

# Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED



AUGUST 2013

Patron ~ Rear Admiral Peter Sinclair AC



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ARHS/ARTC Tour

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Celebrating 130 Years  
of Rail History in Nyngan

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Waiting for their passengers to return from lunch the train crew gathered for a team photo at the Oaklands town level crossing. The signage appropriately acknowledging the operation of the first passenger service to Oaklands in many years.  
Photo: Bernie Baker.

# Society News

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## *From the President's Desk*

~ **Arthur Burgess**

Well winter is here, which means we are halfway through the year. What has been going on so far within the Society? The Depot and its surrounds have been manicured to a degree never seen before at the Paterson Depot. Many thanks go to Ron, Barrie and the numerous volunteers including the Transition to Work Group from Castle Personnel.

The Mechanical Staff have brought 402 up to its original operational standards, allowing our maiden trip into Victoria (Paterson – Benalla – Oaklands – Benalla – Seymour – Paterson). Over the long weekend in June this trip was completed by 621/721 with the exception of Seymour for the ARHS (NSW Division). Special thanks to our member Stephen Preston for the fit-out and commissioning of the ICE radios on our trains for these trips.

CPH 7 had its bogie repaired, and in conjunction with CPH 1 made the long trip to Nyngan to celebrate the town's 130th Anniversary of Rail.

CPH 3 is not far away from running on the Mainline again, a new converter was fitted by the Mechanical Staff and all that remains to do is sort out minor air problems.

Our trailer car CTC 51 is slowly taking shape. Alwyn Williams and his group are hard at work in achieving their ultimate goal of having it road worthy. Please be patient with this task.

The Infrastructure Group have been very busy re-sleeping our yard. They replaced timbers under the points at the junction of No.2 and 3 roads, the line into No.3 shed road has

been completely upgraded with sleepers and ballast. Eventually, the entire road will be upgraded. Infrastructure Manager, Eric Larkins, has asked me to make a special mention of the expertise shown by Member Peter MacFarlane.

The Train Presentation Manager, Margaret Pantlin, has her group excelling in the upkeep of the interior and exterior of all our running vehicles which is appreciated by all who work on the tours.

We are often asked where to get information on the running of our tours, the answer is The Rail Motor Society website. Our Operations Manager, Bruce Agland keeps these records up-to-date as they are printed by RailCorp, ARTC and John Holland Rail. Future tours and the information regarding them are also on the Society's website [www.railmotorsociety.org.au](http://www.railmotorsociety.org.au)

I am sorry to report that one half of our Catering Management Team has stepped down from her nominated duties. Thanks go to Joy Kildey for the time and effort you have put into the Society; you will be missed by all. Without the help of the ladies of the Society we would find life very difficult.

It was with much pleasure that our Patron, Rear Admiral Peter Sinclair AC, accompanied us on our trip to and from Nyngan over the long weekend in June. He had ceremonial duties to perform at Nyngan in the celebration of the 130th year of the opening of the rail at Nyngan. I believe this was his first trip on our rail motors. Even though the days were long he enjoyed the trip and we enjoyed his company.

Best wishes to a great worker and friend of the Society, Graham Heggie. We hope you have a speedy recovery from your illness.

It is always a pleasant duty to thank all the Members who have donated their time or money to the Society to help us maintain the continued success of The Rail Motor Society.



## *Vale Peter Berriman, NSW Rail Transport Museum*

It is with regret that the Society reports the passing of former RTM Chairman, Peter Berriman, early in the morning of 21 May 2013. Peter fell victim to a very aggressive cancer of the tongue and throat, he was diagnosed last September.

Since 1996, Peter served the NSW Rail Transport Museum in many roles. Peter will be best remembered as a long-serving Chairman of the RTM, a role he filled from 2004 to April this year. Peter worked tirelessly, unpaid, for the RTM and community-based organisations in Wollondilly Shire, where the RTM's main site at Thirlmere is located. Peter's work in Wollondilly centred on the theme of developing the Shire, in the Wollondilly Tourism Association and the Wollondilly Council's Economic Advisory Group.

Peter worked with the Heritage Branch of the NSW Department of Environment and Heritage to develop new standards of conservation for locomotives, rolling stock and other railway ephemera, which the Heritage Branch had no prior experience with. He also worked very closely with the Society and other heritage groups, regularly and openly sharing his ideas, experiences and information.

His contribution to the rail heritage movement will be sadly missed.

~ Bruce Agland



# Society News



Wednesday work days at Paterson can be busy affairs with all manner of tasks to attend to. On 5 June, not only were preparations underway for the weekend's operations to Nyngan and Oaklands, but replacement of sleepers on No.3 road were undertaken as well as general yard maintenance. Photo: S. G. Preston



Armed with scraper and rag Jerry Jerome pauses from stripping the drain area handrails in front of the shed as he prepares to repaint the safety yellow covering. Photo: S. G. Preston



The pelican is in full flight as sufficient spoil is removed from the road bed to allow the positioning of another replacement sleeper. Photo: S. G. Preston

## New Members

Leslie Armstrong of Edgeworth; Lachlan and Christine Stewart of Booker Bay; Stewart Dewar of Dapto; Barry Dunne of Castlemaine (VIC); and John and Gail Sotiriou of Lidcombe, are welcomed to the Society.

## Workshops

Resident Caretaker and Assistant Gardener, Ron Pirie, has had a mild heart attack and is recovering well. Head Gardener Barrie Kingsford has also been unwell and is having ongoing treatment. Graham Heggie has been diagnosed with cancer and is expected to commence chemotherapy shortly. We wish him every success with the treatment. President Arthur Burgess and Operations Manager Bruce Agland have both had knee replacements recently but are well on the road to recovery.

## Operations Report

~ Bruce Agland, Operations Manager

### Operations for 2013

- |                 |   |
|-----------------|---|
| 7-11 June       | Nyngan (CPH), Nyngan 130th Committee                                |
| 7-11 June       | Oaklands, VIC (620), ARHS   |
| 29-30 June      | Muswellbrook-Dungog (CPH),<br>Private Charter                       |
| 29-30 June      | Stroud Road (620), Raymond Terrace Seniors                          |
| 7 July          | Trainworks Thirlmere (CPH), ARHS/TRMS                               |
| 31 August       | Gulgong (620), Ray Barry Private Charter                            |
| 22 September    | Hawkesbury River (620 & CPH),<br>Maitland Rescue Helicopter         |
| 28-29 September | Gulgong/Mudgee (CPH), Travelscene Maitland                          |
| 28 September    | Hawkesbury River (620), Gresford Parish<br>Private Charter          |
| 12-13 October   | Metro Freight Lines (620), Private Charter                          |
| 16-20 October   | West and South (HPC 402), 402 Club                                  |
| 26 October      | Dungog (CPH), Private Charter                                       |
| 26 October      | Hawkesbury River (620), Maitland Rotary<br>Private Charter          |
| 2-5 November    | West and South (CPH), ARE (VIC)                                     |
| 16-17 November  | Gulgong (CPH), Peter King (02 6373 3626)<br>(Booking Form enclosed) |

### Cancelled

- |             |   |
|-------------|---|
| 17 November | Maitland Markets (620), ex Taree<br>– Ted McKellar. |
|-------------|---|

## Work Days

Regular work days are usually held each Wednesday, 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.

# Society News

Despite the careful trip planning and preparations that are undertaken by the Society, the dynamics of rail operations and other factors often result in events impacting on our tours. The crews who operated the tours to Nyngan and Oaklands over the June long weekend came home with three documented examples of events that can hamper a "good run", the actual record of these events being recorded via the ARTC "TCRs" (Train Control Reports) below.

## **TCR – 6312 MRG – MERRYGOEN 07/06/2013 14:00 Merrygoen – Troy Junction: Staff instrument failure**

At 1400hrs driver of 7R51 was unable to pull a staff at Merrygoen and Elong Elong.

At 1412hrs signal electrician P Bancroft advised.

At 1538hrs arrived.

At 1555hrs tested and certified OK, cause operator error.

## **TCR – 6404 ELG – ELONG ELONG 10/06/2013 11:45 Merrygoen: 8446 Loco failure**

Advised by crew of 8446N that they were standing at 528km with loco 1103 failed. Crew in contact with help desk to try and rectify fault. Crew advised at 1230hrs unable to rectify fault and would split train in two to clear section. Crew instructed to place first section of train in sidings at Mendooran and return and take second section to Merrygoen to clear Elong Elong/Merrygoen section for 7R68 behind.

First section of train departed 528km at 1300hrs and arrived in clear at Mendooran at 1347hrs.

Locos departed Mendooran at 1355hrs and arrived back at second section of train at 1430hrs.

8446 departed 528km with 2nd part of train at 1435hrs and travelled to Merrygoen arriving at 1540hrs and placing 2nd part in the Grain Siding.

Locos departed Merrygoen at 1655hrs and arrived at Mendooran at 1710hrs, attached first part of train and returned to Merrygoen arriving at 1740hrs.

Train was then completed and departed Merrygoen at 1815hrs.

Train	Date	From	To	Code	Description	Delay
8446N	09/06/2013	TRJ	DFI	408	226	
7R68	10/06/2013	ELG	MNO	8200	8446 failed in ELG to MRG section	178

## **TCR – 6457 YJN – YASS JUNCTION 11/06/2013 13:35 Yass Junction – Goulburn: Stock on line**

At 1335hrs Douglas Bennett the driver of 7R08 reported that the train had hit a flock of sheep at 242.700km, killing two.

Track supervisor C Bell advised. TTM advised. Track certified OK at 1404hrs stock removed.

Train	Date	From	To	Code	Description	Delay
7R08	11/06/2013	FSR	JPJ	8400		2

## **Rail Heritage Report Released**

**~ Bruce Agland, Operations Manager**

Following on from our story in the May "Paterson Points", the long awaited "Azaria's Report" entitled "All Aboard! A Fresh Start for Transport Heritage in NSW", was released by the Minister for Transport, Ms Gladys Berejiklian, on 17 May 2013.

The report made some wide-ranging findings including identifying friction between RailCorp's Office of Rail Heritage and the NSW Rail Transport Museum over the "Trainworks" development at RTM's Thirlmere site. It also identified general discontent with the Office of Rail Heritage across most of the associated heritage operators throughout the State. The former Locomotive Depot at Broadmeadow and access to the Large Erecting Shop at Eveleigh were also identified as areas for future rail heritage development and usage. The issue of no suitable base in Sydney for heritage operators to service locomotives and rolling stock was also highlighted as another key issue limiting the growth of the sector, while a further and far more long-reaching failure limiting growth across the whole sector is the lack of younger volunteers.

The main feature of the report is the establishment of a new body to manage rail heritage in NSW to be called Transport Heritage NSW (THNSW). THNSW will be managed by a board consisting of a chair, deputy chair, three members elected by NSWRTM and three members of the public. The deputy chair would also be elected by the NSWRTM from a shortlist of nominated candidates.

To progress the establishment of Transport Heritage NSW, the Minister has appointed Peter Lowry OAM to lead a team to deliver this change. All 10 recommendations of the review are accepted, including:

- the establishment of a new not-for-profit company, Transport Heritage NSW, to manage rail heritage in this state;
- bringing together the NSW Rail Transport Museum, Trainworks and RailCorp's Office of Rail Heritage into Transport Heritage NSW;
- development of a plan to get the best possible public benefit of the under-utilised rail heritage site at Eveleigh, and a new arrangement giving all rail heritage operators equal access to the site;
- development of a plan for the Broadmeadow site; and
- a renewed effort to recruit younger members.

Transport Heritage NSW is still in the formative stages and the future impact of the new body on our Society's operations and activities is yet to be fully assessed by the Board. However, we have been assured that our custody agreement for 621/721 will remain unchanged.

The independent Rail Heritage Review document can be found at the following website [www.transport.nsw.gov.au/publications-reports/transport-heritage-report](http://www.transport.nsw.gov.au/publications-reports/transport-heritage-report)

More detail will be provided in future editions of "Paterson Points" as information comes to hand.



# Tour Report

*Over the Border and on to Oaklands – The ARHS NSW Division  
June Looong Weekend in the South*

*By S. G. Preston*



*The rising sun lights the magnificent Albury station building as the tour train stands waiting for its patrons to board.*

*Photo: S. G. Preston*

With the Society having gained accreditation for Victorian operations earlier this year, ARHS NSW Division Tours Director, Spencer Ross, wasted no time in organising the Society's first heritage passenger train charter south of the Murray along the re-gauged Oaklands branch line from Benalla on the June long weekend. With many miles to traverse and to accommodate the travel limits of both crew and passengers, the trip was planned to operate from Paterson over five days. One day featuring an off-rail tour from Albury to visit the Beechworth district and local heritage sites. To provide speed and comfort during the extensive journey, 621/721 were the chosen vehicles, a decision that was obviously supported by the 59 passengers who travelled on the whole tour. With the addition of extra travellers joining the tour in the southern precincts (which included two passengers flying out from the United Kingdom specifically to go to Oaklands), the customer quota on the branch line trip totalled 72.

## **Day 1: Paterson – Sydney**

A late afternoon journey from Paterson started with slow progress and after a 40 minute wait at Mindaribba due to network congestion, driver Sid Bender soon had the set running well with a handful of passengers onboard. A clear run from

Broadmeadow to Hornsby ensured that the original timetable was regained and arrival at Sydney Terminal was slightly ahead of schedule. Preparations for the RailCorp "Great Train Expo" were underway and with platform space having been reserved for the weekend's displays and operations, 621/721 was able to be stabled near the buffers of Platform 4. After securing the two cars Sid returned home travelling "passenger" on an inter-urban service while the passengers and remaining crew sort shelter and sustenance at the nearby Great Southern Hotel.

## **Day 2: Sydney – Albury**

Having over 650km to run, the crew (now including driver Mick Baczynskyj) arrived prior to dawn to prepare the two-car set ready for a 0700 departure. During the night, Powerhouse Museum loco 3265 had arrived on the adjacent Platform 5 for public display. The common Hunter heritage and maroon liveries across the platform not being lost on those gathered. With most of the tour patrons having boarded, departure into Sydney yard was made slightly late and the set was soon powering through the southern suburbs via the East Hills line, occasionally stopping for various passenger requirements. The climb into the Southern Highlands gave the first indication that transmission changing differences would result in slower

# Tour Report

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*Rolling along the partly overgrown branch, 621/721 leave the town silos at Rennie behind as they head to Oaklands.*

*Photo: James Brook*



*A crews eye view of the final crossing of Lake Mulwala and the approach to Yarrawonga.*

*Photo: S. G. Preston*

than normal running on the hills, but thanks to good train handling and the support of the Junee Network controllers the timetable was actually improved upon and 621/721 ran all the way to Junee ahead of the Melbourne XPT.

With passengers detained for lunch in the Junee RRR Café, 621/721 headed to Junee loco depot to refuel. Returning to the platform once the Up and Down XPTs had crossed and departed the tour was soon on the way south again, the 100 mile run to Albury being completed without interruption. Arrival at the long, once change of gauge platform was prior to darkness and was a very welcome sight by all on board. After detraining the passengers the crew changed ends and the set retraced its steps 15km back north to stable at Col Rees Transport's Ettamogah Rail Hub. Due to limited siding access and security concerns for stabling 621/721 in Albury yard, CRT was approached to use the former newsprint factory sidings as accommodation for the weekend. A request which was made possible thanks to the generous support of Hub Manager, Phil Clements.

### **Day 3: Albury – Oaklands – Albury**

Another pre-dawn start for the crew had them headed out to Ettamogah in a mini-bus supplied by Martins Coaches and experiencing for the first time the thick fog that the area is renowned for. Problems with the CTC telemetry system





*Standing almost in the same spot as Noel Reeds iconic photo of BPH 38 and CT 551 just over 60 years ago (see Train Hobbies NSW Rail Motor profile, page 29) 621/721 rest in Junee's main platform road, the 1883 station building still standing proud and serving the town's network control centre, rail users, and café patrons.*  
 Photo: S. G. Preston

delayed the electric release for Ettamogah's Frame B being enabled but, after remote support by the signal electrician, all was well and the passengers were soon boarding at Albury in the light of the rising sun.

Running over the River Murray into Victoria for the first time, the route was set for the East Track and a good non-stop run had to Benalla with a close-to-timetable arrival. Due to the pending arrival of a Down V-Line Albury passenger service and shunting taking place on the branch line to release two ARTC track machines, the tour had to stand at the east platform until the route to the Oaklands branch line was clear. Involved in the shunting were two locos which the previous day had travelled to and from Oaklands especially to move a stabled El Zorro wheat service so our tour patrons would have a clear run into the terminus.

Having crossed from the east track to the branch line and picked up the Ordinary Train Staff, the run to Oaklands was commenced. Since the Society's previous run with HPC 402, a reduction in permissible speed to 50kph had been posted although evidence of improvement track works underway were noted. The good riding capability of 621 and 721 meant that the trip along the line was much smoother than that previously experienced and, with only a 10 minute inspection stop at Yarrowonga, arrival at Oaklands was again close to the



*The brief meeting of Powerhouse museum loco 3265 and 621/721 overnight at Central provided a rare opportunity for the comparison of the former Northern Area workhorses, both being maroon in colour and having being established in the condition viewed to serve Northern Area rail passengers.*  
 Photo: S. G. Preston

# Tour Report



Photographs were taken in all directions during the Yarrawonga leg stretch break, whilst the galahs also circled overhead in search of satisfaction. Photo: S. G. Preston



Stabling within the Ettamogah rail hub for three nights, 621 and 721 shared the former newsprint sidings with a row of no less than nine stowed Aurizon CLF, CLP and 421 class diesel locos. Photo: S. G. Preston

advertised time. Having cautiously traversed the many level crossings 621/721 was driven right up to the current terminus dead end (on the original standard gauge line from Urana) for photos. With almost every conceivable angle recorded the group along with some local children boarded for the short run back to the Oaklands town crossing and the planned lunch stop. With little road traffic around, and several road crossing options available, 621/721 was positioned for passengers to exit the centre doors. The Society's new detachable steps making the task easier for all involved to step down from 721 onto the road surface and make the short walk to the community hall.

A magnificent three course lunch was provided by the local school P&C ladies; which featured a substantial BBQ and salad selection and delicious homemade treats. Prior to rejoining the train, many passengers were able to inspect some of the local attractions including the Lions Heritage Museum, the local hotel and other interesting town features.

In order to return to Albury in time for dinner, reboarding and departure from Oaklands was made shortly after 1400hrs, the run back along the branch being most enjoyable in the warm afternoon sunlight. Having returned the staff to its receptacle at Benalla, a few minutes standing was again experienced while waiting for the line to clear before shunting onto the west platform. As the sun set the road north was cleared and 621/721





While not trusted with fitting duties car attendant Graham Pantlin was briefly promoted to traffic control duties while the passengers were detained at the town level crossing. The road signs at right indicate that Oaklands is certainly located deep in the Riverina. Photo: S. G. Preston

headed back for Albury, a stretch stop at Wangaratta and the not-so-gentle push aside of a track hopping “Skippy” (kangaroo) being the only events of note. Once the passengers had been detained at Albury, the set continued north for its second night at Ettamogah while the on-board crew cleaned and restocked the set ready for the Tuesday return trip to Paterson.

#### **Day 4: Heritage Bus tour to Beechworth**

To provide a change of pace and the opportunity to visit some local attractions, a coach trip was arranged on the Monday to take passengers to Beechworth and other heritage locations. Two coaches ferried the passengers and crew on a guided tour of several locations and to a local winery for lunch. Comments regarding the amount of history exposure during the tour were common, some suggesting that they should come back for a longer stay. As with the other nights, the passengers and crew were returned to their comfortable motel accommodation by coach before regrouping for a fine evening meal.

#### **Day 5: Albury – Paterson**

The final day of the tour dawned foggy and 621/721 were again prepared in the pre-dawn in readiness for their trip home. As Mick Baczynskyj had returned home to Newcastle, the driving duties were now in the hands of Doug Bennett, who had arrived on Monday evening. After running across to Albury



An on-time return to Yass allowed a brief stop to stretch the legs and grab a photo of the two-car set. Photo: S. G. Preston

# Tour Report



Driver Mick Baczynskij runs 621/721 along the open country to Oaklands.  
Photo: S. G. Preston



Passengers were able to detrain and proceed to lunch with ease thanks to the use of 721's new steps.  
Photo: S. G. Preston



The terminus of Oaklands has been reached and the photographers jostle in the extensive photo line for the best shot.  
Photo: S. G. Preston



621 was driven literally to the limit of the Oaklands branch as seen here with both driver and steed resting on the terminus stop block.  
Photo: S. G. Preston

to pick up the passengers for the final time the tour was soon on its way northward with its first tabled stop being Junee. Again the thirsts of man and machine were accommodated with the Junee station RRR Café open for business and similarly the Junee Roundhouse staff filling the tanks of our two-car set.

The trip out of Junee was of particular interest to many on board with the climb of the Bethungra spiral and Frampton deviation being recorded on "film". Clear paths through Cootamundra and Harden allowed a good run at the grades and time for a rest stop at Yass Junction. While many chose to ascend the footbridge and capture the scene, others simply positioned themselves on the station benches to soak up the autumn sun and pose for an odd photo or two.

Underway again, the Coolaie deviation and Cullerin range were traversed before an unexpected encounter with three sheep on the Breadalbane plain saw the fleece flying so fast that it was unable to be graded. Fortunately, the contact made created only cosmetic changes to the front of 621, the effect being hosed off in Goulburn platform while the passengers headed up town for a roast lamb dinner provided by a local caterer at the Anglican Parish Hall. An impromptu after lunch inspection of the Goulburn station signalling and safeworking museum was made possible thanks to Ted Johansen and guide Phil Jeffrey; those who viewed it marvelling at the impressive collection





*Junee Roundhouse facilitated the refuelling of 621 on both the Down and Up journeys, Graham Pantlin and Stafford Payne seen here attending to bowser duties.*

*Photo: S. G. Preston*

of diagrams and apparatus on display. The final run for most passengers to Sydney was halted at Moss Vale waiting to follow a CityRail service and again briefly at Mittagong to take on an evening snack of delicious pies from the nearby bakery. A brisk descent of the Southern Highlands soon had the train skipping along the ARTC SSFL Goods Line passing Enfield Yard and the Meeks Road XPT depot before pulling into Sydney Terminal very close to time. Here the trip for the majority of passengers ended and after a quick change of ends, and a fresh crew in the form of Arthur Burgess and Eric Larkins taking charge, 621/721 headed north for the final leg of the trip to Paterson.

Over the weekend many kilometres; meal;, memories and even the odd song; were shared by those on board and thanks are due to Spencer Ross for organising another comprehensive and well executed itinerary. Gratitude is also expressed for the people and organisations who supported the outing including the Ettamogah Rail Hub, Junee Roundhouse, the many venues who provided food and lodgings and last, but not least, the on-board crew of Cheryl and Stephen Davies and Margaret and Graham Pantlin who in the most part were on their feet for four days and over 2,000km; and Stafford Payne (fitter) drivers Sid Bender, Mick Baczynskyj, Doug Bennett and SWS Stephen Preston who kept the train running.



*DMU's cross at Goulburn with 621/721 stabled in the up refuge and the Canberra Xplorer set powering away from the platform.*

*Photo: S. G. Preston*



*Having dispatched the passengers for a roast lamb luncheon Graham Pantlin attends to the other "dish of the day" which had been presented to the crew minutes earlier on the Breadalbane plain.*

*Photo: S. G. Preston*



*Waiting for the passengers to return, Doug Bennett and Stafford Payne enjoy a relaxed discussion on Goulburn platform.*

*Photo: S. G. Preston*



# Tour Report

ARHS ARTC Southern Freight Line and Suburban Goods Line Tour, Sunday 19th May 2013

By Leon Rudd



The tour train poses for photographers at an unexpected photo stop on the Tahmoor Colliery balloon loop (above); and at Olympic Park Station (below). Photo: Leon Rudd



We were greeted with a warm sunny morning as a group of us assembled on Platform 3 at North Strathfield to await 621/721's arrival from Paterson to take us on our journey for the day. Our arrival and departure time came and went as the set had been delayed by a failed freight train further north. We were kept informed as to their progress by the station staff making announcements over the PA as to the expected arrival time. 621/721 arrived around 15 minutes late and we all boarded and were soon under way.

We headed off and around to the right of North Strathfield Junction, past Flemington Markets, through the junctions and onto Olympic Park Loop. We arrived at Olympic Park station and had a few minutes to disembark for a quick photo and we were then underway again. We came out of the loop and upon arrival at Flemington Goods Junction we were held by a signal and it was soon apparent that we were not able to cross over onto the goods line to take us to Chullora Junction due to a points failure. Instead we were routed up to Flemington Markets where the crew changed ends and we then retraced our steps crossing over onto the Down Flemington Goods Road and headed towards Chullora Junction.

At Chullora Junction we headed off around to the right, continuing on to cross over into the Chullora Industrial Sidings. Otherwise referred to as the Old Muck Road Sidings by engine men, so I have been told. We entered the sidings with caution, passing both of the stabled RIC 48 Class locos along with wagons having to reverse as we were unable to proceed any



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further. Whilst waiting to reverse I noticed that there was a maintenance worker blowing out rubbish and scraping the built-up grease and muck from a set of points in the yard, all the while keeping an eye out for any train movements. The crew changed ends and we proceeded back the way we came to Chullora Junction and then stopped again. The crew changed ends and once we had the road we were off again, passing where we had been and the arrival/departure roads for PN Intermodal where there was an intermodal with a couple of NRs in the sidings. On we went, entering the dive that takes us underneath the Bankstown line and onto the SSFL (Southern Sydney Freight Line) past Sefton Park Junction.

Our journey on the SSFL had begun and we quickly picked up speed passing the sidings at Leightonfield and then up and over the flyovers at Glenfield with ease, crossing over and then down and past the site of the junction for the new line being constructed to Leppington. By this time we had made up some time and we headed further south to Macarthur South Junction where we were held waiting for confirmation that we could proceed into Glenlee Coal Siding branch. Unfortunately we were denied entry as Aurizon (QR National) had booked out the siding for one of their trains, so instead we continued south to Tahmoor Colliery.

As we were not allowed into Glenlee we were now around 20 to 30 minutes early at Picton where we were to pick up our pilot to take us around Tahmoor Colliery. We sat at Picton station for a few minutes and it was then decided to pick up our pilot at Tahmoor station after a phone call was made to inform him we were early. We headed off up the hill out of Picton and on to Tahmoor passing the old formation leading up to the old Redbank Tunnel. This was my first time travelling on the deviation and it was very impressive indeed. The old formation can still be seen leading up to the tunnel as there is still some work being done to reclaim the land. The old telegraph poles that carried the communications for signallers are still evident. On the south side the old formation is not as easily visible but if you look it can be made out.

We stopped at Tahmoor and picked up our pilot, continuing to Tahmoor Junction and crossing over into the colliery. We were informed that there would be an opportunity for a photo stop within the colliery and only those with cameras were to get out. We went around the loop and stopped at the location for the photo stop. Never one to miss a photo opportunity, especially as it was at a location that is rarely if ever seen by the public, I disembarked. We formed a very orderly photo line following the appropriate etiquette as one does and began to take shots. 621/721 reversed a bit and just at the opportune moment we were greeted with smoke from back-burning fires as our train proceeded forward for us to take our shots. I was glad that I had taken a couple of shots as it was reversing. Having said that a little smoke didn't stop us from taking our shots and it gave them a certain ambience that only bushfire smoke can. We all re-boarded and then travelled around the loop and back out through Tahmoor Junction, heading north again. We stopped at Tahmoor for our pilot to depart and then continued to Campbelltown. Enquiries were made to see if we could possibly go into Glenlee but we were still not allowed, so off for our lunch break we went.

We detrained at Campbelltown and 621/721 were reversed into the Campbelltown Up Storage road on the southern side of Campbelltown station and stabled there whilst we had our

lunch. As we were early we had around 90 minutes for lunch, giving everyone plenty of time to get something to eat. We departed Campbelltown on time and headed off along the mainline to Cabramatta where we headed left and onto the "Old South" to Granville Junction. After stopping on the flyover waiting for the road into Clyde Up Yard we moved forward only to be held for 10 minutes until tabled departure time and then we continued to Rosehill station crossing Parramatta Road along the way.

We arrived at Rosehill and with 10 minutes before our departure another photo opportunity was taken by many passengers, including yours truly. Departing Rosehill on time we continued our journey towards Clyde and then crossed over onto the mainline past Auburn, crossing over again onto the suburban then around Lidcombe Loop and Sefton Park Junction and onto the goods line passing Rookwood Cemetery for the second time that day. We reached Chullora Junction and headed around to the right, past the sidings at Enfield yard and down the goods line to join the Bankstown line shared corridor at Campsie. We traversed Marrickville Junction and then climbed up to the bridge that crosses over the Illawarra, East Hills and Bankstown lines and onto Cooks River passing a GL and two VLs plus an MZ in the James siding.

We continued the International Terminal and crossed over General Holmes Drive level crossing and then on to Botany. On the way we passed the Kellogg's Factory which had a faded but legible painting of the Kellogg's chicken on the wall. As we headed into the yard a GL and RL were waiting for us and once we were clear they headed out of the yard. We continued further down, almost making it to the end of the yard but for being held at a stick and it was decided that we would not proceed any further. The crew then changed ends and once we had the road we retraced our steps passing the International Terminal, through Cooks River and Marrickville Junction, the former Wardell Road Junction and Campsie; continuing around to the right towards Enfield. We were informed by Spencer Ross that we would be stopping at Strathfield for those who wanted to get off but that soon changed as we couldn't get across due to the points failure at Flemington Goods Junction. Instead it was arranged that we would go to Lidcombe after some Olympic Park trains had cleared. We waited for the road out for around 10 minutes or so and then headed up to Lidcombe crossing over and terminating on Platform 4. The crew once again changed ends as we would be heading back the way we came to continue on our way north so that 621/721 could return to Paterson. Those that wished to get off did so and as my car was at North Strathfield I stayed on board. Once we received the road we headed back the way we came down through Homebush Bay West Fork and crossed over and up past Flemington Maintenance Centre then on past the Markets. We travelled around Homebush Loop through North Strathfield Junction and then to my destination of North Strathfield where I disembarked taking the opportunity of one last photo of our trusty steed before it disappeared into the night towards its final destination of Paterson.

I would like to thank Spencer Ross, The Rail Motor Society and its' crew for making the day a most enjoyable one; and for all their hard work organising what must have been a difficult tour.

# Tour Report

Nyngan Celebrates 130 Years of Rail History

By Beverley Redman



Passengers enjoy the good weather on Nyngan station platform while waiting for the next anniversary shuttle trip to get underway.

Photo: Phil Smith



The anniversary cake – well-decorated with a diverse range of rail illustrations.

Photo: Phil Smith

## Friday 7 June

CPHs 1 and 7 departed Paterson Depot at 0715 with six crew members and two passengers on board; one being the Society's Patron, Rear Admiral Peter Sinclair AC, who was making his first journey in one of the Society's rail motors. He had been invited to attend the celebrations at Nyngan as a special guest.

Seven passengers were picked up at Telarah and another at Singleton before taking the line to Ulan at Muswellbrook and enjoying an uneventful run through familiar country to Gulgong where two grandchildren of one of our passengers were picked up and the cabin crew moved back to the trailing unit CPH 7, to prepare lunch for the operations crew.

During the safeworking stop at Dunedoo all passengers and crew, with the exception of the operations crew, moved back to CPH 7 in readiness for the change in direction which occurred at Merrygoen, then on through Elong Elong and Troy Junction arriving at Dubbo at 1605.

Two additional locally based crew members joined the train at Dubbo, operations and on-board crew were fed a meal of delicious pies while the passengers had leftover rolls and fillings. One adult and two children also joined the train at Dubbo destined for Trangie and after crossing No.874 freighter we departed Dubbo at 1655 arriving at Trangie Loop at 1824 for





*Having completed their mission, CPH 1 and 7 power past Dubbo platform and loco depot headed for home. Unfortunately the return run was marred by the failure of a freight train blocking the section ahead and the loss of a harmonic balancer on CPH 1 which resulted in a late arrival at Paterson. Photo: Phil Smith*

another crossing. Departing at 1915, we arrived at our final destination of Nyngan at 2035 and were greeted at the station by members of the organising committee and fed a meal of soup, sandwiches and cakes.

### **Saturday 8 June**

The first shuttle trip to Nevertire scheduled for 0930 was cancelled, the decision taken to run two trips up and down the yard twice for the small crowd of onlookers who came down to the station.

The first shuttle trip to Nevertire departed 1137 with 54 passengers; arrived at 1224, departed 1237 arriving back at Nyngan at 1339. Another trip with 56 passengers departed at 1400 returning at 1602, the final trip scheduled for 1630 was cancelled.

That night we attended the 130th Anniversary Dinner at Nyngan RSL where the Mayor of Bogan Shire, Mr Ray Donald, made a speech followed by Mr Alec Mitchell, Manager John Holland Rail; after which Rear Admiral Peter Sinclair AC made a special speech and was invited to cut the celebratory cake (much to his dismay – he thought it was too good to cut). The fundraising raffle was won by one of our Operations Crew members.



*A highlight of the 130th anniversary dinner was the cutting of a cake by Society Patron, Rear Admiral Peter Sinclair AC, assisted by Nyngan local Glad Eldridge. Hanging behind them is a hand-sewn banner created by members of the Nyngan community. Photo: Phil Smith*



# Tour Report



Our patron Rear Admiral Peter Sinclair AC (left) and Phil Smith (right) pose on the platform in front of the rail motors at Nyngan.

Photo: Phil Smith



Create your own caption! Driver Rodney Short at Nyngan, on the outside of the bars looking in?  
Photo: Phil Smith



Amongst those celebrating the anniversary on the Saturday night were the Society's crew who are clearly enjoying the festivities.  
Photo: Phil Smith



Resting between runs President and driver, Arthur Burgess, sits on Nyngan platform with fitter, Mick Walsh.  
Photo: Phil Smith





*In addition to heritage train operations, some members of the Nyngan organising committee also turned out in vintage dress to celebrate the coming of the railway 130 years prior.*  
 Photo: Colin Munckerud

### **Sunday 9 June**

The first train departed Nyngan for Nevertire at 0906 with 45 passengers returning at 1100 departing again at 1130 with a full train of passengers, half of whom stayed at Nevertire for a special lunch at the local hotel. Due to the absence of a platform at Nevertire the portable steps had to be deployed so that our passengers could be safely detrained. The rail motors arrived back at Nyngan at 1328.

The next shuttle departed at 1400 with CPH 7 full and CPH 1 empty to load the luncheon passengers from Nevertire, returning to Nyngan at 1557. The final trip of the day for members of the Organising Committee and their families departed at 1609.

The railway theme quilt raffled by the Society was drawn by the Organising Committee President, Glad Eldridge, and won by cabin crew member, Margaret Pantlin. Margaret was working on the 621/721 trip to Oaklands (VIC), her prize was presented to her at Paterson on Wednesday 19 June.

### **Monday 10 June**

CPH 1 and 7 commenced the journey back to Paterson departing Nyngan at 0830 with seven crew and six passengers arriving at Nevertire 0915, Trangie 0950, departing at 1017 after

crossing an empty ore train. Narromine was cleared at 1059; Minore 1125; arriving Dubbo at 1146; crossing a freight train and detraining the local operations crew, two passengers and picking up lunch. Pies again!

Departure from Dubbo was at 1201; Troy Junction 1208; arriving Elong Elong 1315 where progress was halted because of a WLC train failure in the section ahead. Our journey resumed on dusk at 1555, there were hundreds of kangaroos on both sides of the track to Merrygoen where we arrived at 1645. The crew carried out the safeworking requirements, changed ends and we departed for Dunedoo with CPH 7 leading. We paused at Dunedoo at 1720 for safeworking, the balance of the crew and passengers changing from CPH 1 to CPH 7 and the on-board crew served an evening meal consisting of delicious sandwiches and cakes especially packed by the Nyngan Committee for our journey home.

Gulgong was cleared at 1820; held at Woolar Loop from 1930 to 2000; passed Muswellbrook at 2210; arrived Telarah 0010; detrained four passengers and arrived at Paterson Depot 0040.

Thanks to the operations crew of Arthur Burgess; Rodney Short; Colin Monkerud (Parkes) and Phil Smith (Dubbo); on-board Crew John and Beverley Redman, Beverly Walsh and Mick Walsh (Fitter).

# From the Archives

## *Sandgate Cemetery Dieselised*

*By Weston Langford and S. G. Preston*



*Image © Weston Langford*

This month's Archives contribution comes from the collection of rail photographer, engineer and Society friend, Weston Langford. Well known for his extensive railway career, travels throughout the world and his voluntary work for the Puffing Billy Railway, in retirement Weston is scanning his amazing collection of railway images and shares them readily via his website Weston Langford Railway Photography ([www.westonlangford.com](http://www.westonlangford.com)).

Victorian-based Weston was travelling with like-minded colleagues during his end-of-year annual leave break in 1961, making good use of his Victorian Railways First Class Holiday Pass to journey from Melbourne to Brisbane via the North Coast Line, out to Dirranbandi on the Queensland narrow gauge system and home via Wallangarra and the Great Northern Railway. Eventually returning home for work after side trips to the NSW Illawarra and Western regions. Having travelled south from Wallangarra on the Brisbane Express hauled by steam including 3228 to Armidale, 3503 to Werris Creek and 3630 to Broadmeadow the sight of double 40 diesels backing onto the train (instead of the expected 38 class) prompted the group to alight for an unplanned Newcastle interlude to later continue their trip south behind steam.

With 31 December 1961 being a Sunday, a trip to Sandgate Cemetery was possible and after inspecting Broadmeadow Loco

Depot the group headed off for Sandgate to find the service being operated by railcar 621/721. The lack of a 30 class steam hauled service and Weston's diligence for comprehensively recording rail scenes today provides us with the wonderful image above of near-new 621/721 standing at the Sandgate Cemetery platform.

621/721 was introduced to Newcastle suburban service from new on 4 September 1961 and the use of it and sister units quickly displaced steam from many services. Being just under four months old, Weston's image is one of the earliest images of 621/721 in service on hand and clearly shows many of the original features including 2PE/2TE bogies, the front recessed horn, bulb headlight, forward located air reservoirs, enclosed drivers' compartment, all second class seating and original jumper receptacles that were replaced in later years.

Following this outing Weston records that his journey south recommenced later in the day behind Alco 4433 before restarting the steam hauled experience with 3819 on the afternoon Express.

Today, the only facet that remains of Weston's recounted Newcastle visit to be experienced are some disconnected rails within the cemetery and 621/721 which, at 53 years of age, continues to provide sterling Society service.



# 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](mailto:kingpeter@harboursat.com.au)

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

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Arguably the most scenic feature of a trip to Oaklands is the crossing of Lake Mulwala which marks the Victoria/NSW border point. Having passed the weir gates the tour is seen crossing the last bridge spans Oaklands bound and is almost back in NSW.

Photo: James Brook



Sitting just above the horizon the setting sun casts its golden rays over the rail motors standing at Nevertire.

Photo: Phil Smith