

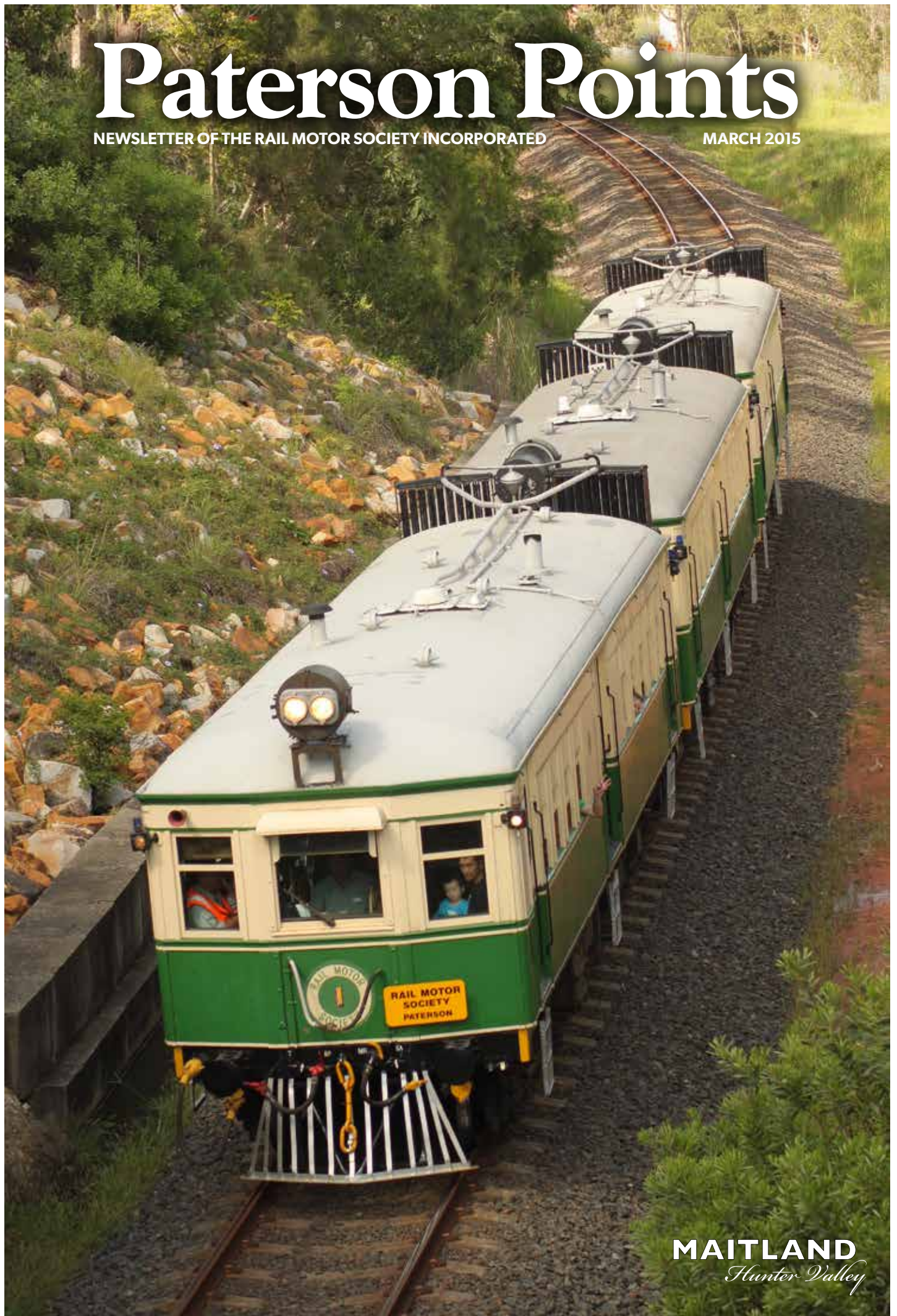
Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED

MARCH 2015

www.railmotorsociety.org.au

Patron: Rear Admiral Peter Sinclair AC



PRINT POST APPROVED PP100003904

MAITLAND
Hunter Valley

SOCIETY NEWS

Annual General Meeting

Members are advised that this important meeting will be held on Saturday 11th April 2015 commencing at 1000 hrs, the formal meeting notice and associated forms are included with this newsletter.

Proxy Forms must be lodged with the Hon. Secretary 24 hours before the meeting.

Election of Six Board Members

In accordance with the Constitution, the following six members of the Board will retire in rotation but will be eligible for re-election should they decide to nominate again; Bruce Agland, Arthur Burgess, Bryan Hicks, Stafford Payne, Beverley Redman and John Redman.

The Election of Officers will take place at a Board meeting following the Annual General Meeting.

Membership Renewals

Members are advised that your membership subscription for 2015 that was due on 1st January is now OVERDUE. Unfinancial members are not eligible to vote at the Annual General Meeting.

New Members

Malcolm Webber of Hallidays Point; Neil Manson of Sandy Beach; Virginia Smith of Newcastle and Patrick Ling of Budgewoi 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 for further information (see Directory below).

Changed your address

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

Donations

The Society wishes to acknowledge and thank those members who have recently made generous donations towards various projects. 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.

Operations Report

– Bruce Agland, Operations Manager

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, ARHS
18 April	Hawkesbury River (620), Mudgee Miniature Railway (Booking form enclosed)
18-19 April	Steamfest (CPH)
30 May	Hawkesbury River (CPH), Private Charter
6-9 June	Griffith and Naradhan (620), ARHS (Booking form enclosed)
25 October	Murrurundi (620), Rotary
14-15 November	Gulgong (CPH), Mudgee Miniature Railway

FRONT COVER: In addition to the shuttle trips over Red Hill CPHs 1, 3 and 7 also ventured south of Coffs Harbour as pictured here running between Boambee Beach and Sawtell. (Photo: Scott Schache)

DIRECTORY

The Rail Motor Society Incorporated Depot & Museum

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

President

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

Vice President

Rodney Short
Phone: 02 4932 6867
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: 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

Mechanical Report

– Bryan Hicks

CPH 3 Following 10 days of successful operations CPH 3 suffered final drive problems at Coffs Harbour on the last day of its January charter trips. Luckily the crew managed to get her back to the depot at Paterson without incident where investigations were carried out.

It was found that the selector fork, located in the final drive that engages one of the two crown wheels for changing the vehicle's direction had sheared off. Fortunately the final drive had jammed in the direction of home, which enabled all three CPH's to power all the way back to Paterson. The fork is controlled by two pneumatic pistons that are located in a housing either side of the fork. The shaft on the fork that sheared off was 2" x 1" and made of cast steel. It appears that there must have been a fault in the original casting that lasted many years but finally failed.

As we did not have a spare CPH fork, an investigation revealed that the selector fork used in the 600 Class final drive was the same, even though the housings were different. A spare 600 unit was available and it was promptly dismantled and the fork removed and inspected.



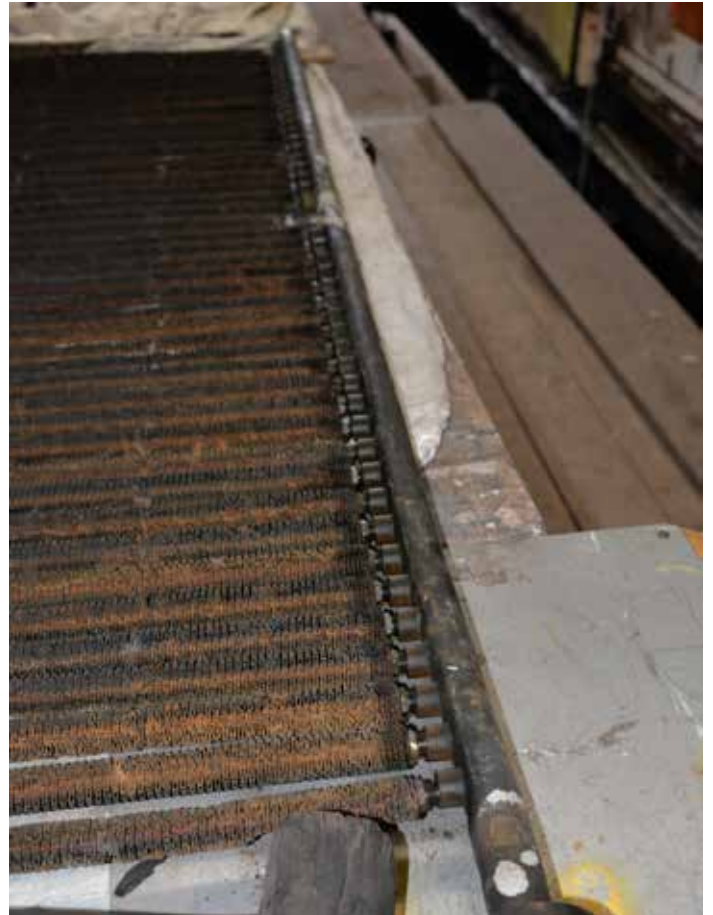
The broken nature of CPH 3's crown wheel fork is clearly evident in this picture taken upon return to Paterson. (Photo: Bruce Agland)

The cylinders in the old unit were honed, new rubber cups fitted, new gaskets made and assembled. The unit was bench tested on air and found to be working perfectly so it was replaced into CPH 3 and is now working OK.

A further inspection of CPH 3 revealed that the case hardened pins out of a toggle in the torque convertor had worked their way out causing it to lock up in the convertor position. The function of the toggles is to lock the transmission into neutral, convertor or direct drive. They are made of brass with a heavy internal spring and with a long tension adjusting bolt through the centre. The case hardened pins are pressed in either side and swivel in brackets which are bolted onto the outer pressure plate. On top of the toggle is a steel wheel that runs on a V-shaped arm which over-centres locking the convertor into the selected position. To remove these units the fitter has to lay on the hatch cover on his stomach head down and work through a 100mm square hole in the top of the convertor. Not the best of jobs!

The driving bogie on CPH 3 also has a spring which will have to be removed and it is planned that both the springs be tested with a force gauge for deflection.

HPC 402 is currently having its radiators removed from the roof for repairs and cleaning, there are eight panels measuring two metres long and 800mm wide each containing fifty cooling tubes. The copper finned cooling tubes are held in with brass fittings either end with special heat resistant Viton "O" rings for sealing. The repairs means that 800 brass fittings have to be removed and the same number of "O" rings replaced, a very tedious and lengthy process, the panels are also extremely heavy to remove from the roof.



A removed radiator panel lays on the work bench awaiting attention. (Photo: SG Preston)



Removal of the radiator elements from 402's roof will also support maintenance and recoating of the roof structure and fittings. (Photo: SG Preston)



The overhaul of 402's radiators requires 800 of these radiator connections to be undone and the seals replaced before reinstallation. (Photo: SG Preston)

620/720 PA System and Intercom

Works on the installation of the PA and crew intercom systems in NPF 621/NTC 721 is proceeding well lead by Bruce Agland. The work completed to date includes the installation of:

- Over sixty metres of wiring and conduit
- Twenty two junction boxes
- Eight speakers
- Four intercom handsets

Work is currently in hand for the installation of jumper connections on both cars and also the manufacture of a jumper cable.

Works to be completed include:

- Termination of cables in the junction boxes
- Installation of power supplies
- Installation of the amplifier and wireless microphone
- Commissioning of the PA system and operational training

721 gets a make-over

With time available between traffic commitments the opportunity was taken to refresh the driving end of 721 and some other areas where the finish had deteriorated. Following preparation, masking and priming works a fresh coat of red was applied to provide a revitalised finish.



Masked and half primed, 721 is seen undergoing its "Macfarlane Makeover" at Paterson. (Photo: Bruce Gehrig)



After a brief drying period Pete peels off the masking to reveal 721's untouched cream whisker lining hidden beneath the tape and top coat. (Photo: Bruce Gehrig)

Shed Works Progress

– Bruce Kingsford

Since September of last year I have managed two major tasks on the rail motor shed at Paterson.

1. Replacement of four shed end columns.
2. A two bay extension to the shed on the southern end.

The replacement of end columns for the shed started in September and was completed in November. The four columns were replaced due to corrosion at their bases. Refer to the previous edition of Paterson Points for photos and more detail of this work.

The shed extension works commenced on the 22nd November and

the rafters and majority of the steelwork is now in place. As at the 26th February, three more work days were required to complete the final fixing of the frame of the second bay.

With the frame works completed on 7th March, efforts are now focussed on the roof and wall sheeting installation. This task requires a minimum of two people. If you are able to assist please be in contact. The days seem to be becoming a little cooler as we move into autumn which is the ideal time to be working on a roof.

If a roofing team isn't forthcoming the fixing of the sheeting will have to be put out to roofing contractors.



Saturday 10th January sees the rafter for the first extension bay in the process of being manually winched using chain blocks. (Photo: Bruce Kingsford)



With the end rafter components bolted together on the ground preparations are in place for them to be lifted to their final position. (Photo: Bruce Kingsford)



The southern end roof rafter was elevated into place on Wednesday 24th February. (Photo: Bruce Kingsford)



In conjunction with the shed extension works electrical contractors were engaged to relocate the depot's goods shed aerial power connection to an underground route. This work was completed in February and provided clearance for the erection of the new shed roof rafters. (Photo: Bruce Kingsford)

OPERATIONS DIARY

8-9 January

402 to Junee via Botany

With the Christmas and New Year festivities still a lingering thought 402 and crew were recruited to perform another ARTC inspection run to Junee and return with a side trip to Botany on the southern journey.

Heading off in the early morn the local crew soon changed over to their fresh colleagues ready for the run along the MFN and back and then on via the SSFL and Main South to Junee.

Joining the train at Hornsby an inspection team of ARTC Inland Rail Project members and others including recently appointed ARTC Executive General Manager (Interstate) Peter Winder and long standing rail industry identity Dale Budd were able to observe the progress of the Northern Freight line construction works between Thornleigh and North Strathfield. After traversing "the markets" a trip along the Metropolitan Freight line was made including the signalled Enfield staging roads which had only been commissioned under remote control from Junee NCCS in the week prior. With arrival at Botany a quick change of ends saw the path to Chullora retraced before heading south again, various members of the party subsequently alighting at Picton, Mittagong and Junee.



The ARTC Interstate team and 402's crew pose briefly for a group photo at Picton station before resuming the journey south. (Photo courtesy Dale Budd)



Passing a refuged QUBE service 402 rolls down the Enfield No.2 Staging road on its way to Botany. (Photo: Bill Todd)



As with previous outings Yass Junction platform provided a welcome opportunity for a brief rest for both man and motor. The NCCS team members, chaperoned by Doug Bennett, are seen gathered on the well-presented Up platform while Fitter Stafford Payne continues to attend to his duties beyond the shrubbery. (Photo: SG Preston)



Running empty 402 crosses 4190 Up freight service as it crawls upgrade between Asquith and Mount Colah. (Photo: Bill Todd)

Early the next morning a group of ARTC's latest Network Controller recruits boarded 402 for their orientation run through to the MFN, many questions being asked and answered enroute about the network that they would soon control.

With the job done 402 had a largely clear run north through Sydney Trains territory and returned to Paterson close to time. Although some unexpected time was required during the day to attend to radiator concerns 402 and Fitter Stafford Payne again provided sterling service for this regular charter duty.

9-19 January

Coffs Harbour Rail Centenary Committee

Thanks to the good people from TRMS and their trusty CPH's over 3,300 residents and visitors of the Coffs Coast once again enjoyed many memorable rail journeys through some spectacular Coffs Coast scenery.

With a big year ahead in 2015 the local centenary committee were out to raise public awareness and some much needed funds for the 2015

OPERATIONS DIARY



Rolling around the curves on their way back to Coffs Harbour the three CPHs were recorded by Scott Schache in scenic country between Nana Glenn and Coramba, just south of the East Bank Road level crossing.

centenary festivities. Not wishing to exhaust the local market and to take full advantage of the Coffs Coast's 20,000 tourists the plan was to run over two weekends in January with limited mid-week journeys. The logic being that the tourists who enjoyed a journey from one weekend would have gone home and the following weekend there would be a town full of new tourists.

As it worked out concerns of exhausting our local population of 68,000 or our 20,000 tourists were not an issue with many of our local passengers from August returning and joining with our tourists. We were also amazed at the distances some people had travelled especially to ride on the CPH's. Of the people we know of that travelled especially a father and son from Sydney were the furthest, others travelled from Armidale, Casino and Grafton and who knows how many others who travelled especially and didn't bother to tell us.

Overall the venture was successful, especially when we measure success by happy people, experience gained, doors opened, community awareness and not simply by financial returns alone. Personally my high points were when the parents of a severely handicapped child told us that the train journey had been the best part of their holiday and when we hosted a young family whose mother had been battling cancer, this family of mum, dad and three little girls were joined by the girls cousins and the sight of five happy cousins playing with windmills, looking out the windows, excitedly talking through the tunnels, forgetting their worries and enjoying their excursion was great.

Once again we learnt many valuable lessons as the tourist market in January was a very different market to our predominantly local market in August. We have been encouraged by our customers, council and the business community to consider making January Rail motors an annual event as it has the promise to become an annual institution similar to the Jetty Carnival (who also want to work with us in the future) and become a must do for locals and visitors. With lessons learnt and the tourist market tested some minor changes would see this venture not only enjoyable for our guests but profitable for all parties. As we have a large resident population to underpin an annual

event and the fact that many of our 20,000 tourists visit a new location each holiday we would never exhaust our market and be sustainable for many years ahead.

On behalf of the Coffs Harbour Centenary Committee thanks to everyone who made this possible, we thoroughly enjoyed ourselves and our city was a better place thanks to the contribution of TRMS.

– Neil Manson (President, Coffs Harbour Rail Centenary Committee)



Awaiting the return of their passengers from dinner the car attendants and their steeds enjoy the hillside tranquillity of Coramba loop. (Photo: Bryan Hicks)



The attractive combination of multiple CPH's with radiators leading powers north past the misty hills towards Nana Glenn. (Photo: Jonathan Eggins)

OPERATIONS DIARY

18 January **A Summer's Day South – Kiama via Moss Vale** By Spencer Ross

With thanks for a fine summer's day the tour departed the Paterson Museum at 5.30 am for the run to Sydney with stops for passengers at Maitland, Broadmeadow, Cardiff, Gosford and Hornsby.

Away from Central on time with a fully booked train for our trip via Sydenham and the suburban goods line to Enfield where a short delay was experienced after being sent on the wrong track toward Sefton Junction causing a delay that lost our path south.

This rectified after reversing to Enfield and crossing two freight trains, we set off along the Southern Freight Line to Macarthur South Junction where we rejoined the Main South through to Picton, Mittagong, Bowral and Moss Vale.

After a leg stretch on the station, we reversed and joined the cross country line through Robertson, Summit Tank and Dombarton to Unanderra. This section saw a further delay as we followed a very slow coal train down the hill.

Reversing once again we enjoyed a brisk trip to Kiama with a cross with a local train at the now closed station at Shellharbour Junction to arrive much later than the timetable. Consultations with control allowed us to delay our departure by an hour to allow passengers to still seek a suitable luncheon venue and enjoy their visit to Kiama.

With passengers back on board, our later departure for the run home through Wollongong and the Illawarra scenic line to Stanwell Park saw our arrival in Sydney on the adjusted table. Farewelling our local patrons who expressed their appreciation for the hospitality and train operation by The Rail Motor Society Crew we continued our return journey to Paterson. Even with the delays experienced, the tour was a great success. Our thanks to all who had a part in making the great day it was.



In the company of an electric "S" set which could also qualify as a "Heritage asset" 621/721 rests at Central 3 before heading south into the Highlands. (Photo: Spencer Ross)



A brief break was had at Moss Vale platform to change ends and reverse direction before trekking off down the "Mountain". (Photo: Spencer Ross)

Two cars for the Tamworth Tradition

The 2015 Tamworth trip started off well, being spot on time out of Paterson's sidings. We picked up around 50 people at Telarah then travelled via the Telarah triangle and northwards picking up at all stations to Singleton.

All up, we had a full load 92 people on board and when we departed Singleton we were running early and looking good for an on time run. (I have a theory that one in five trips will turn out to be a disaster and I was proved correct once again). At St Heliers we had to wait for a late running NSW Trains Scone service and there the rot started! We were put away twice before the climb up the Liverpool Range to Ardglen and 621's overheating transmissions also gave us problems on the mountain climb making us very late. After two more crossings with coal trains our arrival at Werris Creek was well after 9am.

We received our train order from John Holland thinking by this time, well, we will be an hour late. How wrong I was! The train order was for West Tamworth and we had to put ourselves away to wait for a very late running Country Link Xplorer. Finally we arrived at Tamworth at 10.55, the best we have done previously was a 09.05 arrival. We were almost 2 hours late on that past performance. Unfortunately our weary travellers missed the grand parade but that was all. Sometimes things just don't go to plan, do they?

– Peter Macfarlane

All of these problems aside, our people had a great time at the Country Music Festival. Tamworth once again turned on a great show, one of the best years that I have been to. The main street was full of buskers, outdoor concerts and every pub and club had something happening. Some of our people only went as far as the

Tamworth Services Club, just across the road from the station, where they stayed all day, as the entertainment was that good.

Leaving Tamworth at 1800, a very quick trip was the preferred menu. We did have a hot transmission just before the Ardglen tunnel and after that a quick run followed to Singleton. Here we hit the usual procession of coal traffic but all-in-all we had a good run home.

I would like to thank all those members of the Rail Motor Society who come along every year and look after our punters and give them a great trip, drivers, safe-working supervisor, fitter and cabin crew ... thank you.

And I can't forget a big thank you to my wife Diane who does all the bookings every year as well all other jobs such as ordering the food and setting up the train. The Juvenile Diabetes Research foundation will be better off to the tune of approximately \$4,000 from the proceeds from fares and helped by raffles and wine donations from Wine Select. Thanks to all.



For the benefit of photographers CPHs 1 and 7 run across the Pages River at the foot of the Liverpool Ranges. Shortly the 'motors journey up the hill will recommence with a full load on board. (Photo: Geoff Murray)

The “Murrurundi Meteors” Revisited

By Graeme Bedwin

October, 1987 was indeed a busy month for the Rail Motor Society and CPHs 1 and 7.

It began on Wednesday 7th with a special picnic train from Paterson to Scone for the children and their companions attending a “Camp Quality” camp at the nearby Tocal College. A beautiful spring day ensured a most enjoyable day out for all the participants. The children enjoyed ice creams and chips en route and a picnic lunch in the park adjacent to the Scone Station courtesy of several sponsors and the Society.

On Friday 9th October, the then State Rail Authority celebrated their short lived annual “Railway Week” with an “Open Day” at Cardiff Workshops. The Society provided shuttle trips between Sulphide Junction and Awaba with the two Tin Hares. At the conclusion of runs, the rail motors bunked down in the new Broadmeadow rail car depot in readiness for yet another “Wybong Winetaster” to Denman the next day. This one was a charter for the staff of Port Waratah Coal Services and was a repeat of the previously successful “Winetasters”.

We must have been gluttons for punishment back then because with only a week’s rest everyone was back at Broadmeadow on Saturday 17th October for first of two “Murrurundi Meteors”.

The idea was to have a fast run up the Hunter Valley, enjoy a barbeque lunch in the station forecourt at Murrurundi and then traverse the

climb up the Liverpool Range to Ardglen followed by a fast run back to Broadmeadow. Initially only one trip was planned but the public response took everyone by surprise. No sooner had the publicity gone out, then the phones started ringing. All 90 seats were filled in just two days.

It was decided to strike while the iron was hot and schedule a repeat performance one week later. This too filled quickly and quite a few intending passengers were turned away.

After a spell of fine spring weather, the 17th dawned overcast and windy. Although the down journey was more or less routine, the rest of the day was anything but.

Because of threatening weather, jovial Station Master Ron Tuckwell (who bore a striking resemblance to the TV chef Peter Russell-Clark, remember him?) arranged for the barbeque lunch to be held in the waiting room and under the station awning. There were many bemused looks on the faces of the passengers on the XPT and loco hauled express trains. The members of the Blandford School Canteen Committee excelled themselves.

The effects of a signal failure at Ardglen the previous night meant there was huge backlog of trains trying to negotiate the Range and it was thought that our train would not make it to Ardglen. However, Control found a way and we proceeded some 40 minutes late.

FROM THE ARCHIVES *[continued]*

At Ardglan we waited and waited. At last a green signal and we were off 70 minutes behind the timetable.

Expecting a slow run due to the large number of trains making their way to the coast, the boys in "Control" excelled themselves and the two CPH's rocketed their way home enjoying green signals all the way passing everything in sight. Arrival at Broadmeadow was only 28 minutes late. The two little veterans had equalled the Northern Tablelands DEB set timetable.

In complete contrast, the second Murrurundi trip enjoyed no dramas and ran completely to schedule in fine weather. There weren't many other trains around and after the passage of DOWN express, the next train through Murrurundi was expected to be the UP Mail on Sunday night.

You can't provide dramas and excitement every trip!!!

So much has changed over the intervening 27 years. Although coal trains and our CPH's still traverse the line, Explorers have replaced the XPTs and loco hauled trains, general freight trains are no more and the stations are now unmanned.

The level of cooperation within the SRA (especially the Broadmeadow Control Centre) was unbelievable. Running 70 minutes late is pretty routine these days (XPT services regularly exceed this), however, back then every effort was made to keep delays to passenger trains to a minimum.

Ah, those were the days.

The *Mudgee Miniature Railway* invite you to join their **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 9.00am 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.

Fares can be paid by instalments with a 10% deposit and the balance due by 31st March 2015.

For more information and to purchase tickets contact Peter and Lois King on 02 6373 3626 or 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



Despite some contrary opinions at the time the rainbow above Junee suggests that the “pot of gold” at the end of the days running is in HPC402 and not one of the many fine refreshment venues that the town has to offer. (Photo: SG Preston)



With friendly locals rejoicing from the depths of Coffs Creek the CPH trio rumble over the steel girder bridge on another sunny North Coast shuttle day. (Photo: Jonathan Eggins)