

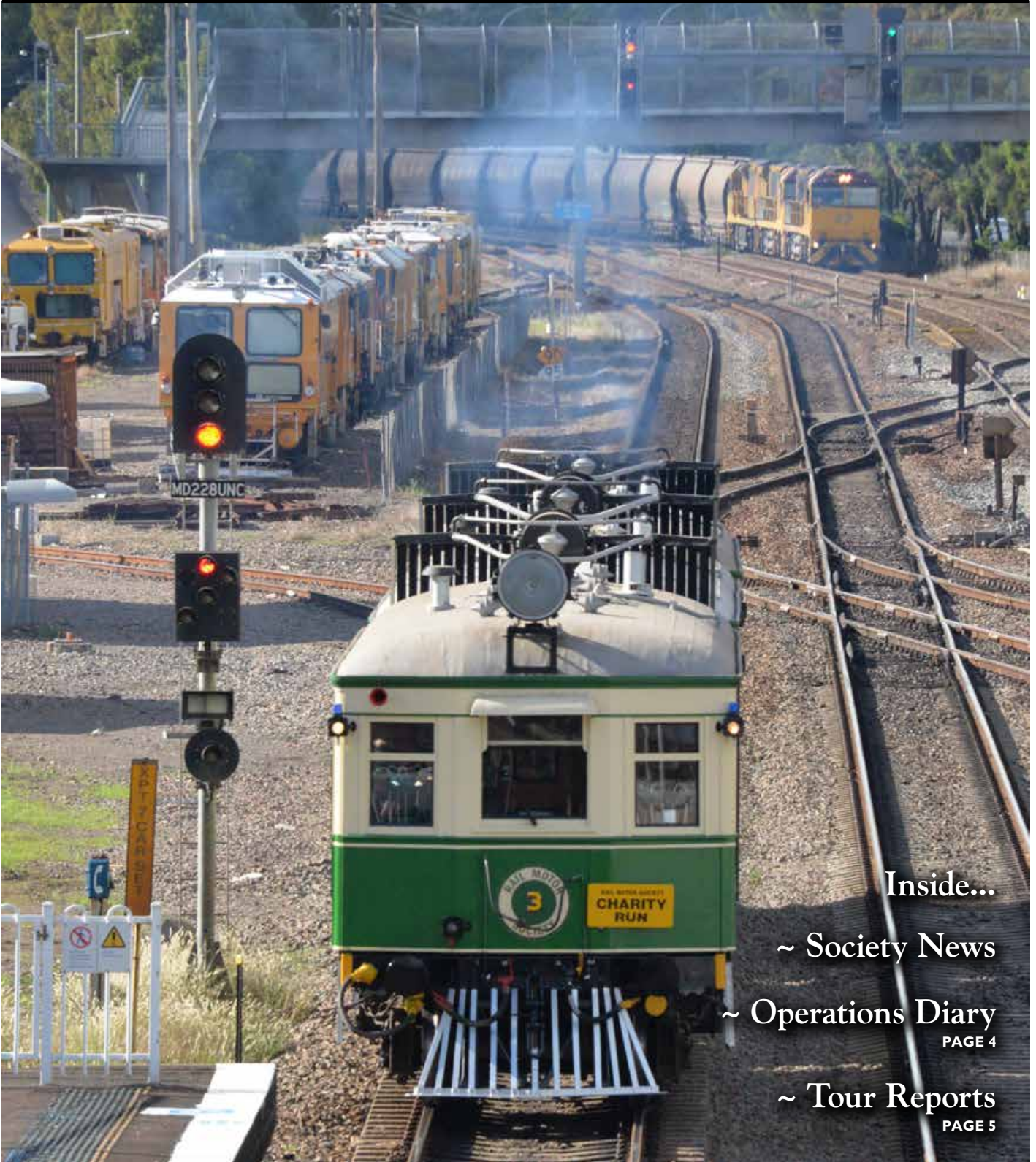
Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED



JULY 2014

Patron ~ Rear Admiral Peter Sinclair AC



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With passengers on board CPHs 3, 1 and 7 manoeuvre at Maitland to position themselves for their trip to Denman.

Photo: S.G. Preston

www.railmotorsociety.org.au

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MAITLAND
Hunter Valley

Society News

Rail motor shed extension

Work on the long planned and awaited extension to our rail motor shed has commenced. The foundations for the 2-bay/10m extension on the Maitland end of the shed were constructed as part of the original works back in 1992. The material for the extension was delivered to Paterson on Friday 4 July. Favourable pricing was again received from Metroll Pty Ltd, suppliers of the original shed structure. In addition, some replacement columns for the external corners of the shed were also delivered. These corner columns, being continuously exposed to the elements since they were installed in 1992, have developed a small amount of corrosion and the Board agreed that they should be replaced as part of the extension project. Thanks go to Bruce Kingsford (the original shed designer) for facilitating these arrangements. For the benefit of our working members, Bruce fabricated a new dual-tub wash basin to replace the old single tub. This will also eliminate another potential point on the shed for corrosion.

Yard improvements

Heavy work involving the replacement of six timbers on No.2 and No.3 Road points was carried out on Wednesday, 2 July. The Society's workforce was assisted by a hired excavator and experienced labour from rail contractor Traxion. The timber replacement work was completed in a relatively short time due to preparatory work carried out beforehand by Society members. This also permitted the crossing to be re-ballasted while machinery was available on site. Thanks go to all of the team concerned with this work, led by Rod Short and Peter Kitcher, to achieve a great result.

Another project to replace a number of worn bolts throughout the yard is proceeding as time permits.

HPC402 refurbishment

Complementing the previous internal tidy up works which saw the unsightly and now unnecessary radio testing cabling removed, the reinstallation of missing seats and installation of ICE Train Radio further works are now being undertaken to ensure rail car HPC 402 is well presented and equipped to continue its popular travel and inspection duty role for small groups.

Thanks to a generous donation by Society member Robert Spencer, the first of several initiatives is already underway with new window blinds being fitted, a feature that will no doubt be appreciated by passengers experiencing low sun and hot days during travel.

To maintain window integrity a new set of windows have been ordered from specialist contractor Blue Ridge Woodworks. Machined from Surion Cedar these windows are being made to the traditional frame design but will incorporate panes of laminated safety glass.

Other improvement works planned include a refurbishment of the first class end kitchen area including the installation of a compressor type fridge and the use of a gas type water heater to better support the demand of tea and coffee drinkers and improve the current preparation process.

Safeworking training

On Saturday 17 May the Society conducted a further Safeworking re-certification course for six crew members. In addition, a Train Order Working course was also conducted for the benefit of our volunteer CityRail crew members. Thanks to GoTrain Industry and instructor Wayne Horton for their assistance in putting this course together.

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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.

Correspondence to be addressed to:

**The Secretary
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Charlestown NSW 2290**

Society News

CPH3 return to service

After a another period of remedial works to its control circuits CPH3 returned to service operating on a trial to Stroud Road and return before running with sisters 1 and 7 to Denman on 3 May. Following this trip some final adjustments are to be made to CPH3's bogies including additional packing added to the No.2 end bogie to adjust the vehicle height, and radials adjusted on both bogies. CPH3 will also be fitted with ICE radio equipment and is expected to be available for regular service in time for its 90th birthday celebrations.

BR 1395 and TAM 503 covers

Work on providing protective side sheeting on the roof over these two vehicles is proceeding under the supervision of Infrastructure Manager, Eric Larkins. The sheeting is being installed on the railway side to prevent weather damage. Once completed, the timber windows in both cars will be replaced. Thanks to all those involved in the project.



The roof cover and side protection for the TAM and BR cars is well advanced.
Photo: Bruce Agland

Supplying digital photographs

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

- Use the highest resolution/quality setting on your camera.
- As a guide, a JPEG file should be at least 1mb. Always use the original file as downloaded from your camera, do not scale, crop or edit it.
- When emailing image files, don't compress images with your email program. This is usually a 'check box' option you can select when composing a new message.
- If you reduce/compress the size of a file this effectively removes image detail and makes the image blurry or pixelated. You cannot add this information back in.
- If you require assistance please contact Karina, 0414 45 35 14 or karina@area51.com.au

FZ 663

The old projection room at the back of the lunch/training room has been converted into an Operations store room. The work has involved removing a substantial amount of old "junk" and providing power and lighting to the room. When complete, the room will be used to store documentation; hand-held radios and telephones; and other necessary operational equipment for our day-to-day running. Thanks to Operations Manager, Bruce Agland, for facilitating this project.

Future work in the FZ will include additional power and lighting and the establishment of a mechanical storage area in one of the old shower compartments.

New Members

Noel Delaforce of Cardiff and Ron Goodrick of Speers Point 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.

Operations Report

~ Bruce Agland, Operations Manager

3 May	Denman (620), Kalverla
3 May	Denman (CPH), Ede
10-11 May	Gulgong (CPH), Scott, Cancelled
24 May	Dungog (CPH), Matthews
6-9 June	North West Region (620), ARHS
17 July	Stroud Road (CPH), Hawks Nest/Tea Gardens Probus
26 July	Gloucester Chill Out (CPH)
July/August	North Coast (402), ARTC (tentative)
9 August	Gulgong (620), Red Cross
30 August	Gulgong (620), Ray Barry
26-28 September	Canberra Floriade (620), ARHS (booking form enclosed)
4-6 October	Gulgong (620), Peter King, Mudgee Miniature Railway (booking form enclosed)
18 October	Hawkesbury River (620), Gresford Parish
26 October	Murrurundi (620), Stanford
26 October	Murrurundi (620), Rotary
November	South/South West, ARHS 402 Club (Dates to be confirmed)
4 November	Hawkesbury River (620), Maitland Rotary
29 November	Metro (620), Goodwin Alco
29-30 November	Richmond 150th (CPH), ARHS (Also CPH 3 90th Anniversary)

Operations Diary

Steamfest

The annual Maitland Steamfest celebration again involved the Society operating CPH services to and from Maitland Station over the weekend of 12-13 April.

Supplementing the steam-hauled trips operated using locos 3265, 3642 and 5917, the rail car shuttles to Paterson again proved popular carrying in excess of 600 passengers during the weekend.

The Denman double service

The Upper Hunter Food and Wine Festival attracted the interest of two charter groups this year which necessitated the operation of two consists to move the masses to Denman on 3 May. With high passenger numbers in both groups CPH3 was required to assist CPH1 and CPH7 to operate the Maitland Palliative Care Charity Run organised by Trish Short, and hence became the Society's first operation of three CPHs in the upper Hunter area. Both trains travelled to Denman and stabled in the perway siding where passengers detrained using the portable steps for the short walk to town. Following an afternoon of entertainment, indulgence and merriment the two groups retraced their steps and returned home in the late afternoon.



Stabled clear of the mainline at Denman 5/6ths of the Society's operational fleet takes its rest while their passengers enjoy the wine and food festivities. Photo: Bruce Gehrig



The stabling period at Denman allowed regular coal services to continue to operate including west-bound services like that pictured here. Photo: Bruce Gehrig

Dungog birthday run

On 24 May 621/721 operated a short outing organised by Bruce Matthews and Lorainne Corcoran to celebrate Jeff Matthews' 70th birthday. After travelling to Dungog the passengers detrained for lunch before returning home breaking their journey with a stop at Paterson Depot.



Almost at its destination 721/621 rockets past the single door platform of Warrigula which now boasts an OPAL card "tap" point to complement its help point and single CCTV camera. Photo: S. G. Preston

Lunch at Dungog

CPH1 and 7 were the chosen form of transport to convey 67 members of the Hawks Nest/Tea Gardens Probus Club to Dungog on Thursday 17 July. Our passengers joined the train at Paterson for an 11.50am departure but were "put away" at Wallarobba loop for 20 minutes to cross the Up Grafton XPT and a Dungog passenger service before arriving at Dungog station at 12.45pm for a two hour lunch break at a venue of their choice in Dungog's commercial centre.

Away from Dungog at 2.50pm, the train journeyed further north to Stroud Road where a coal service was found to be occupying the loop so a quick change of direction was carried out on the main line and five minutes later the train was soon on its way back to Paterson but only got as far as Wallarobba loop once again. A late-running Grafton XPT was the culprit but after the crossing we were soon underway once again but only as far as Kilbride loop to cross a Down Dungog passenger service and a PN interstate freighter before arriving back at Paterson station five minutes ahead of the table at 4.50pm.

Many thanks to the Society's operations crew for the day – Eric Larkins, Phil Mason-Johnson, Fitter Stafford Payne; cabin crew Bev and John Redman, Ron Pirie, Daniel Conway and Bruce Gehrig.

Article and photo: Bruce Gehrig



Our CPHs stabled in the yard at Dungog while our passengers had lunch.

Tour Report

Binnaway and Beyond

by Bruce Agland



402 is seen “tip-toeing” through the foliage during its trip around the Binnaway “triangle”.

Photo: Margaret Pantlin

After a successful weekend visiting Hunter Valley Steamfest and Newcastle, a small tour group from the Australian Railway Historical Society (QLD Division) joined HPC402 at Maitland on Monday 14 April for a two-day grand circle tour to Binnaway via Ulan and returning via Werris Creek. HPC402 wended its way through the Hunter Valley, following an empty coal service and passing the usual procession of Pacific National, Aurizon and Xstrata coal services heading for the Port of Newcastle.

On the run across the Ulan line from Muswellbrook to Gulgong we continued following an empty coalie which necessitated brief pauses in some of the loops (Yarrawa, Sandy Hollow and Baerami) as we caught up to its table, while an up PN coal was crossed in the loop at Kerrabee. Coal services were observed loading in most of the balloon loops between Bengalla and Ulan. A number of very harsh speed restrictions between Coggan Creek and Wollar meant that we had a slow climb up the long grade to Wollar Gap Tunnel. However, a couple of scheduled crosses did not eventuate and we arrived in Gulgong about 20 minutes ahead of our table. Our passengers boarded a local bus and headed into town for lunch while the crew enjoyed a well-earned rest and lunch on Gulgong platform. Departure from Gulgong was 15 minutes early, allowing for an extended stop at Dunedoo. The passengers availed themselves of some refreshment, and the crew purchased supplies at the local bakery for the next day's lunch.

After a brisk run through the countryside, green and lush from the recent rains, we arrived at Merrygoen. On entering the staff hut the crew observed that it had been recently vandalised. The outer back wall had been ripped out (the termites had already attended to the inside walls), the telephones were torn off the wall and the Merrygoen-Dunedoo staff was missing. There was also a lot of smoke and a small fire was discovered burning underneath the hut. Fortunately the material ripped from the back wall was fibro and did not contribute to the intensity of the fire. A quick call to the Network Controller had the local Rural Fire Service alerted while some crew members attempted to put out the fire with water from the tank, which was fairly well extinguished by the time we departed. Fortunately the Merrygoen-Elong Elong electric staff instrument was undamaged. Some passengers observed three school children and a dog in the bush some distance away and it is suspected that these were the culprits. Departure from Merrygoen was five minutes behind table after a delay of some 20 minutes.

The next section was fairly uneventful and upon arrival at Binnaway 402 was turned on the triangle ready for the next day's working. An obligatory photo stop was held at the silos on the apex of the triangle. The passengers adjourned to the old Binnaway Barracks for their overnight accommodation while 402 was stabled in the yard opposite the barracks. Passengers and crew later enjoyed a roast dinner at the Royal Hotel.

Tour Report



The Queensland tour party posing for a group shot in the well filled passenger saloon of HPC402.

Photo: Margaret Pantlin



Overnight accommodation in Binnaway was at the rejuvenated barracks building which now provides B&B style accommodation. Photo: Bruce Agland

Breakfast the next morning was in Binnaway Barracks where Spencer's "kitchen ruled" as fumes from his breakfast preparation set off the smoke alarms and all had an early wake-up call. Some smart work by our crew members had the alarms silenced, but by this time everyone was awake and gathered in the kitchen and dining room ready to start the day. After breakfast the passengers packed up and headed for the station where 402 was ready and waiting for the day's work. A slightly early departure had us heading across the countryside towards Werris Creek. A few kilometres from Binnaway we encountered a considerable amount of stock on the line making use of the "long paddock" for sustenance. This continued for many kilometres, coupled with a troublesome direct drive the advantage of our early departure was whittled away, resulting in a slightly late arrival at Premer. It was interesting to note that the Premer Hotel, which burned down some time ago, had recently been rebuilt.

The direct drive problem resolved itself after Premer and an uneventful journey across the Liverpool Plains saw a close-to-on-time arrival at Springridge and then onto the Gap where we rejoined the North West line. Here we learned that the Merrygoen-Dunedoo staff had been recovered from long grass behind the staff hut earlier that morning. After the short run to Werris Creek our passengers alighted and visited the Rail Journeys Museum, while 402 shunted to the Up Loop to clear



Turning on the Binnaway “triangle” 402 pauses for a photo alongside the large grain silos which are located beyond the apex. Photo: Margaret Pantlin

the main line for the departure of NP24 Up Northern Tablelands Xplorer: After NP24’s departure, 402 was shunted back to the platform to pick up our passengers and then headed for home.

After departing a few minutes late from Werris Creek, poor track condition and many speed restrictions between Quipolly and Willow Tree saw us well behind table by Kankool, but a generous amount of recovery time allowed to climb the grade saw us back on table at Ardglen. A good run down the grade then ensued with the crossing of a Down empty coal in Pages River loop. We arrived on time into Scone where our passengers alighted to join NP23 Down Northern Tablelands Xplorer to Moree for their journey back to Queensland.

The now empty 402 headed for home, crossing NP23 at Aberdeen. We then began what was hoped would be a good run home, but this all came to an abrupt end at Camberwell here we followed an Aurizon coalie all the way to Lochinvar before being able to pass as it ran up the relief road. After a brief pause on the Telarah triangle to cross a local service, 402 headed for home with a clear run through to Paterson.

Thanks to Ray Edser and ARHS (QLD Division) and Spencer Ross for arranging the tour, and to the train crew – Drivers Arthur Burgess and Rodney Short, Safeworking Supervisor Bruce Agland, Fitter Grahame Pantlin and Car Attendants Margaret Pantlin and Spencer Ross for their efforts over the two days.



The long shadows from the setting sun creep across Binnaway yard where 402 is seen alongside the smaller silo located in the main yard area. Photo: Bruce Agland



Drivers for the outing were Rodney Short and Arthur Burgess pictured here enjoying the close confines of 402’s cab. Photo: Margaret Pantlin

Tour Report

North West Encounter

by Ashley Garah & Rowena Burren



The tour along the Walgett line terminated at Cryon as recorded here by Spencer Ross.



Having only recently returned to active duty, Driver John Currey looks relaxed "back in the saddle" as he waits for a train order to proceed from Burren Junction Stop board.

Photo: Spencer Ross

In keeping with recent tradition, the June long weekend saw rail car 621/721 again used by ARHS (NSW Division) to operate a long distance tour deep into country NSW. This year Spencer Ross chartered a course to the north west region of the state, with the tour travelling beyond the highly trafficked Hunter Valley and Gunnedah coal chain areas to lesser visited locations and former rail motor "stamping grounds" including the lines to North Star and Cryon. It was originally hoped to travel to Weemelah on the former Mungindi line, however that line is not currently available for rail traffic and a bus journey to the former terminus of the Inverell branch was made to review the remains of the "other" Moree district branchline.

Departing Paterson on Friday 6 June, operations commenced by heading south to Broadmeadow to connect with an ex-Sydney service which delivered the majority of tour patrons. Underway northward, numerous coal trains and other services were soon observed, crossed and passed (most without delay) to support a timely arrival for lunch at Werris Creek catered by the local Lions Club. With local Driver John Currey joining as crew, departure was made "ahead of the advertised". The strategy being to keep well ahead of the TrainLink afternoon Xplorer service which was also Moree-bound. Thanks to some efficient pathing and crosses and 621 showing she could still handle the grades with ease, arrival at Moree was recorded 90 minutes



Ready for the trip home, the tour awaits departure time from Narrabri on Monday 9 June.

Photo: Spencer Ross

early and comfortably ahead of the following passenger service. Due to security concerns regarding stabling within Moree yard, arrangements had been made to stable 621/721 out of town at Dunavant's siding. So with passengers detrained and headed for their lodgings the crew returned six kilometres southward to stow the set for the night. That evening passengers and crew enjoyed a fine meal and discussion at a local motel, the same venue also being used on Saturday night.

Saturday morning dawned clear but cool with the crew rising early to return 621/721 to Moree in preparation for the run further north. 621/721 arrived as it had been left, however an inspection of the Xplorer service on the other side of Moree's island platform confirmed that the decision to stable out of town was a wise one. Despite having been stabled in the secure compound overnight the lead car had been "redecorated" by vandals with graffiti, with extensive coverage over the lower sides and windows.

With almost a full complement on board, 621/721 left Moree behind and after pausing briefly at Camurra ran across the mostly flat terrain to North Star. Thanks to track upgrading works good running was had however the crossing of bridges over the Mehi and Gwydir rivers necessitated some reductions in speed.



The current limit of travel on the Boggabilla line is marked by a Stop Block and signage as seen here through the end window of 721. Photo: Spencer Ross

Tour Report



Standing just short of the Stop Block at North Star the on-board crew position the stairs allowing passengers to alight for photos. This the current terminus of the former Boggabilla line and northern-most point of travel by the tour. Photo: Spencer Ross



The tour group disembarks to record the Stop Block scene at North Star.

Photo: Spencer Ross



The Stop Block arrangement at North Star.

Photo: Spencer Ross



Awaiting departure from Moree for Narrabri on Sunday 8 June.

Photo: Spencer Ross

Tour Report



The return of the tour southward included a stop at Curlewis for lunch at the nearby Commercial Hotel, a stop that required some ingenious passenger arrangements due to the low platform level. Photo: Spencer Ross



621/721 waits at Burrans Junction Stop Board for a Train Order to proceed. Photo: Spencer Ross

Originally terminating at Boggabilla, just short of the Queensland border and town of Goodawindi, this line in recent times has been maintained to serve the extensive Croppa Creek and North Star grain receival facilities. With much of the grain shipped north by road these days, this line currently sees infrequent use however that is forecast to change dramatically with the proposed ARTC "Inland Railway" expected to make future use of the formation as part of the new Melbourne–Brisbane inland trunk route.

After terminating at North Star and with photographs taken to record the scene within sight of the Stop Block, the tour retraced its path to Moree where the group changed transport modes. Now headed east tracing the former line to Inverell by coach, the group inspected some of the remaining infrastructure and also visited the two Inverell museums (the Pioneer Village and the National Transport Museum) where lunch was taken. With its passengers away 621/721 was again stabled at Dunavant's siding, allowing the crew to indulge in a free afternoon to enjoy the local facilities or catch up on some rest.

On Sunday morning the retrieval process from Dunavant's siding was again performed and 621/721 and its tour group



*The rising Moree sun reveals the crew scrubbing off bugs collected from the previous days running ensuring that 621/721 is again well presented for its passengers.
Photo: Steve Davies*

bid farewell to Moree. Heading south under clear skies, a clear run was had to Narrabri Junction where the manual point and crossing arrangements were negotiated for an outing along the Walgett branch to Cryon.

621/721 now entered territory controlled by the John Holland Country Rail Network (CRN) and headed west for the lunch stop at Burren Junction. Much track upgrading work was observed being undertaken along this line with John Holland Rail's triple 48 class hauled ballast train dropping new "metal" and many hands also engaged tamping, re-railing and making other perway adjustments.

On arrival at Burren Junction the local CWA provided a welcome country-style lunch after which the tour continued 38 kilometres to terminate at Cryon. The substantial cotton facility located at the end of the triangle provided an indication of what supports this line's continued operation, little else being present in the immediate area. Again, tour "limit of travel" photos were taken. Unfortunately time limits did not permit travel to the Walgett terminus and the tour reversed direction to return to Narrabri for dinner at the RSL and an overnight stay. The return journey was interrupted by a 30-minute halt at Merah North while

waiting for a track possession to be handed back and once lifted the rest of the journey was completed without significant event.

Monday's journey home saw several stops enroute including lunch at the Curlewis Hotel; an inspection of the Rail Journeys Museum at Werris Creek station; and a quick pick-up of pies at Singleton for an afternoon snack. With the busy Hunter Valley network negotiated a slight delay at Maitland saw 621/721 trail the Up XPT service to Broadmeadow where the Sydney-bound passengers detrained to join their Sydney Trains service. 621/721 then returned to the Paterson Depot having successfully completed another tour service of around 1,500 kilometres.

Thanks to the Safeworking crew of Arthur Burgess, Rodney Short, Peter Larkins and John Currey; Fitter Stafford Payne and on-board staff of Steve and Cheryl Davies and Mick and Beverly Walsh for their expertise and friendly service over four days; to Spencer Ross (ARHS Tours Organiser) for organising another enjoyable outing; and the ARTC and John Holland controllers who managed the trains pathing mostly as planned and sometimes better!

MEMBERS' NEWSLETTER

SKITUBE and FLORIADE TOUR

Weekend 27 and 28 September 2014

Come along on a springtime adventure in The Rail Motor Society's 621 / 721 Rail Motors travelling via the Main South through Goulburn to Canberra, departing Sydney Central Station at 6.40am.

At Goulburn a packet lunch will be provided to enjoy on our train whilst travelling so that on arrival at Canberra we can join our coach for our trip south following the closed line to Cooma and on to Bullock Flat. Here we will inspect the workings of the Ski Tube before joining a train to travel on the only rack railway in NSW. This line provides skiers with a direct rail service to the snowfield resorts of Perisher Valley and Mount Blue Cow.

On our return to Bullock Flat we rejoin our coach to return to Canberra with a short stop in Jindabyne for refreshments. On our return we check into our rooms at the Diplomat Hotel where there will be a tasty buffet dinner provided for us to enjoy.

After breakfast on Sunday morning our coach will transfer us at 9.00am to the annual Floriade Exhibition held in Commonwealth Park on the banks of Lake Burley Griffin. If you prefer to visit the Australian War Memorial as an alternative destination on Sunday morning, please indicate on the booking form. At noon, we will return to the ARHS ACT Division Museum adjacent to Canberra Railway station for a BBQ lunch. Our train will be stabled at the museum's platform for us to rejoin for the return journey to Sydney due to depart at 2.10pm. Our timetabled return to Sydney is 7.17pm.

The train will pick up and set down at Strathfield, Lidcombe, Liverpool and Campbelltown.

621/721 will depart Paterson on Friday at 3.40pm and will pick up as required on route to Sydney due to arrive at 7.10pm

Accommodation can be arranged at the Great Southern Hotel located close to Central in George Street Sydney at your own cost.

The tour cost includes all Rail Travel, Lunches, Dinner, Bed & Breakfast Accommodation on a twin share basis with limited single supplement available and on board morning and afternoon teas. Items of a personal nature and drinks at the motels are at your own expense.

BOOKING FORM for The SKITUBE and FLORIADE TOUR
Weekend 27 and 28 September 2014

Mail to: ARHSnsw Tours or fax (02) 9699 1714 Pay at: ARHSnsw Bookshop
67 Renwick Street 67 Renwick Street
REDFERN NSW 2016 REDFERN NSW 2016

Please book for me:Seats ARHSnsw Members and guests twin share @ \$595.00 \$.....
Seats Non-Members twin share @ \$625.00 \$.....
Single Supplement @ \$55.00 \$.....
 2% Credit Card Payment Surcharge \$.....
TOTAL \$..... (GST incl.)

Name.....Membership No.

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

Telephone (home).....(mobile).....(E-mail).....

Name of accompanying person(s).....I will join the train at.....Station

I require Single.....Twin Share.....Double.....Accommodation in Canberra on Saturday evening 27 September.

I would prefer to visit The Australian War memorial on Sunday morning.....

I require Single.....Twin Share.....Double.....Accommodation in Sydney for Friday evening 26 September.

Please advise special dietary or other requirements.....

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

Or please DEBIT my VISA or MASTERCARD (add 2% surcharge to payment)

Card No. Expiry /

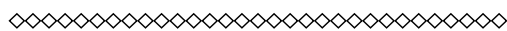
SignatureDate

Tickets and confirmed tour information will be sent as soon as possible after booking.

ARHSnsw (ABN 96 000 538 803) is not responsible for last minute changes to train composition, tour route or destination by the train operator.
Refunds: up to 30 days prior-90 %; less than 30 days to 7 days-50 %; less than 7 days-Regret there is NO REFUND

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

The Mudgee Miniature Railway invite you to enjoy a long weekend in Gulgong travelling on a 1960s era Rail Motor



Saturday 4th to Monday 6th October 2014

(Labour Day long weekend)



621/721 at Gulgong, October 2010.

Travel from Broadmeadow to the historic gold mining town of Gulgong via Denman and Sandy Hollow on Saturday and return on Monday via Binnaway and Werris Creek.

- Price includes motel accommodation (twin share), train travel, meals (except lunch on Sunday) and bus transfers.
- Optional wine tasting tour on Sunday (includes lunch).
- There are also local trips available from Gulgong and Dunedoo over the weekend.

Seats are limited, so be quick!

The train will pick up at Broadmeadow, Maitland, Singleton and Muswellbrook. Tickets are \$630pp from Broadmeadow (additional \$70 for optional wine tasting tour and lunch). You can pay the fare in instalments.

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

Peter and Lois King

Phone: 02 6373 3626

Email: kingpeter@harboursat.com.au

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



A stop for safeworking duties at Premer provided an opportunity for a group shot with their “steed” in the morning sunshine.

Photo: Margaret Pantlin



Seen standing in Moree’s back platform (the classic rail motor service position) 721/621 awaits departure to North Star on 7 June.

Photo: Spencer Ross.