

Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED



MAY 2009

Patron ~ Rear Admiral Peter Sinclair AC

Steamfest 2009



Hunter Car 2752 leads three sister units on the down coal road, but lags slightly behind its 60 year old race train companion 3830 as they charge in parallel across the Melbourne Street underpass at East Maitland. With only four kilometres till race end, 3830 is still steaming hard to secure its victory at the 2009 Steamfest. This year the parallel run "Spectator Train" was operated by a four car set of CityRail Hunter cars. Photo: Andy Warren

~ STOP PRESS ~

On 29 April 2009, the Minister for Planning, the Hon. Kristina Keneally MP, advised the Society that she had approved a pro-rata grant of up to \$40,000 for the restoration of 1926 NSW Government Railways Rail Motor Trailer No.51 under the 2009–2011 NSW Heritage Grants Scheme. The grant was the result of a competitive evaluation process conducted by the Heritage Council of NSW. Our submission was made in November 2008, a full report will follow in the next issue of Paterson Points.

Steamfest 18-19 April 2009

The Rail Motor Society was first invited to participate in the annual Maitland Steamfest in 1987, with CPH's 1 and 7 running three excursions to Singleton. Since then, CPH's 1 and 7 have appeared most years and, although propelled by diesel power, our vehicles perform a valuable service supplementing whatever steam hauled trains are present for the weekend.

In response to many requests from enthusiasts, the Society decided to operate HPC 402 at Steamfest this year. Four trips were planned, two to Broadmeadow and two to Branxton for Saturday 18th. Due to the limited seating on 402, there were higher than normal seat prices as it costs nearly as much to operate as it does two CPH rail motors. The response from the enthusiast community was poor, with most preferring to take photographs rather than a ride.

However, the Society has met its commitment to make our heritage rolling stock available and it is disappointing that more did not take the rare opportunity to enjoy a ride. What is unfortunate is that the poor response means that we will now need to look very carefully at future open passenger operations with this vehicle.

In general, numbers compared to recent Steamfests were low on the Saturday however, the Sunday proved extremely popular with Festival goers. Our CPH's operated excursions from Maitland to Paterson and Branxton on both days. Passenger numbers were reflective of the general trend, with very good numbers on the Sunday trips. Paterson, however, proved a much more popular destination than Branxton with the travelling public.

Thanks to our crews for the weekend: Keith Angel, Arthur Burgess, Cec Jones, Peter Kitcher, Phil Mason-Johnson, Rodney Short, Paul Szczepaniak and Grahame Turner.



HPC 402 approaching East Maitland.

Photo: Andy Warren



*CPH's 7 and 1 cross over from No.1 to No.3 platform at Maitland.
Photo: Stephen Davies*



*HPC 402 returning from Branxton is about to cross CPH's 7 and 1 from Maitland.
Photo: Stephen Davies*



*Passengers and crew from CPH's 7 and 1 enjoy a brief leg stretch at Branxton before returning to Maitland.
Photo: Stephen Davies*

Society News

From the President's Desk

~ **Arthur Burgess**

Well, we have started a new Committee year at the Rail Motor Society and I must firstly thank the previous Committee for their tremendous effort in getting through 2008/9. As usual, the year ahead will not be without its challenges however, I feel that this year being our 25th Anniversary, might be a year of surprises and successes.

The new Committee have created a position to be known as Tours and Liaison Manager which has been filled by Spencer Ross who brings a vast knowledge of rail and coach touring both within the state and beyond. Spencer will assist our Operations Manager, Bruce Agland in the complexities of planning tours, more information will follow regarding bookings and changes to our web site in the near future.

We also welcome another new face to the Management Committee team in the form of Rodney Short. Rod is a Driver/Trainer and his knowledge and operational skills will be an invaluable asset to the Society.

To the regular diehards who have stood again on the Committee I say welcome back, remembering without these stalwarts the Society would not exist. Yes, we have Bryan Hicks (Life Member) back on deck as Secretary, John Redman as Treasurer and Geoff Murray (Life Member) as Public Officer, Assistant Secretary/Treasurer and Publications Officer.

Our regular Line Managers are still with us :-
Bruce Agland – (Committee / Operations Manager).
Stafford Payne – (Committee / Rolling Stock Manager).
Keith Angel – (Infrastructure Manager).

Thanks to those members who attended our Annual General Meeting on 28th March, it was a great honour to welcome our Patron Peter Sinclair AC, who addressed those members present on the need to support your Rail Motor Society.

Some things to look ahead for in 2009:

621/721 updated and running, re-commissioning CPH 3, 25th Anniversary Celebrations, Queensland, Victoria and South Australia Accreditation.

In closing, I thank everyone for their efforts in keeping our Society functioning as a going concern in these difficult times.

Office Bearers for 2009/10

Patron – Rear Admiral Peter Sinclair AC

President – Arthur Burgess

Vice President – Eric Larkins

Secretary – Bryan Hicks

Treasurer – John Redman

Assistant Secretary/Treasurer – Geoff Murray

Public Officer – Geoff Murray



Studying their reports at the annual meeting (left to right) Spencer Ross, Jim Lowe and Peter Sinclair AC.

Photo: Bryan Hicks

Society News

Committee

Bruce Agland
Maree Hicks
Stafford Payne
Bev Redman
Spencer Ross
Rodney Short

Line Managers

Operations Manager – Bruce Agland
Engineering Manager (Infrastructure) – Keith Angel
Engineering Manager (Rolling Stock) – Stafford Payne

Section Managers

Tours & Liaison – Spencer Ross
Publications – Geoff Murray
Train Crewing (Operations) – Eric Larkins
Train Crewing (On Board) & Catering – Bev Redman
Safety (OH&S) – Eric Larkins
Souvenirs – Gamarna Clewett
Train Presentation – Jerry Jerome

New Members

The following new members are welcomed to the Society:
Michael Walsh, Edgeworth; Stephen Preston, Wallsend; Rodney Short, Beresfield; Robert Gioia, Thornton.

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 personally sign the attendance book on arrival/departure to comply with WorkCover regulations**, and wear sturdy boots for protection. Check with the Secretary for further information if required.

Dates for 2009: June 20th, July 18th, August 15th, September 19th, October 17th, November 21st.

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.

Operations Report

~ Bruce Agland, Operations Manager

Operations for 2009

16 May	Gloucester (Yo-yos – Ted McKellar)
23-31 May	North West (Insights Tours formerly TRIPS)
5-9 June	Parkes (5days ARHS, NSW Division)
12-15 June	Grafton (Institute of Engineers) – Cancelled
25 July	Scone (Alan Reynolds – volunteer crews)
29 August	Gulgong (ex-Denman) – Possible 620 Job
3-5 October	Gulgong Rail Centenary (CPH & 620)
10 October	Gloucester (Cathedral Group – Owen Pearson – volunteer crews)
November	Maitland Markets (Ted McKellar – tentative)
28-29 November	Valley Heights – Newcastle (Valley Heights Group)

Subject to Confirmation

TBA	ARTC track inspection to Melbourne (HPC 402)
TBA	ARTC mobile phone test to Qld. Border (HPC 402)
2010	ARTC Automatic Train Protection Testing (Lockheed Martin – HPC 402) ARHS/NSW Division (HPC 402)

Accreditation

ITSRR audit in April (see report below). As usual there are a number of areas to be addressed and corrected in our SMS and changes are required as a result of the new Rail Safety Act. Changes needed are relatively minor, although numerous.

New Notice of Accreditation to be issued – includes the provision of an “observer” to monitor the driver as per our Operations Safety Procedures.

Reciprocal accreditation requested for Victorian standard gauge operations – some exchange of correspondence and more documentation sent.

Access Agreements

ARTC	Agreement extension for CRN 30 April to 30 June then new agreement
RailCorp	Nothing to report
QR Network	Still awaiting a time slot to finalise agreement

Society News

Independent Transport Safety and Reliability Regulator (ITSSR) Audit

During April, the Society participated in its annual audit with ITSSR. The audit principally revolves around the level of compliance of the Society's Safety Management System with the requirements of the Rail Safety Act and Rail Safety Regulations.

A new Rail Safety Act and Regulations came into force in early 2009 and this moves New South Wales towards achieving a common set of legislation across Australia to manage rail safety. The new Act will involve us making a number of modifications to our Safety Management System as a result of new changes coming into force.

Comments indicate that our Safety Management System and processes are in a sound state, however, we do need to be vigilant and to continually keep all our safety systems up to date.

Infrastructure Report

~ Keith Angel, Infrastructure Manager

Since my last report in March, work has been progressing steadily on improving safety in the depot with the walkway beside 2 and 3 roads now complete utilising Ian's Kanga which has made work quicker and less labour intensive. The team is now in the process of installing a fence along the stormwater drain on the main line side to improve safety in this location.

The area between the two storage containers has been concreted with the help of John Steel's concrete mixer, thanks John. Dave Clewett has also started painting the containers.

In February the depot received approximately 200mm plus of rain in several days which tested our new drainage which stood up well with the retention area overflowing and the excess running down the grate in the Dungog end of the carpark. The grate covering the drain became blocked with loose sticks and leaves causing an overflow which is a problem we will have to sort out.

Projects for the coming months will be to re-roof the goods shed on the main line side, fit new ridge capping and continue upgrading our infrastructure and walkways.

Engineering Rolling Stock Report

~ Stafford Payne, Engineering Manager

Finishing Touches

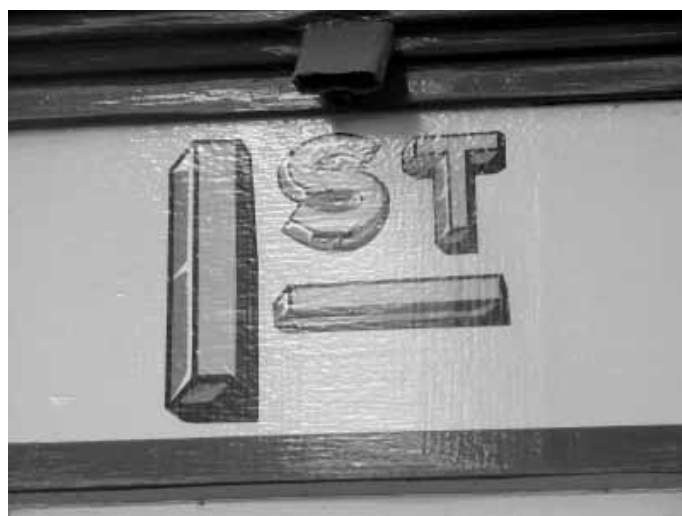
A small but significant detail was finalised recently with the final decal logos being applied to CPH 3, thus bringing it one step closer to completion. Previously the decals on our CPH's have been hand painted on boards and screwed to the body sides but, thanks to the new sticker decals produced by Society friends Goodwin Alco Pty. Ltd., the final application to CPH 3 was achieved with the resulting appearance more closely representing the traditional railway product.

Developed by Goodwin Alco to assist NSWGR carriage and rail motor restorations, the shaded letters are the result of original

decals being scanned and then the artwork retouched and prepared by Tony Matthews from the heritage focused group "Friends of Eveleigh".

Also affixed in place on CPH 3 and HPC 402 by Stafford Payne were The Rail Motor Society logo decals which were prepared from drawings designed by Bruce Agland to subtly identify the ownership of our vehicles to onlookers. The finished product of letters and logos which was again donated by the producers provides a professional finish to our fleet and should serve our needs for many years to come.

~ Stephen Preston



Stafford Payne applying decals to CPH 3.

Photos: Stephen Davies

Society News

*Clockwise from right:
Laying of the vinyl floor covering in progress in CPH 3 on 6th May;
Bruce Agland installing internal communication system in the driver's cab;
Alwyn Williams fitting a handrail to the guard's compartment doorway;
first seat installed on completed floor 30th May.
All photos Stephen Davies.*



The announcement (see page one) of a grant to assist with the restoration of CTC 51 is welcome news. The restoration of CPH 3 first started 20 years ago and has been a time consuming project that has always been restricted by the availability of funds as other projects like construction of the rail motor shed received priority. This recent internal view of the shed at Paterson shows from the left CTC 51, 621/721 and CPH 3. Photo: Stephen Preston

Tour Reports

HPC 402 to Dubbo (ARTC), “Telstra Test Train”, 11th – 12th March, 2009

HPC 402 was chartered by ARTC to allow Telstra personnel to test for weaknesses in their mobile phone service that were being experienced by train crews in certain areas on the cross country rail link. Leaving Paterson at 0800 on Wednesday 11th March, HPC 402 travelled north to Muswellbrook, then onto the Ulan line to Merrygoen, reversed direction to arrive at Dubbo to stable for the night at 1630.

The return journey using the same route was made the following day arriving back at Paterson at 1600, the testing by Telstra was successful.

The Wingen or Bust Trip

On Saturday 4th April the railmotors were chartered by one of our members who offered one car to another member to fill for a trip to Wingen Burning Mountain. The day started early with a departure of 0550hours empty cars to Broadmeadow to pickup our clients for the trip.

On arriving at Broadmeadow at 0700hours some of the passengers were waiting ready to board for a 0730 departure. With all the passengers who were traveling from Broadmeadow on board our departure was on time. The passengers in the leading car were being served delicious finger food for breakfast while the 2nd car relaxed over coffee.

Owing to the down Mainline being closed for maintenance our journey was via the down Mineral line (coal road) from Waratah to Maitland. On arriving at Thornton we were brought to a stand and it was noted that a coal train was standing in front of us at Metford. After a short delay the signal was cleared and the journey recommenced stopping at Maitland to pickup the remainder of our passengers. The train Safe working supervisor was advised that our trip would require us to travel via the up mainline from Branxton to Minimbah passing 2 empty coal trains.

On arrival at Wingen our passengers alighted and were greeted by the local Publican with his sign welcoming everyone, a small bus transported those who were doing the walk, 2 trips were required. The railmotors then headed off to Murrurundi.

After the passengers had done their 4 kilometre round trip walk to view the mountain and its surrounds, they were then picked up by the bus again and transported back the Wingen Hotel for lunch. On returning everyone was raving about how good this walk was.

Some passengers did not do the walk and they were shown over the small village of Wingen and its interesting points by the Publican. After a wonderful lunch we departed Wingen at 1539hours on time.

On approaching Branxton the Safe working supervisor was again informed that we would be held at Branxton for about half a hour as there was single line working from Allandale to Maitland, so a leg stretch was in order. After departing Branxton the train crossed over to the down mainline to Allandale where

we stopped again beside a loaded coal train. It was noted that our Driver and safe working supervisor struck up conversation with the coal train crew who wanted to changeover onto our train which was declined.

After a delay of about 20 minutes we departed and headed back to Broadmeadow arriving late.

This was a new venture experienced by the Rail Motor Society with 2 different groups with the same interest in mind charting the railmotors. Both groups got along very well friendships were formed. Many of the passengers are looking for other ways of doing the same kind of thing again as they enjoyed it immensely.

Anzac Weekend Tour to Robertson, 24th ~ 26th April, 2009

Article by Stephen and Cheryl Davies

The sun had long risen when the two apprentice car attendants arrived at Paterson depot on the morning of Friday 24th April already the yard was busy, several cars with box trailers attached and a couple of utilities with people unloading large poly styrene vegie boxes, cardboard cartons and other assorted gear.

Reporting to the Station Master's cottage to sign on, we met up with our fellow car attendants Bev and John Redman, our Driver for the weekend Barry Angel, Safeworking Supervisor Phil Hurley and, on boarding the rail motors, we caught up with Stafford Payne who was the fitter for the trip.

Finally the motors were loaded and it was only then that I realised that both the guard's compartments weren't loaded with vegies but various types of liquid refreshments, crisps and other munchies. Also, two guitar players appeared who swapped cars from time to time during the trip playing and singing for their supper. The train had been chartered by the Maitland Rotary Club for a fund raising trip to historic Ranelagh House near Moss Vale in aid of the Victorian Bush Fires Rotary Appeal.

We departed the Rail Motor Society's siding 6 minutes early at 1009 as NR70 empty cars but were held just before Telarah until proceeding into Maitland forming NR71 at 1050. This movement was unexpected as we were tabled to take the triangle north, this resulted in the cars not being turned and so the headboard that had been prepared by Society member and Rotarian Peter McFarlane was on the trailing not the leading car as planned. Arriving at Branxton at 1119 to pick up passengers, our driver changed ends and we departed at 1123 as NR72 picking up at Lochinvar, Maitland, East Maitland and departing Broadmeadow at 1221.

A good run ensued to Wyong where we caught up with network traffic and our progress slowed until coming to a stand at Hawkesbury River, our passengers meanwhile had been enjoying the contents of the containers stored in the guard's compartments, running raffles and playing games while we had been travelling along and this continued for the whole of the trip. Leaving Hawkesbury River we followed an Intercity service up Cowan Bank arriving at Hornsby five minutes early at 1416 to pick up more passengers who now totaled 70.

Tour Reports

Departing Hornsby four minutes early at 1418, we proceeded to North Strathfield, Flemington Goods Junction and Sefton Park Junction where our train became SR73 for the run to Moss Vale arriving at 1715. Taking the north arm of the triangle onto the Unanderra line as train CR74 two minutes behind the table, we proceeded through Calwalla and Robertson before arriving at Ranelagh House platform at 1734.

This private platform is constructed of boards forming a box section several metres square to a height level with the floor of the rail motors and a set of stairs and a hand rail to ground level.

This structure is close to a road crossing and, with the centre door of the leading car at the platform, two thirds of the second car were still on the crossing so it was necessary to unload quickly and safely. Once our passengers and their luggage were unloaded, we proceeded on to the next crossing loop at Mount Murray where our driver changed ends to form CR75 empty cars to retrace our steps back to Moss Vale.

We were held on the southern arm of the triangle at Moss Vale for a local passenger to clear before being allowed to proceed meanwhile, our safeworking supervisor had been in touch with June Control requesting them to stable us in the dock siding at the station. The controller must have been new to the area as he had no idea what Phil was on about and as we found out later, the dock siding had been lifted twelve months before so we were eventually stabled in the siding behind the now redundant signal box opposite the station at 1840, twenty four minutes behind the table.

After a quick check-over, the motors were secured and seven hungry crew members adjourned to the bistro of the hotel over the road from the station for a welcome and enjoyable meal before catching a maxi-cab back to our motel at Bowral.

Anzac Day Saturday dawned a typical Southern Highlands day, cold and windy so, as our tour organiser had given us the day off, we had breakfast and walked the three kilometres back into Bowral to watch the march and have a walk around town taking in the sights including the Bradman Museum.

Sunday morning breakfast was ordered early and the maxi taxi conveyed us back to Moss Vale Station picking up fresh supplies of ice and milk on the way. While Stafford checked out the motors we tidied up the passenger and guard's compartments and boiled the billy to fill the hot water containers for tea and coffee for our homeward journey. Meanwhile, our driver and safeworking supervisor were checking out the yard and conferring with June Control to make arrangements for our departure.

Leaving Moss Vale yard at 1150 some thirty minutes early as CR76 empty cars, we took the main line north before reversing direction down the north arm of the triangle and onto the Unanderra line thus turning the train so CPH 7 was leading.

We stabled in the loop at Robertson for lunch and waited for 3801 Ltd's "Cockatoo Run" to climb up the escarpment from Wollongong. While we waited, contact was finally made with Peter McFarlane and arrangements made for CPH 1's luggage to be brought to Robertson to save time at the Ranelagh House

platform later. The "Cockatoo Run" hauled by 4918 finally arrived and, as soon as the signal cleared, we set off to pick up our passengers and the remaining luggage at Ranelagh House platform departing for Wollongong at 1259 as tabled.

Our passengers were a little quieter on the journey home having had a big Anzac Day but were fascinated with the scenery on the way down the escarpment to Wollongong (1356), Sutherland (1453 three minutes ahead) meanwhile, our car had been enjoying a large trivia game and the crew were kept busy serving tea and coffee. Stafford and the rest of the crew were occupied answering questions about the motors, their mechanical details and their history, most were astounded when told how old they are.

Arriving at Meeks Road Junction still ahead of the table, we were held at North Strathfield until 1543 then, as NR77, we moved onto Epping (1600-1612) Hornsby (1623-24) to set down our first lot of passengers. Our progress from Hornsby to Wyong (1738) was hindered by a CityRail all stations train but good running from there on saw us arrive at Broadmeadow (1828) to set down more passengers. Away at 1830, around Islington Junction next stop Victoria Street, East Maitland then Maitland (1903) where all the passengers in CPH 1 detrained. Next stop Lochinvar then Branxton where the last of our passengers alighted, everyone on board all the way home were full of praise for the enjoyable weekend they had experienced on the train.

Departing Branxton at 1933 as NR78 with a few Rotarians who had left their cars at Paterson, we used the Farley triangle this time stopping at Telarah till 2002 then as NR79 we continued onto Paterson (2014) finally shunting into the depot and reversing into the shed to shut down and unload the remaining veggie boxes and other luggage.

With the motors shut down the weekend was over, a total of 72 gallons (324lt.) of fuel had been consumed by both CPH's 1 and 7 on the round trip to Moss Vale and our 70 passengers had a very enjoyable weekend.

Thank you to Phil Hurley for supplying us with a copy of our running times which helped make the preparation of this article possible.

(Photos opposite by Stephen Davies.)

Supplying digital photographs

To ensure the best possible reproduction of photographs supplied for our publications, here are a few helpful hints:

- Use the highest resolution/quality setting on your camera.
- As a guide, a JPEG file should be at least 1mb.
- Don't compress images with your email program when sending them.
- If you reduce/compress the size of a file, this effectively removes image detail and makes the image blurry or pixelated. You cannot add this information back in.
- Bigger files are better!
- Please contact the Editor if you require assistance.

Tour Reports



The platform of the impressive station building at Moss Vale on the main southern line and junction of the line to Wollongong now only serves CityRail Southern Highland Endeavour services, CountryLink southern region Xplorer services to Canberra and Griffith, Melbourne XPT and "The Cockatoo Run" operated by 3801 Limited.



Passengers on CPH 7 enjoying the trip.



CPH's 7 and 1 stabled behind the the signal box which was decommissioned in August 2007. Moss Vale yard is now remotely controlled by ARTC's Main South A Network Controller at Junee.

From the Archives



The crane lift on 10th October, 1984 was planned to utilise the two hired mobile cranes as economically as possible so that the whole operation could be accomplished in one day. The second lift was to place BRI395 on its own bogies on two short sections of track parallel to the goods line and inside the proposed boundary fence line. Photo: Geoff Murray



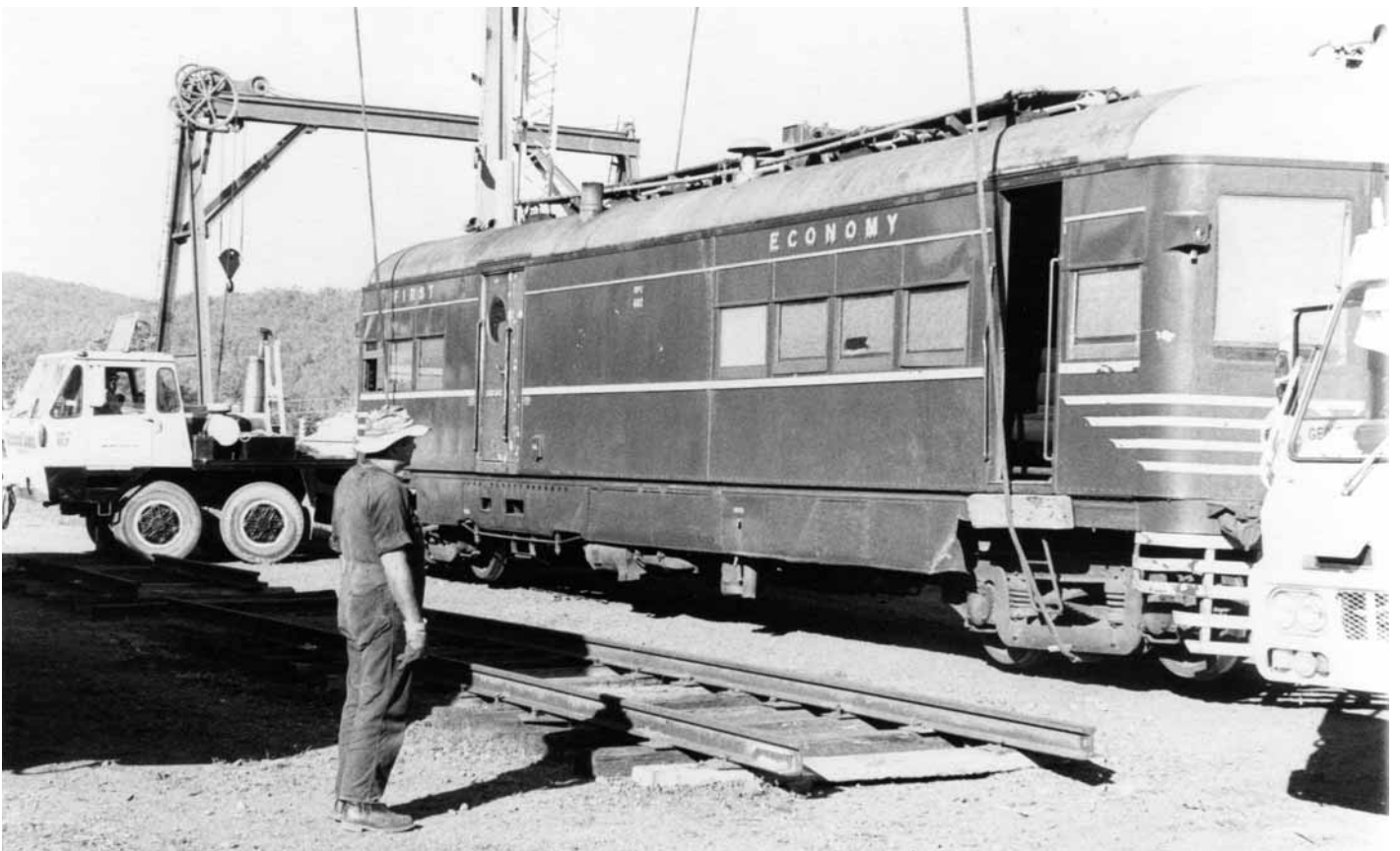
HPC 402 and HCT 502 were dead-hauled from Werris Creek on 7th October, 1984. HCT 502 was purchased for parts to complete FT 501, which was purchased from Carriage Works (Eveleigh) in refurbished condition but lacking bogies and skirts. The body of 502 was lifted without bogies onto styes (pictured in foreground) for stripping, after this was completed the remaining body was hauled by road to the Dorrigo Steam Railway Museum. Photo: Geoff Murray

From the Archives



The bogies used to transport CPH 14 and HCT 502 were returned to Sydney in a bogie open wagon supplied for the purpose. Members Mick Turton and Bruce Harris are loading the last bogie from 502 which eventually returned to Paterson under FT 501. HPC 402 can be seen waiting its turn with the mobile cranes under the former goods yard crane.

Photo: Geoff Murray



The lack of a rail connection from the goods line meant the first delivery of vehicles had to be lifted by two 25 tonne mobile cranes onto temporary sections of track or sleeper styes. Glen Magee has his fingers crossed as 402 makes its way slowly to its new home.

Photo: Geoff Murray

From the Archives



The scene at Paterson at the end of the day

Photo: Geoff Murray

Directory

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 49661549
Email: ericandnancylarkins@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: 0416 224 531
Email: aglandb@bigpond.com

Engineering Manager (Rolling Stock)

Stafford Payne
Phone: 02 4948 8521

Engineering Manager (Infrastructure)

Keith Angel
Phone: 02 4930 5782
Email: angelfamily1@bigpond.com.au

Train Crewing Manager

Eric Larkins
Phone: 02 4966 1549
Email: ericandnancylarkins@bigpond.com

Paterson Points / Tin Hare Gazette Editor

Geoff Murray
1/10 Seaspray Close,
Caves Beach NSW 2281
Phone: 02 4971 4114
Email: geoffanna64@hotmail.com

Contributions of articles and/or photographs for future editions of *Paterson Points* and *The Tin Hare Gazette* are most welcome and may be forwarded directly to the Editor.

**Correspondence to be addressed to:
The Secretary
PO Box 445 Charlestown NSW 2290**