

Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED



JUNE 2010

Patron ~ Rear Admiral Peter Sinclair AC

First Society Tour to Queensland for Victorian Association of Railway Enthusiasts



The CPH's have just rolled to a stand at Grafton City after an eventful trip north on Good Friday. While the passengers head off into the night to book into their accommodation, the crew prepares to service and stable the set ready for the next days run and soon they will also take rest. Photo: James Brook

The Society's tour operation over this year's Easter long weekend had a mixed interstate flavour with our NSW CPH's operating into Queensland territory for the Victorian Association of Railway Enthusiasts (ARE) group.

CPH's 1 and 7 departed Paterson on Good Friday morning as train 7R00 and after collecting the Victorian passengers at Telarah, retraced their steps and headed up the north coast line with a day 1 destination of Grafton.

Despite repairs having conducted in the previous weeks to a problematic axle bearing it was soon apparent that CPH 7 was

again running warm. After a 0944 arrival at Gloucester, the mechanical and operations branch representatives inspected the bearing and after a short discussion decreed that repairs were required before proceeding further north. After advising the news to Bruce McLaren, the ARE Tour Manager, it was decided to abandon the lunch arrangements at Kempsey and the passengers headed off for an unexpected exploration of Gloucester township.

Article continued on page 6...

Society News

Auditor's Report

~ For The Year Ended 31st December 2009

The following report has been received from the Society's auditors:

"I have examined the accounts as represented by financial statements and supported by cheque books, deposit books and bank statements, of The Rail Motor Society Inc. relating to the period 01/01/09 to 31/12/09, and I have obtained all the information and explanations I have required.

It is my opinion that the Financial Statements have been properly drawn up so as to give a true and fair view of the state of the organisation's affairs according to the best of my information and the explanations given to me as shown by the books of the organisation."

Terry A. Armstrong Pty Limited
Accountants & Tax Agents

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: July 17, August 21, September 18, October 16.

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.

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.

Bereavement

Members are advised that Joyce, loved wife of member Jim Lowe, passed away on 17th June 2010. The Officers, Committee and members extend their sincere condolences to Jim and his family on their loss.

Museum Book Collection

~ Maree Hicks, Acting Curator

Books, books, Books – after sorting through the vast amount of volumes that have been stored in the BR and TAM for many years waiting for someone with rocks in their head (so I was told when I agreed to tackle the task) there is light at the end of the tunnel at last.

With the assistance of two very keen gentlemen from Conservation Volunteers Australia in conjunction with the Office of Rail Heritage, all the books have been sorted and catalogued with the magazines scheduled for completion by this month if all goes according to plan.

The bookcase in the TV room has been fitted with lockable glass doors by Bryan Hicks so books can be stored and displayed in a secure location, the first lot being transferred into it on 22nd May which was quite an achievement considering the size of the task we were confronted with at the start.

Hopefully a rail magazine sale will be held in August, all monies raised will be used to help offset the cost of the display case glass doors any balance will be directed to restoration.



Conservation Volunteer Ron Petri views the first contributions to the new bookcase.
Photo: Bryan Hicks

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.

Society News

Operations Report

~ Bruce Agland, Operations Manager

Operations for 2010

8 June	Scone (U3A)
11-14 June	North West Circle (ARHS/NSW – Spencer Ross)
21 June	Werris Creek (ARTC)
24-25 June	Dubbo (ARTC/Telstra)
29 June	Dungog (Byways Coach Tours)
24 July	Wauchope locals (Trish Cheetham)
31 July/1 August	Gloucester locals (Ted McKellar)
8 August	Morisset/Dungog/Scone (ARHS/NSW – Spencer Ross), Booking Form attached
22 August	Hunter Valley (ex Taree) Taree Railway Modellers
28 August	Gulgong (ex Denman) Ray Barry
11 September	Wingen (Paul Szczepaniak)
26 September	Bowral (Bruce Matthews)
2-4 October	Dunedoo Rail Centenary (Peter King) Booking Form attached
9 October	Scone (Newcastle Cathedral Women)
16-17 October	Gulgong (ex Taree) Trish Cheetham)
24 October	Murrurundi (Loco Depot Reunion)
6-7 November	Taree locals and Maitland Markets (Taree Old Holdens/Ted McKellar)
20-21 November	Metro weekend 620 class (ARHS/NSW – Spencer Ross)

Accreditation

ITSSR Workshop – Risk Register submitted.

ITSSR Audit of Mechanical section – completed satisfactory.

Victorian Accreditation – very close to acceptance.

Engineering Rolling Stock Report

~ Stafford Payne, Engineering Manager

CPH 1

Painting will continue as time and manpower permits while CPH 7 undergoes bogie service.

CPH 3

While waiting for delivery of components for the new speedo/tachos from the supplier, a new 24 volt hot water urn has been installed and tested, power is supplied from an alternator.

CPH 7

Undergoing bogie service and repairs.

CTC 51

Work on replacement of the second roof end is progressing, the next job is to remove the original tar/malthoid material from the main portion of the roof and replace it.

HPC 402

Waiting on return and installation of serviced transmission.

621/721

An exhaust leak in a 90 degree elbow in the exhaust system was discovered during the pre-trip inspection before the trip to Kiama on 28-30 May. Goodwin Alco offered a replacement off 629 but it was different compared to the one off 621 however, thanks to the efforts of Graham Heggie it was able to be altered to fit. Thanks to Graham, Max, Bryan and Stafford for the time and effort to repair 621 using 629's part, a replacement elbow has been sourced for fitting to 629.

(Photos on page 4 by Stephen Preston, Bryan Hicks and Stephen Davies.)

Steamfest 2010

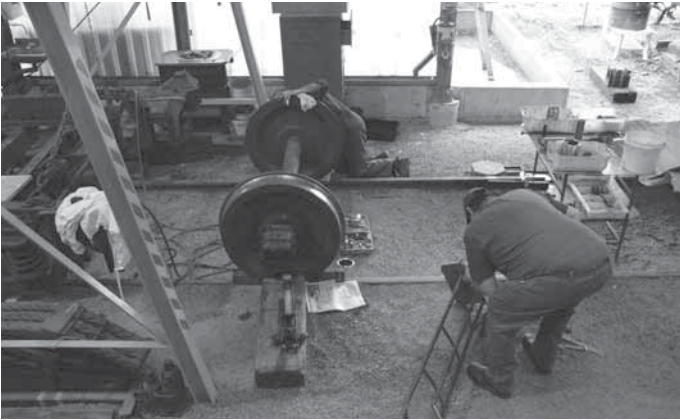
The annual Maitland Steamfest celebrations are over for another year with the Society again performing operations using the popular duo of CPH's 1 and 7. Held over the weekend of 17 and 18 April, 2010 marked the event's 25th anniversary and in addition to the usual activities this years "great Race" between train and Tiger Moth aircraft included the parallel operation of three trains between Hanbury Dive and Maitland station with two planes flying overhead. Hauled by locos 3642, 3265 and 3526 the three trains were on the Up Main (running wrong road), the Down Main and the Down Coal Road respectively.

The Society's CPH's operated shuttles from Maitland on both days with runs to Paterson and Branxton on the Saturday and Newcastle on the Sunday. In the scene below CPH's 7 and 1 stand at Telarah on Sunday morning waiting for the clearance of congestion at Maitland station caused by the simultaneous arrival of the race trains. In the background 3265 can be seen standing having arrived with empty cars, both trains waiting for 3642 and the Dungog lunch train to pass so they can commence their next trips.

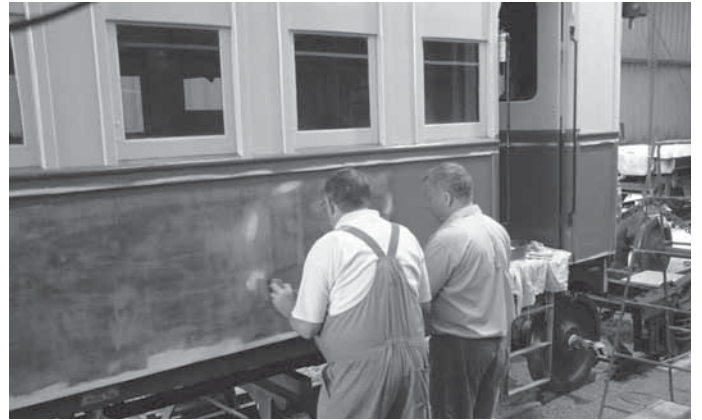
Photo: Stephen Preston.



Society News



CPH 7's bogie undergoing repairs.



Alwyn Williams and Stephen Davies painting CPH 7.



Jerry Jerome preparing the battery box off CTC 51 for painting.



Jerry Jerome adding the finishing touches to the battery box.



Dave Thomas making seat supports for 621/721.



Alwyn Williams soaking roof laths for CTC 51.



Stephen Davies attaching new roof laths.



Completed roof above driver's cab CTC 51.

Society News



Popular touring set 621/721 during ARTC inspection duties near the former location of Barbigal.

Photo: P. Smith

620's are back on track!

While there was never any doubt that some 620/720 class operations wouldn't recommence after their 2007 withdrawal, few could have predicted the future service that these veteran sets would be called on to perform.

After only a few years rest, two 2 car diesel trains have already been called back to the rails to perform track inspection duties for rail network managers .

Fulfilling a plan which had been previously discussed but seemed to have been abandoned, set 631/731 has now been selected by RailCorp to be converted into Mechanised Track Patrol Vehicles ML170 & ML070 and is currently undergoing transformation at its original birthplace, Rollingstock Workshops Chullora (now United).

Apart from a striking external livery of Blue and White (reminiscent of the Commissioner Shirley 1970's introduced bus colour scheme), many other changes have also been made to equip the cars for their new duty. Internally, original seating, lighting, luggage racks and some bulkheads have been removed and in their place saloon air conditioning, generators, instrumentation and new accommodation equipment provided. Underneath, along and on car ends, cameras and lights have been installed to ensure all passing infrastructure can be observed and recorded day and night and the end doors removed to ensure an unobstructed view of the track ahead. While the full refit is yet to be tested, engine and transmission recommissioning

works are well advanced and the cars second career of service should commence within months.

Also back in demand for inspection excursions is Paterson based set 621/721. Whilst an ideal vehicle for tourist duties, the set has also become a popular hire choice for rail network inspection groups wishing to travel to the field and visit project works and network features under review. Recently inspection journeys have been made to Dubbo and Werris Creek for ARTC and due to its fast running speed and operating capability more requests are expected.



While not yet complete some of the modifications made to set 631/731 to transform it for track inspection duties are obvious in this mid June Chullora scene. Workers crouch attending to engine tasks on ML171, whilst others are busy inside ML070 completing the body refit which will include clear end panels replacing the doors to allow a clear view of the road ahead. Photo: S. George

Society News

Association of Railway Enthusiasts Tour to Queensland, 2nd – 5th April 2010



While not normally the territory of passenger trains, a short platform is located within the Acacia Ridge goods yard to cater for unusual events such as visiting rail motors. Limitations in Queensland operations approvals meant that the rail motor movement could not travel all the way into the state capital and after passengers detrained using this platform they completed their journey to the Roma Street terminal by bus.

Photo: James Brook

Cover story continued...

With a call made for the TRMS "NRMA" team of Bryan and Stafford to attend, the rail motors were shunted to the loop and the troublesome axle box positioned over a convenient high rail ramp.

With the bearing cooled and the axle box drained by on board fitter Max, it was apparent that the brass bearing and lubrication wick required replacement and with spares collected from stock at Paterson, the TRMS mechanical team went about their business to restore the axle box for service. After a three hour adventure, the tour group reappeared and rejoined their rail motor service and 7R01 again headed north at 1332.

After an additional short delay outside Bulliac due to a signal failure the rest of the day's running was uneventful and with little other traffic about and a generous timetable the train arrived at Grafton City only 80 minutes late at 1919. With the passengers headed for their accommodation, the rail motors were refueled ready for the next day and then stabled for an overnight stay in the yard.

Saturday the 3rd dawned bright and clear and with a leisurely departure time set for 0929 everyone was well rested and ready for the history making run into Queensland. While the

Society's CPH's had already crossed the border for the first time in the previous month, this trip was the first time that they had operated north of Glenapp and would visit the Brisbane area.

The crossing of the southbound XPT at Lawrence Road meant a visit to the loop of over 45 minutes and with lunches loaded at Casino, the CPH's headed into the hills for the crossing of the Queensland border and McPherson range. Until recent years this area was still electric staff territory but with the introduction of CTC working and previous loop rationalisation the former locations of Fairy Hill, Kyogle, The Risk and Loadstone were traversed without stopping and the train was soon passing over the multiple crossings of Gradys Creek. Speed was steadied during the climb of the border loop spiral so everyone could appreciate this engineering feat and after traversing the 1161 metres of darkness in the Border Loop No. 3 tunnel the motors emerged in Queensland. Due to operational restrictions the tour was unable to pass beyond Acacia Ridge and with watches adjusted for Queensland time (one hour later) Driver Laurie Parsons had the platform gates unlocked and the passengers transferred to their bus by 1330. While the CPH's were stabled at Acacia Ridge yard the passenger group travelled the last

Society News



In the shadow of the ARTC communications tower CPH's 7 and 1 stand at Grafton City ready to retrace their path south to Telarah. Grafton City which was traditionally known as South Grafton is the location of the Grafton area CountryLink station and is located immediately south of the impressive Clarence River bridge. While all passenger trains stop at this location Grafton's main rail yard is located on the north side of the river.

Photo: Peter Larkins

18km by bus to their accommodation at the Holiday Inn, which ironically was positioned only 60m horizontally and above the standard gauge Roma Street platform.

After a night out in Brisbane another leisurely schedule saw the well rested passengers rejoin the 'motors at Acacia Ridge on Easter Sunday ready for an 0946 departure. Due to a radio system problem the actual departure of 7R08 was delayed by 33 minutes but with an uninterrupted run the passengers were soon enjoying the lush scenery of the ranges again. Another slow movement was had while descending the Border loop spiral so all could again examine its features. A short stop at Casino saw lunches collected and with a clear run south the journey was completed by 1405 hrs. Again fuel was taken in readiness for the return trip south and the train stabled overnight in the yard.

With over 500km's to run to Telarah plus a return trip for the passengers to Victoria, the final day of running saw the reinstatement of an early departure time and train 7R08 departed Grafton City at 0750hrs.

Another signal failure impeded progress at Coramba but with only a few crosses of freight and XPT services arrival at Taree was earlier than tabled for the lunch stop at 1310.

With everyone fed the last leg of the 4 day outing commenced at 1414 and with only one train to cross an early arrival at Telarah saw the happy passengers detrained and farewelled by 1717. A quick change of ends saw the CPH's returned and stabled at Paterson two hours ahead of the advertised time at 1735hrs after an eventful and enjoyable 4 day outing.

Congratulations are due to the rostered crew of Driver Arthur Burgess, SWS Peter Larkins, Fitter Max Dixon and Cabin Crew Bev and John Redman for managing an unusual and successful operation over the four day period and also to the support team of Brian Hicks and Stafford Payne who were called out on Good Friday to assist with repairs at Gloucester.

Thanks also to the Victorian ARE group for their patience during the altered scheduling of Good Friday and for their custom on the four day outing.

~ Article by Bev Redman

Society News

The Westpac Rescue Helicopter Service Express

by Stephen George



Trip co-organiser, veteran 620 and more recently CountryLink Werris Creek Driver Bruce Matthews is at the controls of 721 as Society driver of 7R01 special to Werris Creek. Photo: Darryl Burlin



With most passengers already on board 721/621 gleams in the morning sunshine as the train crew gather on Maitland's platform 4 and conduct their trip discussions. Soon the outing north will begin. Photo: Bruce Gehrig

Sunday May 23rd dawned clear and bright much to the delight of the passengers who had gathered on Maitland Platform 4 for a day return trip to the Northern railway town of Werris Creek. This special outing had been arranged by Society member/Driver Bruce Matthews and his partner Lorainne in support of the Westpac rescue helicopter with monies raised being donated to that worthy organisation.

Unlike previous society tours to the north the passengers travelling on special services 7R01 and 7R02 were treated to a day out in sparkling set 621/721 which while being no stranger to the "outer suburban" CityRail route to Scone, was performing its first outing to the North as part of the TRMS fleet.

Departure from Maitland was on time at 0840 and due to the power of 621's twin Cummins engines and little other traffic about, the 'table was easily maintained all day. After some fast running on the single line out of Muswellbrook and the cancellation of an expected cross at Parkville, 621/721 confidently conquered the Liverpool range and quickly dropped down the other side.

With the three bank engines (including original liveried 8027) standing in clear at Willow Tree and a coalie already being in the new loop at Braefield, arrival at Quirindi was early and allowed an extra 10 minute stop for the passengers to stretch their legs and have a close up inspection of the historic station. Underway again and back on time, 7R01 took the refuge one station short of its destination at Quipolly and after the Up Northern Tablelands Xplorer ran through, 621/721 completed its journey to the 'creek arriving at 1156.

A layover of almost three hours had been allowed prior to the return journey. After a hearty lunch of meat, salad and cake provided by Werris Creek Lions Club, which was consumed at tables set up on the North West platform, the passengers had time to explore the delights of Werris Creek.

The award winning railway Museum is worth a visit in its own right but with the brick paver "Path of service", intriguing railway worker themed sculptures, the wall of remembrance and other local town sights also to see nobody was left with time to spare.

The return trip commenced promptly at the advertised time of 2.50pm and after another steady 1 in 40 climb to the top of the Liverpool Range there were no other trains to impede progress and the run to Muswellbrook was completed 32 minutes ahead of the timetable. Another short period to stretch the legs and review the station and former signal box was allowed before 621 and 721 headed south again into the Hunter Valley coal country. Several coal trains were seen and passed during the trip to Singleton where caution signals indicated that something had been "caught".

After a steady run to Whittingham the flexibility of the bi-directional signalling was implemented allowing 7R02 to cross to the down line and overtake however upon reaching Minimbah progress was stopped for approximately 10 minutes. A cross back to the Up line saw a clear run to near Allandale and another coal service was then followed via caution signals to Maitland. Despite the last section of delayed running Maitland was reached at 6.23pm, 70 minutes ahead of schedule and another great day out was over.

Congratulations to Bruce Matthews and Lorainne Corcoran for a great initiative and to the crew of Arthur Burgess, Bruce Agland, Max Dixon, Graham Pantlin, Margaret Pantlin, Rodney Short, Eric Larkins and Bev and John Redman for making sure all ran well and to plan.

Over 70 people on this trip have shown interest in joining a proposed trip to Bowral in late September. The onboard raffle raised \$371.

~ Article by Stephen George with contributions by Bruce Gehrig and Bruce Matthews

Society News



As the stop over in Werris Creek was made between the daily Up and Down Xplorer services 621/721 was able to stand on the Great Northern Railway platform during its stay. The magnificent station buildings have been the subject of substantial restoration works in recent times and are well worth a visit to reflect on the grand days of the old railway, now long gone but remembered and also retold via the excellent museum display. Photo: Bruce Gehrig



Once the site of regular and frantic movements as passengers hurried to and from trains and darted to the refreshment room for a quick cuppa or a more substantial feed, the Werris Creek North West platform these days is not used by any scheduled passenger traffic. On Sunday May 23rd the activity on the curved platform resembled more like the days of old as the Rescue Helicopter Express passengers dined in the shadow of the station awning and were served a meal that the RRR ladies would have been proud of. Photo: Bruce Matthews



Pausing briefly from catering duties Margaret Pantlin and trip co-organiser Lorraine Corcoran smile for the Society photographer in the luggage and now catering section area of 621. No doubt the trip north brought back memories for Margaret who spent many years attending to passengers in her TCS role on the north bound DEB sets. Photo: Darryl Burlin

From the Archives



Article by Stephen Preston

Photo by Geoff Murray

This issues' review of earlier times shows Society rail motor HPC 402 visiting the Newcastle East Rail Motor depot in September 1987. The shadows are long as Candy liveried 620/720 set cars 725 and 738 bask in the late afternoon light while 402 is serviced ready to resume its radio testing duties the next day. While all three vehicles pictured still exist 402 is ironically the only one that can still be described as being in "regular service". Cars 725 and partner 625 were originally commissioned for Newcastle suburban service and today are stored by RailCorp pending a decision on their conversion for use as track inspection vehicles while 738 and mate 638 are stored partially stripped at the Cowra depot of the Lachlan Valley Railway.

The Rail Motor Depot itself is now also "out of service" having been closed to make way for Bicentennial make over works of the former Newcastle East end rail yards. Once the scene of constant rail activity the only remaining remnants of this busy railway area are the carriage shed area which serves as a shelter for picnickers and a few administration buildings which provide toilet and storage facilities. The servicing facilities for the suburban fleet were located to a new dedicated depot near the Broadmeadow loco depot and continue to support the current CityRail fleet of Endeavour and Hunter railcars at that location.

While the people of Newcastle and the suburban fleet benefitted from the railways relocation from the East end the same outcome is unlikely from current Newcastle city development proposals. Driven by corporate developers the proposal would see rail services totally removed from the City centre , a decision that defies logic given the already congested roads to the CBD and projected growth. While the rest of the world increases public rail system coverage it appears that efficient and affordable access to Newcastle may soon also be only seen in the archives.

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*



DAY TOUR



Day Tour to Wingen and The Burning Mountain in aid of Camp Quality

Saturday 11th September 2010

**Seats are limited so book early and don't miss out
on this wonderful trip to the Upper Hunter Valley!**

Train departs Paterson Depot at 7.15am picking up at Telarah 7.45am, Maitland 7.48am, Thornton 7.56am, Broadmeadow No.3 platform 8.15am departing at 8.30am. The train is scheduled to arrive at Wingen at 11am where you have the option of taking a mini-bus transfer for a walking tour to the Burning Mountain (approximately one hour for those with healthy lungs) or strolling around Wingen at your leisure before enjoying a choice of four counter meals at the Durham Hotel.

The train will depart Wingen at 1.58pm arriving back at Broadmeadow at 4.40pm before returning to Paterson.

Single Tickets \$55.00 (GST inclusive)

Includes counter lunch and complimentary morning and afternoon tea on board.

Bookings and Enquiries

Phone Paul Szczepaniak 02 4942 8841 or 0421 980491, or email paulszczepaniak@yahoo.com

Cheques/Money Orders should be made payable to The Rail Motor Society.

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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