

MEMBERS' NEWSLETTER

RAILWAY LUNCHEON CLUB LIDCOMBE STATION

Visit to Lidcombe, Wed 19th October 2011

Lidcombe opened as Haslem's Creek on 25th October 1859, changing to Rookwood in 1876 and finally adopting the name Lidcombe, based on the names of two local mayors (Lidbury and Larcombe), in 1914. The station now has 6 platforms, the Olympic Park Sprinter platform taking the unofficial number of zero, whilst the new platform 5 will be the turnback platform for the soon to be introduced Bankstown shuttle services.

First off, our group was met by the SM Mark Guerin, who also looks after Olympic Park Station. He explained the various features of the station and how the Bankstown shuttle services will operate. We then conducted an inspection of the various platform facilities. Of particular interest were the brick buildings on platforms 3 and 4 which date from 1881. An unusual feature was the open fronted waiting areas on each platform. At the completion of the tour, the group adjourned to Auburn RSL for lunch.

The next Luncheon Club outing is to Thirroul on Wednesday 16th November. Meet at the Up platform at 10.46am after the arrival of the Cityrail service that leaves Central at 9.27am. On Wednesday 21st December we will be going to Sydney Signal Box, meeting first at 10.45am in the paid area of the overhead concourse at Redfern Station.

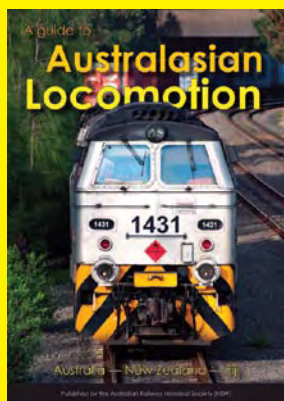
Gary Hughes

OCTOBER MEMBERS MEETING

RC manager Bill Phippen was the guest speaker and his talk was about the building of the second Hawkesbury River Bridge. If there was a pet subject of Bill's it is the Hawkesbury River Bridge, he having written an article on the subject for the May 2011 *Australian Railway History* magazine. This bridge has come to the fore in the archives with an apparently complete set of plans unearthed at Alexandria, the cataloguing of large numbers of official NSW photos and subsequent donations of the W. K. King photo album which was coincidentally donated to the Society by the family soon after the May ARH article was published showing how the bridge was built by the NSW Railways. 'Mick' King was one of the engineers on the project.

Bill's lecture was spoken to the NSW image collection. The images are wonderful recordings of the bridge which the NSW designed, fabricated and erected, such as its competency and abilities in the late 1930s/early 40s. The finale of the presentation was the revelation that most of the spans currently in use at Circular Quay on the City Railway had had a previous use in the construction yard on Long Island.

Unfortunately a major technical hitch with the slide show meant Bill had to wing it while slides were found and displayed for the proper sequencing of the talk. Bill (and the audience) showed great patience during the lecture but in the end the lecture conveyed a splendid example of the NSW's abilities.



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