

Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED



JULY 2012

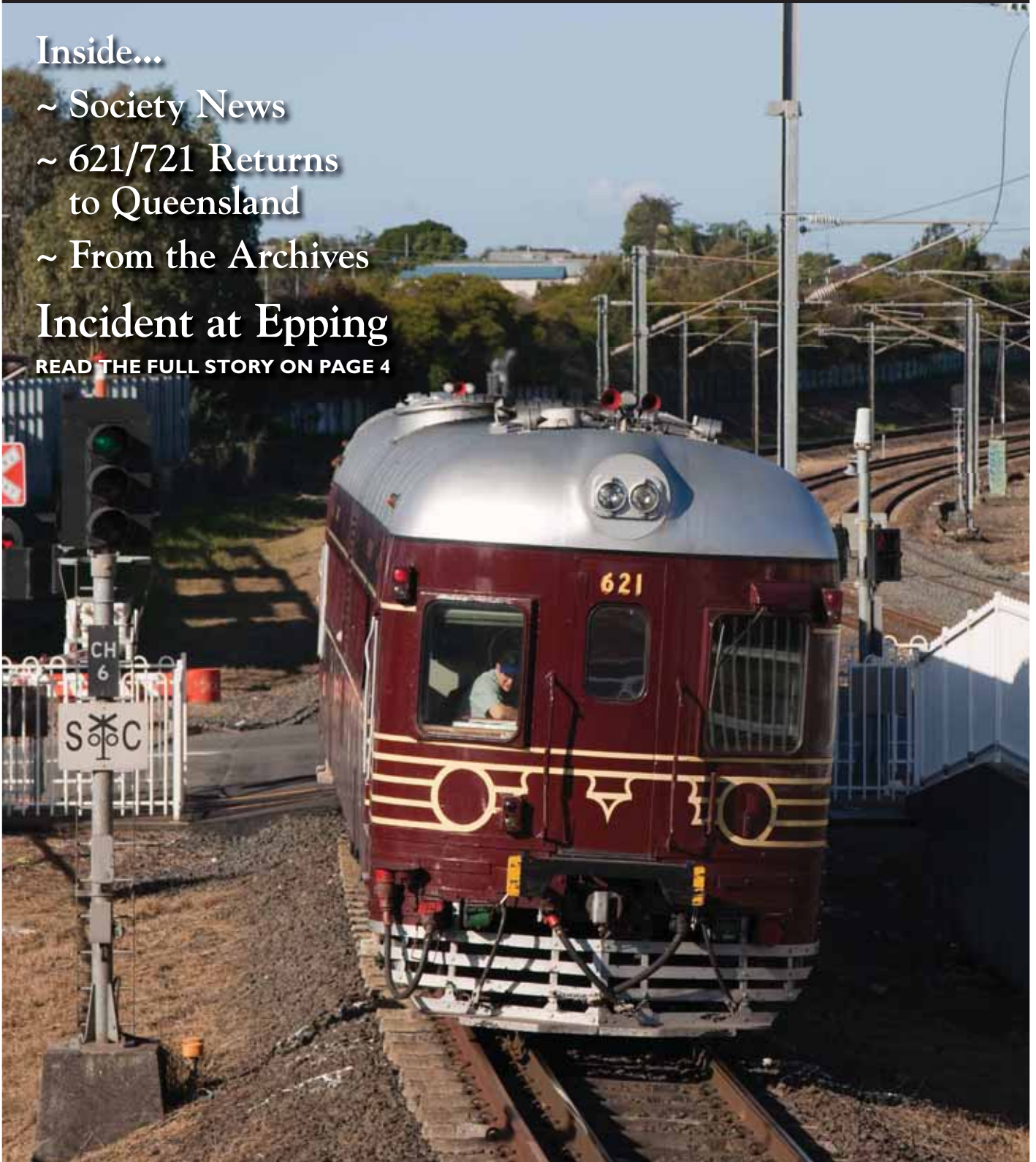
Patron ~ Rear Admiral Peter Sinclair AC

Inside...

- ~ Society News
- ~ 621/721 Returns to Queensland
- ~ From the Archives

Incident at Epping

READ THE FULL STORY ON PAGE 4



621 trails 721 as it heads through Cannon Hill in Brisbane's inner suburbs.

Photo: Mick James

Society News

Special General Meeting

A Special General Meeting will be held on Saturday 28 July in the Station Master's Residence at 1000hrs to formally receive the audited Financial Statements for the year ended 31 December 2011. A formal notice has been posted separately to members.

The new Associations Incorporation Act 2009 and Associations Incorporation Regulation 2010 altered the Society's status to Tier I which requires a fully audited Balance Sheet to be presented to the Annual General Meeting.

In order to comply with the regulations, next year the AGM will be moved to probably mid year to allow time for the audit to be completed.

New Member

Beverley Walsh of Edgeworth is welcomed to the Society.

Changed your address?

Please check 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 for further information.

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.

Errata

621/721 Receives A Mini Overhaul

(Paterson Points – May 2012 – Page 7)

Approval was received for replacement of No.2 engine not No.1 as stated.

From the Archives Quiz – May Edition

To date no entries have been received for the mystery location of CPH 7.

Operations Report

~ Bruce Agland, Operations Manager

Operations for 2012

| | |
|-----------------|---|
| 14 July | Dungog, Wedding (620) |
| 28 July | Gloucester, Westpac Rescue Helicopter |
| 4–5 August | Taree/Paterson (620), Ted McKellar |
| 25 August | Gulgong (3 CPH), Ray Barry |
| 8 September | Hawkesbury River (620), M. Baczynskyj |
| 21–23 September | Goulburn (Canberra) (620), P. McFarlane |
| 29 Sept – 1 Oct | Gulgong(620), Peter King (Booking Form attached) |
| 20 October | Murrurundi (TBC) |
| 27 October | Site Visit and Trip (TBC) |
| 27–28 October | Canberra (3 CPH), ARHS |

Operations subject to confirmation

2012

| | |
|----------|-----------|
| Berry | B. Angel |
| Goulburn | White |
| Temora | P. Hurley |

Operations for 2013

| | |
|---------|---|
| January | Parkes Elvis Festival, Ted McKellar |
| | Cancelled |
| January | Tamworth Country Music Festival (620) P. McFarlane |
| January | Nowra, ARHS |
| June | Oaklands (VIC), ARHS |

Accreditation

Victoria, in final stage awaiting issue. (Heritage work only)

Charity Golf Day

Maitland Rotary Club's major charity fund raiser for 2012 was in aid of the Hunter Prostate Cancer Alliance. Held at East Maitland Golf Club on Friday 4 May, the Society sponsored a hole and entered a team of four in the event.

The team consisting of Life Member Geoff Murray, Alan Butterworth, David Hunter and Peter Partridge finished a creditable seventh out of a field of 120 players. The event raised over \$23,000 for a very worthwhile cause.

The Society has had a long association with Maitland Rotary Club, providing trains for their many outings including the popular annual visit to the Tamworth Country Music Festival. A group from the Club also assisted with the preparation of 621/721 for painting.

Society News



Maitland Steamfest 2012

Another Maitland Steamfest was celebrated on the weekend 28 and 29 April and once again the Society's participation proved a popular and profitable contribution.

Shuttle trips between Maitland and Paterson and also Maitland and Branxton were operated by 621/721 while the Society also had a permanent presence in the Maitland station precinct via a stall selling magazines, books, souvenirs and generally promoting the Society's activities. Reports from the weekend activities were all positive with well filled shuttle trips and the ladies totaling stall sales in excess of \$3,000.

(Above Left) 621/721 is seen passing recently returned to service steam loco 3642 shunting in Telarah yard (photo Bruce Gehrig); (Above Right) Maree Hicks and Beverley Redman are captured during a break in the crowd manning the Society stall (photo Stephen Davies); (Left) 721/621 loads passengers at Maitland station's No.2 platform before leaving on another shuttle trip (photo Bruce Gehrig).



Protective Roof Works

The Infrastructure Team continues to make steady progress on Tuesdays with this important project. This photo (at left) taken by Stephen Davies in early June shows the roof over BRI395 nearing completion. Some sections of weather effected exterior wood panels are being replaced while the scaffolding is in place before work on the roof over TAM 503 commences.

Tour Report

Incident at Epping – Murphy’s Law in Action

By Stephen George



Following a successful weekend at the Mt Victoria Great Train Festival where the Society operated trips using 621/721 as a replacement for the sidelined Lachlan Valley Railway CPH's, 621/721 unfortunately failed near Epping on its return journey to Paterson. A problematic transmission control circuit on one engine had plagued the unit throughout the weekend and with the other engine doing the "lions share" of running, significantly more fuel than usual was consumed by it.

Operations including up the steep Blue Mountain grades had been intermittently tackled throughout the weekend using one and two engines powering with the problem unfortunately unable to be rectified in the field. No services were affected by this during the weekend however Murphy's Law finally struck on the way home on Sunday 27 May with one engine short of fuel and the other transmission refusing to "load" at the same time. Unable to move, R702 was declared a total failure on the approach to Epping and after discussions with Network Control, assistance to clear the section was summoned in the guise of three QRN locos (423, 5000 and 423) which were returning light engine to Newcastle ex the DELEC wheel lathe. Unfortunately the QRN "tow" was only available as far as Hornsby so 621/721 was then shunted into a Down siding in the shadow of the Hornsby Signal Box to await further assistance. With no on-site support available and a further tow from Pacific National not possible,

the weary and cold crew stabled the train and headed for rest on a CityRail service.

In the light of the following day the situation was assessed and a strategy decided to haul 621/721 to Broadmeadow ESC for inspection and repairs. With the assistance of John Brown from 3801 Ltd, a TOC waiver permitting the loco haulage of 621/721 at 60kph was issued by RailCorp's Ken Chubb and a path to Broadmeadow organised. Goodwin Alco locomotive 4833 provided by 3801 Ltd and crewed by Sid Bender and Viv Swinhoe collected 621/721 on the morning of Friday 1 June and hauled it north depositing it at the Broadmeadow ESC.

The following day a team of RailCorp Depot staff and Society maintenance representatives, assisted by Ben McCarthy, diagnosed a faulty transmission temperature switch and control relay and base as being the cause of the intermittent loading problem. Replacement units were exchanged for the faulty ones and with tests conducted to prove correct operation, 621/721 returned to Paterson faultlessly on Tuesday 3 June.

This complete failure in traffic was the first of its kind experienced by the Society in over 20 years of mainline operation and is a timely reminder of the need for our careful planning, reactive monitoring whilst in service and the requirements of today's Network operating environment.

Tour Report



Despite this in service failure, all society staff involved can be proud that they admirably performed their duties under difficult circumstances and that the incident was effectively managed with no delays to passenger services. Thanks to the combined efforts of our officers and those from other organisations this event has many positive aspects for us to reflect on as well as providing an opportunity to review our incident management and communications procedures.

The Society gratefully acknowledges the assistance of the management and staff of the RailCorp Rail Management Centre, Interail and 3801 Limited for assisting the society during the recovery process and also to Ben McCarthy and the staff of the RailCorp Broadmeadow Endeavour Service centre for supporting the repairs conducted the following weekend.

Society crew members for this weekend trip included: Drivers Bruce Matthews, Bob Walsh and Ray Sullivan; SWS Peter Kitcher; Fitter Bryan Hicks; Cabin Crew – Maree Hicks, Jerry Jerome, Joy and Ray Kildey.

Opposite page: Running through the rain at Adamstown 721/621 is within sight and sound of the Broadmeadow ESC depot where haulage loco 4833 will drop it off for attention (Photo: Bruce Gehrig).

Clockwise from above: QRN to the rescue – having hauled the set from Epping, the QRN relief locos stand in Hornsby Platform 5 with 721/621 still attached awaiting instructions to proceed from Hornsby box (Photo: Steve Sharrock); taken inside the Endeavour Service Centre this photo shows 621 parked on the elevated road with part of the crew conducting their repair and inspection works (Photo: SG Preston); with repair work completed the combined work team are all smiles as they gather for a celebratory photo (Photo: SG Preston).

Tour Report

Brisbane (finally), but not without drama
ARHS Brisbane Tour, June 2012

By Glen App and Lee Ville



North-bound from Grafton 721 and 621 are seen crossing one of the low level flood water openings in the section to Casino.

Photo Mick James

Fulfilling a long time desire, the Society operated a tour for ARHS (NSW Division) to Brisbane from 15–18 June using two car unit 621/721, Roma Street being the ultimate standard gauge destination.

Commencing from Paterson, the tour headed up the North Coast line "on the boards" and had a swift and uneventful run to the first overnight stop at South Grafton (Grafton City).

Departing the next morning the journey continued through Casino and climbed the McPherson Ranges through the lush border country to cross into Queensland. After an uneventful run through Glenapp (where locals had erected a sign near the former signal box to welcome the tour) and on to Bromelton, a large amount of debris placed on the track by vandals (which included track fittings, rocks, a ladder and a bike!) was struck at high speed just south of Greenbank. Fortunately leading car 721 ploughed through and did not derail however, significant damage was incurred as the debris was pushed aside and bounced around underneath and up the side of the train. After coming to a stand the Society's train staff were able to assess the damage and conduct remedial works allowing the tour to continue its journey and refuel at Acacia Ridge yards.

With the fuel tanks again full, a special treat for the passengers followed with the tour traversing the dual gauge Brisbane Port freight only line to Fishermans Island. In addition to being the first ever passenger train operated over the route, it was noted that the tour was the first standard gauge train to use the line for many months clearly indicating the limited role that standard gauge rail plays in Brisbane's Port freight business. With pictures taken to record the event the tour retraced its steps to Dutton Park and reversed again for the run over the Brisbane river to the state capital station at Roma Street where the passengers detained for their second overnight stay.

On Sunday 17 June the NSW ARHS party headed further north for a narrow gauge railcar journey so 621/721 ran a reciprocal tour south to Kyogle for Queensland Division members and friends. The problems of the previous day fortunately did not reoccur and after a simultaneous arrival back in Brisbane with the QR railcar tour, the NSW party rejoined their home state train and departed south ninety minutes early.

Tour night three was spent at Casino and after noting the large number of new QR coal wagons stored throughout the yard the passengers boarded 621/721 for the final days journey south to Telarah where the tour terminated.

Tour Report



Passengers alight to capture the rare event of a 620/720 Class Rail Motor at the Port of Brisbane.

Photo: Mick James

This ARHS tour was once again organised by Society member and ARHS Tours Officer, Spencer Ross. The Society's train crew included Arthur Burgess and Rodney Short, with locally based Queensland crew members Les Bailey, Dillon Harrison and Helmut Sander taking charge whilst operating in their home territory.

Fitting duties for the trip were provided by Mick Walsh with the onboard services performed by Ray Kildey Train Manager, Joy Kildey and Bev Walsh on car 621 and Steve and Cheryl Davies on 721.

Damage incurred to 721/621

As a result of hitting the debris deposited on track near Greenbank, 721 and 621 sustained the following damage:

- Bent cow catcher to leading car 721
- 721 water service unit filler bracket bent
- Damaged mens' toilet tank suction pipe
- 721 side body panel scrapes to 4 metres of skirting and 3 metres of side panels almost as high as the window line
- Main reservoir hose securing chain broken

Following the collision on train fitter Mick Walsh, assisted by train crew Arthur Burgess and Rodney Short, removed debris from the cow catcher and beneath the cars and conducted an inspection to certify that 621/721 was fit to continue with its tour duties. Repairs effected included securing the water service control arm in position to ensure the continued operation of toilet facilities.

Having now returned to Paterson permanent repairs are being made to 621/721 to correct the damage caused as a result of the dangerous act of vandalism near Greenbank.



Running an hour early 621/721 has deviated from the Cleveland Line and is seen on the dual gauge track in advance of Sandy Camp Road, Wynnum.

Photo: Mick James

Tour Report



Standard gauge Rail Motor 621/721 makes a first time visit to the Port of Brisbane and is seen here passing the boat ramp on the outskirts of the Port area. QR National's locomotive refuelling facility can be seen in the background whilst the dual gauge track is evident in the foreground. Photo: Mick James



The welcoming sign erected for the tour arrival was displayed at Glenapp.

Photo: Steve Davies

Tour Report

Morpeth on Hunter Probus head to Manning Country Report and photos by Bruce Gehrig



(Left) Members of Dungog Probus Club detrain after their day out in Taree. (Right) Pupils from Chatham Primary School enjoying their train excursion.

Members of the Morpeth on Hunter and Dungog Probus Clubs combined to hire one of our trains for the first time for a trip up the North Coast line to Taree on Monday 21 May. The clubs' members were looking for a different type of social outing and it proved successful as all 90 seats on 621/721 were sold.

Monday morning was cold and foggy as our empty train (except for crew) left the depot at 7.35am for the short run to Mindaribba where we were held while an Up Stratford coal train cleared the section ahead. This coal train also forced our departure and our passengers waiting at Maitland in sunshine to be moved from platform 1 to 2.

Despite the initial delays we were only 11 minutes late leaving Maitland at 8.11am with the Morpeth Probus Club members on board. At the Hunter River crossing at Oakhampton we ran back into the fog again, and this did not clear until after Monkerai. The 27 members of the Dungog Probus club joined the train at Dungog, and with our full train, we continued north toward Taree.

Now back on time leaving Dungog, morning tea was served and we ran non-stop to Taree due to the lack of any interstate freight trains to be crossed. Arrival at Taree was at 10.55am (10 minutes early) where our passengers left the train to proceed to the local bowling club for lunch. After taking delivery of the crews "Subway" lunch, we set back down the main line to enter the loop to allow crossing of the up Grafton CountryLink XPT.

After the XPT had passed we proceeded back into Taree platform to be greeted by 90 excited and noisy children and their teachers from Chatham Primary School. Their outing further up the North Coast line to Coopernook had been arranged for the school by our local Society member Ted McKellar. During the journey the children took turns to have a look out of the front of the train to see the driver's view. On the return from Coopernook, we had to wait half an hour in Melinga loop to cross the Down Casino CountryLink XPT which was having minor problems attended to whilst standing at Taree station. After dropping the children back

at Taree at 1.10pm, we waited at the platform for 45 minutes before our return trip commenced.

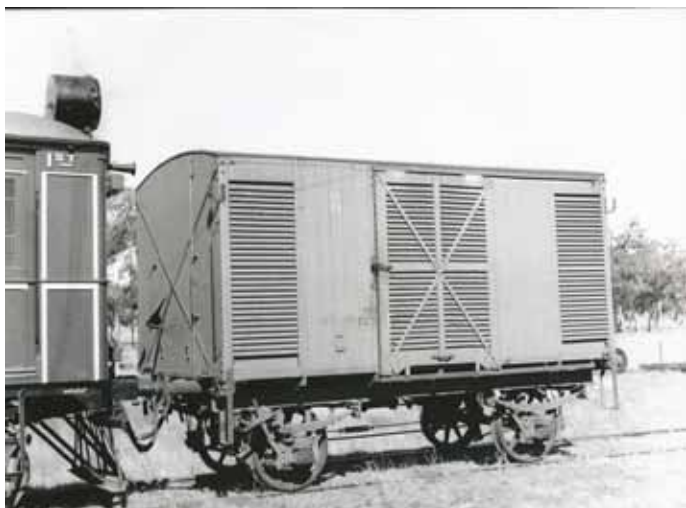
Most of the Probus members walked back from the bowling club, but those who couldn't were driven back by the school bus driver who returned after taking the children back to Chatham School. With all our passengers promptly on board, we were able to leave Taree five minutes early and ran non-stop to Craven loop, where we were put away for half an hour to cross a Down Duralie coal train and the Down Grafton CountryLink XPT. This stop enabled afternoon tea to be served by the cabin crews with ease and without a drop being spilled.

On time running occurred until we rounded the corner into Dungog, and noted that the points had been set for us to enter the loop, making it impossible to set down our Dungog passengers. Control was contacted and it was arranged that we would be put into the main platform to unload. Unfortunately due to us being track locked it was necessary to reverse back over the level crossing, before again advancing into the platform for our passengers to detrain. We then waited for the CityRail train from Newcastle to arrive in the back platform before setting off to Maitland where we arrived at 5.35pm. A quick run home saw us back at the depot just after 6.00pm.

Our Probus passengers thoroughly enjoyed their day out, and enquiries were made about other possible day destinations for another outing.

Society crew members for this trip were: Drivers Rod Short and Bruce Matthews, SWS Peter Larkins, Fitter Mick Walsh and Cabin Crew Cheryl and Steve Davies, Lorainne Corcoran and Bruce Gehrig.

From the Archives



Eugowra loco August 1956 GT 73 resting with its service mate CPH 19 prior to working No.2 Up service to Cowra. Photo: RG Preston



Ladysmith 2012: The restoration of GT 73's body is well underway by Tumba Rail at Ladysmith, NSW. Plans are already in place to replace its current rubber tyred "Blitz Truck" underframe with a more appropriate rail type. Photo: Bob Gioia

GT 73

Text by SG Preston

Photos by RG Preston and R Gioia

In the heyday of branch line operations the capacity of Rail Motors was often exceeded as large passenger and parcel numbers were conveyed between rural areas and major towns, often transferring to or from connecting trains servicing far off destinations.

In gentle geographic areas where the grades permitted it, CPHs could haul a CTH or CTC passenger trailer to provide additional capacity but as many branch lines were built to "pioneer" standards, frequently with severe curves and gradients, the solution was often to duplicate the "motive power" or retain a loco hauled passenger or "mixed" service. To accommodate the situation where additional parcel and produce traffic demanded more space, a number of low tare four wheel Rail Motor trailers were commissioned to maximise the service capability but stay within the limited haulage capacity of the single engine, single axle powered CPHs.

The first "LT" trailer was placed in service in 1929 and by 1942 12 units had been constructed, most being equipped with steel underframes but a few with timber types. All but one were constructed with a timber enclosed and covered body and a sole open wagon with canvas cover was used initially in the Moree district but was eventually converted to the covered configuration and numbered 80. The other trailers were allocated numbers 71 to 79 and 82 and 83 and all were coded as "GT" from the mid 1930s. With an empty weight of under five ton and a capacity varying between three and five tons these trailers provided economical and good service for many years although in the early period of their careers rough riding and a

tendency to derail on light branch line track saw their operation and configuration reviewed. (See previous "Tin Hare Gazette" Issue No.45 September 2009.)

In 1956 GT 73 was a regular on the Eugowra line operations working No.1 Down and No. 2 Up Rail Motor services between Cowra and Eugowra in the company of freshly overhauled CPH 19. Ronald and Dick Tonkies visited the line in August 1956 and the accompanying photograph shows GT 73 (attached to CPH 19) resting in the Eugowra loco siding prior to their late afternoon dash back to Cowra to connect with the Up evening Cowra Mail.

By the 1970s the use of the GT trailers (and Rail Motors) had largely fallen from grace in the eyes of the railway officialdom and the last GT trailer was condemned in 1979. Several GTs did not make their final trip to workshops and instead were "written off" and disposed of at their last allocated depots. GT 73 was one such vehicle that did not return to Redfern and after spending many years languishing in domestic use on a property near The Rock, NSW. GT 73 is now being restored by the dedicated rail enthusiasts of Tumba Rail at Ladysmith, an excellently maintained heritage precinct located not far from Wagga Wagga on the former Tumberumba line.

The details of GT 73's history will be the subject of a future article in Paterson Points as progress is made on its restoration. Thanks to Mark Pottie of Tumba Rail for providing current information regarding GT 73 and to Robert Gioia for the recent photograph showing that its restoration is well underway.

**The Mudgee Miniature Railway invite you to enjoy a long weekend
in Gulgong travelling on a 1960s era Rail Motor**
Saturday 29th Sept – Monday 1st Oct 2012 (Labour Day long weekend)



621/721 to Gulgong, October 2010

Travel from Broadmeadow to the historic gold mining town of Gulgong via Denman and Sandy Hollow on Saturday and return on Monday via Binnaway and Werris Creek.

Price includes motel accommodation (twin share), train travel, meals (except lunch on Sunday) and bus transfers.

Optional wine tasting tour on Sunday (includes lunch).

The train will pick up at Broadmeadow, Maitland, Singleton and Muswellbrook.

Seats are limited, so be quick!

Tickets are \$620pp from Broadmeadow (extra \$70 for optional wine tasting tour and lunch). Payment by instalments available on request. There are also local trips from Gulgong and Dunedoo over the weekend.

For more information and to request a booking form, please contact:

Peter and Lois King 02 63733626

Email: kingpeter@harboursat.com.au

or write to Mudgee Miniature Railway, PO Box 373, Mudgee NSW 2850.

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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 cool clear Blue Mountains winter's morning on Sunday May 27 welcomes 621/721 and its crew as they pause between their Great Train Festival shuttle duties alongside Mount Victoria's Heritage sandstone station. Photo: Jamie McIntyre



Three weeks later and approximately 1,000 kilometres away from the photo above, 621/721 roll down the picturesque Border Ranges near Glenapp not far north of the Qld / NSW state line. Photo: Mick James