



# July 2012 Newsletter

PO Box 299 Oberon 2787  
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Sponsors:



A huge amount of progress has been made on our rolling stock shed – some of it visible in the photo below – taken last Wednesday. Some of the work however, is not so visible – the roof fixing, bracing, general squaring up and truing up of the frames – all of which takes much time and effort. A generous vote of thanks is due to Harry Cole and Peter Culley for organising and carrying out this massive task of re-erection of the roofs and frames. Also a special thankyou to Shane and his crane and Matt McMahon for his welding skills.



Other projects have been quietly proceeding in the background. The money for the station roof repairs will shortly be available and a quote has been obtained. It has been decided that some of these funds should be directed towards a functioning toilet at the station.

The final OK enabling us to retrieve the points and rail from Coolah has been received. Peter Culley will be calling for volunteers to join this team shortly.

The manufacture of the check-rail for the Albion St level crossing should be completed this working bee. This work is being done by Moorhead Engineering.

Discussion has taken place re a publicity mural for OTHR, to be entitled "History on the Move". Your comments and input are welcome. This will be mounted in a prominent place within the station precinct.

Perhaps with all this talk of murals and the like we should also be thinking of how we want the OTHR locos to be painted in their final form. Perhaps we should hold a competition? One suggestion appears in the column to the right. How would you like to see these locos decorated – maybe by displaying the logo at the masthead of this Newsletter? – or just the letters as shown on the right – or no signage at all?

## July Working Bee:

The July working bee will again be concentrating on the rolling stock shed - this time on the cladding and drainage work around the base of the walls.

### Working Bee Dates for 2012

<b>July</b>	<b>7<sup>th</sup> – 14<sup>th</sup></b>
<b>August</b>	<b>4<sup>th</sup> – 11<sup>th</sup></b>
<b>Sept</b>	<b>1<sup>st</sup> – 8<sup>th</sup></b>
<b>Oct</b>	<b>13<sup>th</sup> – 20<sup>th</sup></b>

If you can attend this July working bee, please let Track Manager, Peter Culley, know as soon as possible – Peter's contact details are – 0427 042448.

## Fettler Accommodation

The Oberon Men's Shed team is now offering accommodation to our out-of-town fettlers. The only cost of this overnight accommodation will be to join the Men's Shed at an annual fee of \$10.

If you are one of our out-of-town volunteers requiring accommodation over the workbee days please contact Laurie Evans (Ph 6336 1254). He is the co-ordinator for fettler accommodation.

## Workbee Catering

OTHR members who can assist with catering for our fettlers should contact Lynette Ireland on 0428 490 809. Volunteers are required to assist with the morning teas and lunches for our hard-working fettlers. Also, any edible donations will be greatly appreciated.

### Next General Meeting:

**7:30pm 1<sup>st</sup> August**



## Railway History Items...

**Building the Zig Zag:** Extract from the Sydney Morning Herald, 1908.

“Work was progressing on a bypass to the Zig Zag Railway up the Blue Mountains. Gangs were working on both ends to produce a multi-line railway that ran through tunnels. A gang of 40 men were engaged on filling and cutting near the Newnes Junction. Another gang of 26 men was working near the mouth of the Clarence Tunnel. At the bottom of the mountain, a large number of men were clearing the sides of the mountain in preparation for building a tunnel. A substantial settlement had formed in the area as a result of the project”.

**Lecture:** The Bathurst & District Historical Society will present a lecture by noted railway historian Denis Chamberlain, entitled “The 1950 Tarana Wash Away”. The lecture will take place on Thursday, 19<sup>th</sup> July at the Bathurst History Museum near the Courthouse – time 7:30pm. There are some spectacular photos of this event (some of which are in the Tarana Pub) which resulted in a loco derailment and petrol tanker explosion. The loco fireman was killed.

**ARHS Magazine.** The latest (July) issue of this valuable publication has a detailed article on the history of the 19 Class steam locos. Originally called “A Class” locos, they were re-designated in 1924. Several, such as locos 1919 and 1927, worked on the Oberon Branch Line. The 13 page article by Gifford Eardley contains many excellent B&W photos, including one of loco 1959 with diesel loco 7301 standing nearby. Also shown are a number of line drawings which include loco 1942 with a Baldwin bogie tender - as used on the Oberon Branch Line.

## Historical Resources

The Australian Railway Historical Society (NSW Division) runs a Resource Centre in Redfern where your Editor recently paid a visit. The team there, led by Manager Bill Phippen are extremely helpful and knowledgeable in railway history matters. They have a resource guide on the Oberon Branch line which details much of the material they have on hand re the history of this line. This includes B&W photos, slides, plans, articles, track and signal diagrams, etc.

However, as I was looking for plans of Carlwood &/or Hazelgrove stations, I thought all my Christmasses had come at once when I was shown the original surveyor’s notebook of the whole 1923 survey from Tarana to Oberon. This notebook details every single milepost, culvert, drain, cattle stop etc etc between Tarana and Oberon. Copies of some of the relevant pages have now been obtained for the OTHR archives. For more information see Australian Railway Historical Society (NSW Division) [www.arhsnsw.com.au](http://www.arhsnsw.com.au)

## New Zealand visitors

Saturday 16<sup>th</sup> June (the last day of the working bee) was a day of record rains. The horizontal rain and high winds did not ease up for a moment at Oberon Station. Nevertheless, our Kiwi visitors turned up unfazed by the weather. These were Neil and Jane Oppatt of Railcruising fame (see [www.railcruising.com/](http://www.railcruising.com/)), who were anxious to learn more about our plans for the line and to inspect the section of track of most interest to them – the route through the gorge from Hazelgrove to Carlwood. Due to the positively dreadful weather, this inspection was postponed till a later date and discussions took place over several cups of hot coffee and the maps in the station office.

Both Neil and Jane were enthusiastic about OTHR’s heritage rail line and confident that both Railcruising and OTHR could benefit from some sort of collaboration in the future. They are in the process of building a six-seater railcruiser, with a more powerful motor which will be capable of operating on the standard NSW gauge (it would have no problem with our 1:25 grades). In the not-too-distant-future this will be tested in Australia. The part of the Oberon Line most suited to the Railcruising operation would be the section between Hazelgrove and Carlwood. Not only is this the most scenic, it also has no public level crossings, which reduces the potential hazards for the railcruiser tourists.



*Neil and Jane receiving their OTHR souvenirs during the visit to Oberon Station.*

## Reminder...

Ordinary General meeting minutes are now available on our website. You can now easily find us on Facebook at [www.facebook.com/OTHR.Inc](http://www.facebook.com/OTHR.Inc) Also, check out the events calendar on our website, plus new historic photos.

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