



History on the Move

Newsletter of Oberon Tarana Heritage Railway November 2021



Down the line towards Hazelgrove

Photo Anthea Gilchrist

Entrant in Oberon Photography Competition 2021

Oberon Review

OTHR Membership fee 2021/22 now due.

Renewal form page 27 of this Newsletter

Patrons

Paul Toole

Deputy Premier NSW, State Member for Bathurst, Leader of NSW National Party, Minister for Regional New South Wales, and Minister for Regional Transport and Roads

Andrew Gee

Federal Member for Calare, Minister for Veteran Affairs and Minister for Defence Personnel.

Committee

Gregory Bourne

President, Public Officer

Ken Lingabala

Vice President

Engineering Manager - Infrastructure Manager

David McMurray

Secretary

John Brotchie

Treasurer.

Michael Clark

Committee man

Michael O'Kane

Events Manager

Mark Handel

Rolling Stock Manager

Line Managers

Elaine Boxer

Catering Manager

Mark Langdon

Asset Manager

Graham Williams

Track Manager.

Denis Turner

Driver Training Manager

Mick Sanders

Operations Manager

Stephen Joyce

Rail Safety Manager

Alex Boromisa

Facebook Moderator

Emily Bradley

Membership Secretary

Document Controller

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President's Message

Last month I wrote how the changes to lockdown and stay at home orders ending would improve our ability to make plans for future Open Days, working bees and group bookings. We did have an Open Day last Saturday and the response was low but what we expected. We did get to test some of the changes made to HLF854 and successfully ran both locomotives double headed up to the station.

Our plans are to continue with Saturday working bees. The weather forecast for this Saturday is not good low maximum temperature and showers becoming windy. There are a few jobs that can be done in the rolling stock shed and the containers.

Tomorrow, Nov 12th is the closing of tenders. We had a good site meeting with 10 or so representatives Wednesday of last week and there is high interest in the overall project.

Over the next few months, we will be continuing to concentrate on

- End platform carriages - certification fit for use – undercarriage and headstocks
- Locomotives 7321 and 7307 – maintenance – certification fit for use
- Track work – planned maintenance – sleepers and timbers on roads 3, 4, 5 & 6.
- Vegetation control – Oberon Station to Hazelgrove.

Vegetation control continues to be problematic due to the unseasonal weather pattern. We have had only one spraying day in the last seven. The line was sprayed from the tip road north to Hazelgrove and the section from Albion Street to Lowes Mount Road.

Greg Bourne
President

Email: admin@othr.com.au Mobile: 0437 389 684

Other important contacts

- Mail: PO Box 299 Oberon NSW 2787
- Email: admin@othr.com.au
- Website: www.othr.com.au
- Facebook: www.facebook.com/OTHR.Inc

Oberon Tarana Heritage Railway Inc. Mission Statement

To be an accredited rail operator to run a tourist train from Oberon station to Tarana station on the main western line. This would allow for tourists to ride a heritage train along the Oberon Tarana branch line which was also known as the pioneer line.

Further, the running of this train would generate tourist related jobs in the Oberon area and give residents in the Oberon/Bathurst area an opportunity by volunteering at OTHR to enhance e rail heritage in the local area.

Network with other rail heritage groups and museums at Valley Heights, Lithgow, Zig Zag, Bathurst and Cowra to form a Heritage Railway partnership to prioritise and promote the area as a Railway Tourist Precinct



Discovered Tuesday - another tree down just south of Hazelgrove.

Editor's thoughts

Time.

Time will make the flowers grow
Time will melt the ice and snow
And in our case time will build a railway line.

Time and Patience.

You never know what obstacles will be thrown up when building a tourist railway in Oberon: climate, weather, Corona Virus, grant failures, getting approvals from our Masters, are some of the constant obstacles placed in our path.

But these are offset by triumphs. Funds to rebuild the railway line to Hazelgrove and rebuilding the Oberon station platform for example. Constant help, both monetary and in kind from Oberon Council can't be appreciated enough.

Since inception Oberon Tarana Heritage Railway Inc. volunteers have worked tirelessly to bring the concept of a tourist railway and a major economic boost for Oberon to fruition. Not to mention it's an opportunity for rail buffs to play with big boy's toys.

Conceived with enthusiasm and an approach of "let's get it done in eighteen months," the Oberon to Hazelgrove railway project (and eventually to Tarana) has evolved to what you see today. The current day committee has grasped the raw enthusiasm of early volunteers and through them turned the project more to a modern concept with a specialist team of line managers and committee, business plans, mission statements, codes of conduct and a vision (not the ecclesiastical kind) with the view of introducing a high impact tourist attraction that past and present volunteers and the town of Oberon can be justly proud.

OTHR is fast gaining a reputation of taking care of the NSW State Government's heritage rolling stock assets. A case in point is the return of HS36 a passenger carriage that used to run on the Oberon to Tarana route prior to 1964 for safe keeping and restoration.

Little did past volunteers realise what their efforts and time would produce. We have had our share of

naysayers, negativity and knock backs but time is the healer of all things. Today OTHR has a bright future with the help of Governments, State and Federal, providing much needed grants your association will succeed.

Two articles down in these columns is a case in point where our Co-Patron Paul Toole has announced a grant of \$184,020.00 for the restoration of HS36.

Time will tell the final story and in two years we will all see the result of this historic heritage listed carriage restored and returned to service on the line on which it once proudly ran.

In fact, in time, you will be able to travel in HS36 on the refurbished Oberon to Hazelgrove section of our historic railway line.

Time.

Time and Patience will produce an attraction that every volunteer, past and present, will be proud to say: "I gave my time to help produce that."

"Time flies like an arrow.
Fruit flies like a banana."

Anthony G. Oettinger"



HS36 at Oberon Station in the 1930's

Congratulations Co-Patron Paul Toole

Co-Patron Paul Toole was recently promoted to Leader of the National Party in NSW. He was also made Deputy Premier of NSW. These appointments are in addition to him being the Member for Bathurst and remaining the Minister for Regional New South Wales and Minister for Regional Transport and Roads.

Paul now assumes the mantle of the most senior National Member in New South Wales.

OTHR Committee congratulates Paul on his appointments.



Funding Approval for the restoration of the Composite Branch Line Sleeping Car No 1 or HS36

In a letter dated 1st October Andrew Moritz CEO of Transport Heritage NSW wrote "I am pleased to advise that the Independent Funding and Advisory Panel (IFAP) has approved the Oberon Tarana Heritage Railway's (OTHR) submission for Stream 2 Funding for HS 36 to Return to Operation. The total budget allocation set aside for the completion of this project is \$184,020."

The funding was announced by Hon. Paul Toole, Deputy Premier and Leader of the National Party in NSW. when he visited OTHR and the Oberon Station on 22nd October last.

HS36 was taken out of service in 1964 and for years languished in various railway storage yards in New South Wales, most recently at Broadmeadows. It was returned to Oberon last March as a carriage of State Heritage significance. HS36 is on permanent loan from Transport for NSW subject to preservation requirements.

On arrival OTHR formed a sub-committee led by Committee Member, Michael Clark, to oversee the restoration/preservation of the carriage. The plan is to bring the carriage back as close as possible to its original state when it last ran on the Oberon Branch Line. Close assessment of the carriages condition was made with restoration experts, an accurate costing was made and a submission for funding for HS36 to Return to Operation. Restoration will get underway soon and will take about two years to complete.



HS36 as returned to Oberon NSW.



Unloading rail sourced from Junee

**Press release Friday 22nd October
Oberon Tarana Heritage Railway
Announces Financial Support from
the Independent Funding and
Advisory Panel for the Restoration of
Carriage HS36.**

**Total budget allocation
\$184,020.00**

Guests:

The Hon Paul Lawrence Toole, Dip Teach MP.
Member for Bathurst, Deputy Premier, Minister for
Regional New South Wales, and Minister for
Regional Transport and Roads, Leader of the
Nationals.

Kathy Sajowitz,
Mayor of Oberon

Michael Clark, a member of the OTHR committee,
is the Project Manager for this restoration.

The focus today is heritage; the Oberon Station
yard is listed as a historic precinct and the carriage
HS36 is listed on the State Heritage Inventory and
the Heritage and Conversation Register – Movable
Heritage. HS36 is a very rare piece of rolling stock.

History: Built by Hudson Bros as one of twelve
branch line composite cars of the “Thow” type.
HS36 entered service in March 1891 as a composite
branch line sleeping car No1 with two sleeping, one
first and one second class sitting compartments,
plus a small luggage compartment. The sleeping
compartments were largely disused in service after
the 1920’s, although generally the fittings remained
in place for occasional use. This car was converted
to first-second-guard’s car in December 1935 by
extension of the luggage compartment into the
former first-class sitting compartment. A guard’s
ducket and new doors were provided, the original
luggage compartment doors being panelled over.
Otherwise, the vehicle was not altered and was
recoded.

OTHR put a proposal to what is officially the
Independent Funding and Advisory Panel. It has
some responsibility to administer the funding of
items listed on the State Heritage Inventory and the
Heritage and Conservation Register – Movable
Heritage. The successful outcome of the proposal is
a “total budget allocation set aside for the
completion of this project is \$184,020.00”

The proposal to the panel was to restore it so it
could be used for periodic operations, allowing the
public to experience the feel of rail travel as it
relates to the late 1800’s but also to the period the
carriage is restored to being 1930’s to 1960’s.

There are many images of HS36 on the Oberon
Tarana line. Many of the local residents travelled to
school in this carriage at the time and some still live
in the town. They were very impressed when they
saw that HS36 had returned to Oberon.

HS36 is not just any carriage as far as Oberon is
concerned. It is fair to say that the track has not
changed since HS36 ran on it, apart from
degradation through no use. The two are a true
heritage match.

The completed restoration will have a revenue
impact on OTHR and the local community. There is
great interest in heritage rail and the interest
extends to local people and tourists wanting to
experience travel on a state heritage item.

If this restoration did not occur, then Heritage NSW
would need to understand that one of the few
remaining carriages in this configuration will
continue to slowly decline in condition while it is
stored in the OTHR rolling stock shed. It would
become a curio as far as display is concerned and
not a very pretty one.

Restoration will enable OTHR to run a very
interesting consist HS36, two 1897 End Platform
cars and a 73 Class locomotive.

The driver for this work is to restore and preserve
HS36 for the benefit of the organisation to support
its history and the history of one of the few
remaining intact pioneer railways in NSW. HS36 will
give opportunity for access by the public to
experience rail travel of the day and gain a better

understanding of it. It also allows our volunteers to increase their knowledge of rail and engineering history of the NSWGR firsthand.



Announcing the Financial Support from the Independent Funding and Advisory Panel for the Restoration of Carriage HS36.

L to R. Greg Bourne, President OTHR, Kathy Sajowitz, Oberon Mayor and Hon Paul Toole, Deputy Premier NSW, Leader of NSW Nationals, Minister for Regional New South Wales and Minister for Regional Transport and Roads.
Photo Janine Sharp.

As we go to press...

Yet another Grant approved.

The 2021 Transport Heritage Grant is awarded to Oberon Tarana Heritage Railway Inc for financial assistance in completing the project "Major inspection and return to service of two end platform carriage, for the amount of \$22,616 including GST.

This is fantastic news for OTHR as it will make good and serviceable the end carriages that will be used as part of our overall project.

November is Movember.



Men's health is in crisis. Men are dying on average 5 years earlier than women, and for largely preventable reasons.

A growing number of men – around 10.8M globally – are facing life with a prostate cancer diagnosis. Globally, testicular cancer is the most common cancer among young men. And across the world, one man dies by suicide every minute of every day, with males accounting for 75% of all suicides.

By 2030 Movember aims to reduce the number of men dying prematurely by 25%.

OTHR Committee encourages all members and readers to contribute to Movember in November. The easiest way is to gather your friends into a team and grow a Mo. Patchy, lopsided, itchy or epic – whatever Mo you grow this Movember, your face will raise funds and awareness for men's health.

Don't delay, do it now! Go to [Movember.com](https://www.movember.com) and register.

Short Term Goals

A new range of goals to be achieved soon as follows:

Immediate:

- Continue track work in Station Yard
- Continue work on HLF854
- Vegetation Control in the corridor

Ongoing to December 2021

Full track certification for the Oberon Yard area.

Secure a variation to existing accreditation for Rail Infrastructure Manager to approximately 500m north of the Hazelgrove Station. Reconstruct and have the section of track certified.

Commence the process of ensuring the two locomotives and end platform cars are “fit for use” Oberon to Hazelgrove

Apply for variation to existing accreditation to become a Rail Transport Operator Oberon to Hazelgrove.

Complete the review of SMS and Operational Procedures documents



Some of the early volunteers hard at work on the track probably around 2006.

Photo Harry Shannon.

Farewell Harry Shannon.

Any member who was a volunteer back in the early days will remember Harry Shannon. Many of you would have become firm friends through volunteer service to OTHR.

Following is a note from Harry bidding a fond farewell to OTHR:

“Hi members and executive of OTHR.

I was one of the original crew that helped get the OTHR started and helped lay those 6000 sleepers all those years ago and have lots of photos of the crew of those days to prove it. He, He!!!

However as I have a rare blood cancer and have pushed my luck for the last couple of years, I must reluctantly now stop being a member of my beloved OTHR and will not be renewing my membership this year.

My only claim to any sort of long term relationship with OTHR (and I have remained a member ever since) is that I designed the logo for OTHR. Based on the old type railway badge and what was originally a photo of double header pulling an excursion train across the bridge. My memory is bad these days but it may have been the last train over the track before it was closed. There were many variations of different engines and different colours etc.

At the time the executive decided that two engines and some of the first carriage were too busy (even though it had significant historical background) and decided that we would go with the first engine, alone, on the bridge. When the photo was taken the engines were stationary on the bridge. I have the original photo somewhere, but most of my photos are on disc and I did give a disc of my photos to OTHR when I left Oberon. If they have been lost I will try to get another copy to you.

Graham Williams would be one of the few members still around that would probably remember me at this point of time.

Best Regards to OTHR and its members

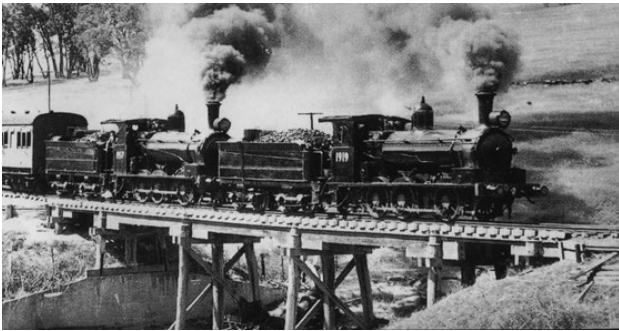
Harry Shannon.

Below are two photos which show the bridge and the train the original design was based on.

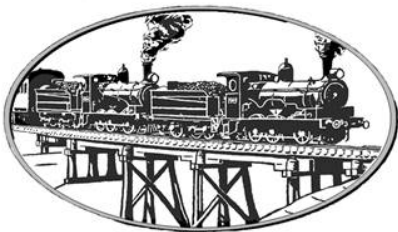
By all accounts it took the best part of a couple of weeks to do the digital design and a lot of that time was taken up working out how to make the oval correct and then get the lettering to properly follow the curves of that oval. The dots at the ends are the fixing bolt heads.



The Bridge



The original photo from which the OTHR logo was developed.



The original concept for the logo.



There were lots of different variations and colour concepts to consider.



The OTHR Committee considered lots of concepts



And there were more



And they settled on this logo design as it exists today.

Harry's work in designing our logo can't be underestimated.

His work demonstrates that every volunteer is valued at OTHR and there is a place for everyone.



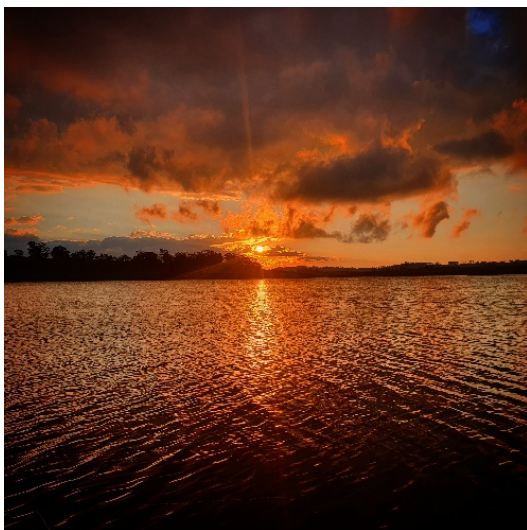
And the Winner is...

Oberon Visitor Information Centre recently held the "Oberon Photo Competition 2021."

The winner was local Madilyn Graham who entered her photo "Oberon Dam"

Madilyn won an OTHR Voucher. OTHR was one of the sponsors of the Competition, and the prize was an Open Day visit, Morning Tea for two in our pop-up café in a heritage carriage and one piece of merchandise each for Madilyn and her partner.

Congratulations Madilyn!



Madilyn's winning photo - "Oberon Dam"

President updates...

President Greg Bourne recently updated Andrew Gee, Federal Member for Calare, Minister for Veteran Affairs and Minister for Defence Personnel and Paul Toole, Member for Bathurst, Deputy Premier, Leader of the NSW National Party Minister for Regional New South Wales and Minister for Regional Transport and Roads, on Federal Government Grant – CDG 1296.

He advised that the issue of tender papers for the renewal of the railway line Oberon to Hazelgrove had attracted more than twenty experienced railway contractors. Closing date for tenders has been extended to 12th November due to COVID lockdowns and travel restrictions.

OTHR has been accumulating materials for the refurbishment, the latest being delivery of a kilometre of rail from Junee.

Despite all setbacks, progress is being made.

A reminder...

OTHR Membership is due for renewal on 1st July 2021

Due to ever increasing costs we must set the membership fee at

\$40.00 for 2021/22.

Renew Now!!



1 km of 80 lb rail neatly stacked and ready for use



First sleeper laid by volunteers on the Oberon to Hazelgrove section of track

Photo Harry Shannon

Seating has increased

The NSW State Government has relaxed social distancing rules and we are able to offer more seats at the OTHR Yuletide table.

The Yuletide High Tea is an exclusive event and we have expanded the event with two sittings on Saturday 20th November for 40 Seats and another sitting on Saturday, 4th December 2021. Saturday 4th December is fully booked but there are now 12 seats available for the Noon sitting on 20th November and 14 seats for the 5.00 PM sitting.

For an entertaining experience aboard our 1897 End Platform Carriage including a sumptuous High Tea complete with champagne and beer book now.

Please make your booking by contacting Mike O'Kane at mokups@gmail.com or phone 0418295190

Confirm your interest today, we wouldn't want you missing out on an experience exclusive to Oberon Tarana Heritage Railway Inc.

Join us for a
YULETIDE HIGH TEA

Join us on board our newly reconfigured carriage for a sumptuous

YULE TIDE HIGH TEA

SATURDAY 20th November & SATURDAY 4th December at 5pm

\$60 pp (includes champagne and beer)

This event is not open to anyone below the age of 18

TABLES SEAT 2 PEOPLE ONLY

If you are booking for more than 2 we will endeavour to place you opposite each other

SEATING STRICTLY LIMITED

For bookings mokups@gmail.com
Or phone 0418295190

Did you know...

That on Open Days OTHR has a pop-up café in one of the carriages at the station?

Come along and try our scrumptious scones, mouth-watering cake with a tea or coffee. Our café staff would love to look after you.

\$15.00 PP gets you entry to the station precinct and morning tea, children (under 18) \$10.00 only.

Yet another good reason to come along and see what the railway folk are doing at the station.

New Feature for OTHR.

Oberon Tarana Heritage Railway Inc. is introducing the Oberon Precinct and Train as a venue for wedding and other photo or filming opportunities.

Should marriage be in the offing or you know a relative or friend who is about to marry, OTHR is offering a unique venue for that exclusive wedding photo that you will treasure for all time.

You have the choice of the Oberon Station or the Station and Train.

Enquiries can be made via our email address:
admin@othr.com.au

Hiring fees are incredibly competitive.



This could be your Bridal Party with Oberon Station Precinct as a backdrop.



*Early volunteers at the Hazelgrove site
Photo Harry Shannon*

Annual General Meeting Report

The Annual General Meeting was held on
Wednesday November 3rd.
2021 – 2022 Committee

The president	Greg Bourne
The vice-president	Ken Lingabala
The treasurer	John Broatchie
The secretary	Dave McMurray
Committee Members	
	Mike O’Kane
	Michael Clark
	Mark Handel



Fallen tree featured in page 2 of September Newsletter has been cut up

So... you think you want to volunteer?

OTHR is seeking expressions of interest from members who have the necessary accreditation to drive 73 Class Locomotives or those who would like to learn/train.

Step 1: Your interest should be lodged with the Secretary at admin@othr.com.au

Important information about moving rolling stock:

Shunting in the yard will not be frequent but regular as movements are required. Typically shunting would occur in bringing rolling stock to the station for display at open days, special events and rallies.

Medicals:

The level of certification depends on your level of interest.

- Driver Level 1 medical certificate
TMV operator Level 2 medical certificate.
- For all volunteers there is a site induction and further training depending on the type of volunteer assistance you wish to undertake.
- OTHR needs to comply with the guidelines of ONRSR – the Office of the National Rail Safety Regulator and other Laws either Federal or State.



*Hard labour on the chain gang.
Photo Harry Shannon*

There was plenty of interest in the proposed new railway.

Carolyn Hide's excellent research on the Oberon to Tarana Railway has turned up some interesting information.

This month we transcribe an article found in the Sydney Morning Herald, Wednesday 5th May 1909 that discusses the proposed Burruga Railway. The article is lengthy but extremely interesting.

"Minister for Works at Oberon a Favourable Impression.

Having left Burruga about 3.30 O'clock the Ministerial party left for Oberon. Arrived at Daisy Bank, the party was met by a number of residents who had provided afternoon tea. A deputation placed before the Minister several local requirements. The journey was continued and Oberon was reached between 5 and 6 o'clock. The Shire Council had caused the town to be made gay by bunting and the councillors and townspeople were in waiting. The party was met at the Brighton Hotel where an address was read by the Shire Clerk – Mr. M. Looby. The address was illuminated and read as under:

"Oberon Shire Council. To the Hon. C.A.Lee, Minister for Works. Hon Sir, - On this, the first occasion of your visit to the Oberon district, it behoves us, as Councillors of the Oberon Shire, to mark our appreciation of your efforts on behalf of Local Government throughout the State, and of the courteous and able manner in which you have assisted us to administer the Local Government Act and the Ordinances and Regulations therewith. We feel sure that your sympathy is with us in our endeavours to carry out the various duties devolving on us, and we feel confident that with your able guidance we will be able to do our duty satisfactorily and so make this great measure of your Government a benefit to this Shire. We are confident that your visit to the Oberon District will be productive of good to the residents and that the merits of the proposed railway line will receive favourable consideration at your hands. We are, honourable Sir, Your Obedient Servants, A. Kelly,

President, T.C. Brennan, C.E. Richards, E. Robinson, G.P. Todd, L.Todd, councillors; M.J. Looby, Shire Clerk."

Mr Kelly then welcomed the Minister and thanked him for the advice and assistance afforded to the Shire Council.

Mr. Lee, in reply, assured his hearers that he had received a surprise at the reception and the presentation of the address. In terms of which the address was couched was altogether too flattering. He appreciated the kind sentiments expressed. The Local Government Act was being ably administered by the Shire Councils, which was comprised of men who had voluntarily taken in hand, and were carrying out their work satisfactorily. He did not know of any higher position for any man to occupy in the State, and so long as good feeling existed in the Shires and the duties were carried out satisfactorily, they must succeed. While in office he had been compelled to travel over the State, to see the condition of the roads. Taking one mile with another he found the roads in a better condition than previously. The sixteen miles before reaching Oberon was as good as any in the State. This was the result of the work being in the hands of capable men. Whatever change might take place in politics the plan laid down by the Government in the establishment of Local Government would be carried out. What was necessary was that there should be entire sympathy and loyalty between the Department and the governing body. The extent of the work was now large, but later on would be larger still. He had no idea there was such a stretch of beautiful country. The object of his visit was to receive information concerning the proposed railway route, and to place before his colleagues a report of what he had seen.

The Banquet.

In the evening a banquet was held in the Federal Hall. The hall had been tastefully decorated with bunting, etc., and an attractive exhibit of fruit, vegetables, and produce was on view. There were about 100 guests present, and the chair was occupied by Mr. G.F Pickering, Chairman of the Oberon Railway League.

The Chairman having proposed the usual loyal toast, proposed the State Ministry. He referred to the useful legislation passed by the Carruthers and Wade Governments. They had done great good.

Dr. Coan, in support of the toast, said the members of this Government were making themselves acquainted with the country, and had been especially considerate to the farmers. The Minister for Works had informed them that the object of his visit was to make himself acquainted with the country. By the map on the wall he would see that Oberon was the half – way house between Tarana, Jenolan and Burruga, and by building a railway they would provide convenience to thousands of tourists, assist in further developing Burruga mines, and give improved facilities for the carriage of produce, etc., to the market. He was satisfied that as a result of the visit of the Minister, good would result.

Mr Kelly also supported the motion. He had travelled through this district for years and it was surprising the great area of cleared land, magnificent soil, which was lying uncultivated. There was no better country in the world, but the people found it was impossible to cultivate to advantage because of the difficulties and expense of transit. Then they had grand forests with the best timber lying untouched for the same reason. The freight to Tarana was twice as much as from Tarana to Sydney. Three sawmills had been started, but they had closed down because of this. The land would yield from 40 to 50 bushels to the acre of wheat, and 5 to 7 tons of potatoes.

Mr. Brennan, in further support of the toast referred to the fact that in 1884 a trail survey had been made from Tarana to Oberon. The residents in the district had increased ten-fold since then. The country around was already settled upon, but because of the want of a railway, comparatively little land was under cultivation. There were 250,000 acres of Crown Land still available, The Jenolan Caves were a white elephant because tourists – in anything like large numbers – were debarred from getting there. The country on Boyd River was being taken up rapidly and the best country between Oberon and Burruga was secured. The profits made were eaten up by the charge or freight to Tarana. He hoped that as a result of the

visit the Minister would call for a report from the Public Works Committee.

The Minister rose to reply, and was received with loud applause. He appreciated the kind references which had been made to the Ministry. The Government held a good reputation amongst the people, and directly they felt they had lost this respect and esteem they, would hand in their resignation. The Government stood on healthy ground, as there was a strong Opposition in Parliament, but the Government had great support, wish the result that it had been able to pass valuable legislation. It had taken up and passed some of the most unpopular measures, such as the Local Government and Liquor Acts. It was their duty now to see that these and other Acts were properly administered. Their aim was to give effect to the wishes of the people, and he was sure no one would wish to see public affairs in the same dilemmas it was before the Carruthers Government took office. This Government held the esteem and respect of the people. The object of his visit was to see the country. He had been invited, by Mr. Looby, and a strong deputation. His aim was to see as much as possible of every part of the State, so as to enable him to discharge the duties of his office. On their way from Burruga, he was surprised to see the character of the country, which was capable of settlement. Before this his notions were cloudy as to the contour of the country which he had imagined could not be travelled over without the aid of a flying machine or strong britching. The opinions he held were erroneous, for there was wonder scope and capability in this district. He had no hesitation in endorsing what had been said concerning it. The climate was good and the rainfall plentiful. All this tended to closer settlement. Settlement on the land must be the backbone and solidarity of the State. There were not many countries in the world more favoured than this, but although close to the metropolitan market the facilities of transit were such that it was, comparatively speaking, little known. The population was slow in coming, but he looked forward to the settlement on the land of thousands of the educated yeomanry classes. The rural classes were the producing and contented people, and it was from these that the country could get assistance and support in the event of strain or distress. All the natural conditions for settlement

were present in this district. He was favourably impressed with what he had seen. The Government was anxious to carry out a policy of railway construction, consistent with financial conditions. The system of railway extension was not confined to one district, but in every centre the country was being opened up providing feeders for the main arteries, so that the districts might be brought into closer touch with the chief markets. The district lying between Oberon and the Western railway line was as widely separated from the metropolis, as many distant parts, because the means of transport, but it should, be brought under conditions of closer settlement and he was satisfied that a railway should be projected into the district. He was satisfied that if a line was constructed the carriage of produce would make it pay from the outset. There would need to be judicious construction, so that there would not be too many lines on hand at once, thus making too great a demand on the consolidated revenue. From this point of view, Oberon had nothing to fear, for the policy of any Government must be to accept the inevitable and develop the country by building railways. In addition to the produce to be carried they had the opening up of the Burruga mines. No freight yielded so largely as that of low-grade ore. This was seen on the Cobar line where the freight for produce was almost nil, but for fuel, ore, etc., 40,000 pounds a year was paid to the railways. He had heard the remarks of the different speakers. If the matter of a railway line was submitted to the Public Works Committee the power of the Government was at an end, as the matter of report rested with that body and they could enquire into any route that was suggested. In addition to the produce which would be carried from this district, they could show that the ore from Burruga would be carried; they would be able to present a strong case. He had made up his mind, after he received all possible information, together with the probable cost, etc., to place the matter before the Cabinet, and propose that there would be included in the railway policy a line into this district, making Burruga the objective. He could not say which route the committee would recommend, but when the committee sat it would be for the residents to appear and give evidence in support of their claims. He was pleased to have come into the district, and he went back a better educated man. He considered the project had considerably advanced

by his step. He hoped the day was not too far distant when the whole country would be served by railways. He was favourable to the introduction of the narrow gauge and light railways and had authorised the Public Works Committee to enquire and report on this principle. He hoped that before he left office that there would be a departure from the old system.

Mr. Richards proposed "The Federal and State Parliaments." Referring to the produce sent from this district, under existing circumstances, he said 2000 tons had been sent from Tarana during the year, and 2500 tons had been received. He knew of an instance where a man with 100 tons of potatoes offered a man half the profits to take them to Tarana but could not succeed. Apples grown here weighed 2 pounds, and many were rotting under the trees because it did not pay to send them to market.

Mr. Gilmore (Duckmaloi) referred to the disabilities under which the farmers laboured. No district in the State could grow better potatoes, and if these could be sent to Sydney at a profit, employment would be found for their boys. Fifteen thousand bags of potatoes were used in Sydney every week, and the yield in Oberon district was up to 15 tons to the acre. The cartage to Tarana was 22 shillings and six pence and eight shillings and 8 pence from there to Sydney, so that the whole of the profits were swallowed up. The Government was encouraging agricultural education, but what was the use of this unless those who went on the land could reach the market easily.

Mr. Maloney (Porters Retreat) also supported the toast. They had beautiful country, and fat sheep, but that was no good without a market.

Mr Beeby, in response, thanked the company for their cordiality. Although the discussions in Parliament were sometimes heated, yet no bad blood existed, and all did their best to advance the interest of the country. Matters of vital importance would engage the attention of both Parliaments within the next 18 months, but the question this gathering had met to discuss was of vital and practical importance locally. He urged the League to remember the advice tendered by the Minister to have the strongest facts ready to submit to the

Public Works Committee, where the real fight for the line would take place, and counter claims would be advanced. He was impressed with the importance of the Oberon district, and if a railway could be built the value of the land would be greatly increased. It had wonderful possibilities. With a railway in the district not only would they be able to get better prices for their produce, but the people in Sydney would get their foodstuffs at a much cheaper rate.

Mr. Miller, MLA., said he had come to Oberon through the courtesy of the Minister for Works. He had not received any invitation to attend the banquet and concluded that the Oberon people did not want him because of the strenuous efforts he was making to have the line to Burruga from Bathurst, but as soon as it became known that he was one of the Minister's party the invitation was extended to him as though he was the biggest supporter of the movement. Mr Beeby has been impartial in his remarks, and he could only endorse what had already been said, that the real fight would come when the scheme came before the Public Works Committee. One of the speakers had made some remark about sitting on a rail, but he did not intend to occupy that position, and would at once make it clear that when the question came before the Works Committee, he would advocate the Bathurst scheme uphill and down. He would act fairly and squarely but would leave no stone unturned to gain the victory. He had to admit that Oberon had made out a strong case, but he would fight them before the committee, and no man would be able to accuse him of taking an unfair advantage. It would be necessary to produce all the evidence they could, but he would impress upon them that Burruga must be the objective. (A voice: they cannot take it further or it will topple over. (Laughter) He had no hesitation in saying that the committee would give every scheme care consideration.

Mr Beeby proposed "The Agricultural and Pastoral Industries" and urged the necessity of the re-adjustment of the system of holdings so that the land would be held in living area by people who would use them.

Mr. A. Stevenson, President of the A.H. and P. Association, responded. He was the oldest resident

at the festive Board, having been in the district 64 years. There was no district better suited to farming. The country around was passing from pastoral interests to that of agriculture. But unless they had a railway they could not succeed. He expressed the hope that the present Government would long continue to rule as the measures passed by them had been in the interest of those on the land. With reference to the railway, he did not care where it went if it came through the Oberon district. Between Oberon and Abercrombie there were thousands of acres available for agriculture. Where potatoes were now grown by the ton there should be thousands grown. The district was admirably suited for the rearing of fat lambs for export, and this was a trade now occupying the attention of the public. There were millions of feet of beautiful timber in the district and he hoped the railway would be built.

Rev. J. Harris proposed the "Railway League" and eulogised the members for the splendid efforts they made in bringing matters up to the present standard. As one who travelled over the district continually, he could endorse all that had been said concerning the wonderful fertility of the soil. He urged the League to prepare data to lay before the Public Works Committee. They must not be content with generalities.

Dr. Coan and Mr. Michael Looby responded. The latter assured the company that extensive information, and the most reliable statistics would be prepared and laid before the committee. When a deputation recently waited on the Minister in Sydney the League was complimented for the way in which they had laid their information before him.

Mr. Doust proposed the Press. To which the representatives of the "Bathurst Daily Argus" and "Lithgow Mercury" responded.

Mr. Lee proposed the Charman. The National Anthem was sung, and the company separated."

Phew, this was a lengthy report, but it gives an insight into the machinations between the Oberon Railway League and the Government of the day. Governments do not seem to have changed much in 112 years with the hyperbole and spin dished out to the local community and the ingratiating of the

locals towards Government to try to get things done.

Despite Minister Lee's condescending words nothing happened for another 12 years when finally, Carl Wood Johnson, Bathurst MLA and of another party managed to get the appropriate bills passed Parliament in 1921 and the line eventually opened in 1923.

When operational, the Burruga mines had closed and Oberon was a very large contributor of vegetables, grain and fruit to the Sydney market. By the time the Oberon Tarana line had closed in 1979, the district had returned to fat lambs and cattle with little if any produce being grown commercially. This scenario was forecast 112 years ago on what would happen if there was no railway. It's amazing how the wheels of Government still slowly grind today when it comes to heritage rail throughout the State of NSW.



Another photo of the train that formed the central part of the OTHR Logo.

Photo credit: Unknown

Our Code

Oberon Tarana Heritage Railway Inc. (OTHR) is a not for profit, member-based organisation. We have a responsibility to strive to make informed, consistent, and ethical decisions.

Our code is a public statement that OTHR is committed to doing the right things the right way. Our code applies to all OTHR committee members and members.

We are proud of our culture, and understand it is continually shaped by the behaviours and attitudes demonstrated on a day-to-day basis by all our people.

Our code includes references to relevant OTHR requirements (OTHR policies and procedures) and other helpful tools and resources.

No code of conduct can ever cover every situation, OTHR relies on you to use sound judgement and speak up when you have questions or concerns.

All committee members, members, volunteers, and employees of OTHR are representatives of OTHR and are expected to act responsibly and professionally.

As a representative of OTHR, you are expected to act in the best interests of OTHR and to conduct yourself in a manner that does not discredit:

- An individual team member, having regard to their position held within OTHR, or
- The reputation of OTHR.

Whenever there is conflict or a difference between an applicable legal requirement and Our Code, you must apply the strictest standard.

Our partners, and third parties, can also have a direct impact on the reputation of OTHR through their behaviours and actions. For this reason, we want to work with our partners to ensure that they share our commitment to safety, ethics, and compliance. We also expect and encourage all our contractors and their employees to act in a way that is consistent with Our Code. We will take appropriate measures where we believe they have not met our expectations or their contractual obligations.

Important Information.

Help us bring our heritage railway to life by becoming a financial member of the Oberon Tarana Heritage Railway Inc.

Membership of Oberon Tarana Heritage Railway Inc. is a valuable way you can contribute to our vision. Individual annual membership costs \$40.00 per year from 1st July 2021 and new members are welcomed at any time during the year.

Membership is required to cover insurance for any volunteer work you can contribute.

Membership is due at the end of June annually. Refer to OTHR website to download an application or see the application form at the end of this Newsletter

About Oberon.....

You wouldn't believe the condition of the land in Oberon in November. Paddocks are Emerald Green framed with crystal clear babbling creeks. A light mist greets you in the mornings adding a gloss of dew to everything it touches. Cattle, calves, sheep and lambs everywhere you look. It is truly picture perfect, God's Country.

Oberon town is a canvas of old town buildings nestled on a spectacular street scape.

In Oberon, our glass is always half full where locals greet you with good cheer and optimism.

Oberon is coming out of Corona Virus lockdown, and we are welcoming visitors slowly back into the area.

Best check with the Oberon Visitor Information Centre if you are thinking of coming to the Central Tablelands.

For the latest in what's happening check with the knowledgeable girls at the Oberon Visitor Information Centre.

Oberon is always welcoming of groups of all genres. Some of the recent visitors to the Oberon Station Precinct have been:

- Standard and Triumph Car Club.
- A Bathurst Retirement Village.
- The Morris Register.
- Seniors Week tour.
- Taree Historic Motor Club Inc.
- Cars and Coffee

Oberon has an enthusiastic team available to help you plan an action-packed itinerary, whether it is for a day or a week.

Contact the girls at the Oberon Visitor Information Centre on 02 6329-8210 or Dave McMurray from OTHR on 0408 606 889 to discover the possibilities.

Oberon, the perfect place to base yourself for a day, a few days, or a week!

Oberon is just two hours from Sydney's Western Suburbs, two and a half hours from Canberra, and an easy and lovely drive from Dubbo as well as the Hunter Valley.

One thing's for sure, you will be more than welcome in Oberon! There is a team of friendly locals here to help. Contact us any time to discuss.



OBERON

MORE THAN YOU IMAGINE

We would appreciate you passing this newsletter to others who might be thinking about a wonderful and vibrant trip to a spectacular part of Australia.

Working Bees.

Regular working bees will have to restart as we come out of lockdown. Keep an eye on the website or OTHR Facebook page for up-to-date information.

Personal Protective Equipment must be worn.

Contact:

Greg Bourne

President

Email: admin@othr.com.au Mobile: 0437 389 684

We are always on the lookout for volunteers for working bees.

Volunteers are required to participate in allocated tasks.

If you can help, contact President Greg.

Not all work is onerous and can be as little or as much as you can put in.

There is a job for everyone.

You don't have to attend every working bee, just the ones that fit in your timeframe.

You will take away experiences from your time at Oberon.

Some of the benefits of volunteering are:

Developing new skills

Meeting new people

Assisting with a meaningful and important cause

Contributing to the community

A sense of belonging.

Monthly Open Days.

Are held on the first Saturday of the month.

Next Open Day 4th December

We need volunteers for Open Days.

Volunteers will meet and greet visitors, show them through the displays and try to answer any questions.

If you wish to volunteer at the open days, please contact President Greg. All that's required is a broad knowledge of OTHR history and an ability to talk with people. The work is rewarding and fun.

Great friendships can form at these days.

Some changes have been made, with the establishment of a professional though small railway interpretive display. An entry fee of \$5.00 pp (children under 18 free), and a pop-up café serving a Devonshire tea for an additional \$10.00.

The result has seen a large increase in visitors comprising locals and tourists.

Your committee is also actively advertising for group visits, and we are providing a railway experience bar none.

Groups are starting to line up and results so far have been encouraging. If you are a member of another group, say a car club or Rotary or Probus or a gardening club, etc. and that group is looking for an excursion, please suggest they book a group visit to Oberon station.

Admission \$5 (18 and over), Devonshire Tea \$10
Oberon District Museum admission \$5.

Skoda Tatra Museum entry by way of a donation.

For group visits: see <http://othr.com.au> (contact us) or contact President Greg

Welcome New Members

OTHR is always looking for new members. Interested in railways or the Oberon to Tarana line, why not give your support by becoming a member?

Not so well

If anyone hears about any member on the sick list, please let the editor know via President Greg so we can send get well wishes on behalf of the association.

We would like to acknowledge a very long-term member, Harry Shannon, who hasn't been keeping the best of health in recent times.

Remembering

Let us know of the passing of any of our members, so we can acknowledge them appropriately. Contact President Greg with all details.

Say Whaaaat???

- My friend Jack claims that he can communicate with vegetables.

Jack and the Beans talk.

- I always carry a pebble with me to throw at people who sing Christmas songs in November.

I call it my Jingle Bell Rock.

- My wife asked me to pass her the lip balm. I accidentally gave her the super glue.

She's still not talking to me.

- A suburban barber got arrested for selling drugs to neighbours over an eight-year period.

They had no idea he was a barber.



Have a special event and need a unique backdrop? Oberon Station Precinct and Train are for hire for photo shoots and films.

Whether it is a wedding, school formal, family reunions, settings for filming or any occasion, send a message to admin@othr.com with your enquiry.

Our rates are competitive.

Training

Training is an ongoing issue for OTHR. Some of the training can be conducted in house and some needs to be done externally. A few areas are being examined just now and include:

- Rail Safety Workers Certificate. This can be done online.
- TMV Training. This can be done in house. There is a Medical Certificate requirement.
- Locomotive Driver Training. We have a permanent trainer/assessor
- Responsible Service of Alcohol Certificate can be done externally online.
- Working with Children Certificate. This can be done online and is free for volunteers.



Unloading the rail sourced from Juneee

Sponsors

Seeking funding continues to be one of your committee's priorities.

Sponsorships are an especially important part of the funding of our activities. It matters not whether a person or company contributes cash or kind, each will be considered as a sponsorship. The reason is that any person or company that contributes in kind is helping us in as much as we don't have to pay for those services and the sponsor is foregoing income. The committee needs to seek cash sponsors and this task is ongoing.

Currently we now have four sponsors on board, all sponsors offer in kind support for which we are extremely grateful.

Would you like to become a sponsor? Contact President Greg to find out how you can participate in OTHR's exciting sponsorship deals. There are a few sponsorship levels available. By sponsoring OTHR and its vision you will become a partner of the programme

Primary Sponsor Oberon Council



Oberon Council is a proudly independent council which has supported OTHR from its very beginning. The council administers the Oberon Shire and is second to none when looking after the community.

Bronze Sponsor Jenolan Holiday Park

Jenolan Holiday Park offers a range of accommodation in Oberon to suit everyone. Would you like to book your accommodation now?

Mob: 0418 619 709

7 Cunninghame Street, Oberon NSW 2787

Bronze Sponsor Highlands Motor Inn

Highlands Motor Inn, quality accommodation at an affordable price.

We don't work to a budget; we work to exceed your expectations

Contact: (02) 6336 – 1866

77-79 Dart Street, Oberon NSW 2787

Bronze Sponsor Oberon Trash Pak

Oberon Trash-Pak is a family business owned and operated by Wayne & Michelle White.

Services offered are regular out of town garbage service, septic tank and grease trap pump outs.

Oberon Trash-Pak offers Domestic and Commercial Mini Skip Bins, Portable Toilets, Rubbish Removal.

"You don't have to live in town to get a regular garbage service"

Contact: 0427 104 318 or 6336-2049

Sleeper Club



Oberon Tarana Heritage Railway Inc.'s Sleeper Club is a wonderful way of contributing to the rebuilding of our great project.

When investing in a sleeper you'll receive a Certificate noting your purchase and this can make a wonderful and unique gift for any rail buff, your family, or friends. A great idea for Birthdays, a Special Event or even Christmas.

The investment is \$100 per new sleeper.

Get yours now!



*Side view of HS36 drawn up to Oberon Station Platform.
Photo Janine Sharp.*



*Announcing funding to restore HS36; L to R, Kathy Sajowitz, Oberon Mayor, Greg Bourne, President OTHR, Dave McMurray, Secretary OTHR and Hon. Paul Toole, Deputy Premier for NSW and Leader of NSW Nationals.
Photo Janine Sharp*



*Rolling Stock Manager, Mark Handel (left) with Hon Paul Toole, Deputy Premier for NSW and Leader of NSW Nationals.
Photo Janine Sharp.*



*At the announcement, L to R. Hon Paul Toole, Deputy Premier for NSW and Leader NSW Nationals, Ken Lingabala, Vice President OTHR, Graham Williams, Track Manager OTHR, Mike O'Kane (obscured) Events Manager OTHR, John Brotchie, Treasurer OTHR, Sandra Handel, Visitor, Mark Handel (Obscured) Rolling Stock Manager, Michael Clark, Committee Member and HS36 Project Manager, Gavin Rea, Local Resident.
Photo Janine Sharp.*



*Hon Paul Toole, Deputy Premier for NSW, Leader of NSW Nationals (left) and Greg Bourne, President OTHR with Carriage HS36.
Photo Janine Sharp.*



*At the announcement, Greg Bourne, President OTHR and Elaine Boxer, Catering Manager.
Photo Janine Sharp.*



*Locomotive couplings
Photo Janine Sharp.*



*Deep in conversation
L to R. Dave McMurray, (obscured) Secretary OTHR,
Gavin Rea, Local Resident, Mark Handel,
Rollingstock Manager, Brian Wood, Assistant to
Deputy Premier, Sandra Handel, Visitor, Michael
Clark, Committee Member and Manager HS36
Project, Hon Paul Toole, Deputy Premier and Leader
of NSW Nationals, Ken Lingabala, Vice President
OTHR, Unidentified (Obscured), Graham Williams,
Track Manager OTHR, John Brotchie, Treasurer
OTHR, Greg Bourne, President OTHR.*



*Sydney Harbour Bridge Transom timbers -
delivered*

OTHR Precinct A Must See!

Moves are afoot at the Station Precinct and beyond.

The heritage listed PC3 station building contains a small interpretive centre consisting of memorabilia and a photo display of the history of the Oberon to Tarana branch line. There is now a small cinema showing the OTHR history past, present and future, well worth a look.

OTHR Open Days now feature our train drawn up to the station, where you can enjoy a Devonshire Tea at our pop-up café in one of the American style End Platform Carriages.

The wider Oberon Heritage precinct houses a variety of rolling stock most of which are rare and has a story to tell.

Ask any of our enthusiastic volunteers for the low down on the machinery.

OTHR, Oberon District Museum and the Skoda Tatra Museum are open between 10 AM and 2 PM on the first Saturday of each month, coinciding with the Oberon Farmers Market.

OTHR Beanies.

Beanies have been added to our merchandise product range.

Competitively priced at \$24.99 for members and \$29.99 for non-members. Postage anywhere in Australia is \$9.00 per item.

For full details refer to our Merchandise Order Form towards the end of this newsletter.

Official OTHR Merchandise

Buy Now.



OTHR Cap. - Maroon with white OTHR logo fits all sizes. Purchase today and be a part of the OTHR team. Proceeds go towards the refurbishment of the Oberon to Tarana line.

Priced at \$29.00 non - members, \$24.00 members. Price includes GST and Postage and Handling anywhere in Australia. Overseas will incur extra postage.

OTHR Badge - Reproduced from the original OTHR badge, metal and enamel.

Priced at \$15.50 non-members - \$13.50 members. Price includes GST and Postage and Handling anywhere in Australia. Overseas will incur extra postage.

OTHR Whistle - A novelty whistle for your collection.

Priced at \$24.50 non-members – \$19.50 members. Price includes GST and Postage and Handling anywhere in Australia. Overseas will incur extra postage.

OTHR Coffee Cup

Black with white OTHR lettering. Flip top 2 Go.

Priced at \$29.00 non-members, \$24.50 members. Price includes GST and Postage and Handling anywhere in Australia. Overseas will incur extra postage.

OTHR Beanie

Maroon with white OTHR logo. Fits all sizes. Lovely fleecy feel and is warm. Purchase today and be a part of the OTHR team.

Priced at \$38.99 non – members - \$33.99 members. Price includes GST and Postage and handling to anywhere in Australia. Overseas will incur extra postage



Oberon Tarana Heritage Railway Inc.

PO Box 299, Oberon NSW 2787

email: admin@othr.com.au

Website: - othr.com.au

Phone President 0437 389 684

ABN 98 107 506 208

Merchandise Order Form

Product/Quantity:
Name:
Mailing address: Street Number: _____ Street _____
Or Post Office Box Number
Suburb or Town
State and Postcode
Your contact details
Phone: _____
Email address: _____

Price includes GST and Postage and Handling anywhere in Australia. Overseas will incur extra postage.

Description	Number	Total
Caps at membership price \$24.00		\$
Caps at non-members price \$29.00		\$
Badge at membership price \$13.50		\$
Badge at non-membership price \$15.50		\$
Whistle at member price \$19.50		\$
Whistle at non-member price \$24.50		\$
Coffee Cup at member price \$24.50		\$
Coffee Cup at non-member price \$29.00		\$
OTHR Beanie at member price \$33.99		\$
OTHR Beanie at non-member price \$38.99		\$
Total		\$

Payment can be made in the following ways

- **Cheques** - made payable to Oberon Tarana Heritage Railway Inc. and mailed to PO Box 299 Oberon NSW 2787
- **Cash** - can be paid direct to our Treasurer at any of our bi-monthly general meetings or at an Open Day.
- **Direct Bank Transfer** – our bank details are **BSB: 062 632 Account number: 1004 9851**. Please include your name as the reference statement.



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Phone President: 0437 389 684

ABN: 98 107 506 208

Renewal or Application for Membership

I/We wish to renew my membership or to apply to become a member of the Oberon Tarana Heritage Railway Inc. and agree to be bound by the Articles of Association of the organization and its Rules and Regulations

Name	
Mailing address	Street Number _____ Street _____ Or Post Office Box Number _____ Suburb/Town _____ State _____ Postcode _____
Phone	Mobile _____ Home phone _____
Email address	

Tick appropriate box

Membership is \$40.00 per person

☐

\$ _____

Donation

☐

\$ _____

Total amount payable

\$ _____

*All donations are tax deductible.
The treasurer sends a receipt for
membership which will also
include information of any
donation*

Payment can be made in the following ways:

- **Cheques** - made payable to Oberon Tarana Heritage Railway Inc. and mailed to PO Box 299 Oberon NSW 2787
- **Cash** - can be paid direct to our Treasurer at any of our bi-monthly general meetings
- **Direct Bank Transfer** – our bank details are **BSB: 062 632 Account number: 1004 9851**
- Please include your name as the reference statement

Expertise (Please complete if you are joining OTHR for the first time) Indicate any skills, expertise or areas of interest you may be able to share with us as the railway is being restored ready for operation. We need members with a wide range of skills from labouring, catering to professional management.

Membership represents a significant financial contribution to our organization. Members receive regular newsletters and invitations to special events. Membership is required to cover insurance for any voluntary work you can contribute.

Signed: _____ Date: _____



Join us on board our newly reconfigured carriage for
a sumptuous

YULE TIDE HIGH TEA

SATURDAY 20th November &
SATURDAY 4th December at 5pm

\$60 pp (includes champagne and beer)

This event is not open to anyone below the age of 18

TABLES SEAT 2 PEOPLE ONLY

*If you are booking for more than 2 we will endeavour
to place you opposite each other*

SEATING STRICTLY LIMITED

For bookings mokups@gmail.com
Or phone 0418295190