



History on the Move

Newsletter of Oberon Tarana Heritage Railway May 2020

Received - Final Draft of CRN Licence for Heritage Operations



Contractor, Morestone Group, has now completed the contract by painting the coping white and rectifying some subsidence caused by heavy rain in recent months. The photo also shows the excellent work of Barry and Graham in clearing excess build up between the sleepers over time. In the long term this maintenance allows the sleepers to dry out more quickly. It also allows quicker and more definitive identification of sleepers that need replacing.

Patrons

Paul Toole

State Member for Bathurst, Deputy Leader of NSW National Party, Minister for Transport and Roads.

Andrew Gee

Federal Member for Calare, Minister assisting the Minister for Trade and Investment, Minister for Decentralisation and Regional Education.

Committee

Gregory Bourne

President, Public Officer

Ken Lingabala

Acting Vice President
Engineering Manager
Infrastructure Manager

Tabetha Lord

Secretary

John Brotchie

Treasurer.

Graham Williams

Track Manager.

David McMurray

Fundraiser, Newsletter Editor/Publicity

Managers

Elaine Boxer

Catering Manager

Timo Kanko

Operations and Rolling Stock Manager

Mike O’Kane

Events Manager

Mark Langdon

Asset Manager

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Presidents Message

The current Covid-19 situation has not brought OTHR to a complete stop.

The contact representatives in John Holland Rail and Transport for New South Wales have been working on the final steps for the HOL north of Oberon Street. We have now received "CRN Licence for Heritage Operations". It is being reviewed by the committee. We will have seek clarification on a few points before signing takes place.

We have been able take delivery of and commission the Spray Unit which was purchased using funding from Federal Government Communities Environment Program. It will be a great time saver as we move forward.

Our new Secretary, Tabettha Lord is becoming familiar with the role. Her computing skills were instrumental in setting up Zoom on committee members' computers over the last week. We tried a telephone link for March committee meeting but that was not successful. We moved to a higher tech solution. Now that we have Zoom in our skill set there is really nothing to stop people who do not live on Oberon from joining the committee member as an active member. The AGM is still scheduled for October!

Greg Bourne
President, Acting Secretary
Oberon Tarana Heritage Railway Inc.
Email: gpbourne@gmail.com
Mobile: 0437 389 684



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 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.

Contact:

- Mail: PO Box 299 Oberon NSW 2787
- Phone: 0437 389 684
- Email: admin@othr.com.au
- Website: www.othr.com.au
- Facebook: www.facebook.com/OTHR.Inc

Editor's thoughts

COVID-19.

What does this mean to Oberon Tarana Heritage Railway Inc.?

This was the question asked in the April edition of our Newsletter.

Oberon Tarana Heritage Railway Inc. has had to curtail a fair amount of our activities or at least work in isolation.

We are proud of the fact that Oberon has been observing all requirements and to date the Shire is officially free of the Pandemic.

Your committee continues to work to achieve the OTHR aims and some good news should become public shortly. The virus has slowed the flow of cohesion between ourselves and those we have to deal with, and to a degree that's understandable although not ideal. Patience is a real virtue here.

Whilst working bees have been suspended, we have maintained a skeleton staff for the purpose of maintaining the yard. Mowing and weed chipping continues. Social distancing is being strictly adhered to with only a couple of volunteers being on site at any one time.

Open days and General meetings have been suspended for the time being, but Committee Meetings continue via Zoom.

We have determined that once the emergency is over, OTHR will be back to normal as soon as we can.

To all members, keep your social distancing up and wash your hands frequently. The country is in a better place because we are all doing our bit.

Stay safe.

ANZAC Day 25th April 2020



ANZAC Day Saturday 25th April 2020 proved to be a very different celebration.

I actually wrote this tribute on ANZAC Day morning and it was a day for personal reflection for the community here in Oberon NSW. The morning broke to a thick fog, common for this season here as the community gathered on their respective driveways to celebrate all those in our community who have served their country in all conflicts over the years.

How fitting to hear the Last Post and then Reveille eerily broadcast across Oberon from the RSL Sub Branch penetrating the Oberon mist in the very chilly early dawn of this special day, as if from some unknown being.

For me, those memories provoke a truly emotional and reflective moment.

Here at Oberon Tarana Heritage Railway Inc. we paused to remember all members, their families and friends who had defended Australia in all the conflicts since the Boar War.

We are eternally grateful to them.

Lest We Forget.

HAPPY Mother's Day

*To all the Mothers out there, all the best from the
Committee of OTHR.*



Engine 1957 at Oberon Station.

Membership Renewal due 30th June.

An early reminder that Membership Renewals are due at 30th June 2020.

Your Committee has resolved to increase the membership fee to \$30.00 for the 2020/21 year. This reflects increasing costs most particularly with insurance.

Your membership fee just covers our costs in relation to members and still represents great value for all of us.

For all past members who have allowed their membership to cease, please consider renewing for 2020 and have a stake in the exciting advances we are currently making and will be making in the next few years.

A renewal application is located at the back of this newsletter.

Please Note....

As a result of restrictions placed on gatherings and in particular within clubs due to COVID-19, we have cancelled our General Meeting until further notice. Clubs are currently closed.

NEXT MEETING

NEXT BI-MONTHLY GENERAL MEETING

TO BE ANNOUNCED.

Immediate Goals

A new range of goals to be achieved in the near future as follows:

1. Obtain full track certification for the Oberon Yard area.
2. Gain approval for the HOL North of Albion Street to approximately 500m north of the Hazelgrove Station.
3. Apply for variation to existing accreditation for RIM & RSO to approximately 500m north of the Hazelgrove Station.
4. Apply for variation to existing accreditation to operate work trains to Hazelgrove.
5. Apply for variation to existing accreditation to operate tourist trains to Hazelgrove.



A winter's scene in Oberon NSW from times past.

Positions Vacant

Your committee is looking for members to step up and take a part in the responsibility of running a large-scale volunteer enterprise, namely the Oberon to Tarana Heritage Branch Line as a tourist attraction.

Within the next few months and into the future OTHR will be continuing the building of a wonderful community project involving the operations of trains as a tourism attraction that will be the envy of the Central Tablelands and the Central West, if not New South Wales.

Specifically, the following positions have been identified and will need to be filled in due course:

- Finance Manager – needs to be filled soon.
- Safety Manager – needs to be filled ASAP
- Curator, Oberon Station Interpretive Display.

All positions will be filled by members or the railway community or the general public with appropriate skills suited to the job.

OTHR also needs skilled tradespersons of all types. For example, Carpenters, Plumbers, Electricians, Boilermakers, Painters plus more. Please also contact Greg Bourne as above with your experience.

So... you think you want to volunteer?

WOW look at all the volunteer positions now becoming available!!

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. 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.

Still interested in volunteering? Then let's hear from you.



*Tarana Railway Station
Photo supplied by Matt McMahon.*

We have Jobs...

but what do they entail?

It's often said by some that they would like to volunteer but don't know where to look; they have skills that must be of use but where?

OTHR has jobs and we are looking for people with particular skills. Do you want to be part of a progressive association with bold plans and a grand vision that is steaming ahead?

Give President Greg a call and find out whether you have the qualifications to fill the vacancies. (listed under "Positions Vacant")



*The new spray unit mounted on a sleeper trolley.
This will be very useful as we do track
maintenance north of Albion Street.*

Sleepers

You are reminded that we have a supply of sleepers for sale. Some are suitable for landscaping and some suitable for firewood. See the advertisement later in the newsletter about firewood. If you want to purchase landscaping sleepers, contact President Greg Bourne.



*A couple of very old sleepers along - side a new one.
They were recently removed from Road 3. They are
split at the end; the dog spikes were loose and
would not have been holding the track in gauge.
How long were these in the line?*

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 possible 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.

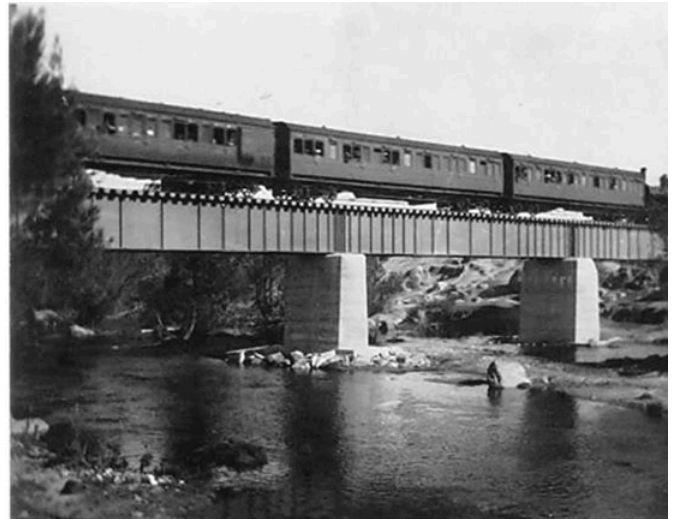
As a representative of OTHR, you are expected to act in the best interests of OTHR and to conduct yourself in a manner that does not discredit:

- 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 of 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.



This photograph was provided by Dorothy Toole "Corleone" Tarana and was titled:
"Opening day of the Oberon Tarana Railway - Fish River Bridge 3-10-1923

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 cost \$30.00 per year and new members are welcomed at any time during the year.

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

Membership is due at the end of June annually.

Refer to OTHR website to download an application or see the application at the end of this Newsletter.

Secured your New Merchandise Yet?

Enamelled metal badges have been added to our new range of merchandise.

They are of a very good quality and a great addition to your collection of OTHR memorabilia.

Prices: \$10.00 members, \$12.50 non-members, plus P&P if purchasing online/order form. See the order form later in the Newsletter.

Additionally, two new products will be added to our range, but not until we are over the COVID-19 virus and are up and running again.

A select number of local businesses are now stocking OTHR merchandise. The stores include Oberon Visitor Information Centre, Oberon Licenced Post Office, Kringle Cottage, Arrows Newsagency and Mama Snow's Café, Tarana

About Oberon.....

Winter is almost here. You can expect beautiful clear days and chilly nights as is expected in our temperate alpine climate.

I can think of nothing better than enjoying a beautiful chilly night in front of a roaring fire with a hot toddy, or gazing at the stars in the crystal clearness of an Oberon night. Perhaps strolling amongst the Alpine trees and enjoying the colourful hues of the autumn leaves is more for you. Daylight hours have more than enough attractions to keep a group of visitors occupied for a week or more.

It's always a challenge for an association's events manager or co-ordinator to continue to come up with interesting places to go and see.

Have you ever considered Oberon as a place your club or association would visit?

There are great drives around the Oberon area. All routes take in the beautiful country side and all are bitumen roads. We currently have 6 routes ranging in distance from approx. 40kms to approx. 149kms. All routes are self-guiding or we can guide you.

Oberon often overlooked, but it's central to most of New South Wales major tourist attractions, is the first authentic country town west of the Blue Mountains. It is the home of the Oberon Tarana Heritage Railway Inc. Within the heritage railway precinct, you will find a vibrant and active heritage railway interpretive centre, the only Skoda Tatra Car Museum in Australia, and a regional museum. Nearby is one of the best private museums featuring tractors and other memorabilia and a fantastic military museum also close by.

Mayfield Garden is the largest cool climate garden in the world, over 160 acres in size; the World Heritage listed Jenolan caves; the museums and world famous racing car track and shopping delights of nearby Bathurst and of course the sites and delights of the famous Blue Mountains also within 50 minutes' drive of Oberon.

Piqued your interest? Who do you contact?

To get you started you can contact Oberon Tarana Heritage Railway Inc., (0408 606 889 Dave), the Oberon Visitor Information Centre on 6329 8210 Mat, Debbie or Lynne)

We have expertise in organising group stays, from a day to a week, and can assist you in organising a visit to Oberon.

Some past events have included:

- Morgan Muster (an anniversary tour by the Morgan Owners Club).
- Triumph Car Club weekend.
- Geelong Car Club week-long visit.
- Peugeot Car Nationals over an extended weekend.
- Various seniors bus groups.
- School Children.
- 7th Horseless Carriage Club International Tour.
- Insights Railway Tour

- “Downunder Jampot Rally” organised in conjunction with the AJS & Matchless Motorcycle group and OH@CC.
- Weekend visitors enjoying lunch and a visit to the two museums and railway interpretive centre on site as part of Oberon Outdoor Week.

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

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.

There is a team of friendly locals here to help.

One thing’s for sure, you will be more than welcome in Oberon!

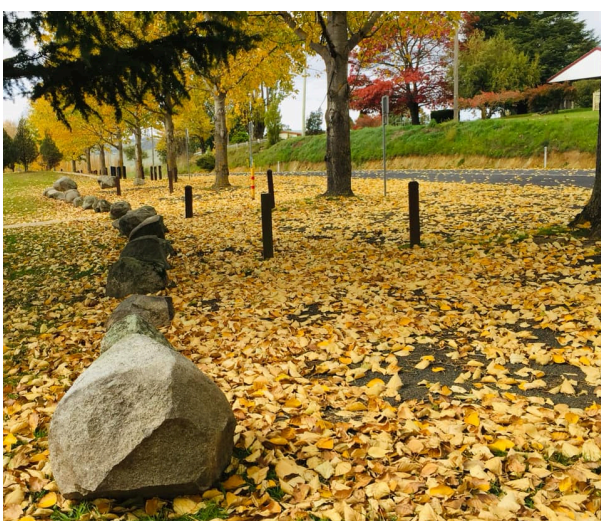
Contact us any time to discuss.

Oberon, Simply Spectacular!

Email admin@othr.com.au

Or phone 0437 389 684 Greg, or 0408 606 889 Dave.

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.



*Oberon...looks good any time of year but never better than in autumn.
Photo Consi Gaïser.*

Flame Trees in Oberon?

What do Barnsey, Cold Chisel and Oberon have in common?

Therein lies a bit of a story.

Cold Chisel’s classic rock anthem “Flame Trees” written and recorded in 1983 is a song about a youth’s memories of Grafton in Northern NSW where he had lived and of his romantic dreams and of returning home after some success in the big smoke. Grafton is not noted for its Flame Trees but more its’ Jacarandas, although Flame Trees are prominent in that city. The song referenced a TV Miniseries, “The Flame Trees of Thicka” (1981). So when it came to producing a video for “Flame Trees” the director chose, not Grafton or a town with Flame Tees or even Jacarandas, but Oberon in New South Wales.

Jimmy Barnes didn’t appear in this video except for some footage of “The Last Stand”.

The video was shot on the approaches to Oberon, the main street and the Tourist Hotel and Michael Patterson’s garage amongst other sites and features a lot of locals. You can see from the video that Oberon hasn’t changed all that much in almost 40 years.

The video can be viewed on You Tube and is worth a look. Search <http://youtube.com/user/coldchisel>.



Photo courtesy of Cold Chisel Facebook

Oberon Tarana Heritage Railway Inc. famous for film locations and Props.

While we're at it we might as well mention the film "Backtrack" filmed partly at Oberon in 2015. The film is a psychological thriller and the set was down the line near the Oberon Waste Disposal. The producers built a set as shown below beside the line. It was given to OTHR at the conclusion of filming and will be preserved as part of our operations in due course.



Signal box constructed as part of the film set for "Backtrack".

And yet another delve into the film industry was in 2013 for Baz Luhrman's "Great Gatsby"

OTHR supplied the 1897 end carriages for use in that film. They were transported from Oberon to the set in Sydney and later returned to Oberon after filming had ended, all at the producer's expense.



Artist's enhanced impression of the 1897 End Platform Carriages.

Next Working Bees.

During April there has been a scaling down of Working Bee Activities mainly because of the social distancing requirements of Covid-19.

Arthur has been on the mower and kept the grass in check. Barry has continued with weed control. He and Graham have continued to remove ash and soil from between the sleepers in roads 1, 2 & 3. This is important work

- sleepers to dry out more quickly
- it is easier to see which sleepers need replacing in the maintenance program
- foot of the rail is not in contact with ash and soil and less rusting occurs.

Sleeper and timber replacement has continued in roads 2 & 3. It has been scaled back because of social distancing requirements have reduced the group size.

All major working bees have been suspended for the time being. We will advise when they recommence.

Working Bee wrap

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

Generally, 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.

We would like to see anyone with railway trade experience but that's not a requirement.

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.



Barry Webb, long-time volunteer doing some weeding in the Oberon Station Precinct.

Monthly Open Days.

Open days are held on the 1st Saturday of each month to coincide with the Oberon Farmers Market.

Volunteers will be required to 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.

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.

Welcome New Members

Oberon Tarana Heritage Railway Inc. is always looking for new members.

Interested in railways or the Oberon to Tarana line in particular, 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.

Say Whaaat???

- If a Parsley Farmer is sued, can they garnish his wages?
- Would a fly without wings be called a walk?
- Why do they lock petrol station bathrooms? Are they afraid someone will break in and clean them?
- What was the best thing before sliced bread

Remembering....

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

Robyn Toedter

Robyn was a long term member of OTHR and the partner of John Martin another long term member. She was a sad loss to OTHR. Robyn was well known in Oberon being also a member of Oberon U3A and the Garden Club as well as participating in sewing and quilting groups. A willing volunteer would do anything asked of her. She had a keen sense of humour and was always up for some fun. Robyn passed suddenly and is a loss to the Oberon Community.

Rest in Peace, Robyn.

Tony Buckland



Tony Buckland at the wheel of his beloved Ford Falcon along-side a tram that he was fond of driving at every opportunity.

Tony Buckland It is with sadness that we report the passing of long term member Tony Buckland. An Oberon local, Tony, like the rest of us was a mechanical fanatic. Tony was an active volunteer with Oberon Tarana Heritage Railway Inc. lending a hand with every task asked of him. He was an active member of the Oberon Heritage & Collectors Club Inc. As well he was a long term member of the Sydney Tramway Museum, being a volunteer tram driver on a regular basis. He was also a member of an early Ford Falcon Car Club in Sydney. His interests were centred on trains, trams and classic motor vehicles. Tony had expressed interest in learning to drive our 73 Class Locomotives. Prior to his passing, Tony had donated his 1984 Holden Rodeo Ute to OTHR. We are thankful of this donation and Tony can rest easy knowing that it will be well looked after and put to good use.

Rest in Peace Tony.

Visit OTHR when next you come to Oberon

Make sure you keep up to date with work in progress at the Oberon Station Precinct and the Oberon branch line.

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.

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

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

OTHR 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.

Admission \$5 (18 and over), Devonshire Tea \$10. Skoda Tatra Museum entry by way of a donation.

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

The last few Open Days have not been so successful but that's understandable considering the extremely hot weather.

Hopefully members and the general public will make up for those lost days now that the days are cooler.

Big Railway Disaster

"April 27 1892, NSW Western Line – Accident at Sodwalls – Train Smashed Up – Nine Persons Killed."

The following is an account of one of the NSW's biggest rail accidents at the time as described by the Darling Downs Gazette & General Advertiser dated April 1892.

"A terrible railway accident has occurred on the Western line, near Sodwalls. Nine passengers are reported to have been killed and twelve injured. The train left the metals, the result being a complete smash. Particulars are not yet to hand.

Sodwalls is a station on the New South Wales Western line. It is nine miles from the junction of the Western and Mudgee lines at Wallerawang, 31 miles from Bathurst and 114 from Sydney.

Later.

Further particulars of the railway accident state that the bodies of the killed arrived at Bathurst this morning. So far, identification has been made as follows: Neville Ashwell, George Street, Marrickville; W. Atre, Watsons Bay; H. Doig, of Forbes Street, Sydney; supposed to be doing business with a pawnbroker in Lower George Street; Mrs McDonald, of Spicers Creek, Wellington; a young man, George Dishington, one of the unemployed; Charles Kerston, railway employee, Nyngan; and Charles Tailby. There is a woman not identified, and another woman literally cut to pieces. All are more or less mutilated. The sight of the bodies is terribly sickening. A human leg and a second foot have since been discovered in the brake van. W.H. Simmonds of Sydney, and J. Richards of Millthorpe, were very seriously injured, and not expected to recover. The following were more or less injured in addition to the names of those previously sent. Minnie McDonald of Spicers Creek whose mother was killed; John O'Shea, of Brewongle; W. Thomas of Bathurst; J. Wibard, the mail guard; and J. Wilbow, train guard. The broken rail which is said to have caused the accident is an old English double-headed iron rail, said to have been down since the line was opened 1872. The vans tilted up after running about 100 yards from where the rail was first broken. Just here the line curves, and a granite wall rises 10 or 12 feet on the left of the line. Against this the compartments were dashed, and in their forced progress some of those killed must have been literally ground against the wall of rock. Pieces of flesh and fragments of clothing bespattered with blood have been found amongst the debris. The whole scene is said to be unparalleled in the railway history of the colony.

The official report states that the cause of the accident was the rail breaking, the fracture being a clean one. There was no possible means of the driver seeing the breakage. The road was in excellent order, having been lifted with head ballast from Tarana quarry within the last four months. The rails used were 75lbs per yard weight, of double head, with chairs and sleepers of iron. The bank is of the heaviest description.

An eye witness describes the scene as of the most ghastly character. One body was found lying head downwards on the footboard with the interior of the stomach exposed. Another body was torn out of the carriage by a protruding rock. In the creek the body of a woman was found lying face downwards on a piece of wood. Near it lay the body of Mrs. McDonald, the hands and arms and viscera being torn out. One poor dead woman had a living child in her arms. The bodies of a woman and a man were found among the debris, the latter was reposing in the carriage, and lying near him was an able-bodied man of dark visage, whose mutilated body was covered with blood. His clothes had been torn off, and his body and legs torn apart. The man has been identified as Dishington.

Sydney, April 28.

Another woman has since been identified as Mrs. Cowel, of Ben Bullen. Another woman has not yet been identified. She is so battered about that it is possible she may not be recognised. It is believed, however, that she is the mother of the infant child, aged six months, who was found clinging to her and was uninjured. Doig, one of the victims, was formerly a commercial traveller in the employ of Sargood, Son, and Ewen, warehousemen, Dunedin.

Mr. Duff, the District Traffic Inspector, states that upon receiving word of the disaster he at once wired to Penrith and Bathurst to order special trains with assistance. The order was complied with, the train from Bathurst arriving about 3.30 AM, or within an hour of its departure from Bathurst. The injured were at once attended to, put on board, and conveyed to Bathurst, where they arrived about 6.00 AM. Another special followed with the dead bodies, reaching Bathurst at about 9.00 AM. The injured were taken to the hospital without delay and are progressing favourably. In

fact, there are only three persons badly injured. The other three being children whose parents are killed, and who are sent to the hospital to be taken care of. The remaining passengers who had travelled in the undamaged part of the train were sent to their respective destinations as soon as the dead bodies had been removed. All hands at once were set to work to clear the line and by 1.30 PM the last damaged vehicle had been got upon the road and by 2.00 PM they were in a siding at Tarana. The road was then clear for traffic and has been so ever since. Commissioners Eddy and Oliver returned to town last night. Mr. Eddy stated that the accident was one that could not possibly have been foreseen. He says that two gentlemen travelling on the right of the rear compartment of a first-class carriage next to the sleeper say they heard a crack, and one said to the other "An axle must be broken." There is no doubt, he thinks, that as the first-class carriage was going over the rails the crack occurred, and the sleeper passed over and widened it a little, the mail van running off. That would account for the driver hearing nothing. The fatal results occurred from the carriage coming in contact with the jagged rock.

The account from Bathurst says that the dead bodies were brought there by the relief train at 9.55 and conveyed in 14 carts to the hospital. The remains were wrapped in blankets to hide the ghastly mutilation from public view. One body that of a woman was removed from the train in three parcels. The head, trunk, and legs of a man and the leg of a woman were in another parcel, being supposed to be a pair, and the mistake was not discovered 'til the morgue was reached. One body was that of a tall, heavy man, with a dark moustache, supposed to be that of Kersten. In his right eye, near the temple there was half embedded a large screw head. The other bodies were also terribly cut about. The three men in the hospital are all going on well. Richards lives at Millthorpe. He is a fettler who minds the gate and watches the line. He is 68 years of age. He had been called by the railway authorities to Sydney to undergo an examination as to his fitness for further work.

David H.J. Moses was the engine-driver, George Evans and Jno. Robert Chadwick the fireman, and the engine was a light Baldwin passenger engine

weighing 92 tons. One of the brakes of the rail "was a peculiar one", being almost horizontal, while the second break was perfectly vertical. What caused the break it is impossible to say. There is a certain percentage of breakage of this class on all railways. There was no flaw visible.

Henry L. Moses, the driver of the train, states "At 1.50 AM on passing the 117 mile post, about two miles on the Sydney side of Tarana, we were just entering the rocky cutting when I felt a slight jerk, as if the air pipe had broken. On looking back along the train I saw a fire flying from the wheels. I put on the brake immediately and stopped the train. On alighting and going to the back part of the train, cries, groans and shouts were heard, and I discovered that the training end of the sleeper car, the mail van and the brake van had left the rails and had been smashed up through knocking against the rocky cutting. Quickly a number of the uninjured passengers were at work helping the injured, an on alighting, fireman Chadwick was dispatched to Tarana at once with the staff, and he arrived there at 2.20 AM. Thence the news of the catastrophe was wired to several of the depots." Questioned as to the probable cause of the accident, Moses states that he found the rail broken in five pieces. Measuring from this spot to where the break van stopped is about 98 yards, so that a lot of time was lost in applying the brake. The goods train, which the mail had to cross at Tarana, passed over the place some 20 minutes previously.

Amongst the list of killed will be found the name of Karol Kirsten, an engine driver who was going to take up duty at Nyngan. His wife and family accompanied him, but in another portion of the train, and it is said that he gave up his seat in that compartment to a lady who preferred to travel in the company of his wife, and thus met with his death.

The damage to the rolling stock is variously estimated at between two and three thousand pounds

**Inquest adjourned.
Sydney, April 28**

The inquest on those killed through the Western Railway disaster was commenced today and stands adjourned. The unidentified body will probably be recognised by Mr. Morgan of Orange as that of his wife. It has since transpired that the young lady, Miss Minnie Ashwell, one of the victims, was travelling under an assumed name, and was proceeding to a situation at Bourke, as governess, her correct name being Mary Ann Bushell, residing with her mother at Marrickville. The reason for the deceased travelling under an assumed name was merely a girlish love for mystery.

Sydney April 29

Lord Jersey sent a telegram yesterday expressing sympathy with the sufferers by the terrible railway accident on the western line, and hoping that they would speedily recover. A reply was received addressed to Lord Jersey, thanking him for the message and reporting that all the injured are progressing favourably. Lord Hopetoun also telegraphed his sympathy from Melbourne.

Later

The inquest on the Tarana railway accident was resumed today. Moses, the driver of the wrecked train, stated that it was impossible for the engine to have broken the rail.

The inquest on the railway accident has concluded. The jury's verdict was that the accident was caused by a flaw in the rail and there was no evidence of neglect on the part of the officials



Clearing the train wreck near Tarana NSW.

Sponsors

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

Sponsorships are a very 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 six 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?

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Highlands Motor Inn, quality accommodation at an affordable price.

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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"

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Bronze Sponsor Haymes Paints

Haymes Paints are a family owned Australian business. The business started in Ballarat in 1935, is now in the hands of fourth generation of the Haymes family.

Over the years, each member has taken care to hand on the commitment and passion for crafting quality products. As they say their name and reputation is on every can.

Bronze Sponsor Orminoid & Lanko

Along with the Australian specialist construction brands Orminoid and Lanko, Davco is part of the international ParexGroup. ParexGroup is a truly global company and a leading producer of speciality dry-mix solutions with 3.905 employees. The group has a strong local focus



Michael preparing HLF854 for some new paint.



A couple of fettlers – checking road 4
In gauge? Is it level?



If it is not level it needs to be jacked up

Official OTHR Merchandise Buy Now.



OTHR Cap.

Bottle Green 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

New Product. 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 include 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

Official OTHR Cap \$29.00 non - members \$24.00 members.

Official OTHR Badge \$15.50 non – members \$13.50 members

Price includes Postage and Packing

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

	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	_____	\$_____
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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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	 Suburb/Town _____ State _____ Postcode _____
Phone	Mobile _____ Home phone _____
Email address	

Tick appropriate box

Membership is \$30.00 per person

<input type="checkbox"/>	\$ _____
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Donation

<input type="checkbox"/>	\$ _____
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Total amount payable

\$ _____

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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 are able to contribute.

Signed: _____ Date: _____