

Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED



SEPTEMBER 2009

Patron ~ Rear Admiral Peter Sinclair AC

Celebrating 25 Years



On Tuesday 9th June 2009, CPH's 7 and 1 pause at Young while returning to Demondrille after spending the previous night at Cowra on Day 4 of the Australian Railway Historical Society (NSW Division) June long weekend tour. The ARTC closed the Demondrille to Cowra and Koorawatha to Greenthorpe lines from 0900 hours on Tuesday 1st September, 2009.

Photo: Darryl Judge

~ 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: October 17th, November 21st.

Society News

Office of Rail Heritage Volunteer Awards

Members Bruce Agland, Graham Ball, and husband and wife team John and Beverley Redman have been honoured in the NSW Government's prestigious Volunteer Awards for their commitment to rail heritage in NSW.

The awards were announced on 27th July 2009, as part of the NSW Government's annual efforts to recognise the ongoing contribution that volunteers make to telling the State's rail story. Ten individuals and five groups from eight organisations across NSW received awards which were presented by the RailCorp CEO, Rob Mason.

The awards given to Rail Motor Society members were:

1. Lifetime Achievement Award – Bruce Agland for 21 years as a tours officer and operations manager and 10 years on the management committee. Bruce has been instrumental in the Society achieving accreditation and for the safety management systems which have been adopted.
2. Lifetime Achievement Award – Graham Ball for work on railway rolling stock restoration projects including the railmotor CPH 18 project and the Pay Bus project. His dedication saw him volunteering for four days a week for several years, training and working alongside apprentices – teaching traditional technical trade skills and inspiring younger a new generation of railway workers.
3. Encouragement Awards – John and Beverley Redman who for 10 years have managed the Society's catering services for both on-train and off-train functions. John has also served as the Society's Treasurer for 15 years and together they run the ticket sales table and souvenir stands.

Society President Arthur Burgess said after the award ceremony that it was an honour to have four volunteers from Paterson receive awards.

"I congratulate and thank the recipients. We have a long-serving, dedicated and skilled volunteer group who have a history of working on rail heritage, we are honoured and grateful to have some of NSW's best volunteers".

"The Office of Rail Heritage Volunteer Awards is a great way to recognise the outstanding performance of individuals and groups who are fundamental in preserving and sustaining the rail heritage of NSW," said Mr. Burgess.

The Rail Motor Society at Paterson is working to continue the vital job of conserving the trains and memorabilia which helped shape the economic and social development of the State of NSW for current and future generations to enjoy.

If you would like to volunteer with The Rail Motor Society, please visit www.railmotorsociety.org.au

Society News



Bruce Agland receiving his award from RailCorp CEO Rob Mason.



Graham Ball receiving his award from RailCorp CEO Rob Mason.



Beverley and John Redman receiving their award from RailCorp Chairperson Elizabeth Crouch.



Society award winners and representatives at the Award Ceremony.



2009 Award winners with RailCorp Chairperson Elizabeth Crouch (front row centre), Office of Rail Heritage Director Marianne Hammerton (front row far right) and RailCorp CEO Rob Mason (second row third from right).

Society News

From the President's Desk

~ Arthur Burgess

Well it is now spring and the flora have started to bloom, I hope our membership does the same now that winter is behind us remembering this is the year that we are celebrating our 25th anniversary. The past membership thrived to get us to where we are to-day and I ask for more support to maintain the high standards that have been set over the years.

There appears to be a light at the end of the tunnel with 621/721 and the problems with one of the motors have apparently been solved. We are now at the stage of servicing them for their first trip to Gulgong on the October long weekend (see advertisement page 10 July Paterson Points). Unfortunately, due to time constraints and other issues, they will still be in the old RailCorp colour scheme and not in the planned heritage colours. However, it will be good to finally see them leave the Depot for touring duties.

On a personal note, I wish all the recipients of the 2009 Office of Rail Heritage Awards congratulations from the membership of The Rail Motor Society.

To one and all, please keep up the good work that you have shown over the past years.

New Members

The following new members are welcomed to the Society: Daniel Whitmore, Valley Heights; Denise Sellens, Gresford; Colin and Sally Stanford, Murrurundi.

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.

Infrastructure Report

~ Keith Angel, Infrastructure Manager

Since the last report the team has painted the hand rails on the new platform inside the depot safety yellow. This platform was used by the train hirers on Saturday 25th July and the comments received were very good with the access easy and safe to load their supplies onto the train. The fence near the culvert has also been painted yellow thanks to one of our team.

Two road has been extended by approximately 12 metres for the storage of a vehicle.

Work has now been completed on the leveling of the goods shed on the Sydney end and the replacing of the termite infected

timbers. Over the years the termites have had a good time eating a substantial area letting the goods shed drop. A termite control contractor has used a method to remove these termites from the building which has been most successful.

The team is hoping to store the new point timbers in the yard within the next few months ready for the installation under 3 Road points.

All the point levers in the yard have been painted white for safety.

A program has been put in place for the continued servicing of one and two road points. All the sleepers in the depot are to be cleaned of over burden to allow the timbers to dry, and this also allows for our regular inspections to be carried out properly.

Operations Report

~ Bruce Agland, Operations Manager

Operations for 2009

29 September	Moss Vale (Telstra) HPC 402
3/4/5 October	Gulgong Rail Centenary CPH's 1 & 7, 621/721
10 October	Gloucester (Cathedral Group) CPH's 1 & 7
24/25 October	Gulgong CPH's 1 & 7
31 October	Taree Yo-Yo's (2RE) CPH's 1 & 7
1 November	Berry Private Charter CPH's 1 & 7
14/15 November	Dubbo via Ulan and Katoomba (Private Charter) CPH's 1 & 7
28-29 November	Valley Heights – Newcastle (Valley Heights Group) CPH's 1 & 7

Subject to Confirmation — HPC 402

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

Engineering Rolling Stock Report

~ Bryan Hicks, Acting Engineering Manager

HPC 402

The unsightly but necessary wooden aerial platform that was erected above the cab on both ends of 402 in 1986 has been deteriorating rapidly so the opportunity was taken between assignments to replace it with something less obtrusive and more in keeping with the type of communication equipment currently being tested. The new aerial platform has been designed to resemble a locomotive roof as closely as possible and so give a more accurate indication of reception quality to the technicians involved.

Society News



Close-up view of the aerials.

Photo: Bryan Hicks



The new aerial platform is closer to the roof profile. Photo: Bryan Hicks



CTC 51: The restoration of the interior of CTC 51 is a slow and labour intensive task. Warren Mills is preparing an internal door for varnishing.

Photo Stephen Davies



621/721: With the October long weekend tour to Gulgong fast approaching, carriage builder Alwyn Williams (left) assisted by Warren Mills (right) and Stephen Davies have been preparing catering facilities similar to those in the CPH's.

Photo Stephen Davies

Tour Reports

June Long Weekend Tour, 6th–9th June 2009 Parkes – Roto – Cowra, ARHS NSW Division

~ Spencer Ross, ARHS NSW Tours Director

A fine sunny morning greeted intending passengers booked on the four-day tour travelling in The Rail Motor Society's CPH 1 and 7 Rail Motors. The CPH's had arrived from Paterson the previous evening after a five hour journey through the scheduled track work between Wyee and Wyong and stabled at the buffer stops on Platform 1. An on time departure from Central had us on our way westwards with pickups at Strathfield and Parramatta before a spirited run to Penrith and our ascent of the Blue Mountains. Morning tea was waiting for us to put on board at Springwood and all enjoyed the Devonshire tea as we crossed the mountains to Lithgow arriving 15 minutes ahead of the table, where we had a 10 minute leg stretch. Continuing westward we passed Wallerawang and Bathurst to arrive at our lunch stop on Blayney Platform still nine minutes ahead. Following our delicious lunch provided by the Flame Tree Café we proceeded to Orange for another leg stretch. We were unable to reverse the direction of the Rail Motors from Orange, as the West Fork of the Orange Triangle was booked out of service. Our train was required to reverse to the East fork Junction and then continue on through Molong, Manildra and Bumberry to arrive in Parkes at 5.14pm.

All stayed on board as the shunting movement to turn the Rail Motors via the Goobang Junction triangle was arranged and all passengers detrained at 5.33pm. Our host from the Parkview Motor Inn was waiting with his mini bus to take our luggage whilst all walked the short distance along the Newell Highway to our accommodation for the next two nights.

Rain showers overnight created a damp fresh morning and after the short walk back to Parkes station to join our CPH's for the day's run to Roto and return. As the rain was working under Train Order Safe Working arrangements, our departure was delayed by seven minutes due to logging on requirements. Our train order indicated a cross with PS 6 Freight in the loop at Yarrabandai allowing us a 4 minute early arrival at Condobolin where the local fuel service was waiting to replenish the tanks on the CPH's.

A short stop at the platform allowed a leg stretch and a welcome from the local tourist officer. Following a publicity photograph for the local news, our train departed 27 minutes down with our next train order to Euabalong West. As the train order arrangements did not recognise Roto as a terminating section,



A leg stretch at Lithgow.

Photo: Peter Larkins

Tour Reports

our next Train Order required us to proceed to Trida, 45km further west than our advertised destination at Roto, arriving at 1.35pm. A photo stop was made at Roto to record the former triangle junction and the remains of the yard.

New Train Orders were received and we departed Trida at 1.46pm. With the extra running time to Trida and return, our lunch arrangements on the station at Euabalong West on the return journey with the Condobolin Lions Club had to be reorganised. Thanks to their wonderful country hospitality and patience, we were all well fed with great BBQ steak and sausage sandwiches accompanied by salad and cool drinks on our arrival at 3.45pm. Departure for our return to Parkes saw us away at 4.23pm to arrive and stable at 6.56pm, only two hours and six minutes late. A call to the Motor Inn to advise our later return to Parkes was made and a later Dinnertime arranged. Our very accommodating hosts had arranged a local identity to entertain our group for the evening. A wonderful 82 year old lady who played a great selection of music of old time hits and showtime favourites on the baby grand piano for all to enjoy.

Following another hearty breakfast, it was luggage on the bus and another short walk to the station for our 8.36 am departure for Cootamundra. A stop was timetabled at Forbes for all to visit the local craft shop that now occupies the station buildings. On our way again at 9.45am we proceeded south through Wirrinya, Caragabal, Bribbaree passing over a long 40 kph to 60kph speed restriction to arrive at our next cross with a wheat train at Stockinbingal. Safe working arrangements to allow our train to pass Cootamundra West and stable in the north dock at Cootamundra took a little toll on our running time and our arrival was 25 minutes behind the table.

Whilst some decided to enjoy the exercise and walk, the Cootamundra Ex Services club shuttle bus was waiting to take hungry passengers to the club for lunch. Our departure was put back to follow ST 24 XPT to Sydney and we departed Cootamundra at 2.48 pm for Demondrille and Harden where we again reversed and departed some 58 minutes behind our table via the signalled Up Main returning to Demondrille and taking the cross country branch line through Young and Koorawatha to Cowra.

Several close encounters with kangaroos were noted as we proceeded through the many speed restricted road crossings to arrive in Cowra at 6.05 pm. Another short walk to our Country Comfort Motor Inn where all enjoyed a pre-dinner drink whilst the crew put the CPH's to bed in the Lachlan Valley Railway Museum Loco Depot.

Tuesday morning started by being cold and damp, however following the usual warming hearty breakfast and return to the station where our train was waiting for the 8.00am departure delayed by eight minutes as we were to be accompanied by the local ARTC track inspector taking an up front advantage to check the line condition to Demondrille. A photo opportunity was taken at Young station before our departure 39 minutes behind our table. Rejoining the Main South at Demondrille we proceeded to Harden for a quick leg stretch and photo. Green lights indicated line clear for the run north through Galong, Binalong, Bowning



The disconnected western leg of the triangular junction to the Parkes – Broken Hill line at Roto. This was once the connection to the cross-country line to Griffith and Narrandera.
Photo: Peter Larkins



Lunch queue at Euabalong West.

Photo: Peter Larkins

and Yass Junction to arrive at Goulburn's Platform 2, arriving only 10 minutes down. As we had almost two and a half hours and to await our departure in order to miss the peak hour embargo on 'other trains' in the Sydney metropolitan area, a delicious hot meal had been arranged at St Bridget's church hall by Marie, our caterer. The CPH's were shut down and locked as the crew joined the passengers for lunch. The two block walk in the cold brisk air from the station encouraged everyone's appetite and all enjoyed the home style cooking.

Our departure from Goulburn was two minutes early at 3.28pm for the last leg of our tour. With short stops at Moss Vale and Bowral to farewell passengers we arrived at the Macarthur accept signal (or the duck pond as it is known by XPT drivers) to stand for our timetabled path into Sydney. However an earlier path was negotiated with Control and after a short delay we departed at 6.10pm some 17 minutes ahead. With stops at Campbelltown, Revesby, Riverwood and Sydenham to detrain passengers, our arrival in Sydney at 7.06pm was 15 minutes early.

Tour Reports

Contact with Control indicated that we would be required to await out timetabled departure for the return to Paterson at 9.48pm due to the continuing single line working between Wyong and Wyee. After further discussions with Control, a call was received shortly after 8.00pm giving us a path following the 8.15pm Newcastle Intercity service. Running time was maintained to the crossovers north of Wyong where we were to wait for two southbound freight trains negotiating the single line section. Accepting the Staff from the safe working officer we crossed to the Up Main and departed north to Wyee, deposited the Staff and returned to the Down Main for a clear run to Paterson arriving and stabling at 1.45am.

Many thanks must be given to The Rail Motor Society, Bruce Agland Operations Manager for the many negotiations required for our timetable. Our crew, drivers Phil Smith and Daryl Judge, safe working officers Ray Sullivan and Peter Larkins, hospitality looked after by Train Manager Bryan Hicks and Maree Hicks in CPH 7 and Bev and John Redman in CPH 1 and Stafford Payne for looking after the mechanical needs of the CPH's throughout the 2337km rail tour.

Gulgong, 29th August

Now an almost annual charity fund raising event, the train was $\frac{3}{4}$ full after loading during a leg stretch at Muswellbrook with the balance boarding at the site of the former station at Denman. Our passengers had an enjoyable day both on the train and in Gulgong as usual, a local bus was arranged to convey them up the hill to the town and back to the train by departure time.

Due to the length of the return journey, two crews were used and the opportunity was also taken to familiarise some new members with the Ulan line and on-train procedures. Thanks to Drivers Rodney Short, Bruce Mathews, Graeme Turner, SWS Cec. Jones and Eric Larkins, Fitters Ian Brien, Mick Walsh, Cabin Crew John and Beverley Redman, Cathy Locke, Lorainne Cochrane and Velma Doyle.



Cowra station faces an uncertain future.

Photo: Peter Larkins



Drivers Rodney Short (left) and Bruce Mathews. Photo: Carol Turner



CPH's 7 and 1 and CountryLink's Canberra XPLORES service share adjoining platforms at Goulburn. Photo: Peter Larkins



CPH's 7 and 1 wait at Gulgong station to start the journey home. Photo: Carol Turner

From the Archives



Queensland Railways operate a passenger service on an isolated section of line between Normanton and Croydon in the gulf country of the far north of the state. The service departs Normanton every Wednesday at 0830hrs and travels at a leisurely pace the 152 kilometres to Croydon arriving at 1330hrs, the return journey departs Croydon the next day at 0830hrs. On 7th August, 2008, 72 year old RM 93 with two trailers pauses on the Norman River bridge where morning tea is enjoyed by all, the train is known locally as the "Rattler" or the "Tin Hare".

Photo: Paul Woodcroft

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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.

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A SUMMER'S DAY ON THE SOUTH COAST

OUR FIRST TOUR WITH 621/721 RAILCARS

Sunday 17 January 2010

Join ARHSnsw Tours on a journey over the Illawarra line to Nowra (Bomaderry). Our tour will commence at about 8.00am from Sydney Central with a brisk run to Waterfall. Enjoy the magnificent scenic run along the line from Stanwell Park to Thirroul and Wollongong. A short diversion will be made to Port Kembla before rejoining the main line at Unanderra and proceeding to Kiama and along the coast to Nowra.

Transfer by bus for a Fish n Chips lunch beside the Shoalhaven River. Seating is limited to 100 passengers, so book early to ensure a good seat. Photo stops have been requested at suitable safe locations throughout the tour.

Tour cost includes morning and afternoon teas on board, bus transfer, Fish n Chips lunch and lineside history notes. The train will pick up and set down at Hurstville and Sutherland.

NOTE: Members who deferred their travel from the cancelled January 2009 Tour will have first booking preference for this tour. Tickets will be issued direct to those concerned.

Booking form: A SUMMERS DAY ON THE SOUTH COAST TOUR BY 621/721 RAILCARS

Mail to: ARHS NSW Tours or fax (02) 4956 3370 Pay at: ARHSnsw Bookshop
PO Box 4083 Rail Heritage Centre
EDGEWORTH NSW 2285 CENTRAL STATION

Please reserve for me the following on the TOUR

..... Seats for Members and Guests @ \$89.00 (GST Incl).....
..... Seats for Non Members @ \$99.00 (GST Incl)

Name.....Membership No.

Address.....Postcode.

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

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

I/We will join the train at.....Station

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

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

ARHSnsw Tours Infoline (02) 8394 9019 or 0428 333 443
ABN 96 000 538 803.