

Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED

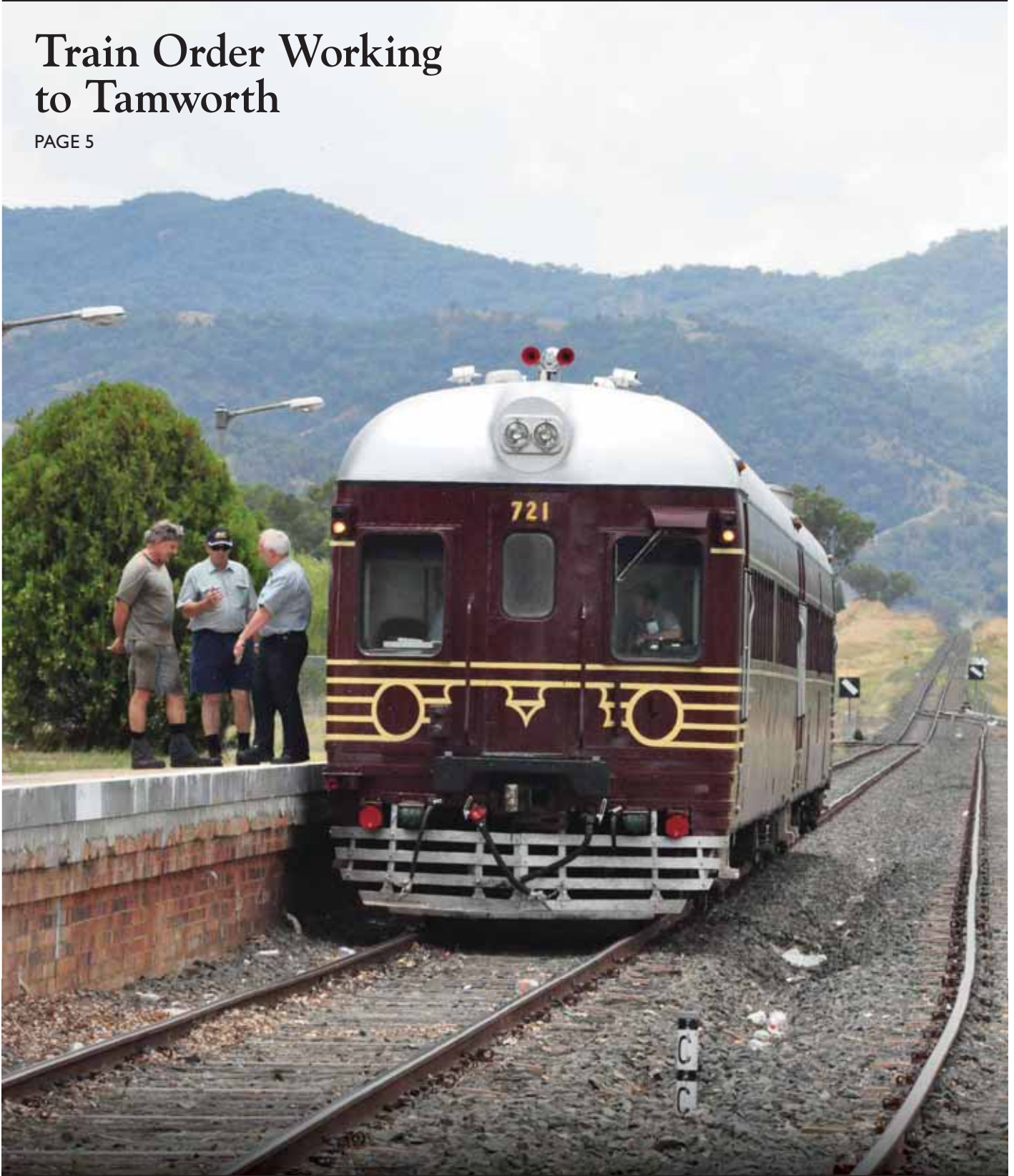


FEBRUARY 2011

Patron ~ Rear Admiral Peter Sinclair AC

Train Order Working to Tamworth

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Society News

Annual General Meeting

This important members' meeting will be held on Saturday 26th March, 2011 in the Station Master's Residence, Webbers Creek Road, Paterson commencing at 1000hrs.

Please make an effort to attend this important date on YOUR Society's calendar and also take the opportunity to inspect progress in depot development and restoration activities.

Have you considered playing an active role in the Society's activities? The addition of 621/721 to our rail motor roster has highlighted the necessity to increase the number of members involved in several areas of our activities. Why not come along to the Annual General Meeting and speak to one of the Committee present or contact the Secretary direct.

Membership Renewals

Members are advised that your membership for 2011 that was due on 1st January, 2011 is now OVERDUE. 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. **All donations over \$2 are tax deductible.**

New Members

The following new full members are welcomed to the Society: Walter Williams, Cardiff; Bob Walsh, Raymond Terrace; John Nelson, Berowra Heights; John Payne, Woodrising; Tony Healey, Parkes.

Bereavements

Members are advised that Hon. Secretary Bryan Hicks's mother Joy and President Arthur Burgess's father James recently passed away. The Officers, Committee, members and friends extend their sincere condolences to Bryan and Maree Hicks also Arthur and Lorraine Burgess and their families.

Changed your address?

Please check the address label of your newsletter envelope. If the details are incorrect please 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.

Work Days

Regular work days are usually held each Wednesday, new volunteers are always welcome. If you are not a regular volunteer at the depot and would like to participate, contact the Secretary Bryan Hicks (see directory) for further information.

Operations Report

~ Bruce Agland, Operations Manager

Operations for 2011

22–23 January	Nowra ARHS (NSW Div.), 2 x CPH
23 January	Tamworth, Peter McFarlane, 620
13 February	Kootingal, Operations Crew TOW Training (620)
20 February	Werris Creek, Maitland Modellers, 620
20 March	Kiama, Westpac Helicopter Rescue – Bruce Matthews, 620
2 April	Hawkesbury River, Maitland Rotary, Peter McFarlane, 620
9–10 April	Steamfest, 620
1 May	Hawkesbury River ex Wollongong, Illawarra Modellers, 2 x CPH
20–29 May	Brisbane & North West, Insights Tours, 620
10–14 June	Broken Hill ARHS (NSW Div.), 620
31 July	Gloucester, Westpac Helicopter Rescue, Bruce Matthews, 2/3 x CPH
6 August	Coffs Harbour, Ted McKellar, 2/3 x CPH
7 August	Kempsey, Trish Cheetham, 2/3 x CPH
13 August	Dungog Rail Centenary, 620
27 August	Gulgong ex Denman, Ray Barry, 620
22–23 October	Murrurundi, 620
19–20 November	Gulgong, Peter King, 2/3 x CPH

Tentative Bookings

May	Mount Victoria Train Festival
May	Gulgong ex Wauchope
July	Aberdeen – Scone
October	Gulgong ex Wauchope
TBA	Illawarra – SETS (620)
TBA	Gulgong –RTSA (620)

Accreditation

Victorian Accreditation finalised, approval subject to documentation from ARTC.

FRONT COVER: Having arrived inside the clearance point at "Kootingal Main" the Train Order for TRMS Train Order Training train 7R01 (Seven, Romeo, Zero, One) on 13/02/11 has been fulfilled and there is time for a quick chat on the platform as the crew changes ends.

While the beautiful backdrop of the Moonbi range remains unchanged, for the first time in nearly 130 years the yard scene at Kootingal no longer features signals, the familiar lower quadrants and landmarks having been removed and replaced by Train Order system Location boards, indicators and signs. With another Train Order issued and repeated back to the Train Order Network Controller (TOCO), Up service 7R02 will soon be authorised to depart for "Werris Creek End" where the Train Order will be fulfilled and the rest of the return journey to Paterson run under the authority of signals in Rail Vehicle Detection Territory. The Train Order Training Train was operated to fulfill the practical training component for eight TRMS crew with further students also to complete their training on operations in the near future. Photo: S. Preston

Society News



*Barry at the controls of locomotive 1210 at Sydney Terminal, 19 September 2005.
Photo: Bruce Agland*

Barry Angel Retires

The weekend of 4-5th December 2010 marked another milestone in the Society's history when long time stalwart, driver Barry Angel worked his last trip for the Society before retiring from main line operations. The weekend included a North Coast mystery tour on Saturday and a Maitland Markets (ex Taree) visit on the Sunday.

Barry joined the NSW Railways as a junior at Cardiff Workshops on 26th September 1955. He was promoted to trainee engineman at Broadmeadow in November 1956 and worked his way through the ranks becoming driver at Enfield in 1963. Barry worked at a number of depots including Eveleigh and North Sydney before joining CountryLink as a driver August 1994, a position he held until his retirement from full-time work. Barry worked trains for the Society from the early days and has been a very regular crew member since we returned to the track in 1996. He also supported other heritage operators including the NSW Rail Transport Museum, working a number of significant special services for them including the re-enactment of the first train to Parramatta for the 150th anniversary of rail in NSW in 2005 and was a regular driver on steam locomotives during many Hunter Valley Steamfests.

At a small gathering of Society members at the Taree Sailing Club on Saturday evening 4th December, Operations Manager Bruce Agland presented Barry with a plaque in recognition of his many years of service on behalf of the management and members of the Society. Words cannot express the level of valuable support that we have received from Barry over the years and we extend our best wishes to Barry and his wife Judith in their upcoming retirement.



*Bruce Agland presents Barry with his plaque at Taree 4th December, 2010.
Photo: Ted McKellar*

Around The Depot



(Clockwise from top) A glimpse of the future. During shunting operations at Paterson on 12th January the Society's three Green and Cream CPH's were briefly amalgamated and posed for a photo in front of the goods shed. With return to service works on CPH 3 being tantalisingly close to completion and network registration approval already being granted by ARTC it is hoped that CPH 3 will soon enter service and this three car scene will become a regular event. Also briefly seeing the light of day during the shunting operations was CTC 51 in pink primer. The reinstatement of original crown lights a definite improvement when compared to CPH's 1 and 7 (photos Alwyn Williams). Bryan Hicks, assisted by Bruce Agland, puts the finishing touches to the new jumper cable connection between 621 and 721 to carry power for the new hot water urn. CPH 7's trailing bogie being serviced in September 2010 (photos Stephen Preston).



Feature

Cover Story: Introduction to Train Order Working



After an early start to their day arrival at historic Tamworth sees the passengers disembarking under a typical clear blue sky, primed and ready for a great day of country music, sights and hospitality.
Photo: Margaret Pantlin

City Slickers go country for the Tamworth Country Music Festival by Peter Macfarlane

A couple of months ago the recently formed North Rothbury Tidy Town Committee asked me if I could organise a train trip to the annual Tamworth Country Music Festival.

Saturday 22nd January saw the Paterson diesel rail cars 621/721 (complete with volunteer staff members) depart the gate road at 4.40am, a quick exit onto the loop and away we went. After realising we were ahead of time and with passengers waiting at Telarah we slowed our progress. Still being ahead of time after the pick up, a slow trip was had via the Telarah triangle. Heading west we stopped at Lochinvar for more passengers and just at the break of day (5.35am) our train arrived at Branxton Station. Here we were greeted by approximately sixty plus passengers complete with eskies, cowboy boots, ten gallon hats and a few checked shirts thrown in for good measure. It wasn't too long before the champagne corks were popping and passengers were enjoying their healthy breakfasts (some not so healthy). After passenger pickups at Singleton we were speeding along towards Tamworth.

Our rail trip was going well and on time at Antiene until two red lights at Grasstree had us sitting for 30 minutes waiting to cross the CityRail train from Scone as well as a wheat train. A coal train ahead of us then forced our train onto the Up track for the run through Muswellbrook. I doubt that too many passengers were concerned with the hold up as they were all having too much fun, listening to the "wannabe" Willy Nelsons who were busy exercising their vocal chords!

This delay cost us time and I have to say our drivers did well in making up time wherever they could. As we approached Murulla we had made up five minutes, however two red lights for a coal train meandering into the loop saw us lose that advantage.

Mother nature turned on a spectacular display with low cloud hanging over the Murrurundi Range, coupled with the lush green fields this proved to be the most exciting and scenic part of the journey for many. Our arrival at Werris Creek at 9.00am saw us approximately 15 minutes down and it was here that we had a change of crew with two fresh drivers volunteering their time to

Feature



Country cross. The stabling of 621/721 in the Tamworth south dock during the day and the passing of NP24 Northern Tablelands Express briefly recreated the once regular scene of rail motors and diesel trains passing at Tamworth. In days of old the players in this scene would have been a south bound DEB set and a CPH, HPC or CHP rail motor stabled in readiness for its next trip to Barraba.

Photo: Geoff Riley

take us to Tamworth. Beyond Werris Creek is now Train Order Working (TOW) only and at the time of our trip none of the regular Paterson based drivers were qualified so a big thank you must go to Geoff Riley and Warren Murphy for giving up their day off and doing such a great job.

As we approached Tamworth platform we crossed the flood plain bridge just as the Grand Parade was passing underneath, this was a great advertisement for The Rail Motor Society as the locals waved madly greeting the train load of country music fans arriving in town with much enthusiasm. A great day was then had by all wandering around the streets listening to the buskers, bush poets and checking out the many points of interest including the watering holes.

Prior to arriving in Tamworth, our passengers were reminded that the departure time of 6.30pm had to be strictly adhered to. This worked out well with 621/721 departing from Tamworth

Station five minutes early, our early departure enabled us to pass a containerised log train at West Tamworth (great to see three X class back in Tamworth) and gave us a trouble free but somewhat noisy trip home. I'm sure that after listening to country music all day many of the passengers were inspired as many singers could be heard on our homeward bound trip. Upon our arrival at Branxton at approximately 9.45pm it had already been decided that this day had to become an annual event.

Thanks are due to our Operations crew on the day – Arthur Burgess, Rodney Short, Eric Larkins, Bob Walsh, Phil Hurley, Geoff Riley and Warren Murphy, Fitter Graham Pantlin and Cabin Crew Ray and Joy Kildey, Margaret Pantlin and John Payne. Also a big thank you from the Rothbury Tidy Town Committee to all of the Rail Motor Society volunteers who worked tirelessly looking after the paying passengers and to the Society's Management Committee for your assistance in making this day possible.

Feature



With the Barraba passenger service long withdrawn, the south dock at Tamworth now sees little use and or attention to its encroaching vegetation. 621 is seen in the left photo above stabled amongst the shrubbery in the Tamworth dock whilst at right the local crew of Geoff Riley and Warren Murphy pose for a photo prior to working the set south.
Photos: Geoff Riley

Train Order Working by Stephen Preston

On 18th November ARTC introduced the Train Order Working (TOW) safeworking system to the Northern Region lines between Werris Creek and Armidale, Turravan and North Star and Camurra to Weemelah replacing many sections of Ordinary Train Staff and Ticket and Miniature Electric Train Staff working. TOW is a safeworking system that manages train movements over single line sections by the issue of verbal authorities by a Network (Train) Controller to Train Drivers who record them in written form. The controller uses a traditional graph to plan and record movements, and a computer workstation to issue, record and manage the orders, the computer also generating security pass codes and using train radio "GPS" location data to monitor authorised section authorities.

Because there is no physical token to collect and relinquish for each individual section operational efficiencies can be gained by issuing a single Train Order as the authority for multiple track sections where there are no conflicting movements. While TOW has been in service since the 1990s on some central and far western NSW lines, 2010 was the first time it had been

implemented in the Northern Region. The Northern Train Order Network Control area is known as TOCO and is located in ARTC's Broadmeadow NCCN Train Control Centre. As the Society has seldom operated in TOW territory many of the current operations staff were not qualified in this system of safeworking prior to the recent Tamworth Country Music train operation.

To enable the operation of the Tamworth train into the train order territory north of Werris Creek, TOW qualified Drivers Geoff Riley and Warren Murphy were rostered as the Werris creek local crew with both gents volunteering their time to assist. Having both started "on the job" with CityRail and having worked for various freight operators driving throughout the state over many years both are now qualified trainers. Neither are strangers to rail motor operations having previously worked TRMS and LVR rail motor trips while Geoff now drives the modern day Xplorer "rail motor" for his regular employer, CountryLink.

Feature



After arrival at Tamworth 621/721 was shunted to the south dock platform and stabled for the day layover whilst the passengers enjoyed the music festival and other attractions. To facilitate this "Shunt access" was included in Train Order 10485 issued for the Werris Creek to Tamworth journey, this authorised the propelling of the set south from the platform and then again moving northward into the dock siding within yard limits. To enable a quick afternoon departure, a dedicated "Shunt" order was issued in the mid-afternoon specifically to allow the positioning of the two car set in the main platform. In the scene above we see Warren Murphy manning the ground frame as Driver Geoff Riley shunts from the dock under the authority of Shunt Order 10511. The point indicator at left indicates that the road is set for the dock siding (not clear for progress on the mainline). When all was ready for departure a third order (Train) was issued to authorise the return journey to Werris Creek (photo Glenn Ryan).

Society history was made on Saturday 22/01/11 when Tamworth bound train 7R05 became the first Society service to operate in the Northern region under the authority of a Train Order. The scan at right (provided by Driver Geoff Riley) records the details of that movement including the train and crew details, location limits of the authority, reporting and shunt access locations and the security codes used to validate the order. These orders are filled out by the driver as directed by the network controller and repeated back by the driver to ensure all details are correct. The writing across the page is that used to indicate that the order has been "Fulfilled" (completed in full) and is no longer current.

2 Cars = 40 mts = 7870mms.

ARTC Train Order
This form authorises a train to occupy the line in Train Order Territory

1 Order type Number Date
 Train No. Loco

2 Proceed to
 Fulfilment code

3 Special instructions
Crossing filled loco 22-01-2011

4 Report at Departure code Shunt access
 5 Report at Departure code Shunt access
 Report at Departure code Shunt access
 Report at Departure code Shunt access

6 Report at Arrival code Shunt access
 7 Train Loco Starting on at
 Train Loco Starting on at

8 Repeated back OK at hours

9 Authorised by Driver

10 Compiled by Date
 11 Noted by Date

0916 0952.

(Effective from 1 February 2008)

Feature



Despite some serious looks of concentration from participants the smile on trainer Tony Healey's face indicates that everyone is doing well as he explains the details of Train Order Working to the second class held for Society safeworking staff which was conducted on 25th January. Like hundreds of staff before them, the participants pictured receiving training in FZ663 include (L to R) Peter Kitcher, Arthur Burgess, Eric Larkins, Bruce Matthews and Rodney Short. Photo Stephen Preston

Safeworking Class (or you can teach old dogs new tricks)

The NSW Rail Network rules and procedures have evolved over 156 years and continue to change owing to varied working, new infrastructure and operational improvements being frequently implemented.

To ensure compliant understanding of operational requirements, safeworking staff regularly participate in "refresher" sessions to confirm their knowledge and when new systems are introduced, a return to the class room is also required to learn the new ways.

During 2010 ARTC introduced expanded operations of "Train Order Working" and as its introduction included lines in north west NSW regularly travelled by Society services, training for many Society safeworking staff had to be arranged.

As "refresher" sessions were also desired, accredited Rail Trainer, Loco Inspector and former Lachlan Valley Railway Chairman, Tony Healey, from National Rail Training, was engaged to deliver the training with the initial refresher group being conducted during December 2010. This session was held at the RTBU union facilities in Sydney, thanks to the assistance of Alex Classens and the RTBU who made their facilities available at no cost.

To complete a few remaining staff refresher sessions and also conduct the Train Order Working System theory package classes, Tony travelled to Paterson and delivered the training in several groups over two days in the air conditioned comfort of car FX 663. The use of this car was certainly an appropriate choice as after many years service as a second class MFX sitting car and on the Melbourne Express and mail trains as an MAM, 663 was converted for use as a training car by FreightCorp and used extensively in the northern region for safeworking schools before its retirement and transfer to Paterson.

Following two days of discussion, questioning and some periods of lively debate, all participants successfully completed their modules and the final practical stage of Train Order Working training is expected to be completed in the near future.

The Society thanks Tony and National Rail Training for their assistance and professional delivery of this essential training to our staff. The participants would also like to thank Train Crewing Manager Eric Larkins for arranging the provision of a most enjoyable morning tea and lunch during their refresher training at Paterson.

Tour Report

Nowra or Bust
ARHS Tours 22–23 January 2011

Article: Stephen Davies



Stalwarts of the Illawarra from different eras meet briefly at Albion Park as CPH service 7R01 crosses an Up service worked by OSCAR set H24. Both forms of self-propelled trains have played significant roles in Illawarra line operations with the OSCARs now forming most of Illawarra area electrified services.

Photo: Graeme Turner

With the success of last year's outing still fresh in the mind of ARHS Tours Officer Spencer Ross, another fish and chips trip to Nowra was requested for late January. Due to other tour commitments locked in for 621/721 and more than two CPH's worth of passengers keen to make the journey, CPH's 1 and 7 were rostered for runs on both days of the January 22–23 weekend.

The rail motors departed Paterson at 0600 under the command of Driver Mick Baczynskyj and enjoyed an easy run south picking up passengers from various stations along the way. Upon arrival at Central Mick changed ends and with the Sydney passengers on board, headed off toward Bomaderry. Under beautiful clear skies, all on board enjoyed the great summer weather as train No. 7R01 ran on down the south coast including a lovely cool breeze off the adjacent beach at Bombo while we waited in the refuge for control to run a local CityRail service around us. Under way again, we were soon at our destination where our passengers detrained for their pre-ordered fish and chips lunch.

Arriving back at the station after lunch, all were informed that a CityRail Endeavour set had broken down in the section out of Gerringong and was to be rescued by a Pacific National locomotive. With our path blocked, some discussion and phone calls resulted in our train being advanced to Berry to stand in the platform while the failed set was pulled out of the section by three 81 class locos. Some two hours passed with several

bus loads of local service passengers being bussed around the breakdown until we were again on our way. We had a good run to Sutherland where we caught up with a local service and continued steadily into Central still two hours down.

After stabling the night at Central the CPH's were prepared on Sunday morning by Driver Doug Bennett and with another load of eager passengers on board, we headed south again this time as train No.7R03 under glorious skies. On time running was had all the way to Nowra where our passengers were again conveyed to the club for lunch.

Returning from lunch our fears of another delayed return were raised when it was reported that we would have to wait for a conflicting freight service. However, it soon arrived and we were able to depart on time for Central with a good run being had all the way.

With most passengers detraining at Central and just a handful left to drop off on the way back to Paterson, a good steady run home was enjoyed arriving back at Paterson at 2200hrs.

Both passengers and staff had enjoyed a great and successful weekend which seems to be becoming an annual event. Thanks to the Operations Crew of Mick Baczynskyj, Doug Bennett, Sid Bender and Graeme Turner with Fitter Stafford Payne on board. The needs of the passengers were catered for by John and Bev Redman and Cheryl and Stephen Davies.

Tour Report



Within sight and sound of surf from the Tasman Sea CPH 1 and 7 have again been refuged to allow a CityRail service to pass. Being so close to the beach all on board were treated to the welcome smell and freshness of a lovely onshore breeze until the journey south continued.

Photo: Graeme Turner



Sunday morning at Central Platform 2 sees service 7R03 standing ready to receive its passengers and depart for the weekend's second run down the Illawarra line.

Photo: Stephen Davies

From the Archives



Article by S.G. Preston

Photo: R.G. Preston

In the early days of the NSW rail system, main line design was largely guided by a desire to achieve the shortest route possible to reach the developing country areas and with numerous mountain ranges encountered, grades as steep as 1 in 30 could be found along its pioneering arteries. With the advent of bigger tonnages and more frequent traffic, the railway engineers resurveyed many lines in the early years of the 20th century and implemented more gradual ascents over longer, curved right of way. In most cases the replaced alignments and associated structures were abandoned and to this day there are many fine examples of the early engineering works visible adjacent to the current lines. In the case of the main southern line between Picton and Mittagong however, the original steep single line saw continued use long after the replacement double track section had been opened.

Hill Top, as the name suggests, was located not far from the top of the almost continuous 16 mile down direction climb from Picton and eventually was one of seven intermediate stations along the Picton – Mittagong line, later to become commonly known as “The Loop Line”.

Opened in 1867 and closed as a through route due to a bridge being burnt out 111 years later, the line enjoyed a somewhat quiet period in its later years of operation being serviced by daily rail motors, a weekly mixed service and a single through Up hauled passenger train on Sundays.

Our scene here shows CPH 8 working the Up weekdays No.72 Picton rail motor service through Hilltop on a fine afternoon in 1967. Unlike most conventional stations, a catch point was

located in the single track mainline 346 feet north of the platform to prevent runaway movements descending the steep grade towards Picton. While effective for preventing unwanted movements its operational requirements also meant that all Up services had to be stopped and the catch point closed to allow their progress. As the catch point was spring equipped it was able to be trailed by Down movements and thus they were not normally required to stop prior to the platform.

In the image above we see that the guard of service No.72 has unlocked Frame B using the Picton – Mittagong Junction staff (or loose key) and manipulated the two levers resulting in the closure of the catch point and clearing of the wooden armed Up starting signal to allow the driver to move forward. Once the rail motor was clear of the catch point, the guard would reverse his previous operation, restoring levers one and two to put the signal back to stop and restoring the catch point to the open position. Having removed the key from the Annette lock, service No.72 would soon have been on its way, its next stop potentially being Balmoral.

Although CPH 8 is shown retaining its original features including crown lights, postal box brackets and end “Rail Motor NSW” lettering, it had already had its matchboard siding replaced with the masonite sheeting which was implemented as an economic measure to extend body life and improve presentation. Also noteworthy is the triangular white tail disc, prominently and incorrectly mounted on the front of CPH 8, its repositioning presumably overlooked by the crew during the return reversing layover at Mittagong.

Today CPH 8 continues in regular heritage service with the Cooma Monaro Railway, Hill Top station has not seen a train for many years and much of the loop line is silent.

From the Archives



Article by S.G. Preston and D.B. Fitton

Photo: David Barry Fitton

This edition's "From the Archives" comes from the camera of now departed David Barry Fitton who, during his railway career was a Train Equipment Officer, Resource Manager, rail motor buff and a great friend of the Society.

In December 1986, HPC 402 was hired to State Rail for radio testing duties and toured the state extensively confirming signal strength and communication system operation. In later years it was also used to survey and film the state's lines for FreightCorp and most recently has supported the introduction of the new ARTC National Train Communications System (ICE). As many members will recall 402 was fitted until recently with roof mounted platforms installed to facilitate optimum antenna positioning and also had its No.2 end saloon stripped and refitted with tables, cables and power supplies to establish a test centre for travelling officers. Owing to the many miles travelled, regular and in some cases extensive maintenance works were performed during the hire period and this photo sent by Dave to the then Society Officer Bruce Kingsford on 30/12/93, shows bogie overhaul works in progress at the Eveleigh ACDEP facility. With 402 lifted using the depot's electric screw jacks, the No.1 end bogie has been rolled out, the wheels chocked and the bogie overhaul commenced.

Dave's included note to Bruce (written on CountryLink stationery) states that "...both bogies received new coil springs, all pins and bushes renewed, some final drive torque arm studs renewed and axle boxes greased and axles crack tested." The photo is simply captioned "26/9/93 in lift shop ACDEP. 402 bogie o/haul – spring change."

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AUSTRALIAN RAILWAY HISTORICAL SOCIETY NSW DIVISION

**To BROKEN HILL on 621/721
- A Rail Cruise to the Silver City -**

June Long Weekend 10 to 14 June 2011

Paterson - Sydney – Goulburn – Cootamundra – Forbes- Parkes- Condobolin –Menindee - Broken Hill

Take this opportunity to travel by The Rail Motor Society's 621 / 721 restored rail cars on a 5-day rail cruise.

On Friday, departing Sydney at about 7am travelling via the Main South to Cootamundra and then across country to Parkes for our first overnight stay.

On Saturday we depart for the west to Condobolin, Menindee and Broken Hill. Spend a full day exploring Broken Hill by coach, including where the steam tram system ran, visiting mine sites, museums, famous hotels and learn some of the intriguing history of the Silver City. We return to Parkes on Monday for an overnight stay and return to Sydney on Tuesday via Forbes, Stockinbingal and Cootamundra to arrive about 8pm.

Accommodation in Parkes and Broken Hill will be on a twin-share, dinner, and bed and breakfast arrangement. Limited single supplement will be available upon request.

Tour cost includes rail travel, dinner bed and breakfast accommodation, lunches, a day tour in Broken Hill, morning and afternoon teas whilst travelling. Items of a personal nature and drinks are at your own expense.

BOOKING FORM: RAIL CRUISE TO THE SILVER CITY 10 TO 14 JUNE 2011

Mail to: ARHSnsw Tours or fax (02) 4956 3370
PO Box 4083
EDGEWORTH, NSW, 2285

Pay at: ARHSnsw Bookshop
Rail Heritage Centre
SYDNEY CENTRAL STATION

Please reserve for me.....	Seats ARHSnsw members and Guests	@ \$1295.00	\$.....
Please reserve for me.....	Seats Non members	@ \$1395.00	\$.....
Single Supplement (limited availability)		@ \$ 200.00	\$.....
I require	twin share.....Double accomodation		
2% Credit Card Payment Surcharge			\$.....
TOTAL (GST Incl.)			\$.....

Name.....

Address.....Postcode.....

Telephone (home)..... (mobile).....Membership No.

Name(s) of accompanying person(s).....

Do you have any special requirements to travel on this tour?.....

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

Or please DEBIT my VISA or MASTERCARD (add 2% surcharge to payment)

Card No.Expiry/.....(Add 2% above)

SignatureDate

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

ARHSnsw Tours Infoline (02) 8394 9019 or 0428 333 443

ABN 96 000 538 803.

ARHSnsw (ABN 96 000 538 803) is not responsible for last minute changes to train composition, tour route or destination(s).
Refunds: up to 30 days prior-100 %; less than 30 days to 7 days-90 %; less than 7 days-NO REFUND

OFFICE USE ONLY: Date booking rec'dDate processedCar.....Seat(s).....Tickets sent.....