

TRAINS PLANES AND AUTOMOBILES.

Day1 Friday 7th March.

We assembled at Uncle Leo's Roadhouse Campbelltown and left for Goulburn at about 9:30 am. After an enjoyable cruise down the Hume Motorway we arrived at the

GOULBURN RAIL HERITAGE CENTRE.



This establishment features a roundhouse and turntable with a collection of mainly diesel locomotives, with at least one being currently available to haul heritage trains. General Motors EMD locomotives are the most common... there are about 5 of them ranging from 1750 to around 2,700 horsepower, all powered by V16 two stroke diesel engines, with variations in supercharging and turbo supercharging, depending on design requirements.



Also featured is a large workshop where all maintenance and restoration is done. Locomotive 42101 was being used for shunting during our visit before it departed for Canberra to haul a heritage train. About 200 EMD locomotives were built at the Clyde Engineering factory in Sydney.

In the afternoon, we visited the
ROCKY HILL HERITAGE MUSEUM





This is a military museum celebrating the contributions made by the soldiers, sailors and airmen who hail from in and around the district of Goulburn. Upon arrival the most obvious piece of military equipment on outdoor display was a German 150mm howitzer cannon that was salvaged after WW 1 but not before the muzzle had been 'spiked' so that it could not be used. Damage to the barrel was obvious. Inside the facility can be found a variety of smaller military equipment and soldiers' personal effects and memorabilia.



**Day 2 Saturday 8th March.
DOLPHIN CRUISE JERVIS BAY.**



We enjoyed a cruise around Jervis Bay on a passenger ferry aboard which were about 200 passengers. The cruise lasted about 90 minutes. Dolphins - we didn't see any! They usually cooperate by surfing the bow wave of the ferry but not on this occasion. The weather was quite OK and the shore scenery was beautiful, mostly untouched by development.

On Saturday afternoon we visited the **JERVIS BAY MARITIME MUSEUM** situated in Huskisson not far from the ferry wharf.





The museum contains a display of maritime instruments and historical memorabilia. Adjacent to the nautical display area is a gallery of modern art.

The 'star' display is the Lady Denman wooden ferry which plied the routes of Sydney Harbour from 1911. She was originally powered by a double expansion steam engine but was re-powered by diesel engines during her working life which finished in 1984. She was one of a class of five¹ wooden ferries, all built before WW 1, the others being Lady Chelmsford, Lady Scott, Lady Ferguson and Lady Edeline. Perhaps quite a few of My Car Club members have travelled on these vessels, this writer certainly remembers the Lady Denman.

After being withdrawn from service, she was towed to Jervis Bay, but came close to sinking on two occasions. She was floated to her current location, you may say "up the creek", where a permanent dry dock was constructed around her before being enclosed in the current building!

**Day 3 Sunday 9th March.
FLEET AIR ARM MUSEUM .**



On display in an excellent state of preservation can be found 14 fixed wing aircraft, including two A4 Skyhawk attack jet fighters which were the last aircraft to be operated from the deck of HMAS Melbourne. They were retired in 1984, but both are still airworthy, both are privately owned by an American, and both are on permanent loan to the museum.

Australia designed and built the Jindivik jet powered drone aircraft which was used for towing aerial targets for fighter pilot training. De Havilland Sea Vampire and a De Havilland Sea Venom twin tail jet powered naval fighter aircraft are on display, both are British built. Very obvious in an overhead display is a C47 troop transport propeller aircraft which is really just a very small modification of a DC 3 passenger aircraft. Two WW 1 biplane aircraft can also be seen.

Australia has operated many types of helicopters since the 1950's, and there are 34 different types on display! They have been used for ground attack, medivac, and general transport.

Accommodation for the stay.



We stayed at the **Coolangatta Winery Estate** near Shoalhaven Heads in timber cottage motel style of accommodation. As with most wineries, the views over the countryside are excellent, but all meals were in different locations, with the result that the drive to each venue allowed a good appreciation of the countryside around Nowra.

On the way home we stopped at Mount Keira lookout which afforded excellent views of the coastal plain on which Wollongong and Port Kembla are situated.

Some of our eateries.



Writer of the days: **David Rollarson.**