

**RAILWAY LUNCHEON CLUB
REDFERN**

After Sydney's bout of wet weather, Wednesday 20 November was a brilliant day as our group of about 35 gathered at Redfern to have a look at what can be seen in and from Wilson Street.

As we walked along this thoroughfare, life member Stuart Sharp pointed out each of the buildings and their significance. Aply assisted by fellow life member Peter Neve, Stuart gave the history of these intriguing buildings, interspersed with his lively wit regarding the political situation of the days gone by.

Former buildings such as the CME's Office, Scientific Building, Fire Station, Carriage Works, residences and the Foundry all got some coverage.

Our fifth year of Luncheon Club outing was concluded with lunch at the nearby Club Redfern.

There will not be any outings in December or January. On 19 February 2014, as is the custom, we will be having a lunch only event at The Great Southern Hotel in George Street, Sydney. Normal outings resume on 18 and 19 March 2014 when we will be doing our postponed two-day tour to the Bathurst Region. Some cancelled bookings may be available for this tour and if you require a place on this tour you should contact the ARHSnsw Tours Director, Spencer Ross.

Gary Hughes

Forthcoming Tours

Jan 19: Annual Summers Day on the South Coast with Rail Motor Society's 621/721 railcars
(Booking form on page 3)

Feb 22/23: Winelander to Stanthorpe & Wallan-garra
(Booking form on page 4)

For more info call the Tours Hotline on (02) 8394 9019.

Members' Slide Competition

November's subject was 'Sydney to Melbourne Daylight Passenger Trains'. Chris Sim's shot of a Down XPT in original livery at Yass in 1991 was judged to be the best.

Upcoming subjects are:

December—Members' slide and DVD night.

January—My best railway photo of 2013.

February—Railway Work Gangs.

March—NSWR Sidings.

April—NSWR Riverina Branches.

(Contestants are to submit digital images at least 24 hours beforehand to Redfern by email: mail@arhsnsw.com.au Digital images cannot be submitted on the night. Submissions are limited to **FIVE** slides or digital images only. The subject should also be the image's main focus. Contestants must know when and where slide/image was taken and mark the slide accordingly otherwise image will be ineligible to win.)

RRC VOLUNTEERS' MEETING AT STATE RECORDS KINGSWOOD

On Monday 11 November, the RRC volunteers' workshop, held a couple of times each year to discuss matters pertaining to the smooth running of the RRC, was held at State Records Kingswood. It was a very successful day for the 30 attendees – the highlight being a behind-the-scenes tour of the SR's extensive archives, of which about 5% are of NSW Railways material. The SR's John Cann, Rhonda Campbell and Susan Charlton made us very welcome and the promise of greater future co-operation between SR and the RRC is now very likely through efforts of Bill Phippen in harmonising the relationship with SR. Interestingly, the SR had an exhibition titled *Romance & Industry* running which included posters and images relating to the Railways of NSW. It was noted the captions to each exhibit were spot on for accuracy and readability! Special thanks goes to Bernie Le Breton for organising the best sandwiches and fruit platters for lunch.



Some of the RRC volunteers pose for the camera in the foyer of State Records at Kingswood. Note the Romance & Industry banner advertising the SR's railway-themed exhibition. Image Shane O'Neil.

**NOVEMBER MEMBERS' MEETING
GUEST SPEAKER**

At short notice, Bill Phippen stepped in to speak about his favourite subject - bridges particularly railway bridges. This time he delivered a lecture themed around the 150 year-old Menangle Railway Bridge on the Main Southern line of the NSW Railways. Bill wrote about this bridge in his nine-page article in the July 2013 *Australian Railway History*. An ability of Bill is to explain technical details of bridge design to his audiences in an easy to understand manner, sometimes using objects to show design features. This time he had wooden models to show how the strength is developed in plate flanged and box framed iron spans. That the Menangle Bridge's iron box frames are still in service is a testament to their sound Whitton design, albeit strengthened to cope with higher train weights and axle loads. Bill also bought along an 11 metre-long plan, scaled at 1/4 inch to the foot, which was produced by Whitton after the bridge was built at the request of his superiors, as the original bridge plan was prematurely destroyed.

The chairman for the meeting, Nev Pollard, thanked Bill for his most interesting lecture.