RAILWAY LUNCHEON CLUB
CENTRAL WEST TOUR

In keeping with our annual overnight tours, this year it was time to visit the Central West. This region of NSW was explored in the early 1820's and opened up for settlement soon after. The railway reached Bathurst in 1876, and by the late 1880's places such as Orange, Molong, Wellington, Dubbo, Parkes and Forbes were connected by rail to the east coast. It was to look at the surviving railway infrastructure at these places, and many in between, that we visited the Central West Region on 19 – 21 September 2017.

Whilst passenger services in this region these days are scarce, there is still freight activity and many of the locations are still active, but sadly many stations have disappeared and at least one line closed. After travelling to Blayney by the appropriately named Central West XPT, we then enjoyed three days of exploring what remains of a once busy area. We looked at around 20 sites, and some of note were the many surviving station buildings and associated residences, the remains of the Molong to Dubbo line, opened in 1925 and finally closed in 1993, the Fletcher's grain and intermodal facilities covering several hundred acres near Dubbo and the historic grain silos at Peak Hill.

It was three days of perfect weather and much to see, and our thanks go to particularly Stuart Sharp and Nev Pollard for their research and knowledge of the area, to Spencer Ross for his assistance, and a special thanks to the staff at Fletcher International Exports Pty Ltd at Dubbo for showing us around their establishment.

The next outing, and the last for this year, is on Wednesday 15 November 2017 and Luncheon Club regular and tram buff, David Taylor will show us the former Rozelle Tram Depot at Forest Lodge. We meet at Jubilee Park Light Rail Station at 10.30am. Lunch will be in the Harold Park Hotel. Notes for this outing are now available on the Luncheon Club page of the ARHSnsw website.

Gary Hughes, Manager Railway Luncheon Club

Derelict and forlorn, the Cumnock Station building is the only surviving station building on the closed Molong – Dubbo line.

The silos at Peak Hill. The three silos on the left were built in the early 1950's, the fourth from the left in 1917 as part of the Federal Government's scheme to store wheat for the "Mother Country", and the group on the right date from the early 1920's.   *Both images: Nev Pollard*

SYDNEY'S FORGOTTEN SIDINGS TOUR WITH JOHN OAKES

Coming in Mid-2018

Join us for two-day's adventure travelling around Sydney's metropolitan rail system tracing the forgotten sidings recorded in John Oakes' new book, *Sydney's Forgotten Sidings*, with the author providing on-board commentary. Each day's tour will be in the 90 year old CPH Rail Motors from The Rail Motor Society at Paterson.

On Saturday, the tour will start at Hornsby around 9.00am and will conclude at Central in the afternoon. The areas being covered on Saturday include the North Shore Line and Lavender Bay, Pippita (Olympic Park Line), Clyde and the Carlingford Branch, Western Line to Blacktown and Richmond, returning via Parramatta to Central.

On Sunday the tour will start at Central and cover the East Hills Line, the Illawarra Line to Waterfall Yard, the Cronulla Line, the Botany Line, the Goods Line adjacent to the Bankstown Line to Chullora, Sefton Park Junction and the ARTC Southern Sydney Freight Line to Macarthur and Glenlee. We return via Liverpool and Granville to Central. Members can join the train at Paterson, Maitland, Broadmeadow, Wyong and Gosford on the way to Hornsby. The tour cost includes travel on the heritage CPH Rail Motors and morning and afternoon teas whilst travelling. A packet lunch on Saturday and tour notes are also included.

Estimated tour costs are:
Two-day Tour ARHS Members & Guests @ $245.00
Saturday Only including Lunch on board @ $135.00
Sunday Only @ $125.00
Non-Members add $20.00 to each option.

A booking form will be available soon in the newsletter when the actual running dates are confirmed.