

Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED



DECEMBER 2012

Patron ~ Rear Admiral Peter Sinclair AC



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Car attendant
kidnapped!

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To Junee with ICE

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On the journey "Up the hill" from Unanderra, a stop at No.1 Tunnel allowed an inspection of the unusual tunnel entrance and for Fitter Stafford Payne to check all was well with the motors.

Photo: William Todd

Society News

2012 Annual Volunteer of the Year Awards

This year the Society presented its own "Volunteer of the Year" awards which are voted on by the workers at Paterson and were presented at the Society's Christmas Party function held at Club Macquarie, Argenton on Sunday 9 December.

The winner of the "Volunteer of the Year" for 2012 was Mick Walsh; and the runner-up was Bryan Hicks. The "Encouragement Award" was awarded to Graham Schonberg who was not present but received his award on Wednesday 12 December at Paterson.

(Pictured right) Representing the Director of the NSW Office of Rail Heritage, Marianne Hammerton, Relationship Manager Keith Howard (centre) with Secretary Bryan Hicks (left) and President Arthur Burgess (right) presented the Society with an Achievement Award.

Photo: SG Preston



Graham Schonberg receives his award from Vice President Eric Larkins.
Photo: Arthur Burgess



Mick Walsh (left), President Arthur Burgess and Bryan Hicks (right) with their awards.
Photo: SG Preston

Resignation of Honorary Auditor

Terry Armstrong, the Society's Honorary Auditor for the last 23 years was presented with a plaque acknowledging his service to the Society by President Arthur Burgess and Treasurer John Redman at his Thornton offices on Wednesday 12 December.

Terry cited the Society's elevation to Tier I status and subsequent additional complicated work requirements and the need for a review of all procedures than he has time for as his reason for resigning.

An avid railway photographer, Terry's offices are located adjacent to Thornton station where he can occasionally be sighted capturing the passing parade on the Main North between appointments.



Terry Armstrong (left) with his plaque and Treasurer John Redman.

Photo: Arthur Burgess

Society News



From the President's Desk

~ Arthur Burgess

Well this year is fast coming to a close and we prepare for another in the life of The Rail Motor Society.

The past year has been a mixed time for the Society, some

hiccups occurred in our tours and we had our first major failure in the rail network (mechanical failure). To rectify this, we had to have an engine and transmission replacement as a result, we had to cancel two tours. However, we have honoured these commitments by running them at a later date.

The major drainage problem which destroyed our yard in 2007 has been overcome by the installation of underground piping. We now have a spacious car parking area. The purchase of a tractor has saved many man hours in the restoration of our property. The gardens and their surrounds have been beautified by many volunteer workers, special thanks to our Caretaker Ron Pirie for the everyday upkeep of the depot.

Many thanks also go to the Transition to Work students from Castle Personnel who assisted in many ways in the upgrade of the depot.

The lady volunteers excelled in many ways in the duties they performed throughout the year. I would be the first to admit without their help and expertise 2012 would not have been a successful year.

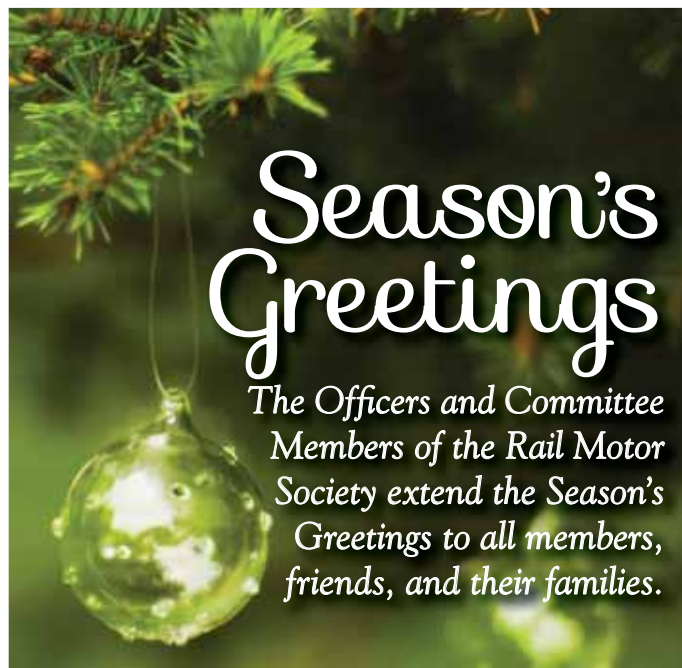
The Infrastructure area has seen our accommodation and museum carriages protected by cyclonic roofing, a garage has been erected to protect our tractor from the weather.

An additional shed has been erected to accommodate museum items (trikes and station luggage barrows). It also creates another work area for the Infrastructure Group, I thank one and all involved in the Infrastructure side of our organisation.

The Mechanical Section has had plenty of work to do in the upkeep of our Rail Motors. To the volunteers involved I personally thank you for your effort in meeting our tour requirements.

To the Management Committee of The Rail Motor Society, I thank you for your full co-operation and attention in meeting the everyday commitments required to keep our Society afloat especially financially.

Finally in closing the year off, on behalf of the Rail Motor Society I wish all members and their families a safe and happy Christmas and a joyous New Year.



From Our Readers...

"Hello Paterson Points! Just wanted to say thanks for a great magazine, but particularly for the article in last month's edition on the Barraba line. Great photos, and from a line that didn't get a lot of attention, now long gone. I went to Barraba in the early 1960s, in a regular train with a 30T, and had a cab ride from Attunga to Manilla as a bonus. A few photos taken, but as it was a box Brownie at the time and photos were expensive for a kid, not a lot to show for it now! But I can remember also getting under the low wooden culverts with a mate of mine out of Westdale and waiting for the (steam) train from Barraba to go right over the top of us. It now seems pretty scary stuff, and indeed when that loco went within inches of your head it was!

A great article, many thanks Stephen Preston!

Warren Rackham, Maclean NSW (an ex Tamworth kid!)"

"G'day Bruce [Agland]

On behalf of the Lions I would like to express our thanks, also a thank you to the crew who did an excellent job.

Many thanks.

Yours sincerely

Bob West, Activities Officer, Forster-Tuncurry Lions Club"

(Received by email 26/11/12)

Errata: October 2012 Paterson Points

Page 2 caption 'Resident caretaker Ron Pirie' not Petrie;
Page 8 caption 4th, 5th and 6th lines 'Annett key' not Annette key; Page 8 text 5th line 'Jerry' not Gerry.

Society News



The reconditioned torque convertor installed in CPH 3 in the lead up to its return to traffic was found to be faulty in service. Here Wal Williams stands by to assist Stafford Payne with the installation of a replacement. Photo: Stephen Davies

Membership Renewals

Members are reminded that their membership renewal is due on the 1st January 2013, membership fees remain unchanged for 2013. A renewal form and envelope is enclosed with this newsletter for your convenience.

Donations

Please remember that the ATO has approved the Society issuing receipts for gifts/donations (not testamentary gifts) which will be allowable deductions for income tax purposes.

New Members

Ben Smith of Beresfield; Robert, Michelle, Liam, and Aidan Tremethick of Duns Creek; Warren and Jenney Pannaye of Morpeth; Josh and Riley Attard of Morpeth and Stephen Miller of East Maitland are welcomed to the Society.

Work Days

Regular work days are usually held each Wednesday, new volunteers are always welcome. If you are not a regular volunteer at the depot and would like to participate, contact the Secretary, Bryan Hicks for further information.

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.

Annual General Meeting

Members are advised that Saturday 23 March 2013 has been scheduled for this important meeting. The formal meeting notice and associated forms will be posted out separately.

Election of Board Members 2013

Under our new Constitution, there will only be one election at the Annual General Meeting for 2013 and that will be for Board Members. The Office Bearers will be elected by and from within the elected Board at their first meeting after the AGM.

This being the first election under the new Constitution, we will be electing all eleven Board Members. Five of these elected members will retire after one year, while the remaining six will serve a two year term. The five who will retire after one year will be determined in an appropriate manner by the Board. The five retiring members will be eligible for re-election in 2014. At elections from the 2014 AGM onwards Board Members will be elected for a two year term.

Society News



Standing behind the reconditioned GM 6-71 diesel engine destined for HPC 402 are (L to R) Bruce Agland, Stafford Payne and Bryan Hicks. Photo: SG Preston



Operations Report

~ Bruce Agland, Operations Manager

Operations for 2012

- 18 November Paterson (ex Taree, 620 – BBQ at Depot) Forster Lions Club
- 2 December Berry (ex Wyong, CPH), Lodge Wyong
- 9 December Society Xmas Party (Club Macquarie)
- 11 December Mystery Tour (CPH), Tocal Agricultural College
- 23 December Dungog (CPH), Byways Tours
- 27-28 December Chullora (CPH), ARTC SSFL Crew Familiarisation

Operations for 2013

- 6-9 January Chullora (CPH), ARTC SSFL Crew Familiarisation
- 20 January Tamworth (620), P. McFarlane
- 26 January Nowra (CPH), ARHS. Booking Form attached
- 23 March Scone (620), Gresford Parish
- 13 April Steamfest (TBA)
- 4 May Denman (620), Private
- 8-13 June Oaklands (Vic.-620), ARHS
- 24 August Gulgong (620), Ray Barry (10th Year)

Operations subject to confirmation

- 8-12 June Nyngan (CPH) Nyngan 130th Committee

Trainspotting

The results of time spent photographing trackside in the Hunter Valley are generally predictable however, photographers can be rewarded with unusual sight, as proved here by Society member and regular Paterson Points contributor Bruce Gehrig.

While observing movements through Maitland station on Sunday 4 November Bruce recorded Hunter railcar set 2703/2753 arriving in number 2 platform in the company of NP23 Northern Tablelands Express. After uncoupling from the lead Explorer car 2502, NP23 continued on its way to Werris Creek (and ultimately Armidale and Moree) while the Hunter cars later departed for points south in the company of a sister 2 car set. The accompanying photo shows the vertical profile of the ends of the railcars from different manufacturers just prior to their uncoupling. (Photo: Bruce Gehrig)

Footnote: the replacement torque convertor shown above also failed in testing, a third reconditioned unit intended for HPC 402 is now being installed in CPH 3. Urgent enquiries are currently being made to locate another service facility that has experience in reconditioning these transmissions.

Tour Report

The Perils of a Car Attendant



Jerry is unceremoniously removed from the safety of 621's catering section by two desperate bushrangers after an unscheduled stop at Scone station.

Photo: Stephen Davies

As the Society's Train Presentation Officer, I sometimes take a trip as a Car Attendant to checkout the reception of the train's appearance from passengers and crew and also to assist. After an experience on my recent trip to Murrurundi to where both the CPHs and the 620 set travelled, I will look to future trips with some trepidation.

I had become aware of the normal perils such as the railway culture of drivers and fitters incessantly arguing, or not knowing when we will see home again due to broken down freight/coal trains or some remarkable controller decisions. There is also the chance of spilling the beverages and receiving rebukes from our senior passengers, repelling the women who like uniforms or even the chance of a close shave with disaster. However, nothing had prepared me for what happened on this trip.

I was kidnapped by bushrangers and held for ransom.

We were approaching Scone when our driver Bob, who should remain nameless, now saw two masked bushrangers on the platform. Despite this being an unscheduled stop our driver inexplicably pulled up. Of course the bushrangers immediately boarded the train and looked for a hostage. I was the bunny. When they tried to grab me I showed absolute courage and bravery whilst trying to hide behind Lorainne, another Car Attendant (our fitter Graham would have been easier to hide behind but he was nowhere to be seen).

I suggested they take Margaret, another Car Attendant, as she would bring much more money. But to no avail.

A Tale by Jerry Jerome



The expression on Jerry's face says it all, "why me?". The train departs leaving him at the mercy of the bushrangers.

Photo: Stephen Davies

I was hauled onto the platform past some worried passengers (at least they cared) and our fearless driver immediately pulled away abandoning me. On the platform horrible thoughts of my demise entered my head. Would I be shot, strung up or tied to the rails? Again I showed my fortitude by putting my hands down and sitting on a platform seat despite their protestations. After some discussions I discovered that I would not be killed despite the Rail Motor Society not offering even a token ransom (our Treasurer is very tight). I was to be traded for two local identities travelling on the following CPHs. At first I was worried that they wouldn't stop but Rod, our intrepid, superior No.1 driver, showed tremendous bravery and did stop despite the Safe Working Supervisor carrying on that it was more important to keep to the table and not upsetting the controller.

When I was safely on board no one asked about my welfare or if I needed treatment for psychological injury. I was just told to eat cake and have a drink. I had now found out where a Car Attendant stands in the pecking order. They don't even rate a mention.

Tour Report

*To Junee with ICE but ahead of the snow
– The 2012 ARTC Junee inspection trip.*

By SG Preston



Surrounded by RailCorp infrastructure, the two CPHs roll towards Hornsby No. 3 platform to pick up their executive guests.

Photo William Todd

With major project works significantly progressed in the North – South corridor area during 2012, ARTC again chartered CPHs 1 and 7 for an inspection trip to Junee over the three day October 9-11 period. In addition to providing a first hand works review opportunity for staff, the journey enabled the demonstration and use of the National Train Communications System (NTCS) “ICE” train radio system and again also provided new recruits from the Junee Network Control Centre South (NCCS) to learn more about the network they will soon control. The Society’s CPHs have become popular for ARTC inspection trips due to their good forward vision and also due to the convivial atmosphere they provide for guests.

In addition to the usual preparation for the outing, CPH 7 was fitted with an ICE radio unit for the first time and having been commissioned the day before departure, the journey south became the first operation of a Heritage Unit to use the NTCS system for network operations. Like other network operators, The Rail Motor Society had been supplied with this initial ICE equipment by ARTC as an introductory unit and after conversion to 24V operation by manufacturer Base 2, it was installed into CPH 7 for evaluation and to support commencement of Society Driver training.

Starting from Paterson in the early morning darkness of Tuesday 9 October, the two CPHs headed south under the command of Doug Bennett with Engineering Manager Stafford Payne along to service and care for the ‘motors. After a quick “twist” on the triangle at Telarah to better orientate the units for their return, a brief wait for line clear at Maitland station allowed the crew to partake a most welcome breakfast. On the move again 7R00 headed toward RailCorp territory first picking up ARTC dignitaries at Broadmeadow, then Fassifern and Hornsby before joining the dedicated freight network at North Strathfield. Onboard guests included ARTC’s CEO John Fullerton, members of the Executive Team, ARTC’s Operations Standards Manager and Senior North – South corridor staff. Also along were retired Drivers Ken Maggenis and William Todd who provided interesting commentary about their experiences and the changes that had occurred during the time “on the road”.

Having negotiated Flemington Goods Junction, ARTC’s Sydney Metropolitan Freight Network area was joined and after traversing the northern fork of Chullora Junction, Enfield West was passed and the already commissioned Stage1 Southern Sydney Freight Line (SSFL) Project area traversed using the Sefton dive under the Bankstown line.

Tour Report



The good forward vision from the CPHs allowed ARTC staff to survey the route ahead. In the photo above Driver Doug Bennett is seen chatting with Operations Standards Manager Ross Gill who used the trip to review his route standards documents.

Photo SG Preston



After an early morning "twist" on Telarah triangle, 7R00 awaits the road south at Maitland's No.3 platform.

Photo: SG Preston



ARTC Operations support manager and TRMS Driver Doug Bennett briefs the Network Control officers on operational practises while the rest of the passengers discuss and deal with the matters of the day.

Photo: William Todd

Tour Report



With time for inspections factored into the timetable, the ARTC tour party posed for a group photo while stretching their legs at Yass Junction. Photo: William Todd



ARTC Compliance and Administration Officer Debra Nicolson and Valerie Hutchinson, Executive Assistant to the CEO try out the recently completed catering facilities during the journey north from Junee. Photo: William Todd



Viewed from the footbridge, 7R01 stands on the Down Main in front of Yass Junctions original station building Photo: SG Preston

Tour Report



Although not in pristine condition, Junee platforms' "Refreshments" sign continues to advertise the fine meals and drinks which are still provided from within the original Railway Refreshment Room. Ready to head north, CPH 7 and 1 wait patiently while their passengers enjoy a BBQ breakfast nearby. Photo: SG Preston

Rejoining the RailCorp network at Leightonfield, the run across to Macarthur allowed all on board to observe the impressive progress made on the parallel ARTC SSFL line construction, final operational commissioning being scheduled for 23 December this year. Having cleared Macarthur and back on ARTC metals, the 'motors enjoyed an unimpeded run, with inspection of the new bi-directional running and Maldon loop arrangements, the Redbank tunnel bypass and considerable track refurbishment works made along the way.

Pausing only briefly at Moss Vale and Yass for refreshment breaks, a late afternoon arrival at Junee had the passengers unloaded, the 'motors refuelled and then stabled for the night in Junee Yard well before dinner time.

With many miles to travel, an early start was again had on Wednesday (Day 2), the passengers and crew enjoying a BBQ breakfast courtesy of the NCCS Chef Eric before joining the 'motors for the run north. In addition to the ARTC Executives and corridor Management Staff on board this trip also accommodated ARTC's most recently recruited Network Controllers who were keen for a first hand look at rail operations. The role of ARTC Network Controller incorporates the previously separate functions of the Train Controller and Signaller and hence is responsible for managing all movements and access to the network.

Again mother nature provided good weather and a fine display for the guests with no one disappointed by the impressively colourful fields of green wheat, yellow canola, and freshly ploughed soil which were constantly passed by the CPHs. With only a brief pick up stop at Cootamundra and another relaxation break at Yass, the motors rocketed through Goulburn and arrived at Moss Vale in the early afternoon. During the journey extreme weather forecast alerts received for the coming days were dismissed due to the warm conditions being experienced, none on board considering it likely that two days later the Goulburn and Cullerin areas could experience a cold snap with blanketing snow falls. After the detraining of some guests and the addition of others, the route eastwards was taken with a sedate trip "down the mountain" to Unanderra, items of interest on this rugged, and mostly isolated line being pointed out by the knowledgeable local Team Manager. Thanks to an absence of wheat traffic, arrival at Unanderra platform was nearly an hour ahead of schedule and after bidding farewell to the Executive Team, the two 'motors headed back up the mountain for an overnight stay at Moss Vale.

Tour Report



After their long run south the CPHs' fuel tanks were refilled at Junee Roundhouse Workshops the sidings being shared with new and old forms of Diesel motive power hailing from "south of the border".
Photo: SG Preston

Day three was again an early start for the crew and the first signs of the foul weather which was to later hit the southern districts observed. A wet but unobstructed run down the Southern Highlands presented the train ahead of time at Macarthur, allowing plenty of time for guests from ARTC's Media and Communications Unit and the SFL project to join the train. Heading into RailCorp territory, the ARTC SSFL line Stage 2 works were again paralleled with the route onto the SSFL Stage 1 section taken for another run from Leightonfield to Enfield West. Turning onto the southern fork at Chullora Junction, the inspection train then ran along ARTC's Metropolitan Freight Network (MFN) Goods Lines to Botany, passing Enfield yard, the now straight railed former junction to Rozelle at Wardell Road (Dulwich Hill) and crossing the RailCorp Bankstown and Illawarra passenger lines on the flyover bridge at Sydenham. Considerable progress was noted on the MFN project Cooks River area infrastructure works which will support ARTC's remote signalling control from Junee in 2013.

After detrainning most passengers at Botany a final change of ends saw the 'motors heading for home via the third leg of the Chullora Junction triangle, the ARTC MFN Project Director and remaining staffers on board surveying the route for MFN and Northern Sydney Freight Corridor Project works.

Again running ahead of time, the RailCorp Rail Management Centre (RMC) staff provided generous pathing through their network to Broadmeadow where the clear road was continued by the ARTC Broadmeadow Network Control Centre North (NCCN) controllers through to Paterson.

Having covered in excess of 1500 kilometres over the three days the CPHs were stabled back in the depot by mid afternoon, well deserving of a rest for the service they had provided. Thanks are due to Engineering Manager Stafford Payne who ensured the continued operation of CPHs 1 and 7, Drivers Mick Baczynskij and Doug Bennett for their skilled manipulation of the controls and to Debra Nicolson, Valerie Hutchinson and the other ARTC staff who arranged and served splendid sustenance throughout the journey.

Tour Report

Back to Murrurundi Festival, 20–21 October 2012



Ardglen bound the CPHs take another load of passengers up and over the hill.

Photo: Colin Woodward



The shuttle trips were as always very popular as seen here during loading between runs at Murrurundi platform.

Photo: Stephen Davies

The *Back to Murrurundi Festival* was held over the weekend 20–21 October 2012. As with last year the Upper Hunter Shire Council had oversight of the festival and we were initially asked to supply one train from Broadmeadow to Murrurundi and provide for a couple of excursions to Ardglen. The response from patrons was such that we were required to supply a second train. Unfortunately, the transmission problem currently being rectified on CPH 3 prevented it from being used and passenger numbers were limited to around 170.

621/721 provided the first service departing Broadmeadow at 7.40am, CPH1 and 7 followed departing Broadmeadow at 8.00am. Both services picked up passengers along the way at Maitland, Branxton, Singleton and Muswellbrook. CPH 1 and 7 operated two return services between Murrurundi and Ardglen for local patrons. The Society's crews were well catered for with lunches supplied by the organising committee. The return services departed Murrurundi at 3.17pm (621/721) and 3.45pm (CPH 1 and 7) with both services running pretty much to timetable on the way home.

Many thanks to our crews for a great effort on the day, especially the car attendants (one was kidnapped at Scone on the Down journey) as two teams were required for each car as well as the operations crews for each train. Well done!

Tour Report



In early morning light, the CPHs briefly disturb the serenity as they head south through Oakhampton, a flock of water fowl anxiously fleeing clear of the danger zone to safety.

Photo: Bruce Gehrig



Resting in the loop, 621/721 sit side by side with the CPHs at Murrurundi.

Photo: Colin Woodward



During the day the number of "Rail Motors" seen at Murrurundi increased to three with the passing of the CountryLink operated Northern Tablelands Xplorer service. With the platform cleared of the Society's rollingstock Up service NP24 rolled through pausing briefly to drop and load its own south bound patrons.

Photo: Wal Williams

Tour Report

Girls' Night In ~ Leura Gardens Festival 6th October

Article and Photos by Bruce Gehrig



Despite the early hour, the passengers eagerly board their tour train at Maitland, anxious to get on their way for a day in the 'mountains'.



721 has stopped at Leura platform to collect its returning passengers, the rust stained cutting above showing the effect of the heavy braking by freight trains which is required to retard their run down the grade.

Saturday 6 October dawned grey and overcast at Maitland station for our passengers booked on their trip to the Leura Gardens Festival in the Blue Mountains. Society member Trish Ede had organised the day out, to raise funds for Girls' Night In, an annual fund raising event for the Cancer Council of Australia. Trish was able to fully book the 92 seats on 621/721, and had a waiting list for any cancellations.

We had a non stop run from the depot to Maitland, where most of our passengers boarded. After everyone had found their seats, we were able to depart eight minutes early at 5.55am. The rest of our passengers boarded at Broadmeadow, Fassifern and Morisset.

Early running was a feature of the trip, even with Control putting us through the Up loop at Awaba to clean the points and rails. Around Wyee and Warnervale, we were able to smell the burnt out bushes and scrub, and see the damage caused by the bushfires that had closed the rail line twice between Wyong and Morisset on the Thursday and Friday before the trip. At Warnervale, the bushfire had burnt up to the fences of the houses opposite the station.

Morning tea, with cakes and slices organised by Trish, was served after Gosford. We were routed into platform four at Hornsby to wait and follow a suburban train however, a quick call to control enabled us to leave before the all stations train.

Raffle tickets were also sold on the trip to Leura to further help fund raising. A good run ensued through the western suburbs of Sydney and we were still 10 minutes ahead of the timetable at Penrith. However, after crossing the Nepean River and starting the climb up the mountains through the Glenbrook Gorge, fog started to develop and remained with us for the rest of the day.

We arrived at Leura at 10.55am where our travellers had four and a half hours to enjoy the annual Gardens Festival which first started back in 1965. Despite the cool and foggy conditions, there was still plenty to see and do at Leura with the main street

blocked off to traffic and stalls lining both sides of the road. All the town shops were open, and there also was a trolley shuttle available for those who could not walk between the private gardens open for display.

After all passengers and the cabin crew had alighted, 621/721 proceeded up to Katoomba and stabled in the Up loop opposite the station. The presence of our train attracted interest from many waiting CityRail passengers, some of whom used their cameras and mobile phones to take photos of the train.

After the 3.26pm Intercity service to Sydney left Katoomba, we followed down to Leura to pick up our passengers, many of whom carried bags with their purchases from the Festival. After all were on board, we left at 3.37pm for the trip home. Afternoon tea was served after Springwood, and the raffle drawn and prizes handed out. A good run ensued to Homebush, where we were held on the triangle to follow the 5.15pm CityRail service to Newcastle.

After Hornsby, sandwiches (supplied by Trish Ede), bottled water, tea or coffee, were then served to our travellers. An uneventful run home followed, dropping off passengers as required to Broadmeadow. After leaving there, we were held at Islington Junction to follow an all stations train to Telarah. Arrival at Maitland was at 8.50pm, where our tired but happy travellers alighted, having enjoyed their day in the Blue Mountains.

For the crew, a quick run home ensued to the depot arriving at 9.15pm. The Society volunteers on the train were, Drivers Rodney Short and Bruce Matthews, SWS Bob Walsh, Fitter Mick Walsh and Car Attendants Margaret and Graham Pantlin, Lorainne Corcoran and Bruce Gehrig.

Full credit is due to Trish Ede for her preparation and organisation of the day out, which raised a fantastic amount of \$2,820 for the Girls' Night In and Cancer Council of Australia. Many of the passengers, who had not travelled with The Rail Motor Society before, have been asking her when the next trip will be.

From the Archives

Eveleigh Transfer

Article and photo by SG Preston



This month's archival subject comes from a collection of photos taken during a weekend away to the NSW southern region in October 1983, this scene being captured at Sydney terminal early on the Sunday morning.

The 620/720 class railcars were originally constructed for use throughout NSW, their use gradually regressing to the Newcastle, Illawarra and Metropolitan areas as country services were reduced sharply and replaced by road coaches from the 1970s.

When servicing beyond the capability of their allocated depots was required, cars were dispatched to either Eveleigh or Chullora workshops, power cars often making the journey on their own and with only one serviceable motor. Such was the case pictured here which shows unit 623 standing at the country end of Central platform seven. The "reverse" liveried unit had made an early morning departure from Wollongong, headed ultimately to Eveleigh for an engine change.

As was frequently the case with movements such as this and for other occasions including where a set's cab was damaged, special cover vehicles were provided to allow one of the yard shunters (or other available loco) to couple and transfer the unit to workshops.

The vehicle being coupled to 623 by the Shunter (resplendent in his blue uniform and devoid of any high visibility embellishments or tabard) was converted from a CHO Mail Van and used as a interface "cover" vehicle in and around Sydney. Despite the

standard Indian Red and Buff lined colour scheme, the unusually placed louvers and stenciled "ACDEP COVER VAN" labeling on the otherwise plain ply wood sides made it easily distinguished from general stock and identified that it was not a vehicle for normal service use.

The shunting loco used on this occasion is Walkers built Diesel Hydraulic 7323 which appears to have also been on a visit to Sydney for mechanical attention, the fresh overspray of grey internal paint noticeable around the canopy joints and indicating an Eveleigh overhaul. On the fuel tank, 7323's home depot name has been lovingly painted by the proud Dubbo Depot staff and completeness of the loco including buffers and builders plate suggests that it was a weathered but valued depot asset.

A scan of the background scene reveals some subsequent growth to the cityscape with little variation to the station canopies although their colour scheme has undoubtedly since changed several times. The Central station clock and tower is pictured sans hands and surrounded by scaffolding as it receives some remedial work, an activity which was repeated again this year.

Today 623 is the only vehicle pictured remaining on rails having become part of the RailCorp Heritage Fleet, housed at Thirlmere. The ACDEP cover van, originally sold for preservation is now grounded and used for private storage and shunt loco 7323 was scrapped and now only shunts that great marshalling yard in the sky. Even the once mighty Dubbo loco depot has met its demise.

Work Experience Program

Castle Personnel disability service has been visiting The Rail Motor Society for the past year, engaging in work experience for school leavers with an intellectual disability.

A group of boys from Castle Personnel make the trip up to Paterson every Wednesday from Newcastle. They have been making a massive difference to the new revamped overall look of the Society's grounds and have learnt many skills along the way. By building fences, guard rails, break walls, concrete

paths, restoring chairs and painting verandahs as well as general cleaning, gardening and lawn care.

The boys have thoroughly enjoyed themselves and have always felt part of the amazing team of volunteers that are at Paterson week in and week out. This arranged partnership has been a great success story for both parties involved and can only continue to grow from strength to strength.



Proudly displaying their Certificate of Appreciation are (left to right) Matthew, Paul (Supervisor), William and Jacob. Absent Chad and Chris.
Photo: Stephen Davies



One of the many tasks undertaken by the boys was the reconstruction of the pathway and guard rail leading from the shed to the cottage following completion of the major drainage project.
Photo: Stephen Davies

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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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Charlestown NSW 2290**

A Summer's Day On The South Coast

A Tour with Railmotors CPH 1, 3 and 7 – Sunday 20th January 2013

Join ARHS NSW Tours and The Rail Motor Society on a journey over the Illawarra Line to Nowra (Bomaderry). Our tour commences from the Paterson Museum, passengers may board at Maitland, Broadmeadow, Cardiff, Fassifern, Wylong and Gosford. We depart Sydney Central around 9.30am for a brisk run to Waterfall. Enjoy the magnificent scenic run south from Stanwell Park to Thirroul and Wollongong with a request for a short diversion via the Port Kembla Outer Harbour loop before rejoining the main line at Unanderra. We then travel along the coast to Kiama and Bomaderry (Nowra) where there is a short walk to the RSL Club for a fish and chips lunch. Our return journey departs Bomaderry for Berry where passengers will have an hour to explore the village. Seating is limited to 90 passengers, so book early to ensure a good seat. Photo stops have been requested at suitable locations throughout the tour. Return to Sydney is expected to be at 6.00pm before returning to Paterson. Tour cost includes morning and afternoon teas on board, a fish and chips lunch and historic line side notes.



Photo: Andrew Coble

BOOKING FORM

PLEASE FORWARD YOUR COMPLETED FORM TO: ARHS TOURS c/- PO BOX 4083 Edgeworth NSW 2285
OR fax to 02 4956 3370; OR book direct at The ARHS Book Shop, Rail Heritage Centre, Central Station.

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

Name _____ Membership No. _____

Address _____

Postcode _____

Telephone/Mobile _____

Accompanied by _____

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

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

For Credit Card payments add 2% transaction charge

FEE \$

TOTAL \$ (Incl. GST)

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

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

OR please debit my Visa Mastercard

Card No.

Expires /

Name on card _____ Signature _____ Date _____

Tickets and timetable confirmation will be posted to your address 10 days before departure. ARHS (NSW) is not responsible for last minute change of locomotives or railmotor, or destination by the train operator.

REFUNDS: Up to 30 days prior 100%; less than 30 days to 7 days 90%; less than 7 days NO REFUND.

ARHS (NSW) TOURS INFOLINE: 02 9699 4595 or 0428 333 443

ABN 96 000 583 803

OFFICE USE ONLY

Date Booking Rec'd	Date processed	Seats	Car	Tickets sent
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