

MEMBERS' NEWSLETTER

RAILWAY LUNCHEON CLUB

VISITS CRONULLA STATION

Thirty five members visited Cronulla on 18 August 2010. Unfortunately for some of our regulars, damaged overhead at Beecroft threw northern train services into chaos. Consequently anyone coming from the Newcastle and Central Coast found it difficult to get there, and some of us didn't get there at all. However, those that made it heard from Stuart Sharp of the history of this seaside station, the only one in suburban Sydney.

Cronulla (a corruption of the original aboriginal name Kurranulla, meaning "place of pink seashells") Station was opened on 16 December 1939, along with the railway from Sutherland, replacing a tramway which had operated from 1911 until 1931. The station was designed along Inter-War Functionalist lines and is the NSW station which comes closest to Art-Deco style. Amongst its features are:

- The largest terminal building on a NSW branch line, apart from Newcastle,
- The largest station in Sydney, other than at a junction,
- The first and best example of the Inter-War Functionalism design,
- The only two-storey station planned after Sydney Terminal was opened in 1906,
- The only station with two staffed booking offices on the same platform,
- The longest platform in Sydney at the time of station opening,
- The only use of a clock tower with a working clock in NSW at the time of the station opening,
- The first use of blond bricks as an ornamental design feature,
- The first use of curved building corners,
- The first use of wide fascias on the canopies,
- The first application of large, cantilevered brackets to support the platform awning,
- The first use for an entire line of the cantilevered platform copings, and
- The first application of public gardens as an integral feature of station planning.

After the station visit, lunch at the nearby Cronulla RSL Club completed the day.

The next Luncheon Club outing is our two-day visit to Lithgow on 14 and 15 September. This is now fully booked. Travel is by the 8.24am Lithgow service from Central.

On October 20, we are going to Helensburgh. Here we will be looking at both the current station and the old abandoned one, as well as nearby old earthworks. Note that most of the walking is level and on concrete paths. To give sufficient time for the inspection and the necessity to go back to Sutherland for lunch (there are no suitable lunch facilities near Helensburgh Station), we will be meeting on Helensburgh platform at 10.00am after the arrival of the 9.03am service from Sydney Central.

Gary Hughes

AUGUST GUEST SPEAKERS

Society Councilor Geoff Moss' soon to be published book *Sydney's Electric Trains-A Personal History* recounts his career experiences with the NSW as an electrical engineer. Geoff recounted to the members and guests present at the August meeting some of his more memorable and sometimes amusing moments from the book, illustrated with a selection of images from the Rail Resource Centre.

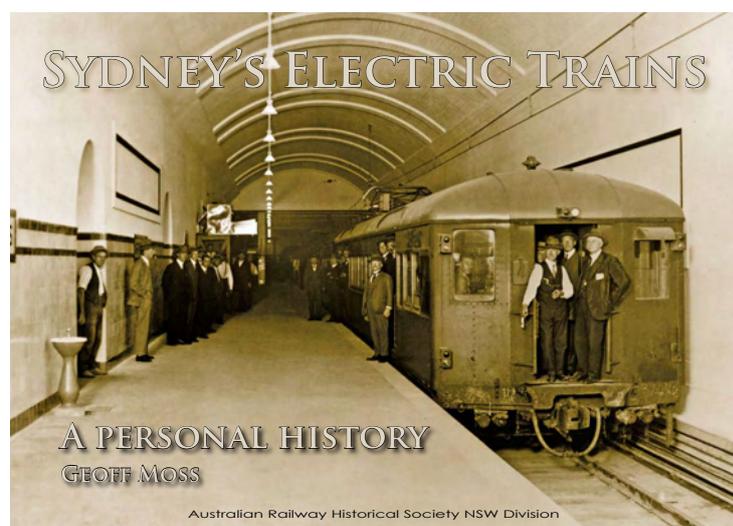
To quote from the book; 'Geoff's career in Sydney's electric trains began in 1952 at the Electric Car Workshops at Chullora, and except for a break between 1956 and 1962, he progressed into the Electric Train Running Section, where he remained until 1978. Geoff was placed in charge of the day-to-day running of Electric Trains from January 1982, through to July 1986 and after a year as Project Manager of Workshop Integration, he resigned at the age of 57.'

Geoff was there when the 1955 four-motor Comeng S and U Sets were introduced. Then he saw in the initial Tulloch-built double deck suburban trailer cars and the subsequent all double deck prototype Set S10.

His involvement in the remotoring of two-motor single deck power cars to four-motor was duly noted by the first conversion, Car 7500, while under test getting the nickname *Moss's Rocket*. He also was involved in the commissioning of the 46 Class electrics (incl. the prototype 4501/7100) and the stainless steel carriages of the Brisbane expresses and the *Southern Aurora*.

Society President, George Gettens, thanked Geoff for his insight into NSW electric train running on behalf of the audience.

Geoff's manuscript is close to finalisation and is expected to be published later this year, in early November. The cover of the book is reproduced below.



CHANGED BOOKSHOP OPENING HOURS
 Monday to Friday: 9am to 5.30pm
 Saturday: 9am to 4pm