

Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED



JANUARY 2009

Patron ~ Rear Admiral Peter Sinclair AC

621/721 Arrive at Paterson Depot



On 5th October, 2008 after an effortless, non-stop 35 minute run from Broadmeadow Station, 621/721 stand on the loop at Paterson waiting for the ARTC Control Centre at Broadmeadow to release the points so the latest member of the Society's operational vehicles can gain access to its new home in the Rail Motor Society Depot at Paterson.

Photo: Bruce Agland

On Monday 25th August, 2008 the Society's President, Arthur Burgess, was officially notified by Mr Owen Henry, Director, Office of Rail Heritage, RailCorp, that our Society had been successful in our bid to be the custodians of rail car set 621/721.

Six weeks later with the documentation complete, Operations Manager Bruce Agland's plan for 621/721's first journey to Paterson under its own power would become a reality. Thanks to members Driver Trainer Rodney Short, Driver Keith Angel, SWS Phil Mason-Johnson and Fitter Graham Pantlin for their efforts on the day.

(Continued on page two)

621/721 Arrive at Paterson Depot



Scenes from the delivery run (L to R, top to bottom): A final trip inspection before departure; Grahame Pantlin's smile says it all; Broadmeadow No.3 platform, Keith Angel is ready to go?; Rodney Short settles into familiar surroundings; a new experience for seasoned CPH crews; Phil Mason-Johnson talks to Control; the road is set for the Depot; Safely stabilized on No.2 road.

Photos: Bruce Agland

Society News

From the President's Desk

~ Arthur Burgess

First of all, to the members of the Society, I trust you and your families had a safe and enjoyable Christmas.

Yes, it is now 2009 and we have a full year ahead of us in the Society. With the arrival of 621/721 and the imminent return of CPH 3 to active service what better way to celebrate this, the Society's 25th Anniversary.

We have many hours of work and tours ahead of us if we are to meet our commitments and this can only be accomplished if everyone co-operates by helping one another to achieve our various goals.

Line Managers are urged to make full use of our volunteers remembering that these people are VOLUNTEERS, please assist and guide them when necessary, we need these people if we are to achieve our targets for 2009.

To the members who donate their time and money, I thank you on behalf of the Society, without your continued support OUR Society would not be in the strong position it is today.

I hope you all have a healthy and prosperous year ahead.

Annual General Meeting

Members are advised that Saturday 28th March, 2009 has been tentatively set for this important meeting which will be held as usual in the Stationmaster's Cottage at Paterson. The formal meeting notice, nomination and proxy forms will be posted out in early March. Why not make an effort to attend this important date on **YOUR** Society's calendar and also take the opportunity to inspect progress in depot development and restoration activities.

Changed your address?

Please check the address on the label of this newsletter envelope. If the details are incorrect or you have changed your address advise the Secretary as soon as possible.

Membership Renewals

Members are reminded that their membership renewal became due on the 1st January, 2009.

A renewal form and reply paid envelope were enclosed with the November edition of Paterson Points for your convenience.

Remember, all donations over \$2.00 are tax deductible.

Working Bees

Regular working bees are held on the 3rd Saturday of the month, if you would like to assist with one of the many tasks that need to be done to maintain YOUR Society's Depot now is the time to do it. Please ensure that you sign the attendance book on arrival/departure and wear sturdy boots for protection. Check with the Secretary for further information if required.

Dates for 2009: February 21st, March 21st, April 19th, May 16th, June 20th.

Donations

Please remember that the Australian Taxation Office has approved the Society issuing receipts for gifts/donations (not testamentary gifts) which will be allowable deductions for income tax purposes.

Engineering Rolling Stock Report

~ Stafford Payne – Engineering Manager

The last two weeks before our Christmas break and annual maintenance shut-down were very hectic with the arrival of three containers for storage of equipment and spare parts, one of the containers requiring a roof to make it weather-proof.

A big thank you to the Infrastructure Group for carrying out the repairs required to the Maitland end of No.1 road so that the two 600 class cars could be shunted up to the dead end. This now allows those items of rolling stock which are susceptible to weather damage to be stored under cover.

The program for the annual maintenance shutdown is as follows:

CPH's 1 and 7	Annual service and bogie inspections.
HPC 402	Annual service and inspection, spin-on fuel filters and reconditioned fuel injectors fitted to both motors. In the near future it is planned to replace both GM6-71 motors with new/reconditioned units and over-haul the transmissions.
621/721	This unit requires a complete new set of batteries and a comprehensive pre-trip inspection before it's first outing scheduled for 18th January, 2009.
CPH 3	Restoration work is progressing steadily and nearing completion.

Operations Report

Operations for 2009

18 January	621/721 (ARHS, NSW), South Coast
April	Steamfest local shuttles
April/May	Gulgong, 3 Days, Pensioners Group (Tentative).
May	Insights Tours (formerly TRIPS), North and North-West, 9 days.

Society News

HPC 402 and Queensland

HPC 402 was hired for an ARTC inspection trip to Acacia Ridge in Queensland in mid-November 2008. To operate in Queensland, the Society needed to obtain mutual recognition of our NSW Accreditation by the Queensland regulator.

The initial step in the process required us to contact the NSW regulator and ask them to facilitate the mutual recognition process. However, the wheels of government move slowly and ITSRR took almost two weeks to respond to our initial email request and four weeks to respond to our formal request to facilitate our mutual recognition application. Our application was eventually forwarded to the Queensland regulator.

Four weeks out from the trip, we were advised by a representative of the Queensland regulator that Accreditation had been granted. Again, however, the wheels of government move slowly and no correspondence (or any request for further information) was received from the Queensland regulator for over four weeks.

In parallel with our mutual recognition application, we also needed to put in place an Access Agreement with QR Network, the Queensland network owner. We worked through a risk management workshop with QR Network and finally had an Access Agreement in place and ready to go, the final piece required being the Queensland regulator's approval. Despite the previous advice that Accreditation had been granted, the Queensland regulator stated to QR Network that we needed to provide more information and this was confirmed by a phone call with the regulator. Information was immediately provided by email, but the Queensland regulator remained adamant that Accreditation had not been granted and we were denied access into Queensland, despite strong support for our operation from ARTC senior management. The prompt assistance and co-operation of the staff of QR Network throughout is gratefully acknowledged.

Queensland accreditation has since been formally granted and we are working through the final details with the Queensland regulator to be prepared for further excursions into Queensland for ARTC and ARHS (NSW Division) during 2009.

Footnote: The Society is also applying to the Victorian regulator for mutual accreditation recognition for operations south of the border during 2009. We also expect to proceed towards seeking South Australian accreditation later in 2009.

Infrastructure Report

~ Keith Angel – Infrastructure Manager

Since the last report in November, work has continued on construction of the buffer stop on the northern end of the shunting neck. Planned by Ian and approved in all aspects of it's construction by the team, it is very sturdy looks good. (See photo below).



With our track work program, the shunting neck has been ballasted and levelled and is complete, No.2 road points have been adjusted and no longer need a point clip. The Maitland end of No.1 road has been gauged and temporary repairs carried out to accommodate the 700 class trailer.

The Infrastructure Group's storage container has had shelving and brackets installed so the bars and other equipment can be stored safely and items located without difficulty when required. The timber used to construct the shelving was salvaged from the dismantled KB Parcels Van which saved the cost of purchasing new timber.

A second container arrived on the 18th November, this one will have bench installed for the repair of track nuts and bolts, etc. in readiness for use also for the storage of larger items.

To further improve safety around the yard, walkways have now been installed adjacent to the shunting neck and No.2 road.

Be safety conscious and always use the designated paths provided.

The team is now having a well-earned break over the Christmas/ New Year period in preparation to tackle our **long** list of jobs in the New Year which includes Goods Shed roofing on the station side, No.3 road to be re-sleepered in the shed and No.2 to align and re-sleeper, etc., etc. The list never seems to get any shorter but we are getting there.

On behalf of the team I would like to wish everybody a Happy New Year.

Tour Reports

Mudgee Miniature Railway Weekend Charter, 22nd – 23rd November, 2008

Saturday

CPH's 1 and 7 departed Paterson Depot at 0545hrs for Broadmeadow where 64 passengers were welcomed on board, followed by another four at Maitland. Track work by ARTC between Antiene and Grasstree interrupted our progress for 45 minutes but a trouble free run from there on saw our rail motors arrive at Gulgong at 1310hrs. Passengers and crew detrained and were conveyed by bus to their motels and then lunch at the Commercial Hotel.

After a short break, our crew rejoined the train at Gulgong Station for a 1630hrs departure with 70 passengers. These passengers were exchanged for another 80 at Dunedoo who enjoyed a twilight run to Merrygoen and return. On arrival back at Dunedoo, passengers detrained and the crew joined the Gulgong group for dinner at the Dunedoo Bowling Club before returning to the rail motors arriving back at Gulgong at 2230hrs for a well earned rest after a long and busy day.

Sunday

Our crew awoke to strong westerly winds and driving rain (sleet?) and a reported temperature of four degrees at Mudgee. While our passengers from Broadmeadow and Maitland spent the morning touring the Mudgee area, the CPH's made a return trip to Dunedoo with 80 passengers. Our homeward journey departed Gulgong at 1330hrs, setting down our Maitland passengers at 1800hrs before arriving at Broadmeadow No.3 platform at 1830hrs, finally arriving back at Paterson at 1930hrs.

Thanks to the organisers Peter and Lois King from Mudgee Miniature Railway, Drivers Phil Smith, Bruce Matthews and Kevin Robinson, SWS Eric Larkins, Fitter Bryan Hicks, Cabin Crew John and Bev Redman, John and Cathy Lock.

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Weekend Excursions Taree/Gloucester/Wauchope, 29th – 30th November, 2008

Saturday

CPH's 1 and 7 departed Paterson 0445hrs for Taree, arriving at 0930hrs after spending a considerable amount of time stationary in crossing loops. The first trip of the day conveyed 70 passengers to Gloucester. While our Taree passengers enjoyed lunch the rail motors did two fully laden return trips to Bundook for locals before arriving back at Taree at 1600hrs where our crew had a short break. Taree Hospital Social Club were our passengers for an evening dinner trip to Wauchope departing Taree at 1820hrs and returning at 2230hrs. Ted and Claire McKellar conveyed the crew to their overnight accommodation.

Sunday

Our rail motors departed Taree at 1000hrs with 72 passengers for another luncheon at Gloucester, the CPH's were stabled in the loop and our crew joined passengers at the Roundabout Hotel for lunch. The return journey departed Gloucester at 1500hrs arriving back at Taree at 1600hrs, departing for Paterson 15 minutes later, arriving at 1830hrs after a straight through run.

Thanks to local Taree members Ted and Claire McKellar for organising and promoting the excursions out of Taree, assisting with cabin crew duties and providing transport for our crew.

Also, Drivers Rodney Short, Bruce Matthews, Terry Pritchard, Arthur Burgess, SWS Cecil Jones, Fitter Grahame Pantlin, Cabin Crew John and Bev Redman and Margaret Pantlin.

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HPC 402 to Acacia Ridge (ARTC), 18th – 21st November, 2008

Article by Arthur Burgess

Tuesday

We departed Paterson Rail Motor Sidings for Coffs Harbour at 0900hrs after loading our passengers who included the Managers – Main Line Operations North/South from Adelaide and the Line Managers for the Main Line Per-way Operations. The run to Coffs Harbour was uneventful arriving at the cement sidings at Boambee Beach at 1530hrs where HPC 402 was stabled for the night.

Wednesday

During preparations for the day's activities our trusty Fitter, Max Dixon, located a leaking rubber seal on No.2 engine secondary fuel filter. Max fixed the problem in time for departure at 0900hrs. We picked up our passengers at Coffs Harbour Station and continued northward inspecting the Main Line and new crossing loops. Our progress was halted at Loadstone crossing loop where we were required to terminate due to a misunderstanding over our accreditation to enter the Queensland sector. (See page four.)

We returned southward to Coffs Harbour as no overnight accommodation was available at Grafton. While waiting in the loop at Grafton to cross the down XPT we located a fuel leak at the primary fuel filter on No.2 engine. Upon examination, Fitter Max discovered a broken pipe. The engine was isolated and we continued our journey to Coffs Harbour.

After stabling in the Boambee Beach Cement Sidings at 1703hrs, out came the overalls with Michael Baczynskyj, Doug Bennett and myself assisting Max to carry out the repairs which were completed at 1930hrs.

Thursday

While preparing HPC 402 for our return northward Max found another broken pipe. You guessed it, No.2 engine again, but this time an oil pipe leading to the gauge in the engine room. The problem was isolated and we departed for Casino at 0805hrs.

Upon arrival at Casino we picked up new passengers from the Program Section in Adelaide and continued our journey northward to Loadstone then retraced our steps to Coffs Harbour, finally stabling at Boambee Beach at 1700hrs.

Friday

No problems were found on HPC 402 during preparations for the day's running and we departed the cement sidings at 0900hrs for the short run up to Coffs Harbour Station where we collected our passengers from the previous day and commenced our journey home to Paterson.

At Dungog, our passengers alighted for a taxi service to the Newcastle Airport where they boarded their flight to Adelaide, we continued to Paterson Rail Motor Sidings arriving at 1600hrs.

I wish to thank the Officers from ARTC who accompanied us on this trip, also my fellow crew members – Michael Baczynskyj, Doug Bennett and Max Dixon, who made our trip interesting and enjoyable.

Tour Reports

A Rail Cruise Around the State with HPC 402, 11th – 16th November, 2008

Article by Peter Kitcher

Tuesday November 11 – Day 1

Departure was from Broadmeadow at 0636hrs, with all booked passengers on board the rail cruise set sail for Sydney and beyond for the next six days. After a spirited run into the metropolitan area with signal checks due to freight trains, the run via Enfield and the Bankstown line assisted in recovering lost time. On to Hurstville where an un-tabled stop was made, track work ahead caused a buildup of suburban network services heading towards Sutherland which meant that we had to wait for our timetabled departure for the south coast on the Illawarra Line.

On emerging from the tunnel at Stanwell Park, we were greeted with the spectacular view down towards Wollongong and an almost mirror-like Pacific Ocean. After a lunch stop at Wollongong, 402 diverted from the Illawarra Line to the Moss Vale Line at Unanderra for the climb up the Illawarra escarpment. After joining the Main South at Moss Vale, we continued the run to Goulburn where a brief stop made for a leg stretch before heading on to the Canberra line at Joppa Junction. On arrival at Tarago, our passengers were detained so that 402 could take the loop to cross 2122 from Crisps Creek and ST36 from Canberra, another crossing was made at Bungendore with 2126 oil train before heading off into the setting sun for our overnight stay in Canberra.

Wednesday November 12 – Day 2

With everybody onboard, 402 motored out of Canberra and headed for Joppa Junction to rejoin the Main Southern Line then into Goulburn for what was to be a long day for all. On arrival at Goulburn, we were informed that due to Pilot Staff working between Towrang and Goulburn we had to refuge 402 in the Up Perway siding to allow both the Canberra Explorer and the Melbourne XPT to pass. With the Melbourne bound XPT well in front of us, the run south continued with a lunch break at Harden until 1400hrs to allow a track possession patrol of the Demondrille-Cowra leg of the tour to be completed. With the Ordinary Train Staff now in our possession, we left the main line and headed for Young, Koorawatha and then Cowra where photo opportunities were taken before returning to Demondrille and continuing on to Cootamundra for the night where 402 was stabled in the north dock.

Thursday November 13 – Day 3

The day began by continuing south on the main line to Albury for a quick lunch, then retracing our path back to Junee where 402 headed onto the Griffith branch for the run to Griffith. After all passengers had taken the opportunity to freshen up, we were picked up by a local vigneron and transported to his winery for wine tasting and dinner.

Friday November 14 – Day 4

On arriving at Griffith platform to prepare for departure, our tour crew observed a 48 class and two T class locomotives shunting container traffic in the yard. After conferring with the shunting crew, the freight was shunted clear of the Stockinbingal line, allowing 402 to depart for Temora where a leg stretch was taken before continuing to Wyalong, 66km away on the Lake Cargelligo branch. A quick turn-around at Wyalong, back to Temora and then on to Stockinbingal before diverting on to the Parkes line for our next overnight stay at Forbes.

Saturday November 15 – Day 5

The rail cruise sailed past Parkes, Orange, and Dubbo (where lunch was taken while waiting for the arrival/departure of the Central West XPT) before our passengers could rejoin 402 for the run to Binnaway. After departing Elong Elong, a brief photo stop was made at Talbragar bridge, then to Merrygoen past vast fields of wheat waiting for harvest before arriving at Binnaway, the junction of the lines from Dubbo, Dunedoo and Werris Creek. Here 402 was turned on the triangle before being stabled in the Goods Siding for the night.

Sunday November 16 – Day 6

The final day of the rail cruise dawned and, with all passengers settled onboard, 402 departed Binnaway for Werris Creek where the crew changed ends for the run to Tamworth. On arrival at West Tamworth, our passengers were detained to take the opportunity to photograph 402 being overtaken by the Up Northern Tablelands Explorer. (402 in No.1 Goods Siding). After the cross was made, 402 departed for Tamworth where another brief leg stretch was taken before heading back to Werris Creek for lunch. After conferring with Broadmeadow Control, 402 departed for Murrulla to cross the Down Northern Tablelands Explorer service. With the rail cruise nearing its final destination, the consensus of all who took part in the tour was that it was a great success and they were looking forward to similar tours in the future.

The six day rail cruise would not have been possible without the joint efforts of Australian Railway Historical Society (NSW Division) Tours Organiser, Spencer Ross, and Society Operations Manager, Bruce Agland.

Our thanks also to Drivers Arthur Burgess, Bruce Matthews, Ray Sullivan and Trevor Bond; SWS Peter Kitcher; Mechanical Supervisor Bryan Hicks and Passenger Host John Redman.

Tour Reports



Day 1: Tarago Station loop waiting to cross the Sydney-bound Xplorer.
Photo: Peter Kitcher



Day 2: A familiar mileage post at Bendick Murrell. Photo: Len Regan



Day 3: No.1 platform at historic Albury Station. Photo: Len Regan



Day 4: Wyalong staff hut before departing for Temora.
Photo: Peter Kitcher



Day 5: Binnaway station at the end of day 5. Photo: Peter Kitcher



Day 6: Crossing the Sydney-bound Xplorer at West Tamworth.
Photo: Len Regan

Tour Reports



Day 4/5: After being stabled for the night, 402 makes a rare sight sitting at the magnificent Forbes station in early morning sunlight. Once a familiar haunt of rail motors, the regular operation of passenger services were cancelled on the cross country line south west of Parkes with the removal of the mail train connection services over 25 years ago. Photo: Peter Kitcher



The "402 Club" at Werris Creek prior to departure.

Photo: Spencer Ross

The First of Many Journeys

Article and photos by Stephen Preston

On Wednesday December 10, railcar set 629/729 made its first journey under Goodwin Alco ownership being moved from the Broadmeadow Railcar Depot to The Rail Motor Society Depot at Paterson, home of 620/720 class leaders 621/721.

Inspected for road worthiness in the previous week by Grahame Pantlin, the set was collected by Goodwin Alco's own locomotive 4833 and towed to Paterson. The event free trip saw the consist arrive safely at approximately 1300hrs and then shunted to the goods siding. Shortly after arrival, 629's battery switch was placed "On" and the No.1 engine started for the first time since withdrawal. Considering 629 had not been inspected for 18 months, having last seen service in May 2007, the easy start pleasantly surprised all concerned who were certain that the batteries would be in poor condition.



629/729 stands on the Broadmeadow Depot storage roads with Bob Gioia, Peter McFarlane and sister units 623/723 and 625/725. 623/723 was towed to its new home at Thirlmere on December 9.

Thanks to the generosity of the Rail Motor Society, 629/729 is now enjoying an initial restoration period at Paterson prior to its next outing.

The initial assessment of 629 and 729 has revealed both cars to be in good general condition but requiring new flooring in several areas. Already flooring and seat replacement works are underway on trailer car 729 and Goodwin Alco intends to restore the cars to authentic internal and external liveries and configuration, typical of their early days of service.

To track the progress of restoration works Goodwin Alco has set up a blog site at: <http://629729.blogspot.com>

Goodwin Alco wishes to thank the many old mates who assisted in making this move possible, particularly those from Railcorp, The Rail Motor Society and The Lachlan Railway Co-op.



"Put away", 4833 and 629/729 pause briefly at Mindaribba to allow an up freight to pass whilst en route to Paterson.



Off the main line at Paterson, 4833 shunts 629/729 up to The Rail Motor Society Depot whilst class leaders 621 and 721 look on.

From the Archives

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 taken from history cards held by the State Rail Archives.

August 1944

Rail motor No.30 condemned, destroyed by fire at Narranderra on 27-4-44.

September 1945

Rail motor No.23 condemned, destroyed by fire at Mogriguy on the Coonamble line.

January 1949

Two car diesel rail motor 601/701 commenced operating between Dubbo and Coonamble.

January 1950

Silver City Comet power car DPI05 destroyed by fire on 24-1-50 between Darnick and Ivanhoe.

January 1967

Rail motor service introduced on 20-1-67 on the Unanderra – Moss Vale line with CPH 35.

August 1982

Silver City Comet power car DPI02 and DZF 204 were struck by a truck while operating the Forbes – Orange connection to the Central West XPT. DP 102 was later condemned on 16-3-83.



On 23rd September, 1984 CPHs 1, 7, 18, 2 and 4 stand in the platform at Richmond waiting for their next trip. Time was running out for these units that once faithfully served many country communities and were now working suburban shuttle trips. Photo: Max Bridges

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