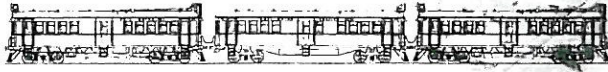


Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED



SEPTEMBER 2008

Patron ~ Rear Admiral Peter Sinclair AC

THE RAIL MOTOR SOCIETY ARE THE NEW CUSTODIANS OF HERITAGE UNIT 621/721



*621/721 in Platform 1 at Newcastle station prior to departure for Telarah.
12th December 1982
Photo courtesy Max Bridges*



From the Presidents Desk

On Monday 25th August 2008 I was officially notified by Mr Owen Henry the Director, Office of Rail Heritage RailCorp NSW that we had been successful in our bid to be the custodian of rail motor 621/721. The old fleet of 620 class self propelled units ceased their duties within the NSW RailCorp network and were put out to pasture. It was decided to sell all available units to bidders via a tender process. However units 621/721 and 623/723 were nominated as Heritage Units. This meant these units would be kept under the control of the Office of Rail Heritage RailCorp. To maintain and operate as Heritage Units they were to be placed on a list for participants who would meet the nominated criteria as custodians.

As previously stated the Rail Motor Society Inc. was successful in its application to take charge of Self-Propelled Units 621/721. This means the Society maintains and operates these units. The Units will be brought back to their original colours. We maintain and operate these Units under a Management Agreement between the Rail Motor Society and the Office of Rail Heritage RailCorp. This increases our fleet availability to run passenger Tours etc. However we have so few in our Society who regularly work and maintain our trains and infrastructure it would be appreciated if any Society member who could assist in any way to relieve the pressure on our working staff, please do. We need extra assistance particularly Tradespersons with qualifications. Even assistance on our Working Bee Day every 3rd Saturday in the Month would help.

As you are fully aware we are still repairing storm damage within our depot from the June Long Week-end 2007. We are making adjustments within the Depot for the arrival of 621/721. It costs money to repair and improve our Depot. Remember if there is a good Samaritan out there who may desire to donate towards the Depot upgrading, improvements and maintenance please notify the Committee. I fully appreciate the hard times people are going through at the moment however any donation would be appreciated. If requested this would be treated confidentially.

I personally thank all persons who participated in obtaining the custody of 621/721. A special mention to our Operations Manager Bruce Agland for his effort and time spent on this program. There is much more to do before we see 621/721 enter our Depot.

Note: Units 623/723 were allocated to the Rail Transport Museum at Thirlmere.

Arthur Burgess
PRESIDENT

Remember, Donations of \$2.00 or more are Tax Deductible

ENGINEERING REPORT JULY 2008

CPH1 & 7 have both been serviced and are ready for operations.

CTH 51 is progressing steadily again under the guidance of our carpenter.

CPH3 - The transmission (torque converter) had to be removed and returned to Maitland Diesel Services after a fuel leak was discovered during testing, investigations subsequently revealed the internal rear seal had been incorrectly fitted during servicing at MDS. A new seal was supplied and the unit will be re-installed as soon as work has been completed.

The diesel fuel line piping along the side of the rail motor shed was found to be accumulating rust and scale and is being cleaned and treated with rust preventative paint.

Stafford Payne
ENGINEERING MANAGER

INFRASTRUCTURE REPORT JULY/AUGUST 2008

Work on the shunting neck continued through July with the removal of the gravel ballast bed and replaced with 60mm ballast, this raised the track by 150mm. Laser technology assisted to check the height of the track and from early indications the shunting neck will be level right through to number one road points when 30mm ballast is spread and the track lifted and packed. All the sleepers that were stored on the dead end were relocated to opposite the shunting neck for later use. Connection of the first section of track was completed for checking alignment and height on 29th July. As there is more adjusting of the track and cutting of the final lengths to complete the dead end, it is hoped that the completion of the job will be towards the end of August. PVC piping is to be completed when time permits. It was found that one of the drainage sumps needed further adjustment before the filling in of the drain.

Completion of the dead end was put on hold when commencement of the drainage repair by Neil Murphy of Knock Contractors began. Work to clear the drain and install the new pipes commenced on Monday the 27th August and was completed on the Friday 31st August. The work proceeded over the 5 days without a hitch and with rain being forecast, none of which eventuated. On completion of this work, all the rails that were removed to allow the movement of fill were replaced and secured.

Keith Angel
INFRASTRUCTURE MANAGER



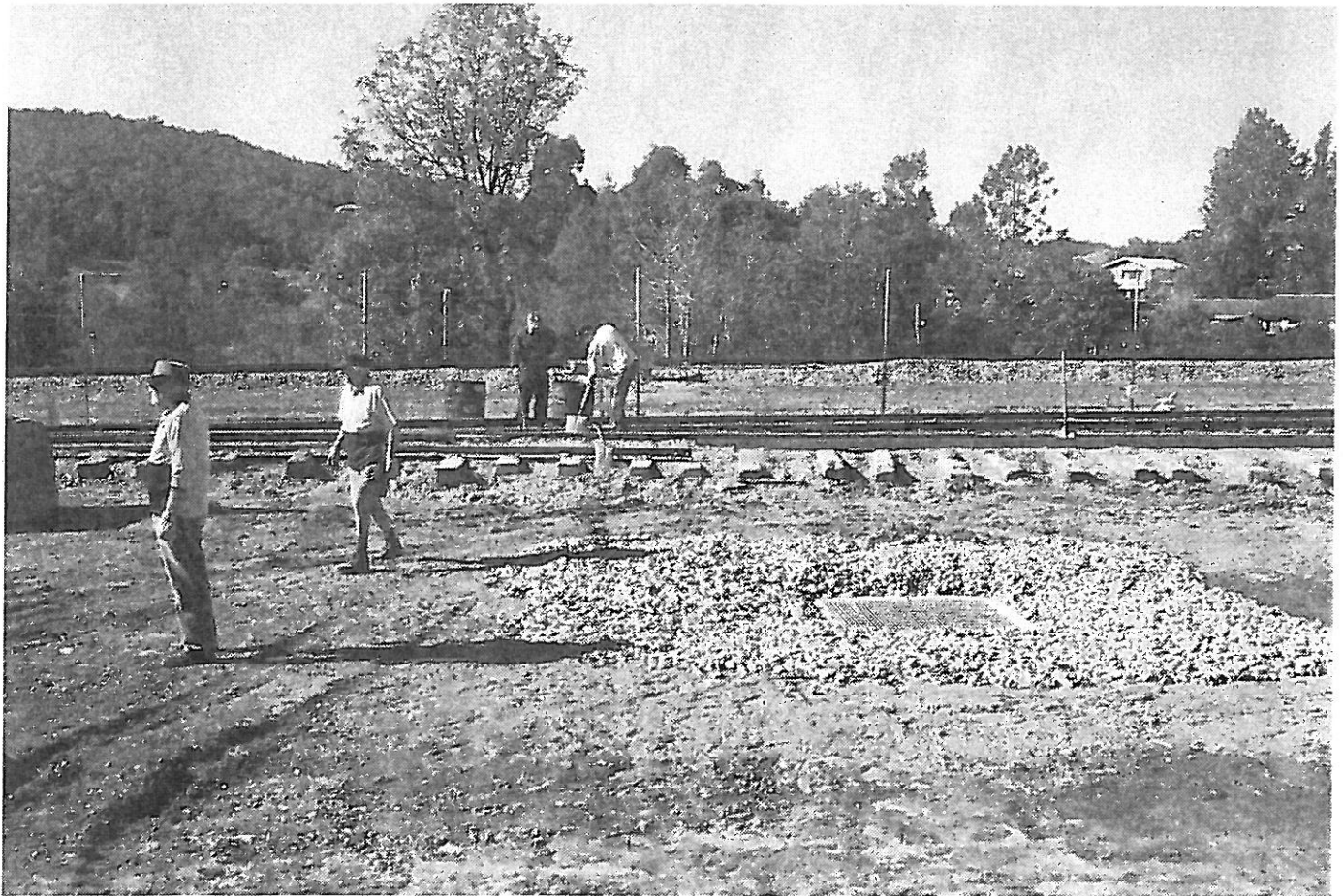
*The last official run of the 620 class 621/721 before retirement was made with a visit to Paterson on the 29th October 2007. The official party on the trip included the former CEO of Railcorp, Mr Vince Graham.
Photo courtesy Stephen Davies*

DRAINAGE WORK COMMENCED ON THE 27TH AUGUST 2008



*All photos by Keith Angel
29th August 2008*



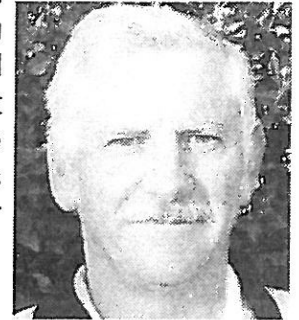


*Photos by Peter Kitcher
2nd September 2008*

RAIL TRAINING INTERNATIONAL

The Rail Motor Society has started refresher courses in safeworking with Melbourne based RAIL TRAINING INTERNATIONAL for the operations personnel (Drivers and Safeworking Supervisors). Training Consultant Dennis Turner started on the New South Wales Railways at Eveleigh as a Call Boy in 1969 working for the next 25 years as a Locomotive Driver becoming a Locomotive Running Inspector at Eveleigh, Parkes and Enfield, relieving all over N.S.W. The course was carried out in the Society's on-site training vehicle, FZ 663 and in Dennis's words, was a step back in time for him as this car was used to teach Circular 200 in the early 80's (precursor to the 7 books of safeworking) out west to Broken Hill, Ivanhoe, Parkes, Orange and Bathurst.

Of the class attendees on the day, Dennis renewed old friendships with 2 of the TRMS staff, Arthur Burgess and Barry Angel. When Dennis started at Eveleigh, living at St Peters, he and Arthur Burgess who was at that time known as a shed bull (locomotive driver for shed work) and he qualified Barry in 86 class electric loco's running the Newcastle Flyer's, travelling with Barry on steam loco's as a Loco Inspector and later a stage fired for Barry on steam specials. When these two (Arthur and Barry) were introduced to Dennis, you could have blown Barry over with a feather and when he looked at Arthur and asked him did he remember a skinny blond haired kid as a Call Boy from St Peters, Arthur was shell shocked and it is the first time that Dennis in all the time he has known him to be stuck for words. In Dennis's words, the class was one big reunion catching up with former Locomotive Inspectors, Arthur Burgess, Keith and Barry Angel.



Dennis Turner



*Refresher course attendees from left to right;
Owen Pearson, Cec Jones, Norm Faulds, Eric Larkins, Peter Larkins, Keith Angel, Arthur Burgess,
Sid Bender, Phil Hurley and Barry Angel.*

Photo courtesy Dennis Turner

VOLUNTEERS WANTED

Practical help and financial donations towards restoration projects and depot infrastructure replacement are appreciated.

The Rail Motor Society is looking for more volunteers to bolster its core working membership.

If you can help in any way, skilled or not,
Please contact the secretary, 4954 4904

RAIL MOTOR SERVICES INTRODUCED

Shown below is a list when rail motor and rail bus services commenced and in some cases, ceased. These records are from history cards formerly held by the State Rail Archives.

JAN 1938

DP 103 into service

AUG 1938

401 into service (11th)

OCT 1938

404 into service (25th)

MAY 1938

DP 104 into service

SEPT 1938

DP 105 into service

402 into service (1st)

403 into service (30th)

NOV 1938

New 400 class rail motor trains introduced.

401 and 404 handled 2 trailer cars each and used on Dubbo—Coonamble and Gwabegar-Molong lines.

402 and 403 handled 2 trailers cars each on the Narranderra—Roto
Narranderra—Hay
Narranderra—Tocumwal

1941

Conversion of rail motor trailer into a school

Located in railway yard at Darnick.

OCT

Producer gas unit fitted to rail motor ? for trial (8th)

DEC

FP 5 condemned.

TOURS in 2008

9-10th Oct	Werris Creek ex Sydney Private	11th Oct	Newcastle Private
18-19th Oct	Metro (ARHS)	11-16th Nov	HPC 402 ARHS
22-23rd Nov	Mudgee Peter King	29-30th Nov	Taree/Gloucester Private
7th Dec	Maitland Markets Ted McKellar		

Tentative trips are awaiting confirmation and these will be notified when on hand.



WR71 stands at the Down Home signal at Kandos while safeworking duties are carried out as the points are set for the cement siding. This signal is rarely cleared for passage towards Mudgee and this is one of those occasions. Rail services have been temporarily suspended from Kandos to Gulgong since 2007.

Date 19th November 2005

Photo Peter Kitcher

Remember, Donations of \$2.00 or more are Tax Deductible

WORKING BEES

As this is the best time for members to meet from afar, why not try to come up to Paterson and participate in helping to maintain the Society's Depot. If you would like to assist with one of the many tasks that need to be done, then this is the time to do it. Please, when you arrive at the depot, and from an insurance point of view, it is essential for you to sign-on whenever you do any work for the Society at the museum. So if you can spare the 3rd Saturday in the month, please come up and we look forward to seeing you there.

Note: Please bring sturdy boots if assisting with clean-up or heavy duties.

WORKING BEES 2008

20th Sept

18th Oct

15th Nov

CHANGE OF ADDRESS

If you are planning to move, please ensure that you advise the Secretary as soon as possible so as to receive your Paterson Points and any other information relevant to the Rail Motor Society. Also, please check that your details on the label of the envelope that you received this newsletter in, are correct.

CONTRIBUTING TO THE NEWSLETTER

Articles relating to rail motors (operating and non-operating) are most welcome to be included in Paterson Points. If you would like to submit your article to the newsletter, please send it to the Editor... e-mail kitch69@idl.net.au or
post **Editor, Paterson Points, 29 Deane St Belmont, 2280**

The Rail Motor Society Incorporated

Depot & Museum

Webbers Creek Road, Paterson NSW 2421
Phone: 02 4938 5411

President: Arthur Burgess

Phone: 02 4959 6409

Email: burgessaj@bigpond.com

Vice President: Eric Larkins

Phone: 02 4966 1549

Email: ericandnancy.larkins@bigpond.com

Secretary: Bryan Hicks

Phone/Fax: 02 4954 4904

Email: trmssec@bigpond.com

Treasurer: John Redman

Phone/Fax: 02 4948 8769

Email: trmstres@bigpond.com

Operations Manager: Bruce Agland

Phone/Fax: 02 4996 4666

Mobile: 0447 419 882

Email: aglandbt@bigpond.com

Engineering Manager (Rolling Stock): Stafford Payne
Phone: 02 4948 8521

Engineering Manager (Infrastructure): Keith Angel

Phone: 02 4930 5782

Email: angelfamily@bigpond.com.au

Train Crewing Manager: Eric Larkins

Phone: 02 4966 1549

Email: ericandnancy.larkins@bigpond.com

Paterson Points Editor: Peter Kitcher

29 Deane St, Belmont NSW 2280

Mobile: 0413 002 253

Email: kitch69@idl.net.au

Gazette Editor: Geoff Murray

1/10 Seaspray Close, Caves Beach NSW 2281

Phone: 02 4971 4114

Email: geoffianna64@hotmail.com

Contributions of articles and/or photographs of a historic nature featuring rail motors for publication in future editions of **PATERSON POINTS** and **THE TIN HARE GAZETTE** are most welcome.

All correspondence to be addressed to:

The Secretary

PO Box 445 Charlestown NSW 2290

STOP PRESS!!

The Rail Motor Society has again taken out not 1 but 2 awards at the Office of Rail Heritage Presentation on the 30th July 2008 at the Powerhouse Museum Sydney.

Mechanical Maintenance Team won the Lifetime Achievement Award for 2008.

The Infrastructure Team won the Encouragement Award for 2008.

The awards presented by Rob Mason Chief Executive Officer Rail Corporation NSW
Further details along with report in the November newsletter.

