

Paterson Points

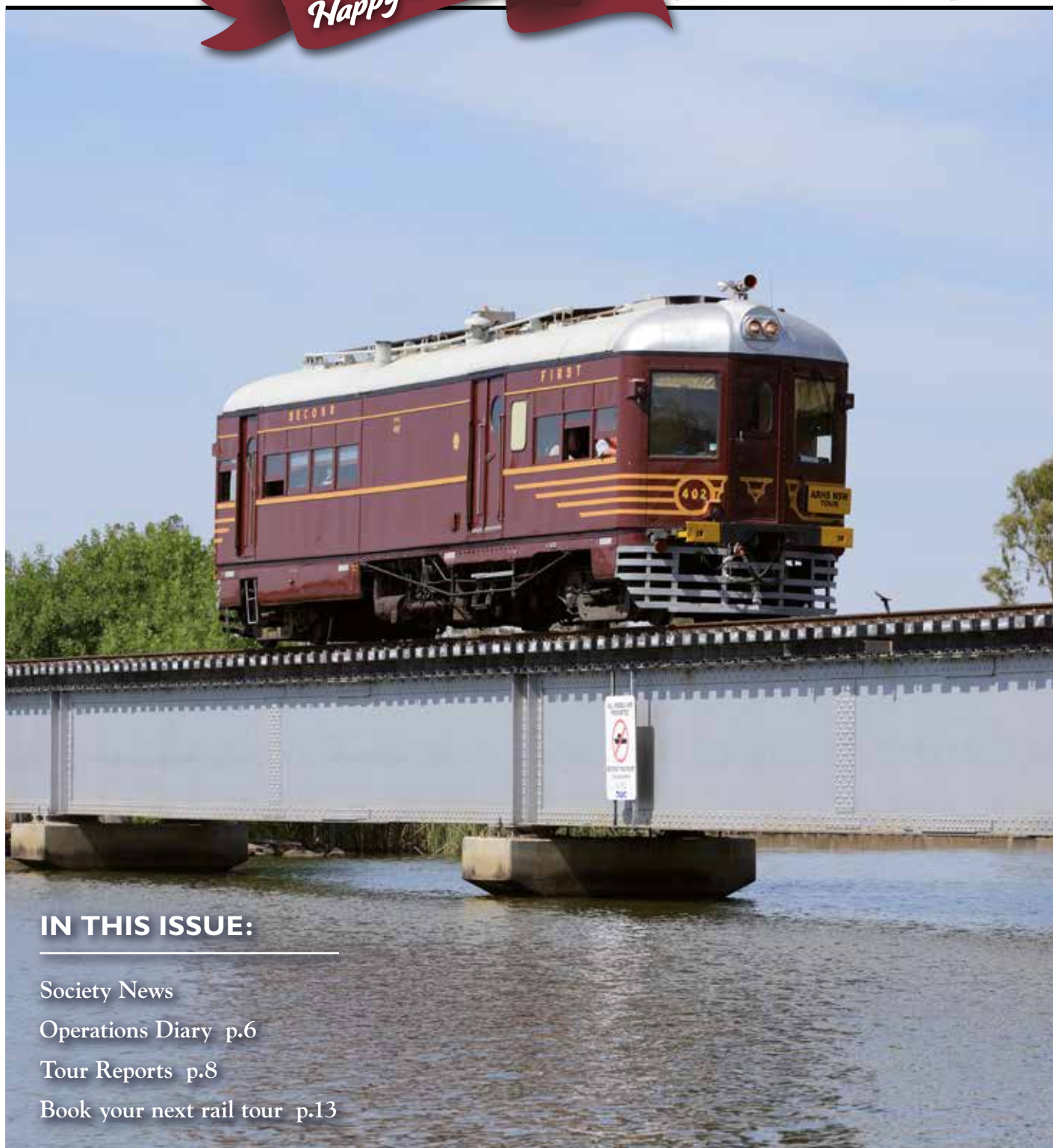
NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED



JANUARY 2015

Happy New Year!

Patron ~ Rear Admiral Peter Sinclair AC



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As 402 crossed the Yarrowonga Weir it returned into NSW during its journey along the "Victorian" Benalla to Oaklands line on November 13. While this was 402's second visit to the line and the third trip operated to Oaklands by the Society, this trip provided several "first" experiences for those on board including being the first passenger train to operate under ARTC's Phoenix Train Order Safeworking system (PTOS).

Photo: James Brook

www.railmotorsociety.org.au

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MAITLAND
Hunter Valley

Society News

2014 Christmas Function and Annual Awards

This important social event on the Society's calendar was held on Sunday 14th December at Club Macquarie, Argenton.

The "Volunteer of the Year" awards are voted on by the workers at Paterson Depot and were presented by the President, Arthur Burgess.

The winner of the "Volunteer of the Year" for 2014 was Eric Larkins; and the runner-up was Bruce Kingsford. The "Encouragement Award" was shared by John Payne and Daniel Conway.



"Volunteer of the Year" Eric Larkins.



"Encouragement Award" recipients Daniel Conway (above) and John Payne (right), pictured with Arthur Burgess.



"Volunteer of the Year" runner-up Bruce Kingsford.

2014 "Mislaid" Award

On Wednesday 17th December at the Depot Christmas party, members Mick Walsh and Eric Larkins (pictured together below right) were announced as joint winners of the prestigious "Mislaid Award".



Margaret Pantlin presented Cheryl Davies with a surprise birthday cake.

Society News



From the President's Desk

~ **Arthur Burgess**

2014 was a progressive year for all the personnel who contributed in one way or another to make our great Society a success.

Thanks must go to our on-site Caretaker Ron and Head Gardener Barrie, the Depot surrounds are in an immaculate condition considering the weather we have experienced.

Our lady members involved in their allocated duties have been remarkable. Without them the Society would be at a loss. The cottage (particularly the museum) is something to show off because of their dedication and the work they put in. They kept the trains well stocked and clean for the many tours we provided throughout the year.

The on-board car attendants had some long days and weekends to contend with however, there were no serious complaints in this area of our operations. Well done everyone.

To the train crews who operate the trains on tours I thank you for your attendance on the tight timetables we set to run these trains. Remembering we must keep these tours running to keep our business viable. I say to the train crews, thank you once again for your efforts.

The infrastructure side of our Society has been hard at work. New trackwork both at the entrance to the Depot and within has been first class. Unfortunately, the Society lost its leader in the perway section, Peter Kitcher will be sadly missed.

The up-keep of the Depot Maintenance Shed has been going through different stages finally adding two extra bays to its present length. Thanks to Bruce Kingsford for his contribution in this area.

The Infrastructure Group have a never-ending task in cleaning up the premises for further modification to our land. To one and all I thank you.

The Rolling Stock of our Society is our main source of income. It requires many dollars of expenditure and hours of labour to maintain our equipment to the required industry standards. To the Maintainers I thank you for your continued support. Society member Steve Preston, from the Goodwin Alco group, contributed many hours to the installation our ICE radio equipment. Thanks Steve.

In closing, I wish to thank Bruce Agland (Operations), Eric Larkins (Train Crewing and Infrastructure), Stafford Payne (Rolling Stock), Beverley Redman (On Board Services), Cheryl Davies (Catering), Margaret Pantlin (Train Presentation), Bryan Hicks (Secretary), John Redman (Treasurer), Geoff Murray (Publicity Officer), Board of Directors and their assistants in those fields.

I trust Society Members, their families and friends enjoyed a happy Christmas and are looking forward to all that 2015 brings.

Operations Report

~ **Bruce Agland, Operations Manager**

Operations for 2014

4-6 October	Gulgong (620), Mudgee Miniature Railway
18 October	Hawkesbury River (620), Gresford Parish
25 October	Murrurundi (620), Rotary
4 November	Hawkesbury River (620), Maitland Rotary
8 November	Open Day, Wallarobba Shuttles (CPH)
12-16 November	Oaklands (VIC), South/South West (402) ARHS
29 November	Richmond 150th Anniversary (CPH), ARHS
29 November	Sydney Metro (620), Goodwin Alco

Operations for 2015

8-9 January	Junee (402), ARTC
9-19 January	Coffs Harbour (CPH), Centenary Committee
18 January	Moss Vale/Kiama (620), ARHS
24 January	Tamworth (620), Maitland Rotary
21 March	Metro & South West Rail Link (620) ARHS (Booking form enclosed)

18 April	Hawkesbury River (620), Mudgee Miniature Railway
18-19 April	Steamfest (CPH)
30 May	Hawkesbury River (CPH), Private Charter
25 October	Murrurundi (620), Rotary
14-15 November	Gulgong (CPH), Mudgee Miniature Railway

Work Days

Regular work days are usually held each Wednesday, new volunteers are always welcome. If you are not a regular volunteer at the Depot and would like to participate please 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.

Membership Renewals

Members are advised that their membership renewals were due on the 1st January 2015, a renewal form and envelope were posted to members in December. Membership fees remain unchanged for 2015.

Around the Depot



The new shed supports were first assembled inside the shed prior to erection.

Photo: Bruce Kingsford

Extension to Rail Motor Shed Commences

by Bruce Kingsford

After 23 years of service to the Society, our Rail Motor Shed has recently received four new columns on the outer corners to replace the corrosion damaged original structure. This was due to weather damage over the intervening period. This is the first major maintenance work that has been required since its construction and is a credit to its original design.

As part of the original works, four additional footings were constructed at the Maitland end of the shed. In June 2014 the Board approved the construction of a 10 metre extension to utilise these footings. Metroll, supplier of the original shed material, again assisted the Society by providing the materials at a reduced price. Work has now commenced on the extension that will add another two five metre bays onto the southern end, making a total shed length of 85 metres.

Associated works required include the relocation of the overhead power supply to the Goods Shed. This will be diverted to an underground supply. Erection of the first five metre bay can proceed, however, construction of the second bay requires



the electrical relocation work to be completed. Work on the second bay is tentatively scheduled for March-April 2015.

While the shed extension is being undertaken, work is also progressing on a permanent access to the roof. This will facilitate construction and maintenance of the shed. Ridge ventilators are also being fitted to reduce the heat and diesel exhaust fumes inside the shed.



(Top) The extended shed structure takes shape with the first of the new supports erected (photo: Bruce Kingsford). (Above and right) The completion of the trackwork extension on Depot road No3 has allowed the shunting back of trailer 501 and will facilitate the erection of the shed extension (photo: Bruce Gehrig).

Operations Diary



On what could be its last visit to its Newcastle "home" of many years, 621/721 stands at Platform 2 ready to depart for Gulgong. Photo: Mick Walsh

October Long Weekend Tour in 621/721 to Gulgong via Ulan and Return via Binnaway and Werris Creek

Report by Beverley Redman

Saturday

Twenty three passengers boarded 621/721 at Broadmeadow No.3 Platform for Mudgee Miniature Railway's annual Gulgong excursion. After a surprise run into Newcastle, two more passengers boarded at Civic Station. Following the mandatory photo stop (this was to be the last for a 620 class rail car in Newcastle), we headed out, boarding more passengers at Maitland (1), Singleton (8), and Muswellbrook (8); 42 in total.

Many of our passengers were overwhelmed by the condition of the countryside associated with mining as we passed the usual stream of coal trains before crossing to the Ulan Line at Muswellbrook to head for Gulgong. We arrived ahead of time and unloaded our passengers at the platform where a local bus was waiting to take them to their accommodation at the Ten Dollar Town Motel. Lunch was served at the adjacent Centennial Hotel, five of the crew joining them, while 2 crew members remained with the train on the main line in case of a crossing.

The train departed Gulgong at 1630hrs for the Murder Mystery and Dinner at Dunedoo Bowling Club, while the train was stabled on in the loop. We departed Dunedoo later than tabled owing to a crossing with an empty ore train and arrived back at Gulgong at 2300hrs to stable after a long day and a welcome rest for the crew at our motel.

Sunday

After adjusting our clocks for daylight saving and having breakfast delivered an hour earlier than requested, the crew returned to the train for our scheduled 1045hrs departure to Dunedoo for the first of three shuttles. Most of our 96 passengers de-trained at Dunedoo and at noon, 83 boarded for the run to Merrygoen, arriving back at Dunedoo at 1320hrs. We departed Dunedoo at 1400hrs for the return run to Gulgong. The next shuttle left Gulgong at 1530hrs but was held up by a coal train loading

at Ulan which was blocking the section. When the coal train cleared, a quick driver change was made and the train returned to Gulgong to offload our passengers. The train was stabled in the yard and preparations were made for the return journey homeward the next day.

Monday

Departure was at 0800hrs retracing our trip of the previous day through Dunedoo and Merrygoen. The countryside was very dry as there has not been any decent rain for three months. When the train arrived at Binnaway the opportunity was taken to turn it on the triangle so that 621 would be over the service pit at the depot when we returned. Lunch was provided on No.2 platform at Werris Creek station by the local Lions Club. Following lunch, passengers were able to inspect the museum and remembrance wall at the Australian Railway Monument. Departure was scheduled for 1415hrs before the arrival of the Explorer. A loaded coal train also arrived but was held in the loop to allow us to depart. We crossed the Explorer shortly afterwards at Bells Gate before continuing on to Muswellbrook where the first of our passengers de-trained. We were well ahead of the timetable, much to the surprise of several of our ex-railway passengers. The situation changed as we approached Ravensworth where half of our time advantage was lost owing to a back-up of coal trains ahead. Passengers were de-trained at Singleton then it was slow progress to Maitland but with arrival at Broadmeadow still well ahead of schedule.

After changing ends at Broadmeadow and goodbyes to Peter and Lois King from Mudgee Miniature Railway the remaining crew returned to the depot at Paterson. Crew: Arthur Burgess, Bob Walsh, Kevin Robison, Mick and Bev Walsh, John Payne and John and Bev Redman.

8 November

Paterson Depot Open Day

A successful depot open day was held on Saturday 8th November to celebrate the Society's 30th birthday. With good crowds in attendance depot tours proved popular as did the "gold coin" fares on four local shuttle trips operated using the CPHs.

(Photo: Bruce Gehrig)





621/721 is seen stabled on Long Island as the ferry "Sun" approaches the wharf having completed another outing to Dangar Island. Photo: Phil Harrison



Diesel trains old and new cross at Hawkesbury River platform. Photo: Bruce Gehrig

18 October Hawkesbury River Double

621/721 operated two trips to the popular destination of Hawkesbury River in the recent reporting period. Firstly on 18th October for a Gresford Parish outing and again on 5th November for the Maitland Rotary Melbourne Cup luncheon. As usual the combination of comfortable travel and fine surroundings attracted capacity loads and a great day out by the river was enjoyed by all involved.

25 October Murrurundi Rotary Express

Report by Bruce Gehrig

Saturday 25th October saw a charter run using 621/721 to Murrurundi for the local Rotary Club. Departure from Broadmeadow was on time at 7.46am, with passengers from local Probus and garden clubs boarding at Maitland, Singleton, Muswellbrook and Scone. Even with a 10 minute leg stretch at Muswellbrook, arrival at Murrurundi was half an hour early due to planned crossings not eventuating. Upon arrival the passengers were taken by buses around the town to functions, places of interest and lunch at the Railway Hotel while 621/721 was stabled in the siding to cross both Explorers and empty down coal trains.

With the train stabled, the crew walked to the White Hart Hotel for a filling meal before returning to rest at the station until more

coal trains had past and 621/721 could return to the platform. With all back on board the return departure was 12 minutes early with the hot day cooling thanks to some small storms and rain encountered. Good running, no crossings and the flexibility of the Hunter Valley "third line" ensured that the running continued ahead of the advertised schedule and an early finish for both passengers and crew.

The crew for the day was Rod Short (driver), Bruce Agland and Stephen Davies (SWS) and Stafford Payne (fitter). Cabin crew were Cheryl Davies, Bruce Gehrig, Beverley Redman (train manager), John Redman and Wal Williams.



Whilst 621/721 was stabled off the main line at Murrurundi there was plenty of passing track action to keep keen observers happy. With an ever growing demand for North Western coal motive power of numerous and various types thundered past hauling empty wagons towards the Gunnedah basin loading points. Amongst the mix was also NP23 the NSW Train link Xplorer service which despite the high speed track conditions signed was under brakes preparing to stop at Murrurundi platform. Photos: Bruce Gehrig

Tour Report

*402 Club Rail Cruise around the Southern Branch Lines
12/16 November 2014*

~ Spencer Ross



Departing Oaklands yard 402 runs out past the silo and shed facilities on the return run to Benalla.

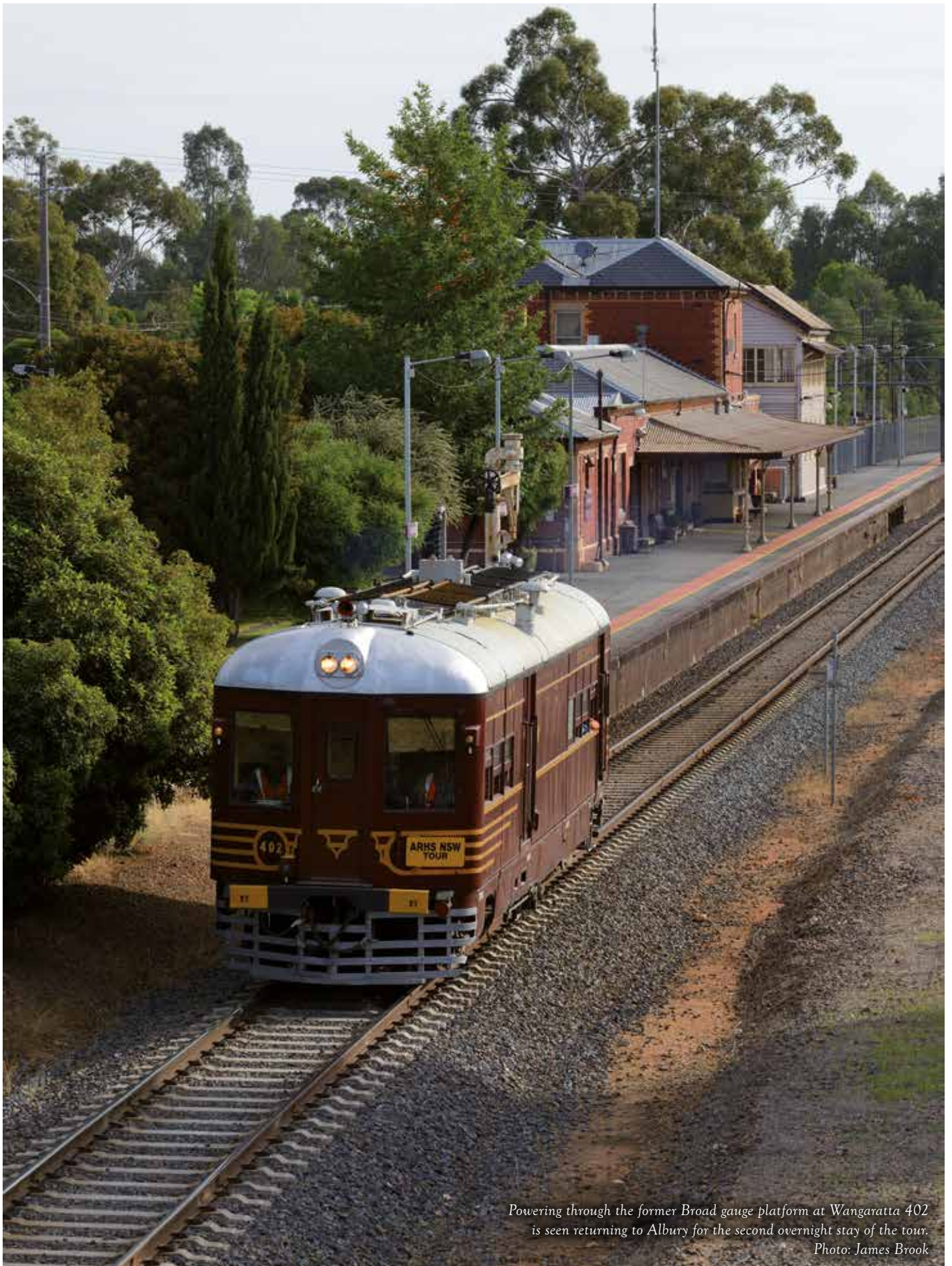
Photo: James Brook

An early 5.30am start from the Rail Motor Society Depot at Paterson with travel through the morning peak to Hornsby and North Strathfield to pick up the majority of our passengers saw us a few minutes behind the timetable until we reached Moss Vale. Proceeding south to Albury arrival was seven minutes ahead after a lunchtime stop at Goulburn and a refuelling stop at Junee Loco. Our good contacts with Martins Bus Service in Albury provided a bus for the transfer of our 15 passengers and crew to our accommodation for the first two nights. On day two our departure from Albury was on time heading further south into Victoria to Benalla where we reversed and departed north west on the branch line through Yarrawonga and back across the border to Oaklands once joined by the NSW line branching from The Rock. Following lunch at the local hotel our return departure was an hour and 40 minutes behind our timetable. This was not considered a problem for our passengers who were enjoying the travel and checking out the working of trains under Victorian PTOS safeworking.

Day three saw us heading north again to Junee to refuel 402. Whilst this activity was taking place, the passengers were taken on inspection of the ARTC Junee Control Centre. Our thanks to Junee Service Delivery Manager Doug Bennett for

making this possible. Heading further north to Harden where our 16th passenger joined us for the return to Cootamundra West before continuing our journey to Temora and our next overnight stay at West Wyalong. Temperatures had reached 42 degrees during the day but all were undeterred and looking forward to our next day's adventure to Naradhan. After an inspection of the yard and surrounds we returned to West Wyalong to pick up lunch before proceeding to Stockinbingal to reverse for the run to Forbes and our next overnight stay at Parkes. Our last day saw an on time departure for Orange and on to Bathurst for lunch.

Departing 11 minutes early we continued to enjoy ahead-of-time running to Lithgow. Now some 46 minutes early we enjoyed a leisurely run down the mountains to Penrith to await a local departure ahead of us to Parramatta. With track work ahead Pilot working was in place for our passage to Clyde. Rejoining the freight line at Flemington Junction we proceeded to North Strathfield to farewell the majority of our passengers. Departing still 36 minutes ahead of the table, this margin was maintained for the balance of the tour. Our special thanks to all at The Rail Motor Society who made sure 402 ran to its potential and to our crews who made the tour possible.



*Powering through the former Broad gauge platform at Wangaratta 402 is seen returning to Albury for the second overnight stay of the tour.
Photo: James Brook*

Tour Report



Traversing typical branch line country 402 passes silos and other agricultural implements as it travels ever closer to Oaklands.

Photo: James Brook



Passengers and crew assemble on Junee platform for a group photo.
Photo: Bryan Hicks



402 stands adjacent to the staff hut at the lonely outpost of Naradhan.

Tour Report

150th Celebration of the Richmond Line ~ Spencer Ross, ARHS NSW Tours Director



Richmond-bound, this fine image of the three CPHs was captured on the single line at Windsor by William Todd.

On Saturday 29th November 2014, 70 Society members and friends boarded the Rail Motor Society's CPH rail motors 1, 3 and 7 between Paterson and North Strathfield to celebrate two significant occasions. Firstly the 150th anniversary of the opening of the Richmond line from Blacktown and 90 years in service of the recently restored CPH 3. Our tour train was one of three Heritage trains to visit Richmond for the Celebration. Rail Heritage Express provided a train hauled by steam locomotive 3642 and Stephen Preston (Goodwin Alco) hired 621/721 for a private tour and also provided a shuttle to Mulgrave for local railway workers. Our train was to be the last to arrive and to provide shuttle runs to Mulgrave for Richmond locals. To fill in the morning the CPHs travelled from North Strathfield via Flemington Junction along the Freight line to Meeks Road Junction and on to Waterfall, a former pre electrification destination from Sutherland. Speed restrictions on the freight line created a delay to our train and our arrival at Richmond was 29 minutes late. The first Mulgrave shuttle was cancelled due to the delay and very tight service scheduling on the line. But with thanks to Ross Verdich and Shane O'Neil sufficient tickets were sold at Richmond during the morning to cover the running of the second shuttle to Mulgrave whilst our passengers had their



Once a regular sight at Richmond, CPHs 7, 3 and 1 stand at the platform during the 150th celebrations. Photo: Steve Davies

lunch break. Richmond Station was decorated with banners and historic photo boards and promotional material was distributed by a City Rail Manager and station staff. Our departure was on time travelling direct to North Strathfield and Hornsby for our passengers before returning to Paterson on time.

Tour Report

The RHBP — Goodwin Alco



*The RHBP travellers gather for a group shot at Schofields platform.
Photo: Bruce Gehrig*



*A photo line has formed on Cronulla platform to record the unusual visit of 621/721.
Photo: Bruce Gehrig*

In order to ensure that the 150th birthday of the Richmond branch and the 50th year milestone of Gary “Hair Bear” Marshall were suitably celebrated 621/721 was chartered on Saturday 29th November for a day of metrop meandering including a shuttle trip operated between Richmond and Mulgrave for retired Richmond Railway staff, community members and leaders.

Carrying a bat in tribute to fallen cricketer Phillip Hughes the train collected its passengers at various stations with the majority joining at Central. In addition to Richmond, visits were made during the day to Cronulla, Enfield, Olympic Park and Glenlee; travelling via lines including the ARTC Goods, SSFL and East Hills, much merriment being enjoyed throughout by those on board. The tour crossed both the NSW steam-hauled and ARHS CPH powered heritage trains at various locations and enjoyed the participation by several former Richmond area employees including drivers, guards and station staff gathered to celebrate their former line’s birthday. The shuttle operation to Mulgrave and return allowed travellers new and old to reminisce and celebrate the line’s operation; local government members joined in to show their support.

Thanks are extended to all who crewed the train and helped make the day a success.



During the shuttle trip for Richmond Railway men and community members State Member Ray Williams poses at Mulgrave alongside 621 with commemorative headboard, and local identity John Cooper. John and his wife Carol are passionate railway historians and were largely responsible for initiating and promoting the celebrations for the Richmond Line 150th birthday. Photo: Carol Cooper



Stabled in Richmond's "back platform" which was also the platform for Kurrajong line trains the patrons of the RHBP special have detrained for lunch and the local contingent discuss their lines history while awaiting the departure of the shuttle trip to Mulgrave. Photo: Rob Gawthorne



Amongst the travellers celebrating the 150th were Richmond line Drivers Andy Baczynskij, Ken Magennis and Michael Baczynskij. Photo: Bruce Gehrig

AUSTRALIAN RAILWAY HISTORICAL SOCIETY NSW DIVISION

621/721 RAIL CAR TOUR
EXPLORE THE SOUTH-WESTERN SUBURBAN LINE TO LEPPINGTON PLUS
GLENLEE TRIANGLE - EAST HILLS - CENTRAL - BANKSTOWN - OLYMPIC PARK
NORTH SYDNEY AND LAVENDER BAY



Saturday 21 March 2015

Join ARHSnsw Tours and The Rail Motor Society on an exploration journey in Rail Cars 621/721 to celebrate the opening of the new South-Western Suburban Line to Leppington.

Our tour will commence from the Paterson Museum and pick up passengers at Maitland, Broadmeadow, Cardiff, Fassifern, Wyong and Gosford to start the tour around 9.30am from Hornsby. Travel then to North Strathfield and then via the Southern Freight line to Macarthur and on to the Glenlee triangle. Return to Glenfield to reverse and travel on the new suburban line to Leppington. Reverse and return via the East Hills line to Sydney Central Station for a lunch break.

Depart Central travelling via the Bankstown line to Regents Park and Lidcombe where we divert to the Olympic Park Loop and returning via North Strathfield to Hornsby again to reverse for a trip down the North Shore Line to North Sydney and Lavender Bay. Return to Hornsby where the tour ends. Passengers can return north to Paterson.

Tour Cost includes rail travel in Rail Cars 621/721, tour notes and morning and afternoon teas provided whilst travelling.

BOOKING FORM:

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

or **fax** (02) 9699 1714

or **Book at:** ARHSnsw Bookshop
67 Renwick Street
REDFERN, NSW, 2016

Please book me on the Tour to Celebrate the Opening of the new SOUTH-WEST SUBURBAN BRANCHLINE to Leppington in 621/721 RAILCARS on Saturday 21 March 2014.

book for me:Seats ARHSnsw & TRMS Members and guests	@	\$95.00	\$..... (GST incl.)
Seats Non-Members	@	\$105.00	\$..... (GST incl.)
	2% Credit Card Payment Surcharge			\$..... (GST incl.)
			TOTAL	\$..... (GST incl.)

I will join the train at.....Station
Name.....
Address.....Postcode.....
Telephone (home)..... (mobile).....Membership No.
E-mail.....
Name(s) of accompanying person(s).....

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 train consist, 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-NO REFUND

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

The Mudgee Miniature Railway invite you to enjoy a Hawkesbury River Rail Cruise

Saturday 18th April 2015



The Mudgee Miniature Railway is hosting a rail cruise travelling on the 620 Class rail motor 621/721 from Newcastle (Broadmeadow station) to the Hawkesbury River station at Brooklyn where we will join the M.V. Macquarie Princess for a four-hour cruise along the majestic Hawkesbury River including lunch on board.

The train departs Broadmeadow at 9am with pick-up and set-down stops at Maitland, Cardiff, Fassifern and Morisset.

Tickets are just \$150pp, which includes train travel, boat cruise and lunch. Fare can be paid by instalments with a

10% deposit with the balance due by 31st March 2015.

For more information and to purchase tickets, contact:

Peter and Lois King 02 6373 3626

Email: kingpeter2850@gmail.com

Mudgee Miniature Railway

PO Box 373 Mudgee NSW 2850

Rail Motor 621/721 is provided by the Rail Motor Society, located in Paterson NSW. For more information visit www.railmotorsociety.org.au

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Rolling downgrade on their return from Waterfall the trio of CPH's pass Loftus on their way to celebrate 150 years of rail services to Richmond. Photo: Peter Neve



402 makes a fine sight crossing a well filled water way near Mulwala on the Oaklands branch.

Photo: James Brook