

Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED



DECEMBER 2009

Patron ~ Rear Admiral Peter Sinclair AC

NPF 621/NTC 721 and CPH's 1 & 7 Celebrate the Gulgong Railway Centenary



To celebrate the Gulgong railway centenary CPH's 1 & 7 and set NPF 621/NTC 721 travelled to Gulgong on the October long weekend, the CPH's running via Ulan with the "Sputnik" journeying via Werris Creek, Binnaway and Merrygoen. On Sunday 4th October trips were run for the enjoyment of Gulgong area locals and the scene above shows CPH's 1 and 7 waiting in the loop at Gulgong with 621/721 ready to depart the platform on a Dubbo bound day excursion. During the day the CPH's ran well patronised local shuttles while the Dubbo run was standing room only. Photo: Peter Kitcher

Season's Greetings

*The Officers and Committee of the Rail Motor Society
extend the Season's Greetings to all members, friends, and their families.*

Society News

25th Anniversary Luncheon

Club Macquarie at Argenton was the venue for this important function, with 70 members and invited guests enjoying a delicious meal and other activities organised for the event by Bev Redman and Maree Hicks, assisted by Margaret Pantlin.

The guest speaker for the occasion was Mr Bill Casley, former State Rail Authority CME, the Official Guests present were Marianne Hammerton (Office of Rail Heritage), Shane Brown (RailCorp), Michael Baczynskyj (ARTC), Harold Johnston (Deputy Mayor, Dungog Shire), Mrs Barbara Preston, Prof John Glastonbury (3801 Ltd.) and George Gettens (ARHS NSW Division), Glen Magee and John Barnes (Newcastle Branch ARHS).

Those members who have achieved 20 or more continuous years service to the Society were presented with a commemorative plaque by Office of Rail Heritage Director Marianne Hammerton.

The awards were presented to:

Sue Angel, Arthur Burgess (20 years); Stafford Payne (21 years); Bruce Agland, Barrie Kingsford, Peter Kitcher, Jim Lowe (22 years); Keith Angel (23 years); Bryan Hicks and Geoff Murray (25 years).

Life Members Bryan Hicks and Geoff Murray cut a special celebratory cake which was a representation of two CPH rail motors (green and cream of course), a toast to the Society was proposed by Professor John Glastonbury from 3801 Limited.

To mark the occasion, a special limited edition souvenir coffee mug depicting CPH's 1 and 7 was presented to each attendee at the conclusion of the luncheon, these are available from the Secretary see details in this newsletter.

(Photos: Stephen Davies)



25th Anniversary Limited Edition Coffee Mug

**Members \$12
Non-members \$15**

(Plus \$8 packaging & delivery)



Society News



Prof. John Glastonbury



Bruce Agland



Arthur Burgess



Keith Angel



Jim Lowe



Sue Angel



Bryan Hicks



Barrie Kingsford



Geoff Murray

Society News

From the Secretary's Desk

~ Bryan Hicks

Honorary Secretary

Acting Rolling Stock Engineering Manager



The end of the year is fast approaching and preparations are well underway for next year which is shaping up to be an extremely busy time for all the volunteers at Paterson.

A lot has been accomplished in the past 11 months with the Infrastructure Team

constructing a platform on No.1 road for embarking and disembarking of passengers in the depot.

No.2 road has been extended to enable 621/721 to be stabled under cover in accordance with the agreement with the Office of Rail Heritage. Realigning track, new sleepers, ballasting of track in the depot yard, replacing point sleepers, installation of points, repairs to the goods shed roof and erection of safety fences has also been carried out.

The roofs of the BR and TAM have been painted but still need work to stop water leaks which are damaging the interior as well the walls, next year the team plans to lift, re-align and replace sleepers and re-ballast No.3 road.

The Mechanical Section has been busy during the year with pre-trip inspections on the operational rail motors, work on CPH 3 and repairs to 621/721.

Restoration work on CTC 51 recommenced in May after receiving a grant of \$40,000 under the NSW Heritage Grants Scheme, the exterior of the driving cab end front has been completed and re-instatement of the driver's cab is well under way.

From Christmas to March each year the Mechanical Team carries out all the heavy maintenance required on the operational rail motors. Three CPH bogies have to be removed for their scheduled overhauls and also have their axle boxes replaced due to wear from the horn cheeks. CPH's 1 and 7 and also HPC 402 are to have their annual inspections, CPH 3 is as good as finished and will have its first test run in the very near future.

The data loggers that were initially fitted to CPH's 1 and 7 are now over ten years old. With CPH 3 soon to undergo road trials, it has been decided to install the same type of modern data logger in all three CPH's. The Society has gratefully accepted a donation of \$20,000 from member Ken Butt towards the cost of this essential equipment, thank you Ken.

HPC 402 is to have one of its motors and also a converter replaced with reconditioned units. The GM 6-71 motor has

been held in stock in case of an emergency for some time, the converter was recently reconditioned for Cooma-Monaro by the RailCorp apprentices. Cooma-Monaro have graciously offered it to us as they do not require it immediately and the apprentices will overhaul one of our spare units to replace it.

RailCorp Apprentice Supervisor, Michael De La Motte has also agreed to overhaul another converter for the Society when we can arrange for them both to be transported to Sydney.

In 2008, the decision was made to dispose of steel louver van NLGX 31512 and Parcels Van KB 2508 to make room for 621/721, redundant shipping containers would be purchased with the proceeds from the sale of the vehicles to provide storage space.

The vehicles were offered for sale for their scrap value, but as there were no expressions of interest received, it was decided to scrap the vehicles on site. A scrap merchant, who promised a good tonnage rate was engaged to cut them up, but said, as they were situated in a difficult position at the southern end of the yard, a crane would have to be hired to lift the cut-up sections which would cost as much as the scrap value. So a complicated shunt was carried out to move the vehicles to a more accessible location on the northern end of the shunting neck where the scrappy could cut them up for loading onto his truck without a crane.

Unfortunately, during this process, the scrap metal price plummeted dramatically and the scrap merchant absconded interstate without paying the Society, we still have not been able to locate him.

Three containers were purchased, two for the Infrastructure Team to store their equipment and one for the Mechanical Team. We were also fortunate to obtain two containers from the Broadmeadow Rail Car Centre that were excess to their requirements, these will also be used for the Mechanical Team.

On the October long weekend, 621/721 successfully traveled to Gulgong via Werris Creek, Binnaway and Merrygoen, and then did a return trip to Dubbo the next day retracing its steps to Paterson on the third day for its first trip under the Society's banner.

Work has commenced on the preparation for a complete repaint back to its original colour scheme of Indian Red and Buff lining complete with whiskers, hopefully this will be finished in time for the January trip to Nowra for the Australian Railway Historical Society (NSW) Division.

Tours and work train trips have kept our operational crews busy during the year. HPC 402 was engaged by Telstra and ARTC on numerous occasions travelling to many locations within the State's rail network and Acacia Ridge, Queensland under our recently granted interstate accreditation.

Because of lengthy delays in Queensland Rail granting accreditation, (through no fault of our Operations Manager), a considerable amount of valuable work for HPC 402 from ARTC was lost during the year which was very disappointing.

Society News

We have also successfully carried out another ten day tour with CPH's 1 and 7 for Insights Tours as well as the three day visit to Gulgong for their Rail Centenary celebrations, while 621/721 went to Dubbo for the day, the CPH's did local yo-yo's to Dunedoo/Merrygoen, Ulan/Wollar with full trains every trip.

Next year's calendar is fast filling up with trips already scheduled to Nowra, Armidale, Hunter Valley, Kiama, Hawkesbury River, Gulgong, Dunedoo, Bundanoon and Murrurundi.

The Society has been fortunate in obtaining the services of the Conservation Volunteers who are organised by The Office of Rail Heritage, they offered to bring in a group of ten people for a week, camp on site and do whatever work was required. A second offer was for two people, one day a week for up to six months.

When the offer was first made, we were under the impression that this was to happen before the end of the year so the offer was declined however, after further discussions with the group it was agreed that their activities will not commence until next year. As there is a perceived fire hazard as well as some snake activity, they have offered to send in nine people for a week until Christmas to weed, whipper-snip and generally clean up the grounds especially the area on the western side of the shed around the storm water drain. The group will work on each Tuesday up to Christmas.

On behalf of the President and Management Committee, I would like to wish all members and their families a safe and happy Christmas and New Year.

Annual General Meeting

Members are advised that Saturday 10th April 2010 has been set aside for this important meeting. The formal meeting notice, nomination and proxy forms will be posted out in March.

New Members

New member David Lusby (Lane Cove) is welcomed to the Society.

Changed your address?

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

Membership Renewals

Members are reminded that their membership renewal is due on the 1st January 2010. A renewal form and envelope is enclosed with this newsletter for your convenience.

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

Correspondence

To ensure that postal items do not go astray, members are requested to direct correspondence to the Society's Post Office Box 445 Charlestown 2290 address, NOT to individual Officers' private addresses as they may be absent on leave.

Engineering Rolling Stock Report

~ Bryan Hicks, Acting Engineering Manager

CPH 3

See Secretary's Report.

CTC 51

Work has now resumed in earnest following Bodybuilder Alwyn Williams holiday in hospital. The installation of the steel impact frame and toughened glass, completion of exterior timber work on the driver's cab end and reinstatement of the driver's cab itself is underway. The damaged timber roof framing over the driver's cab is also being repaired.

CPH's 1 and 7

In addition to the annual scheduled work listed in the Secretary's Report, 1 and 7 will have some minor exterior body repairs carried out and be repainted.

HPC 402

See Secretary's Report.

NPF 621 / NTC 721

621/721's first revenue trip for the Society was the three day journey to the Gulgong Rail Centenary Celebrations which was an outstanding success. The only problems encountered were a transmission that refused to load up intermittently and loose alternator belts otherwise everything went smoothly.

Rubbing down and body repair work has commenced in preparation for the repainting of the units in their original Indian Red and Buff Lining with whiskers. Once again, Goodwin Alco Pty Ltd have generously donated the painting materials and Peter McFarlane has volunteered to carry out the painting.

Re-fuelling in Remote Locations

Ever since the Society commenced running tours in country areas, a network of fuel suppliers has been built up throughout the State to enable refuelling to take place when required, the fuel depot at Gulgong being particularly co-operative.

During planning for the weekends activities, it was realised that 621/721 was fitted with a Banlaw refuelling system, if fuel was required would the contractor at Gulgong be able to connect to it?

A phone call to Gulgong revealed that the fuel truck was equipped with Camlock fittings, a different system to Banlaw, the situation was starting to look like 621/721 would not be going.

Advice was sought from Banlaw Pty Ltd who responded by donating a Banlaw fuel gun and Dennis Hodge donated a set of Camlock transition fittings, problem solved!.

The Society is indebted to Banlaw Pty Ltd and Dennis Hodge from Camlock for their generous support.

Society News



Banlaw fuel gun in action at Gulgong

Photo: Bryan Hicks

Operations Report

~ Bruce Agland, Operations Manager

Operations for 2009

16 December Hunter Valley (ARTC) 402

Operations for 2010

17 January Nowra (ARHS) 621/721
12-14 March Armidale
27-28 March Hunter Valley Coal Chain
17-18 April Maitland Steamfest
30 April - 2 May Kiama
15 May Hawkesbury River
11-14 June (ARHS) Brisbane
28 August Gulgong (ex Denman)
2-4 October Dunedoo Rail Centenary
8-10 October Bundanoon
24 October Murrurundi (Loco Depot Reunion)
20-21 November Gulgong (Peter & Lois King)

Subject to Confirmation – HPC 402

TBA ARTC track inspection to Melbourne
TBA ARHS Brisbane
2010 ARTC Automatic Train Protection Testing (Lockheed Martin)

NPF 621 / NTC 721

TBA Sydney suburban lines

Accreditation

ITSRR Audit – Final Report issued

Victorian Accreditation – Further exchange of correspondence, more documentation sent.

QR Network – Applied for variation to cover Roma Street and Fisherman Island.

HPC 402's Train Radio Network Testing Role

ARTC's NTCS (National Train Communications System) project is now well advanced and system trials using specially fitted Hunter Valley coal train locomotives are scheduled to commence this month.

In preparation for full system testing, confirmation of signal strength testing across the rail network has seen the hire of 402 again becoming a regular event with several runs already completed and more scheduled.

402's first interstate trip occurred between 27th–29th October.

Tuesday 27/10/2009 depart Paterson (0849) arrive Casino (1659) stable.

Wednesday 28/10/2009 depart Casino (0614) arrive Acacia Ridge (0842) terminate.

Depart Acacia Ridge (1600) arrive Casino (1817) stable.

Thursday 29/10/2009 depart Casino (0700) arrive Paterson (1607) stable.

Another example of 402's activities was the trip between 10th–12th November.

Tuesday 10/11/2009 depart Paterson 0225 thence via the North Strathfield triangle and main west to Wallerawang (0810) Kandos (0935) Wallerawang (1105) arrive Parkes (1719) stable.

Wednesday 11/11/2009 depart Parkes (0730) Orange (0917-0927) Dubbo (1123-1133) Binnaway (1403) Werris Creek (1649-1654) Gunnedah (1807) stable.

Thursday 12/11/2009 depart Gunnedah (0800) Werris Creek (0905-0915) West Tamworth (0955-1005) Werris Creek (1045) Farley Triangle (1510) arrive Paterson (1540) stable.



402 resting on dual gauge track within Acacia Ridge yard waiting for the road out.
Photo: Matthew Burger

Society News



During October HPC 402 continued its now traditional role of testing network coverage for train radio systems. During the last week of the month the single car test train made a significant journey to Acacia Ridge (QLD) to not only provide confirmation of Telstra's Next G network signal strength for use by the future ARTC NTCS Train Radio network but also to "christen" the Society's newly gained accreditation to run in the Sunshine State. The view above shows 402 being turned on the Acacia Ridge turntable ready for its return journey south. The turntable now at Acacia Ridge was originally installed at the NSW Yerrongpilly depot until that facility closed and the turntable was then moved to its current location for use by the short lived "National Rail" regime. It now continues to provide sterling service to Asciano, QR and other visiting units. Photo: Michael Bacznskyj



In the scene above we see 402 passing Strathfield Complex as it traverses the single track North Strathfield triangle as test train 7R00 on Tuesday September 29th. On this day the rail motor completed a successful circuit from Paterson to Moss Vale and return via the main south line on the Down and returning on the Up by heading down the Illawarra Mountain and home to Paterson via the South Coast main line and goods roads.



Fitter Max Dixon takes a leg stretch on the platform at Robertson while 402 waits for the road. Photo: Arthur Burgess

Restoration Projects

Project Sputnik – Restoration Progress on 629/729

~ Stephen Preston

Having almost reached their first birthday, the Goodwin Alco Project Sputnik volunteers continue to make good and steady progress on the restoration of the “other” Paterson two car set 629/729.

With exterior body works mostly completed, the body shell has been painted in grey primer with the trailer car 729 now receiving the first coats of Indian Red as well as the yellow and masking having been completed to define the characteristic end lining, “eyes” and whiskers. Works inside are also well advanced with the old CityRail décor having been almost replaced by Pete the Painter with an authentic two-shade livery of lower beige “speckle” and upper green walls having been applied. As well, the ceilings received a stunning coat of gloss white, other finishing touches including the refitting of corner mouldings, hand rails and the reinstatement of original round vestibule lights.

A pleasant surprise during clean up works was the discovery of the original Iced Water Cooler which was lurking behind a blanked off sheet metal cover in the centre vestibule area. With the covering sheet removed, this had also been repainted and original donated signs refitted to denote “Iced Drinking Water”, “Clean Cups” and “Soiled Cups”.

With the rotten floor replaced, there are only a few more tidy up jobs before the new floor covering can be laid.

Other progress achieved includes the replacement of a leaking water pump, reinstatement of train radio antennas, overhaul of the roof horns and the replacement of damaged jumper cable receptacles.

The team wishes to thank everyone who supports and assists with the 629/729 project works. To keep track of the latest work on set 629/729 go to the restoration blog at <http://629729.blogspot.com/>



(December 2008) 629/729 arrives at The Rail Motor Society Depot.



External priming of power car 629 has been completed and some test painting conducted on the vestibule end to check final paint colours.



With the rotten walls painted and fittings being reinstated the interior of 729 is starting to look like a 1960's rail car again.



Hidden behind a steel panel for years the original Iced Water unit has now been restored and is ready for another service career.

Restoration Projects



(Clockwise from top left) Trailer 729 has had its whiskers masked and awaits the application of a glossy coat of Indian Red paint to finish the job; Project Sputnik painter Pete progresses with the tedious job of masking the end lining on 729; 621/721 preparation for painting; body repairs underway.



Restorations



(Clockwise from top left) Warren Mills painting seat frames for CPH 3; Alwyn Williams at work on the cab exterior of CTC 51; Stephen Davies puts the finishing touches to the interior of CPH 3; driver's cab re-instated in CTC 51 (note the impact resistant framework); driver's cab end completed; The apprentice (front) Stephen Davies and the master (rear) Alwyn Williams at work on the driver's cab end and roof of CTC 51.
Photos: Stephen Davies, Stephen Preston and Warren Mills.

Tour Reports

NPF 621-NTC 721 and CPH's 1 and 7 Celebrate The Gulgong Railway Centenary October Long Weekend Tour, 3rd – 5th October 2009

~ Peter Kitcher



Saturday October 3rd saw the society operate two charter trains to Gulgong at the request of Peter and Lois King from the Mudgee Miniature Railway Co-op Society. Having spent the day travelling via Werris Creek and Binnaway, set 621/721 is seen here "put away" in the Dunedoo perway siding as CPH's 1 and 7 run through on a Gulgong – Merrygoen shuttle trip.

Photo: Bryan Hicks

Saturday 3rd

Over the October long weekend, Peter and Lois King from the Mudgee Miniature Railway Co-op Society organised a tour comprising CPH's 1 & 7 to travel from Broadmeadow to Gulgong via the Ulan line and a second train comprising heritage units NPF 621/ NTC 721 to follow the CPH's to Muswellbrook then to travel via Werris Creek, Binnaway and Merrygoen.

With a full complement of booked passengers on-board, CPH 1 and 7 departed from Broadmeadow passing Society units 621/721 standing on the Relief Road at Woodville Junction. The run to Muswellbrook was to table where a leg stretch was taken before the rail motors were shunted onto the Ulan line for the run to Gulgong. The timetable from Muswellbrook to Gulgong has been accelerated due to the abolition of the antiquated Electric Staff safeworking system that controlled the passage of trains between crossing loops over the single line. After crossing a Ulan coal train at the new Mangoola loop, the CPH tour continued onto Gulgong arriving at 1238hrs where our intrepid passengers were taken by bus to their accommodation at the Ten Dollar Motel for a weekend of exploring the district..

Later that day the CPH's were prepared for a trip to Merrygoen with passengers joining at Gulgong Station for a night of sleuthing with this year's theme being "Who Killed the Radio Star". On arrival at Dunedoo, our "victims and murderer" detained for Dunedoo RSL and a crossing with the Gulgong bound tour of 621/721 units took place, the CPH's drawing forward clear of the

perway siding to allow 621/721 to continue onto Gulgong. With this shunting movement completed, a group of local townspeople joined the CPH's for a run to Merrygoen and return.

As night closed in, the "motors" clicked-clacked over the short railed sections, scattering sheep that had entered the rail corridor to graze on the well grassed area where wheat had spilt from passing grain trains. After arriving at Merrygoen Station, the crew changed ends and we set off into the darkness for the return run back to Dunedoo where our locals detrained with the children asking their parents when they could take another train trip. Our amateur sleuths joined the train later that night after a hearty meal at the Dunedoo RSL Club for the run back to Gulgong.

Sunday 4th

The day dawned a little overcast however, the first passengers started to arrive for the trip to Dubbo on 621/721 followed later on by passengers for the first of four shuttles to Ulan, Dunedoo and an extended trip to Wollar loop. On arrival at Dunedoo on the CPH's, BL26 on 8438 ore train were in the process of a crew change and, on seeing this, many of the passengers took the opportunity to take photos with their children standing next to the locomotive with the crew happy to oblige before departing. The shuttles were a success with all seating booked out much to the disappointment of passing motorists on seeing the CPH's on Gulgong platform. 621/721 arrived back at Gulgong later that day from Dubbo and a photo shoot of 621/721 and CPH 1 and 7 was taken with them both in the platform.

Tour Reports

Monday 5th

First cab off the rank today was 621/721 as 7R57 heading back to Broadmeadow via Binnaway and Werris Creek with a departure at 0759 followed later that day at 1345, CPH 1 and 7 to return via the Ulan line. The run to Merrygoen followed by Binnaway was to table, here our run number changed to 7R58, then onto Premer, Springridge and finally arriving at Gap Junction. On arrival at Werris Creek we found that, as we were early, our BBQ lunch was still in the early stages of being prepared so the opportunity was taken for all to check out the Australian Railway Museum located on the platform. This museum is a credit to all the volunteers that maintain it, giving visitors a representation of early railway life using the many exhibits on display.

With lunch completed and all onboard, 7R58 departed heading to Quipolly where we took the loop for an over length WHI65. From here on the run continued to Murrurundi where we crossed the west bound NT23 Xplorer then onto Muswellbrook for a brief stop for a leg stretch. On departing, Broadmeadow Network Controller advised that there could be a possible delay after Newdell Junction due to a back log of coal trains from an earlier breakdown. Slow progress was made to Singleton where the units were signalled onto the Bi-directional Down Main to Allandale where we crossed back to the Up Main for the now clear run to Broadmeadow, a total of six coal trains were passed in this recently completed track upgrade of signalling between Maitland and Singleton.

Arrival at Broadmeadow was just ahead of the table and the passengers detrained, 7R59 headed back to Paterson and approaching Sandgate, passed the CPH's as they descended the flyover heading to Broadmeadow. Both trains performed well for the long round trip and shuttles that they carried out over the long weekend. The crews of both trains carried out their duties professionally and the results from comments by the those travelling were very complimentary to the Rail Motor Society.



Peter Kitcher operates the main line to loop points at Gulgong during shunting operations.
Photo: Bryan Hicks



Passengers in fancy dress from the "Who Killed the Radio Star" excursion from Gulgong mingle with passengers from Dunedoo boarding for the run to Merrygoen at Dunedoo station.
Photo: Peter Kitcher



The ticket office window in the restored station at Gulgong did a brisk trade over the weekend.
Photo: Bryan Hicks



On Saturday 4th October CPH's 1 & 7 and 621/721 on the main line at Gulgong being prepared for a busy days activities.
Photo: Bryan Hicks



Far from familiar CityRail territory 621/721 depart Premer for Springridge on the homeward journey.
Photo: Peter Kitcher

From the Archives



Over the weekend of 7th-8th November 1988, the Society ran a two day "Hunter Valley Loops, Loaders & Lakeside Tour" organised by Tours Co-ordinator Graeme Bedwin for the ARHS (A.C.T. Div.). On Sunday 8th the "piece-de-resistance" of the weekends activities occurred when CPH's 1 and 7 ventured onto the short but interesting Wickham Branch. In this photo, Guard (and member) Barrie Kingsford flags the rail motors across busy Hannell Street through the site of a new roundabout under construction, this was the first and last train to traverse this line prior to its closure. Pictured on the right in this scene, former Loco Inspector and Society President the late Harry Wright keeps a watchful eye on proceedings, the familiar camera around his neck.

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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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