

Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED



JULY 2009

Patron ~ Rear Admiral Peter Sinclair AC

Celebrating 25 Years



Trailing plumes of characteristic blue/grey smoke, CPH's 7 and 1 depart an almost deserted platform 4, Branxton bound from this year's Maitland Steamfest celebrations. Despite passenger numbers being lower than in previous years, the many shuttles operated by the Society's rail motors carried reasonable loads and proved that steam isn't the only rail heritage draw card.

Photo: David Threlfo

~ 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 footwear for protection. Check with the Secretary for further information if required, a BBQ lunch is provided for a small charge provided there are sufficient numbers.

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

Society News

New Members

The following new members are welcomed to the Society: James Dietsch, Revesby; Jim George, East Gresford; Kevin Lander, Peakhurst; Allen Simpson, Erskineville; John Simpson, East Hills..

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.

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.

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.

Operations Report

~ **Bruce Agland, Operations Manager**

Operations for 2009

25 July	Scone (Alan Reynolds – Private Charter)
29 August	Gulgong (ex-Denman Private Charter)
3-5 October	Gulgong (CPH & 620 - see Peter King's advertisement))
10 October	Gloucester (Cathedral Group – Private Charter)
24-25 October	Gulgong (ex-Dungog, Tentative)
31-1 Oct/Nov	Taree Yo-Yos & Maitland Markets (ex – Taree Tentative)
14-15 November	Dubbo – via Ulan and Lithgow (Tentative)
28-29 November	Valley Heights –Newcastle (Private Charter)

Subject to Confirmation — HPC 402

TBA	ARTC track inspections to Melbourne
TBA	Telstra mobile phone test to Sydney
TBA	Telstra mobile phone test to Port Kembla – Moss Vale
TBA	ARTC track inspection Hunter Valley
2010	ARTC Automatic Train Protection Testing (Lockheed Martin)

2009 Office of Rail Heritage Volunteer Awards

Congratulations to Operations Manager Bruce Agland, Treasurer John Redman and Committee Person and Catering Manager Bev Redman who have been notified that they will each receive an award at this year's award function to be held on 27th July. A full report will be included in the September newsletter.

Engineering Rolling Stock Report

~ **Stafford Payne, Engineering Manager**

CPH's 1 and 7 completed the nine day tour for Insights Tours from 23rd to 31st May without incident, then the following weekend went out on the five day ARHS/NSW Division western tour. There were a couple of hiccups on the ARHS tour with both toilets being blocked by foreign objects being placed in them and CPH 1's generator failed, but this did not stop the tour being completed as scheduled. The generator has been replaced and the toilets checked out and repaired when they were decanted on the next service day.

CPH 3 is still having its seats fitted by our body builder Alwyn Williams and the retention toilet system is currently being installed.

621/721's new batteries have been ordered however, investigations are still underway concerning the cracked water cooled exhaust manifold, the pitted wheels discovered on one axle and body corrosion.



Bryan Hicks fitting the retention toilet tank to CPH 3.

Photo: Stephen Davies

CTC 51

The Operations Manager, Bruce Agland, has called a meeting with Rolling Stock Manager Stafford Payne, Body Builder Alwyn Williams and all staff working on CTC 51 to work out a schedule to cover the recently announced grant. One of the first priorities will be the removal of the bogies for ultra sound testing.

Data Loggers

The Management Committee has authorised the purchase of Data Loggers and Downloading Equipment from United Group for CPH 7 (1 additional unit) and CPH 3 (2 units).

Society News

Infrastructure Report

~ Keith Angel, Infrastructure Manager

The Infrastructure Team have been working very hard and a lot of goals have been achieved in the last six months, with 22 projects completed out of approximately 40. The work has been done with only a few dedicated workers working together on Tuesdays.

Just to name a few projects completed:

The goods shed on the station platform side has been re-roofed with donated corrugated iron and the entire ridge capping replaced.

A platform for safely unloading passengers who are brought into the depot has been constructed adjacent to the car park and the fencing along the drain edge beside 2/3 roads has been completed.

The throw-over type point lever on 2 road has been replaced with a spring lever recessed type making the operation much safer.

The infrastructure team's shipping containers have been set up with shelving and racks for the storage of tools and equipment.

There are a number of projects to be done: -

Point timbers and 80lb. rail for no.4 road has to be stored in the yard.

The goods shed has to be supported underneath where the termites have damaged it.

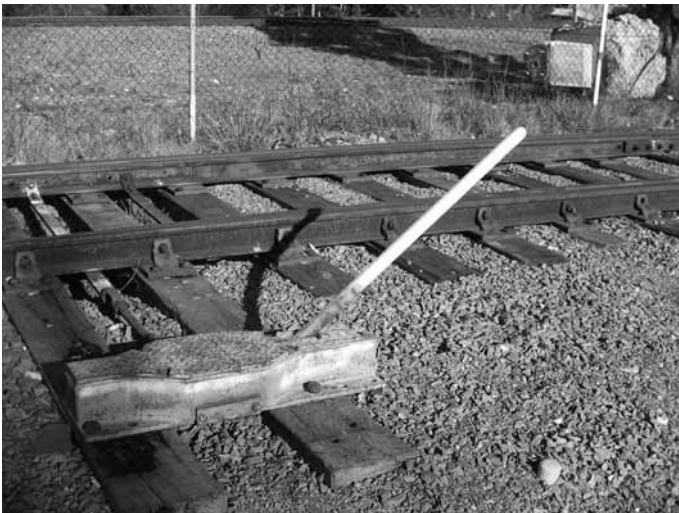
Extensions to No.2 road.

This is to name only a few projects on the planning list.



Depot platform under construction.

Photo: Norm Faulds



No.2 road spring loaded point lever.

Photo: Norm Faulds



Re-roofing the goods shed in progress.

Photo: Norm Faulds

Society News

Rotary Awards Night

Claire McKellar, wife of member Ted McKellar from Taree recently received an award for Pride of Workmanship from the combined Rotary Clubs of Taree. This award was given to her after a secret assessment was carried out by members of the clubs concerned. A testimonial from Coles was read out when Claire received the award and an extract of this follows:-

"We are very excited to have our very own Claire as our nomination as we consider her to be worthy of this award. It is with pride that I can nominate her so she can be recognized for the hard work that she does in our store everyday. Claire takes pride in what she does and it can be seen in the reaction from customers who leave our store satisfied with the service that she has provided for them. There is always a friendly greeting, a jovial conversation and a happy parting message, one that makes you want to return. She treats customers how you expect to be treated as a customer and nothing is a hassle or effort for her to do for you. All these qualities make Claire most worthy to receive the Pride of Workmanship Award."

~ Christina Andrews, Coles



Pictured at the Awards Night are (left to right) Christina Andrews (Coles), Claire McKellar and Catherine Scheehy (Rotary).

620's Head South

Nearly 12 months after the tender for their public disposal closed and two years since their removal from revenue service, units 625/725 and 631/731 are seen here standing in Broadmeadow yard on June 15 waiting for the road ahead to the next section of their operating life.

Hauled by ARG loco 2208 and manned by Southern Shorthaul Railroad crews and former railcar depot manager Doug Smiley, the consist headed south to Clyde where the cars are to be evaluated for further RailCorp duty as inspection vehicles.

After 40 plus years of passenger operations the seven remaining CityRail 620/720 class diesel trains were finally retired from

service in June 2007 with nine cars and spare parts offered for public sale by tender in July 2008. From those listed in RFT 08/07002 only set 629/729 was sold joining sets 621/721 and 623/723 which had already been secured for preservation as RailCorp core heritage listed vehicles.

Cars 626, 726 and 728 (the latter damaged in the 2002 Hexham collision) and the spare bogies and engine/transmission parts offered for sale remain stored at the Broadmeadow Railcar Depot yards facing an unknown future.

~ Stephen Preston (article and photo)



Society News

The 42 Foot Rail Motor Trailers

Following the popularity of the 42 foot Rail Motors introduced in 1923, NSWGR built five similar bogie passenger trailers during 1926-1927 to provide additional seating capacity on lightly graded branches. The trailers followed the same basic layout as the power cars with a passenger compartment at each end flanking a central Guard's compartment. No driving or multiple unit controls were fitted and this required the power car to run around the trailer at the terminus. The cars were built on a light "C" section steel chassis suitably braced with Queen Post trusses. Lightweight 2QO bogies with spoked wheels were fitted, straight air brakes and bell communication were also provided.

The central Guard's compartment was larger than the power cars to provide additional capacity for up to 4½ tons of luggage, parcels and light goods traffic. Seating was provided at the No.1 End for 14 First Class passengers, while the No.2 End accommodated 22 Second Class passengers and the toilet. Seating was of the fixed back-to-back type. Up to 14 additional passengers could be seated on fold-down flap seats in the Guard's compartment for heavy loading periods.

To support the trailer fleet, three old Redfern type carriages were converted to additional trailers CTH 61-63 between 1928 and 1930. Parcel trailer HT 76, which had been converted from CPH 9 in 1934 following accident damage, was converted to a passenger trailer becoming CTH 56 on the roster in 1942. Late in 1943 the body of CTH 56 was placed on the underframe of CPH 36 after its body had been burnt out to return to service as a rail motor as the second CPH 36.

The introduction of GM diesel engines and multiple unit controls for CPH Class led to the five original trailers receiving multiple unit controls and a Driver's cab in the No.2 End between 1947 and 1948. The trailers also received a headlight, cowcatcher and all of the necessary hoses and electrical jumper couplings to enable multiple unit working with their powered sisters.

With the reduction of branch line rail motor services in the 1960's and 1970's the five trailers were transferred to Sydney for outer metropolitan and suburban working. The large centre compartment was not required for this working and passenger seating was provided throughout. The cars were re-coded CTC at this time. CTC 51, 54 and 55 had the centre doors removed and replaced with standard windows, while the other two (52 and 53) just had the centre doors sealed. Passenger capacity was then 59 to 61.

The Restoration Of CTC 51

During 2005, the restoration of the bodywork on CPH 3 was nearing completion and the Management Committee looked

towards what could be the Society's next restoration project. After due consideration, it was decided that 42 foot Rail Motor Trailer CTC 51 would be the ideal project.

The selection of CTC 51 as a restoration project was made on the basis that the majority of the work involved the restoration of the body and that only limited mechanical work was required to make the vehicle operational once the body work was completed. However, the trailer presented a number of challenges for the Society including:

- replacement of the entire side bodywork (internal and external)
- replacement of the No.2 end panelling
- replacement of the Driver's cab
- replacement of all of the windows
- extensive repair of the roof at No.2 end
- a complete rewiring of the entire electrical system
- replacement or reconstruction of most of the mechanical systems
- possible replacement of the spoked wheelsets

The chassis, floor and the majority of the roof were, however, in very sound condition and our then carriage builder, David McKay, was available and keen to take on the project. Excellent financial results during 2003 and 2004 meant that accumulated funds were available to make a start on the project. Preliminary restoration work commenced in 2006 while CTC 51 was standing on No.3 Road. This early work involved stripping the old side and end sheeting from both inside and outside and the replacement of the wall studs and door and corner posts. When No.3 was moved out onto No.1 Road to facilitate the mechanical team's installation of the engine and transmission over the pit, No.51 was relocated from No.3 Road to take CPH 3's place at the No.2 Road work platforms to enable the next stage restoration work to proceed.

The original design of the 42 foot trailer included a large central Guard's compartment. However, No.51 was rebuilt in the 1960's with passenger seating in the centre Guard's compartment for Sydney suburban working. It was therefore decided that the small First Class compartment at the No.1 End would be retained and set aside for crew and catering purposes, leaving the trailer with similar seating capacity as our standard CPH's. Work progressed steadily during late 2005 and 2006 with most of the wall studs and all of the door and corner posts being replaced and the new internal and external side sheeting, along with that around the No.1 End being completed. New side windows were also manufactured and installed.

Society News

The paint work on the trailer's ceiling had some water damage and the remainder was in a poor state. To enable the interior renovation to proceed, all of the flaking paint on the ceiling surface needed to be removed. This work involved the manual scraping down of the entire ceiling surface to bare timber. Jerry Jerome assisted by Ian McNeil stepped in and undertook this laborious task. The work was very heavy and intensive, requiring the volunteers to work above their heads with protective face masks for extended periods and this meant that the work could only be carried out in short bursts. The completion of this piece of work was an achievement in itself – congratulations and many thanks to both Jerry and Ian. In order to prevent marking of the high quality interior-finish plywood, the entire interior was immediately stained and finished with one coat of clear finish after installation. Fitter Bryan Hicks, assisted by Bruce Agland, fabricated the metal frames for the three impact resistant windows at the Driver's or No.2 End. This work was a pre-requisite to completion of the No.2 End and the installation of the new Driver's Cab.

Once the structural part of the bodywork was complete, our Operations Manager, Bruce Agland commenced the electrical rewiring under the technical guidance of our resident electrician Jim Lowe. This work involved the removal of the remnants of the original wiring, repairing the conduits and jumper couplings and the provision of new wiring throughout. In addition, new wiring conduits were installed to accommodate the PA system, intercom and data logger wiring. Jim Lowe built a new switchboard with refurbished heritage style switches recovered from MHO 2639 and KB 2508, while Bruce constructed a new Driver's instrument panel and reconditioned the Driver's control panel for installation when the cab is completed.

The Australian Railway Historical Society (NSW Division) made available a \$30,000 10-year, interest free loan to assist the Society's restoration effort for CTC 51 in March 2006. The Society is grateful to ARHS Board Member and Society Committee member, Spencer Ross, for assistance in putting this loan in place. This loan supported the purchase of materials and the continued work of our carriage builder during 2006. However, a family crisis kept our carriage builder away from us late in 2006 and the body work was halted for an extended period. Work resumed in mid-2007 but David subsequently found alternate employment and the body work was halted for a second time. Work has subsequently proceeded toward completing the panelling on the No.2 End by members Alwyn Williams (Body Builder), assisted Bruce Agland, Bryan Hicks, Steve Davies and Warren Mills.

Recent information from the Independent Transport Safety and Reliability Regulator has indicated that the spoked wheels have

significant potential for fatigue cracks around the joints between the spokes and the rims and hubs and it is most likely that those currently under the trailer will need to be replaced with disc wheels before entering operational service.

Major outstanding work items still to be completed includes:

- completion of No.2 End panelling
- installation of the Driver's cab
- installation of the Driver's cab controls and wiring
- purchase and installation of the retention toilet system
- purchase and installation of the train radio
- purchase and installation of floor covering (lino)
- completion of the electric wiring
- installation of the brake system
- installation of the air system and reservoirs
- installation of draft-gear, buffers and couplings
- installation of seating and interior fittings

Heritage Funding for CTC 51

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 receipt of the heritage funding by the Society was the result of a competitive evaluation process, conducted by the Heritage Branch of the NSW Department of Planning, against a significant number of other proposed heritage projects. A detailed and substantial application was prepared for the Society by our Operations Manager, Bruce Agland, and submitted in November 2008. The Management Committee would like to thank Bruce Agland, with the assistance of Alwyn Williams, Bryan Hicks and Stafford Payne, for their collective efforts in preparing all of the necessary estimates, budgets and project plans that form part of the grant application documents. They would also thank Dungog Shire Council's Heritage Advisor, Sarah Cameron, for her support and assistance throughout the grant process.

Society News



New side framework under construction.

Photos: Bruce Agland



Completed side fitted with new windows and crownlights.



New varnished internal linings completed and ceiling ready to re-paint.



Non-driving(No.1) end re-lined and fitted with new windows.

Tour Reports

Gloucester Local Runs, 16th May, 2009

Saturday, 16 May saw our CPH's venture to Gloucester where they operated three return services to Bulliac for local residents. This was to be part of a larger operation in support of the local Shakespeare Festival, but unfortunately the extra working did not eventuate. The Society is grateful to our Taree members, Ted and Claire McKellar, for taking the time and effort to travel down to Gloucester to make all of the arrangements with the Gloucester Visitor Information Centre for selling of the tickets for the local excursions and also for helping out on the day. Two of the trips were at capacity, while the third was more than three-quarters full. A great weekend was had by all and people even traveled up from Newcastle to join the excursions. Thanks to our train crew for the weekend Rodney Short, Cec Jones and Grahame Pantlin.

HPC 402 to Loadstone "Telstra Test Train", 1st – 2nd June, 2009

HPC 402 was utilised by Telstra personnel to test radio aerials which will be installed on main line diesel locomotives to operate on the 'Next G Network'. Departing from Paterson, HPC 402 ran to Loadstone and reversed to Casino for the night before returning to Paterson the next day, testing was carried out in both directions.

From the Archives

The following article is an extract from the Society's newsletter No.2 dated February, 1985 which describes the situation at Paterson and also the "New Year's Eve Mystery Tour" delivery of six CPH's to Paterson. The newsletter was written by the Society's foundation President, the late Henry Varcoe.

"The last three months, since the penning of Newsletter No.1, have been the agony and the ecstasy personified for the Rail Motor Society's workers. As Newsletter No.1 returned from the typist/copier a phone call informing me of the withdrawal of all but 2 CPH's set the stage for three months of expertly organised panic and near chaos. As an offshoot there is a clear possibility that a dozen or so volunteers will be needing a "doghouse" in the BR to keep a roof over their heads.

Apart from these minor traumas, all of which will be forgotten by the year 2035, things are going well at Paterson. We have laid 130 metres of track, we are in the process of laying in a "temporary turnout" kindly loaned by the SRA "Hunter Valley Track Strengthening Project" and hopefully, by the time this is in your hands, we will have standing on TRMS No.1 Road – HPC 402, CPH's 1,19, 18, 7 and 3, and also in protective custody for Macquarie Valley Railway Society (Dubbo), CPH 6.

However, let us back-track to the memorable phone call of early November. The panic of having 19 CPH's offered to the C.R.P.G. (Combined Railway Preservation Group) for distribution by "picking order" was matched only by the urgent plea to "get them in a safe place quick". At this point, our heartfelt thanks must go to John Cooper and his ad hoc "first aid" group at Leightonfield for their splendid rendition of first aid to these veterans of the war of SRA versus the public and political demands.

The morning of December 31st, 1984 dawned and the keen observer would discover CPH's 18, 19, 1 and 6 under power with 3 and 7 dead attached lurking in the confines of ACDEP biding their time to sally forth on the Rail Transport Museum's "New Year's Eve Mystery Tour".



Platform 12 Sydney Central Station, New Year's Eve 1984. Waiting departure for their journey to Paterson are (right to left) CPH's 18, 19, 1, 6, 3, and 7. Photo: The late Harry Wright

The loving attentions of many people over the preceding days had done much to promote the hope that the valiant warriors would unaided, make it home.

As the day drew on these hopes were put to the test. Shortly after 1600hrs Driver Leon Batman slid into the small cab driver's seat of CPH 7. However, the perversity of old age prevailed and the 61 year old veterans exercised the stubbornness usually accorded to great grandparents by teenagers. However, the skilful and patient Leon prevailed upon the better nature of the geriatrics and in their own good time they rolled into No.12 platform to load a hundred excited patrons bound from Sydney Central station to...?

The "Mystery Tour" proved to lead to Newcastle, not without incident. That rude fellow at Hornsby who was talking about a "steam diesel tour", he might have boiled had he come from Meadowbank dragging dead CPH's 7 and 3. Or when the old soldiers lined up in No.1 platform at Gosford to quench their radiator reserve tank's thirsts. Or the incident at Woodville Junction with double jumbo's (442 diesels) headlights on the Motorail leering at us from the second home signal while Leon, Harry Wright and their "helpers" prevailed upon the CPH's final drives to be united (not 2 to go to Maitland and 2 back to Newcastle).

The new year dawned with the six tin hares standing in the back road at Paterson after an exciting and well worthwhile delivery run."



Accompanied by an unhealthy cloud of exhaust, CPH 18 leads the tour train away from Hawkesbury River on its journey north. Photo: Bryan Hicks

From the Archives



After an epic journey from Sydney, the six CPH's are safely stowed on No.1 road at Paterson. The temporary turnout can be seen in position in the foreground.

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: eric.larkins@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**

VINTAGE RAIL MOTOR TOUR

Celebrate the Gulgong Railway Centenary

*Saturday 3rd – Monday 5th October 2009
(October long weekend)*

Travel from Broadmeadow (Newcastle) to Gulgong and return, one way via the Sandy Hollow line on the CPH rail motors and the other via Binnaway and Werris Creek on the 620 Class rail motor.

Options available in Gulgong on Sunday are:

Option 1 Stay in Gulgong and enjoy the centenary celebrations, including CPH rail motor train rides to Ulan, Dunedoo and Wollar (buy these train tickets on the day).

Option 2 A wine tasting bus trip of Mudgee region vineyards including lunch.

Price is all inclusive and includes train travel, bus transfers, accommodation for 2 nights and all meals. (Lunch is not included if you are staying in Gulgong on Sunday.)

Fares start at \$560 per person from Broadmeadow for 3 days and 2 nights and varies according to which option you take on Sunday and where you join the train (if you book early, arrangements can be made to pay the fare by smaller installments).

To book tickets or for more information, please contact:

Peter & Lois King

Mudgee Miniature Railway Co-Op Society

PO Box 373, Mudgee NSW 2850

Phone: 02 6373 3626

Email: petermmr@harboursat.com.au



CPH rail motors at Gulgong (left), and 620 class rail motor at East Maitland (right).

Photos courtesy of David Johnson