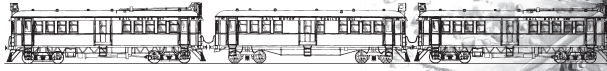


Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED



APRIL 2010

Patron ~ Rear Admiral Peter Sinclair AC

CPH's 1 & 7 Go Interstate



For the first time CPH's 1 and 7 stand north of the McPherson range in beautiful morning light at Glenapp. Operating as Telstra test train 7R03, this movement made Society history on March 3 being the first time our CPH's have run into Queensland.

Photo: Graeme Turner

Day 1

On board with Arthur Burgess, Eric Larkins, your author Graeme Turner, Fitter Bryan Hicks and Telstra technician Robert, we departed Paterson at 0623 for Casino with CPH's 1 and 7 as run No. R701 to take out the Telstra Test Train.

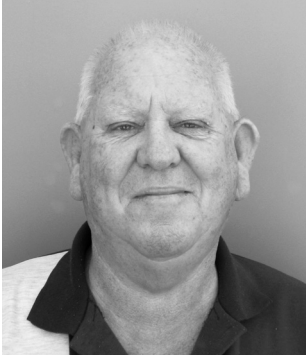
We made our first crossing at Kilbride for V781 – Dungog Passenger, we then travelled onto Monkerai to cross up freight trains, back into the loop at Bundook for another up freight train. Both CPH's 1 and 7 travelled along with little effort and the crew settled down for the run to Casino. We made a straight through run at Taree with the signals at caution and back into the loop at John's River to cross the Up XPT NT 36, it was now 1005 so on went the billy for morning tea. We departed John's River

and made for another crossing at Kundabung loop for an up freight then a straight through run at Kempsey with the signals at caution and again it was into the loop this time at Nambucca Heads to cross XPT NT 34.

It was now 1241 and time for lunch but someone had forgotten the tomatoes, they seemed to be back in someone's car at Paterson, the rest of the crew blamed the "Train Manager" for that one. We left Nambucca and headed out through Coffs Harbour and up Red Hill, both CPH's 1 and 7 never missing a beat and it was a through run out of Grafton, it had been raining by the time we arrived at Casino at 1615. There was a lot of water around, both units were shunted into the yard and stabled for the night.

Article continued on page 7...

Society News



From the President's Desk

~ **Arthur Burgess**

Congratulations are in order for the re-election of last year's Committee of Management.

The Members of The Rail Motor Society, by re-electing the previous Committee recognise

the tremendous effort which was put in to keep our Society above water in these days of economic monetary problems. We not only survived but we excelled in our efforts.

You may ask where do we go from here. The simple answer is we apply the same dedication to the Society not only by the Committee but the Members also.

Hopefully, we will see Rail Motor CPH 3 enter service in the very near future and after we dot all the i's and cross the t's, we will have full accreditation between Roma Street Brisbane and Melbourne. The Trailer Car CTC 51 is taking shape at a rapid pace, it certainly helps when you receive a grant under the NSW Heritage Grants Scheme to complete this project rather than be reliant on the Society's own funds. We also have work to be carried out to update No.'s 2 and 3 shed roads. We have purchased 24 volt hot water systems to be used on our trains in future thus eliminating early sign-ons for our on-board crews when away from the Depot. They will be powered by newly installed alternators.

If you can spare the time to assist in these projects (especially Trade Persons) it would be greatly appreciated.

Once again thanks for the faith and trust you have placed upon the incoming Committee of Management.

POSITION VACANT

Engineering Manager (Infrastructure)

Expressions of interest are invited from members who would like to take on this important Line Manager's position.

Responsibilities include the planning, costing and purchase of supplies; implementation of approved works associated with the maintenance of the Society's depot at Paterson; liaison with the Management Committee; control of expenditure on approved projects and supervision of volunteer members and contractors as required.

Contact the Secretary, Bryan Hicks, for further information.

New Website

After a long absence, the Society's new website has been successfully launched. Congratulations to those concerned with the preparation. Visit www.railmotorsociety.org.au

Office Bearers for 2010/2011

Patron	Rear Admiral Peter Sinclair AC
President	Arthur Burgess
Vice President	Eric Larkins
Secretary	Bryan Hicks
Treasurer	John Redman
Asst. Secretary/Treasurer	Geoff Murray
Public Officer	Geoff Murray
Committee	Bruce Agland Maree Hicks Stafford Payne Bev Redman Spencer Ross Rodney Short

Line Managers

Operations Manager	Bruce Agland
Engineering Manager	
– Infrastructure	To be advised
– Rolling Stock	Stafford Payne

Section Managers

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

New Members

The following new full members are welcomed to the Society: Peter Crawford, Ray Cross, Eveline Dingley, Dianne Macfarlane, Peter Newton, Ronald Pirie, Kane Waterworth and Olive Zeller.

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.

Society News

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: May 15, June 19, July 17, August 21.

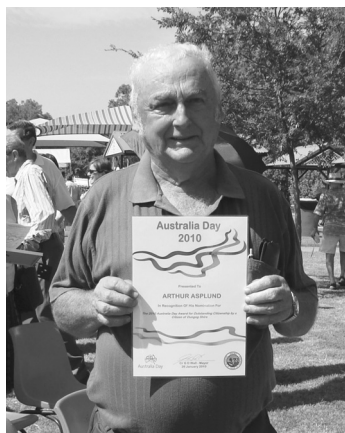
In addition to the general monthly working bees, regular weekly work days are usually held on Tuesday (Infrastructure), Wednesday and Saturday (Mechanical/Restoration/Maintenance). If you are not a regular volunteer at the depot, contact the Secretary, Bryan Hicks (see directory) in the first instance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

Infrastructure Report

~ Keith Angel

Well here we are with a quarter of the year gone already and the team is working well.

I would like to congratulate one of our team members, Arthur Asplund, for being nominated for an Australia Day Citizen Award in the Dungog Shire. Arthur had demonstrated loyalty and commitment to the Martins Creek Public School for over the past 30 years keeping an eye on the school during weekends and holidays. It was unfortunate Arthur was not elected but it shows what he does for his local area.



We are privileged to have Arthur working on the Infrastructure team and his services are appreciated.

A work list of 19 items with costing has been prepared and submitted to the Management Committee for consideration.

The team has completed the roofing over the infrastructure storage containers this has made a difference to the inside temperature during the summer months.

Work has started on erecting a storage shed for the Society's motorised trike which is being done using surplus materials and colorbond sheeting donated by one of the team. With this work being done the TAM sleeping car has had to have new door fitted to the Maitland end as the original one was extensively rotted and only had the top section holding the glass in.

Also the water tank had to be cleaned out as there was a dead possum in the piping. Water collected in the tank is unsuitable for drinking owing to the contamination from the roof. Weed control is a continual task during the summer months also the lawn mowing.

Gravel has been delivered for track work and also to top dress the car park so the grass can cover it and it can be mowed.

We are currently using the Kanga loaned by one of our team members for the earthwork associated with the trolley shed and spreading gravel.

Engineering Rolling Stock Report

~ Stafford Payne, Engineering Manager

Another year of train operations has concluded and our rail motor fleet performed very well again.

CTC 51

Since receipt of the grant for the restoration of this vehicle under the NSW Heritage Grants Scheme, work has been progressing steadily. Replacement of the wooden laths that form the roof end above the driver's cab has been a time consuming job which is being carried out by body builder Alwyn Williams, his "apprentice" Stephen Davies assisted by Warren Mills. Due to the deterioration in the roof timber that was revealed during installation of the steel impact resistant framing on the driver's cab end, it was decided to inspect the other end as well where a similar problem has been uncovered which will also have to be rectified.

CPH 3

This vehicle is fast nearing completion, the seat squabs for the four fixed seats located near the doors on each end have been made and fitted and the electricians have completed their work. New speedo/tacho's still have to be fitted when they arrive from the supplier along with the necessary radio equipment required for operational running as a leading unit however, CPH 3 can be safely used between CPH's 1 and 7 in the interim. Arrangements for a test run will be finalised in the near future.

CPH's 1 and 7

CPH 7 has been sanded back and painted in several areas as a temporary measure in between assignments by Stephen Davies. With HPC 402 out of service with transmission problems, CPH 1 and 7 had to hurriedly fitted out with the appropriate electrical and aerial equipment by Bryan Hicks and Stephen Preston to substitute for HPC 402. (See report on page 6).

HPC 402

The February Paterson Points contained a comprehensive report on the problems being experienced with a transmission on 402 however, work on the problem is now complete with the reconditioned transmission now back in place and operational. The annual service and inspection is also due to be carried out.

STOP PRESS: The second transmission which was not replaced suffered a failure in the depot while testing of the recently overhauled unit was underway, it too has been removed for urgent repairs.

621/721

Congratulations to Ray, Graham and Dave for carrying out the repairs to the steps prior to the excellent paint job applied by Peter Macfarlane from Goodwin Alco who was assisted by the volunteers from Maitland Rotary Club. The set drew plenty of attention and praise on the ARHS trip to Bomaderry on January 17, they also journeyed to the Delec wheel lathe on February 2. (See report on page 4).

Society News

Destination DELEC – A day trip to the wheel lathe

**Article by Stephen Preston
Photos Bryan Hicks**

The management of wheel condition is a critical part of a good maintenance regime so when spalling was detected on the wheels of power car 621 during its service inspection at Paterson a visit to the Enfield wheel lathe was booked.

Spalling is a wheel condition where holes form in the running face of a wheel and if not quickly corrected can significantly reduce the life of a wheel and make them unusable. The easiest way to correct spalling is to machine the surface of the wheels whilst still mounted in their bogies using a pit wheel lathe. A vehicle is positioned onto the wheel lathe which is mounted below the track level and while the wheel is turned, the lathe is positioned to cut the wheel metal back to restore it to a defect free surface and correct profile. These days the only suitable lathe available is operated by EDI at DELEC (Enfield) Sydney and as it services wheels for all operators, getting a “turn” can involve a long wait in the queue. Fortunately, 721's wheel showed no sign of defects so only 621 required attention. To ensure quick commencement of work upon arrival at DELEC, 621's side steps which inhibit the lathes access to the bogies were removed by Stafford Payne and crew prior to leaving Paterson.

A civilised departure time of 0800 from Paterson on February 2 saw 621/721 headed south at the reduced rate of 80kph under the command of Drivers Arthur Burgess and Bruce Matthews, SWS Eric Larkins and Fitter Graham Pantlin. The sets sparkling original livery created many interested looks from persons along the way including a friendly wave from Society member John Currey who was crossed driving another “rail motor” set north in the form of the NP23 CountryLink Xplorer at Cowan. Despite being scheduled behind several all stations services 621/721's arrival at DELEC was 10 minutes earlier than tabled at 1140.

After a short wait for the lathe to be vacated by a now height reduced DL class diesel loco, 621 was moved forward for its turn and over the next three hours had each of its “spalled” wheels turned down by 10mm. The skill of the lathe operators ensured that all wheels were returned to a consistent size and defect free “as new” appearance with only the minimum cut required being made to support many more years of operation.

After a brake check and adjustment by Graham Pantlin to serve the reduced wheel size, departure from DELEC was made at 1645 in the middle of the metropolitan area “curfew” period. A stop was made for nearly 1.5 hours at Flemington Markets until the road north was finally cleared at 1820. With the wheel defects corrected, 621/721 was again capable of its full operating speed of 115kph and thanks to good pathing by a sympathetic controller a spirited run home was had which resulted in no loss of time.

621's side steps have now been restored and thanks to the combined efforts of the The Rail Motor Society and EDI DELEC teams 621/721 is once again available for service duties and will, no doubt continue to be a popular vehicle over the coming years.



Positioned on the wheel lathe at DELEC, the lathe operators commence machining of the first of 621's wheels. Using ropes, the capstan wheel in the left foreground can be used to reposition vehicles on the lathe.



Cutting of another wheel is underway and the metal “swarf” shavings which are the removed wheel metal can be seen curling near the cutting tool.



This shot taken from within the lathe pit shows the lathe equipment including mounting arrangements and an operators control position. The image of the lathe and wheel turning roller equipment reflects in the mirror like surface of the freshly turned wheel.

Society News

Armidale Tour March 13-15 2010

On Saturday, 13 March CPH 1 and 7 were prepared for a trip to Armidale for Maitland Rotary club's annual fundraiser outing. All being well, 7R00 departed Paterson on time and on arrival at Mindaribba we were held by Network Control. Advice later followed that there had been a derailment at Whittingham and our train would not be able to proceed and was returned to Paterson Depot.

Fortunately, coaches were able to be arranged and the Rotary group traveled through to Armidale on the coach, with the expectation that the train might be able to travel to Armidale on Sunday and return them on Monday as planned. The Society's Operations Manager was continuously in touch with ARTC Broadmeadow Train Transit Manager to monitor the availability of a clear path.

The incident site was isolated by the rail safety investigator (OTSI) while their investigations into the incident were carried out. This meant that no recovery or restoration action could be undertaken until the site was returned to ARTC's control late on Saturday evening. This extended delay meant that the track would not be cleared for single line operation until at least Monday. This effectively put paid to any attempt by the Society to provide the return rail journey for our passengers and a consequent loss of revenue to the Society.

The understanding of Maitland Rotary Club and their tour organiser (and The Rail Motor Society member) Peter Macfarlane is greatly appreciated in these trying circumstances. We would also thank the Society volunteer crew members for turning up for this occasion only to have it cut short at Mindaribba.

Pictured above right: Two weeks have passed since the derailment that aborted the Armidale tour and the Whittingham Junction incident scene is back to being its normal hive of operational activity. Approaching from the North an 81 class hauled wheat train has the road as another load of "black diamonds" lead by 3 x 90 class locos waits to exit the Mt Thorley branch for its run south. The two locos that derailed (8103 and 8141) can be seen at far left waiting for their recovery having been pushed aside in the rush to repair and restore track operations. Photo: Stephen Preston



Operations Report

~ Bruce Agland, Operations Manager

Operations for 2010

10 April	Hunter Valley Steamfest 620 Anniversary Ball Train – Cancelled
17–18 April	Hunter Valley Steamfest
15 May	Hawkesbury River (The Footsloggers – Ian Brien)
23 May	Werris Creek (Bruce Matthews)
28–30 May	Kiama (Happy Travellers)
11–14 June	North West Circle (ARHS (NSW) – Spencer Ross)
24 July	Wauchope locals (Trish Cheetham)
31 July	Gloucester locals (Ted McKellar) – Tentative
8 August	621/721 Morisset – Dungog – Scone (ARHS (NSW) – Spencer Ross). Booking form attached.
21 August	Taree – Kendall (Ted McKellar) Tentative
22 August	Hunter Valley (ex Taree) Taree Railway Modellers
28 August	Gulgong (ex Denman) Ray Barry
2–4 October	Dunedoo Rail Centenary – Peter King and Dunedoo. Booking form attached.
9 October	Scone – Newcastle Cathedral Women
24 October	Murrurundi – Loco Depot Reunion (621/721 & CPH's)
6–7 November	Taree locals and Maitland Markets – Taree Old Holdens
20–21 November	621/721 Metro Weekend (ARHS (NSW) – Spencer Ross)

Accreditation

ITSRR Workshop – Working report received, Risk Register updated.

ITSRR Audit of mechanical section – 27 April.

Victorian Accreditation – Very close to acceptance.

Society News

A New Role for CPH's 1 & 7

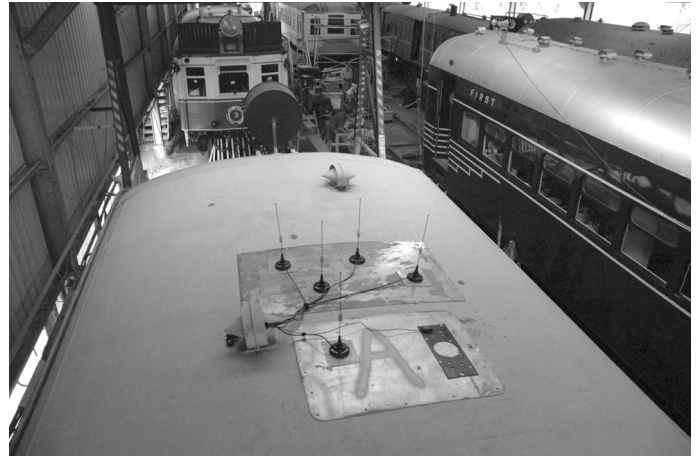
~ Article and Photos by Stephen Preston

With HPC 402 unavailable due to scheduled transmission servicing, the short notice request for another Telstra test train to Dubbo in February meant some quick action was required to again fulfil our customer's need. Several Society staff rallied at short notice to prepare CPH 1 for its new role as the "test centre" and have it ready for Telstra's Next G coverage survey along the Ulan and western lines to Dubbo.

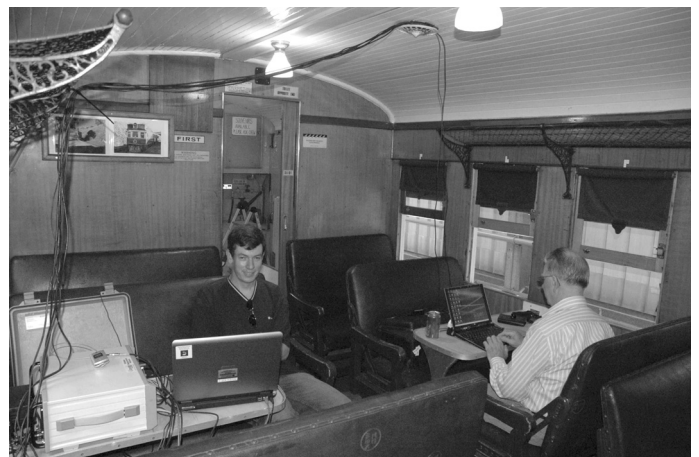
Not only were new mounting arrangements required to secure the test antennas onto the CPH's non magnetic roof but 240VAC supply was also essential for powering instrumentation and computers and tables were needed for the support of test equipment and crew.

While some existing equipment was able to be transferred from 402, some new and improvised materials were also required which kept all hands busy right up to departure time.

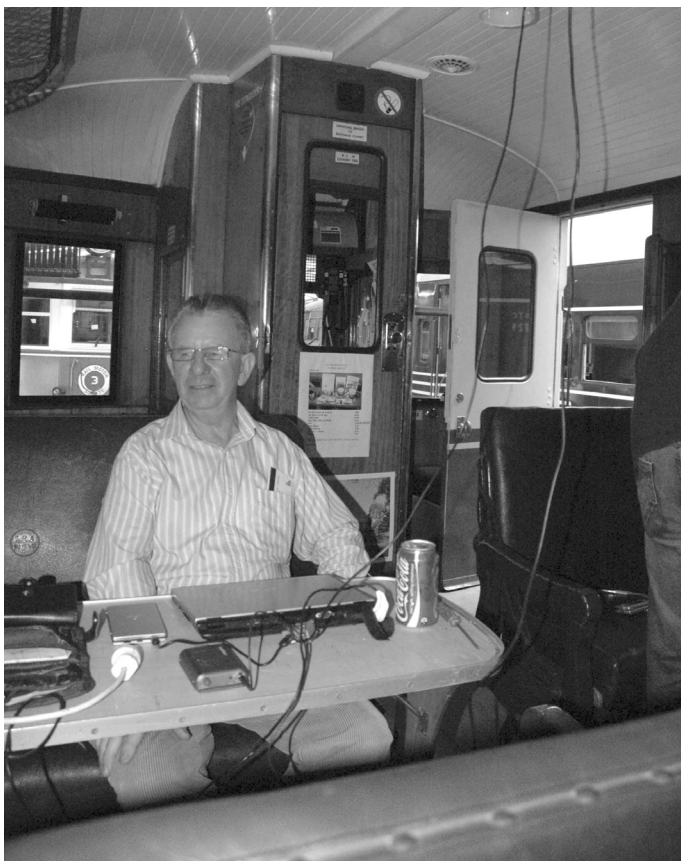
While this was CPH 1's first trip as a radio test unit it was also the last trip for ARTC's Don Kernot, a veteran Communications technician, manager and testing officer of many years service. Don has travelled many miles throughout the Australian rail network performing network testing over many years and the Society wishes him well for a long and well earned retirement.



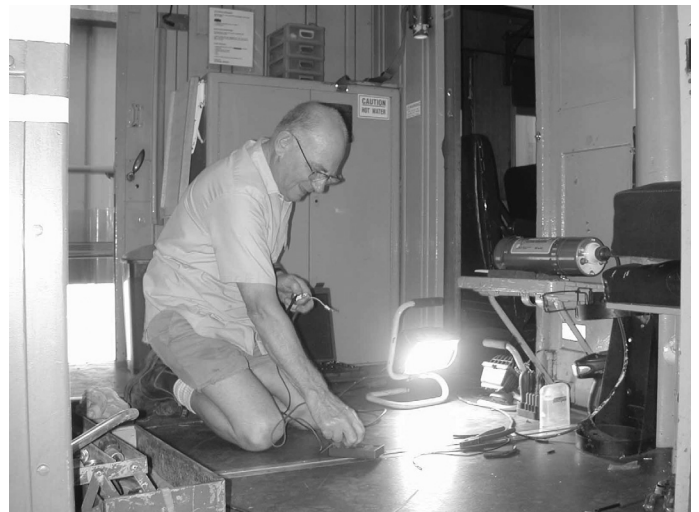
The requirements to secure magnetic base test antennas to the CPH required temporary mounting plates to be screwed to the timber and Emerclad roof. The multiple antennas required to measure system coverage parameters can be clearly seen including the small square GPS antenna which accurately records the test position.



Don and Telstra's testing representative Robert are seen here setting up their test equipment in CPH 1's "Test Room".



ARTC's Don Kernot sits in CPH 1 ready for his last ride as ARTC's network testing officer.



To provide 240VAC power for the test equipment the generator unit was transferred from 402 to CPH 1. Bryan Hicks successfully completed the job which required considerable effort and the use of some interesting positions.

Society News

CPH's 1 and 7 to Queensland (Glenapp) Telstra Test Train, 2nd-4th March, 2010

By Graeme Turner



The progress of northbound train "Telstra Test Train 7R01" is briefly interrupted as CPH's 1 and 7 sit in the Nambucca Heads loop to cross a CountryLink XPT service resplendent in the new corporate livery. Photo Graeme Turner

Cover story continued...

Day 2

Run 7R03–7R04 run to Glenapp and Return to Grafton.

We arrived at Casino station around 0645 to prepare CPH's 1 and 7, Bryan Hicks checked all the oils then gave the OK to run. Today we were to go to Acacia Ridge and back to South Grafton but with track work north of Glenapp we were only allowed to go to Glenapp loop and return.

We departed Casino at 0750 in heavy rain and from there we proceeded to Kyogle, along this section there was a lot of creek water up to the sleepers and on the bridges. We made our first crossing at Loadstone at 0836 to cross XPT NT34, departing Loadstone we made our way up the spiral track and through the Border Tunnel, arriving at Glenapp loop at 0942.

According to Bryan Hicks this was the first time that CPH's 1 and 7 had been into the crossing loop in Queensland, we departed Glenapp and made our way back through the tunnel at 0946 for the return trip to Grafton.

It was a straight through run to South Grafton arriving at 1217, the train was stabled in the same siding where the XPT is stowed and our CPH's were checked over and refuelled in readiness for the return trip to Paterson.

Day 3

Run 7R06 - South Grafton to Paterson

We arrived at South Grafton a bit before 0700, CPH's 1 and 7 were given final checks and we departed at 0748, we were given a through run all the way to Tambarlopa loop where they forgot about us which gave us time to boil the billy. We crossed WB3 at Wauchope and then into the loop at Kendall for a down freight train. Our next crossing was at Melinga for XPT NT 32 at 1247. After leaving Melinga loop we had a clear run through Taree and at Killawarra we crossed a QR National light engine then further on headed back into the loop at Monkerai to cross a coal train plus XPT NT 35. Out of Monkerai loop, we travelled down to Wallarobba to cross another two slow freight trains one being MB7. We then proceeded into the new loop at Kilbride to wait for down trains and V787 Dungog passenger. We were only one section from home but it was nearly 1 hour in the loop before we finally departed at 1653 arriving at Paterson at 1702.

From the Archives

Article by Bryan Hicks

Photos by Ray Cross

Recently, the Editor of the Paterson Points sent me two photos taken around 1985-86 which had been unearthed by Ray Cross, I had never seen these photos before and the memories started flooding back. One photo depicts our old crane affectionately called "Tilley", lifting a CPH torque converter with Mick Turton driving, Allan Eastham is guiding the converter on one side and me on the other side of the converter and Larry Lewis sorting parts.

The other photo depicts me leaning on the buffer of CPH 1, Ray Cross is in the centre and Allan Eastham on the right. I showed these photos to my grandchildren and asked them if they recognised anyone in the photos, after looking at me like I was from another planet they said no. I then pointed out that, that was me in the photos, they said it couldn't be because the man in the photos has "hair" (they know how to hurt).

To replace a converter back in the dark ages before we had a pit with concrete surrounds or shed, we would first remove a sleeper from in front of the rail motor, then dig a hole deep enough for the motor to pass over a converter placed in it. The motor was then manually barred over the hole and the converter unbolted from the engine and lowered into the hole using a purpose built "A" frame and a two ton capacity chain, block and tackle. The rail motor was again manually barred back to expose the converter so old faithful could lift the converter out of the hole and place it

out of the way. The photo depicts "Tilley" lifting a converter out of the hole and moving it to one side, the replacement converter is on the tray of my truck in the background behind me. The replacement converter was then lowered into the hole using "Tilley" and the motor barred back over the hole and the converter then lifted into place using the block and tackle, and bolted to the engine.

The next photo was taken after the transplant and the rail motor had been tested on the goods loop, by the happy look of those in the photo I would say it was a complete success.

As we had no shelter whatsoever, all work carried out on the rail motors, be it mechanical, body work, or painting, was done so in the open in all weather conditions be it be hot, cold or raining.



25th Anniversary Limited Edition Coffee Mug

Members \$12 Non-members \$15

(Plus \$8 packaging & delivery)

**Also available from the ARHS (NSW) Bookshop,
Sydney Central Station Concourse**



CITYRAIL HUNTER TOUR BY 621/721 CLASS RAILCARS SUNDAY 8TH AUGUST 2010

Join the ARHS NSW Tours Newcastle Branch and The Rail Motor Society in a journey over the Hunter

CityRail System in a day with the recently restored 621/721 class rail cars. Our tour will commence at Morisset with a connection off the 7.21am CityRail service to Newcastle due to arrive at Morisset at 9.17am. Our train will travel firstly to Maitland and Dungog before returning to Paterson for a BBQ lunch at The Rail Motor Society Museum. Depart Paterson after lunch for a run via the Farley triangle to Singleton, Muswellbrook, Aberdeen and Scone. After photos, depart Scone for a spirited non-stop run to Newcastle in time to connect with the 5.22 pm Sydney service. Seating is limited to 90 passengers, so be sure to book early to ensure a good seat. Photo stops have been requested at suitable locations throughout the tour.

The first five 620/720 Class railcar sets were built for the Newcastle-Hunter Suburban Rail services and were introduced to service from September 1961. After 45 years of continuous service, their working life as regular passenger trains is now over. The new Hunter Rail Cars have now replaced them.

We now look forward to 621/721 having a long operating life in the State's Heritage Fleet with TRMS.

Tour cost includes historical line side notes, morning and afternoon teas on board and a BBQ lunch at the Rail Motor Museum, Paterson. Return rail fares to Newcastle are at your expense. Newcastle Members can join the train at Paterson, Maitland, Broadmeadow, Cardiff or Fassifern.

BOOKING FORM

PLEASE FORWARD YOUR COMPLETED FORM TO: ARHS TOURS c/- PO BOX 4083 Edgeworth NSW 2285
OR fax to 02 4956 3370; OR book direct at The ARHS Book Shop, Rail Heritage Centre, Central Station.

PASSENGERS

Members and Guests: No. of Seats @ \$90 each TOTAL \$

Non Members: No. of Seats @ \$95 each TOTAL \$

PAYMENT

For Credit Card payments add 2% transaction charge. FEE \$

TOTAL (Incl. GST) \$

Preferred payment is by Cash Cheque Money Order

Or please debit my Visa Mastercard No.

Expires /

Name on card

Signature

Date

Name

Membership No.

Address

Postcode

Telephone

Mobile

Accompanied by

I will join the train at (Station)

Tickets and timetable confirmation will be posted to your address 10 days before departure.

ARHS (NSW) is not responsible for last minute change of locomotives or destination by the train operator.

REFUNDS: Up to 30 days prior – 100%; less than 30 days to 7 days – 90%; less than 7 days – NO REFUND.

ARHS (NSW) TOURS INFOLINE: 8394 9019 or 0428 333 443

ABN 96 000 583 803

LONG WEEKEND IN GULGONG

The Mudgee Miniature Railway invites you to enjoy a long weekend in Gulgong, travelling on board a 1920's vintage rail motor.

Saturday 2nd to Monday 4th October 2010

3 Days and 2 Nights – Seats are limited, so be quick !

- Travel from Broadmeadow through the Hunter Valley to Muswellbrook and along the scenic Sandy Hollow railway line to the historic gold mining town of Gulgong.
- Options in Gulgong include spending Sunday in Gulgong; OR train to the Dunedoo railway centenary; OR a wine tasting tour to some local Mudgee wineries.
- Price includes two (2) nights motel accommodation (twin share), train travel, meals and bus transfers.
- The train will pick up at Broadmeadow, Maitland, Singleton and Muswellbrook.



Tickets \$500 pp from Broadmeadow.
Book now and pay by instalments.

For more information and to request a booking form, please contact Peter and Lois King on 02 6373 3626, email kingpeter@harboursat.com.au, or write to Mudgee Miniature Railway PO Box 373 Mudgee NSW 2850.

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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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