

Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED



MAY 2013

Patron ~ Rear Admiral Peter Sinclair AC



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Renowned scrubber and part-time fitter Graham Pantlin is not holding back on the elbow grease as he helps clean 402 for her maiden voyage into Victoria.

Photo: S. G. Preston.

Society News



The Society's newly elected Board of Management assembled on the front steps of the Station Master's Residence. Back row (left to right): Beverley Redman, Spencer Ross; second row: John Redman (standing), Rod Short, Bryan Hicks, Bruce Agland, Barrie Kingsford and Stafford Payne (standing); front row: Maree Hicks, Cheryl Davies, Arthur Burgess. Absent: Eric Larkins. (File photo from 2011 used due to absence of several members – Ed.) Photo: Stephen Davies

Annual General Meeting

The first Annual General Meeting under the new constitution was held in the Station Master's Residence at Paterson on Saturday 23rd March, 21 members being present and apologies were recorded for a further twelve who were unable to attend.

The Annual Report was well received as was the Treasurer's Report and Balance Sheet which for the first time, had been fully audited prior to the Annual General Meeting which is now a requirement brought about as a result of the Society attaining Tier 1 status under the Associations Incorporation Act, 2009. The annual report and the audited financial statements were adopted unanimously. A copy of the Annual Report is included with this newsletter for the information of those members who were unable to attend on the day.

Election of Board of Management

As has been the case for several years, the number of nominations received was equal to the positions to be filled and were duly declared elected. Those elected were: Bruce Agland, Arthur Burgess, Cheryl Davies, Maree Hicks, Bryan Hicks, Eric Larkins, Stafford Payne, Beverley Redman, John Redman, Spencer Ross and Rodney Short.

Under the new constitution the Office Bearers and other positions are decided by the Board of Management at a separate

meeting which was held immediately following the Annual General Meeting, the results being:

Patron – Rear Admiral Peter Sinclair AC

President – Arthur Burgess

Vice President – Rodney Short

Secretary – Bryan Hicks

Treasurer – John Redman

Assistant Secretary/Treasurer – Cheryl Davies

Committee – Bruce Agland, Maree Hicks, Eric Larkins, Stafford Payne, Beverley Redman and Spencer Ross.

Line Managers –

Operations Manager, Bruce Agland

Engineering Manager (Infrastructure), Eric Larkins

Engineering Manager (Rolling Stock), Stafford Payne

Public Officer – Geoffrey Murray

Publicity Officers – Geoffrey Murray and Stephen Preston

Tours and Liaison Manager – Spencer Ross

Train Crewing Manager – Eric Larkins

On Board Crewing Manager – Beverley Redman

Safety Officer – Eric Larkins

Society News

Election of Life Member

A Notice of Motion proposing Stafford Payne as a Life Member was adopted unanimously by the members present after which Stafford responded briefly.



Stafford receives his Life Membership certificate from Operations Manager Bruce Agland at the depot on Wednesday 10th April. Photo: Stephen Davies

New look for Paterson Points

Following a suggestion from the production staff at Lake Mac print the editors, in consultation with the Society's graphic designer, have decided to alter the format of "Paterson Points" and future annual reports. This edition is the first to utilise the new centerfold format which offers more flexibility in printing and presentation, any comments would be welcome.

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.

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?

If the details on the address label of your newsletter envelope are incorrect, please 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.

Operations Report

~ Bruce Agland, Operations Manager

Operations for 2013

7 April	Woy Woy (620), Westpac Rescue Helicopter – Cancelled
9 April	SSFL (CPH), ARTC – CEO Special
12-15 April	Broadmeadow ESC (620), Maintenance
13-14 April	Steamfest (CPH)
4 May	Denman (620), Private Charter
19 May	Sydney Metro (620), ARHS
8-13 June	Oaklands, Vic. (620), ARHS (Booking Form enclosed)
8-11 June	Nyngan (CPH), Nyngan 130th Committee
29 June	Stroud Road (620), Raymond Terrace Seniors
29-30 June	Muswellbrook–Dungog (CPH), Private
7 July	Trainworks Thirlmere (CPH), ARHS/TRMS (Booking Form enclosed)
July	Gloucester (620/CPH), Chill Out Festival
18 August	Hawkesbury River (CPH/620), Maitland Westpac
31 August	Gulgong (620), Ray Barry (10th Year)
16-17 November	Gulgong (CPH), Peter King (Booking Form enclosed)

Operations subject to confirmation

October	Kiama (620), Private
October	Hawkesbury River (620), Maitland Rotary

Supplying digital photographs

To ensure the best possible reproduction of photographs supplied for our publications, here are a few helpful hints:

- Use the highest resolution/quality setting on your camera.
- As a guide, a JPEG file should be at least 1mb. Always use the original file as downloaded from your camera, do not scale, crop or edit it.
- When emailing image files, don't compress images with your email program. This is usually a 'check box' option you can select when composing a new message.
- If you reduce/compress the size of a file, this effectively removes image detail and makes the image blurry or pixelated. You cannot add this information back in.
- Please contact the Editor if you require assistance.

Society News

Maitland Steamfest 2013

This year's Maitland Steamfest weekend was another successful outing for the Society with good crowds carried on the five Saturday and four Sunday services to Paterson. Solid sales were made at the Society stall operated outside Maitland Station, including souvenirs and further clearances of second-hand books and magazines by Maree Hicks. The photo below left shows one of the popular trips operated by the CPHs to Paterson departing Maitland Platform 2, while below right Bev Redman, John Redman and Maree Hicks enjoy a rare relaxing moment behind the stall counter.

Photos: Steve Davies, Bruce Agland.



Work Experience Program

The success of last year's partnership between the Society and Castle Personnel Disability Services is being repeated this year with two of the boys being given the opportunity to develop skills in the area of restoration on trailer CTC 51. Under the supervision of bodybuilder Alwyn Williams, Caleb (left) is replacing crown light windows while Jacob is stripping away the many layers of paint on the vehicle's interior with a heat gun and scraper. The boys reverse roles every hour or so to gain more experience in the many aspects of restoration.

Photo: Alwyn Williams



Society News

“Save Steam, Save Heritage Rail” Campaign

During early 2012 the State Government, through Transport NSW, commissioned consultants to carry out a study of the rail heritage sector. All groups within the sector were invited to participate. Our Society made a written submission and a Society representative was involved in lengthy interviews with the consultants and representatives of Transport NSW. The Azarias Report was submitted to the Government in mid-2012, but to date it has not been publicly released.

Rail Heritage Australia (NSW), led by their President, Professor John Glastonbury has instituted a PR campaign entitled “Save Steam; Save Heritage Rail”. The campaign has been designed to appeal to the general community and to encourage them to add their voice asking for the public release of the Azarias Report.

RHA’s PR consultants advise that it is the “Save Steam” approach that connects most strongly with the public and that the other aspects of rail heritage “coat tail” on that in the mind of the public. Hence the emphasis on steam in the campaign but the whole sector wins by obtaining the release of the Azarias Report. A lot of people are needed to give this campaign their support.

While not a member of Rail Heritage Australia (NSW), the Society’s Board of Management believe that the release of the independent Azarias report is essential to the future direction of rail heritage in NSW. While the campaign has a principal focus on saving steam, Society members are encouraged to look at



Photo: S. G. Preston

the campaign from a holistic standpoint and to add their name in support of this issue because it is most important that the rail heritage experience as a whole is readily accessible to the people of NSW. The campaign can be found at www.communityrun.org/petitions/save-steam-save-heritage-rail

After you’ve signed the petition please also take a moment to share it with others. Real change happens when everyday people come together and stand up for what we believe in. Together we can reach many people and create change around this most important issue.

Singer Car Club Biannual reunion visits Paterson

The popularity of the Society’s Paterson Depot as a venue continues to grow, no doubt due to the spreading word of the attractive surrounds and quality service on offer. On 30th March the Paterson Depot hosted a gathering of 87 guests from the Singer Car Club who chose the Depot as one of a handful of destinations during their time in the Hunter Region. Many immaculately restored cars travelled from Victoria, South

Australia, Queensland and throughout NSW to participate in the event which also visited nearby Tocal. A beautiful autumn day greeted the guests and allowed a relaxed inspection of the railmotor fleet prior to being served a hearty BBQ lunch in the well presented depot grounds (catered by the Society ladies), followed by a ride in 621/721 to Stroud Road.

Photos: Bruce Gehrig



HPC 402's Rebirth



With lifting chains attached to the motor and transmission, Bryan Hicks prepares to watch and guide the lifting process from the service pit below 402.
Photo: Steve Davies



With the lift finished the reconnections commence including the drive shaft which Mick and Bryan prepare to man handle into place between the transmission and final drive.
Photo: Steve Davies



Its smiles all round as Fitters Mick Walsh and Stafford Payne sit back and enjoy the ride during 402's trial trip.
Photo: Steve Davies

By S. G. Preston

The efforts of many to ensure 402's return to traffic culminated in a successful trial run to Stroud Road, Maitland and return on Wednesday 13th March, several members taking the opportunity to join the work team and travel on board to be part of the celebration. Some of the elements which combined to accomplish this great achievement were much longer in the planning than most would realise (and hoped), the first efforts supporting 402's 2013 return dating back to circa 1987 with a motor being supplied to Presland Bros. of Paterson for overhaul.

Having suffered engine and transmission problems during its last turns of service in 2010, the decision to change out one of 402's two engine and transmission units was made by the mechanical team, the replacement engine installed coming from the Society's reserve store having been overhauled two decades prior. Having had some recent difficulties with overhauled transmission reliability, a unit was carefully selected and mated with the motor for installation. With 402's operations commitments looming, 402 was shunted over the No.1 road pit and work commenced on transferring components and fittings from the outgoing motor to the overhauled one as well as other preparations. With everything ready and in place a work crew consisting of Graham Pantlin, Mick Walsh, Bryan Hicks, Wal Williams and Steve Davies, lead by Stafford Payne assembled for an extra work day at Paterson on Friday January 25 and, after several hours of grunt and determination had the engine and transmission installed in record time. While the team is well versed in the installation of the engine and transmission combination using the pit, tripod and chain block method, the effort, skill and coordination required to do this efficiently cannot be understated and the team should be congratulated for completion of the job in the short time taken.



Inside 402's centre parcels area Graham and Mick can be seen manning the chain blocks which are suspended from the tripod lifting rig. Photo: Steve Davies.



*There was nothing second class about the preparations for 402's trip south with Steve Davies and Graham Pantlin responsible for scrubbing and washing the exterior whilst inside Margaret Pantlin is seen doing a final mop out.
Photos: S. G. Preston*



Following the main installation and lift, the reconnection of the many pipes, wires and shafts commenced and after tests and adjustments within the depot a trial run was planned for late February. As is often the case the best laid plans can fail to eventuate and, thanks to mother nature providing a concentrated opening of the heavens and Paterson threatened to be cut from the outside world by floodwaters, the trial was initially delayed but later completed just in time.

402's Victorian baptism had originally been planned for ARTC duties in 2010 however, due to mechanical issues and lack of accreditation it could not proceed. Compliance with the Victorian Network radio systems had been covered previously so a similar plan was reinitiated and a "Steam Box" portable radio unit arranged to be loaned by CountryLink for use south of the border. While in principle suitable, some operational aspects of the steam box's use remained unconfirmed and with other equipment available the decision to equip 402 with the nation wide ICE system was made. Utilising the ARTC supplied CCU and HMI units recovered from CPH 7 and antennas fitted to 402 during earlier ICE project testing works, 402's ICE installation was commissioned leaving the steam box radio as a contingency.

With mechanical aspects in place, the Society's train presentation team also rose to the occasion with Joy Kildey, Cheryl Davies and Margaret Pantlin spending several weeks cleaning out mould and dirt from all interior surfaces while Graham Pantlin and Steve Davies ensured that the exterior was also well presented.

While 402's return to service has unfortunately been a drawn out affair, the Society again has use of this popular and versatile unit which will no doubt earn its keep on all manner of future trip types.



*With works completed the society's operational fleet of CPHs 1 and 7, 402 and 721/621 stand in the Depot yard all ready for their next rostered duty.
Photo: S. G. Preston*

Tour Report

South Sydney Freight Line – ARTC CEO Inspection Train By Bruce Agland, Operations Manager

ARTC's CEO Inspection train for the South Sydney Freight Line (SSFL) operated on Tuesday 9th April. CPH 1 and 7 had an on time run from Paterson through to Hornsby where ARTC's CEO, John Fullerton, accompanied by Les Wielinga (Director General of Transport NSW), representatives from Infrastructure Australia, RailCorp, the Environment Protection Authority, ARTC Board members and executives and representatives of major freight operators boarded the train. With Driver Michael Baczynskj at the controls, 7R00 proceeded along the Main North where ARTC Line Managers explained future extensions of the northern corridor to provide for additional freight paths. The train crossed to the Metropolitan Goods Lines at Concord West and proceeded through Flemington Markets, Flemington Goods Junctions and Chullora Junctions to join the SSFL at Enfield West. Again ARTC Line Managers explained the works undertaken during the construction and the various operating aspects of the line. An up freight was crossed in Glenfield Loop and the train proceeded to Menangle Park station where the train terminated and passengers changed ends for the return journey.

After waiting for another up freight to clear, a brisk run was had from Macarthur to Enfield West, passing the up freight, safely refuged in Glenfield Loop. On arriving at Chullora Junctions, 7R02 turned south through Enfield Yards and along the Metropolitan Goods Lines as ARTC Line Managers described works being undertaken in Enfield Yard. The train proceeded to Marrickville Junction where, after a short wait on a couple of local services, the train joined the Bankstown Line at Sydenham for the short run into Sydney Terminal's Platform I. Here our passengers disembarked after a very successful inspection and our CPHs departed on time as 7R03 empty cars to Paterson.

The Society extends it's thanks to ARTC's Michael Baczynskj for the continued use of our services and to Valerie Hutchinson and Jane Lavender-Baker for their assistance with the preparation of this report. Thanks also must go to Society crew members Arthur Burgess and Stafford Payne for making this such a successful operation.



Travelling on the CEO inspection train were senior representatives from ARTC, Government and transport related entities. Pictured above are John Caldron, Chairman, and Lynelle Briggs, Director, Australian Rail Track Corporation Ltd, with Barry Buffier, Chair and CEO NSW Environmental Protection Authority sitting behind them while below Tim Ryan, Executive General Manager Interstate Network ARTC and Ross Nacey, Director – Rail, Qube Logistics Holdings Ltd are also seeing enjoying the trip.

Photos: Jane Lavender-Baker



Nearly home, CPHs 1 and 7 have been refuged at Telarah and await a clear line for the final run to Paterson.
Photo: Bruce Gehrig



The tour ended at Sydney Terminal for ARTC's invited guests, after detraining the passengers the CPH's returned north as 7R03 empty cars. Photo: B. Agland

Three Tinhares To Trainworks Thirlmere

And Celebrate the 150th Anniversary of Menangle Bridge on the Way!

Sunday 7 July 2013



Join ARHSnsw Tours, ARHS Newcastle Branch and The Rail Motor Society on a journey from Paterson to Sydney, Menangle, Picton and Thirlmere to celebrate the 150th Anniversary of the opening of the Menangle Railway Bridge (Opened on 1st July 1863).

Our tour will commence from The Rail Motor Society Museum at Paterson and will pick up passengers at Maitland, Broadmeadow, Cardiff, Fassifern, Wyong and Gosford and Hornsby for a departure from Sydney Central about 9.30am.

Enjoy a brisk run to Campbelltown along the old Main South Line via Granville. A photo opportunity has been requested at the Menangle Bridge before continuing on to Picton to join the old loop line to Thirlmere Station. Enter TRAINWORKS for an inspection of the Museum. Join special steam train rides to Buxton and a BBQ Sausage Sizzle lunch.

Our return journey will depart Thirlmere about 3.00pm and return to Central and Paterson.

Tour cost includes rail travel, morning and afternoon teas on board, entry to Trainworks, a BBQ Sausage Sizzle lunch, extra steam train rides to Buxton and historic lineside notes.

BOOKING FORM: Three Tinhares To Trainworks Thirlmere

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

or fax (02) 9699 1714

Pay at: ARHSnsw Bookshop
Rail Heritage Centre
SYDNEY CENTRAL STATION

Please reserve for me..... seats ARHSnsw & TRMS Members and Guests	@ \$125.00	\$.....
Please reserve for me..... seats Non Members	@ \$135.00	\$.....
Credit Card Payment 2% service charge		\$.....
	TOTAL (GST Incl.)	\$.....

Name.....

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

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

Name of accompanying person.....

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

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 and Itinerary 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 composition, tour route or destination(s).
Refunds: up to 30 days prior-100 %; less than 30 days to 7 days-90 %; less than 7 days-NO REFUND

OFFICE USE ONLY: Date booking rec'd/...../..... Date processed/...../..... Car.....Seats.....Tickets sent/...../.....

Tour Report

To Oaklands the long way round or 2340km in four days with HPC 402 –The First Society Outing to Victoria

By S. G. Preston



Refueled briefly at The Rock to allow a southbound intermodal service to pass, 402 stands at the junction of the original line to Oaklands, the reason for the towns name overshadowing the scene.

Photo: S. G. Preston

After years of discussions, months of planning and a few eleventh-hour moments, the Society's first operation into Victoria was completed over the March 12th to 15th period. Having received an overhauled engine, transmission and ICE radio equipment borrowed from CPH 7, HPC 402 was returned to service after a three year period of rest and headed south from Paterson in the early hours of Tuesday 12th March. The ultimate destination of the trip was Seymour (via Oaklands) the purpose being to finalise certification of some Society crew members for Victorian operations, consummate the Society's Victorian accreditation and access agreements and also pave the way for future tour operations south of the border.

Despite some initial delay negotiating a grid locked RailCorp metropolitan network, 402 ran swiftly towards its familiar Riverina territory making its first journey along the Southern Sydney Freight Line and then rejoining the main south line Junee bound. Having conquered the long southern grades 402 was refuelled at Junee Roundhouse and then stabled for a night's rest in the yard's No.3 road, the crew doing the same in the nearby Crossing Motel.

Wednesday 13th saw another pre dawn preparation and with additional crew and supplies on board, departure from Junee was made at 0600. While primarily arranged as a Society outing, ARTC corridor management representatives also participated to conduct inspections of the track and corridor that they maintain. This trip provided a rare opportunity to ride and inspect the normally wheat only Oaklands line as well as traverse the main NE Victorian standard gauge line as far as Seymour.

To oversee the crew training requirements veteran Victorian Driver and Instruction Company trainer Barry Dunne was also on board and ensured that all aspects of the operation were performed competently. In addition to his assessment duty, Barry also freely shared his detailed knowledge of the geography, systems and operations providing a valuable and fascinating insight of the areas being traversed. Having been a VR Driver based at Benalla for many years, Barry was able to highlight local details and recounted many events from his long career including the Broad Gauge (5'3") operation of steam locomotives and DERM's (Diesel Electric Rail Motor) over the many branch lines including to Oaklands when it was a break of gauge location. As



402 passes the intermediate siding of St James on the outbound run to Oaklands.

Photo: Jack Chambers

we were to learn Barry is also a long term supporter of Victorian heritage operations having served as crew on lines including Puffing Billy and Castlemaine to Maldon.

Having covered the first 100 miles south from Junee, 402 made history as it rolled through Albury and crossed the Murray River just after 0800 continuing south on the West track and through the new Wodonga bypass and platform. The ARTC West track was formerly the Victorian Broad Gauge line between Seymour and Albury and was recommissioned as standard gauge in 2011. Considerable signalling and track project works including the bypassing of the Wodonga township have been completed by ARTC to improve the North East corridor operations but unfortunately it has not been without problems. Considerable drainage and track bed issues have resulted in ARTC having to undertake additional reconditioning works to rectify track defects, work that was confirmed during the journey to be ongoing.

Despite extensive civil upgrade works, conversion to standard gauge and resignalling works, having entered Victoria different network rules and signalling aspects to NSW apply and the crew

were careful to define signals in line with the Victorian system. Signals on the Victorian NE corridor utilise three aspect speed signalling principles which do not align with NSW signalling. While very different to NSW principles, the speed signalling system "makes sense" once understood although all on board agreed that the Victorian "Green over Red" aspect meaning "Clear, normal speed" takes some getting used to (in NSW it means caution).

Continuing the long road south notable towns including Wangaratta and Glenrowan were passed without hold ups before a mid morning arrival at Benalla. Additional guests from the Victorian Department of Transport and local ARTC team joined here and with our full contingent on board, 402 pulled forward south of the station and then stopped for the crew to change ends. Underway again 402 diverged off the West track and through the Benalla yard but soon pulled up again to collect the token for our trip along the Oaklands branch.

The Oaklands line is one of a few Victorian branch lines still utilising Train Staff working (without tickets) and although there



The Ordinary Train Staff clearly shows the section names authorised for travel and having being handed to the driver, 402's trip along the Oaklands line has commenced. Photo: S. G. Preston



The Oaklands branch is a true survivor from pioneering days. Photo: S. G. Preston



402 has moved off the ARTC mainline onto the Vline Seymour standard gauge siding. With 402 standing clear of the catchpoint Barry Dunne restores and locks the frame and electric release to normal. Photo: S. G. Preston

are several intermediate sidings along its route traffic on the branch is governed by a single staff section. The section of the line to Yarrawonga was run at the gazetted 70kph speed limit, those on board being without doubt that they were now on a branch line. Short rail joints and varying sleeper conditions provided a ride that reminded some of the former North West NSW 400 class territory branches, others sharing less nostalgic comments. The Oaklands line is maintained by ARTC on behalf of the Victorian Department of Transport and Officers from both organisations engaged in many observations, conversations and notations during the day. When gauge converted, one rail was moved in and respiked at the new gauge of 4'8½" (1435mm) and new sleepers inserted as required to maintain good gauging. Consequently travellers are presented with the unusual sight of staggered sleeper ends due to many Broad and Standard sleepers of different lengths being laid side by side.

Yarrawonga is the main intermediate location (its turntable has been retained and regauged for use by potential future tourist operations) and beyond its once expansive yard area an impressive crossing of the south western tip of Lake Mulwala is undertaken. Several bridge spans are used to cross the water and pass alongside the Yarrawonga Weir which controls water flow for the Murray River. This location is also the Victorian–NSW border and so for the remaining 60km to Oaklands 402 was again running on “home” soil.

From Yarrawonga the permitted track speed was reduced to 50kph with a further reduction to 20kph from near the intermediate siding of Sanger. This section of track was certainly on par with some “pioneer lines”, the per way managers on board explaining their difficult fight to improve and maintain the line which runs along sandy and flood prone areas of the Muckatah depression to Oaklands.

After over an hour of the severely restricted running a “normal speed” board was a welcome sight just outside Oaklands allowing a final “sprint” to the terminus. From 1938 Oaklands yard was a dual gauge terminus served by both NSW and Victorian lines being a hive of activity not only serving the shipment of wheat but also transshipment of coal, general goods and an extensive Commonwealth facility. Independent loco facilities including separate turntables, sheds and crew barracks were provided at opposite ends of the yard, the Victorian barracks we were told being closer to the local hotel. Sadly, little remains today of the old railway and while extensive wheat loading takes place on the outskirts of town, few trains make the journey all the way to the terminus. With still many miles to run to Seymour, 402's time in Oaklands was limited and after a short stretch of the legs and the obligatory photos at the dirt mound buffer stop (on the former NSW branch line to the Rock, next stop Urana) all persons rejoined the train and we retraced the slow path to Yarrawonga. During the journey several “random” halts and



The end of the line at Oaklands has been reached with 402 seen standing clear of the terminus earth mound on the abandoned NSW line from The Rock. The line in the foreground is the former dual gauge siding to the stockyards and Commonwealth siding which although having been provided with concrete sleepers to cross the road finishes shortly after in a ballast mound, the section of track beyond remaining gauged to 5'3".

Photo: Spencer Ross



Driver Doug Bennett seems happy to have arrived at Oaklands as he displays the Benalla–Oaklands Ordinary Train staff from 402's No.1 cab.

Photo: S. G. Preston

track inspections were conducted to provide varied assessments along the line. Having arrived back in Benalla and returned the Train Staff to its receptacle, we bade farewell to the local ARTC and DoT contingent and then enjoyed a clear run towards our overnight location of Seymour.

Although arrangements had already been made to turn and stable 402 within the Seymour Heritage Railway Centre Depot, local protocols required that to travel from the ARTC main line via the Vline storage roads to the Heritage Depot, permissions including a train path request from the Victorian Central Controller, a release from the Junee Network Controller and a key from the Seymour Broad Gauge Signaller had to be obtained. With all the formalities achieved and restored, 402 was turned



402 runs off the Seymour turntable having been turned in preparation for its journey home the following day.

Photo: Steven Preston

and stabled in the company of Maldon owned Flat top GM T333 with the crew again retiring to a local Motel.

Day three and another early pre dawn start saw 402 prepped and placed at the Seymour standard gauge platform in time for a slightly early departure. Although running well, 402 couldn't maintain its normal road speed running on the undulating route and with a tight timetable some time was lost on the run back to Albury. Another fine NSW day greeted the border crossing and apart from a short stop at Albury platform and a crossing at The Rock (the "other" Oaklands junction station) a good run was made to Wagga Wagga.

Wagga Wagga saw the detraining of the "Victorian segment" crew and after fond farewells 402 resumed its journey to Junee to refuel. The usual good service by the Junee Roundhouse staff saw fuel replenished quickly and soon the journey north recommenced for the final overnight stay at Moss vale.

The fourth day of the trip presented a not unusual Southern Highlands gloomy day and with the crew keen to get home, they promptly recommenced their journey north. The unimpeded

run enjoyed through ARTC territory ended abruptly at Enfield West where, after being requested to reverse and run via Sefton Park Junction and Lidcombe, the crew were again instructed to reverse and resume the original tabled route via Chullora and Flemington South Junctions. Although making good time, "Murphy of the Metrop" had not yet finished with the interruptions and, further delays were experienced at Gosford due to brake issues on an intermodal service. Finally underway the last section of the four day outing was incident free with a close to on time arrival at Paterson.

Trips of this scope and duration rely on the support and teamwork of many people. In addition to the efforts of the Society's staff in Mechanical, Operations and Train Presentation, particular thanks go to ARTC's Debra Nicolson, Mick Baczynskij and Doug Bennett for organising much of the running, stabling and catering arrangements. Colin Rutledge of the Seymour Heritage Centre who provided access, turning and stabling facilities and also Barry Dunne and Steve Deveson of the Instruction Company for overseeing the operation and assessments during the Victorian running.



Throughout the journey the Society's Engineering Manager and travelling fitter for the trip, Stafford Payne, monitored all aspects of 402's performance including a troublesome final drive seal. An early evening arrival at Seymour loco depot provided a suitable and safe opportunity for Stafford to get his hands dirty and inspect the seal to ensure that its condition had not deteriorated. Photo: Spencer Ross



With the Victorian segment crew handing over to the NSW team at Wagga the obligatory group photo was taken to capture the moment. (R-L) Barry Dunne, Doug Bennett, Debra Nicolson, Mick Baczynskij, Stafford Payne, Arthur Burgess and Stephen Preston. Behind camera are Rodney Short and Spencer Ross. Photo: Spencer Ross



The early hours of Thursday 14th March sees 402 and its master Stafford both enjoying a moment of rest at Seymour platform prior to commencing the journey home. Photo: Spencer Ross



Arrival at the Benalla Vline west track platform sees the DoT and ARTC reps join the train for their inspection trip to Oaklands. Photo: Spencer Ross.



Having completed his assessment duties Barry Dunne poses with 402 at Albury. Photo: Spencer Ross



402 has Moss Vale yard to itself as it is prepared for departure on the final run home to Paterson. Photo: Spencer Ross.

AUSTRALIAN RAILWAY HISTORICAL SOCIETY NSW DIVISION

VICTORIAN VENTURE: ALBURY, BENALLA & OAKLANDS

Annual June Long Weekend Tour 8 to 11 June 2013

Sydney Central – Moss Vale – Goulburn – Yass – Harden – Cootamundra – Junee – Wagga Wagga – The Rock – Culcairn – Albury – Wodonga – Wangaratta - Glenrowan - Benalla – Yarrowonga - Oaklands

Celebrate the 80th Birthday of the ARHS by travelling and exploring the delights of the Main South to Albury. Also experience our first Victorian tour in the restored 621/721 DMU Set from the Rail Motor Society, Paterson.

Our expected Saturday departure from Sydney Central Station is at 7am following the newest route to the south via the East Hills Line to Glenfield and the Main South line via spreading southern suburbs to Campbelltown, Picton and on to the Southern Highlands passing Mittagong, and Bowral. Moss Vale is our first stop. Enjoy the crisp winter air as we proceed to Goulburn, Gunning, Yass, Harden and then Cootamundra for lunch. Continue south to the once grand railway town of Junee, then Wagga Wagga, Uranquinty, The Rock, Henty, Culcairn and on to Albury where we will stay for the next three nights.

After a hearty breakfast we will rejoin the train to be the first NSW Heritage Rail Cars Tour to travel into Victoria. Travelling south across the Murray River and the Victoria / New South Wales Border through Wodonga, Chiltern, Wangaratta, Glenrowan to Benalla where we take the recently re-gauged branch line to Yarrowonga to cross the border and the Murray River again and continue to the once dual-gauge station at Oaklands. Lunch will be provided here before we return to Albury.

Monday will be an off-train day where we will be transported by coach on a tour to Wodonga, Bandiana and Yackandandah (The National Trust has classified this whole town). A little further on we reach the old goldfields town of Beechworth with over 30 buildings also classified by the National Trust. We will have a professional Beechworth tour guide join us for the town tour. A wine tasting and lunch will be at the nearby Amulet Winery. A visit to the Telegraph Station is also included to view the HO scale model of Beechworth Station and yard circa 1960 when the line was open (closed in 1976). Dinner this evening will be at Albury's Commercial Club.

After an early breakfast we will depart Albury for our return journey. From Junee we ascend the Bethungra Spiral and on to Cootamundra for lunch. Continuing our travels we head north retracing our forward journey. Our evening arrival in Sydney is expected to follow the evening peak embargo on special trains. An evening light snack will be provided on board. The train will then return to Paterson.

The tour will start and finish at Sydney Central Station. Other pickups and set downs can be arranged en-route by application. Tour cost includes rail travel, the coach tour to Beechworth, transfers, dinner bed and breakfast accommodation at the Commodore Motel, Albury, all lunches, morning and afternoon teas whilst travelling on the train and an evening snack on Tuesday. Tour notes will be provided on departure from Sydney. A souvenir 621/721 mug is included.

Limited single supplement will be available upon request. Items of a personal nature/drinks are at own expense.

BOOKING FORM for Oaklands June Long Weekend Tour

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

Please reserve for me.....	Seats ARHSnsw Members and Guests	@ \$1325.00	\$..... (GST incl)
Please reserve for me.....	Seats non-ARHSnsw Members and Guests	@ \$1395.00	\$..... (GST incl)
	Limited Single Supplement.....	@ \$ 155.00	\$..... (GST incl)
I require Twin Share.....	Double Accommodation.....		\$.....(GST incl)
	2% Credit Card Payment Surcharge		\$.....(GST incl)
	TOTAL		\$..... (GST incl)

Name.....
Address.....Postcode.....
Telephone (home)..... (mobile).....Membership No.
Name of accompanying person.....Special accommodation/dietary requirement.....
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 accommdoation 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 composition, tour route or destination(s).
Refunds: up to 30 days prior-100 %; less than 30 days to 7 days-90 %; less than 7 days-NO REFUND

OFFICE USE ONLY: Date booking rec'd/...../..... Date processed/...../..... Car.....Seats.....Tickets sent/...../.....

The Mudgee Miniature Railway invite you to enjoy a long weekend in Gulgong travelling on a 1920s vintage Rail Motor

Saturday 16th and Sunday 17th November 2013



CPH 7 and 1 at Gulgong, November 2006.

Travel from Broadmeadow through the Hunter Valley to Muswellbrook and along the scenic Sandy Hollow railway line, through Denman and Ulan, to the historic gold mining town of Gulgong.

Price includes motel accommodation (twin share), train travel, meals, wine tasting tour and bus transfers.

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

Seats are limited, so be quick!

Tickets are \$480pp from Broadmeadow. Book now and you can pay the fare in instalments. **There are also local trips from Gulgong to Dunedoo and Dunedoo to Merrygoen over the weekend.**

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

Peter and Lois King 02 6373 3626

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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From the Archives

Binnaway and beyond in 1988

By Graeme Bedwin



In a scene that would be difficult to replicate, Green and Cream 1 and 7 stand beside Indian Red 6 and 22 on their approach to Binnaway on Saturday 20th February, 1988.
Photo: G. Murray

A chance meeting with some “old” Rail Motor Society friends on a recent tour train to Kandos brought back memories of some early rail motor tours that we had participated in. Tours such as the “Murrurundi Meteors”, the “Wybong Wine Tasters” and the “Country Hotels Architectural Appreciation Society tours – otherwise known as the “North West Pub Crawls”.

One of the Society’s first weekend tours (which I had forgotten about) on 20th and 21st February 1988, came about almost by accident. It was originally organised as a charter for the Sydney Society of Model Engineers but about three weeks before the tour was due to run, the RMS Committee was handed a grenade that was about to test the Society’s organising ability. With only 15 seats sold and with hearts pumping wildly, the Committee decided to throw caution to the wind and run and market the trip itself.

But sometimes miracles happen and we were rewarded with two fully booked CPHs. To organise a very ambitious weekend tour involving the then Macquarie Valley Railway Society and its two CPHs in less than three weeks was truly nerve shattering. A revised timetable was submitted having a 7.30am departure from Broadmeadow enabling many Sydney passengers to connect. A last minute hiccup in the form of the ever dreaded “track work” on the main north threatened to derail the entire trip. However we were given the “all clear” and we were off into the wild blue yonder!

The timetable was a tight one (it was based on the former Deb set timings) and with a late departure from Broadmeadow, together with stops at Maitland and Singleton to pick up, running was soon in deficit. But then the two veteran Tin Hares showed their style as the timetable was not only maintained, it was improved upon.



On the Saturday afternoon, CPHs 6, 22, 1 and 7 cross one of the many wooden trestles between Merrygoen and Dubbo. Photo: G. Murray

After a brief stop at Murrurundi to pick up packet lunches prepared by the ladies of the Blandford P&C (a relationship forged with the earlier "Murrurundi Meteor" tours), the Liverpool Range was attacked with gusto. The descent down the northern side was truly breathtaking. Quipolly was reached seven minutes early and instead of crossing the UP Northern Tablelands XPT, green lights gave a clear run into Werris Creek which brought a welcome break to stretch the legs and feed the inner man.

Following a crew change, the CPHs set out across the black soil plains towards Binnaway where a meeting with the Macquarie Valley CPHs from Dubbo had been organised.

With no other trains around, a couple of photo stops were taken putting the train behind time. A 20-minute deficit was apparently of some concern to "Control" so driver Bob Proctor provided a most entertaining non-stop run to Binnaway for an "on time" arrival, where the two immaculate "Indian Red" CPHs were waiting on the line from Dubbo.

Amalgamation of the two trains was completed in the platform under the gaze of what seemed like the entire population of Binnaway then the colourful quartet of CPHs 7, 1, 22 and 6 proceeded towards Merrygoen and Dubbo.

After booking in to the hotels and a quick freshen up, the whole ensemble proceeded to amble up the Coonamble branch bound for the sprawling metropolis of Eumungerie. Four stops were necessary to disembark the passengers who then adjourned to the nearby delightfully named Drover's Dog Hotel for some liquid refreshments while the Macquarie Valley members prepared a barbecue under the stars. Departure time came and went and as the tour train was the only one on the branch for the next three days, this time "Control" said it didn't care what time the train got back to Dubbo.

Sunday morning had everyone enjoying breakfast in the elegant old dining room before the quartet of CPHs, led by 6 and 22, set out towards Merrygoen and then down to Gulgong. Here



With the Ulan coal mine in the background, east-bound 7 and 1 bid farewell to Dubbo-bound 22 and 6 on Sunday 21st February, 1988. Photo: G. Murray

another barbecue was provided on the platform by the friends from Dubbo then it was off for the short run across to Ulan where the train was divided. The red CPHs then retraced their steps back to Dubbo while the green Tin Hares continued eastward through the beautiful Goulburn Valley to Muswellbrook.

A late departure from Dubbo due to the late running empty concentrate train and the crossing of numerous coal trains caused some lost time and a concerted effort was made to make up this deficit.

All went well until disaster struck in the form of red signals at the foot of Nundah Bank. Two 8Is on a preceding coal train had failed and nothing moved in the UP direction for three hours.

Then something quite extraordinary happened. As the Sydney contingent had missed the last train out of Newcastle, the State Rail Authority agreed to let the CPHs run through to Hornsby where the last two suburban trains were held to convey the weary passengers to their destinations. The non-stop run from Broadmeadow to Hornsby was achieved in under two hours. The SRA generously waived any extra charges caused by the extended running and donated the fuel needed to run to Hornsby and back to Paterson.

This tour was an enormous success due to the efforts, cooperation and generosity of every single person involved. I very much doubt that it could ever be replicated.

CPHs 1 and 7 have since been joined in service at Paterson by CPH 3 and 620 class two car diesel 621/721. Following the unfortunate demise of the Macquarie Valley Railway Society, CPHs 6 and 22 now see service with the Cooma Monaro Railway Society between Cooma and Chakola.

The volunteer crews involved were Peter Sansom, Dudley Archer, Ellis Towers, Wal Hurst, Lionel Bull, Bob Proctor, Brian White, Stan Nash, Les Emerton and Keith Angel.



In the last rays of sunlight on 20th February 1988, the four CPHs stand at the tiny platform at Eumungerie waiting patiently for their happy and satisfied passengers to return.

Photo: G. Murray



The impressive bridge over Coggan Creek dwarfs CPHs 7 and 1 as they make their way back to Newcastle on Sunday afternoon.

Photo: G. Murray