

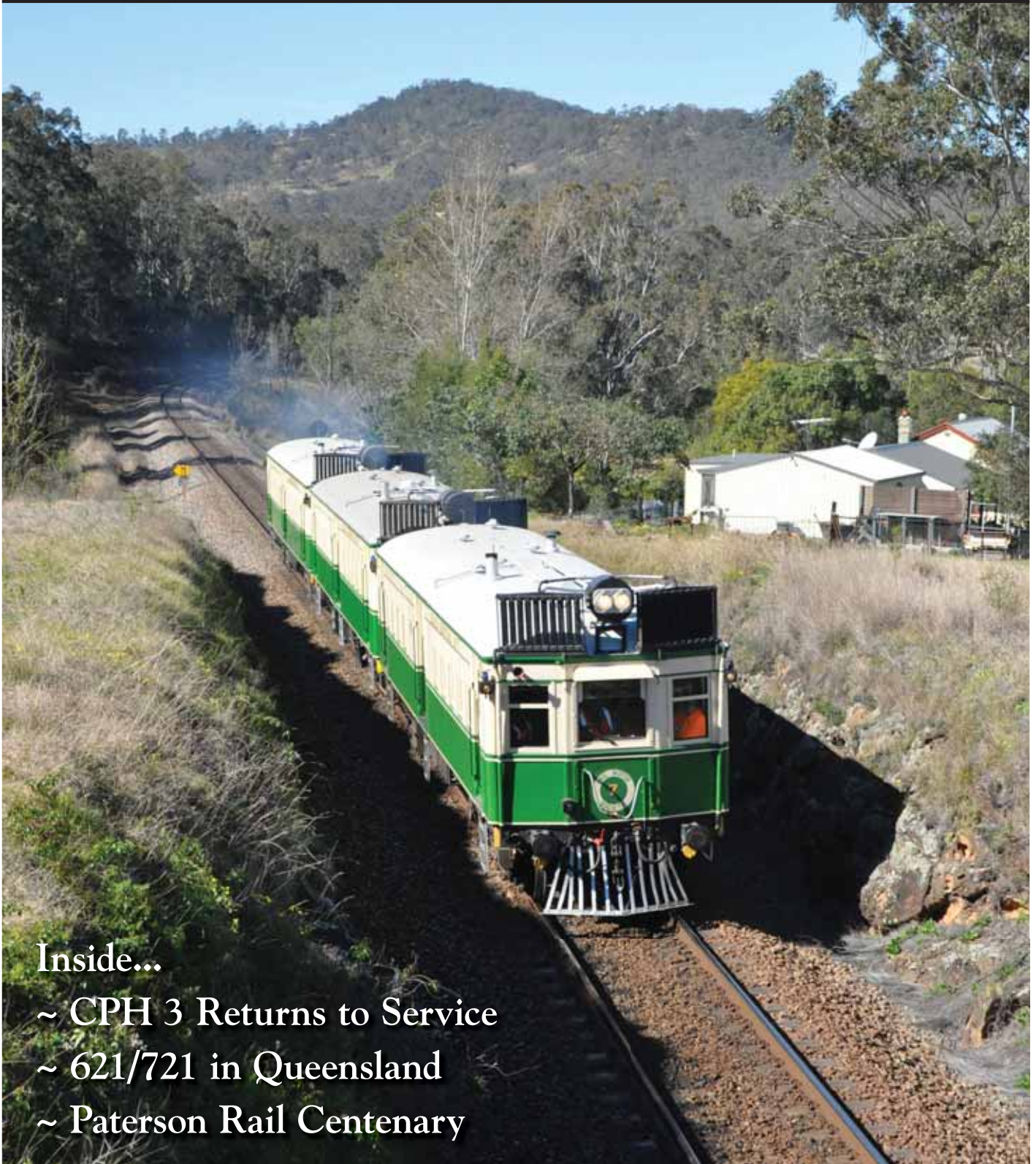
Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED



AUGUST 2011

Patron ~ Rear Admiral Peter Sinclair AC



Inside...

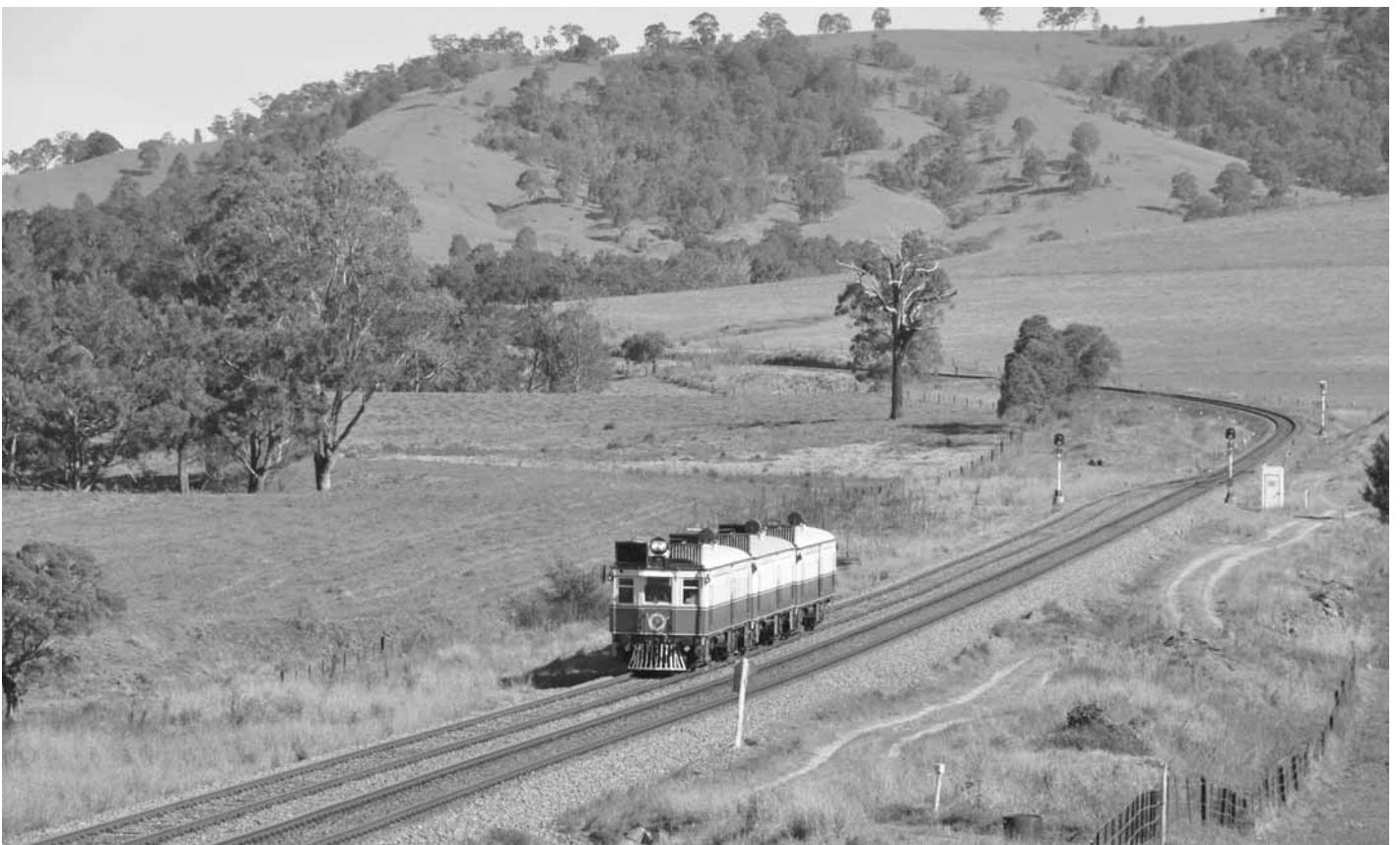
- ~ CPH 3 Returns to Service
- ~ 621/721 in Queensland
- ~ Paterson Rail Centenary

27 years in the making, CPH's 7, 3 and 1 climb the grade together into Martins Creek on No.3's return to service trial run on Saturday July 30, 2011. Photo: S.G. Preston

CPH 3 Returns to Service



Mission accomplished. Back inside the Paterson depot the trial team pose for a celebratory photo with CPH 3. (L-R) Barrie Kingsford, Arthur Burgess, Eric Larkins, Mick Walsh, Graham Heggie, Bruce Agland and Steve Davies, (in windows) Stafford Payne and Bryan Hicks. Photo: Stephen Preston



An approaching up steel service saw the trial trip “put away” at the scenic location of Wallarobba, conveniently allowing time for a mid trip inspection of No.3 by its minders. With all confirmed well and the section ahead clear the trip to Monkerai soon recommenced. Photo: Stephen Preston

CPH 3 Returns to Service

*By Bruce Agland, Operations Manager
and CPH 3 Restoration Project Director*

After a break of over 27 years, CPH 3 returned to the NSW main line network for its final trial on Saturday, 30 July, before entering revenue service. Led by CPH 7 and trailed by CPH 1, CPH 3 operated as train 7RO1 from Paterson to Monkerai Loop and train 7RO2 for the return run. Minor electrical problems with the multiple unit connections meant a planned trial to be held on 22 July had to be postponed until the issues could be resolved, however, this trial proved a great success and CPH 3 worked to Coffs Harbour over the weekend of 5-7 August.

In order for main line operations to commence, a Train Operating Conditions (TOC) Waiver was requested from both ARTC and RailCorp. ARTC provided this document without issue however, RailCorp, in their inimitable "belt, braces and length of rope" fashion, wanted either vigilance control or trip gear fitted (in addition to the dead-man facility already fitted) before it would be permitted to run as a lead unit. This issue is yet to be resolved with RailCorp, however, No. 3 can be operated as a centre unit inside RailCorp territory.

CPH 3's last main line operation was the delivery run from Sydney to Paterson in company with other CPHs on New Year's Eve 1984. This is a trip that was spoken of in awe by all those that were in attendance. Boiling radiators at Hornsby prompted the Station Master to request the waiting passengers to board the steam service, while a decision to reverse the consist at Islington

Junction meant some rail motors wanted to go in the opposite direction to others, blocking the level crossing for an extended period while the direction problem was resolved.

CPH 3 was planned to be preserved by the NSW Rail Transport Museum, but following an inspection it was found that the Society's CPH 18 was in a "more original" condition and a swap with the RTM was agreed, leaving us with the original 42 foot Rail Motor as part of our collection. There was also a lot of conjecture over the years that only the numbers were exchanged, however, when the internal plywood lining was removed, the original wall panelling plainly showing the vehicle number "3" was found. This original wall is now retained as a feature in No.3.

Like all projects using voluntary labour, the final "tweaking" work on CPH 3 suffered from the pressures of carrying out both restoration as well as maintenance of our operational fleet with the one pool of volunteers – the operational vehicles always getting first preference to keep our cash flow coming in. Congratulations must go to our Engineering Manager, Stafford Payne, and his mechanical team for their persistence in getting the final pieces in place for this return to service. Congratulations must also go to all of the members that contributed to the restoration effort of CPH 3 over the project life. A future issue of the *Tin Hare Gazette* will feature a full history of CPH 3 and its subsequent restoration.



Having passed through the Dungog loops the triple trial CPH consist is seen on the final section of their down journey and about to commence the climb up the 1 in 80 grades to Monkerai.

Photo: Stephen Preston

Society News

Auditor's Report

For the Year Ended 31st December 2010

The following report has been received by the Society's Treasurer, John Redman, 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 Incorporated relating to the period 01/01/10 to 31/12/10, 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 Society'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

Associations Incorporation Act, 2009

Members were advised in the September 2010 issue "Paterson Points" that alterations were required to the Society's Book of Rules brought about by the introduction of the new Associations Incorporation Act, 2009 and Associations Incorporation Regulation, 2010 that came into force on July, 2010.

The Society's Operations Manager, Bruce Agland and Public Officer Geoff Murray have prepared a draft copy of the proposed new Constitution for scrutiny by the Management Committee before being presented to members to formally consider at a future special general meeting.

Workshops

Maree Hicks is recovering at home after successful surgery for breast cancer and will begin radiation therapy in the near future to complete her treatment. Maree is a member of the Management Committee and also plays an active role in the cabin (hospitality) crew on many of the Society's tours, we wish her a speedy recovery and return to normal duties.



Maree (right) pictured with Cheryl Davies on the platform at Roma Street, Brisbane after the arrival of the Insights tour. Photo: Peter Horton

Eric Larkins continues to recover from knee replacement surgery and returned to the driver's seat on 621/721 for the Sydney Central to Paterson leg of the June long weekend tour to Broken Hill. Well done Eric!

Stephen Davies is also looking a bit worse for wear after the removal of a facial skin cancer.

Operations Report

~ Bruce Agland, Operations Manager

Operations for 2011

23 July	Gloucester, Westpac Helicopter Rescue, Bruce Matthews, 2 CPH
6 August	Coffs Harbour, Ted McKellar, 3 CPH
7 August	Wauchope-Kempsey, Trish Cheetham, 3 CPH
13 August	Dungog Railway Centenary, 621/721
27 August	Gulgong ex Denman, Ray Barry, 3 CPH
31 August	Monkerai, It's Easy Tours, CPH
24 September	Illawarra, SETS, 621/721
22-23 October	Murrurundi, 621/721
19-20 November	Gulgong, Peter King, CPH
December - January	Maintenance

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.

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.

Supplying digital photographs

To ensure the best possible reproduction of photographs supplied for our publications, here are a few helpful hints:

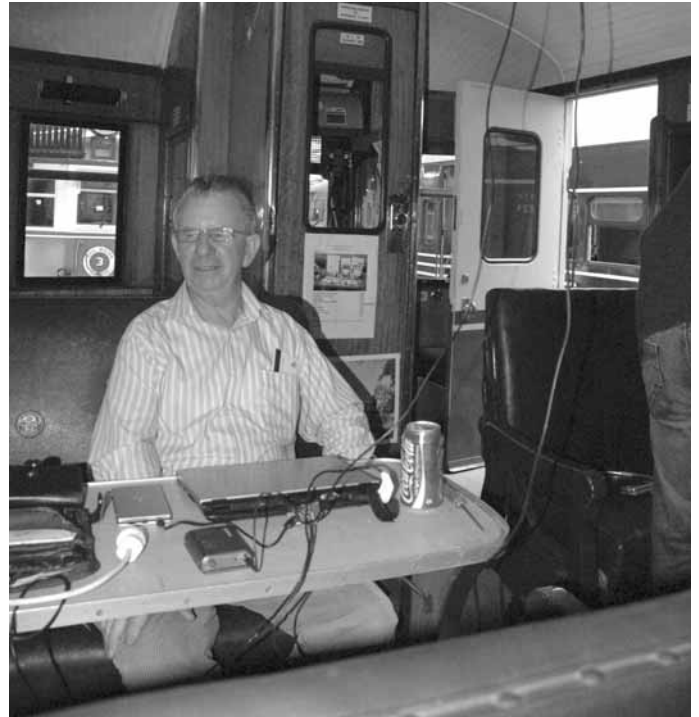
- Use the highest resolution/quality setting on your camera.
- As a guide, a JPEG file should be at least 1mb.
- Don't compress images with your email program when sending them.
- If you reduce/compress the size of a file, this effectively removes image detail and makes the image blurry or pixelated. You cannot add this information back in.
- Bigger files are better!
- Please contact the Editor if you require assistance.

Society News

Vale Don Kernot

The Society is saddened to report the death of Don Kernot on Monday, 15 August 2011. Prior to his retirement last year, Don worked as a Communications Project Manager for ARTC and had a long association with the Society through our mobile telephony testing program in conjunction with Telstra and ARTC using HPC 402 and CPH's 1 and 7. Don was killed when the aircraft he was piloting crashed into a paddock in Wallup, near Horsham, Victoria about 6:30pm. Aged 69, Don was a veteran volunteer Angel Flight pilot and was transporting a 15-year old girl and her mother home to Nhill from Melbourne after medical treatment when the accident occurred. The Society extends its condolences to Don's family.

Don (pictured right) was featured in a report on radio testing in the April 2010 edition of "Paterson Points". Ed.



Steamfest Activities



To aid with the identification of this year's Steamfest operations, member Richard Kiejda produced original type destination sign boards for use on 621/721. Seen here with one of his productions at Maitland station Richard produced boards to proclaim destinations including Paterson, Maitland and Newcastle.

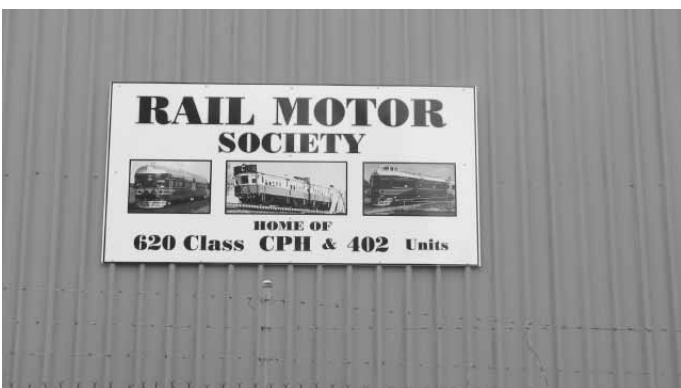
Photo: Stephen Davies



While many heritage steam and rail motor shuttle trips were operated over the weekend the normal train program was also in full swing making Maitland station a very busy place. Seen entering Maitland station "wrong road" 621/721 is briefly paralleled by Up services on both sides including Newcastle bound Hunter Railcar 2704/2754 and an Up coal train headed by triple 92 class locos.

Photo: David Porter

New Signage at Paterson Depot



This eye-catching sign prepared by Michael Walker of U-Beaut Signs Tarro has been fixed to the Rail Motor Shed wall facing Paterson station.

Photo: Stephen Davies



Peter McFarlane painted this sign which has been erected at the rear of the Station Master's Cottage facing Webbers Creek Road.

Photo: Stephen Davies

Tour Report

Insights Brisbane Tour – May 2011

by Bruce Agland, Operations Manager



In addition to traveling QR metals for the first time, a first time encounter was also had with the QR heritage railcar set which was operating the south western Queensland leg of the tour. Positioned side by side waiting for their passengers to entrain at Brisbane Roma Street station, the 1960s railcar sets show that even though they were designed for different systems, states and gauges that their styling was obviously influenced by many similar factors. Observation of the rails in the foreground will identify the two different configurations of dual gauge track in use.

Photo: Ian Wacker

The Society was pleased to welcome Insights Tours back again for their 2011 "Rail Motor Insights" tour to Brisbane and Moree. This is Insights' third major tour with us.

As usual, the tour was planned to commence from Insights Tours home base of Thirroul however, on this occasion the tour was planned to depart on a Friday morning instead of the previous weekend departures. Due to the RailCorp embargo on any trains other than CityRail services operating in the metropolitan area between 06:00 and 09:00 on weekdays, we had to travel down on Thursday evening, otherwise the crew shift length to get through the curfew period on Friday morning and return north would have been excessive. The situation was further exacerbated by track work between Scarborough and Thirroul on the day of departure. After lengthy negotiations and a number of revisions of the timetable, the train eventually departed from Helensburgh at 08:24 on 20 May, our crew staying overnight at Sutherland.

After an uneventful trip northwards, a refuelling stop and crew change was carried out at Paterson Depot for the run to Brisbane. The first overnight stop was Wingham where our passengers disembarked, while 621/721 travelled across to Taree

to stable, Wingham loop being now out of service. Departure next day was from Wingham with stops at Kendall, Macksville and Nambucca Heads. The overnight stop was Grafton where fuel was taken at the main line fuel point.

The next day (Sunday 22 May) saw stops at Casino and Kyogle before crossing the border and heading for the northern limit of the standard gauge in Roma Street station. Gaining access to Roma Street has been a long drawn out process since achieving accreditation in Queensland in 2009. The split-up of QR and other issues surrounding occupational health and safety within QR meant that we took well over a year to get an Access Agreement in place. QR, knowing the planned date of our arrival, was working towards a final agreement and after a number of hurdles in the last few days and weeks saw the final approval to enter Roma Street received on Friday, 20 May – some 24 hours after 621/721 had departed from Paterson at the start of this epic journey. Many thanks must go to Debbie Bradford, our Account Manager; Marie Symons, Senior Operations Analyst and Graham Watkins, Manager Operational Interfaces, from QR for their assistance and co-operation in getting the final agreement in place.

Tour Report



The time spent in Brisbane provided the opportunity for comparisons of the NSW 620/720 set with several different rolling stock types including an electric tilt train seen about to commence its journey north. Introduced in 1997 these trains operate high speed services between Brisbane and Rockhampton bettering the running time of a loco hauled service by hours.

Photo: Stephen Davies

A pilot driver was collected at Acacia Ridge for the run over the dual gauge line into Roma Street. On arrival at Roma Street, the QR Tilt Train occupied the adjoining dual gauge platform ready for departure northward. 621/721 was stabled overnight in the short dead-end siding on the northern end of the platform. Our Insights' passengers left us here and we were joined by a group from Trainaway Tours (Queensland) on Monday morning for a run through to Moree. Insights' passengers joined an ex-QR Rail Motor for the next part of their journey, while the new group made themselves at home on 621/721. We departed following the Up Brisbane XPT with stops at Kyogle and Grafton. During the Grafton lunch stop, 621 was again refuelled at the main line fuel point before heading for the overnight stop at Macksville. Macksville loop was then temporarily out of service and 621/721 stabled overnight in Nambucca Heads. The Society is grateful to the NSW Police at Macksville for keeping an eye on 621/721 with their regular security patrols passing by Nambucca station overnight. The next day saw stops at Taree and Gloucester before taking a lunch stop at Dungog. A crew change and a refuelling stop was made at Paterson before heading to Muswellbrook for the overnight stop.

Wednesday, 25 May saw 621/721 head for Moree with a stop at Werris Creek to view the Australian Railway Monument. Lunch was taken at Gunnedah and a brief stop at Narrabri before arriving at Moree. The train was then shunted out to Dunavant's Siding where 621 was refuelled by a local contractor before returning to Moree to stable in the Xplorer compound.

At Moree, our Trainaway passengers left to return to Brisbane by coach and our Insights passengers re-joined us following

their cross-country tour of southern Queensland. An afternoon departure from Moree with our original passengers saw us overnight at Gunnedah after a brief stop at Narrabri on the way. The next day we headed for Werris Creek for an inspection of the Australian Railway Monument followed by a lunch stop at Muswellbrook. Our passengers disembarked at Branxton to overnight in the vineyards while 621/721 headed home to Paterson for a rest, more fuel and another crew change.

With a new crew on board, 621/721 headed off on Saturday morning to pick up our passengers at Morisset for a run through to Picton where the train was joined by an RTM pilot driver for a journey down the Loop Line to Buxton and then return to Thirlmere for an inspection of the Rail Heritage Centre. 621/721 proceeded empty to Wollongong via the Moss Vale Junction triangle to stable at Wollongong in the Up dock platform overnight. On Sunday morning we collected passengers from Thirroul for a run up the Illawarra escarpment to lunch at Ranleigh House near Robertson. The passengers detrained at Ranleigh's private platform and then ran through to stable in Robertson Loop. On the return journey we collected our original Insights' passengers who had travelled by coach from Thirlmere after overnighting at Bowral. Following an uneventful run down the escarpment, our passengers were deposited at Thirroul and 621/721 headed for home as empty cars.

Total kilometers for the journey = 4,043

Tour Report

A big thank you to our volunteer crews on this very extensive tour also Ted McKellar for organising crew accommodation, meals and cab transfers during the overnight stop at Taree.

Paterson to Wollongong and return

Driver – Bruce Matthews

SWS – Bob Walsh

Fitter – Mick Walsh

Cabin Crew – John and Bev Redman, Ray and Joy Kildey

Paterson to Brisbane and return

Drivers – Arthur Burgess and Rodney Short

QR Pilots (Acacia Ridge to Brisbane and Return)

– Les Bailey and Neil Grimley

SWS – Peter Larkins

Fitter – Stafford Payne

Cabin Crew – Stephen and Cheryl Davies, Bryan and Maree Hicks

Paterson to Moree and return

Driver – Bruce Matthews

SWS – Bob Walsh

Fitter Mick Walsh

Cabin Crew – John and Bev Redman, Ray and Joy Kildey

Paterson to Wollongong and return

Driver – Arthur Burgess

SWS – Bruce Matthews

Fitter – Bryan Hicks

Cabin Crew – Stephen and Cheryl Davies,

Maree Hicks and Lorainne Corcoran



Arthur Burgess (left) and Rodney Short (right) with QR's Marie Symons, Senior Operations Analyst. Photo: Stephen Davies



The history making TRMS crew pause for a group photo in the Queensland capital. (L-R) Stephen Davies, Stafford Payne, Peter Larkins, Arthur Burgess, Maree Hicks, Rodney Short, Cheryl Davies and Bryan Hicks.

Photo: Marie Symons



The North Western leg of the tour saw 621/721 make another first time visit, this one being to Moree where the two tour groups “changed over” and headed for home. The train crew are seen enjoying the warmth of Moree platform on another sunny day prior to boarding their passengers for the trip south.

Photo: Bruce Matthews



Despite the many miles between the journey's end points, time was still available to take in some sites along the way including a brief diversion onto the former Picton – Mittagong Loop line. On its way to the current northern section terminus of Buxton, 621 is seen here positioned for a photo with the Thirlmere station name board.

Photo: Bruce Matthews



During the final days of the touring 621/721 climbed the Illawarra escarpment from Wollongong conveying travelers to Ranleigh House for lunch. Due to the short length of the private platform passengers could only alight via the centre doors of each car which unfortunately resulted in the leading car (621) blocking the adjacent road crossing for the duration of the unloading. Driver Arthur Burgess monitors progress as the passengers alight and the local road traffic waits patiently.

Photo: Bruce Matthews

From the Archives

Article by Stephen Preston

This "From the Archives" edition celebrates 100 years of rail service to the Society's home of Paterson.

The first operations of the North Coast Branch line commenced on August 14, 1911 with the opening of the line over the first 32 miles, 65 chains distance from West Maitland to Dungog.

Construction contracts are recorded as being called in 1907 for steel work to construct the major structures of the Hunter and Paterson river bridges with a subsequent tender being awarded to Carson, Cary and Simpson for the construction of line as far as Dungog on 28 April, 1908.

At the time of the line's opening Paterson was the only intermediate location between West Maitland and Dungog and was the block location for the two Staff and Ticket sections. Paterson's original track layout included provisions for stock and general goods and the sidings were listed as being capable of holding 58 "D" wagons. A station building was erected by Messrs Robinson, Howard and Bartlett as was a cream shed, a combined lamp room and toilet block, a goods shed and a house for the Station Master.

Immediately north of the Paterson township flows the Paterson River which was a significant obstacle to the railway construction. The progression of track construction required the erection of a bridge of 20 steel spans, 19 being of plate girder with the major span directly over the river being a 200ft truss. These spans were fabricated by the Clyde Engineering Company and erected on site by the line contractors Carson, Cary and Simpson.

To support the bridge spans, piers with foundations dug to depths reaching between 13ft and 53ft were required and a snapshot of the initial bridge construction is featured in the accompanying photograph. This early scene depicts the final stages of the erection of piers used to support the main span crossing the Paterson River.

Evident in the foreground on both river banks are stockpiles of raw materials and equipment placed by hand to progress the construction activities whilst on the upper far bank a glimpse of the early Paterson township can be seen including the "tent city" erected towards the back of properties to temporarily accommodate the bridge workers close to their place of toil.

Construction of significant structures at this time was without the luxury of modern construction conveniences and required a combination of careful planning, skill and the brute strength of many. A detailed review of the image will reveal the many ropeways, ladders and suspended staging utilised to assist completion of the works. Absent is the modern day scaffolding, machinery and the many safety and environmental control measures now required.



Paterson railway bridge under construction, circa 1909.

Photo: Paterson Archives collection.

From the Archives

In the subsequent century since rail services commenced the line to Paterson has seen tremendous development however, the bridge spanning the river remains largely unchanged. With trains of lengths and loads unimaginable to the pioneer crews introduced, and rail traffic loadings on a single train being now more than the initial weeks combined tonnage the continued rail service supported by the bridge is a testament to the efforts and ingenuity of the pioneering contractors.



A recent view of the completed Paterson river bridge also showing the Society's most recent restoration achievement, CPH 3, crossing with sister units 1 and 7 on its first day in returned service. While our Society's activities may have only contributed to around a quarter of Paterson's rail activity history it is hoped that many more years of operation and community milestones will be shared and celebrated together.

Photo: Stephen Preston



Unlike many other North Coast line locations most of the structures provided at Paterson to support the commencement of services remain in place as well as some more recent additions. This picture shows Goodwin Alco Diesel Electric loco 4845 passing through with an Up freight service in 1984 not long after the introduction of Centralised Traffic Control (CTC) from Broadmeadow had made the local signal box (built in 1936) redundant. Seen standing between the Loop and Goods siding is surveyor and member Warren (Mick) Turton conducting the survey to confirm site details and establish the perimeter of the area which would form the Society's depot.

Photo: Geoff Murray

The Mudgee Miniature Railway invite you to enjoy a train trip in a 1920's vintage rail motor

Saturday 19th November 2011



Depart from Gulgong at 4.30pm and travel to Dunedoo where you leave the train for a three course meal and a 'murder mystery show' (great entertainment) at the Dunedoo Bowling Club (bus transfer provided) before rejoining the train for an evening run back to Gulgong.

Fare: \$75 per person, includes meal and entertainment

Saturday 19th November 2011

Travel from Dunedoo to Merrygoen and return. The train departs Dunedoo at 5.45pm and returns at 7.00pm.

Fare: \$15 per person

Sunday 20th November 2011

Depart from Gulgong at 9.00am and enjoy a trip to Dunedoo and return.

Fare: \$20 per person

* **BOOK NOW** and you can pay the fare by instalments.

All money due by 20th October 2011

For more information and bookings contact :

Mudgee Miniature Railway 02 63733626

Email: kingpeter@harboursat.com.au

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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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With the first leg of the trial completed the return service rolls downhill through Dingadee, those involved reflecting on the many years of restoration work and the success of their efforts.

Photo: Stephen Preston



On the return trip from Brisbane 621/721 stopped briefly at Paterson to refuel and with a fresh crew in charge is seen running under a welcome rainbow at Oakhampton leaving threatening skies behind. The unit will soon arrive at Telarah and turn northward again on its run along the Great Northern Railway to Muswellbrook and on to Moree the following day.

Photo: Bruce Gehrig