



July 2010 Newsletter

PO Box 299, Oberon 2787
www.ozsite.com.au/oberonrailway
 Secretary: phone: 6336 1211
 email: comners@activ8.net.au

*August monthly meeting - Wednesday, 4th
 at 7.30pm at the Oberon RSL Club.
 July working bee: 10th - 17th incl.*

Welcome to the July newsletter. Keep watching the local papers for reports of OTHR events as we plan to continue featuring OTHR as much as possible in the local media. A major announcement this month is that the lease for Oberon Station is **approved !!**

Diesel Locos at Eveleigh

As you all know by now, OTHR is now the proud owner of two 73 class diesel locomotives – recently purchased from Patrick Corp. These two diesel locos (7307 and 7321) are in very good condition, requiring only a few minor repairs to put them in running order. They have been moved from Port Botany to the Eveleigh workshops of 3801 Ltd for inspection and maintenance. Currently they have had their batteries re-charged and some mechanical work done to prepare them for being towed by rail to Tarana station. Final exterior cleaning and topping up the tanks with diesel will probably occur in the next week prior to their journey to Tarana station by mainline rail. When they are ready to travel we must await a time slot in the rail traffic over the Blue Mountains to enable them to be towed by mainline freight diesels to Tarana siding. From there they will be trucked to Oberon station.

CPH Railmotors

Looking ahead to the day when CPH13 will be running on the Oberon Tarana line, here is a diagram of the railmotor details – courtesy of The Railmotor Society. Notable features of these “Tin Hares” were the roof mounted radiators and the large headlights, plus the cowcatchers. For more details see the website ...
www.railmotorsociety.org.au

July Working Bee: 12th to 19th

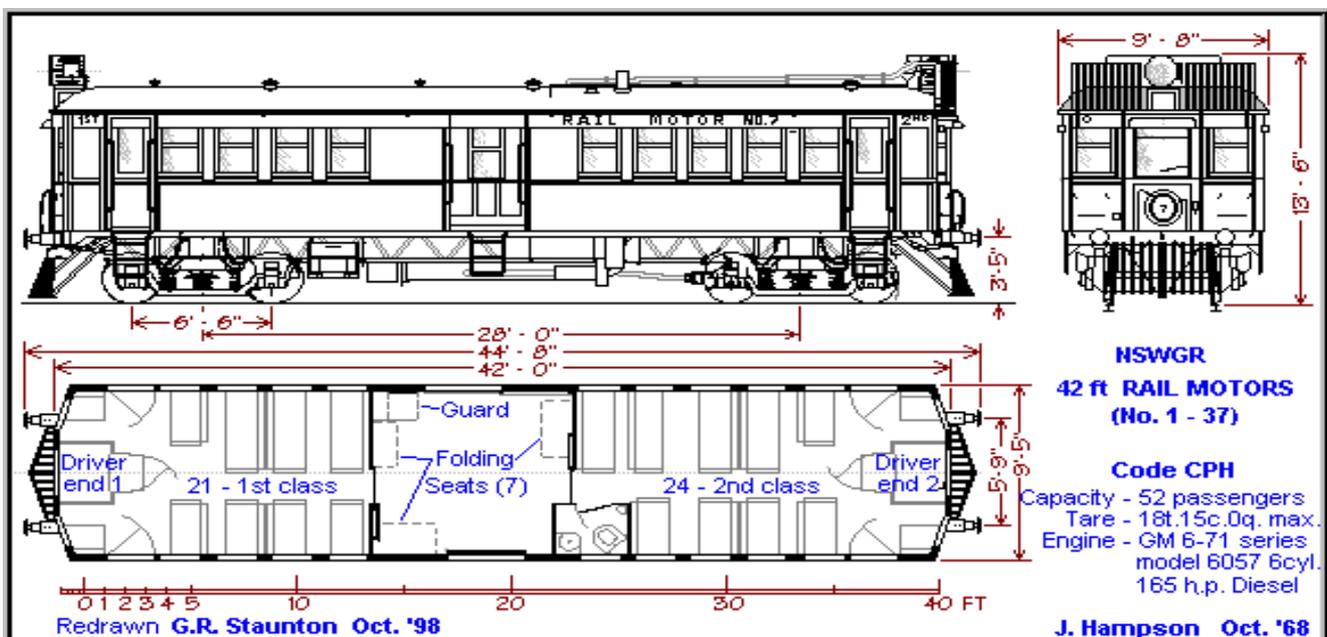
Working Bee Dates for 2010	
July:	10 th - 17 th
August:	7 th - 14 th
September:	18 th - 25 th
October:	16 th - 23 rd
November:	13 th - 20 th
December:	TBA

The June working bee concentrated on pinning and gauging sleepers near frame D, to the north of Albion St. Work in this area has now been completed and the July working bee we will be concentrating on replacing sleepers within the station yard. Also, preparations are being made to erect the two large sheds from Burruga in the north west corner of the site – to house the collection of historic rolling stock.

If you can help please contact Track Manager Peter Culley on 0427 042 448 as soon as possible. Free accommodation is still being generously donated by the Big Trout Motel and the Titania Motel. Please let Peter know as soon as possible if you require accommodation

Workbee Catering

Any OTHR member who can donate food items for the hungry fettlers of the working bee crew is asked to contact Lynette Ireland on 0428 490 809, prior to the working bee. Any donations will be greatly appreciated and will help OTHR conserve some precious funds.



Burraga Sheds

These two large sheds from the ex-mine site at Burraga have now been dismantled (see below) and are ready for re-erecting at Oberon station now the ARTC lease is finalised. Harry Cole is in charge of organising the levelling of the NW part of the station site in preparation for the piers and shed foundations.



Section Car

The old “coal shed” at the end of the siding at the south east corner of the station site has now been cleaned out and will very shortly be used to house the restored Wickham section car, known as “Ross’ Rocket”.

Station Access

Members and fettleers are again reminded that, other than special events such as Open Days, our regular access to the Oberon Station is now via a dirt track off Albion St. On-site parking is just west of the line near the northern boundary fence.

Carriage Repairs

The two historic carriages will shortly be receiving the attention of some expert carriage builders. These volunteers have the skills to enable some minor but very necessary repairs to be carried out to put these historic carriages in tip-top working order. Some seats will be repaired, period luggage racks installed and appropriate light fittings replaced. All this work will commence in August. In the meantime the carriage roofs have been covered to protect them from the winter weather.

OTHR’s website –

Our website manager, Rick Fletcher, has relinquished his position and a vote of thanks for all Rick’s hard work was moved at the recent monthly meeting. More about website changes will appear in the next issue.

NB: Please send suggestions and material to incorporate in the Newsletter to Col at... taranaob@activ8.net.au Please put *OTHR Newsletter* in the subject line – so your e-mail will not be deleted!

More Carriage History (part 2)

More details of our historic carriages and their history have been contributed by OTHR member *Russell Merriman* – thanks Russell. The second instalment appears below, and others will follow as space permits.

The First Australian made “American Cars”

In the late nineteenth century, there being no income tax at the time, most government revenue was from Customs Duties and as such the government of the day (the NSW Government) used such duties to encourage local production wherever possible. Hudson Bros of Auburn was contracted to build eight first class and eleven second class suburban carriages. These carriages entered service between 1879 & 1881. All were fitted with clerestory roofs and oil lighting. The last of these cars was condemned in 1941, although one remained as a works vehicle till 1980. During the 1880s additional clerestory roofed cars were received from several Sydney manufacturers.

The 1890 cars.

In the 1890s the Sydney Suburban traffic was expanding at an almost exponential rate and extra cars were urgently needed. These cars were similar to earlier cars except for:-

- Mansard roofs instead of clerestory roofs
- 5’9” bogies in lieu of either 6’0” or 6’6”
- Brake (Guards) ends now included in sets
- Sets were now to be close coupled.

Contract number 6/(18)96 was let to Ritche Bros of Auburn to construct and deliver two sets each of 6 cars being #s 21 & 24. Set 21 was delivered in May 1897 as a five car set shown from the buffers at Central as:-

- BB 790 Terminal car
- BB 811 *Both 1st class*
- FA 847
- FA 850
- FA 854 Terminal Car *Three 2nd class*

The first class cars were marshalled at the buffer end to allow the 1st class passengers a short walk at night and a quicker exit to the trams in the mornings.

The set’s history as recorded is:-

- May 1897 Set entered service in Sydney Coded “21”
- 1914 Set now coded BAB
- June 1930 FA 720 added between FA 850 & FA 854 to make 6 cars. Set now coded BEB
- March 1941. Having been fitted with 2 toilets per car, positioned in the middle, the cars were recoded - FA terminal car became HLF, FA car became LFA, BB car became LBB.

The set was then was made up as HLF LFA LBB LBB LBB HLF, ie three first and three seconds. The set was till coded BEB.

Nov 1946. LBB 850 was recoded to LFA, now the set had two first and four seconds, but the set was still coded BEB.

It was easy to convert BB 850 to LFA 850 because the first and second class American cars were identical in capacity and everything else. No wonder first class suburban patronage was declining. Set 21 remained unchanged from 1946, being used in both Sydney and Newcastle on suburban and short country trips until 1969.