

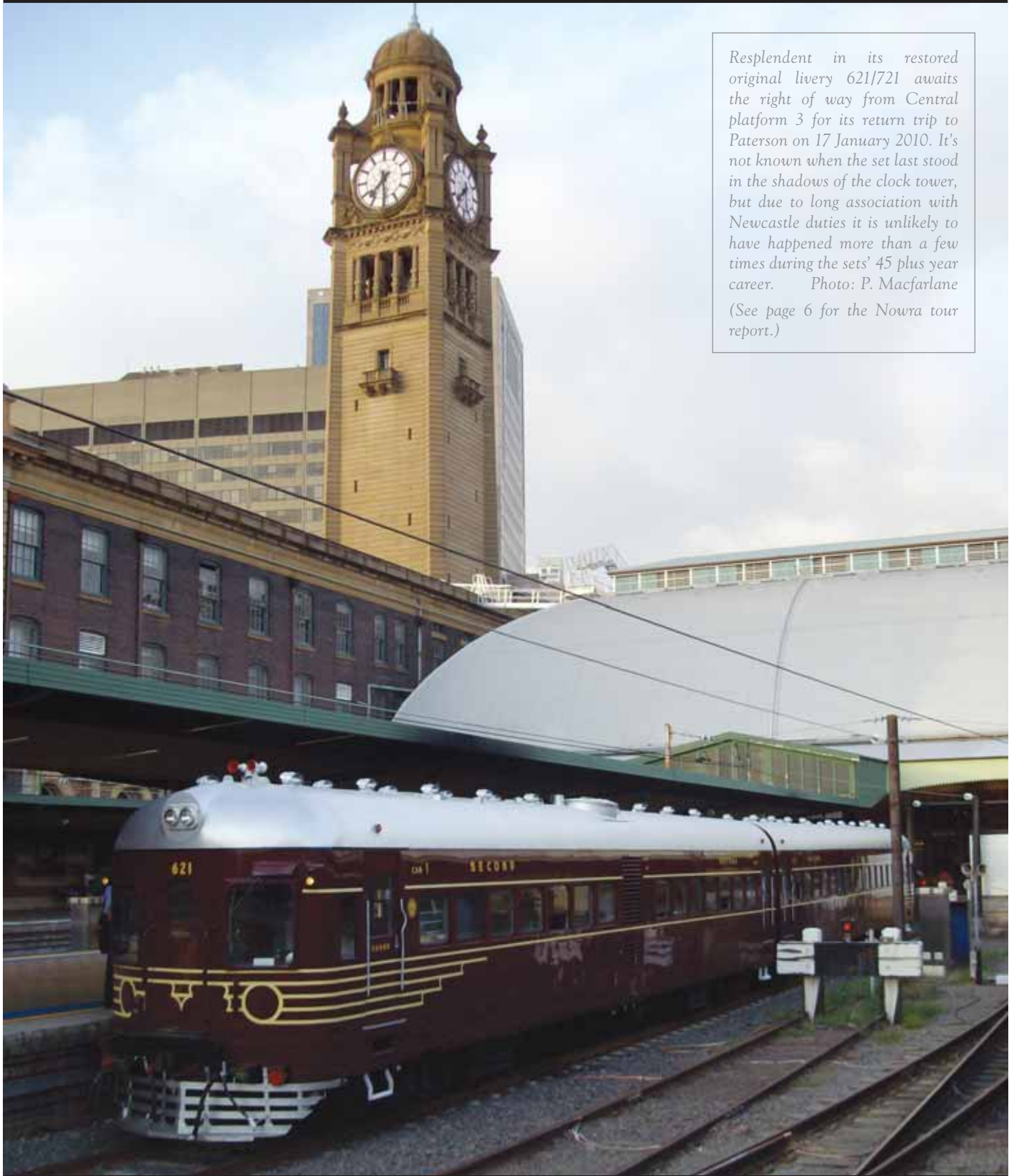
# Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED



FEBRUARY 2010

Patron ~ Rear Admiral Peter Sinclair AC



*Resplendent in its restored original livery 621/721 awaits the right of way from Central platform 3 for its return trip to Paterson on 17 January 2010. It's not known when the set last stood in the shadows of the clock tower, but due to long association with Newcastle duties it is unlikely to have happened more than a few times during the sets' 45 plus year career. Photo: P. Macfarlane (See page 6 for the Nowra tour report.)*

# Society News

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## *From the President's Desk*

~ **Arthur Burgess**

I hope everyone had a joyous and safe time during the Christmas break. I am looking forward to the challenge of what lies ahead in the year 2010.

To achieve any goals we set for the ensuing year, we must have co-operation within the Society, this means we must plan and participate together in the various tasks in order to meet our targets. If you are not willing to participate on this basis, please do not criticise those who are doing the work to help make the our Society a successful venture.

I am extremely proud of the effort that was put in by the many volunteers to complete the 621/721 project, the first trip to Nowra and return after being completely stripped and painted back to its original colour scheme was something to see.

I normally would not single out individuals for the work they have done however, I must thank member Peter Macfarlane for his excellent effort within the short time frame he had to re-paint 621/721.

The Goodwin Alco group deserves a big mention for their generous donation, assistance and advice in restoring 621/721. Also the members of Maitland Rotary Club for their participation and the regular volunteer group who turn up every Wednesday excelled again in their duties in restoring 621/721.

Our CPH cars have not been ignored as Steve Davies masterly operates his paint brush to bring them back to life.

The Society runs charters and tours throughout the year to keep us financial however, this year we have excelled with the number of members who have made generous donations towards the Society. Without their kind support it would make it a lot harder to maintain our position in keeping our heads above water, in this time of global monetary problems.

To all volunteers and members, I thank you for your assistance and patience throughout 2009. Please keep up the effort in 2010.



## *From the Secretary's Desk*

~ **Bryan Hicks**

A week before Christmas I received a phone call from former employee David Mackay, who is now the General Assistant at Newcastle High School, informing me that 34 metres of steel wheelchair ramps were being removed to be replaced with concrete ramps. Owing to the low price of scrap steel, the contractor was happy for us to remove the ramps which consisted of 14 x 1.2m square and 1.5 x 1.2m wide sections with welded on handrails, all galvanised with no corrosion.

After checking the ramps myself to make sure they were suitable for the job we had in mind, a quick consultation with the President and Treasurer resulted in a decision being made to organise the removal of the sections and transport them to Paterson.

The contractor was unsure when he would dismantle the steel ramps but they had to be off the premises almost immediately as the new concrete ramps were scheduled to be completed before school resumed. The truck with a hyab lifter that we normally use for this type of job was being serviced and, being Christmas, many members were away on holidays so I was unsure if it could be organised in time.

After numerous phone calls it all came together on Thursday the 7th January, with light showers, five members, and Bill the truck owner, we started the jig-saw puzzle of trying to place 14 of these sections on the truck. After two hours we had them on and tied down, and Bill was heading for Paterson where the other team was waiting to help unload. There is also about 200 metres of 40mm galvanised hand rail still to be replaced at the school which will also be taken to Paterson after removal.

I would like to thank David Mackay for negotiating on our behalf, as well as all those that helped on the day.

The Australian Railway Historical Society (NSW Division) tour to Nowra on 17 January in newly painted 621/721 went well with no problems and 92 passengers all very happy. The catering arrangements in the 620 were a success with separate crews working in both cars from opposite ends, permanent tables and a cupboard will have to be made in 721 as only temporary fittings were placed in the car for that trip.

After the lunch break, passengers and crew assembled on Bomaderry Station platform where I had the honour of presenting Society member Ken Butt with a plaque in recognition of his contributions to the Society. Special thanks must go to Peter Macfarlane, Society members and Maitland Rotary Club for the massive effort to prepare, paint and decal 621/721 over the Christmas break, to have them ready in time for the Nowra trip.

# Society News

## Infrastructure Report

~ Keith Angel, Infrastructure Manager

It is with sympathy that I advise of the passing of Merle Steel, wife of one of the group's workers John Steel, who passed away in early December.

Since the last report the group has been very active with the relocation of the donated point timbers from the Paterson town side of the main line. This was done by utilising Bill's truck on a very hot and dry Tuesday in September and stacking them neatly in the depot yard.

Three road points have been pulled apart and new heel bolts fitted after the cleaning of all the rust from the holes. Also, a new point rod has been fitted between two new timbers ready for a Thornleigh point lever when one becomes available.

Two rotten weatherboards have been replaced above the back window of the Station Masters House, these boards were painted prior to fitting.

Work has started on the roof of the BR carriage but this can only be done on cooler days as the heat on the roof is insufferable now the summer is here. The TAM sleeping car roof will be done on completion of the BR and completely painted. Assessment of the TAM has revealed that it is going to take some time as a lot of the windows will have to be replaced and timber on the sides the will need some work.

The Infrastructure group has had a well deserved break over the Christmas period, this is the longest break for a number of years and they appreciated it.

With the New Year in full swing now they have a list of jobs to be done and there will be no spare time. Just to name a few projects: complete BR sealing and painting, TAM roof and windows to replace and paint, three road to re-sleeper and ballast, complete restoration of three road points.

This is only some of the work to be done but the team will keep working at it.

## Operations Report

~ Bruce Agland, Operations Manager

### Operations for 2010

2 February	Wheel lathe attention – NPF621
10–11 February	Dubbo Telephony Testing (Telstra/ARTC)
22–24 March	Acacia Ridge (ARTC) 402
27–28 March	Hunter Valley Coal Chain (Railway Technical Society)
17–18 April	Hunter Valley Steamfest
30 April–2 May	Kiama (Beresfield Pensioners Group)
11–14 June	North West Circle (ARHS)
22 August	Hunter Valley (ex Taree – Taree Model Railway)
28 August	Gulgong (ex Denman)

2–4 October	Dunedoo Rail Centenary (Peter King and Dunedoo)
9 October	Local TBA (Cathedral Group)
6–7 November	Murrurundi (Loco Depot reunion)
6–7 November	Taree (Locals and Maitland Markets)

### Subject to Confirmation

TBA	ARTC track inspection to Melbourne
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### Accreditation

ITSSR Workshop – Working report received.

Victorian Accreditation – More exchange of correspondence.

QR Network – Variation to final agreement to include Roma Street and Fisherman Island, granted.

## Engineering Rolling Stock Report

~ Stafford Payne, Engineering Manager

The end of year again saw many regular jobs to complete as well as many other additional ones. CPH7 is now in the process of getting a new paint job thanks to the efforts of Steve Davies. It is hoped that a number of small repairs to the external timber work, a sand and a repaint will keep it looking presentable until later in the year when No.3 enters service. The driver's cab end was the first section to be done in time for the ARTC Hunter Valley trip with the rest to be done in the early new year.



Stephen Davies painting CPH 7.

The CPH's have had their wheels measured as part of their inspection but also for the calibration of the new data logger. Their bogie condition is also being assessed.

HPC 402 was the main subject of mechanical works with both transmissions requiring urgent attention. One transmission has already been removed and will be sent away for overhaul. The engines appear to be OK but will be serviced as usual.

To remove 402's transmission we utilized a newly purchased pit jacking platform and a borrowed crane hoist. Both units worked well and it is hoped to purchase the Society's own crane hoist in the near future to make further changes easier.

The Society has received sponsorship from RailCorp for the overhaul of transmissions by apprentices and Graham Ball at



# Society News

Eveleigh. A tidy up down the back of the sidings saw a GM6/71 motor, five convertors, four compressors, six springs and various parts from near the fence (Maitland end) moved up to the brown container and stored under cover with the expert assistance of Mark Redman and his son with his excavator. One convertor has now been delivered to Eveleigh. Well done.

The 620 class set 621/721 was also serviced, de-rusted and rubbed down ready for painting and its January trip to Nowra. The four entrance steps on 621 were also being given attention with welding repairs and new woodwork being fitted by our maintenance crew.

## HPC 402

Towards the end of 2009 intermittent transmission issues with 402 saw increased inspections and attention being required to successfully finish off the years running program. With service commitments completed Stafford Payne and the maintenance team spent several days leading up to the Christmas break making adjustments to the transmission operation before deciding that removal for a thorough inspection was the best way forward. With no pit or crane equipment available to do the job a search of the Internet quickly identified an affordable solution for purchase and Ian Brien made a trip to Sydney for its pick up and delivery to Paterson.

With the new jacking unit under 402, Keith and Norm from the Infrastructure team assisted with the transmissions removal from the motor and the unit was suspended in the pit using cross bars donated by Ian. As the transmission was safely clear below, 402 was moved off the pit and more ingenuity employed with Ian loaning an engine crane to lift the transmission out and onto the shed floor.

After a detailed study, considerably more wear than expected was identified and Stafford decided that a full overhaul would be performed. The engine crane was again used to move the transmission to the end of the shed and into Ian's ute. A few days later more road miles resulted with Ian and Stafford making a round trip to Kempsey to deliver the transmission for overhaul. In the scene below Ian (left) and Stafford make final adjustments prior to removing the problematic transmission.



Thanks to Ian Brien for assistance with information for this report and the loan of his engine crane and also to all those who pushed, shoved, fetched, lifted and carried various items to complete the transmission removal.

## Annual General Meeting

This important member's meeting will be held on Saturday 10th April, 2010 in the Station Master's Residence, Webbers Creek Road, Paterson commencing at 1000hrs.

The formal meeting notice, nomination and proxy forms will be posted out in March. Why not make an effort to attend this important date on YOUR Society's calendar and also take the opportunity to inspect progress in depot development, restoration activities and the Society's latest acquisition set 621/721.

## Membership Renewals

Members are advised that your membership for 2010 that was due on 1st January, 2010 is now OVERDUE. If you have not sent your remittance by the time the Annual General Meeting notice is posted, a final notice will be included in the envelope. Unfinancial members are not eligible to vote at the Annual General Meeting and proxy forms will not be validated if you are unfinancial before the start of the meeting.

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

## 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.

## 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 Officer's private addresses as they may be absent on leave.

## Donations

Please remember that the ATO has approved the Society issuing receipts for gifts/donations (not testamentary gifts) which will be allowable deductions for income tax purposes.

## Working Bees

Regular general 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.

Dates for 2010: February 20, March 20, April 17, May 15, June 19.

# Society News

In addition to the general monthly working bees, regular weekly work days are usually held on Tuesday (Infrastructure), Wednesday and Saturday (Mechanical/Restoration/Maintenance). If you are not a regular volunteer at the depot, contact the Secretary, Bryan Hicks (see directory) in the first instance for further information.

## Help Wanted

A temporary replacement/s are urgently required for Train Presentation Officer Jerry Jerome who will be unavailable from 8th March to 14th April. Please contact Secretary Bryan Hicks if you can assist with this important function.

## Derailments

Some errors crept into three photo captions in the December Paterson Points:

Page 7 – The photo of 402 traversing the North Strathfield triangle should have been credited to Warren Mills.

Page 12 – The 3rd photo in the right hand column should have been dated Monday 5th October.

Page 13 – ‘From the Archives ‘ photo should read “this was believed to be the first passenger train to use the line and the last train to traverse the line prior its closure”.

## ARTC Coal Road Inspection

**Wednesday 16/12/2009**

During early December the Society was approached by the ARTC to operate a train to demonstrate signalling and train operation systems used in the Hunter Valley “Coal Road” area. The passengers comprised of ARTC management, Victorian operator and Union representatives who travelled to see first hand the flexibility and efficiencies gained by the operational initiatives introduced by ARTC.



As the railmotors headed south on their empty car movement to Port Waratah photographer Andy Warren was on hand at East Maitland to capture the crossing of two very different types of green liveried rollingstock. Seen here heading north on a Brisbane bound freight, NR85 has been specially painted green and white and decorated for haulage duties on GSR's new “Southern Spirit” luxury interstate passenger train.

Due to our Mechanical Branch's end of year maintenance program having already commenced, CPH's 1 and 7 were rostered in place of regular inspection vehicle 402 and reports received indicate that the ride and visibility provided by the “old girls” was beyond expectations. The report below from Driver Arthur Burgess gives an insight into the day's operations particularly the use of the bi-directional signalling now in place. Hunter coal train operations are certainly a far cry now from the old days when Block Telegraph working ruled the valley.

*“We travelled from Paterson to Port Waratah Hunter Bulk Terminal as 7R00 where our guests boarded. The CPH's excelled themselves all day with the ARTC guests commenting on the condition and ride as excellent.”*

*“Despite early concerns, the CPH's provided a better view than 402 to see the signalling and operational moves during the day.*

*“The trip as 7R01 to Camberwell was uneventful where we traversed and becoming Up service 7R02 travelled through to Singleton and were placed into the siding to await the coal trains. After several coal trains passed we started our journey to Port Waratah.*

*“At Whittingham, we crossed over to the Down main line. We passed an Up coal train at Minimbah and continued towards Branxton on the Down line and were checked at the Branxton Accept signal. A coal train travelling in the Down direction on the Up line arrived and passed us to continue on and cross back to the Down line behind us. We then continued to run to Alandale on the Down line passing another coal train running on the Up line in the Up direction. We crossed back over in front of the coal train onto the Up main line at Alandale. The trip was uneventful to Port Waratah.*

*“The visitors seemed very impressed with the system of passing trains under Bi-directional working and made many comments during the day.”*



As the railmotor crew confers about the days running, the ARTC party prepares to board their inspection train outside the Port Waratah Hunter Bulk Terminal building. In the background can be seen some of the diverse types of motive power which makes up Pacific National's Hunter coal fleet including ex Victorian G class, 82's and the ever present 48 class. To the left brand new EMD unit TT02 can also be seen being examined by a school of enginemen receiving ground instruction. Photo: S. George

# Tour Reports

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## *Bomaderry or Bust – 621/721 visits the South Coast, January 17 2010*



*The shadows are long in the weak morning light as 621/721 sprints south through Tarro on the first leg of its journey to Nowra. Photo: S.G. Preston*

Although the post Christmas/New year period is a time of holidays and relaxation for many, nothing could have been further from the truth this year for the Society's operation, restoration and maintenance teams. For the second year running ARHS (NSW Div.) booked a "Summers day outing on the south coast" trip to Bomaderry (Nowra) and RailCorp core collection unit 621/721 was specially requested for the January 17 run. To ensure the trip was something special, it was decided that 621/721 should be repainted into its original livery and also fitted out to ensure that facilities were in place to deliver the usual high standard of service experienced by TRMS passengers. From the following pictures and report readers should have no doubt that both targets were achieved and the trip was another great example of the Society's ability to deliver great teamwork and service to its customers.

The story of 621/721's transformation and preparation started several months prior to the trip and was completed in the days leading to departure due to the combined efforts of TRMS management, its volunteers, the support of Goodwin Alco and the assistance of the Maitland Rotary group. Hundreds of hours of sanding, masking, painting, body repairs, fitting out and preparing 621/721 were contributed by a combined workforce of volunteers, the result of their efforts receiving nothing but praise from those who travelled to Nowra or saw the set pass.

The external repaint works were also made possible through the sponsorship of Goodwin Alco who contributed materials,

labour and coordination of the project to ensure that it was turned out looking like a Sputnik set hadn't for a long time.

With all works completed set 621/721 made a pre-dawn departure from Paterson on Sunday 17 and headed south toward Sydney and its ultimate destination, Bomaderry/Nowra. Despite stopping to pick up persons at Maitland, Broadmeadow, Cardiff and Fassifern the fast timetable ensured that the early rising motor cadets were easily out run and so only a few scenes were captured of the reborn set in its home territory.

After a trouble free run down the short north, arrival at Central was announced on time and the crew changed ends in readiness for the next leg of the journey. Following a short and complimentary inspection of works by Office of Rail Heritage representative Sarah Jane Brazzil, the full load of ARHS passengers boarded, and what is believed to be 621/721's first trip on the Illawarra line commenced.

Having passed through the southern suburbs and across the Georges River the 1 in 40 bank through Jannali was no match for the 2 Cummins engines and the set soon topped over for the sprint across the speedway to Waterfall and then wound its way through the Royal National Park. After emerging at Stanwell Park the magnificent view of the Tasman Sea unfolded and with the windows open, albeit under greying skies, the passengers were without doubt enjoying their day out on the south coast.

A diversion off the main line at Coniston saw the train head to



# Tour Reports



*The early birds are out catching worms as set 621/721 shows off its restored livery crossing the Kotara embankment on the climb from Adamstown to Tickhole tunnel.*  
*Photo: S.G. Preston*

Pt Kembla for a brief stop, another change of ends and then recommence its journey south via the Allen's Creek triangle which is rarely traversed by passengers.

Tight pathing and tardy running by other trains on the busy single track line south of Unanderra resulted in lengthy crossings during the rest of the trip but provided extra opportunities for passengers and crews to stretch their legs at station stops and for additional photos to record the event.

Upon arrival at Bomaderry, the passengers transferred to the nearby RSL Club for a hearty lunch and further refreshments while 621 was also refreshed at the nearby CityRail fuel point. Prior to the commencement of the return journey, Society Secretary Bryan Hicks conducted a short presentation on the platform to TRMS member and supporter Ken Butt in recognition of his outstanding contributions to the society over many years. Ken was presented with a plaque which included a bogie code plate and thanked for his generosity and support of many Society projects.

With everyone back on board, the return trip was again slowed due to crossings required with other trains but with no delay due to 621/721's sectional running times. The trip back up the coast resulted in some impressive running and all too soon the train returned to Central and journeys end for the majority of passengers.

Those who had travelled from Newcastle still had a sizeable journey ahead of them before they would also detrain but due to a clear road, the skill of the crew and 621's ability to conquer the grades a spirited run home resulted with no late running.

On board accounts received from passengers during the trip were not only positive regarding the new livery but also complimented the performance and ride of the cars as well as the service provided by all crew during the trip. The introduction of the

longer than usual two car set initially presented some logistical matters for consideration by on board staff but with service points now established in both 621 and 721 the delivery of morning tea, refreshments and souvenirs to passengers can be easily managed whilst also minimising the wear of staff shoe leather.

Congratulations to all persons involved in the preparation of 621/721 and the operations and on board crew on the day for a job well done and certainly facilitating another feather in the cap of the Society.

For further information on the 621/721 repaint and repair works visit the 621/721 blog site at: <http://621721.blogspot.com/> or visit Paterson and become a working member of the Society's ongoing maintenance and restoration team.



*Upon arrival at Central crew members Arthur Burgess and Maree Hicks gave Office of Rail Heritage representative Sarah Jane Brazil a guided tour of the completed livery and car restoration works. 621 and 721 are RailCorp core collection heritage assets cared for by the Society under a custodial agreement.*  
*Photo: Bryan Hicks*

# Tour Reports



Sitting under the wires that ended the reign of the 620/720 sets on the south coast, the tour waits to cross an up service at Kiama. Photo: Bruce Gehrig



On the down journey a brief diversion was made to visit Port Kembla. As the crew changes ends, passengers quickly stretch their legs and take photos before heading south again via the Allens Creek triangle and on to Nowra. Photo: Bryan Hicks



With the passengers away having lunch, 621 is seen being refueled at the Nowra CityRail facility, normally the domain of the Endeavour railcars that succeeded the 620/720 sets. Photo: Bryan Hicks



# Tour Reports



Behind every trip is a team of members who combine their skills and energy to ensure everything runs to plan. The Nowra trip was no exception and, in addition to the usual operations, maintenance and on board crew additional staff “in training” also made the journey. Pictured at Nowra are crew (front row L to R) Barry Angel, Bryan Hicks, Stafford Payne and Maree Hicks; (back row L to R) Rodney Short, Arthur Burgess, Sid Bender, John Redman, Bev Redman, Graham Pantlin, Diane Macfarlane and Peter Macfarlane. Not pictured is the hard working Operations Manager Bruce Agland whose organisational skills made the trip possible. Photo: Spencer Ross



Prior to departure from Nowra, Society Secretary Bryan Hicks presented Ken Butt with a plaque to recognise Ken's outstanding contributions and support of Society projects over many years. Photo: Maree Hicks



The plaque awarded to Ken Butt at Nowra.

Photo: Maree Hicks

# From the Archives

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Reflections on the Society's early years reveals a story of tough going, team work, some good fortune and sound management decisions by the first office bearers who laid the foundations of the capability and success that we enjoy today.

In early 1986 a major windfall was secured when the State Rail Authority commenced the hiring of HPC 402 to conduct new radio network testing. 402's testing role which has almost outlasted those early communications systems and continues in 2010 for the introduction of the next generation networks, facilitated the accelerated development of the Paterson Depot facilities and Society restoration tasks. The decision to channel the hire income into a fund for the building of our shed is possibly the most strategic and beneficial decision in the Society's history and one that every Society member should reflect on and appreciate, especially on a hot or wet Paterson day. 402's engagement was extended and has restarted many times over the years with its duties eventually taking it throughout the NSW rail network and into Queensland and to most termini on several occasions.

In the scene above Mick Turton has captured 402 on Sunday August 31, 1986 "holding hands" with 48113 in the loop at Paterson prior to their departure for Sydney. Although 402 was operable and did shunt under its own power on that day, the decision to haul the unit south for recommissioning at Eveleigh carriage works was seen as cheap "insurance" and ensured the transfer was completed without delay.

The early testing hire obligations that were agreed with State Rail included the payment of a weekly hire fee, restoration to service and in service maintenance of 402 performed by SRA officers as well as

the guarantee that it would be returned to the Society in certified running order to work future Society tours. When 402 arrived at Eveleigh it was placed into the care of Railmotor Fitter Graham Ball who, with the closure of carriage works, transferred to the Signals and Communications Branch and became 402's traveling fitter.

While 402's efforts continue to be well documented, the figureheads who were instrumental in that pioneering agreement are not as well known and have mostly moved on. Henry Varcoe, Geoff Murray, Bryan Hicks, Bruce Harris and Ron Preston were Society members that worked to promote and secure the benefits of the proposal while on the SRA side of the discussions Bill Casley, John Cowie and Pat Johnson ensured that the necessary coordination, approvals and most importantly, the signatures on the LPO's materialised. SRA operations support was carefully managed locally by Broadmeadow loco inspector Harry Wright (later to become The Rail Motor Society President) who assigned current Society Infrastructure Manager Keith Angel (then also a Broadmeadow loco inspector) to oversee most of 402's runs. Graham Ball's contribution also continues via the voluntary assistance he provides to the RailCorp apprentice program overhauling railmotor transmissions.

Twenty four years on 402's and the Society's excellent service record continues to support the development of the NSW rail network whilst also progressing the improvement and continuation of the Society's facilities. While 402 and the Society's story has many chapters, its theme continues to be one of a great team delivering great service and preserving our NSW railmotor heritage, just as was intended in that dusty Paterson goods yard in 1986.



## Wedding Bells

While the Paterson depot area is not normally open to public access, nominated open days and specially arranged visits ensure that the extensive works undertaken by members are often showcased to persons beyond the work groups. Occasionally, the Society receives requests to use the depot grounds as a site for other activities and on January 23 a wedding group requested a visit to give the photographic record of their special day an interesting twist.

While many photographs were taken using Barrie Kingsford's beautifully maintained flora as a backdrop, the group also requested access to rollingstock for some different images. After a briefing from Engineering Manager Stafford Payne, the wedding party was escorted into the front section of the shed and photographs of two very different types of "trains" recorded with CPH 1 providing the perfect backdrop for the happy couple's first day as husband and wife.

For the record the bride's dress was white when she entered the shed.

(Photo: S. George)



### 25<sup>th</sup> Anniversary Limited Edition Coffee Mug

Members \$12  
Non-members \$15

(Plus \$8 packaging & delivery)



## Directory

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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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