

Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED

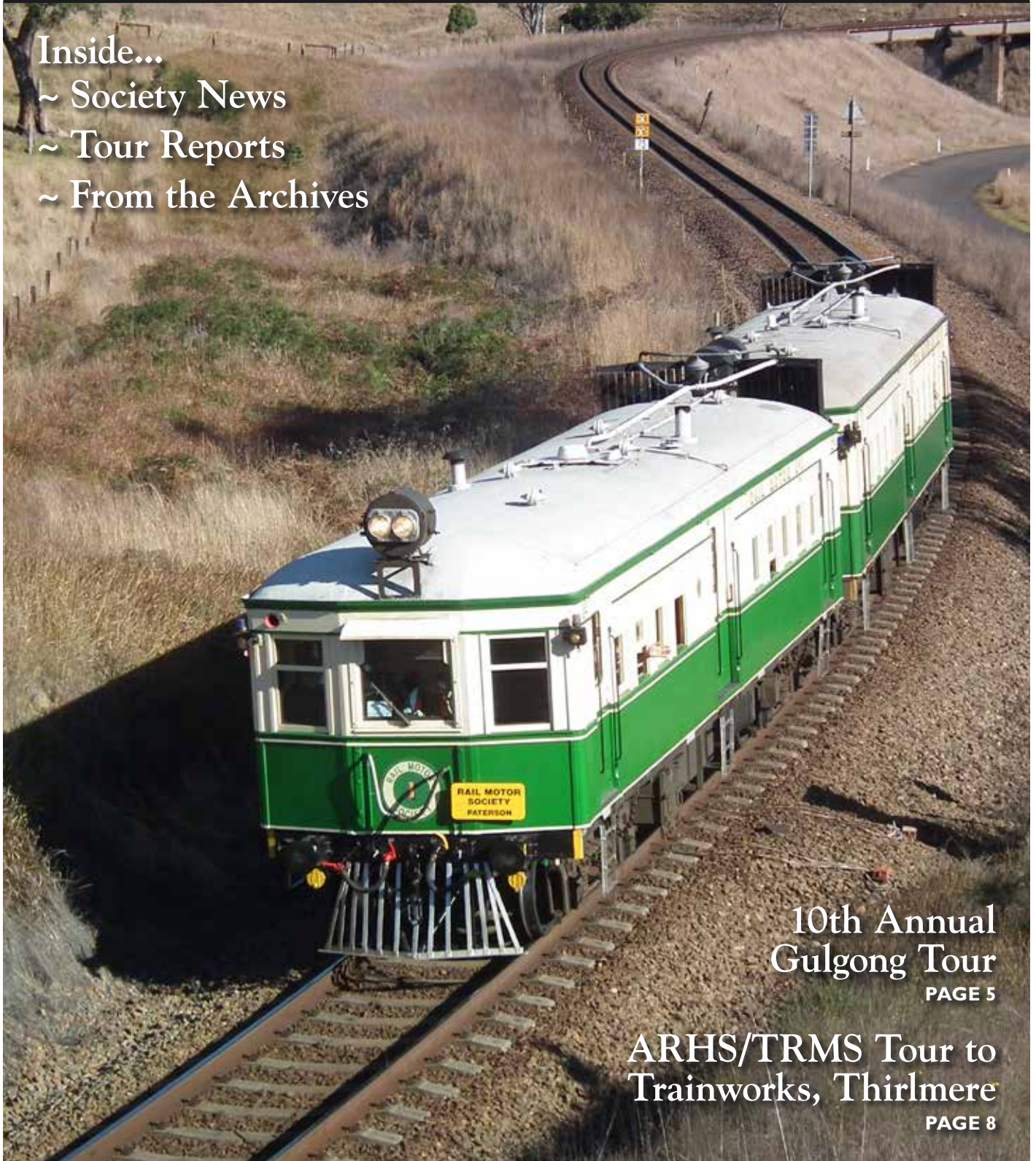


OCTOBER 2013

Patron ~ Rear Admiral Peter Sinclair AC

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Snaking through the characteristic North Coast line curves CPH 1 leads sister CPH 7 north from Gloucester on another successful shuttle trip. Photo: William Todd

Society News

The Demise of the Office of Rail Heritage

~ Bruce Agland

Following on from the formation of Transport Heritage NSW, the Office of Rail Heritage (ORH) was disbanded on Friday 30 August. A judgement on the overall success or failure of the ORH during its period of operations will no doubt differ from heritage group to heritage group across NSW.

The ORH was formed in 2006 to implement a strategy for the sustainable management of the portfolio of RailCorp's heritage assets and to ensure a future for the core collection of valuable and historically significant State-owned railway heritage assets. RailCorp has one of the largest portfolios of heritage assets in NSW, including buildings such as stations, signal boxes and residences, and moveable items ranging from rolling stock to equipment and furniture. Many of these assets are integral to the railway network and experiences of its customers. Those heritage buildings and structures that no longer played a part in RailCorp's day-to-day railway operations were also cared for by the ORH. The ORH strategy was to build on the proud tradition of conservation by many volunteer based groups and individuals throughout NSW, each of whom has an interest in some part of the State's 150 years of railway history.

The most significant project undertaken by ORH was the multi-million dollar investment in the Trainworks development at the NSW RTM's site at Thirlmere. The completion of this development was not without a significant amount of controversy and has caused a great deal of friction between ORH, Trainworks management and RTM members. Part of this development included the relocation of a significant number of rolling stock items from Sydney and Thirlmere to the old Broadmeadow Loco site.

Another key project was the restoration to service of C38 Class locomotive 3801. A new boiler was ordered from Deutsche Bahn's Meiningen Workshop in Germany. However, problems were experienced when the new boiler was fitted to 3801's frame and it had to be returned to Germany for rectification. The boiler is expected to be returned from Germany in late 2013 and 3801 is projected to return to service in 2014.

A further project was the tendering of the core collection's two operational 620 Class rail cars for management under custody agreements. The Society was successful in obtaining the custody of 621/721 and took delivery in October 2008. It is interesting to note that 621/721 has been repainted in the original colour scheme and sees regular service on the NSW network, while 623/723 languishes in its old CityRail grey colour scheme at Thirlmere where it is currently out of service.

In the early days, the Society's relationship with the ORH was generally a positive one as we had no RailCorp heritage items under management and our interaction was therefore at a fairly high level. Some issues were experienced in later times gaining funding approvals for work on 621/721 in accordance with the Custody Agreement and this led to some Society discontent with the ORH internal funding processes. These issues were eventually resolved, however, the Society had to make some significant financial contributions to facilitate the completion of these works.

A further issue arose around the provision of "transportable" ICE radios for 621/721 where ORH expected that the single radio provided should be carried from one end of the train to the other when changing ends. This unit weighed over 40kg and required careful disconnection and reconnection of the various components for successful operations – clearly an impractical situation in operational circumstances. We are happy to report that a second radio was belatedly provided in August 2013.

While the transport heritage report, "All Aboard! A Fresh Start for Transport Heritage in NSW", identified a lot of friction between the ORH and the heritage groups, the contribution by ORH from 2006 to 2013 has had a considerable positive impact on the rail heritage community. The annual Rail Heritage Volunteer Awards was a successful ORH programme that recognised the contribution of volunteers across NSW. The Society was successful at each round and the following members and teams were recognised:

- Robert (Jerry) Jerome (*Encouragement Award*), 2007
- Mechanical Maintenance Team (*Lifetime Achievement Award*), 2008
- Infrastructure Maintenance Team (*Encouragement Award*), 2008
- Bruce Agland (*Lifetime Achievement Award*), 2009
- John & Beverley Redman (*Encouragement Award*), 2009
- Grahame Heggie (*Encouragement Award*), 2010
- Bryan Hicks (*Lifetime Achievement Award*), 2011
- Ted & Claire McKellar (*Customer Service Award*), 2011
- CPH 3 Restoration Team (*Restoration Project Award*), 2011

The ORH formed the NSW Railway Heritage Network. This comprised a range of heritage organisations (including our Society) across NSW who partnered with the ORH to conserve and display NSW's important railway heritage assets on a day-to-day basis. The 18 member groups have an interest in sharing knowledge and ideas to the mutual benefit of all in the rail heritage community. ORH produced a series of colour brochures for all members. These were of a common format and highlighted the different aspects of the respective group, as well as a guide to the heritage network as a whole.

The ORH also sponsored a number of projects that were undertaken by RailCorp apprentices. These projects included the restoration of rail motor CPH 18 and pay bus FP 1. Other projects undertaken included the overhaul of various pieces of rail equipment for participating groups. The apprentices have completed the overhaul of two twin disc transmissions for the Society. The most recently overhauled unit (completed this year) is currently being installed in CPH 3. The technical contribution of Society member Graham Ball in assisting the apprentices with these overhauls is gratefully acknowledged.

With the closure of ORH, a number of the staff members have been made redundant while others have taken up other roles within the Transport for NSW business unit portfolio. The Society would like to acknowledge the contribution over the years of all ORH staff members including Marianne Hammerton, Sarah Jane Brazil, Sarah Grosse, Jacqueline Irwin, Michael De La Motte, Michael Herringe and especially our ORH Relationship Managers David Screen and Keith Howard.

Society News

Safeworking Certification for Society crews

~ Bruce Agland

Safeworking recertification or "refresher", as it is generally termed, is an essential part of maintaining the qualifications for our operational staff. Under the guidance of trainer, Tony Healey, from the Centre for Excellence in Rail Training (CERT), nine crew members attended our 2013 recertification course held in the Society's training car FZ 663 on Saturday, 21 September. Following the usual classroom instruction and written assessments, the class adjourned to the yard for a practical assessment session.

The Society would like to thank Tony Healey and CERT for their participation and for their ongoing support of heritage operators. A thank you to all of the participants, Arthur Burgess, Eric Larkins, Bruce Matthews, Bob Walsh, Phil Hurley, Stephen Preston, Rodney Short, Peter Kitcher and Phil Mason-Johnson for giving up their time to attend the training course.



The Class of 2013 – pictured above assembled in the depot yard at the completion of the practical session of the course. (L to R) Rod Short, Eric Larkins, Bruce Matthews, Arthur Burgess, Phil Hurley, Tony Healey (Instructor), Stephen Preston, Peter Kitcher and Bob Walsh. Photo: Bruce Agland

Vale ~ Lindsay Swadling

The Society is saddened to report the death of Lindsay Swadling on 2 February 2013. Lindsay was the proprietor of the Ten Dollar Town Motel in Gulgong, a long-time destination for the Society. The Ten Dollar Town Motel has provided meals and accommodation for the Society's passengers since our first weekend tour to Gulgong in 1989. Lindsay generously loaned his own vehicle for use of the Society crew while in Gulgong and his support for our activities has been greatly appreciated by our members visiting Gulgong. Lindsay's ex-wife, Carol, is now managing the motel business in Gulgong.

Operations Report

~ Bruce Agland, Operations Manager

Operations for 2013

- | | |
|-----------------|---|
| 22 September | Hawkesbury River (620 & CPH)
Maitland Westpac Rescue |
| 28-29 September | Gulgong/Mudgee (CPH),
Travelscene Maitland |
| 28 September | Hawkesbury River (620), Gresford Parish,
Private Charter |
| 8-10 October | Acacia Ridge (402), ARTC |
| 13 October | Murrurundi (620), Rotary |
| 16-20 October | South/West (402), 402 Club |
| 17 October | Site visit & BBQ, Oatley RSL |
| 20 October | Kiama (620), Trish Ede |
| 26 October | Hawkesbury River (620), Maitland Rotary,
Private Charter |
| 26 October | Stroud Road (CPH), Private Charter |
| 2-6 November | South/West (CPH), ARE Victoria |
| 16-17 November | Gulgong (CPH), Peter King
(Booking Form enclosed) |
| 15-16 December | Werris Creek (CPH), Film Shoot |

Operations for 2014

- | | |
|----------------|---|
| 4 January | Dungog (CPH), Archer |
| 19 January | Nowra (620), ARHS/The Rail Motor Society
(Booking Form enclosed) |
| 25 January | Tamworth (620), Maitland Rotary,
Private Charter |
| 22-23 February | Metro Freight Lines (620)
Epping Model Railway Club |
| 12-13 April | Steamfest (TBA), The Rail Motor Society |
| 3 May | Denman (620), Kalverla |
| 2 August | Gulgong (620), Red Cross |
| 30 August | Gulgong (620), Ray Barry,
Rail Motor Roundup, ARHS (TBA) |
| September | Canberra Floriade (620), ARHS |

New Members

Peter and Tracey Lawrence of Balmoral Village and Matthew Stennett of Beresfield are welcomed to the Society.

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, see the Directory for further information.

Changed your address?

If the details on the address label on your newsletter are incorrect, please advise the Secretary as soon as possible.

Around the Depot



The Society is fortunate to have a dedicated team of volunteers you regularly turn up to perform the essential but unglamorous tasks to keep our fleet in fine condition. An example of one such task is captured in these pictures above showing Bruce Gehrig attending to the cleaning of the ceiling and light fittings, ably assisted by Wal Williams. Photo: Steve Davies



Peter MacFarlane puts the finishing touches to the vestibule area on 721 after its repainting back to the original scheme. Photo: Bruce Gehrig.

621/721

621/721 continues to receive the attention of work day members with two new batteries recently being installed to 621 whilst wiring for connection to an external battery charger has been provided. The improvement of the interior presentation has also commenced with original colours being applied to a vestibule area. RailCorp "Transportable" ICE train radio equipment has now been obtained and commissioned in both cabs.

CPHs 1, 3 and 7

Due to increased on board demands from equipment including hot water urns, data loggers and ICE Train Radio, 140 amp alternators have been purchased to upgrade the power supply capacity. Work on CPH 3's return to service continues in between other engineering team tasks.

HPC 402

In an effort to improve the internal appearance for charter work the computer table, testing equipment, redundant train radio

and associated wiring has been removed from the main saloon. The long removed twin seat has been reinstated increasing seating capacity and the unit will soon re-enter service re-equipped with ICE Train Radio. Outside the roof has also had a repaint along with some other embellishments.

Infrastructure

A box trailer donated to the Society and has been stripped of rust and is now receiving a coat of paint. The TAM sleeping car is also being repainted whilst the external stairs at the side of the BR are to be relocated to allow for construction of a half side wall to protect it from the elements.

Pathway improvements along with general maintenance has been made in the yard area.

Thanks to the efforts of our gardening team another fine flora display has appeared this year and a trip to Paterson to view it is recommended.

Tour Report

Denman Celebrates 10 Years of Gulgong Excursions

By Bruce Agland



After 10 years the annual pilgrimage by Ray Barry and his guests to Gulgong shows no signs of waning. Seen here at the tour's terminus the passengers enjoy an off-train break before retracing their steps along the busy Ulan line. Photo: Denise Bell

Saturday, 31 August saw the Society operate Denman Township's 10th annual outing to Gulgong, organised by local Denman identity Ray Barry. 101 passengers joined NPF 621 and NTC 721 at Muswellbrook station for an on time departure at 8:05 am. The journey to Gulgong was uneventful with a number of crossings with Up coal services. A near on time arrival at Gulgong enabled our passengers to join the waiting bus service for the short journey into the centre of Gulgong to enjoy the town's facilities and take a lunch break.

During the lunch break, the crew were occupied, assisting Network Control with local options for a problem with an Up freight service suffering from a potential fuel shortage. The freight arrived at Gulgong's Up Home signal at around 1:15 pm for a crew change. In order not to hinder our return journey if the freight failed ahead of us for any reason, it was held at Gulgong so we could depart on time at 1:30 pm.

Following the break and the taking of the obligatory group photograph, the passengers re-joined the train for an on time departure. In addition to the regular raffle on the return journey to help to defray the costs of providing the bus at Gulgong, the Society provided ten additional lucky seat prizes that included a 620 mug and other Society souvenirs to help celebrate the 10th anniversary of this tour. Again, a near on time arrival at Muswellbrook capped off another successful outing for the folk from Denman. On arrival at the platform, Ray Barry immediately booked the train for 30 August next year.

The co-operation of the West and Upper Hunter 3 Network Controllers from the Network Control Centre North (NCCN) at Broadmeadow is greatly acknowledged in making a successful day's outing. The Society crew for the day was Arthur Burgess, John Ridden, Beverley Redman, John Redman, Stafford Payne, Wal Williams, Michael Walsh, Cheryl Davies, Stephen Davies and Bruce Agland.



Tour organiser Ray Barry (left) with some of his passengers. Photo: Denise Bell



Society Vice President Rodney Short presenting a certificate to Ray Barry to commemorate 10 years of Denman excursions to Gulgong, 28 September 2013. Photo: Roger Schmakeit

Tour Report

A Foray into Coal Country

By Bruce Agland



Coal has always been big business for the Great Northern Railway and despite the supposedly depressed market, haulage from the Northern coal fields continues to grow and achieve new records. The photos above and right show 621/721 refueled at Kankool during a Society TOW training trip in February 2011, having been sidelined to allow the passing of "King Coal" the train being hauled and "banked" by 82 class locomotives.

Photo: Stephen Preston

This is the story of a typical Rail Motor Society operation on the Maitland-Muswellbrook-Gulgong route in the Hunter Valley looking at the local coal and freight train activity to be seen on that route. Saturday, 31 August was the occasion of the 10th annual Muswellbrook to Gulgong outing for people of Denman, arranged by local identity Ray Barry.

After an 05:45 departure from Paterson, an uneventful run saw us arrive at Farley on the back leg of the Telarah triangle where a signal failure necessitated the issue of a Special Proceed Authority (SPA) before we could proceed onto the main line. The first observation of coal activity came within just a few minutes of joining the main line as we passed an Up Pacific National (PN) service standing on the Up Relief at Farley. This was closely followed by an Aurizon (formerly QR National) coalie overtaking the PN service on the Up Main. As we proceeded north through Branxton to Whittingham, following a down coal service, there was a regular procession of around 15 Up services, predominantly PN trains interspersed with Aurizon trains and the occasional Xstrata service. One common observation amongst our crew was the appalling condition of

the PN locomotives, especially the 90 Class. In most instances it was difficult to discern the dark blue body colour from the grime, while the yellow fronts were almost impossible to see. The PN wagons were also heavily covered in black grime. The Aurizon and Xstrata locos were pristine by comparison.

Other than passing the Up Scone passenger service operated by a Hunter rail car set at Nundah, there was no coal activity observed on the various Upper Hunter branches, sidings and balloon loops such as Mount Thorley, Camberwell, Ashton Coal, Mount Owen, Liddell or Drayton. Two additional Up PN coal services were passed before our arrival at Muswellbrook to collect our passengers for the day. The Aurizon rail grinder was noted stabled in the yard and being prepared for a day's work by its crew. While waiting for our departure time we were overtaken by an empty PN coalie that headed out onto the Ulan branch. This didn't look promising for us having to follow this service, however, as we headed west from Muswellbrook, we found this train securely stabled in Bengalla Loop waiting for us to overtake, while another PN service was observed loading in Bengalla Balloon Loop. A brief stop was made in Mangoola



Loop for an Up Aurizon coalie to cross, while another Aurizon train was seen loading on Mangoola Balloon Loop. After passing Denman and Yarrawa we went into Sandy Hollow loop to cross an Up PN coal service standing on the main. Our next crossing was in Bylong loop for an Up Aurizon coal service and Coggan Creek loop for another Up PN coal service. On arrival at Ulan, the Up Cobar ore train was waiting for us on the main line. The run across the last section from Ulan found us arriving in Gulgong a few minutes ahead of table.

After loading our passengers at Gulgong for the return journey, another Cobar ore train was held at the Up Home signal for crew change and to let us proceed ahead. A PN coalie was loading in Ulan Balloon Loop as we passed by, while no activity could be observed on Moolarbin or Wilpinjong loops. There was little other activity on the line until we crossed a group of track machines in Yarrawa Loop and a down Aurizon coalie in Mangoola Loop. An Aurizon service was loading in Mangoola

Balloon Loop and a PN service in Bengalla Balloon Loop. We deposited our passengers safely at Muswellbrook station and headed for home, while the Aurizon rail grinder had returned to stable in the yard. The first Up train observed was an Aurizon service that had been held on the relief road at Nundah for us to pass. An empty Down Aurizon service was observed at Ravensworth, followed sometime later by another at Belford. After a brisk run up the relief road from Whittingham to Branxton we crossed to the main line where we passed our last coal train for the day, with an Up PN service being held on the Up relief road at Farley for us to pass. However, this was not our last cross of the day, with our train being held in Mindaribba Loop for NT32 Up Brisbane XPT.

All in all, the day was a train observer's delight, over 30 coal services, two ore trains, track machines, a rail grinder with a Hunter Rail and an XPT to complete the mix.

Tour Report

ARHS/TRMS Tour to Trainworks Thirlmere, July 7 2013

By Jerry Jerome



Having climbed from the mainline junction at Picton the CPHs divert from the "loophole" to detrain passengers at the Trainworks platform. Photos: Nina Henderson

There we were, in the freezing Rail Motor Society Depot yard at 4.45am preparing the CPHs for take off to Thirlmere. Well, the ardent fitters were doing the prep and I was with Margaret making raisin toast in the crib kitchen for breakfast – got to get our priorities right. It is strange what volunteers do. This trip had turned into a reminiscing challenge. For most of us, a first time trip to the updated Thirlmere Museum was something to look forward to; checking out the old railway stock that had been a large part of our younger days and the challenge was the running to table. Somewhere in the organisation of the trip our CPHs had been given a running timetable prepared for our 620s i.e. running to a table at a maximum speed of 80kph but having to match the 620's 115kph.

At 5.25am we jumped the gun by 10 minutes and took off. It was a pleasant meander to Broadmeadow – the control gods were on our side. But, the timetable challenge prevented the purchase of Sunday papers there, much to the chagrin of some crew. Most passengers were picked up at Sydney Terminal from where we quickly took off (only a wondrous 10 minutes late) back up past North Strathfield to access the new freight line and on to Picton. There were quite a few positive compliments about this new work, especially the fly-overs. We arrived at Thirlmere at 11.58am (only 40 minutes behind) which was quite an achievement, especially due to some unscheduled stops as well as the mandatory photo stop on Menangle Bridge.

Thirlmere turned out to be a place of mixed emotions. Some people were complimentary about the upgrade whilst others thought that much more could have been achieved for the high cost. I personally thought that the cafe's stock of three ice creams for sale did not fit in with the multi-million dollar scene. Anyway, we checked out the exhibits with much sentimental and reminiscing spiel. Many of our passengers had booked to travel on the early steam train ride but due to "our late table" they had to be changed to a later ride.

Unfortunately, this ride came back 20 minutes after we were due to leave. This meant we waited for one coalie and a passenger train before entering the main line near Picton. This certainly did not assist our challenge. However, our ever courageous leader and his first and second driving officers didn't give up. They showed that our CPHs are stayers and had us back at Sydney Terminal only 50 minutes behind and to Broadmeadow just 60 minutes behind. After Broadmeadow we really started catching up time on our home soil where short cuts are known.

The trip's ending looked good until our nemesis, Mindaribba, came into sight. All reds. Despite this obstacle we arrived back at base only 58 minutes late. Not bad for the old girls after a days travel.

PS: Tip from one fitter when going to Thirlmere – if in uniform, mention to the coffee barista that you are working there and get coffee for half price.

From the Archives

Article by Stephen Preston

Photos: Maitland Mercury Collection



This month's feature is a glimpse from the early days of 402's life with the newly formed Rail Motor Society. With several ARHS Newcastle Branch members having fond recollections of journeys with country rail motors in regular service and realising their potential for ongoing use in preservation, representations to preserve and operate them and funds being raised resulted in the formation of The Rail Motor Society and a collection of CPHs, trailers and 402 being purchased. The inaugural committee first met on 26 October 1984 and was formed from representatives of various societies including President Henry Varcoe, Vice President I. Brady (ARHS), Secretary W. McNiven (RTM), Treasurer R. Jacombs, and Committee members J. Compagnoni (Zig Zag), P. Kahn (SPER) and I. K. Winney (ARHS).

Although 402 did not operate a heritage tour for the Society for many years due to its extensive use hired out as a radio test vehicle, it was featured in some early promotional activities which the photographs accompanying this passage illustrate. Pictured at the controls of 402 stabled within Paterson yard is one of the early Paterson workers and Australian Railway Historical Society (ARHS) Newcastle Branch Secretary John Barnes. Now an ARHS Life Member due to his commitment to the Newcastle Branch as an officer bearer since its inception, John posed for the photographer to illustrate a newspaper article in February 1985 which highlighted the newly formed Society.

Also pictured with John is Henry Varcoe, a former President of the ARHS Newcastle Branch who became the Society's first President serving till 1986. Henry's day job was in the Anglican Priesthood but his faith outside the church led him on a pilgrimage to and eventually as a disciple of several other societies. Henry was also the founder of "V" gauge modelling of Sydney Electric trains, a scale believed to be only created by his efforts and difficult to operate due to the large size of the vehicles which really required a space the size of a parish hall.

Pictured standing in 402's Second Class saloon, those familiar with 402 will notice the uncluttered walls and original seat formation that was in place for most of 402's service life. With the introduction to use as a radio test vehicle came the removal of the seats, addition of testing tables, equipment and a multitude of cable runs to support radio signals, intercoms and AC and DC power. In recent years the majority of the lovely green leather seats were reinstated to provide more accommodation for inspection duties however the unsightly cabling and other additions are only now being removed as part of clean up works to improve 402's presentation. While some of the works are still to be completed, readers are encouraged when next at Paterson to step inside 402 (and back in time), to review the changes and take in the restored interior of this classic country rail motor.

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.

Directory

The Rail Motor Society Incorporated Depot & Museum

Webbers Creek Road,
Paterson NSW 2421
Caretaker Phone: 02 4938 5411

President

Arthur Burgess
Phone: 02 4959 6409
Email: burgessaj@bigpond.com

Vice President

Rodney Short
Phone: 02 4966 2707
Email: short_rodney@hotmail.com

Engineering Manager (Infrastructure)/ and Train Crewing Manager

Eric Larkins
Phone: 02 4966 1549
Email: eric.larkins1@bigpond.com

Secretary

Bryan Hicks
Phone/Fax: 02 4954 4904
Email: trmssec@bigpond.com

Treasurer

John Redman
Phone/Fax: 02 4948 8769
Email: trmstres@bigpond.com

Operations Manager

Bruce Agland
Phone/Fax: 02 4996 4666
Mobile: 0416 224 531
Email: aglandb@bigpond.com

Engineering Manager (Rolling Stock)

Stafford Payne
Phone: 02 4948 8521

Editor (Publications)

Geoff Murray
1/10 Seaspray Close
Caves Beach NSW 2281
Phone: 02 4971 4114
Email: geoffanna64@hotmail.com

Assistant Editor

Stephen Preston
Phone: 0407 016 133
Email: sgp33@bigpond.net.au

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.

**Correspondence to be addressed to:
The Secretary
PO Box 445
Charlestown NSW 2290**

OUR ANNUAL SUMMER'S DAY ON THE SOUTH COAST

A TOUR WITH 621/721 RAILCARS

Sunday 19 January 2014

Join ARHSnsw Tours and The Rail Motor Society on our annual journey down the Illawarra Line to Nowra (Bomaderry). Our tour will commence from the Paterson Museum and pick up passengers at Maitland, Broadmeadow, Cardiff, Fassifern, Wyong and Gosford, to depart at about 9.30am from Sydney Central with a quick run to Waterfall. Enjoy the magnificent scenic run south from Stanwell Park to Thirroul and Wollongong. Proceeding then along the coast to Kiama and Bomaderry (Nowra). There is a short walk for a fish and chips lunch at the Bomaderry RSL Club. Our return journey will depart Bomaderry and return to Berry where we will allow an hour for those who would like to take the short walk to explore the village with its unique business centre and shops. Seating is limited to 90 passengers, so book early to ensure a good seat. Return to Sydney is expected to be at 6.00pm before returning to Paterson.

Tour cost includes morning and afternoon teas on board, a two course lunch of fish and chips, dessert and tea or coffee.

Historic line side notes will be distributed on departure from Central.

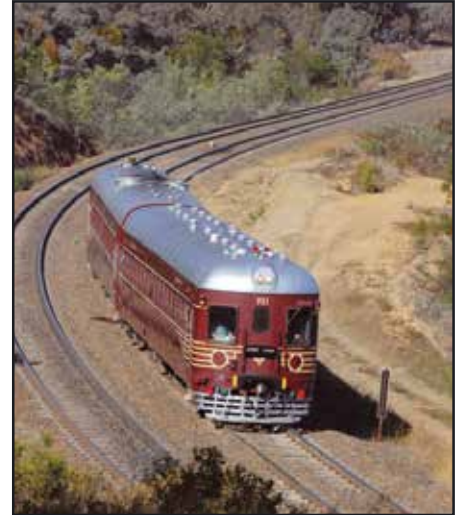


Image: Steve Munro

BOOKING FORM:

Our Annual Summer's Day on the South Coast by 621/721 Railcars, 19 January 2014

Mail to: ARHSnsw Tours
67 Renwick Street
REDFERN, NSW, 2016

OR fax (02) 9699 1714

OR Book at: ARHSnsw Bookshop
Rail Heritage Centre
SYDNEY CENTRAL STATION

ARHSnsw TRMS Members and guestsSeats @ \$110.00 \$..... (GST incl.)

Non-membersSeats @ \$120.00 \$..... (GST incl.)

Credit Card Payments, please add 2% Service Charge \$.....

TOTAL \$..... GST incl.

Name.....Membership No.

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

I will join the train at.....Station. Phone number (home).....(mobile).....

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

Please indicate if you require an alternative meal for medical reasons

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

Or please DEBIT my VISA or MASTERCARD

Card No. Expiry /

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

ABN 96 000 538 803.

ARHSnsw (ABN 96 000 538 803) is not responsible for last minute changes to train consist, tour route or destination.
Refunds: up to 30 days prior-100 per cent; less than 30 days to 7 days-90 per cent; less than 7 days-NO REFUND

OFFICE USE ONLY: Date booking rec'd/...../..... Date processed/...../.....Car.....Seat(s).....Tickets sent/...../.....



Heading north through Craven enroute to Gloucester the CPHs pass over one of the many unprotected level crossings on the North Coast line. Photo: William Todd



The passengers have detrained at Gloucester and headed for the festivities in the town but what of the crew? An impromptu meeting on the platform will decide their next move. Photo: Bruce Gehrig