

Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED

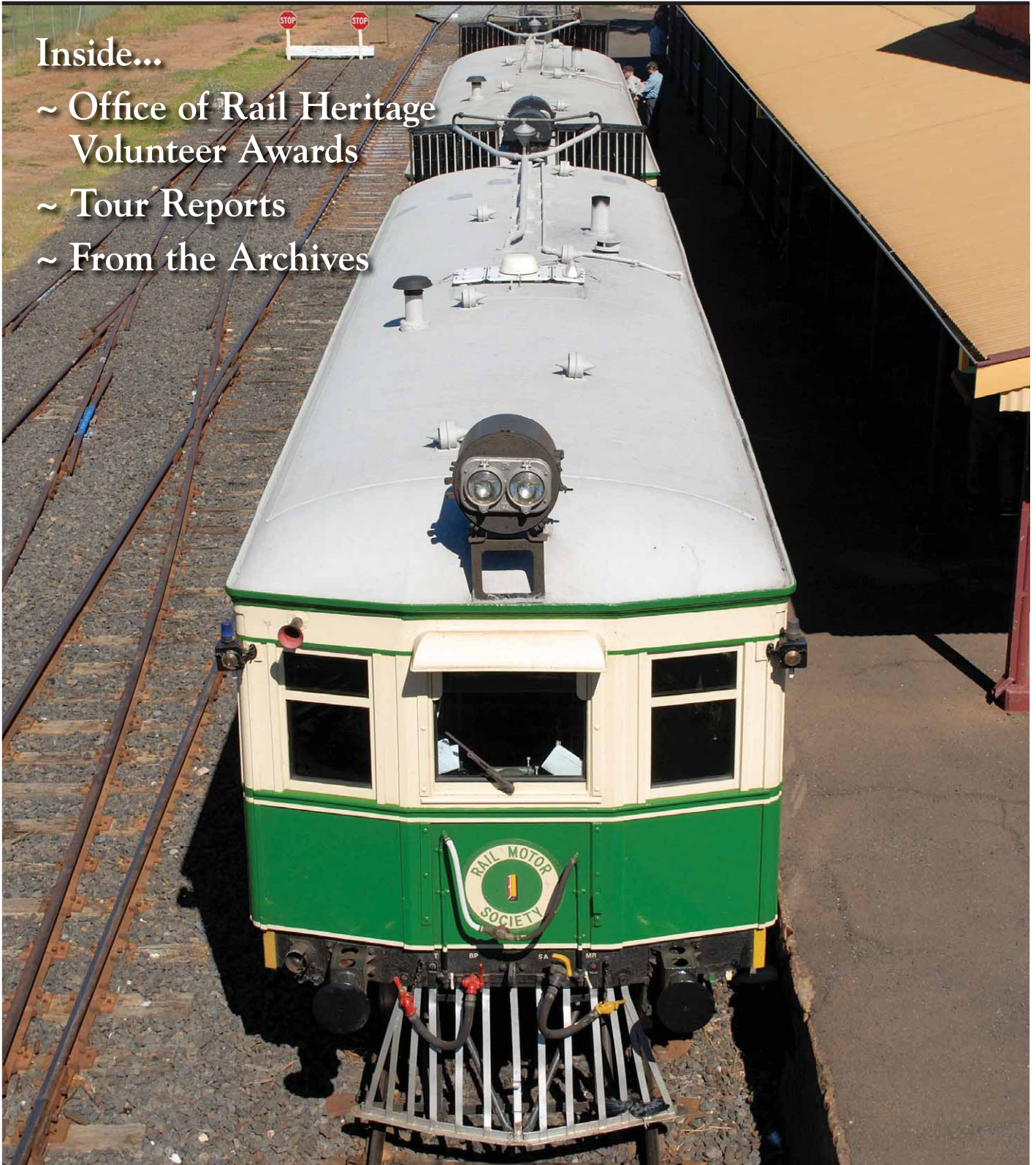


FEBRUARY 2012

Patron ~ Rear Admiral Peter Sinclair AC

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An elevated view from Nyngan station footbridge depicts CPH 1 and 7 paused for safeworking requirements on their western journey to Cobar. Photo: James Brook

www.railmotorsociety.org.au

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MAITLAND
Hunter Valley

Office of Rail Heritage Volunteer Awards

Society Wins Rail Heritage Volunteer Awards

The Society has received the 2011 Heritage Conservation Award from the NSW Office of Rail Heritage for its restoration of Rail Motor No.3. The presentation of the Award was made at our Christmas function on Saturday, 10 December. Keith Howard, representing the Director of the NSW Office of Rail Heritage, Marianne Hammerton, presented the Award to the Society's Restoration Project Director, Bruce Agland. Bruce responded with a brief history of the project and thanked all of those volunteers that participated over the life of the project.

Society members were also recipients of 2011 Volunteer Awards. Three members, Claire and Ted McKellar received the 2011 Customer Service Award for their voluntary work operating tours for the Society on the Mid North Coast over a long period. Society Secretary and Life Member, Bryan Hicks, received the 2011 Lifetime Achievement Award for his service to the Society over 27 years. Keith Howard again made the presentations and the recipients suitably responded. We extend our congratulations to Claire, Ted and Bryan on their awards.

The award ceremony has been generally held in Sydney, however, this year the Office of Rail Heritage opted for local presentations to permit more of the recipients' peers to be in attendance and witness the presentation.

The receipt of these awards continues the Society's success at the Office of Rail Heritage Volunteer awards since their inception in 2007. Past winners have been:

- Robert "Jerry" Jerome (Encouragement 2007)
- Mechanical Maintenance Team (Lifetime Achievement 2008)
- Infrastructure Maintenance Team (Encouragement 2008)
- Beverley and John Redman (Encouragement 2009)
- Bruce Agland (Lifetime Achievement 2009)
- Grahame Heggie (Encouragement 2010).

Beverley Redman also made a presentation of a Certificate of Appreciation to Ron Pirie on behalf of the Management Committee for his work around the Depot. President, Arthur Burgess, also announced the inauguration of the Society's own "Volunteer of the Year" award, the first of which will be presented at the Annual General Meeting next year.

Following the receipt of the awards, the Society has received some excellent coverage in the press with Secretary Bryan Hicks featuring in a half-page article on page three of the Newcastle Herald on Wednesday, December 14. Operations Manager, Bruce Agland, also had a lengthy interview on ABC Radio Newcastle (2NC) with presenter Jerry Collins following on from the exposure in the Herald article. A small article also appeared in the Newcastle and Lake Macquarie Post.



Bryan Hicks receives his award from Keith Howard. Photo: Bruce Agland



Bruce Agland accepts his award from Keith Howard. Photo: Margaret Agland



Ted and Claire McKellar receiving their award. Photo: Bruce Agland

Society News

Annual General Meeting

This important members' meeting will be held on Saturday 24th March, 2012 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 and CPH 3 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 members present or contact the Secretary direct.

Membership Renewals

Members are advised that your membership subscription for 2012 that was due on 1st January, 2012 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.

New Members

Derrick Slade and Peter Slade from St. Clair also Daniel Conway from Beresfield are welcomed to the Society.

Changed your address?

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

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.

Donations

The Society would like to express its gratitude and acknowledge the following donations:-

\$2 to \$100: N. Fisher, D. Bennett, K. Lander, R. Kiejda, P. Elliott, W. Coleman, A. Barrett, I. Ploskonka, Barrie Kingsford, S. Sharp, C. Harrison, R. Gardiner, M. Webber, R. White, A. Stathakis, O. Pearson, H. Duguesclin, M. Dixon, K. Butler, R. Ritchie, P. Crollick,

J. Nelson, T. Nicholson, S. Preston, P. Street, J. Scobie, P.Kahn.

Over \$100: R. Donaghy, K. Butt, J. Dietsch, P. Olliffe, G. Thurling, D. Lusby, Bruce Kingsford, J. Oakes.

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.

Operations Report

~ Bruce Agland, Operations Manager

Operations for 2012

Feb - March	Maintenance
25 March	Gulgong, RTSA, 621/721
31 March - 4 April	Moree, 150th Anniversary, CPH's CANCELLED Due to floods
28 - 29 April	Steamfest (TBA)
12 May	Stroud Road, Brock Bowen, CPH or 621/721 Site Visit/Inspection
21 May	Taree, Morpeth Probus, 621/721
15 - 18 June	Brisbane, ARHS, 621/721 (Booking Form attached)
14 July	Dungog (Wedding) (TBA)
4-5 August	Wauchope, Ted McKellar, 621/721
25 August	Gulgong, Ray Barry, CPH's
29 Sept - 1 Oct	Gulgong, 621/721 Peter King 02 6373 3626
Subject to confirmation	
2012	Gulgong, Vietnam Veterans

Operations for 2013

January	Parkes Elvis Presley Festival Ted McKellar, 621/721
January	Tamworth Country Music Festival Peter McFarlane, 621/721
January	Nowra, ARHS (NSW), 621/721

Accreditation

Victoria, in final stage awaiting issue.

Derailment

Member Reg Lloyd writes:

"Dear Secretary,

In Paterson Points December, 2011 page 6 it states '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...' etc. This should have read Mittagong NOT Bowral."

Reg is correct of course, this error should have been picked up in the proof reading process. Members are encouraged to contribute to "Paterson Points" your input is always welcome.

– The Editors

Society News

Resident Caretaker

The Management Committee have appointed Ron Pirie to the position of resident caretaker. Ron was previously a member of Conservation Volunteers Australia and worked on sorting and cataloguing the Society's collection of books, magazines and other documents. He subsequently joined the Society and now assists Barrie Kingsford in maintaining the depot grounds.



Ron responds after being presented with a Certificate of Appreciation for his work around the depot. The presentation was made by Beverley Redman on behalf of the Management Committee at the 2011 Christmas function.

Photo: Bruce Agland

Next stage of Depot yard earthworks commences

On Wednesday 22 February the Society's depot yard drainage improvement project recommenced following the engagement of excavations contractor Greg Mexon to install an additional 50 metres of buried pipe and two new pits. Around \$40,000 will be spent to continue the existing buried drainage route, eliminating the current open drain area hole and allowing the car park to be extended permitting closer vehicular access to the shed area.



Photo: Steve Davies

New kitchen commissioned

The 1969 vintage kitchen (right) was donated to the Society when the original owners were renovating their home in 1991. Transported to Paterson and installed by Alwyn Williams during the first renovations of the Station Master's cottage that year, it served the Society for a further 21 years. The new kitchen (below right) is a huge improvement and will make catering a lot easier, provision has been made for a microwave and a rapid boil hot water urn installed. The installation was carried out by Stephen and Cheryl (Supervisor) Davies and members from the extended Paterson family.

Pictured below taking possession on completion of the work are (left to right) Beverley Redman, Cheryl Davies and Joy Kildey.

(Photos: Stephen Davies)



Tour Report

Murrurundi Festival , 22nd and 23rd October 2011



The railmotors and crews take a break at Murrurundi platform between trips over the range to Ardglen.

Photo: Bruce Gehrig

This was a repeat of the Murrundi Loco Depot Reunion tour which was run on 24 October 2010 to coincide with the Murrurundi Festival and organised by a local committee but subsequently taken over by the Upper Hunter Shire Council for 2011. CPH 1 and 7 ran similar timetables each day departing from Broadmeadow at 0725 and returning at 1838hrs.

Passenger numbers were disappointing on the Saturday with only 35 passengers making the journey but both vehicles were fully seated on the Sunday. Five return trips from Murrurundi to Ardglen were also run each day which were well supported by locals taking the opportunity to travel over the Liverpool Range and enjoy the scenery from the entrance to Ardglen tunnel.



Local school children performing a welcome song for the arrival of the railmotors.

Photo: Stephen Davies



Stephen Davies takes a lunch break under the watchful eyes of Alwyn Williams and Warren Mills.

Photo: Grant Mills

Tour Report

The ARE Cobar Tour
29 – 31 October, 1st November 2011

Tour notes by Beverley Redman



The rising sun slowly lights and warms this early morning scene of the CPH's ready to depart Cobar and retrace their path to Narromine. Photo: Phil Smith

Saturday October 29

Once again we operated a tour train for our old friends from the Association of Railway Enthusiasts (ARE), this time travelling ex Paterson Southward, then West and North before returning home. Geographically the tour followed a mostly circular route of Northern and Western Division lines with a return diversion from Narromine to the far Western terminus of Cobar. The ARE group are regular organisers of rail tours throughout our country with most participants hailing from Victoria.

Departing Paterson at 0605 CPH 7 lead CPH 1, and after the familiar wait in Mindaribba loop for 10 minutes to cross a Dungog service we picked up our first contingent of 38 ARE members at Telarah. Arrival at Broadmeadow was ahead of timetable but we were required to wait for a Morisset-Newcastle service and then the Sydney Express (old flyer) before departing at 0740.

An on time arrival at Central saw eight more passengers join and now with CPH 1 leading we started the long journey westward. Light showery rain persisted during our climb of the Blue Mountains grade but Lithgow was arrived on time for a 40 minute lunch stop on station in glorious sunshine.

Departing again under threatening clouds, a five minute stop at Bathurst allowed a leg stretch before catching the tail end of a storm at Georges Plains and light showers up and down the grades to Blayney. Arrival at Orange saw the passengers alight for their

first night away and the railmotors stabled in the yard at 1705.

Sunday October 30

A cool morning and overcast conditions greeted an on time departure for the run through Train Order territory to Parkes. Oldmate and Western CountryLink driver Phil Smith joined the crew here and soon had all within ear shot entertained by anecdotes from his many western journeys. Passengers and cabin crews detrained at Parkes station and after the passing of a wheat train our rail motors gained access to the yard to refuel. Departing Parkes at 1100 (40 minutes behind table) we turned onto the cross country line at Goobang Junction for the northern run to Narromine arriving for lunch again served on the platform at 1320.

Our journey was now along the original Main Western line (original terminus Bourke) and we stopped to exchange tokens at all intermediate staff stations including Trangie at 1400/1415, Nevertire 1443/1450, Nyngan 1530/1550, Hermidale 1639/1644 and arrived at the Cobar terminus at 1750. With our customers on their way to their overnight accommodation the railmotors were stabled on a nearby siding and the crew also headed off for a welcome rest.

Monday October 31st

This day was to be a day of many miles so departure from Cobar was made at 0745, thankfully being slightly warmer than

Tour Report



Arrival at Tamworth see the passengers headed for bed and with the motors stabled the crew will soon do the same. Photo: James Brook



Seen entertaining the troops western based driver Phil Smith discusses local matters with passengers on the way to Cobar. Photo: James Brook



A modern interpretation of days of old is seen here at Dubbo with the mainline "Express" occupying the platform while a railmotor service from the branchlines beyond stands in the refuge. About to depart for Binnaway and ultimately Tamworth, CPH 7 stands alongside XP2003 briefly recreating a scene previously repeated countless times and possibly even by No. 1 or 7 when employed on one of the many country services which radiated from Dubbo. Photo: Phil Smith



The arrival of an Up wheat service headed by three GrainCorp "48200" class locos briefly halted the movement of the railmotors across to Parkes yard for refueling. Photo: James Brook

the 14°C experienced by the preparing crew who were awake at 0545. With clear conditions and a light breeze we retraced our steps into the rising sun to Narromine and waited on the main line for 20 minutes while a freighter shunted in the yard. Lunch was collected at Dubbo and given out on the station, with passengers and cabin crews detraining while the CPHs went to the old loco depot to refuel.

As soon as the CPHs returned a quick reboarding was organised in order to clear the station before the Sydney XPT arrival. Our route continued along new metals following the Northern line to Elong Elong, then Merrygoen and Binnaway arriving at 1702. With the crew changing ends we departed using the line to Werris Creek at 1716 and paused at Premer and Springridge for safeworking before joining the North West line at The Gap and running in to Werris Creek at 1948. Changing direction again departure for Tamworth had us heading towards the Moonbi range and we arrived and stabled in the Tamworth dock platform at 2045 for the third night away.

Tuesday November 1

An 0758 departure from Tamworth saw CPH 1 leading again for the final run home and a brief stop at Werris Creek. Unfortunately the excellent station museum was not open for our arrival so after a half hour walk around the station precinct we departed at 0925.

Another leg stretch break was taken at Muswellbrook platform with a 10 minute stop also at Singleton to pick up lunches which were given out on train.

Turning left at Farley to traverse the triangle we proceeded to Telarah platform and detrained our well travelled and happy passengers. After a half hour wait for the Up XPT to pass we then returned to Paterson Depot arriving at 1430.

Society Crew members for this trip included: Drivers and SWS – Rodney Short, Bruce Matthews, Bob Walsh and Phil Smith (from Orange); Fitter – Mick Walsh; Cabin Crew – John and Bev Redman, Ray and Joy Kildey and Lorraine Corcoran.

Tour Report

Fish and chips again please – back to Nowra with 621

by Stephen George



Its almost 0647hrs and run 7R00 rolls to a stop at Maitland 25 minutes late to collect its second pick-up of young and young at heart passengers. Photo: John Parker

For the 4th time in as many years the Society operated another popular day trip to Nowra for its ARHS NSW Division friends on 22 January. Again this year 621 and 721 were the vehicles used to carry the hungry passengers south for their lunch of fish and chips and with a full compliment booked it was reported that another 50 had to be relegated to the waiting list.

Shortly after 0530 Dan the Driver and Gus the Guard took charge of their train and departed the Paterson depot on time, only to be held at the ground frame to cross a late running MB3 Brisbane Bound freight service and again at Mindaribba for the local Dungog "squirt". Departing Maitland 27 minutes late Dan was determined to make up time and soon had the mileposts flying past the windows. Unfortunately a problematic No2 engine shutting down, some additional passenger stops and protection officers with red flags made regaining time difficult however arrival at Central was recorded only 17 minutes tardy.

With a quick change of ends and swift boarding of the Sydney passengers, a sharp blow of Gus's whistle announced Nowra bound 7R01 ready to depart Sydney just seven minutes later than advertised and the tour commenced another frustrating run through the suburbs blocked by a number of unnecessary signal checks. Clear of the suburban system Dan utilised his finely tuned knowledge of the South Coast line to recover the deficit by Dapto and run early into Kiama.

Time to spare waiting for the path over the single line to Berry allowed the passengers time to stretch their legs enjoying the



Gus the Guard, a veteran of electric staff working poses at Kiama with one of RailCorp's four remaining in service instruments. Photo: S. George

Tour Report

harbour view and sunny warmth from the island platform. Kiama is the northern end of RailCorps only remaining Electric Staff Working sections and those "in the know" were also treated to an inspection of the staff instrument and contact lock apparatus by Sam the Station Master. On the move again and noting the stunning coastal scenery and interesting mixed use of Concrete and wooden sleepers Gus surrendered the Duralium staff at Berry to Simon the signaller who promptly refuted the train in the dead end stock siding. With an up service passed, 621/721 reversed back out onto the platform and again changed direction with the final section being traversed to Nowra to arrive 1 minute late.

The quickly disappearing passengers indicated that the reputation of the Fish and Chip lunch is well known and 621/721 also moved from the platform to take its rest and fill in the adjacent servicing road. Here Fred the fitter displayed his expertise in fuel and decant procedures and with the servicing duties completed the crew also sat down to the promised luncheon feast.

With a visit of just under two hours completed the passengers rejoined their seats for the short return run to Berry and another break to visit the local attractions. In addition to Arts and Craft galleries Berry also features the use of lower quadrant semaphore

signalling and passengers young and old were observed recording the almost extinct equipment during the stay.

Back on the move and headed for home some conservative control decisions again saw regained time lost and an all stations service was followed "stick for stick" to Thirroul with a slippery climb through Scarborough having the crew convinced that it was going to be a late night getting home. A clear road at Waterfall ahead of the all stations City service was a welcome gesture provided by the controller and with the highway cars going backwards and a good run down the main, arrival at Sydney terminal was shown 26 minutes ahead of table.

Clear pathing north can be problematic on weekends due to the combination of freight and various passenger services so a five minute turn around was arranged and 7R03's journey north commenced 30 minutes ahead of schedule. With a clear road from Strathfield time continued to be gained and with the final passengers detrained the set was stabled at Paterson Depot almost one hour ahead of that scheduled.

Thanks are due to the societies tireless Operations, maintenance and carriage staff whos efforts ensured another great day out for our passengers.



Fred the Fitter attaches the water hose in preparation to decant 721.
Photo: S. George



Ready to depart Berry Dan the Driver confirms his METS token with Gus the Guard prior to departure.
Photo: John Parker



The deserted Nowra platform tells the story of hungry passengers and a waiting "catch" of fish and chips. Gus the Guard has checked that his train is empty and returns to his post to bell 621/721 to the service siding. Photo: John Parker



CityRail Endeavour set 2806/2856 crosses the Wharf Road level crossing and enters Berry platform in the shadow of one of RailCorp's few remaining semaphore signals. Photo: John Parker

Tour Report



During the layover at Nowra 621/721 was shunted to the service road to enable fuelling and decant operations. The service road leads to the once well used but now overgrown William Sellars turntable.

Photo: S. George

Toe Tappers and Line Dancers Special

Tamworth – 28 January 2012



The Tamworth Country Music Festival was the destination again this year for the Branxton “boot scootin” faithful with another Rotary Club Rail Cruise operated on Saturday 28 January 28. To permit the festival entertainment to be thoroughly enjoyed 621/721 operated an early departing trip north, traveling directly via Farley triangle and a fast run up the Great Northern Railway for a stay of around nine hours in the Country Music capital. Refueled in the Tamworth dock platform during the stay, both Up and Down CountryLink Xplorer services “ran through” the special prior to its return south. The picture above shows the Up Xplorer service about to depart south with the recently arrived Society cabin crew watching the proceedings.

Photo: Stephen Davies

From the Archives



Newcastle Station, 1983

Text by Stephen Preston

This month's nostalgic reflection comes from the camera of Society foundation member and former Treasurer Stewart Ellway.

It's a sunny Saturday morning in 1983 and from the now decommissioned footbridge spanning the platforms of Newcastle station, arriving diesel train 702/602 can be seen rolling through the station area turnouts bound for its east end depot. In Platform 1 a pair of Goodwin Alco 44 class diesels are ready to head the Up (departing in the Down direction) Saturdays only 80x passenger service to Gosford and having just coupled the "nose to nose" marshalled locos to the nine car train of supplementary interurban cars, the shunter and fireman can be seen in discussion on the ground devoid of the high visibility tabards required today. While much of the project works to support the upcoming electrification of the Wyong to Newcastle line were still to be initiated at this time, the new portal structures have already been erected and soon the overhead wire system will appear transforming the scene and largely the traction used. In the distance a car can be seen crossing the now closed Market Street level crossing and the surrounding town streets are also occupied with vehicles that could now be referred to as "classic".

The rollingstock liveries displayed tell the story of a railway dealing with unfulfilled and new eras of change with the Indian Red livery retained by the RailCars, the trailing 44 and MFH carriage, the leading 44 wearing the "reverse" yellow ended colours whilst a directive from the latest Chief Executive David Hill has seen Eveleigh carriage works commence the implementation of the new Belbin "Candy" colours on the other carriages. The traditional construction of the carriages is also seen to be a target of new ways with the use of "Beclawat" rubber sealed and aluminium framed windows implemented to achieve carriage window maintenance efficiencies.

600/700 diesel train sets were first introduced to Newcastle suburban working with the later built 620/720 sets arriving from

1961. Despite their use and that of diesel locomotives on suburban passenger duties, steam services were not completely eliminated until the final steam hauled service operated from Singleton in 1971. Loco hauled services as depicted here remained a familiar sight until they could be fully displaced, even being supported by the 46 and 86 class electric locos prior to their final withdrawal. Despite not being multiple unit compatible with the later 620/720 and 660/760 sets (which were rebuilt from five 600/700 sets), two 600/700 two car sets (the other being 606/706) remained on the Newcastle area allocation until rendered surplus by the new electric services in 1984. These sets worked fixed and independent rosters between Telarah, Newcastle and Toronto only, allowing enthusiasts the opportunity to plan local outings on their favourite GM powered units.

Of the rollingstock featured, examples of 44 class survive today both in historical and commercial service whilst the timber and steel carriages are preserved in various forms. Set 702/602 were saved by members of our Society and transported with other remaining units of that type for storage at Paterson. Unfortunately due to extensive fire damage caused by vandals whilst stored by State Rail, car 702 was deemed unrestorable and was stripped and scrapped, its components destined to support sister cars like 602 sometime in the future.

Throughout the scene the once familiar infrastructure that supported Newcastle yard reliably for so many years can be seen in service. EP (electro pneumatic) signals including banners and upper quadrant semaphores direct movements along side more recent colour light additions whilst turnouts also driven by air set the road. All movements were controlled from the Westinghouse miniature lever frame in the 1935 vintage Newcastle Signal Box which can be glimpsed at top right. This amazing piece of industrial technology still performs the control function in Newcastle yard to this day but as another resignalling program is proposed and an uncertain future for heavy rail to Newcastle looms, its remaining days in service are no doubt numbered.

RTSA / PWI HUNTER VALLEY STUDY

A Study Tour Of The Hunter Valley Coal Chain

GULGONG TOUR – Sunday 25th MARCH 2012

With the planned doubling of the Newcastle port capacity by 2015, the Railway Technical Society Australia – NSW Chapter (RTSA) and the Permanent Way Institute – Northern Division (PWI) have arranged a Study Tour of Railway Engineering (STORE) so that members can see first hand the planned enhancements and extensive upgrading currently underway in the Hunter Valley coal chain.

On Sunday, an early start at 0700 for a fully catered 2-car diesel train trip up the Hunter Valley to Ulan and Gulgong has been arranged with lunch at Gulgong

This will allow RTSA delegates to see first-hand the construction works underway all along the corridor and experience the bidirectional signaling and train running with the huge number of coal trains that traverse the valley daily.

The Program

- 0700 Train departs Telarah
1123 Train arrives Gulgong for lunch
1330 Train departs Gulgong
1800 Train arrives Telarah

Rail Motor Society members are invited to join the RTSA and PWI members and their guests for the inspection tour train to Gulgong.

Train Price \$145

HOW TO RESERVE A SEAT

Please contact John Watsford of the RTSA on (0432) 155 006.

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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.

**Correspondence to be addressed to:
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TO BRISBANE & BEYOND

A Rail Car Cruise on Set 621/721-15 to 18 June 2012

**Telarah-Paterson-Taree-Wauchope-Kempsey-Macksville-Coffs Harbour-Grafton-Casino-Kyogle
-Brisbane-Fisherman Islands and Roma Street to Landsborough**

With the regular planned track work and complete shut downs of the Short North and Main North lines over the June long-weekend by ARTC and RailCorp, this tour has been moved to the following week-end to enable us to get to Brisbane. Now that The Rail Motor Society has been granted access to the standard gauge line beyond Border Loop into Queensland, this will be our first tour in the 621/721 Rail Cars to travel over the line into Brisbane and the first standard gauge passenger train to the Fisherman Islands Port of Brisbane branch.

Our best option is to start the tour from Telarah and Paterson. We expect to depart Paterson/Telarah on Friday 15 June at around 7am to travel along the North Coast line, pausing for lunch at Wauchope and then on to Grafton for our first night's rest.

Departing Grafton on Saturday morning, we proceed north to Border Loop and on to Roma Street Station in Brisbane. The afternoon will be spent exploring the Port of Brisbane branch to Fisherman Islands. A packet lunch will be provided on this leg.

On return to Brisbane, our overnight accommodation is in the Holiday Inn right above the Roma Street Station.

On Sunday we join the QR preserved 2000 Class Rail Motors for a journey along the QR North Coast line to Landsborough whilst our ARHS Qld Division members take our train for a return trip to Kyogle.

We rejoin our train at Roma Street mid-afternoon for the return trip to Casino for the overnight stay. Our departure for home on Monday will be about 8am with a lunch break at Macksville. Our expected return to Paterson/Telarah is 8pm.

The tour cost includes all rail travel, lunches, dinner, bed & breakfast accommodation on a twin share basis (with limited single supplement accommodation available at Grafton, Brisbane and Casino) and on-board morning and afternoon teas. Items of a personal nature and drinks at the motels are at your own expense. Secure parking is available at the Rail Motor Museum at Paterson. Accommodation in Paterson and Telarah can be arranged on request for Thursday and Monday nights.

BOOKING FORM: A RAIL CRUISE TO BRISBANE ON SET 621/721-15 TO 18 JUNE 2012

Mail to: ARHSnsw Tours or fax (02) 4956 3370 Pay at: ARHSnsw Bookshop
PO Box 4083 Rail Heritage Centre
EDGEWORTH, NSW, 2285 SYDNEY CENTRAL STATION

Please book me on the full 4-day tour including the QR 2000 Class trip to Landsborough on Sunday 17 June.

.....Seats ARHSnsw members and guests twin share @ \$1250.00 \$.....
.....Seats Non members twin share @ \$1375.00 \$.....

I would like to have some free time in Brisbane on Sunday.

.....Seats ARHSnsw members and guests twin share @ \$1200.00 \$.....
.....Seats Non members twin share @ \$1325.00 \$.....
.....Single Supplement (limited availabilty) @ \$ 215.00 \$.....

2% Credit Card Payment Surcharge \$.....

Total payment \$.....

I requiretwin share.....Double accomodation. Special diety requirement.....

I require accommodation in Paterson or Telerah on Thursday night 14 June.....

I require accommodation in Paterson or Telerah on Monday night 18 June.....

Name.....

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

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

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

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

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

Card No.Expiry/.....

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.....