

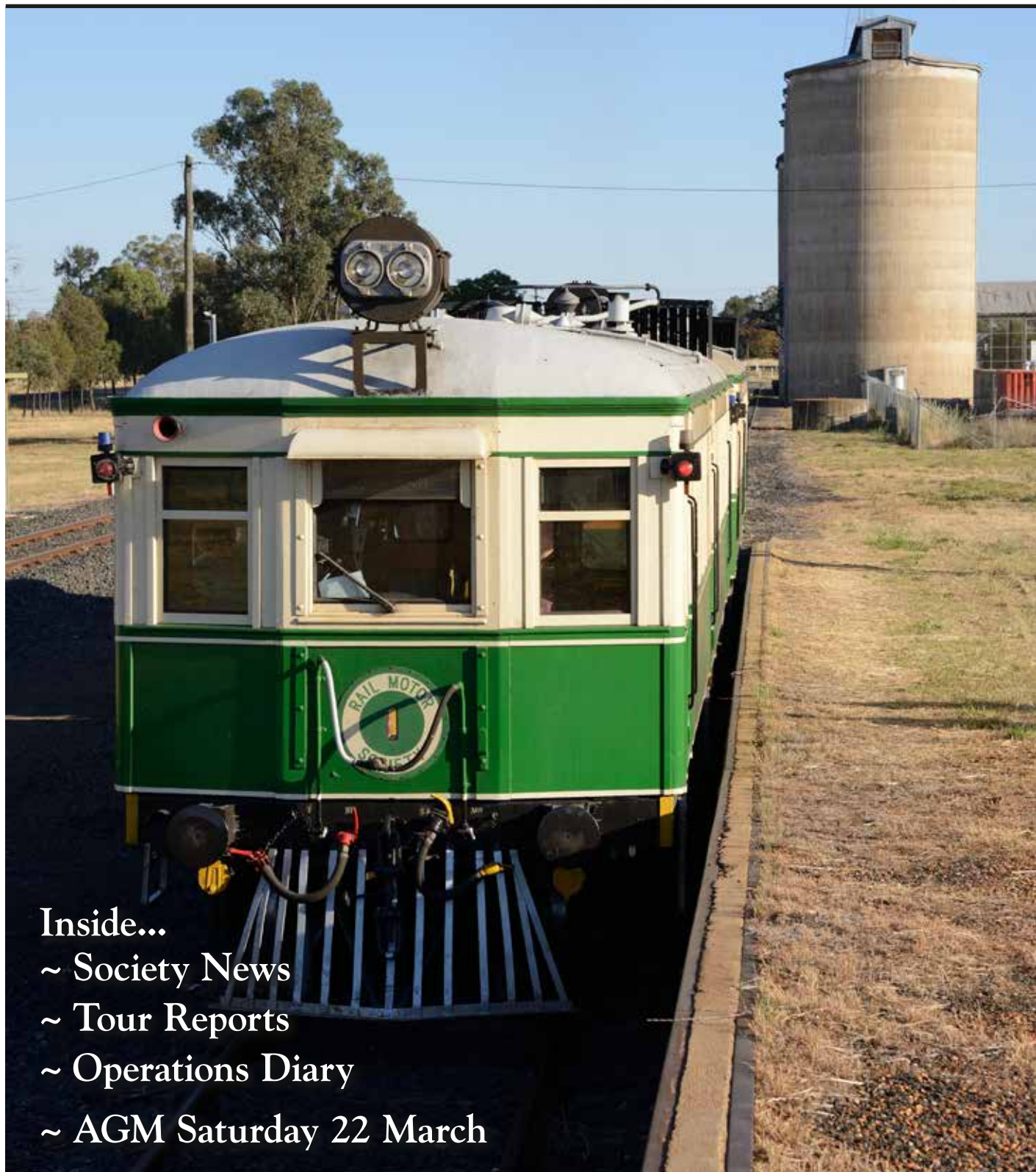
Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED



FEBRUARY 2014

Patron ~ Rear Admiral Peter Sinclair AC



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Clear of the main line, the CPHs stabled for the night adjacent to Gilgandra's loading bank.

Photo: James Brook

Society News

Annual General Meeting

Members are advised that this important meeting will be held on Saturday 22nd March commencing at 1000hrs, the formal meeting notice and associated forms are included with this newsletter.

Election of Five Board Members

In accordance with the new Constitution, five of those members of the Board elected at the AGM in 2013 will retire but will be eligible for re-election should they decide to nominate again.

Membership Renewals

Members are advised that your membership subscription for 2014 that was due on 1st January is now OVERDUE.

Unfinancial members are not eligible to vote at the Annual General Meeting and proxy forms will not be validated if you are unfinancial before the start of the meeting.

Donations

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

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.

Derailment

The photos of Parkes which featured on page 15 of the December 2013 Paterson Points were incorrectly credited. Apologies to Bruce Gehrig.

Vale ~ Weston Langford

As this edition closed advice was received of the passing of Victorian-based railway historian and Society friend, Weston Langford. Weston was a well-known and respected railway man who travelled extensively and supported many heritage activities. While his input will be missed by many, his efforts will continue to be appreciated via his vast photographic collection which he freely shared. Condolences are extended to Weston's family and friends at this sad time.

Operations Report

~ Bruce Agland, Operations Manager

Operations for 2014

4 January	Dungog (CPH), Archer
14-15 January	June (402), ARTC
19 January	Nowra (620), ARHS
25 January	Tamworth (620), Maitland Rotary
15-16 February	Metro Freight Lines (620), Epping Model Railway Club
8 March	Metro (620), Private Charter
4-6 April	Orange (620), Travelscene
12-13 April	Steamfest, (TBC), The Rail Motor Society
14-15 April	Binnaway (402), ARHS Queensland
3 May	Denman (620), Kalverla
3 May	Denman (CPH), Ede
17-18 May	Gulgong (CPH), Scott
24-25 May	TBC (CPH), Matthews
8-11 June	North West (620), ARHS
17 July	Stroud Road (CPH), Peter Street
9 August	Gulgong (620), Red Cross
30 August	Gulgong (620), Ray Barry
4-6 October	Gulgong (620), Peter King
TBC	Rail Motor Round-up, ARHS
September	Canberra Floriade (620), ARHS
26 October	Murrurundi (620), Stanford

Annual "Mislaid" Award

The recipient of the 2013 "Mislaid" Award was Stafford Payne. Shown here receiving his award from 2012 winner Bryan Hicks at the depot Christmas function.

Photo: Stephen Davies



Around the Depot

Arrival Road Re-sleepering Project

by Peter Kitcher

Following the last operation of 2013 (HPC 402 ARTC Test Train) arriving back into the depot on Thursday 28th November, the arrival road leading from the Goods siding turnout to the Depot entrance was closed to carry out the sleeper replacement. The track requiring attention had been laid more than 20 years ago and following planning and discussions with the Infrastructure Manager the decision was made to relay the section completely prior to the commencement of 2014 operations. A schedule was decided to do the required works on the 4th, 11th and 14th December using Society volunteers and with the help of an excavator and tipper recruited to remove spoil and bring in fresh 60mm ballast.

Wednesday 4th December. The gang assembled and work commenced at 0845hrs with possession of the Goods Siding from NCCN Coast 'A' Board taken to allow machinery to work towards the points into the Arrival Road. All fish bolts had to be oxy cut as they had corroded considerably and the use of spanners was put aside as they were of little use. This method of removal took longer than expected due to the amount of rust on the nuts and bolts and much perspiration was produced by those in the gang with the temperature rising as the day wore on. Some of the dog spikes in the old sleepers (11 out of 36) would not budge easily and had to be manually removed with the aid of a 14lb sledge hammer. With these removed the task of lifting the rails and placing them inside the depot began in readiness to be re-instated once the new sleepers were in place.

Wednesday 11th December. After a slow start following two hydraulic hoses on the Society's Leyland tractor blowing, work continued to remove the last of the sleepers that were buried and a rough base was cleaned out for the excavator to clean and line on Saturday 14th.

Saturday 14th arrived and with the aid of Jason and his excavator, work to clean out the Arrival Road began with at least six truck loads of spoil removed then about the same quantity of 60mm ballast tipped into the new formation created by the excavator. Six concrete sleepers and 27 timber sleepers were put in place however, time was against us and tools were put down and the re-railing task had to wait till Wednesday 18th.

Wednesday 18th, work commenced early to finish before the afternoon heat arrived with the placement of the first two lengths of rail in place followed by the last two. However, our excitement of the job nearing completion was short-lived as the heat had stretched the rail to the point that it would not butt up to the existing down rail but passed it by 20mm. It was decided that we would attempt to join the down rail the next day (Thursday) with an early start to beat the heat. As the change of plans was late notice, many of the volunteer gang members could not attend the next day so it was decided it would be completed with the three who were able to attend.

Possession of the Down Goods Siding was taken at 0622hrs as had been done on the previous work days and with three volunteers on hand, the rail was put in place and bolted together.

Track measurements were made and the rails tied in place with Pandrol clips, the filling of the track bed with 60mm ballast began with the aid of the trusty Leyland tractor and the Arrival Road was completed re-sleepered, re-railed and freshly ballasted at 0930hrs.

This relaying task was a large undertaking under trying weather conditions and would not have been possible without the efforts of our volunteers to complete the re-sleepering of the Arrival Road in readiness for the start of the Society's 2014 tour program on January 4th. Many thanks to all volunteers involved and particularly Jason and his excavator who's efforts eliminated many hours of manual shovelling and provided a much improved track bed.

Subsequent Works January 8th

Following a rest and review of the relaid track it was decided that some additional attention would be made to the alignment, levelling and packing of sleepers. To reduce manual activity and expedite the works specialist assistance was called upon in the form of member John Currey and his collection of track maintenance tools. John generously gave his time travelling especially from Werris Creek to assess the task and then lead the local workers to complete the works on Wednesday the 8th of January. Those brave enough to take a turn on John's mechanised "Cobra" ballast packing tool are probably still wishing they hadn't but no one involved would argue that the manual practise of using shovels and "beater packers" (which were also employed) was easier.

With this additional work completed the arrival road now only requires a "top up" of the covering ballast which quickly disappeared under the sleepers, providing a firm track foundation as the packing activity progressed.



*Commencement of the excavation of the Arrival Road by Gavin Bazely on 14th December 2013.
Photo: Peter Kitcher*

Around the Depot



Clockwise from above: Nearing the end of excavating for placement of ballast and sleepers on Saturday 14th. Unfortunately, time was against the team and it was decided to finish the re-sleeping on Wednesday 18th (photo: Peter Kitcher); All hands are "on deck" and with the re-sleeping underway the first lengths of rail are fixed back in place (photo: Bruce Gehrig); Sympathetic weather on January 8th meant that the additional alignment and packing works were undertaken in favourable conditions (photo: S. G. Preston); With the job done, the perway staff stand clear of the movement of 621/721 over the newly packed section of track (photo: S. G. Preston).

Tour Report

*New South Wales via Everywhere: ARE Griffith Tour, 2 – 5 November 2013
~ Article and photographs by James Brook*



Arrival at Telarah sees the passengers joining the CPHs at the start of their long journey around NSW.

Photo: James Brook

Over the Melbourne Cup weekend from 2–5 November 2013, The Rail Motor Society operated a tour to Griffith for the Association of Railway Enthusiasts with CPH 1 and 7. The outbound journey to Griffith visited Gulgong, Coonamble, Dubbo, Orange, Parkes, Stockinbingal and Temora with the return journey via Junee and the new South Sydney Freight Line.

The Association of Railway Enthusiasts is a Victorian-based group that includes members from all over Australia and overseas. This was the fourth biennial trip since 2007 to be held with The Rail Motor Society and their superbly maintained CPH rail motors.

Day 1: Telarah to Gilgandra

A sunny morning greeted the assembled passengers on the short suburban style platform at Telarah, near Maitland, as we eagerly awaited the arrival of the trusty CPH rail motors which were to be our transport around NSW for the next four days. At 07:45, the familiar toot and sound of the GM 6/71 engines could be heard as CPH7 and CPH1 arrived in the platform. After boarding the train, we departed right on time at 8:00am with CPH7 leading around the triangle onto the main north.

The first part of the trip to Muswellbrook retraced familiar ground for a number of people who had travelled on previous ARE trips with the CPH rail motors. However, the changes since our last trip along the line in 2011 have been significant with the opening of the new Pacific National maintenance facility at Greta and the extension of the third track from Minimbah back to Lochinvar. Apart from a brief stop at Antiene, the run was uneventful with the usual parade of coal trains passing to our right.

Muswellbrook was passed non stop at 9:30 as we swung onto the Ulan line. After the small township of Denman, the Goulburn River came into view on our left and we proceeded along the scenic route down the Bylong Valley. Now onto single line, our first cross for the day was an up coal train at Baerami, which passed us at 10:37 with three 90s on the front. 5002 and 5027 on an Aurizon empty were passed at Kerrabee before we commenced the climb through the Cox's Gap tunnels. Until the line was completed in the early 80's, the first of these tunnels was actually used for road traffic since the 1940's.

Three 90s were waiting at Murrumbo with another PN coal, which we passed without stopping. The next point of interest was the Bylong tunnel, which is the longest tunnel

Tour Report



Paused at the well presented Gulgong station, the tour patrons partake of their first of many meals on tour.

Photo: James Brook

on a "traditional" railway in Australia at 1,975m and took just under two minutes to travel through in our train. A further two Aurizon coal trains were passed at Coggan Creek and Wilpinjong. With the amount of traffic encountered, we were now running approximately 20 minutes late but still making good progress towards Gulgong. However, not long after Ulan the train came to a halt with an engine shutdown in CPH1. After a quick look by the fitter and a restart we were underway again. Our arrival into Gulgong was at 12:53, almost half an hour late.

For something a little bit different from the parade of coal trains earlier in the day, 8106 and BL33 were waiting to cross us with a load of ore concentrate. They proceeded through 2 road while lunch was provided on the platform courtesy of a local bakery.

Departure from Gulgong was at 13:23 and we now headed north along a section the line which once extended from Wallerawang all the way to Gwabegar in the mid north of the state. The countryside had also changed to open farmland with grain silos being the dominant structure at the former station sites. We stopped at Dunedoo for safe-working at 14:07 and arrived in Merrygoen at 14:42 where the train would reverse for the run to Dubbo.

After the crew moved to CPH1, we were soon retracing our steps through the yard and onto the cross country line to Troy Junction. After about half an hour of travelling, the engine in CPH1 again decided to call it quits and shut down. After a restart, we were underway and the rest of the trip to Dubbo was uneventful apart from a short safe-working stop at Elong Elong.

After arriving in Dubbo at 16:37, we picked up an additional driver, reversed direction and proceeded north through Troy Junction and onto the Coonamble branch with CPH7 in the lead. A Southern Shorthaul Railroad ballast train was noted shut down at Talbragar with the interesting lash-up of Lachlan Valley Railway's 4708 leading SSRs GM22 and 4917 plus Consolidated Rail Leasing's 4910. After about an hour of travelling, we arrived in the siding at Gilgandra at 17:53, approximately 50 minutes late, where we transferred to a bus for the short ride to a local motel and dinner at the nearby RSL.

Day 2: Gilgandra – Coonamble – Dubbo – Orange

After waking to another sunny morning in country NSW, we soon found ourselves on the bus heading back to the former station site at Gilgandra to re-board the rail motors. Departure



Like the just complete journey from Orange, the shadows are long as the passengers disembark for their overnight stay at Griffith.

Photo: James Brook

was at 07:40 and involved a shunt out of the siding before resuming our journey north. The Coonamble branch is relatively flat and passes through typical wheat belt country with silos being the main structures on the line. However, the last 50 kilometres became noticeably more arid with sections of track unfenced. Our destination of Coonamble was reached early at 09:14 and we travelled to the very end of the line before setting back into the station.

Although the station building at Coonamble is in a state of disrepair, the platform has recently been reconstructed. A number of passengers took the opportunity to visit the local café before we departed at 10:17 to retrace our steps back to Dubbo. As we headed south, the weather was becoming increasingly overcast and muggy but at least there was no rain on the horizon. Gilgandra was passed non stop at 11:48, Troy Junction at 12:37 with arrival in Dubbo at 12:49, just over 20 minutes early.

Lunch was provided on the platform from a local bakery while the Central West XPT arrived and departed. The CPHs were stabled in 2 road and provided an interesting photo opportunity when the XPT pulled into the platform alongside

According to the timetable we were scheduled to depart at 13:55, although by the time the XPT cleared the line ahead of us and we received the train order, departure from Dubbo was at 14:50. Good progress was made with only a safe-working stop required at Wellington. However, about 30 minutes from Orange, CPH1 again suffered an engine shutdown. After a stop of about 15 minutes we were underway again and arrived in Orange at 17:35 approximately 40 minutes late.

Day 3: Orange – Parkes – Stockinbingal – Cootamundra – Temora – Griffith

After the warm weather over the previous two days, it came as a bit of a shock to wake up to 1 degree temperatures in Orange, despite the sunny conditions! After a hearty breakfast in the motel we transferred to the station to find the familiar sound of the GM 6/71 engines idling under the CPH rail motors. We departed at 07:33 with CPH7 in the lead and traversed the little used north onto the Broken Hill line. While passing through Manildra just after 08:30, an 81 was noted shut down with a rake of hoppers plus two of the Manildra Group's shunters in nearby sidings. After arriving in Parkes just before 09:45, the rail motors ventured out to the loco depot to refuel. The usual

Tour Report

assortment of 81 and 48 class locos were stabled in the yard and a pair of NRs rolled through light engine just before the CPHs returned at 10:12.

After re-boarding the train we departed at 10:25 and swung left past the loco depot onto the ARTC line to Stockinbingal. This line forms a flatter alternative route to the heavily graded Blue Mountains line for interstate traffic. Other traffic on the line originates from the numerous grain silos. Forbes is the largest town and we passed the station at 10:45. Without any opposing traffic we ran non stop to Stockinbingal, arriving at 12:47. After a short stop for safe-working, we proceeded to Cootamundra for lunch and to pick up our driver for the rest of the day.

At Cootamundra, a number of 81 and 48 class locos were stabled in the loco depot, plus a derelict 833. In the goods shed over the other side of the line, the Lachlan Valley Railway's CPH rail motors were stored undercover after operating a tour several days before our trip through the region. Meanwhile the crew relocated back to CPHI for another change in direction.

After departing Cootamundra just after 14:00, we retraced our steps through Cootamundra West and back to Stockinbingal. After a pause for safe-working we continued west until our progress was halted outside Temora for about 20 minutes while a grain train completed shunting at the Temora Sub Terminal. We finally arrived in the station at 15:53 only 7 minutes late. After a short leg stretch, we were underway again at 16:00 and proceeded to Griffith, arriving at 18:15.

Day 4: Griffith to Telarah via Junee and the SSFL

With over 800km of travel ahead of us and the longest day of the tour, it meant an early start was essential. A cool but sunny morning greeted the passengers as they gathered on the platform next to the idling rail motors. Soon the departure time drew near and after boarding the rail motors we were underway just after 07:00. CPH7 was again in the lead as we headed south east into the morning sun.

The first stop for the day was at Leeton at 07:50, where after a brief pause we picked up the local track inspector who would be with us until Junee. Shortly after 8:00am we approached the one time junction station of Yanco and joined the former Hay branch. The sizeable township of Narrandera was passed at 08:24 and we arrived in Junee at 10:00.

At Junee we again changed direction and CPHI would lead all the way to Telarah. The scheduled refuelling didn't occur and we departed at 10:24, one minute up on the timetable. After climbing around the Bethungra Spiral and passing the Frampton deviation we arrived in Cootamundra at 11:23, where we stopped to let two of the crew off as well as passengers connecting with the daylight XPT to Melbourne.

From Cootamundra the Main Southern Line enters hilly terrain and this region has proven to be a challenge to engineers over

the years, with a number of earlier formations visible from the current line. Due to late running the scheduled stop at Yass Junction was reduced to approximately 30 seconds before we were underway again. After passing through Gunning at 13:47 we commenced the climb through Fish River to the summit of the Cullerin range and the highest point on the Main South, passing under "top bridge" at 14:11.

Further stops were to be held at Goulburn and Moss Vale, but due to the late running these were cancelled and we proceeded north. On the outskirts of Macarthur the train diverged onto the new South Sydney Freight Line, a first for most of the passengers. After a non stop run past the peak hour traffic on the adjacent suburban lines we arrived at Chullora Junction at approximately 1720, about 20 minutes early.

From here it was slow progress through the suburban traffic. A short stop at Epping allowed Sydney passengers to get off before we proceeded to Hornsby, arriving right on time at 18:44. Half an hour was provided to obtain dinner from the nearby shops before we departed on the final leg of the journey at approximately 19:15.

As the toilet in CPH7 had run out of water and the passenger numbers were reduced to less than a CPH load, everybody moved into CPHI for the remainder of the trip. Heading north, the light lasted long enough for the passengers to get a good view across the Hawkesbury River bridge and Mullet Creek.

At Broadmeadow the train was held briefly before proceeding around the triangle at Islington Junction and onto the four track mainline to Maitland. All too soon we arrived back at Telarah station early at 21:48 after a very enjoyable four days travelling almost 2,300km around the many varied landscapes and railway lines of New South Wales.

I would like to thank the volunteers and crew from both The Rail Motor Society and the Association of Railway Enthusiasts who contributed to the operation of this trip. The distance covered and complex scheduling involved would have made this a very challenging tour to organise, but as with previous ARE/TRMS tours it was very well run and a most enjoyable way to spend a long weekend.

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Editor's Note:

The Society's crew members for this tour were: Arthur Burgess, Bruce Matthews, Colin Munkerud, Stephen Elsmore and Brendan Hines (Drivers/SWS); Graham Pantlin (Fitter); Bev and John Redman and Lorainne Corcoran (On Board Crew).



After four days away and almost 2,300km travelled the CPHs unload their final passengers at Telarah prior to their return to Paterson. Photo: James Brook

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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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Operations Diary

January 4 2014

Wedding Anniversary Charter to Dungog

Chartered by local Paterson identities Cameron and Jean Archer for a wedding anniversary celebration, 621/721 operated a short evening trip to Dungog where the group dined at a local hotel before returning south for more festivities.

14-15 January 2014

ARTC Inspection train to Junee

ARTC again chartered HPC 402 for a journey to Junee and return over two days providing the opportunity for both senior management and new Network Controller recruits to see the Southern Main line first hand. Throughout the Up and Down journey network features, project works and maintenance activity were scrutinised, an overnight stay being had in Junee. Despite the hot conditions those on board enjoyed their time away although the summit of several grades was welcomed with much jubilation.

Top right: All eyes are looking at the clear road ahead as the inspection party departs Jindalee.

Right: 318km from Sydney, the tour pauses for a leg stretch at Yass Junction.

Below: Having travelled to Coota West to turn, 402 has the road for the "North Fork" and will soon be on its way again northward.

Photos: S. G. Preston



19 January 2014

A summer's day on the South Coast – The Annual ARHS Fish 'n' Chips Express to Nowra

The popularity of this outing shows no sign of waning with another successful trip operated by Spencer Ross for ARHS NSW. Travelling to Nowra (Bombaderry) for lunch the tour also stopped at Berry on the return trip to allow time for a visit to the local shops.

(Below left) Class leaders cross at Berry as 8101 hauling a Nowra bound Manildra service passes refuged 721 and 621. (Below right) 7R01 stands in Dunmores "new" Up platform waiting for a clear line south.
Photos: Bruce Gehrig



25 January 2014

Maitland Rotary Charter to Tamworth Country Music Festival

Like previous years this pilgrimage to the Country Music festival was operated carrying a capacity load for 621/721. Setting off in the pre dawn the passengers welcomed the mild weather and despite numerous speed restrictions arrive at their destination only a few minutes tardy. A full day was had in Tamworth with plenty of time provided to soak up the atmosphere of the festival before the return journey south .

(Below) The sun is about to rise as 621/721 pauses at Branxton.

Photo: Bruce Gehrig





Although now controlled remotely from Mayfield, Parkes signal box still stands adjacent to the yard and level crossing it once managed. Photo: James Brook



The terminus of Coonamble not only retains its station building but also features a recently rebuilt platform.

Photo: James Brook