

Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED



DECEMBER 2011

Patron ~ Rear Admiral Peter Sinclair AC



The Southern Sojourns

READ THE FULL STORY ON PAGE 4...

Standing at Joppa Junction waiting for the fulfillment of work on track authority in the section ahead, the handsome image of CPH 7 with radiators leading is reflected in the highly trafficked and polished rail of ARTC's Main North/South corridor.

Photo: W. Todd

www.railmotorsociety.org.au

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MAITLAND
Hunter Valley

Society News



From the President's Desk

~ **Arthur Burgess**

Here we are again nearing the end of another year in the life of The Rail Motor Society.

The year itself hasn't been too bad for the Society, all things considered. Our workload with

organised tours has excelled to the stage where we find it very difficult on occasions to crew our trains. To those members who crewed many times over, I say thank you once again, without your continued support we would not meet our obligations to our valued customers.

To the staff who maintained our train fleet I say thank you. The splendid manner in which you conducted yourselves in completing scheduled servicing requirements to meet our commitments was second to none.

The grounds of the Society's Depot have been well manicured by our gardeners throughout the year, to those personnel involved, I thank you.

Our carriage builders have not stopped repairing vehicles where necessary and their continued efforts in restoring Rail Motor Trailer CTC 51 are never ending. Well done.

This year has seen us meet all key performance indicators and we have met all the requirements of the Rail Regulator (ITSR).

We are still in a sound financial position thanks to the deliberations of the Management Committee, to those members I say thank you all.

It would be remiss of me not to thank the Goodwin Alco Group for their continued support, donations and assistance throughout the year.



We have established storage containers to securely house our many spare parts and items of value, in time these will be painted to match the workshop. Thanks to the efforts of our workshop personnel, we have installed an updated fuelling system which provides a fast re-fuelling process for our main storage tank. Previously, the road tanker had taken one hour to fill our tank, it is now accomplished in 10 minutes with the upgraded equipment.

We have taken the initiative to complete Stage 2 of our storm water drainage problem. The next stage will see reconstructed and upgraded drainage extended past the existing footbridge towards the main shed. The footbridge will be eliminated and provision for vehicle access constructed to the front of the work shed.

The Station Master's Cottage roof has been repaired and made waterproof. This will now enable us to install the new kitchen cupboards previously purchased and update that area for our ladies to work in.

The trike shed is in the process of being expanded to accommodate additional items for exhibition.

Finally I would like to thank the many persons unmentioned in this message for their help and contributions throughout the year. Without these people we would not survive. Therefore, if you wish to participate in any way please contact our Secretary for further advice.

To one and all including your families, I wish to convey a very merry Christmas and a happy New Year.

Annual General Meeting

Members are advised that Saturday 24th March 2012 has been tentatively set aside for this important meeting. The formal meeting notice, nomination and proxy forms will be posted out once the date is confirmed.

Membership Renewals

Members are reminded that their membership renewal is due on the 1st January 2012, membership fees remain unchanged for 2012. A renewal form and envelope is enclosed with this newsletter for your convenience.

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.

New Members

Graham Shonberg from Flat Tops also John and Barbara Ridden from Brandy Hill are welcomed to the Society.

Changed your address?

Please check the address on the label of this newsletter envelope. If the details are incorrect please advise the Secretary as soon as possible.

Society News

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.

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

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

Operations for 2012

22 January	Nowra, ARHS (NSW), 621/721
29 January	Tamworth, (Peter McFarlane) 621/721
25 March	Gulgong, RTSA, 621/721
31 March–4 April	Moree, 150th Celebrations, CPH
28–29 April	Steamfest (TBA)
21 May	Taree, Morpeth Probus, 621/721
15–18 June	Brisbane, ARHS (NSW), 621/721
4–5 August	Wauchope, (Ted McKellar) 621/721
25 August	Gulgong, (Ray Barry) 3xCPH

Tentative Bookings for 2012

Gulgong, Vietnam Veterans

Accreditation

Victoria, in final stages awaiting issue

STOP PRESS

The Society's efforts and those of individual members has again been recognised with the presentation of three 2011 Heritage Awards by RailCorp's Office of Rail Heritage.

The Awards presented were:

- 2011 Conservation Project Award, CPH 3 Team
- 2011 Lifetime Achievement Award, Bryan Hicks
- 2011 Customer Service Award, Claire and Ted McKellar

Congratulations to the award recipients including all those who contributed to the restoration of No.3 over many years.

The awards were presented by Keith Howard, Relationship Manager, Office of Rail Heritage at the Society's Christmas luncheon. More information and photos will be featured in the next edition of Paterson Points.



Vale

Warren James Kidd (1936 ~ 2011)

The Society is saddened to report the passing of our member Warren Kidd on 7th October 2011, aged 75 years.

Warren's railway career commenced at Port Waratah Depot in 1954 where he worked as an engine cleaner before progressing to the rank of steam loco fireman. After firing for

Driver Walter Holloway for many years, Warren transferred to the Broadmeadow Depot to accept his appointment to become a steam driver himself. After many years of driving steam and diesel traction on the roads North and South, Warren successfully passed his Loco Inspector's examination in 1985 and held this position until his retirement.

Warren was one of the group of Loco Inspectors from Broadmeadow who voluntarily instructed drivers and accompanied all the Society's journeys when tour operations commenced in 1986, a policy that stood the Society in good stead.

On 1st March 1987 in company with the Society's Operations Advisor at the time (the late Harry Wright) he accompanied CPHs 1 and 7 on the first long distance tour to Taree and following that success the first "Wybong Winetaster" to Denman on Saturday 2nd May, 1987.

Warren and his wife Jess were guests of honour on a Hawkesbury River Twilight Cruise on Sunday 2nd December, 1990 which utilised 628/728 because of the restrictions imposed on historical trains at the time as a result of the accident involving 3801 on Cowan Bank.

President Harry Wright made a presentation to Warren and Jess during the cruise in appreciation of his contribution to the Society and also to mark his retirement from State Rail because of ill health.

Warren and Jess subsequently made their home in Rylstone where he was active in the Uniting Church and, on several occasions, met the CPHs at Rylstone station when they were travelling on the cross country line from Gulgong through Mudgee, Rylstone and Kandos to Wallerawang.

Warren's funeral service was held on Thursday 13th October 2011 at the Jesmond Uniting Church, the Society extends its sincere condolences to his wife Jess and family.

Thanks to Gary Zimmerman for providing Warren's work history and his photo. – Ed.

Tour Report

*The First Southern Sojourn ~ SETS Tour
23rd September, 2011*

Article by Spencer Ross and Stephen George



Having stabled overnight in Central, the three CPHs are prepared for their journey south by Driver Bruce Mattheus and Fitter Mick Walsh. Photo: Stephen Davies

Friday September 23 saw the Society's three CPHs make a late afternoon departure and head south unusually without passengers to position themselves for a Southern Highlands and Escarpment Tour.

This was the first of the Society's two spring tours over southern metals in as many weeks and was operated for the Sydney Electric Train Society (SETS) who journeyed to Goulburn for a day of mostly non electrified railway sight seeing. Originally scheduled to run using 621/721, due to operational and mechanical requirements the three x CPH combination of 1, 3 and 7 arrived in the metropolitan area and stabled at Central for an overnight stay.

Departing Central at the leisurely Saturday morning time of 0830, train 7R01 made its way through the inner west and diverted via the Olympic Park loop and goods lines through Flemington South, Chullora and Sefton Park Junctions before joining the "New South" line for the run to Cabramatta and on to Campbelltown.

After leaving the metropolitan area brief stops for platform photos and exercise were made at Picton and Moss Vale prior to a lunchtime arrival in Goulburn where the rail motors were stabled on the platform.

Following time to look around the town the passengers rejoined the train and, with the weather turning to somewhat murky conditions, 7R02 retraced its path pausing briefly at Moss Vale where it turned right for a misty trip down the mountain.

Once back on their old Illawarra stamping ground the three motors charged the grades up the south coast line returning their happy passengers to Central after a great days run.

Although the passengers journey was over, the CPHs still had over 200km to travel prior to them also taking rest so after a quick turn around, the trio headed for home arriving late on Saturday night.

Thanks to the Society's crew members who all contributed to ensure another great experience was had by the Society's customers.

Drivers – Mick Baczynskyj, Doug Bennett, Bruce Mattheus and Rod Short.

SWS – Phil Mason-Johnson and John Kennedy.

On Board Crew – John and Bev Redman, Jerry Jerome and Spencer Ross, Stephen and Cheryl Davies.



Resting in the shadows of the former Goulburn refreshment rooms CPH's 7, 3 and 1 stand waiting for the road north. Photo: Andrew Coble

Tour Report



On their return trip home the CPH trio race through the undulating surrounds of Towrang keen to keep up with their timetable.

Photo: Andrew Coble



In conditions suitably complementing the English like surrounds 7R02 passes through the mist at Exeter platform.

Photo: Andrew Coble

Tour Report

*The Second Southern Sojourn ~ ARTC Junee Inspection Train
27 – 29 September 2011*

Article by Stephen Preston



During an inspection stop at Cunnigar the trainee Network controllers were given a hands on demonstration of ground frame release operation and the use of Fortress keys to access intermediate section sidings.

Photo: W. Todd

Barely cold from their previous running, Monday 26th saw the long-standing combination of CPHs 1 and 7 being serviced again by Society's mechanical team at Paterson having shunted out CPH 3 ready for the second trip operation to the Southern region in as many weeks. This outing was a charter by ARTC to conduct infrastructure inspection, testing and familiarisation activities for their staff.

Departing in the predawn from Paterson, the two 'motors' headed south under the command of Mick Baczynskij and Doug Bennett with Engineering and Rolling Stock Manager Stafford Payne as support crew.

After brief stops at Woodville Junction waiting "line clear" and at Broadmeadow platform to load supplies and participants, inspection train 7R02 ran swiftly southward into a glorious spring morning and the Sydney metropolitan area. After the usual signal checks the route was set at Lidcombe for the "New South" line via Regents Park and with the ARTC Southern Sydney Freight

line (SSFL) along side, CountryNet radio and Telstra NextG testing was performed through the shared corridor area to confirm signal coverage.

Having changed over into ARTC territory at Macarthur, the inspection of the considerable project works underway began with new bi-directional signalling and crossovers seen being installed between Glenlee and Menangle Park and the extended interlocking of Maldon (incorporating Picton) noted already in operation.

Despite the extensive upgrading works being implemented some pockets of the "old" railway remain and Bowral yard was passed complete with semaphore shunting and wrong road signals and the skillion roofed timber signal box which still houses a mechanical lever frame.

Further South many worksites associated with track upgrading and maintenance were passed under caution and despite the long grades and winding nature of the 1910's duplicated track

Tour Report



Train crew Doug Bennett (left) and Mick Baczynskj study the road ahead during the southern tour.

Photo: S. Preston

deviations an early arrival at Junee was recorded. Prior to stabling for the night in Junee yard, the 'motors visited the Junee loco depot where the surviving facilities were used to replenish fuel and water supplies.

Despite Wednesday morning dawning to reveal dull and misty conditions a group consisting of ARTC's Trainee Network controllers, North/South General Manager Tony Frazer and Corridor Manager Jason Walsh gathered early for their trip North. After safety briefings and the loading of fresh catering supplies, run 7R02 departed from the Up platform and the inspection of facilities was commenced along the Main South route. The participation of the trainee network controllers allowed first hand observation of the infrastructure and operations that they will remotely control and after many questions and discussion it was obvious that the activity was a worthwhile and appreciated initiative. Arrival at Moss Vale saw the controllers alight to return to Junee by bus while local corridor manager Ross Barber joined the tour to continue inspection and auditing activities during a return trip down the "Mountain" to Unanderra.

This section of track provides many challenges to maintainers due to the remoteness and extreme nature of the area it passes through but is one of the most scenic lines in NSW. During the trip the lines support systems including embankment slip detectors, rock fall detectors and radio network were reviewed whilst the beauty of the line was also witnessed via the views

down the Illawarra coast and the many sightings of native wildlife, watercourses and abundant quantities of Waratahs and other flora. Having confidently ascended the long I in 30 grade the CPHs continued their trouble free run across the highlands to Moss Vale and stabled in the Up yard for their second night away.

Thursday 29/9 was the final day of the inspection tour and with a more "leisurely" departure time of 0735 preparation of No's 1 and 7 was able to be performed in the morning light before shunting to No.1 Platform.

In addition to corridor staff, this days journey also carried Senior ARTC representatives including ARTC's Chairman, Board Member representatives, Company and Board secretaries as well as Sydney Project Director and Property Managers. The journey north retraced the first days run along the Main south pausing briefly to observe several items of interest along the way including the track monitoring stations and transition rails installed around the Tahmoor and Spaniards Hill areas. These installations are used to manage the expected ground movement due to long wall mining activity under the track with the impact of the mining being constantly monitored. Due to the expected detrimental effects on the Redbank (Tahmoor) Tunnel it was reported that plans are already underway to construct a track deviation and abandon the tunnel.

Tour Report



Although closed as a FreightCorp depot in the 1990s, the loco facilities at Junee continue to operate under private management and were made available to replenish the CPHs after their first days journey of nearly 700km. Shadowed by a pair of former Austrac 48s the CPHs are being filled at the fuel point. Photo: S. Preston.



Surrounded by the native environment of the water board catchment area, the CPHs stand in Summit Tank loop having crossed a Down wheat train. Photo: S. Preston

Tour Report



The inspection team consisting of ARTC Trainee Network Controllers, North/South Corridor operations staff and General Manager Tony Frazer poses for a group photo during a tour stop at Gunning platform. Photo: W. Todd



Ready to receive the inspection participants CPH's 1 and 7 stand at Moss Vale platform 1 with ARTC's Mick Baczynskij, Infrastructure Team Manager Ross Barber and RailCorp's Paul Daley (centre). Photo: S. Preston



Throughout the three-day trip Society Engineering and Rolling Stock Manager Stafford Payne supported the needs of both the train and travellers. Pictured here with ARTC Board Secretary Lisa Jennings, Stafford discusses the train operations service that the Society has provided to ARTC on numerous occasions. Photo: W. Todd



Underway again after a perway delay the CPH's cross the truss bridge at Joppa Junction and commence the climb up to Cooks cutting. Photo: S. Preston

After again entering the RailCorp Metropolitan area the diverging indication was taken on Villawood signal SPI 12 and the inspection train crossed over onto the Down line before again diverging into Leightonfield yard No1 siding which is controlled by ARTC. This location will become the southern end of ARTC's Stage 1 SSFL operations and after the removal of Stop Blocks, CPH 1 moved onto the SSFL and became the first train to traverse the line through to and exit at Enfield West.

During the journey the extensive scope of the SSFL project and Sefton Dive construction were noted by all on board whilst radio and NextG coverage testing was again successfully performed. Upon reaching the Northern end of the SSFL, the train halted whilst the No 356 crossover back onto the Metropolitan Freight Network (MFN) was operated and the train soon continued on its way via Enfield to ARTC's yard at Botany. ARTC's Sydney 2 Network Controller currently controls the Leightonfield Yard, Enfield West and Botany Yard areas from Junee and it is forecast that by the end of December 2012 that the remainder of the SSFL line and MFN area will also either be managed or fully

controlled by ARTC as part of ARTC's North/South Corridor.

With a brief inspection of the Botany yard completed and a change of driving positions, train 7R05 began its journey home back along the goods roads to North Strathfield where after detraining dignitaries it enjoyed a clear run on the short north thanks to confident pathing by the RailCorp North Train Controller.

Following a quick turning manoeuvre via the Telarah triangle to correctly align the CPHs for stabling at Paterson the crew welcomed an ahead of time depot arrival and the completion of another successful Society operation. There was no doubt that all ARTC persons who participated in the outing were impressed by and enjoyed the journey in no small part due to the professionalism of the crew who were as usual great ambassadors for the Society. Particular acknowledgment should be noted for the efforts of Stafford Payne who not only ensured the faultless operation of the train over the three days but also attended to the needs and questions of the ARTC guests including briefing them on the Society's fleet, history and activities.

Tour Report



Ensuring the safe exit from Junee depot, Doug Bennett has a firm hold as the CPHs pass over the catchpoints which prevent runaways from the depot to the main Junee yard. Photo: S. Preston



To allow the inspection train to exit the SSFL track at Enfield West the train paused for the stop block and point clips to be removed and the points wound over to set the road. This scene shows the points being re-clipped and with permission received from the Network Controller, the train commenced its journey along the MFN to Botany. Photo: Derek Rogers



Gavin Carney, General Counsel and Company Secretary, ARTC (left) enjoying a convivial cuppa with Stephen Preston during the inspection tour. Photo: Bill Todd



Arrival at Botany yard provided those on board with the opportunity to observe the freight handling operations that ARTC now manages for the Port of Botany. Pictured left to right are ARTC board representatives Barry Cotter, Gillian Brown and John Caldon (Chairman). Photo: W. Todd



With the stop block removed, CPH's 1 and 7 are seen moving along the SSFL and disappearing under the Miller Road overbridge extension for the first time. The extent of works including bridge construction to cross over the new freight line is evident. Photo: ARTC

From the Archives

Article by Stephen Preston

The Southern region station of Harden is the location for this edition's "From the Archives" feature, the photograph being provided from the collection of Graham Fisher.

Located 385.637km from Sydney, opening as Murrumburrah in March 1877, changing to North Murrumburrah in 1878 and finally named Harden in 1880 this was a major passenger and freight facility on the NSW Main Southern rail line.

In its heyday Harden boasted an extensive goods yard controlled by large mechanical signal boxes at its Northern and Southern extremities, a loco depot equipped with straight shed, turntable and coal stage, a goods yard, crane and an island passenger platform to service both Up and Down main lines. The platform facilities provided also included a dock platform at the Country end, a refreshment room and bar and a pedestrian subway connection to the town – the latter being a feature not often utilised by the NSWGR outside of its Suburban areas.

Passenger trains serviced Harden day and night with multiple mail and passenger services dropping and collecting customers and many wheat, stock and general goods trains competing for paths between them. The junction for the important cross country line to Cowra and Blayney was located 6 kilometres to the south at Demondrille but services to and from this line utilised Harden as their main line connection location.

The scene depicted above shows rail motor CPH 2 departing from the Harden South dock platform on its afternoon journey to Cowra. Having waited for the Riverina and Intercapital Daylight express trains to pass, the single car service heads off through the south yard soon to descend the grade to Murrumburrah before climbing the 1 in 40 grade to Demondrille and branching west onto the cross country line.

CPH 2's well kept appearance is the result of a heavy overhaul it received following a level crossing accident on the Tocumwal line in 1976. Whilst undergoing overhaul at Carriage Works Eveleigh in 1981, CPH 2's body was placed on the underframe of CPH 20 and received considerable works including new canvas and malthoid roof covering. After trials it was dispatched to Cowra and resumed country service duty running between Cowra, Harden and Blayney.

Careful observers will note that in addition to the fine medium stone coloured signal bridge standing over CPH 2, that Harden yard had an extensive collection of other semaphore signals to manage almost every movement permissible. Ground "dollys", enclosed banners, no less than four wrong road arms and power worked Upper Quadrant types are all seen here at stop, the only route pulled "off" by the Harden South Box signalman being that for the rail motor movement.

Other photographed features include the telegraph line routes which terminated in wooden cupboards and carried the vital communications and power between locations, out buildings provided for train examining and maintenance staff, yard lighting to support 24/7 train operations, the bulk wheat storage shed housing the next loads of local grain to be shipped and an example of the once ubiquitous brake vans, this one being coded NVMF (formerly MHG) and still smartly displaying its PTC era livery complete with L7 logo.

This scene was recorded on April 1 1983, less than nine months prior to the cancellation of the country rail motor services which introduced widespread use of road coaches and changed the way country people travelled forever.

Today little remains of this scene with Harden yard rationalised and unattended, signalling functions being performed remotely from ARTC's Junee Network Control Centre South via communications links outsourced to Telstra. With the cross country line to Cowra and beyond closed there are now few reasons for trains to stop at Harden excepting the daily XPT services to Melbourne and Sydney and the once weekly Griffith service operated by CountryLink.

Following withdrawal from service CPH 2 was sold to the ACT Division of the Australian Railway Historical Society on December 6 1984 who, after using it for a period of service out of Canberra have loaned the unit in non operational condition for display at the Junee Roundhouse Museum.





Pausing to wait for line clear the CPH duo are seen standing between the platforms at Yass Junction.

Photo: Stephen Preston

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