

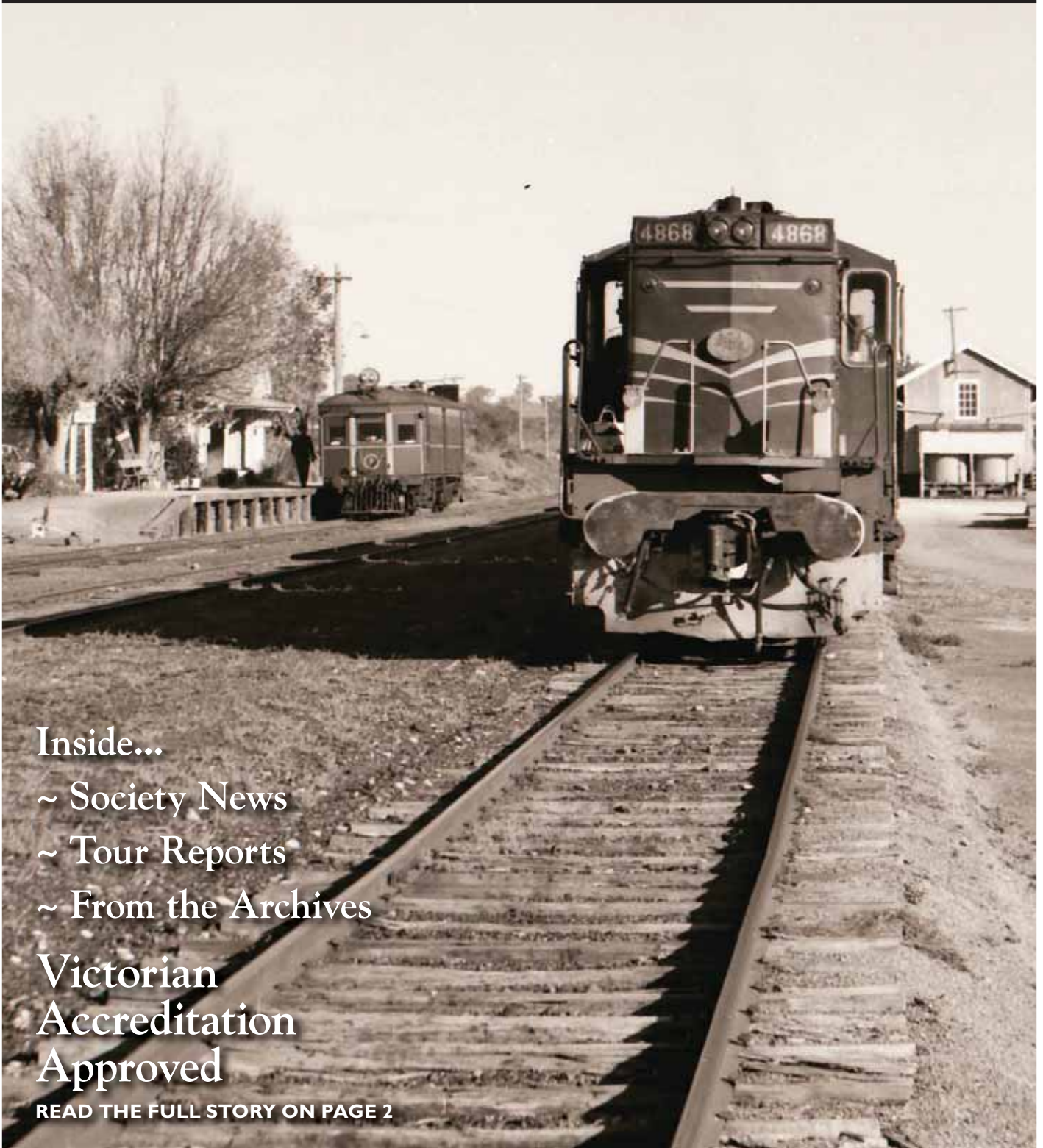
Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED



OCTOBER 2012

Patron ~ Rear Admiral Peter Sinclair AC



Inside...

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Victorian
Accreditation
Approved

READ THE FULL STORY ON PAGE 2

Another big sky day has dawned over Barraba yard in 1981 with both passenger and freight movements seen waiting their departure time. CPH 7 stands at the platform ready to form No.4 Up passenger to Tamworth while 4868 patiently idles its turn at the head of No.604 goods. Photo: Stephen Preston

Society News

Special General Meeting – 28 July

Sixteen members attended and a further eight apologies were received for the Special General Meeting on 28 July to ratify the audited Financial Statements for the year ended 31 December 2011. The Financial Statements were endorsed unanimously.

Special General Meeting – 13 October

Another Special General Meeting has been scheduled to be held on Saturday 13 October to amend several sections of the Society's constitution to comply with the current requirements of the legislation administered by the ATO which relates to gifts and deductible contributions of money or property. A formal meeting notice has already been posted to members.

Victorian Accreditation Approved

After almost four years of negotiations, the Society has finally received accreditation as a rail operator in Victoria. Our initial accreditation covers the standard gauge routes of Albury to Seymour and Benalla to Oaklands.

The initial impetus for obtaining this accreditation was provided by ARTC as they expanded their Victorian operations. This process has involved numerous submissions on behalf of the Society by our Operations Manager, Bruce Agland and a site inspection at Paterson by representatives of Public Transport Safety Victoria (PTSV).

Due to changes in the Victorian legislation that came into effect during the period that our accreditation application was being considered, a number of delays were incurred in achieving our final goal resulting in the protracted negotiation period.

The assistance and co-operation of John Mylonas and latterly Alan Young of PTSV are acknowledged and thanks must go to Alan Young for steering the final approval through the mire of the PTSV bureaucracy.

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.

Workshops

Member and former Treasurer Stewart Ellway is convalescing after urgent by-pass surgery. A keen bicycle rider, he suffered a sudden loss of traction on the long 1 in 40 grade leading up to the tunnel in the Adamstown to Fernleigh Loop section of the former Belmont Line which is now the Fernleigh Track, a shared walking/cycleway.

After a short rest on a nearby siding to regain boiler pressure, he resumed his journey at reduced speed through the tunnel and after topping the grade at the site of the former Fernleigh Loop signal box, continued home to Belmont on more favourable grades. A trip inspection at his GP's resulted in a direct transfer to hospital and successful surgery several days later.



Resident caretaker Ron Petrie is now assisting head gardener Barrie Kingsford in maintaining and rejuvenating the depot grounds at Paterson. Seen here in early August, Ron is planting along the recently re-profiled embankment between the path to the cottage and the rollingstock shed. Photo: A.G. Panthus

Society News



The team from Broadmeadow ESC prepare the new engine and transmission for installation.

Photo: Bruce Agland

Back in shops

During routine servicing at Paterson on Wednesday 1 August, problems with the operation of 621's No.2 transmission were identified and, after exhaustive testing it was decided that the only alternative was to again change out the No.2 motor and transmission set, some quick discussions confirmed that a spare overhauled engine and transmission were on hand at Broadmeadow Endeavour Service Centre (ESC).

With approval from RailCorp's Office of Rail Heritage (ORH), arrangements were again made with Broadmeadow ESC and the RailCorp Breakdown Gang (ETRU) to conduct the exchange on Saturday 11 August.

621/721 limped their way to Broadmeadow on Friday 10 August and thanks to the expertise of the staff involved, the exchange was successfully conducted over the weekend. The unit departed Broadmeadow ESC at 0950 on 21 August running a successful trial to Stroud Road. Trains were crossed at Telarah and Paterson arriving at Stroud Road at 1208 for a quick turnaround before returning to Paterson at 1310.

Although it is hoped another change won't be required for a long time, planning is now underway for the pairing of an overhauled engine and transmission so a ready spare is again on hand, possibly to be used in place on the current No.1 engine.

Unfortunately, a planned trip to Taree on August 4-5 and also Berry on 19 August were effected and had to be cancelled. But, as the reliability of the set was in serious doubt, there was no alternative. Both trips are being re-scheduled.



621 is supported on jacks for the change-out.

Photo: Bruce Agland

Society News



With the lift and engine swap completed 621 was placed on the No.3 high stand road to facilitate the reconnection of engine attachments. In the photos above (left) 621 stands separated from its trailer in the company of Hunter car 2705 Greg Gooley (right) is seen offering up the exhaust to the refitted motor.

Photos: Stephen Preston

Operations Report

~ Bruce Agland, Operations Manager

Cancelled Operations

4 – 5 August	Taree/Paterson
9 August	Site Visit Paterson
19 August	Berry, Lodge Wyong
21 – 23 September	Goulburn, Maitland Rotary

Operations for 2012

1 September	Gulgong (620) Ray Barry
8 September	Hawkesbury River (620), M. Baczynskj
22 September	Gloucester (620) David Cains
29 Sept – 1 Oct	Gulgong (620), Peter King
6 October	Leura (620) Rodney Short
9 – 11 October	Junee (CPH), ARTC

Operations subject to confirmation 2012

20 October	Murrurundi (620 & CPH)
27 – 28 October	Canberra (CPH) ARHS
18 November	Paterson (ex Taree, 620), Forster Lions Club
Nov – Dec	Berry (CPH), Lodge Wyong
9 December	Society Xmas Party (Club Macquarie)
23 December	Dungog (CPH) Byways Tours

Operations for 2013

20 January	Nowra (3CPH), ARHS
26 January	Tamworth Country Music Festival (620) P. McFarlane
March	Scone (620), Gresford Parish
May	Denman, Shaun Kalvera (TBC)
8 – 11 June	Oaklands (VIC), (620) ARHS
8 – 11 June	Nyngan (CPH), 130th Committee (TBC)



The replacement engine and transmission are lifted into place by a forklift.

Photo: Bruce Agland

GT Trailer Restoration Appeal

Following on from our GT 73 Archives feature in the July edition of Paterson Points, Tumba Rail Secretary Mark Pottie has written to provide updated details and future plans for its restoration.

Mark writes: "We have picked out a LCH chassis at Richmond Main Museum and... we've decided to launch a fundraiser as we need to raise \$3,000.00+ to cover all expenses. Your readers, members, etc may be interested to help."

Mark advises that the body of GT 73 has now been prepped and painted in primer ready for the arrival of the underframe. Once the underframe arrives on site at Ladysmith it will be made ready for the fitting of the body. Any inquiries or donations should be directed to Mark Pottie, Tumba Rail, PO Box 1391, Wagga Wagga, NSW 2650; or by telephone on 02 6922 5030.

Progress of the restoration of GT 73 will be updated in future editions of Paterson Points.

Tour Report

Dungog Wedding Express

Article and photos by Bruce Agland



Above left: The bridal party pose with CPH 1. Above right: The groom assists the bride to alight from the train at Dungog.

Over the years, the Society has carried out some varied private operations. These include birthdays, anniversaries and one wedding, that of member and former Treasurer, Stewart Ellway. On Saturday 21 June, the Society was engaged to carry another wedding party from Paterson to Dungog where the wedding ceremony and reception were held in the old James Theatre adjacent to Dungog Railway Station. The occasion was the marriage of Rebekah Graham of Clarence Town to Jason Hendriks.

The groom, best man, groomsmen and bridesmaids arrived at Paterson in a minibus, while the bride was delivered in a vintage Citroen sedan. After posing for photographs with CPH1, the party joined NPF 621 and NTC 721 for the run across to Dungog. To ensure an on-time arrival, a lengthy stay of about 25 minutes was arranged in Wallarobba Loop, before the short run across to Dungog where the bridal party alighted and walked up the hill to the James Theatre. An interesting part of the wedding was that the father of the bride was also the minister who was to marry them, so after walking Rebekah down the aisle, he made a quick dash to change into his clerical attire to conduct the ceremony.

Our ladies did the Society proud, providing suitable bridal decorations on the front of the train and on the aisle seats in the leading compartment of NTC 721 while member Steve Davies provided a suitable headboard for the occasion.



The bride arrives at the depot in a vintage Citroen.



The bride and bridesmaids board 721 at the Depot for the trip to Dungog, under the watchful eye of Driver Rodney Short. Photo: Stephen Davies.



Car Attendant Margaret Pantlin assists the bride into her seat.

Tour Report

Gloucester, 28 July (Westpac)

Article by Bruce Gehrig



To allow the people of the Gloucester area to enjoy a rare opportunity and ride a train through their district, three return shuttle trips were operated to Bundook for local passengers. Just south of Bulliac tunnel 721 leads 621 winding their way towards Bundook
Photos: William Todd

Following on the success of four previous tours to raise funds for the Cessnock branch of the Westpac Rescue Helicopter Service, Society members Bruce Matthews and Lorraine Corcoran again organised a fund raising trip on Saturday 28 July to the Gloucester Snow Fest. Although they had visited the Snow Fest last year with the CPHs, this year 621/721 were used to convey passengers to the festival and the train was again booked out.

A fine but cool day greeted passengers as they arrived at Maitland station for a 9.13am departure. 621/721 were late leaving Paterson having to wait in the loop to follow a freight train from Brisbane so our departure was seven minutes late. We collected our last three passengers at Paterson and continued the journey north.

Morning tea was served after departure from Dungog, and made easier to provide as our train was put into the loop at Monkerai. While waiting 55 minutes for the down Casino XPT to overtake and precede us had its benefits control scheduling us to stand at Dungog would have been more considerate as passengers would have been able to have a leg stretch and toilet break. Raffle tickets were also sold while we waited to further assist with fund raising efforts. After the XPT cleared Stroud Road, we then set off on a non-stop run to Gloucester passing two up

interstate freight trains waiting in the next loops at Stroud Road and North Craven.

On arrival at Gloucester at 11.50am, a bus was waiting to convey the passengers into the town to the Snow Fest and its associated activities, such as stalls, wood chopping, etc. Three shuttle trips further up the north coast line to Bundook had been organised for the people of Gloucester as part of the festivities. The first of these left only seven minutes after our arrival. Each shuttle took about 50 minutes, giving the local people a good trip on our train. After completing the first shuttle, the crew had a half hour break, during which time we were able to enjoy lunch provided by Lorraine Corcoran.

Two more shuttles left at 1.25pm and 2.25pm, with the first one being sold out. It was obvious that the locals enjoyed their trips, with the children and parents taking turns for a look out the front window at the drivers view. The return of the last shuttle was delayed a few minutes, while we waited in Bulliac loop to cross a down interstate freight train.

Back at Gloucester, we saw that some of our passengers had made purchases at the festival stalls in the town, as they carried

Tour Report



Rolling around the hills, 621 and 721 make their way back to Gloucester with another shuttle load of happy passengers.

Photos: William Todd

their shopping bags on board. Departure for home was only five minutes late at 3.30pm. We were put into the loop at North Craven to cross the down Grafton XPT, and after departure, the raffle was drawn and afternoon tea served. With the elimination of a tabled crossing at Kilbride, we arrived 30 minutes early at Paterson to drop off our first passengers. The early running was maintained to Maitland, where we arrived at 5.15pm. Our passengers had enjoyed their short winters day outing of eight hours, and some also made enquiries as to other day trips that they could do with our Society.

After all travellers had alighted, a non-stop run back to the Paterson depot ensued, where we arrived at 5.45pm for a welcome early finish to the day. Thanks again to Bruce and Lorainne for another successful trip. They are grateful for their passengers continued support of the Rescue Helicopter Service, and are considering running another trip in the first half of next year.

Society crew members for the trip were: Driver Rod Short , SWS Bruce Matthews, Fitter Stafford Payne, Driver in Training John Redding, Train Manager Stephen Davies, and cabin crew Cheryl Davies, Lorainne Corcoran, Margaret Pantlin, Trish Eade and Bruce Gehrig.



With the shadows lengthening the passengers rejoin 621 and 721 at Gloucester platform ready for their journey home. As the road is already set, R701 will soon be underway and discussions about another enjoyable day out will no doubt commence as well.

Photo: Bruce Gehrig

Tour Report

To the River for Respite

Article by Stephen George



Like all journeys starting from the Depot, 621 and 721 are seen coming to a halt on the Paterson loop line on 8 September to pick up the Safeworking Supervisor. Paterson's 2 lever ground frame C holds and locks 81 points in the normal position for the movement of regular trains along the ARTC loop line and, when trains are required to travel to or from the goods siding (which connects to the Society's depot siding), it is used to set the points for the movement. Prior to the frame being operated train crew are required to contact the ARTC Coast A Network controller (a telephone is provided) and request the "release" of the Annett key which unlocks the frame. The rectangular post mounted box seen at right is the releasing switch which normally secures the Annett key. When made "free" remotely by the controller, the Annett key is released for removal, placed and turned in the lock on ground frame lever 1 which allows the points to be unlocked and switched along with the catch point by lever 2. Once rollingstock is clear of the points as seen here, the reverse procedure is performed with the points again being set and locked for the loop line, the key placed back in the receptacle and the release "restored" and advised to the controller. Photo (above): F.P. Lock

A glorious 8 September spring morning greeted the Society's train crew as they arrived at Paterson for another days outing with set 621/721. After some initial unplanned work herding two wallabies from the depot compound, caretaker Ron joined fellow on board staff John, Gerry and the two Bevs (Redman and Walsh) to ensure all was ready for their day of service on a run to Hawkesbury River. The train was chartered for a fund raising trip in support of the Newcastle Temporary Care Service who provide wonderful assistance to Newcastle and Lake Macquarie families caring for children with disabilities. Funds raised from the trip will assist with the construction of a purpose built respite centre.

After initial inspections Mick Walsh started the two Cummins engines and with pre-run checks completed, Driver Mick Baczynskj presented run 7R01 to the network slightly ahead of time.

Following the passing of a Brisbane-Adelaide freight service an impeded run was had to Broadmeadow having to "wait line

clear" several times as the long freight ahead negotiated perway speed restrictions and junction points.

With no other services around, over 20 minutes standing time was had at Broadmeadow No.1 platform and after departing on time, additional passengers were collected from Cardiff and Fassifern stations.

An uneventful run south ensured that the timetable was maintained with the passengers enjoying morning tea, raffles and a trivia quiz inside the cars and also stunning water views from Gosford to Woy Woy and along Mullet Creek outside. The destination of Hawkesbury River was reached on time where passengers headed off for the adjacent Anglers Rest Hotel while the train was shunted and stabled in the Up Refuge.

Following a well received lunch and look around the Brooklyn township the passengers returned to the platform for their 1430 departure only to learn that a line side fire at Narara had closed

Tour Report



While initially ahead of the timetable, southward progress for 7R00 was soon slowed due to it catching up with a Brisbane – Adelaide “Super Freight” service. Running under caution signals since Sandgate, approaching Waratah signal M103.8 was found to be “all on” requiring Driver Mick Baczynskij to bring his train to a stand. While waiting for the signal to clear a trio of CFCLA’s Pacific National leased CF 44 class locos is seen here passing by unimpeded on the Down Coal Road. Photo (above left): C. Steel



An on time arrival at “The River” sees rail passengers on both platforms, some alighting from 621 and 721 headed for lunch at the Anglers Rest hotel while others join CityRail OSCAR set H9 bound for locations further north. Photo (above right): M. Ullet

the Down line. With no forecast for reopening available, 621/721 stood idling within sight but out of reach in the Up refuge while the good spirited patrons continued to soak up the warm sun and admire the water views. With the line reported reopened, the RailCorp North Train controller authorised 621/721’s movement to the Up platform for loading but departure was unfortunately not approved before a Down freight passed through. Departing over 20 minutes late and despite some easy running around the curves to Wondabyne, caution signals soon indicated that the freight service was close ahead with the train (now numbered 7R01) also having to stop and stand at the Gosford Down Home signal waiting for a departing CityRail service to cross over from No.3 platform.

With the freight service having run ahead a short lived clear run was enjoyed until approaching Tuggerah when news of another line side fire and track closure was received. Standing again for over 30 minutes Control then authorized 7R01 to “run through” the preceding Qube freight service which had been crossed to

the Up main line and with no restrictions (or any sign of a fire) the journey north progressed one hour late.

Despite the delays and the sunlight starting to weaken, the passengers showed no signs of disappointment and all left the train smiling and commenting on a great day out.

With a empty train again, the on board staff completed another day of excellent service by cleaning the cars before the return to Paterson which, due to some generous timetabling was reached only 30 minutes late.

Congratulations are due to Helen Baczynskij, Debra Nicholson, Toni Penfold and the staff of Newcastle Temporary Care for organising an obviously much enjoyed and successful outing. Anyone wishing to learn more about the activities of Newcastle Temporary Care or to assist their efforts by becoming a volunteer or making a donation are encouraged to visit www.newcastletempcare.com.au or call 02 4957 5008.

Denman Township’s Annual Gulgong Tour

For the first time in nine years Denman’s annual Gulgong outing was marred with a network incident.

Due to the derailment of a coal train at Camberwell on Thursday 23 August we had to cancel our planned trip to Gulgong on Saturday 25 August. We could not be guaranteed a path due to the recovery operations and the subsequent build up of loaded coal services to the north of the derailment site awaiting a path to Kooragang or Port Waratah.

After some negotiations with Network Control by our Operations Manager Bruce Agland, a new path on the same timetable was arranged for the following Saturday 1 September. Despite the short notice, only two passengers (who didn’t listen to their messages) turned up at Muswellbrook station on the wrong day. Thanks must go to the organiser, Ray Barry, for his prompt action in firstly, accepting and then arranging the new date with his passengers.

Another great day out was had by all and we are all looking forward to the 10th Anniversary of this outing with Ray and the folks of Denman in August 2013.

From the Archives

Branchline Adventure

Article and photos by Stephen Preston



Headed for town, the addition of another passenger further brightens the day and the Up journey at Manilla.

School holidays were periods obviously looked forward to by students as a break from studies but for me they also meant the opportunity to visit and travel on country services that I couldn't witness on weekends. At the end of the 2nd term in 1981, I hopped unimpressed into Uncle Tom Holmes's brand new XD Falcon (I hated Fords) and with Ronald too, we headed up the New England Highway for another branch line adventure.

Our target this time was the Barraba line which was provided with a return railmotor service on Mondays, Wednesdays and Fridays connecting with both the down North Mail and the up Northern Tablelands Express. As the Barraba service departed Tamworth at the ungodly hour of 0524, our plan was to drive up the day before and stay the night in Tamworth. During our journey north we passed and photographed many now long gone sights including the mechanically interlocked crossing loops, (some still retaining early McKensie & Holland equipment), the first of the "Candy" coloured locos which added a dazzling splash of colour amongst the now drab original and reverse liveries and the bank engine working over the Liverpool Range with a four loco combination of a 45 and 3 x 48s on the front.

Upon arrival at Tamworth in the late afternoon we drove to the station to check if all was well for the next day's service but could not find any sign of life. Having never travelled on a 400 class before I was hoping that this trip would change that but instead, we found CPH 7 stabled in the south dock platform and assumed that tomorrow's run would happen. To minimise our early morning activities and maximise sleeping time, Uncle Tom had booked us rooms in the Town Talk Hotel directly across from the station which was another first for me as I'd never stayed in a country pub before and also not in a room by myself. Although there's been many subsequent similar stays this one is still clear in my mind due to the alluring sounds of the band and the space invaders machine downstairs which kept me awake for hours and the curiosity of a bedroom with a sink but no toilet?

After a short sleep I was woken at 0430 and following a glass of milk and some toast we walked across the street to see the dim lights of the idling CPH 7 and also the North Mail which was standing in the main platform having arrived on time just prior to 0500. Despite the winter chill we walked the length of the platform, quickly checked the engine on the mail (it was as usual a 44) and then headed for the welcome warmth of the CPH's interior with its gas heaters.

From the Archives



Unlike the entrance to most country yards, Barraba had no interlocking equipment and relied on point clips to provide the mandatory locking for the passage of passenger trains. High on the hill the Station Master's cottage overlooks the yard with its unprotected entrance, level crossing and simple but sufficient track layout.



Having completed its thrice weekly duty CPH 7 rests in the Tamworth dock platform while most of its passengers transfer to N22 Up Northern Tablelands Express to continue their journey south.

With several passengers on board the familiar single squawk of the whistle announced our on time departure and we rattled out of the station onto the long steel viaduct, crossing the Peel River as down service No.1 but travelling in the up direction. The junction for the Barraba line branched at West Tamworth and faced Up trains however, as the mileage pegs continued to increase from Sydney towards Barraba, trains travelling toward the terminus were classified as Down services and used odd numbers. After a four minute run our train number 1 arrived at West Tamworth and, having swapped the mainline electric staff for the Red/Round ordinary version to take us onto the branch, we headed off now on the down, the modified twin beam headlight piercing the dark and lighting our way over the crossings and along the branch. I don't recall the quality of the ride but I certainly wasn't inspired at this point due to the lack of sleep, the lack of a 400 class, there wasn't much to see in the darkness and I couldn't take any photos.

After a half hour run we arrived at the first station, Attunga, which was unattended and despite a glow on the horizon was still too dark for a photo. A quick exchange of the staff for a Square/Blue one and with some entries made in the train register book our 'motor was underway again in minutes and with the visibility improving as the sun rose, we arrived at Manilla in weak morning light and under clear skies.

Manilla station was positioned off a curve prior to the yard throat and, while there wasn't time to explore the yards unusual features close up, we were able to grab a pleasing picture of CPH 7 at the platform before departure when Ronald pointed out the diamond crossing and stub derail points as we passed. At the Barraba end of the yard the line headed out of town on a very impressive curved timber trestle which first crossed over the local showground and then over the Namoi River via twin steel truss sections. How we wished we could have got a photo of the 'motor crossing the trestle but, after a subtle inquiry about stopping on the way back fell on deaf ears we agreed to look at returning by car, one day.



551.460km from Sydney the then common but now classic station terminus and Railmotor service scene is repeated at Barraba.

Beyond Manilla the line generally continued to climb with the grades of up to 1 in 60 being no match for No.7. Now with a Red staff on board again for the trip all the way to Barraba, we sat back and watched the countryside pass while having a second breakfast of mother's pineapple fruit cake. Our arrival into Barraba was made without stopping and slightly earlier than the advertised 0737. After informing the Station Master about what we had planned and confirming that we would be travelling back to Tamworth, we set off to explore the yard in the fifty minutes before No. 7's return departure time. Barraba was the only station still attended on the line and, while the green timber buildings and surrounds were still attractive, it was obvious that they had seen more prosperous and attentive times.

Barraba yard did not utilise any interlocking equipment and an inspection of the entry end main to goods siding and main to loop points revealed ball type point levers secured with a point clip (but not locked) to safeguard the passage of the railmotor. The main line was protected by catch points in the siding which was also fitted with a ball lever and which must have been cursed many times by shunting staff having to hold them in position during the passing of each exiting movement. Also found in the

From the Archives



Over halfway back to the junction CPH 7 has rolled to a stop at the neat brick platform of Attunga for safeworking purposes. Remnants of the once prize-winning garden features still remain, as well as the out of use fire bucket rail and nearby tank water supply.

yard was a pair of "friendly" 48's at the head of a container train loaded with asbestos from the nearby Woods Reef Mine. The empty train had preceded our journey by three hours and now loaded, was waiting and tabled to return an hour behind us.

While we managed to get enough photos to satisfy our needs we unfortunately ran out of time to make the usual trip to the dead end or to explore the former loco depot area. In the yard the goods shed and crane were still present but from a distance we could see that the loco shed was gone, there was no sign of the coal stage and their definitely wasn't a 30T.

At 0825 we were back on board and CPH 7 with radiators trailing began retracing its path to Tamworth as service No. 4, travelling on the authority of a red (orange) ticket. Again the passenger numbers were "comfortable" and although the hour was still not in double figures, the sun was higher and we were able to get a better look along the whole length of the line.

We again cursed under our breath as we travelled over the Namoi River and Manilla showground viaduct and soon were stopped at Manilla platform to pick up more clientele. A long haired young lady heading for the "big smoke", resplendent in cork platform shoes and a hand knitted jumper, was farewelled by her mum and while they said their goodbyes and the Guard

secured her suitcase we grabbed another shot at the platform. We were soon underway again and keen to ensure they were at Tamworth in plenty of time for the advertised connection with the Northern Tablelands Express, the Driver kept No. 7 running swiftly. As a result our observation of the former short limestone quarry branch line which had its junction at Sulcor was but a fleeting glimpse. A slightly early arrival at Attunga allowed us some extra minutes to race over to the loading bank and get an overall shot of the 'motor sitting in the platform. Once the recipient of many railway garden competition awards, the story now told by the neglected signal box, station building and garden beds was that it had received its last accolade. The final branch section to West Tamworth was closely followed by the crew signing off and the advertised connection with The Northern Tablelands Express at Tamworth so was run with significant enthusiasm. After we rolled off the branch and changed staffs again at West Tamworth, we were soon pulling up in the dock at Tamworth station ahead of the advertised time of 1037 and with plenty of time for the customers to stretch their legs and transfer to their connecting N22 DEB set service at 1052. Our CPH branch line adventure and my only rail journey to Barraba was complete though the day was young. But that's another story...

From the Archives



The sun is barely risen but the weak light was sufficient for the first shot of the day. CPH 7 on No.1 Down passenger at Manilla.

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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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COOMA

Weekend 27 & 28 October 2012

Come along on a spring time adventure with The Rail Motor Society's CPH Rail Motors to Canberra, Coach to Cooma and travel to Chakola and return on CPH's 8 & 22 with CTH 55 on the Cooma Monaro Railway.

The CPH's will depart Paterson at 5am and will pick-up as required en-route to North Strathfield for an 8am departure. Then travel via the Main South to Goulburn for a short stop before continuing on the branch for a 1pm arrival in Canberra.

Lunch will be served in the ARHS ACT Division precincts before joining our coach to enjoy the spring scenery whilst travelling down the Monaro Highway to Cooma. On arrival at Cooma Railway Station, we will be greeted by the members of the Cooma Monaro Railway. Following an inspection of the station and other exhibits, join CPH's 8 & 22 and CTH 55 for an afternoon tea run to Chakola and return. Proceed then to the Marlborough Motel for our dinner, bed & breakfast overnight accommodation.

Depart after breakfast on Sunday morning for the return coach trip to Canberra. Depart for Goulburn in the CPHs where we will shunt into the Goulburn Loco Roundhouse Preservation Society for a BBQ lunch and inspection of exhibits.

Depart Goulburn for the return to North Strathfield where we are due to arrive at 6.30pm.

The tour cost includes all rail travel, lunches, dinner, bed & breakfast, accommodation on a twin share basis with limited single supplement available and on-board morning and afternoon teas. Items of a personal nature and drinks at the motels are at your own expense.

BOOKING FORM for 27 & 28 October 2012 Cooma Tour

Mail to: ARHSnsw Tours
PO Box 4083
EDGEWORTH, NSW, 2285

or fax (02) 4956 3370

Pay at: ARHSnsw Bookshop
Rail Heritage Centre
SYDNEY CENTRAL STATION

Please reserve for me.....	Seats ARHSnsw Members and Guests Twin Share	@ \$450.00	\$
.....	Seats Non Members Twin Share	@ \$475.00	\$
	Limited Single Supplement	@ \$ 45.00	\$
	2% Credit Card Payment Surcharge		\$
		TOTAL (GST Incl.)	\$.....

Name.....

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

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

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

I/we will join the train at.....Station

I require double.....twin share.....accomodation

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

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

Card No.Expiry/.....(Add 2% above)

SignatureDate

Tickets , timetable and accomodation confirmation will be posted to your address 10 days before departure.

ARHSnsw Tours Infoline (02) 8394 9019 or 0428 333 443.

ARHSnsw (ABN 96 000 538 803) is not responsible for last minute changes to train, route 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

OFFICE USE ONLY: Date booking rec'dDate processedSeats.....Car.....Tickets sent.....

