

Members' Photo Competition

The subject for June's competition was 'Great Steam Tours' and the entry judged to be the best was Chris Sim's with his image of 3102 & 3026 hauling the last train to Bombala on 8 June 1985.

Upcoming subjects are:

July—Railway Accidents/Derailments

August— Sydney's Single Deck Electric Trains

September—Stations out of the ordinary

October—Modern trains in NSW

Contestants are to submit digital images at least 24 hours beforehand to: mail@arhsnsw.com.au . Digital images cannot be submitted on the night. Prints will not be accepted. The subject should also be the image's main focus. Submissions are limited to **FIVE** slides or digital images only.

Contestants are to submit a caption with each digital image and in the case of slides to know when and where the photo was taken.

The winning image may be used for publicity purposes in the Society's print and digital media.

RAILWAY LUNCHEON CLUB CHULLORA WORKSHOPS

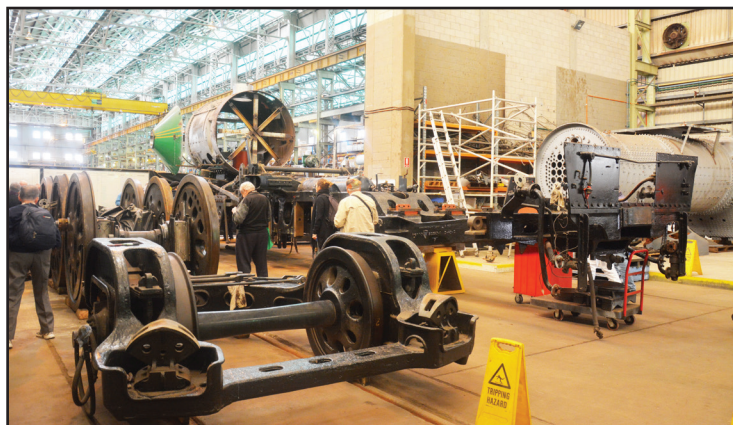
Chullora Workshops in its heyday was the major facility for the maintenance of what was then the NSW Government Railways. But over the years the changing needs and changing ownership of the NSW railway system, together with the private ownership of much of the rolling stock, has seen Chullora's role almost cease. So this fact, coupled with the opportunity to see the work being done on 3801, created the desire for the Luncheon Club to have a look, and this we scheduled for Wednesday 15 June. So popular was this outing that it became necessary to actually schedule two tours, with the second one being set for 13 July.

ARHSnsw Council Member Craig Mackey, who also has the responsibility of managing the overhaul of 3801, guided our chartered coach on a tour around the Chullora site, and then to the Boiler Shop to look at the progress on 3801. It was all a great experience, and our thanks go to Craig for his expertise and assistance. And on 13 July, for some of us, we do it all over again!

On 24 August 2016 (note that this is a week later than normal to avoid a clash with other tours) Ed Tonks will lead us on an inspection of Sandgate – its station, cemetery branch and the Sandgate War Cemetery. This will be done by bus leaving Broadmeadow Station after the arrival of the 7.15am inter city service from Central which is due at Broadmeadow at 9.52am. This tour is almost fully booked and booking enquiries should be made at the ARHS office by calling 8394 9019.

For the future, on 21 September we are going to Artarmon and in November we will be running a three-day tour to places south beyond Goulburn. More details of these outings will be provided in due course.

Gary Hughes, Manager, Railway Luncheon Club.



3801's major components are neatly arrayed within its compound in Chullora's Boilershop. Image:Shane O'Neil

Tour Report: Cessnock by CPHs

Saturday 21 May 2016, was a splendid day with fine weather gracing us on a rare rail tour to Cessnock.

After the arrival of the tour participants from Sydney, CPH Nos 7, 3 and 1 departed Broadmeadow via Waratah and Hexham. The QR Aurizon facility at Hexham indicated the importance of coal haulage. Commentary was given by Ed Tonks as we passed the existing and past industries along the way. John Shoebridge shared the commentary. Both were knowledgeable about the South Maitland coalfields and the numerous collieries that operated in the past between East Greta Junction and Cessnock. It is amazing how many there were if the notes and maps provided were consulted.

Travelling at a sedate pace of 20 km/h, we were fortunate to have a clear run along the SMR Line, which once provided passenger services to settlements, such as Weston and Abermain, now solely devoted to the passage of coal. However, there was little physical evidence along the way, apart from surviving platforms of former stations and sidings. Branch lines to collieries were pointed out as we slowly progressed. The "Tour Notes" contained information about the South Maitland Railway, the extensive listing of the stations and collieries served by the traffic, their location and dates of operation. As well as descriptions of the rail motors and the Society which operates them at Patterson. Photocopies of Abermain, Neath and Bellbird Junction scenes were included giving a visual perspectives of activities on the SMR.

The outstanding Neath Hotel attested to its importance in the past for the workers in the surrounding area as a social location providing meals and refreshments as well for accommodation. Thirsty miners valued the camaraderie as they saked their thirsts. We too enjoyed such on the day, with a choice of lunch selections and beverages. A return to Broadmeadow followed.

A rare opportunity was provided for us to experience the railway to Cessnock on board the heritage rail motors. Spencer Ross, Ed Tonks and John Shoebridge deserve our thanks, as well as the ARHS staff and volunteers for this successful tour. And of course to the Rail Motor Society!

Report by Boris Sokoloff



The CPHs await passengers at Neath Station. Image:Spencer Ross