



# History on the Move

Newsletter of Oberon Tarana Heritage Railway  
April 2025

## Gateway to the Future



Working bee on Saturday 12<sup>th</sup> April removed the post, that was in the middle of the track and relocated the chain mesh from the fence and put it on the gates. Just another small step forward in the quest to Hazelgrove. Left to right – Mark Handel, Nathan O'Regan and Michael Clark. Photo Greg Bourne

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### Visiting Oberon Tarana Heritage Railway

We have discontinued the first Saturday of the month Open Days since the beginning of the year.

Visitors are always welcome and there are a few ways to join in

- Organise a group to come in – we can cope with groups on a weekday or a weekend. Larger groups often want to have lunch or morning/afternoon tea
- Join one of the Lunches or High Teas that we are running on a regular basis – advertised in the newsletter and Facebook page.
- In March three groups of two or three rang and booked for a tour of the Oberon Yard, Rolling Stock Shed and Heritage Station Building. A phone call resulted to a time and day. Much better if the phone call is a day or two ahead of the preferred time.

Contact details: Greg Bourne 0437 389 684

admin@othr.com.au

**Volunteer Today. Call Greg Bourne on 0437 389 684 for details**

# President's Message

During the early day of the March much effort was put into the preparations for the ONRSR Audit. The overall outcome of the meeting was acceptable with one non-conformance and comments on other areas the need more work. The preliminary report has been accepted. More to follow – we will have to outline to ONRSR how we intend to deal with the issue and give them a time for completion.

The committee is now working through a list of milestones that we need to “check off - complete” before the next application for a variation to accreditation to run a passenger service to Hazelgrove. Some of these milestones are not difficult. The first page photograph shows one example of a milestone and it has now been ticked off.

**Greg Bourne**  
President

Email: [admin@othr.com.au](mailto:admin@othr.com.au)

Mobile: 0437 389 684



Looking North from the Oberon Station  
Anna Fletcher March 2025

Volunteer Today. Call Greg Bourne on 0437 389 684 for details

*For you & your Mum*  
**MOTHERS DAY**  
*High Tea*

SUNDAY 11TH MAY  
12 NOON

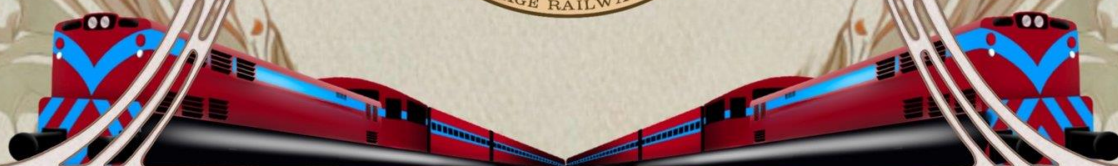
\$120 PER COUPLE (TABLES OF 2)  
INCLUDES A GLASS OF BUBBLES

AT  
OBERON RAILWAY STATION

SERVED ON BOARD OUR  
VINTAGE DINING CAR

TICKETS

[https://www.ticketebo.com.au/  
oberon-tarana-heritage-railway/the-mother-s-day-high-tea-2025](https://www.ticketebo.com.au/oberon-tarana-heritage-railway/the-mother-s-day-high-tea-2025)



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## Patrons

### **Paul Toole**

State Member for Bathurst

### **Andrew Gee**

Federal Member for Calare

## Committee

### **Gregory Bourne**

President, Public Office

### **Michael Clark**

Vice President

### **Elaine Boxer**

Secretary, Catering Manager

### **Jessie Clark**

Treasurer

### **Michael O'Kane**

Events Manager

### **Mark Handel**

Rolling Stock & Track Manager

### **Trent Elliott**

General Committee Duties

## Line Managers

### **Mark Langdon**

Asset Manager

### **Alex Boromisa**

Facebook Moderator

## Building Report

The good news is we now have an approved DA. We have approval from Heritage NSW with our S60 application, and we have a construction certificate approved for the slab to go down.

In a real world that would be sufficient for us to break ground and get the building underway. Unfortunately, the rail infrastructure systems function like a game of snakes and ladders. We are now half way up another ladder waiting for UGL to put final submission together to Transport for New South Wales, to gain permission to commence construction.

Originally this was to be by means of a 3rd Party Works Application. Now that we have done that, it appears that we no longer need it. UGL will now liaise directly with TfNSW and hopefully a letter providing permission to build will be forthcoming.

A second Construction Certificate has also been applied for, to erect the building on the new slab once the slab's completed.

Hopefully the arrival of this will coincide with the completion of the slab, and enable us to flow the construction through to lock up. This will be the goal of the first stage of the building. We will need to raise funds to complete the interior fit out and connect the services. Anyone with a spare \$100,000 please step to the front of the line.

**Volunteer Today. Call Greg Bourne on 0437 389 684 for details**

## Arthur Robinson

### One of our longest serving members

Arthur at the fine age of 85 is not only a keen volunteer at OTHR, he is proud to be the oldest member. He has lived in Oberon for more than 70 years, working on the construction of many buildings here, including the post office, court house and the Oberon Cafe.

As a 3-year-old, Arthur's family left Sydney to live in Hobbys Yards near Blayney. There his enterprising father and uncle built a log cabin for the family, which grew to have 8 children. As a youngster Arthur rode 5 miles to school, the beginning of a lifelong passion for cycling. Arthur's Dad had been a steam train driver in Sydney, becoming a gold miner in the Yards. Later Arthur went prospecting for opals at Lightning Ridge with his Dad, and for sapphires on the Campbell River.

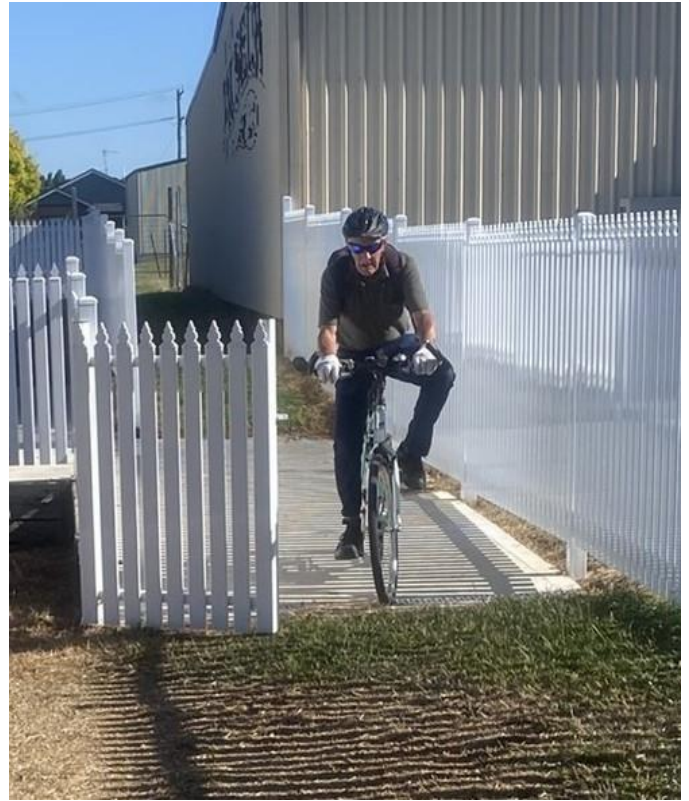
Leaving school at 13, Arthur first worked as a nipper or billy boy, providing hot tea for the workers building Oberon's dam. Concrete for the dam was brought by train from Sydney, using the Tarana Oberon line which is now the focus of our OTHR. Timber mine props went by train from Oberon to Broken Hill, green peas and other produce were en-trained to Sydney.

The line was opened in October, 1923, after pressure from locals including Valentine Carlyle Ross Wood Johnson- who gave the name 'Carlwood' to one of the line's stations.

Later Arthur did contract fencing, construction and timber industry work, also finding time to serve as a town councillor for 30 years. He is still working at 85, keeping up with his 87-year-old sister who also still works. His preferred form of transport is a bicycle, with his beloved 1998 Falcon car, white with a red stripe, also a cherished possession.

From laying sleepers to mowing and yard work, Arthur is an inspiration with his energy and commitment. While trains stopped running on the Oberon Tarana line in 1979, volunteers like Arthur want to live long enough to see trains once again bringing people to and from Oberon.

Interviewing Arthur has been a pleasure, with so many stories and photos shared. As Arthur says, 'one thing they can't take away are my memories'. Thank you, Arthur, for sharing these.



### The Autumn Lunch



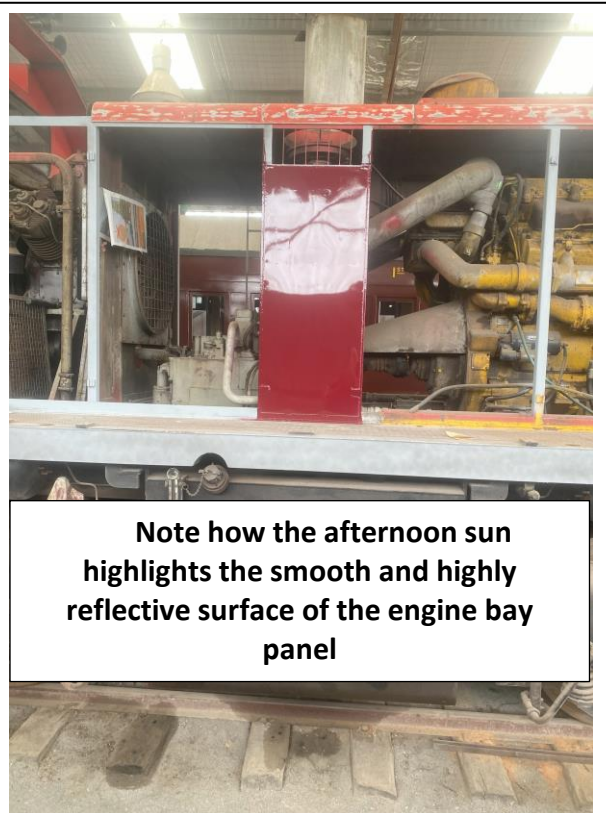
The catering team, Michael O'Kane, Elaine Boxer and Jessie Clark prepared a magnificent meal for the Autumn Lunch on Saturday 5<sup>th</sup> April.

Another excellent meal served in the 1897 carriage HLF854



## Locomotive Report

7307 remains as the workhorse for our travels to the station. Works on 7321 are progressing in the restoration and accreditation process, the rust repairs are complete. The cab and short end either in primer or the first of three top coats. The long cab roof is almost finished in the repair process and it has been primed. The horns were removed, repaired and repainted and are now ready for installation when the cab is painted.



## Track Report

When the track between Oberon and Hazelgrove was certified a list of items that would need future attention was made. These have now been completed with the last job being the replacement of cracked fish plates at about 220.250. New bolts were fitted and new plates were lubricated and re-assembled. Our maintenance schedule has now identified some sleepers that will soon need replacement either in the yard or on the track to Hazelgrove. These will be attended to in future working bees.

We are now giving extra attention on a regular basis to the level crossings by cleaning out the guard rails and removing road base build up that accumulates in the crossings during heavy rain. We have found out that once it has been cleaned out properly if it down about three weeks later it is a simple matter to run a crowbar or use a pick between the rail and guard rail and then blow it out.



**Left:** Early in the morning President cleaning the gap. Photographer is also the lookout!  
**Right:** Trent Elliott, posing for a photo, while having a break from removing road base, leaves and other tree debris near to one of the crossings between Clover Lane and Rutters Ridge Road.



Volunteer Today. Call Greg Bourne on 0437 389 684 for details

## Thanks to Dennis O'Brien

One of our well known and long-term members Dennis O'Brien, has kindly donated a huge amount of railway documents, books and records for our displays in the future. I am still in the process of sorting these items before they go on display. (follow the link on the website to Dennis' Historic Photos Section <https://othr.com.au/dennis-obrien-collection/>)

Mark Handel

Just a couple of photos from his collection.



**A special rail tour waiting at Tarana to venture up the branch line to Oberon 14<sup>th</sup> May 1961**



**The tour train crosses Emu Valley Creek on its way to Carlwood 14<sup>th</sup> May 1961**

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## HS36 Update

Michael Clark, project manager, for the HS36 had to submit a 6-monthly report to Transport Heritage New South Wales. We have managed to squeeze all of it in for this newsletter

- Following on from our last update our upholster has taken measurements for all four seat squabs in the two first class compartments.
- Applied trowelable bitumen to sloping roof section N/E side down toward eastern duckett filling crazing cracks in malthoid. Straightened and applied first aluminium strip to N/W roof above gutter line where canvas meets malthoid.
- Removed N/E outer opening guard door. Removed damaged and rotten matchboard. Door had drooped due to loose cross brace. Door squared up and cross brace secured correctly. New matchboard cut, primed and applied.
- Removed inner opening N/E guard door. Door jamb lower tenon had rotted away meaning the bottom of the door jamb was free to swing away from the frame. Horizontal connecting noggins under the duckett were removed to allow jam removal. Jam was cleaned up with all nail and screw holes dowelled. Rot was cut out of the lower jam, new timber spliced in. A new tallowood tenon was cut and then spliced into the door jam. New upper tenon retaining plate made up as old plate had split and no longer effective. Door jamb reinstalled and now very solid.
- Duplicated missing lower guard door spring loaded bolt.
- Removed N/E duckett. Duckett outer timbers are split and rotted and will require replacement. One of the duckett glass windows is broken. Horizontal noggin that supports the duckett was totally split and wasted. A new noggin made and fitted. Created templates of duckett walls to enable their replacement. Milled up new east and west duckett walls (four in total). Cut rebates for glass windows. Ordered and took delivery of glass for duckets. Fitted glass with linseed putty and timber quad as required.
- Guard door stripped of rotten matchboard. Bottom door rail found to be rotted out badly. Bottom brass plate removed and new timber rail made and fitted. Quite complex. Removed guard door window. Opened top of door frame for removal of warped and split name board. New name board made from marine ply.
- Removed windows and shutters from east side D36 compartment exposing frame fully. Cleaned frame, tightened all screws. Sections of rot cut out and new timbers spliced in. A new horizontal frame member from compartments D36 to C36 was cut and fitted as original was rotted and split.
- As per our previous report we were looking at creating a fiberglass mould to enable duplication of the zinc ceiling panel. This has now been done. One fully fiberglass replica has been made as well as patching of the existing zinc panel. For the existing panel the corroded areas were cut out and replica fiberglass sections spliced in. The result is very good.
- Old lighting cabling was removed from D36 compartment and new cabling installed.
- Bottom iron knees are rusted out and need replacing. One removed to date for duplication.
- Only remaining brass outer door grab handle removed for duplication.
- Perforated aluminium mesh has been purchased for installation into vent areas. Original aluminium mesh has corroded badly and crumbling.
- It was found that the rubber bumpers that cushion the windows when dropped were all perished and hard. An order has been placed with STG Industries of Ingleburn for tooling and supply of 100off new rubber bumpers.
- A request has been made to THNSW to reclad the entire car in matchboard as opposed to the current composite format of matchboard (guard area) and Masonite (passenger area). This request has since been approved and all matchboard requirements and timber trims were ordered and since supplied.
- Undercoats applied to eastern guard wall matchboard, sanding between coats.
- Refitted D36 ceiling trimmings and applied undercoat and applied three coats of correct ceiling white paint applied to D36 compartment.
- Removed second from north end east side aluminium gutter strip. Sanded roof down to gutter section then bitumen painted for acceptance of lower canvas strip.
- Applied gutter section canvas to roof above east side guard door.
- Cleaned and straightened removed aluminium gutter strip and refixed to roof.
- Assembled new guard door bolt from manufactured components.

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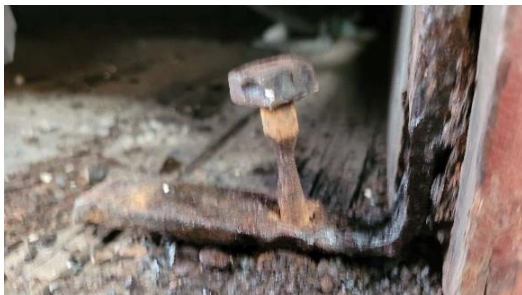
- Repaired northwest vertical timber corner, cutting out rotted sections and splicing in new timbers. Drilled and dowelled all old screw holes. There had been at least two repairs on this corner previously.
- Replaced rotted horizontal member below dog box door northwest corner.
- Continued priming and sanding outer fitted matchboards.
- Removed timber trims in D36 lavatory to help in chasing and replacing decrepit wiring loom. Discovered Lincrusta panelling remains behind trim. Speaking to Evan Rees of THNSW this maybe the only known existence of this panelling in early cars. Have decided to leave it as is at the moment as it is only thin and removing for duplication may destroy it.
- Pulled all new cables for D36 compartment, D36 lavatory and C36 lavatory, a very challenging task.
- Received new custom-made window bumpers from STG Industries in Ingleburn NSW. Supplied in 60 duro of good quality.
- Created curved templates for north end guard wall under gutter trims using old rotted and buckled trims as a guide. Cut new trims using the templates.
- Main east side guard door inner centre brace timber plate was rotted and not effective. Replaced with marine ply.
- Various trim timbers cut for east guard doors and guard door surrounds.
- Cut, primed and fitted matchboard to main east side guard door. Applied lower outer horizontal trim/kick board to guard door.
- Lightly sanded inner guard door for primer separation coat. Applied primer.
- Cleaned and lubricated all guard door hinges.
- Worked on D36 north east window void. Replaced all hardened rubber window bumpers with new. Tightened all timbers, cleaned all window drop light tracks. This section now ready for matchboard application (i.e. first section of Masonite replacement).



Rotted bottom guard door jam.



New tenon inserted into bottom of guard door jam and new timber rot repair.



Wasted iron knee to be replaced.



Bottom of outer swinging guard door showing rotten rail. Since renewed.



Pulling new lighting cables. Compartment D36.



Latex mould produced to allow fibreglass repairs to zinc ceiling panels. Only half is required as the mould is reversed to create the second half. This is the same process they used when stamping sheets from zinc. They only had half sheet tools, stamping one half of the sheet first then reversing the sheet to stamp the other half.

Fibreglass panel trial fitted to D36



Before and after, replacement of rotted and split frame member.

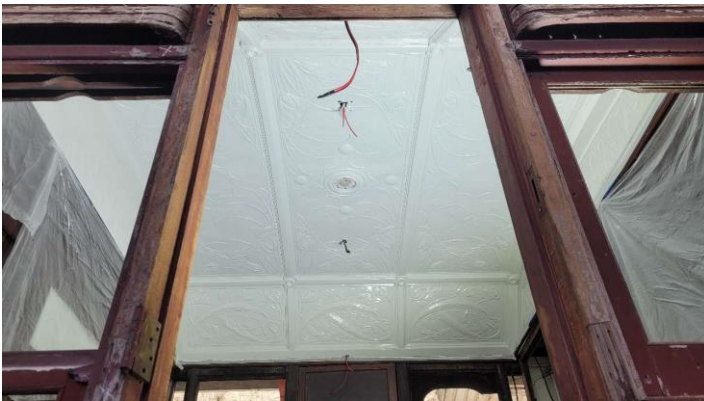
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Lincrusta panelling in D36 lavatory ceiling revealed after removing ceiling trim to allow access to cabling



D36 compartment ceiling in undercoat



D36 compartment ceiling in ceiling white



New east side duckett walls milled



New east side ducket walls temporarily placed



Guard wall under gutter top trim milled.  
Temporary fit up



East side main guard door with new matchboard and name board



East side main guard door in primer



East side main guard door. Inside primed.



New window rubber bumpers



New guard door adjacent trims fitted



New window rubber bumpers fitted to  
D36 compartment northeast void



Aluminium strip over gutter canvas fitted



North west carriage corner under  
dogbox repairs. Rot cut out ready for  
new timber splicing



North west carriage corner under dogbox repairs. New timber spliced in



North west carriage corner repairs. Rot cut out, new timber spliced in



New spring loaded guard door bolt manufactured to replace missing bolt. Original shown on top.

**Kilometrage and Half Kilometrage Posts have to be put along side the line as we move forward to accreditation as a rail transport operator from Albion Street Oberon to Hazelgrove**



These posts have been made in the rolling stock shed from condemned rail and special laser cut plates.

They will be treated with a rust resistant paint and then a top coat. The actual kilometre distance numbers will be fixed to the plates after painting.

The photo below shows that the section of rail used for one of them was manufactured in 4<sup>th</sup> month of 1885 and was taken from the line during repairs.



**Installation will take place in the next few weeks during a Saturday working bee.**

**Volunteer Today. Call Greg Bourne on 0437 389 684 for details**

**Book a visit to the OTHR Precinct**  
**Get a group together or suggest it to a group that you are a member of.**

**Group Bookings are Always Welcome**

**Morning or Afternoon Tea  
Special Lunches  
All Linked to a Tour of the Precinct**

**Contact Secretary Elaine Boxer:**  
**admin@othr.com.au**  
**Website <http://othr.com.au>**



## **Working Bees - It is your railway, be a part of its development by Volunteering**

Regular working bees are now occurring every Saturday with opportunities during the week if you are available.

Personal Protective Equipment boots and orange Hi-Viz must be worn.

We have spare high vis vest that can be used by volunteers.

All volunteers are required to pass a General Induction Program. On track volunteers will need to progress to Rail Safety Worker (RSW) status.

Contact: Greg Bourne President

Email: [admin@othr.com.au](mailto:admin@othr.com.au) Mobile: 0437 389 684

You do not have to attend every working bee, just the ones that fit in your timeframe.

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.

## **The Working Bee Statistics for January, February and March are:**

Hours -Total Working Bees, Open Days, Time Spent working at Home and Other	<b>919</b>
Total \$ Volunteer Contribution	<b>\$41,377.50</b>

You might be interested in how we calculated the \$41,377.50. The NSW Centre of Volunteering values a volunteer hour at around \$45. There are other ways of getting a figure but we are happy to use the peak bodies figure. Please note that the working at home hours are not included – lots of work is done at home. Think of the catering trio of Jessie, Michael and Elaine who work hard to have the food ready for the high teas.

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## As we move forward to the middle of the year

We will need to get more volunteers involved in the training program to become qualified carriage attendants, guards, station attendants, drivers and second persons as well as other important roles.

These roles will require other regular forms of volunteering to support OTHR.

Your interest should be lodged with the President or Secretary at [admin@othr.com.au](mailto:admin@othr.com.au)

### 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.



From left to right Greg Bourne, Richard Webb, three CSU students and on the right Ken Lingabala



On the top side the rail looks to be in gauge but the sleepers are poor. In other places track is completely covered.

### OTHR and Charles Sturt University

Our vice-president for many years Ken Lingabla is now Engineer in Residence CSU Engineering. He still has a strong interest in OTHR and he keeps in touch. He is available for technical track recommendations as we need them.

One of his roles is to find real time projects for second year students. They work in small groups (3 or 4) They have been given the task of looking at the Snakes Gully Bridge and finding a way to repair or restore it.

It is an interesting study from our point of view because it will highlight some of the strengths and weaknesses in the structure.

In a technical sense OTHR is the client and the students are working for us. Any drawings and recommendations will become the property of OTHR.

The president will be invited to the final presentations later in the year.

**Volunteer Today. Call Greg Bourne on 0437 389 684 for details**



Oberon Tarana Heritage Railway

# THE WINTER LUNCH

## Saturday 5th July

*Join us on board our vintage dining car for a sumptuous lunch*

**Includes appetisers**

**3 course meal**

**All drinks**

**\$120 pp**

**Oberon Railway Station North Street Oberon**

**Tables hold 2 people ONLY**

**BOOKINGS : [othr.com.au](http://othr.com.au)**

*Photo Courtesy Martyn Salmon*

**Volunteer Today. Call Greg Bourne on 0437 389 684 for details**



PO Box 299, Oberon NSW 2787  
email: [admin@othr.com.au](mailto:admin@othr.com.au)  
website: [othr.com.au](http://othr.com.au)  
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 av donation.*

Payment can be made in the following ways however EFT is preferred.

- **Direct Bank Transfer** – our bank details are **BSB: 062 632 Account number: 1004 9851.**
- **PayPal via our website.**
- **Cash** - can be paid direct on Open Days
- **Cheques** - made payable to Oberon Tarana Heritage Railway Inc. and mailed to PO Box 299 Oberon NSW 2787

**\*\*\*\* Please include your name as the reference on your EFT transfer**

**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.

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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:** \_\_\_\_\_

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