM

BRANCHLINE & RURAL PRESERVATION
NEWS NEEDED

EMAIL US

smut.modelers.group@gmail.com

MAIL:

Cheque to:

Eskbank Locomotive Depot & Museum

PO Box 350

Lithgow, NSW, 2790

ONLINE:

<http://eskbanklocomotivedepotmuseum.com.au/howtohelp.htm>

S*M*U*T at State Mine

S*M*U*T will be holding a fundraising BBQ up at the museum in early September. Email us if you would like more details.

COOMA MONARO RAILWAY

Late last year, the Cooma–Monaro Shire Council released a document outlining plans for the region over the next 20 years.

There is much rail content, showing a strong interest, by council, in the returning of rail to the area.

<https://www.cooma.nsw.gov.au/documentcenter/view/1565>

The museum has been forced to install cameras around the museum area following a rise in illegal and anti-social activity.

They advise visitors to stick to the pathways provided when visiting the site and viewing the various historical information boards.



A CPH patiently awaits a return to the rails.
Cooma Monaro Railway - Matt Bourke

DEB SET RESTORATION GROUP



HERITAGE TRAIN RIDES

RETURN OF THE "RIVERINA EXPRESS" TO ALBURY – SATURDAY 30th & SUNDAY 31st JULY



ALBURY SHUTTLES

Take the opportunity to have a ride on the beautifully restored 1920's CPH Railmotors operated by the Lachlan Valley Railway around the Albury area with friends and family.



Tickets will be sold on the platform if seats are not sold online, but it is recommended to book online early to avoid disappointment!

(Picture Credit – Bradley Coulter)



Albury Shuttles to Gerogery Loop and Return

Saturday 30/07/2016

Albury depart 9.30am return 10.43am

Sunday 31/07/2016

Albury depart 9.30am return 10.43am

Fares Adult \$25 | Child \$15 (Plus 30 cents per person if booking online)

Bookings can be made at:

www.lvr.com.au

Funds raised on this tour will go to the restoration of a heritage NSWGR 900 Class "DEB Set" that once ran the famous *Riverina Express*. Once restored the DEB Set will be based out of Albury for local tours, events and hire. No DEB Sets are currently in heritage service and we want to make Albury home to the first.

The Project can be found at:

<https://www.facebook.com/groups/debsetrestoration/>

Donations to the Project can be made at:

<https://gogetfunding.com/rebuilding-a-nswgr-900800700-class-deb-railcar-set/>

As part of their continuing efforts to raise funds to restore a four car DEB set, the group is operating a variety of shuttles between Albury-Gerogery and Culcairn-Henty in historic CPH railmotors.

There will also be lunch and dinner trains from Albury to Culcairn.

The event will happen over the weekend of July 30th and 31st, with details of all trips, along with bookings, available on the Lachlan Valley Railway website.

<http://www.lvr.com.au>



This lovely HO scale model (above) is currently being raffled.

It was built and detailed by the legend that is Ian McIntyre (Wagga Wagga SMUT Chapter).

https://gogetfunding.com/campaign_funds/?pre=3824515&rid=28502

FRIENDS OF BOMBALA RAILWAY



This museum has managed to obtain this acid wagon for display at the museum.

The donation will give them another interesting item of rollingstock to put on display at Bombala.

'Australian Train Movers' class it as a rare wagon. Indeed, the only other acid tanker known to be preserved is at Dorrigo.

Two toothpicks are waiting at the traffic light when a hedgehog comes by. They look at him silently and then one toothpick says to the other, "Look, here comes the bus".

GOULBURN - CROOKWELL HERITAGE RAILWAY

Albert Melchert (GCHS Vice-President) has kindly supplied us with a list of notable events to take place at the museum over the last 12 months.

Some of these are as follows:

- * The new station museum has been set up.
- * A new members room has been established in the Goods Shed.
- * A former South Maitland Railways gangers trolley donated to the museum by Roger Perrson's.
- * The donation of tonnes of firewood by Brian Castle. This being raffled off to gain funds for the museum.
- * Organising, with the Crookwell Visitors Centre, to have bus tours visit the museum.

The museum had a visit from The Heritage Motor Inn, Gouburn.

They organise a local tour of the area and have included the museum as a destination. They also donated vouchers for the museum to raffle or use as give aways.

The platform road restoration is nearing completion. The track work has been completed and dogspiked, all that now remains is the ballasting.

Groups website:
<http://www.gchr.4t.com/>

Station is located at the north end of Colyer Street in Crookwell.

BUDERIM-PALMWOODS HERITAGE TRAMWAY

The museum recently received a 'Resourcing the Region Grant' of \$5,000 from Sunshine Coast Council towards the cost of preparing a Tramway Teacher Resource Pack. These are to be made available for use in local schools.

AUSTRALIAN SUGAR CANE RAILWAY

GERMANY is currently undergoing a refurbishment, while VALDORA recently had her annual inspection.



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RURAL PRESERVATION

PLACES THAT AIN'T NSW OR INDUSTRIAL.

ARNOLD
WOB, RMR, JP

PICHI RICHI RAILWAY

The two scheduled trips for the recently returned Coffee Pot were booked out within days of being launched.

This amazing popularity has lead the museum to schedule a third trip on July 17th.

www.pichirichirailway.org.au

DAYLESFORD SPA COUNTRY RAILWAYS

Work continues on 32RM. Recent work seeing the overhauled engine fitted, gearbox being wired and plumbed in and the front hatches fitted.

The station building is undergoing a massive amount of work to restore the interior back to it's 1880's layout.



Photo: Courtesy of DSCR

PRESERVATION NEWS ARTICLES NEEDED

EMAIL US
smut.modelers.group@gmail.com



Kumusta,
Welcome to our
all new 'Hobby News'
section.

The new section is just
like the old one, except
with the pretty photo of
your new section editor.

Retailers/wholesalers of
model trains, books,
DVDs and other hobby
related items, are invited
to email me via the
groups address and I
shall insert it in the next
issue.

FOR FREE!

Chow
Maja ♥♥♥

SOUTHERN RAIL MODELS

Company has announced that all ARG L class
models have run out and suggest asking retailers if
you were still wanting one.

AUSCISION

Recent new arrivals are the Victorian E type
passenger cars and CP guards van.

ALCO WORLD

Recent DVD deliveries have included 'North Of
Adelaide' Part 2 and 3. These were taken by Doug
Brooks during the 80s and 90s.

Also now available is 'The 4168 Files', 60 minutes
of this Short North photographers dream train.

QUEENSLAND SCALE MODELS

QSM, in association with San Mateo Line, have
started releasing working scale models of Queensland
coloured light signals.

www.queenslandscalemodels.com.au



QUEENSLAND NARROW GAUGE MODELS

QNSM have announced the development of a
HOn 2.5 Scale EM Baldwin DH26B MkII bogie
cane locomotive kit.

While their range of cane bins have been sold
out, it is planned to do another run of these in
the future.

WUISKE MODELS

I guess it was just a matter of time before a RTR
1720 class was announced, and that is just what
Wuiske Models has done.

The Bi-Centennial livery is planned, along with the
more traditional liveries.



Dr COOTIES

E.M.D. N.F.I. R.S.P.C.A.

EXAMINING ALL YOUR MOST PERSONAL RAILFAN QUESTIONS!



The newest section of The SMUTTER, Dr
Cooties, aims to answer all your most probing of
railway questions.

Put forward your locomotive, rollingstock and
infrastructure questions and the good doctor will
share his years of knowledge in order to help you
with your problem.

No question is too hard. But if it is, it will likely go
ignored.

Dear Doctor Cooties,
How many grand fathers talk about 'back in my
day I drove the 3 8 0 1'?

P. Bird Singleton

Answer:

This was last counted back in 2012 during a
Christmas function aboard the Cockatoo Run.

After some hours tallying the numbers, we
found that the answer was 6182.

This number would have dropped over
subsequent years.

Dear Dr Cooties'

How many wharf termini exist in NSW? Do any
end at a wharf apart from the obvious RVR
Newcastle, Darling Harbour and Port Kembla?

Confuddled Wagga Wagga

Answer:

6 localities. Ballina, Coffs Harbour, Newcastle,
Sydney, Port Kembla & Kywong.

Newcastle, Sydney & Port Kembla had multiple
different wharfs in different coastal suburbs as
well though.

Got A Problem

Email Dr Cooties

smut.modelers.group@gmail.com

CHAPTER UPDATES.

HEAD OFFICE CHAPTER

BRAD

Not a huge amount to report from SMUT HQ. No progress on the chapter layout 'Tinlow', and still no word on the destination of our next railway tour. Early September will see us headed off to the 'Lithgow State Mine Railway' for a SMUT BBQ fundraiser. All are looking greatly forward to this. Sadly, June saw us loose one of the SMUT family, with the passing of James Loosemore. This has certainly rocked our group. This is covered elsewhere in this issue.

SUTHERLAND SHIRE CHAPTER

ROY

Lots of work going on which has put SMUT and other social nights on indefinite hold. The layout is having essential trackwork done to make the modules easy to separate and rejoin, some old track replaced with new sections and a number of adjustments for better operation. Long overdue scenic work on the whole layout will ensure that, when the time comes, you won't be returning to "more of the same"! The old wall-mounted display cabinets, which dad put up over three decades ago have been removed and a replacement wall-mounted display cabinet is being sought. If you know of a good one, please contact me via the SMUT group. More to come next issue!

WAGGA WAGGA CHAPTER

MACCA / RODNEY

All four Southern members managed the annual Epping Trek on the Queen's Birthday weekend and were in attendance at the Saturday Night SMUT event where chef X provided an array of fine pizzas which we devoured with suitable salubrious liquid refreshment. Our newest SMUTter Josh was introduced to the finer side of some of our circle. All too soon we were heading home again but looking forward to the next weekend away.

SOUTH WEST SYDNEY CHAPTER

**NATHAN
THE CANDYMAN**

Howdee fellow SMUTTERS. Things on the layout have been rather slow for the past month due to work and minor health issues. I recently attended the 2016 Epping Model Railway Exhibition and caught up with a few of you. Was really impressed with the new Bethungra layout. Bought a few goodies as well. Austrains 4102 in green livery, yes green. Candy looks HORRID and not prototypical on this loco. Yes I know this is rich coming from the Candyman himself. Picked up a Lima 42217, as well, on the second hand stall. I have replaced the mech and it now runs far more smoothly. Also picked up a Trainorama 4205 in Austerity livery. Recently I purchased the nickel silver MFH2725 sides and painted it deep Indian Red with buff lining. So as usual I am always building stuff, but never enough time to actually play trains. Until the next issue. Take care of yourselves and happy modelling.

NORTH WEST SYDNEY CHAPTER

SIR GEOFF

No report this issue. Due to space constraints in this issue we have had to limit the chapter reports.

PHILIPPINE CHAPTER

PHIL CLARK

I was pondering the ASEAN model railroad activity on Facebook. Was it dictated by population or railroad mileage? Could be, as Indonesia scores high. But Malaysia with the smallest population has less than a tenth of the Indonesian forum members. Philippines has little hobby interest, maybe due to a shrunken PNR. But with 50 members, a high population and the lowest GDP per person it faces challenges. I wonder what S Korea would show. Remember Japan, then Korean, brass?

	Population	Male 15-24	Male 25-54	RR infrastructure	Below poverty	GDP USD	FB forum
Philip-pines	101M	10M	18.8M	<100 km at 1067 mm	25.2%	7500	50
Thailand	67M	5.1M	15.6M	4042 km at 1000 mm	12.6%	16100	318
Malaysia	30.5M	2.6M	6.3M	1782 km at 1000 mm	3.8%	26300	722
Indonesia	256M	22M	22M	8159km at 1067 mm	11.3%	11300	9601



Few are the people who do not know the legend of the Hunter that be Brad Coulter (whether the father or the son). The son version has offered to do a Hunter section for 'The Smutter' that will cover all sorts of Hunter region rail information and, along with Paul Bird's Hunter preservation section, will give a good look into this very busy area.

STEAMFEST 2016

A STEAMY WEEKEND OF HUNTER ACTION - PART 2

The following is a listing of train movements over the weekend of 9 & 10th of April 2016, along with the transfer trains occurring on the Thursday, Friday & the Monday, either side of the weekend.

This year was the 30th Anniversary of the Steamfest event.

As with every year, people travelled from all over to the Maitland and Hunter area to witness this big event and this year was no different, given the extra draw card of ARHS ACT's 6029 Garratt making its first appearance.

Here is the second half of my personal records of trains over the 4 days.
All photos taken by Brad Coulter.

Carrington

1540 – XRN026 Top/Tail XRN019 Ballast, 8152/8116 stabled, 8130/8146/48213/48203 down grain, 3209/3215/3221 grain stabled

1545 – 1101/8044/CM3306 – T447 arriving
Hexham

1604 – 3016/GL102 – 9S45

Telarah/Farley

1631 – 6029/GL106 – 6S31

1632 – 4490/5917 – 6L64

1638 – TT106/TT127/9205 – up coal

1642 – TT104/TT130/9306 – down coal

1645 – CPH7/CPH1 – up service

1652 – NR114/NR53/NR7 – 6MB4

1653 – 9014/9017/9016 – up coal

1654 – 8132 – 4835 empty ore

1700 – 3016/GL102 – 9S45

1701 – 8130/8146/48203/48213 – 4521 empty grain

1703 – CPH1/CPH7 – down service

1706 – CF4411/CF4404/CF4412 – up coal

1725 – 6012/6024 – 6MB7

1726 – XRN022/XRN021/XRN006 – up coal

1730 – 9023/9018/9010 – down coal

1733 – 5917/4490 – 6S65

1737 – XRN002/XRN013/XRN030 – down coal

1738 – 5001/502x – up coal



Sunday 10th April 2016

Tarro

0924 – XRN010/XRN005/XRN003 – down coal

0933 – 4490/5910 – up service

0940 – GL102/3016 – up service



0950 – GL106/6029 – up service
 0951 – XRN022/XRN021/XRN006 – down coal
 1009 – 4001/3642 – up service
 1050 – Great Race passed though
 6029/GL106 lead on the up coal road, followed by 5917/4490 on the down coal road, then 3016/GL102 on the down main, with 3642/4001 trailing on the up main.

Farley

1142 – XRN011/XRN016/XRN008 – up coal
 1145 – 6029/GL106 – down service

Oakhampton

1200 – 5917/4490 – heading to Dungog

Telarah

1215 – 4807 stabled

Farley

1236 – GL106/6029 – up service
 1243 – CF4411/CF4404/CF4412 – down coal
 1245 – TT117/TT05/TT123 – up coal
 1250 – XRN007/XRN029/XRN014 – down coal
 1259 – 5032/5009 – down coal
 1300 – 9013/9020/9024 – up coal
 1312 – 9014/9017/9016 – down coal
 1314 – TT02/9215/9304 – up coal
 1329 – 5003/5024 – up coal
 1331 – 6029/GL106 – down service



Maitland

1340 – 3642/4001 – down service

East Maitland

1345 – 3016/GL102 – down service

Thornton

1829 – 4807 – 4D90 L/E to Port Waratah
 1833 – 4001/4803/4490 – 6L40 RTM transfer back to Thirlmere

Monday 11th April 2016

Thornton

0731 – NR79/AN2/NR89/8224 – 1BS6
 0831 – XRN004/XRN015/XRN025 – up coal
 0849 – 3642/5917/4520 – RTM transfer back to Thirlmere
 Consist = 3642, 5917, SWT, 4520, HN, CN, RFN, OPV, PHA, LAN, NAM, NAM, RMS, VHO
 0900 – LDP004/LDP003 – 1BM7
 0908 – GL106/GL102/3016/6029 – ARHS transfer back to Canberra
 Consist = GL106, GL102, SWT, 3016, NTAf, 6029, NOGF, NAM, LAN, NAM, RMS, PHA, RFN, FS, FS, FS, SCN, FS, FS, FS, HN.
 0927 – TT117/TT05/TT123 – down coal
 0936 – 5001/5025 – up coal
 1003 – 5002/5040 – up coal
 1005 – NR42/NR106/AN6 – 1WB3

Car Sets

3016, SWT12, SCN1740, FS2091, FS2029, FS2126, RFN1739, GL102
 3642, PFZ2219, ABS2305, MFS2137, RFN2187, CN1747, HN2197, 4001
 5917, SWT5, GMS1, MCA2, TBC532, MBE62, FS2093, 4490
 6029, NTAf7079H, HN2198, FS2082, FS2140, FS2021, GL106

**Join Us Next Issue For More
 Hunter Cooties.**





The June Long Weekend saw 'Red Rattler' F1 make a glorious return to the rails, taking part in a train race, along with three days of shuttles to East Hills. As could be expected, SMUTters were out in force. TL: Zane experiencing that which was everyday life for some of us. (Even Rees), TR: Captain Dodgy, your pilot for an East Hills run (Scott Ingram). BL: MrX with spark guru Roy Howarth. (Unknown). BR: I challenge anyone to find evidence of Dodgy ever wearing a bigger smile. (Steven Burrows).

SMUT TOURS

Listing of tours which we generally have limited seats open for public use.

Tours/Events For 2016

Christmas Party at Robertson.
Lithgow State Mine Railway Fundraiser
Modelling social nights most weekends.



TOP:

8229 8252 8201 5FP2 loaded Leigh Creek Coal, Stirling North Yard 19-02-2015 Daven Walters

BOTTOM:

This stunning ghostly shot of the preserved Cooma station was taken by Matt Bourke of the Cooma Monaro Railway.

We regularly cover developments at this fascinating museum and thank Matt for allowing us to use his photos in this issue.

