

# Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED



MARCH 2009

Patron ~ Rear Admiral Peter Sinclair AC



On Sunday 18th January, 2009 CPH's 1 and 7 wait in the loop platform at Dunmore (Shellharbour) to cross an up Inter City service before continuing to Bomaderry (Nowra). 621/721 were scheduled to be on this tour however, problems discovered during their preparation meant CPH's 1 and 7 had to be utilised. (See From the Secretary's Desk and Engineering Rolling Stock Report for details). Photo: Barry Sherringham

## Annual General Meeting Saturday 28th March 2009

Station Master's Residence, Webbers Creek Road, Paterson  
Commencing at 10am

# Society News

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## *From the Secretary's Desk*

~ **Bryan Hicks**

I would like to thank all those members who have sent donations to the Society since the start of the financial year. The response to my appeal for financial assistance to help pay for the June 2007 storm damage was very gratifying. I am sure there are more members who are unable to physically work at our depot but who could help with a small contribution.

### **621/721**

The inaugural trip scheduled for 621/721 on Sunday 18th January to Bomaderry on the South Coast on behalf of the New South Wales Division of the Australian Railway Historical Society unfortunately had to be cancelled due to mechanical failure. CPH's 1 and 7 were substituted for 621/721 and those passengers who chose to travel on the CPH's had an enjoyable day. A private charter to the southern highlands scheduled for later this month has also had to be postponed.

Under the terms of agreement with the Office of Rail Heritage, the Society is only the custodian of 621/721 and as such are required to consult with the Office of Rail Heritage before any repairs, alterations or painting can be undertaken. The problems discovered during the pre-trip inspection for the ARHS Bomaderry excursion are currently being discussed with the Office of Rail Heritage and progress will be announced in due course.

2009 is developing into a busy time for us at Paterson with tours to Queensland, Southern Highlands, Maitland Steamfest, Gulgong, Taree, Grafton, Wingen and a 9 day tour of the North/North West; HPC 402 is also going to Victoria for signal testing.

The Independent Transport Safety Reliability Regulator (ITSRR) are keeping us on our toes with risk assessments, visits to the depot, meetings in Sydney and an upcoming audit at Paterson. All this has put a tremendous work load on our Operations Manager, Bruce Agland, who I can't thank enough for his dedication and expertise in carrying out this important area of our activities for the last 21 years.

## **Annual General Meeting**

This important member's meeting will be held on Saturday 28th March, 2009 in the Station Master's Residence, Webbers Creek Road, Paterson commencing at 1000hrs.

The formal meeting notice, nomination and proxy forms are included with this newsletter for your convenience. Why not make an effort to attend this important date on YOUR Society's calendar and also take the opportunity to inspect progress in restoration activities and depot development.

## **Membership Renewals**

Members are advised that your membership for 2009 that was due on 1st January, 2009 is now OVERDUE. If you have not sent your remittance by the time this newsletter is posted, a final notice will be included in the envelope. Unfinancial members are not eligible to vote at the Annual General Meeting and proxy forms will not be validated if you are unfinancial before the start of the meeting.

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

## **New Members**

The following new members are welcomed to the Society:

N. Bender, Werris Creek; P. Bird, Singleton; B. Matthews, Cessnock; L. Corcoran, Cessnock; G. Renton, Tenambit and K. Birkett, Grays Point.

## **Resignation**

The Management Committee has accepted the resignation of Peter Kitcher as editor of "Paterson Points". Peter has very ably held this position for a number of years in addition to being an elected member of the Management Committee. Formerly a signalman in the CTC centre at Broadmeadow prior to the changeover to ARTC, Peter's new position with Momentum Rail necessitates his absence from home for extended periods which has impacted on the time he has available for his family and other activities.

In the short term, the position of "Points" editor has been combined with that of "Tin Hare Gazette" which is currently held by Geoff Murray. (See directory for contact details).

## **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.

## **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: March 21st, April 19th, May 16th, June 20th, July 18th, August 15th.

## **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.

# Society News



## Vale Robin Geoffrey Griffin

25/12/33 – 7/2/09

It is with regret that we record the death of longtime member Robin Griffin, known to all affectionately by a variety of nicknames such as Rob, Griffo, Giggler, Grumblebum and Have-a-Chat.

An engineman of the old school, he drove steam and diesel locomotives out of Broadmeadow and Port Waratah depots. He joined the Society in January, 1987 when our Society first started running on the main line and when permission was granted to operate on the Belmont Line, he was one of the Broadmeadow enginemen qualified for the line who "volunteered" for the driver's seat.

A regular passenger on tours in the early days with his late wife Pat, he was a devoted family man and avid railway modeller who made a point of attending our Annual Meetings and Christmas functions.

Moving and at times amusing eulogies were given by Robin's daughter Jenny and brother Graham at his funeral service. Our condolences are extended to Robin's family on their loss.

~ Geoff Murray

## Publication News

### Paterson Points

Following the introduction of a new format featuring a colour photo on page one in November last year, the Management Committee has resolved to maintain this format in future with additional emphasis on "local" Society content. The costs savings achieved by the method employed in copy preparation by the editor and converting to a different digital copying service has enabled a graphic designer to be engaged for the final stage of production.

Contributions of articles, tour reports, etc. and photos are most welcome – see the Society directory on the last page for details.

### The Tin Hare Gazette

The last edition of this magazine was No.44 published in September 2007 which contained a comprehensive article on the J1 Station Master's Residence by well known railway historian Stuart Sharp. A preserved example of this type of dwelling which was once a common sight at railway stations around the state is occupied by the Society at Paterson, a shortage of articles and photos has prevented production of any more up to now.

Issue 45 is now in the final stages of preparation for printing and should be completed, ready for mailing out to members by May. This edition features an article by Stephen George on the last crossing of two regular CPH services at Barmedman and is complemented by photos taken by the late Ronald Preston. There

is also an article on GT rail motor trailers and their operation which is accompanied by some interesting photos from various sources, some of which have not been published before.

To celebrate the Society's 25th Anniversary, edition No.45 is planned for publication in the second half of the year and will contain a complete history, from production to withdrawal, of the 620/720 class rail motor and its variations.

The Society is now the custodian of 621/721 for the Office of Rail Heritage and production of this edition will enable members to become fully acquainted with the latest addition to the Society's fleet.

Preparation of copy and selection of photos is well advanced by the author, Stephen Preston, and should prove popular with members, rail motor enthusiasts and modellers alike.

Circulation of the "Gazette" is normally restricted to Society members however, the Management Committee has resolved to make copies of all editions, including back copies, available to the public for a small donation plus postage. Enquiries should be directed to the Hon. Secretary (see directory).

## Operations Report

### Operations for 2009

4 April	Wingen (Charter)
18–19 April	Steamfest – Paterson and Branxton
24–26 April	Robertson (Charter)
1–3 May	Gulgong (Charter)
16–17 May	Gloucester (ex-Taree)
23–31 May	North West (Charter -Insights Tours)
6–9 June	Brisbane (ARHS, Booking Form attached)
12–15 June	Grafton (Charter)
25 July	Scone (Charter)
29 August	Gulgong (ex Denman)
3–5 October	Gulgong Rail Centenary

### Subject to Confirmation

ARTC	Radio Test to Merrygoen (HPC 402)
ARTC	Track Inspection to Melbourne (HPC 402)
2010	ARTC Automatic Train Protection Testing (Lockheed Martin – HPC 402)

### Accreditation

ITSRR visit in February.

Reciprocal accreditation requested for Victoria standard gauge operations – no further advice.

### Access Agreements

ARTC – New Agreement signed.

RailCorp – Nothing to report.

QR Network – Nothing to report.

# Society News

## Infrastructure Report

~ Keith Angel, Infrastructure Manager

During the last couple of months work has been slow, the hot weather taking its toll on the workers, but we have achieved some goals.

In December I received a phone call from the Society's former cabinet maker/carpenter, David McKay, offering a steel ramp that was going to be scrapped and enquiring if the group could use it to which I replied "yes!"

Not knowing what we had let ourselves in for, member Norm Faulds and I travelled to Newcastle to pick it up and, to our surprise, found it was 4.8 metres long and still bolted together in 1.2 metre sections. The sections were dismantled and three sections loaded onto Norm's truck for transport to Paterson, the last being picked up the following week. Two sections of the ramp have been used to form an entry to the BR amenities carriage on the station master's residence side which was assembled by Ian Brien, Norm Faulds, Roger Statham, Arthur Asplund, John Steel and myself.

I would like to thank Newcastle High School for their donation and David McKay for thinking of the Society also those who assisted with the transport and manhandling to get it to the depot and into position. The checker plate from one section will be used to replace the termite damaged section cover at the end of the maintenance pit in the rail motor shed.

With the removal of the KB parcel van body from the car parking area completed, we have cleaned up most of the nails and screws that were scattered around and restored the area with gravel and leveled it out. Work has now commenced on gauging and leveling No.2 road and replacing and painting the safety fencing along the drain.

The two shipping containers obtained for storage of infrastructure equipment have had proper stands made and levelled by Ian and Norm and in the coming months will be painted with paint donated by member Dave Clewett.

See page six for before and after photos of the reconstructed shunting neck.

## Engineering Rolling Stock Report

~ Stafford Payne, Engineering Manager

The fitters/mechanics are now in the process of carrying out the annual/three yearly inspections and scheduled maintenance of our operational rail motors.

### HPC 402

No.1 motor received a reconditioned set of diesel injectors and a reconditioned generator; both No.1 and No.2 motors received new copper fuel lines and "spin-on" fuel filters.

### CPH's 1 and 7

Start of the work program was delayed because 1 and 7 were required to substitute for 621/721 on the ARHS South Coast Tour on the 18/1/09 but work has now commenced in earnest. A 12 monthly service has been completed on CPH 1 while CPH 7 has both bogies removed and dismantled for three yearly inspection.

### CPH 3

Painting and varnishing of the interior is progressing slowly.

### 621/721

A detailed inspection in readiness for the ARHS South Coast Tour revealed three serious problems requiring attention. They are:

1. Replacement of batteries.
2. Pitted wheels on one axle.
3. Cracked water cooled exhaust manifold on one motor (see Secretary's Report for further information).



Axle journal with axle box removed.

Photo: Bryan Hicks



Reconditioned axle box fitted to journal.

Photo: Bryan Hicks



# Society News



*CPH 7 is supported on hydraulic jacks ready to lowered onto the overhauled bogie.*

*Photo: Bryan Hicks*



*Stafford makes final adjustments to the wear plate in the queen casting.*

*Photo: Bryan Hicks*



# Society News



*This view of the shunting neck and yard was taken on 6/12/08 before reconstruction work commenced.*

*Photo: Peter Kitcher*



*The rebuilt track work taken from the same location in February 2009.*

*Photo: Keith Angel*

# Tour Reports

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## *A Summer Sunday on the South Coast, 18th January, 2009*

**Article by Spencer Ross**

Great disappointment was felt when the information came regarding the failure of one of the engines in 621 which was due to perform its first public tour to Bomaderry as a heritage train. Negotiations with those concerned with operations at The Rail Motor Society resolved to replace 621/721 with the ever faithful CPH's 1 and 7. Following an evening of telephone calls to the 94 passengers booked on the tour organised by ARHS (NSW Division), sufficient would-be travellers opted to wait until 621/721 was well again allowing the remaining 65 passengers a comfortable trip.

Our timetable remained as published for 621/721 and the tour departed Paterson on time picking up passengers at Maitland, Broadmeadow, Cardiff, Fassifern, Morisset and Gosford before an on time arrival at North Strathfield for the main balance of the ARHS group. As soon as a north bound freighter cleared the Homebush triangle we were on our way. A brisk run through the suburban goods lines passing Enfield, Campsie and on to Meeks Road where we joined the Illawarra line to Hurstville for more passengers. After a short delay in order to follow a South Coast interurban, we proceeded south to Sutherland, Waterfall and along the escarpment to Stanwell Park where the magnificent views along the coast unfolded as we continued on to Wollongong and our first terminus in Port Kembla Station yard.

A quick change of ends for the crew and we were away through the Allen's Creek triangle and Unanderra, the scenic views continued as we headed further south to Kiama, Gerringong and Berry to arrive three minutes early at Bomaderry (Nowra). Passengers detrained and boarded an articulated bus for the short journey to the north bank of the Shoalhaven River for a fish and chips lunch.

It took a little longer than anticipated to provide lunch for everyone which meant our time-tabled departure was delayed some 40 minutes to follow the regular service. North of Wollongong the bi-directional signaling enabled us to overtake the all stations Oscar service to Sydney. Our CPH's performed as expected and after leaving the Illawarra line at Meeks Road we again travelled along the Metropolitan Goods Line overtaking a long empty coalie through Enfield to arrive back at North Strathfield only 20 minutes behind the table. After farewelling the majority of our passengers, we then continued northward following local services and then waiting for a Port Kembla coalie leaving Newstan Colliery at Fassifern, arriving at Broadmeadow some 50 minutes late, this margin remained for the return to Paterson. Thanks to the Rail Motor Society and the crew: Drivers Arthur Burgess and Rodney Short; SWS Eric Larkins and Benjamin Barnes; Fitter Bryan Hicks; and Cabin Crew Maree Hicks, John and Bev Redman, for making the day the success it was.



*Exiting Long Island tunnel approaching Hawkesbury River bridge.*

*Photos: Barry Sherringham*



# Tour Reports



*No.2 Platform Hurstville.*



*Fish and Chips for lunch.*



*Up starting signal and derelict goods sheds Bomaderry.*



*Crossing over length Manildra train at Kiama.*



*Down platform Hawkesbury River.*



*Crossing Sydney bound Inter City train at Gosford.*



# From the Archives

The following background information is provided concerning the two vans recently disposed of to make way for 621/721. (Page 7 – November 2008, Paterson Points).

Steel louvre van **NLGX 31512** (formerly GLV/X) was purchased to provide much needed storage space for parts and delivered by rail to Paterson on 31st March, 1987. 575 of this type of vehicle were built in 3 contracts between 1951 – 1965, it was one of the last group of 200 received from the manufacturer, Hadfields (A.E. Goodwin). For over 20 years it was located in the open at the southern end of no.1 road and is shown below being towed by a freshly painted HPC 402 to it's final destination.

Parcels Van **KB 2508** – formerly Brake Van MHO 2322 was constructed by Ritchie Bros. and placed in service in April 1954 painted in the Tuscan and Russet colour scheme and converted to Parcels Van KB 2508 in August 1974. Finally used as temporary office space at Sydney Central Station (with KB 2511) until it was condemned in October 1985, when along with KB 2511 it was purchased by the Society for additional storage space. Guard's Van MHO 2630 was purchased from Honeysuckle with damaged bogies around the same time, all three being delivered to Paterson together as pictured below.

The normal procedure at this time for deliveries of items of rolling stock to Paterson was to forward them to Telarah where they would be attached to a down empty ballast and conveyed to Martin's Creek quarry, one section past Paterson. Once the empty ballast wagons had been exchanged for a full set and the item/s for TRMS attached to the front of the train immediately behind the locos, the train would then return to Paterson and stable in the loop adjacent to the loop to goods siding points. Here the locos, together with the item/s of rolling stock being delivered, would be cut off the train and shunted to the Society's

end of the goods line, the locos then returned to pick up the ballast wagons and depart for Telarah.

This particular delivery was not without incident however as some track machines had been left in the goods (Society) siding. The vans were still taken onto Martin's Creek quarry but were left in the quarry sidings overnight until the track machines were removed and the delivery finally completed.



*Photo: Stephen Davies*



*The remains of KB 2508.*

*Photo: Stephen Davies*



*Photo: Geoff Murray*

# From the Archives



The first delivery of vehicles purchased by the Society in 1984 were HPC 402, HCT 502, CPH 14 and BR1395 which arrived in the goods siding at Paterson on 4th October. CPH 14 travelled from Darling Harbour on loaned bogies and was also minus an engine, transmission, and some seats. The loaned bogies were to be returned promptly in an open NOGF wagon supplied for the purpose. On Wednesday 10th October 1984, CPH 14 was gently lowered onto temporary sleeper styes until replacement bogies could be obtained.

Photo: Geoff Murray

## Directory

### The Rail Motor Society Incorporated

#### Depot & Museum

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Contributions of articles and/or photographs for 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**



# BRISBANE by CPH Railmotors

## June Long Weekend 5 to 8 June 2009

Paterson-Taree-Kempsey-Macksville-Coffs Harbour-Grafton-Casino-Kyogle-Brisbane-Fisherman Islands plus Roma Street to Yandina option.

The Rail Motor Society has recently been granted access to the standard gauge line beyond Border Loop into Queensland. This will be the first tour in the CPH Rail Motors over the line to Brisbane and the first standard gauge passenger train to the Fisherman Islands Port of Brisbane branch. As there is planned track work in the week preceding and a complete shutdown of the Short North and Main North lines over the June Long Weekend our best option is to start the tour from Paterson.

The train will depart Paterson on Friday 5th June around 7.00am to travel along the North Coast Line pausing for lunch at Macksville and then on to Casino for our first night's accommodation. Departing Casino on Saturday morning we proceed north to Border Loop and on to Roma Street Station, Brisbane. The afternoon will be spent exploring the Port of Brisbane branch to Fisherman Islands. On return to Brisbane our overnight accommodation is at the Holiday Inn above the Roma Street Station. On Sunday, we join the QR preserved 1900 Class Rail Motor for a journey along the North Coast Line to Yandina whilst our Queensland ARHS Members take our train for a return trip to Kyogle.

Seats are limited to 42 on the 1900 class rail motor so an opportunity exists to have the option of free time in Brisbane on Sunday. Seats on the QR trip to Yandina will be allocated on a first booked until filled basis. We rejoin our train mid afternoon for the return trip to Casino for the overnight stay. Our departure for home on Monday will be about 8.00am with a lunch break at Macksville. Our expected return to Paterson with an extension to Telarah for intending coach passengers is 8.00pm. The tour cost includes all rail travel, dinner bed & breakfast accommodation on a twin share basis with limited single supplement available at Casino and Brisbane, lunches and on-board refreshments. Items of a personal nature and drinks at the motel/hotel are at your own expense. Secure parking is available at the Rail Motor Museum at Paterson. Accommodation in Paterson can be arranged on request for Thursday and Monday nights.

### Booking Form - BRISBANE - June Long Weekend 5/6/7/8 June 2009

Mail to: ARHSnsw TOURS or Fax to (02) 4956 3370 or Pay at the: ARHSnsw Bookshop  
P O Box 4083 Rail Heritage Central  
EDGEWORTH NSW 2285 Central Station

Please book me on the full four day tour incl. QR 1900 Class Rail Motor trip to Yandina (limited to 42 seats on first booked basis):

..... seats ARHSnsw Members & Guests @ \$995.00 \$.....GST incl.  
..... seats non-members @ \$1045.00 \$.....GST incl.

I would like to have some free time in Brisbane on Sunday:

..... seats ARHSnsw Members & Guests @ \$900.00 \$.....GST incl.  
..... seats non-members @ \$950.00 \$.....GST incl.  
..... limited single supplement @ \$265.00 \$.....GST incl.

I will require accomodation in Paterson on Thursday night 4 June.....

I will require accomodation in Paterson on Monday night 8 June.....

I will require coach transport to Sydney on Monday night 8 June.....

Name..... Membership No. ....

Address..... Postcode.....

Telephone contact no. at home. ....(mobile).....(email .....

Name(s) of accompanying persons.....

PREFERRED PAYMENT BY CHEQUE / MONEY ORDER / CASH for \$ .....

Or please DEBIT my VISA / MASTERCARD No. .... Expiry ..... / .....

SIGNATURE.....

**ARHSnsw TOURS INFOLINE (02) 8394 9019 or 0428 333 443. Tickets & timetable info will be posted out 10 days prior**

ARHSnsw (ABN 96 000 538 803) is not responsible for last minute changes to train or tour route or destination.

Refunds: up to 30 days prior-100%; less than 30 days to 7 days-90%; less than 7 days-NO REFUND

Office Use Only: Date bkg rec'd .....Date processed .....Seats.....Car.....Tickets sent.....