

Paterson Points

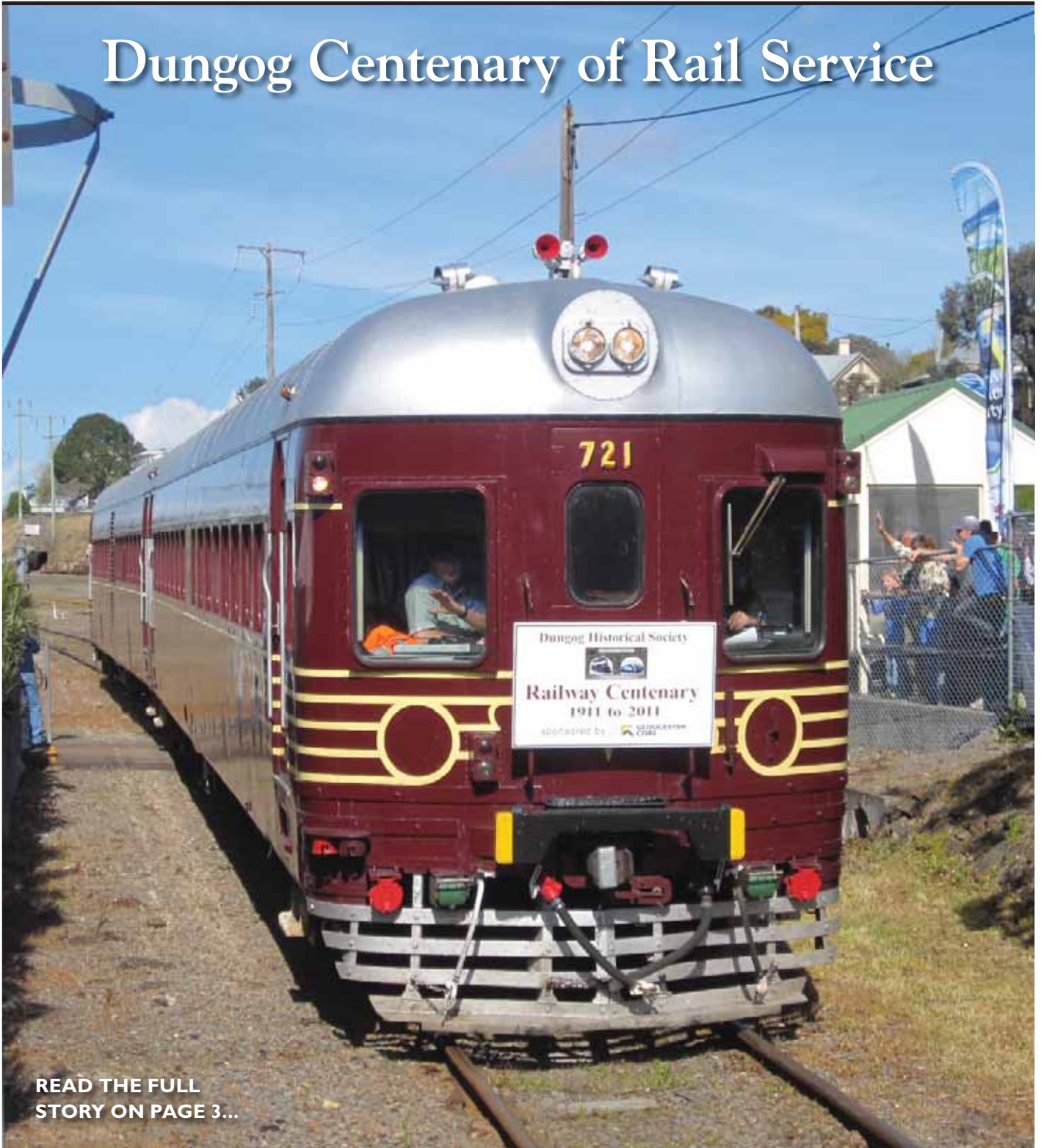
NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED



OCTOBER 2011

Patron ~ Rear Admiral Peter Sinclair AC

Dungog Centenary of Rail Service



READ THE FULL
STORY ON PAGE 3...

Recreating the arrival of the first train to Dungog 721 leads 621 into the back platform greeted by the waves and cheers of hundreds of people who turned out on the day.

Photo: Dungog Historical Society

Society News

Workshops

Maree Hicks continues on the road to recovery following surgery for breast cancer (see August "Paterson Points"). Her follow-up treatment is a course of radiotherapy for five days a week for five weeks which is nearing completion and she is progressing well.

New Member

Trish Ede from Rutherford is welcomed to the Society.

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.

Operations Report

~ **Bruce Agland, Operations Manager**

Operations for 2011

24 September	Illawarra/Goulburn, SETS, 3 CPH
15-16 October	Dungog/Coffs Harbour, 3 CPH
22-23 October	Murrurundi, 2 CPH
29 Oct-1 Nov	Cobar, ARE (Vic), CPH
19-20 November	Gulgong, Peter King, CPH
27 November	Morisset/Dungog/Scone, ARHS (NSW) 2 CPH
Dec-Jan-Feb-Mar	Down for scheduled maintenance

Operations for 2012

January	Muswellbrook-Newcastle, Maritime Festival
January 22	Nowra, ARHS (NSW) 621/721
25 March	Gulgong, RTSA, 621/721
31 March-4 April	Moree 150th Celebrations, CPH
April	Steamfest
21 May	Taree, Morpeth Probus 621/721

Tentative Bookings for 2012

Gulgong, Vietnam Veterans
Kandos and Illawarra, ARHS
Seymour/Oaklands (subject to Victorian Accreditation)
Gulgong, Ray Barry



Vale James Fred Lowe (1928-2011)

The Society is saddened to report the passing of our esteemed member James (Jim) Fred Lowe on Monday 3rd October 2011, aged 83 years.

Jim Lowe joined the Society in August 1987 after visiting our PR stand at the Newcastle Model Railway Show. At that time he was an avid rail traveller and was a keen passenger on many

Society excursions including those operated by the Australian Railway Historical Society (NSW Division) around NSW.

Jim's early working life was spent as an electrician in the Gloucester region of NSW before joining the NSW Department of Technical and Further Education (TAFE) as a lecturer in Electrical Engineering in Sydney and later at Newcastle TAFE College.

He was instrumental in arranging the participation of pre-apprenticeship trainees from the TAFE College at Tighes Hill to carry out the plumbing and electrical wiring work required to bring the Station Master's cottage up to a habitable standard when it was first restored in 1987.

Jim was also a regular visitor at our Paterson Open Days and carried out a number of minor electrical works around the

depot. In 2001 Jim was approached to carry out the rewiring of CPH 3, then under restoration. Jim accepted the challenge and undertook this daunting task. Unfortunately, Jim's time was limited to one day a month due to his wife's protracted ill health. He was assisted throughout by John Lock Jr. and the project stretched out until late 2010 when CPH 3 was handed over to the Mechanical team for final "tweaking". Jim did, however, find time at home to recondition the old instruments from CPH 3 and return them all to working order, as well as manufacturing various pieces of electrical equipment required including a number of 24 volt battery chargers. The restored instruments have now been re-installed in CPH 3.

As additional electrical equipment for train radios and other communication devices were beginning to over-tax the original generator installation, Jim designed the circuit modifications to enable an alternator to be fitted to CPH 3. This proved most successful, and his designs are now being retrofitted to CPH 1 and 7.

At the 25th Anniversary Luncheon held in December 2009 he was presented with a plaque acknowledging his contribution over the previous 22 years. Although over 80 years of age, Jim was very active until this last year and made a significant contribution to the restoration effort on CPH 3 which is now in service as a fitting memorial to his skill and dedication.

Jim was farewelled by family and friends at a funeral service on Friday 7th October 2011 at the Raymond Terrace Uniting Church. The Society extends its condolences to Jim's family.

Dungog Centenary of Rail Service



The opening day of the railway to Dungog was a cause for much celebration with a good representation of Government officials, local dignitaries and towns folk attending the festivities. Dressed in their Sunday best the large crowd is seen here assembled in the Dungog station entrance and platform area watching the opening ceremonies, standing behind on the Main line and loop are the carriages which formed the two trains run from West Maitland for the occasion. Photo: Dungog Historical Society

The construction of the railway to Dungog resulted from representations to the State Government by land owners, merchants and store keepers who from the 1880's were keen to reduce transport costs and expand their market opportunities for the Manning and Dungog areas. Road and water provided the only means of transport in the early NSW colony and in areas with only shallow river access transport of goods was unreliable and the use of the pioneer roads slow, limited and hazardous.

Many of the agitators for improved and cheaper transport formed Railway League Associations which largely secured the initial survey of the right of way and the eventual estimates by the Government for construction of the North Coast railway.

The principle contract for the Dungog section of railway construction was let to Smith & Timms on 28 April, 1908 with a subsequent tender awarded to Carson, Cary & Simpson for the construction of earthworks as far as Dungog. Separate contracts for bridge works and construction of buildings were also let. Unfortunately, the completion of the line which engaged approximately 400 men, was delayed by four months due to difficulties with land possessions and wet weather.

The opening of the railway to Dungog was held on August 14, 1911 with the commissioning of the first section of the North Coast line from the Great Northern railway line junction at West Maitland. It is recorded that the cost for this 32 miles, 65 chains of line was £422,541, which included construction of significant bridge works

across the Hunter and Paterson rivers and Wallarobba and Tabbil creeks. Between Hilldale and Wallarobba 993 feet of tunnel works were also completed. Paterson was opened as the only attended intermediate safeworking station however sidings were provided at Oakhampton, Mindaribba (Dunmore), Martins Creek, Hilldale, Wallarobba and Wiragulla. Ordinary train staff sections for West Maitland – Paterson (Red – Round) and Paterson – Dungog (Blue -Square) were established to manage safeworking and Morse telegraph instruments provided for communication although construction of the telegraph line between Paterson and Dungog had not been completed by the lines opening day.

To cater for the handling of local goods and livestock Dungog goods yard was furnished with a goods shed, cattle and pig races, a five ton capacity goods crane and sidings providing standing room for 82 'D' trucks. A single track engine shed and 60 foot turntable on the Up side of the yard accommodated visiting engines while the station had timber skillion roofed buildings for station management duties and to shelter passengers, parcels and dairy products.

As business for the rail line grew and operational needs changed over time, many alterations were made to Dungog's facilities including the addition of sidings for the Butter Factory and Chichester Dam construction, an expanded station with two platform roads, a crew barracks, coal stage and watering facilities for through working locomotives. Safeworking alterations

Dungog Centenary of Rail Service



The Dungog Historical Society re-enactment of the opening day ribbon cutting, with Pixie Jerome as 1911 Mayoress Mrs Bowker. Photo: Dungog Historical Society

included the introduction of a centrally interlocked loop and Electric Staff working in 1914 and Centralised Traffic Control in 1982 which continues to remotely manage train movements through Dungog from Broadmeadow. Today the role of rail in Dungog has diminished with goods no longer loaded locally and north or south bound freight trains only sometimes pausing to be refueled. Support of passenger traffic continues on a more positive note with suburban services from Newcastle terminating every day at the 1945 built back platform and CountryLink XPT operations to Brisbane, Casino, Grafton and Sydney still stopping to drop off and collect patrons.

The opening day of the railway to Dungog saw local shops closed, the station area decorated with bunting, flags and other decorations, and the majority of townspeople and local landowners participating in the celebratory festivities. As a result of 360 tickets being issued for travel from West Maitland, a second train of five cars was operated in addition to the 12 car official train which, hauled by a P class locomotive, conveyed the Minister for Railways Mr Carmichael, Members of Parliament and local dignitaries. Upon arrival at 11am Dungog's Mayoress, Mrs Bowker cut the opening ribbon which was stretched across the track and a welcoming speech was made by Dr Bowker, Mayor of Dungog who then hosted a banquet in the Victoria Hall. Regular services to Dungog commenced with the operation of No.1 Mixed goods service.

The celebration of 100 years of rail service to the Dungog Shire saw Society units 621/721 operate to Dungog on Saturday August 18 for an anniversary event organised by Deirdre Briscoombe and Rex Kingston from the Dungog Historical Society.

Recreating the opening train arrival of 100 years earlier and carrying a special headboard, train 7R01 conveyed participants from Maitland (West) arriving at Dungog just prior to 11am. Here members of the Dungog Historical Society and local residents re-enacted the 1911 ceremonies including the cutting of the opening ribbon, which was performed by Pixie Jerome playing the part of the 1911 Mayoress. A large contingent of locals and visitors turned out to join in the celebrations which also included an official luncheon, model railway and classic car displays. Three capacity load shuttle trips were operated to Stroud Road by 621/721 with Dungog Historical Society members treating passengers to a fashion parade of period costumes on the second journey. The modern day CityRail operation was well represented by Special Events Manager Vicky Laverick and staff who provided drinks and show bags to visitors and ensured the station operations ran smoothly.

The Society's operation of 621/721 was most appropriate considering this set has provided services to the area for nearly half of the lines life and was well received even by those expecting the advertised steam hauled service. Crewing for the day was capably provided by Society members Rodney Short, Bob Walsh, Mick Walsh, John and Bev Redman, Steve and Cheryl Davies, Grahame Schonberg, Robert (Jerry) Jerome and Bruce Agland. With the festivities completed 621/721 returned passengers to Maitland prior to stabling at Paterson after another successful days operation.

Dungog Centenary of Rail Service



This early view of Dungog (circa 1912) shows an Up mixed train hauled by a D255 (later 15 class) locomotive headed for West Maitland while in the goods yard much activity is underway transshipping goods. Unusually for the times, the loading hands have not paused to watch the camera and with several horse and bullock drawn vehicles queued they are obviously focused on their hard manual tasks at hand. Of note is the still immaculate presentation of the yard and infrastructure including the magnificent McKenzie and Holland bracketed signal post complete with somersault arm for loop line movements.

Photo: G. Kelly (Courtesy Dungog Historical Society)



Society Driver and Committee member Rodney Short poses with 621 having just terminated after a run back from Stroud Road. Photo: Vicki Laverick



A feature of the celebrations were the many locals who donned period dress from past eras and traveled on the shuttles. Photo: Stephen Davies.

Dungog Centenary of Rail Service



This 1960's shot of Dungog's back platform road features the once regular sight of a 35 class steam locomotive hauled passenger service, the obligatory water column to replenish the engines tender and the original loading dock arrangement for station parcel delivery and collection by lorry. Photo: R. G. Preston



By March 1989 Dungog's yard had become largely inactive and Alco diesel motive power dominated train operations. The silence of the deserted platforms is briefly interrupted by the scream of 4482 racing southward on a fast freight service while in the refuge, locos 45127 and 45107 complete with Dynamometer car idle awaiting their road north whilst undergoing cab and ride modification tests. Photo: R. G. Preston.

Tour Report

A Rail Cruise to the Silver City on 621/721
Article by Boris Sokoloff

10 – 14 June 2011
Photos by Stephen Davies



Two kilometres short of the NSW/SA border, 621/721 poses for this fine portrait at Thackaringa, surrounded by scenery typical of this western area.

Another splendid tour was experienced on the June long weekend, a much longer excursion than usual. Despite working through the changes created by ARTC track work on the Western and Southern lines, the difficulties with out-of-course train curfews in the CityRail area causing early departures and much anxiety for the tour organisers, it was all eventually successfully negotiated.

The rail cars conveyed some of the participants from Newcastle to Central Station on the Thursday preceding, on Friday the bulk of the passengers gathered for an early departure at 5.30am. The comfort of the 620/720 class rail cars in comparison to the CPHs was appreciated as the tour progressed, delays caused by track work were a feature so running times were effected but often made up as we continued on our way. Passengers relaxed watching the passing scenery, reading, knitting and/or napping which makes rail travel so much more satisfying. The usual comprehensive tour notes kept us informed, for those inclined running sheets were provided to keep track of times and distances.

At Goulburn there was time to walk about on the platforms, admire the location and photograph the train and other features. Soon after departure a superb morning tea was served by the catering crew, as usual most efficient and accommodating. Tasty scones with jam and cream and a hot beverage was most satisfying. Evidence of the recent good season was evident as we proceeded towards Cootamundra, herds of cattle and sheep grazed as the track wound about the undulating terrain with forests of gums on the sides and tops of the hills. A delay

at Illalong for a slow freight train, patchy cloud and sunshine alternated making the scenery more attractive. Sections of old track and embankments were passed, gradually wheat replaced stock as the dominant agricultural product.

Lunch was taken at Cootamundra Ex-Servicemen's Club and was most satisfactory, the cost being included in the cost of the tour as were other meals along the way. A delayed departure occurred whilst waiting for the Sydney XPT crossing and a further delay at Cootamundra West with arranging our Train Order for the run to Parkes. The flatter terrain was ideal for broad acre wheat, with young growth sprouting, storage facilities became common as we continued on to Parkes via Forbes, the sunset a brilliant pink and orange hues. A welcome refreshment of tea, coffee, hot chocolate and biscuits had been provided earlier.

With relief we disembarked with our gear at 6.26pm for a short walk over the Forbes Road level crossing to the Parkview Motel was more of a challenge for some. Dinner of chicken in lemon sauce or beef wellington with vegetables helped recovery along with beverages of your own choice, comfortable accommodation was a boon too.

In the morning a minus two degree chilly frost greeted us as we emerged to continue our journey after a buffet breakfast with efficient service in the restaurant. Brilliant sunshine as we set off at 8.05am, warm clothes, gloves, beanies and scarves were popular on board until the chill receded. Flat countryside as we were able to speed towards our destination of Ivanhoe, morning tea with fruit cake was appreciated. Stunted mallee growth

Tour Report



Approximately halfway through the Saturday journey, lunch was taken at the attractive Ivanhoe platform. Having dropped the passengers via the raised platform section, 621/721 was moved to stand in the loop whilst the diners spread out along the platform enjoying a lovely BBQ lunch and admiring the remaining facilities and yard surrounds.

predominated on red soil, low hills covered with cypresses were skirted near Roto. Patches of water in clay pans near Trida with the prominent platform and some house chimneys of previous dwellings still standing, several emus dodged across the line on the saltbush plains close to Ivanhoe.

The local SES and volunteers from the local Hospital Auxiliary provided a tasty BBQ lunch of steak, sausages, rissoles and salads which was enjoyed in the sunshine around the country platform, a large steel water tank was a feature. After a west bound super freighter passed through we waited for our new Train Order and travelled onto Broken Hill. It grew quite warm on board in the splendid sunshine, besides emus, kangaroos, galahs and kites were sighted as well as water birds near pools of water which were attracted to the wetter conditions.

The mighty Darling River was crossed at Menindee in late afternoon, the line skirted the tremendous lakes which provide the reliable water supply for Broken Hill. Safe working distance from the preceding freight delayed us as did the newly ballasted line making a slow passage a necessity. Saltbush plains and mobs of sheep told we were approaching the outskirts of the Barrier Range, through which the line threaded past The Gorge and Mount Gipps. A silhouette of the skyline was projected by the setting sun as we wound past huge dumps of pulverised rock mined over the past century and reworked.

Once again, it was a relief to disembark at 5.30pm at the 'new' station having passed the other Crystal Street Station still surviving. Conveniently located across the road was the Comfort Inn Crystal, our accommodation for two nights and not far away lay the Musician's Club, a focus of attention by thirsty travellers. Refreshed, we returned to the motel restaurant at 7.00pm for a tempura fish and chips dinner with riesling. The villa-style room was comfortable and very spacious, the motel is situated on the site of the former Crystal cinema.

Broken Hill is a living museum, retaining much of its character, historic buildings retained and largely unused, it has adapted to the changes since the mining era, now a tourism centre for the outback.

On the Sunday, after a hearty breakfast served in our rooms, we were given a tour of the unique places of interest. In two groups, we were shown and informed about the salient features of the town, Spencer Ross being one of the guides and Garry Hughes the other. Local knowledge gave us a taste of the vast store of information about it. At the surviving Sulphide Street station now converted to a museum, relics of past history were available for viewing including railway paraphernalia which included several locos and a Silver City Comet set.

At an exhibition of period photos, the extent of the mining area became quite apparent, it was salutary to see the remnants of the Silverton Tramway overwhelmed by the redevelopment at the former railway town terminal, now West Plaza shopping centre. There was no evidence of its existence at this site where the narrow gauge railway continued to Adelaide. A tour along the streets of Broken Hill where the steam tram system operated between 1902 and 1926 was a feature of the day.

It was disappointing to witness the decline of rail traffic locally in the goods yard, once much shunting was common in the days of extensive mining activity among the companies, today it is a shadow of those days. Another disappointment was a lack of access to the surface workings of the mighty south mine, or any other. At least we were able to see at close hand the surface survivors of Browne shaft at the former British mine and some of the living quarters of management and staff. From the top of the Line of Lode a wonderful panorama of Broken Hill was visible. A visit to the White Rock site gave an insight into the local conflict when some Afghans took action against a picnic tram during WWI. With a large working population, it is no wonder 'watering holes' were popular with the miners, these pubs have been much reduced with the changes in mining activity. The day concluded with a banquet of Chinese dishes again efficiently served by the restaurant staff.

Another full breakfast was served in our room before joining the rail car set for the return journey on Monday. An alteration to the schedule was enforced with a later departure at 11.15am.

Tour Report



The use of the Broken Hill locomotive depot provided a rare treat for Society mechanical staff to conduct their service and inspection duties from the “comfort” of a pit and elevated roads. Bryan Hicks took advantage of the cool conditions to inspect the underside of 721, whilst in the right scene 621 basks in the warmth of the morning sun with the shed and depot behind.

In the interim a journey of some 30km to Thackaringa crossing loop to the west of Broken Hill was arranged to fill in time, where earlier mining activity took place before Broken Hill in the late 19th century. An opportunity for a rare photo stop was a bonus for those keen to capture the occasion of an image for future recall.

We retraced the route to Broken Hill and then on to Parkes in splendid sunshine having lunch on board – delicious chicken and vegetable soup with sandwiches followed by dessert of chocolate cake or banana slice. A crossing with the west bound Silver City Explorer at Trida entailed an hour’s delay. Departing at 4.45pm we enjoyed a spirited run towards our destination at Parkes with accommodation again at the Parkview Motel. The later dinner at 8.00pm was quickly served, a choice of roast lamb or pork with potatoes, peas and carrots followed by dessert of cheesecake and ice cream finished the meal admirably. Due thanks and acknowledgements were made for the efforts of the organisers and crew by George Gettens, ARHS (NSW) President.

An early start for a 7.00am departure to avoid track work possessions of the line to Orange with a buffet breakfast at 6.00am but a ‘network communication’ malfunction stranded us on the platform with 621/721 in the yard out of reach. Fortunately, a nearby McDonalds coffee helped us cope with the morning chill. The system fault was eventually rectified and we departed Parkes at 8.26am. Passing through Manildra a huge silo complex and flour and starch mills were noted, as was the unusual water tower at Meranburn, a relic of bygone steam days. Continuing along the winding track towards Orange we climbed to an elevation of 879 metres.

For operational reasons the train was reversed by travelling via the Orange West Fork junction. We continued through prosperous grazing properties with further slow progress over track under renewal. At Spring Hill we passed an attractive single story railway hotel.

After another short delay to cross the Dubbo XPT at Newbridge at 11.50am we were then able to travel at track speed to reach

Bathurst in time for lunch. The planned Bus Tour of Bathurst and Mount Panorama was cancelled due to the late departure from Parkes.

Dark clouds loomed in the east as we hurried over to the Victoria Hotel, passing the recently restored memorial that has steam locomotive 5112 dedicated to Ben Chifley, for a delicious lunch with efficient service – roast lamb, potatoes, peas, carrots and for dessert, a choice of cheesecake or black forest cake. Away a few minutes early to ensure an on time passage through the upgrading work on the Marangaroo Tunnel, it was no wonder snoozing was common on the next section. The terrain became steeper, higher embankments and deep cuttings as the line twisted through the hilly topography. Outside bitter cold and bleak conditions, quite a contrast to the initial fine weather we had experienced before today. Steady drizzle was noted as we crossed a freight at Wallerawang. Gratefully some passengers took advantage of a brief stop at Lithgow to exercise at 4.30pm. The Ori Café at the Oriental Hotel provided an evening snack to the train at Springwood Station comprising of a noodle dish in plastic containers and was gratefully enjoyed by all. Slow progress



In a scene repeated many times throughout the five days, tour patrons grab a shot of 621/721 before climbing aboard and continuing their journey. This scene was captured at the “New” Broken Hill station prior to 7R04’s trip east.

Tour Report

towards Sydney was caused by an all stations Intercity service ahead of us as far as Penrith, quite tedious at the end of a tour.

Despite all the changes in the day's timetable, Spencer Ross and the TRMS crew adapted admirably. Eventually we reached Central early at 6.50pm where farewells were exchanged after the splendid tour. The The Rail Motor Society crew coped professionally with the changes of times and meals. Such care always adds an extra dimension to these excursions.

We look forward to another tour at leisure and with kindred spirits next year. Broken Hill has more to offer, a week there would not go amiss! (Travel by the Silver City Explorer or the Indian Pacific).

The Rail Motor Society crews for this tour were:

Paterson – Cootamundra	Arthur Burgess, Rodney Short
Cootamundra – Parkes	Ray Sullivan, Peter Larkins
Parkes – Broken Hill	Colin Munkerud, Tony Healey
Broken Hill – Thackaringa (Return)	Greg Nicholson, Glen Weekes
Broken Hill – Parkes	Colin Munkerud, Tony Healey
Parkes – Orange East Fork	Ray Sullivan, Peter Larkins
Orange – Sydney	Arthur Burgess, Rodney Short
Sydney – Paterson	Bob Walsh, Eric Larkins
Fitters	Stafford Payne, Bryan Hicks
On-Board Crew	Stephen and Cheryl Davies Bryan and Maree Hicks



Within view of the passengers, the tour train was held within the expansive Parkes yard unable to enter service until a CountryNet Radio Network failure was rectified. This section of Parkes yard is no stranger to railmotors and diesel trains, having been the depot home of CPHs and the Silver City Comet for many years.



With the photoline in position, the tour train was refuged at Trida to allow the west-bound Xplorer to pass. With Train Order working in force the only exchange is a friendly wave between crews and soon both trains were on the move again.

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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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A Summers Day On The South Coast

A Tour With 621/721 Railcars – Sunday 22nd January 2012

Join ARHS NSW Tours and The Rail Motor Society on a journey over the Illawarra Line to Nowra (Bomaderry). Our tour commences from the Paterson Museum, passengers may board at Maitland, Broadmeadow, Cardiff, Fassifern, Wyong and Gosford. We depart Sydney Central around 8.00am for a brisk run to Waterfall. Enjoy the magnificent scenic run south from Stanwell Park to Thirroul and Wollongong with a short diversion via the Port Kembla Outer Harbour loop before rejoining the main line at Unanderra. We then travel along the coast to Kiama and Bomaderry (Nowra) where there is a short walk to the club for a fish and chips lunch. Our return journey departs Bomaderry for Berry where passengers will have an hour to explore the village. Seating is limited to 90 passengers, so book early to ensure a good seat. Photo stops have been requested at suitable locations throughout the tour. Return to Sydney is expected to be at 6.00pm before returning to Paterson. Tour cost includes morning and afternoon teas on board, a fish and chips lunch and historic line side notes.



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.

Please book me on "A Summer's Day on the South Coast" Tour

Name _____ Membership No. _____

Address _____

Postcode _____

Telephone/Mobile _____

Accompanied by _____

I/we will join the train at (Station) _____

ARHS/TRMS Members and Guests	No. of Seats @ \$95 each	TOTAL \$	(Incl. GST)
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Non Members	No. of Seats @ \$105 each	TOTAL \$	(Incl. GST)
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SUBTOTAL \$ _____

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

TOTAL \$ _____ (Incl. GST)

PAYMENT – PREFERRED PAYMENT IS BY CASH/CHEQUE/MONEY ORDER

I will be paying with (please tick) Cash Cheque Money Order

OR please debit my Visa Mastercard

Card No.

Expires /

Name on card _____ Signature _____ Date _____

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: 02 9699 4595 or 0428 333 443

ABN 96 000 583 803

OFFICE USE ONLY

Date Booking Rec'd	Date processed	Seats	Car	Tickets sent
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