

Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED

JUNE 2015

www.railmotorsociety.org.au

Patron: Rear Admiral Peter Sinclair AC



MAITLAND
Hunter Valley

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SOCIETY NEWS

Annual General Meeting

The 2015 Annual General Meeting was held on Saturday 11th April to receive the Annual Report and Balance Sheet for the year ended 31st December 2014 and also elect six Board members for a period of two years.

The Annual Report and Balance Sheet were both adopted unanimously by the twenty three members present, a Notice of Motion to amend the Constitution was also adopted. A copy of the Annual Report is included with this newsletter for those members who were not able to be present at the meeting.

In accordance with the Constitution, six Board members retired in rotation but were eligible to nominate for re-election. As there were seven nominations received, a ballot was held which resulted in Bruce Agland, Arthur Burgess, Bryan Hicks, Stafford Payne, Beverley Redman and John Redman being elected.

The Board convened immediately following the Annual General Meeting to elect Office Bearers and make other appointments for the current year, the results being:

Patron – Rear Admiral Peter Sinclair AC

President – Arthur Burgess

Vice President – Rodney Short

Secretary – Bryan Hicks

Treasurer – John Redman

Assistant Secretary/Treasurer Cheryl Davies

Board Members

Bruce Agland, Maree Hicks, Eric Larkins, Stafford Payne, Beverley Redman and Michael Walsh.

Line Managers

Operations Manager – Bruce Agland

Engineering Manager (Infrastructure) – Eric Larkins

Engineering Manager (Rolling Stock) – Stafford Payne

Public Officer – Geoffrey Murray

Publicity Officers – Geoffrey Murray and Stephen Preston

Tours and Liaison Manager – Spencer Ross

Train Crewing Manager – Eric Larkins

On Board Crewing Manager – Beverley Redman

Safety Officer – Rodney Short

Train Presentation Officer – Margaret Pantlin

Work Days

Regular work days are usually held each Wednesday and Saturday, 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).

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 endorsed the Society as a Deductible Gift Recipient. Receipts for gifts/donations (not testamentary) issued by the Society will be allowable as deductions for income tax purposes.

Changed your address?

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

FRONT COVER: The April storms were not kind to the Paterson area and the Society's depot suffered damage from the extreme wind and rainfall. Although a large number of trees fell, the Station Masters cottage and Depot shed fortunately were spared, the grounds and surrounds however were not so lucky. (Photo: Ron Pirie)

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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:

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Operations Report

– Bruce Agland, Operations Manager

Operations completed since March

29 March	Dungog (ex Wyong), Terry Wand, Cancelled
12-15 April	Wauchope Centenary (620)
18 April	Hawkesbury River (620), Mudgee Miniature Railway
18-19 April	Steamfest (CPH)
2 May	Denman Festival, Kaverla, Cancelled

Operations for 2015

30 May	Hawkesbury River (CPH), Trikers (Alan Reynolds), Cancelled
6-8 June	Griffith (620), ARHS
20 June	Werris Creek (3 CPH), Draper
25 July	Gloucester Chill-Out Festival
August	Coffs Harbour Rail Centenary (620)
29 August	Gulgong (620), Ray Barry
25 October	Murrurundi (620+CPH) Stanford TBC
2-6 October	Trainworks (CPH), Tentative
31 Oct-1 Nov	Gulgong (CPH) Mudgee Miniature Railway
Nov-Dec	Maitland Markets (ex Taree) Ted McKellar (Tentative)

Operations for 2016

October	Bogan Gate – Tottenham Centenary (Tentative)
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Accreditation

NSW	No activity
QR Networks	No activity
John Holland Rail	No activity
ACT	Granted

April Storms

– Bruce Agland and Bruce Kingsford

The recent “East Coast Low” weather system resulted in heavy rains throughout the Hunter area including around Paterson on 20 April and subsequent days. In one 36-hour period an excess of 450 millimetres of precipitation was recorded. Extensive flooding, power loss and damage was experienced by residents and sadly some loss of life also occurred. ARTC North Coast and Hunter Valley lines were closed due to formation washaways and other damage, the lower north coast area around Paterson being hardest hit with over 40 separate works sites being required to re-establish train operations. With track damage either side of Paterson and some access being impossible until the weather and water subsided, restoration works took several weeks and Society operations including a charter to Denman on 2nd May could not be run.

As with past events of this nature, the downpour caused local flooding in the Society’s Depot, with a considerable amount of debris being

washed down from the hillside to the west of Webbers Creek Road. This debris blocked the drainage system and the resulting runoff backed up through the Depot filling the shed pit with water.

Extreme winds in excess of 100km/hr associated with the rain resulted in a number of trees falling in the depot yard and surrounds with the mains power supply for the shed being brought down. The SES attended to a number of trees to facilitate access only and it was left to the Society to arrange for the clean-up of the majority of the fallen trees. One tree crushed the mower shed in the yard however no equipment inside was affected and fortunately the Station Masters cottage, the main depot shed and rollingstock also escaped damage.

The clean-up of the fallen trees and other rubbish was undertaken by local contractor Mark Redman (son of members Beverley and John Redman). The Society is very grateful for Mark’s prompt attention to the clean-up of the yard and the removal of the fallen timber. Significant erosion was caused to ‘the yard’ as the primary drainage point was again blocked by small twigs and leaves washed down off the hill behind the depot. The rapid flow of the run off extensively scoured pathways and landscaping and will no doubt keep the depot gardeners occupied for weeks to come.

When Country Energy came to restore the power supply it was discovered that a significant amount of damage had been caused to the main feed-in switchboard. This required an electrician to attend and replace a number of items including the main switch and circuit breakers and the isolation of the fire pump shed onto a separate circuit to meet current standards. The Society would like to thank Cotton Electrical of Merewether for promptly carrying out the required repair work. Power was finally restored to the shed on Friday, 8 May.

The current estimate for the repairs amounts to around \$5,000 and it is expected that the majority of this will be covered by our insurance.

The Board of Management extends its gratitude to the local SES volunteers and to all members who have participated in the restoration of the Depot and a special thank you to Infrastructure Manager, Eric Larkins, for leading the clean-up effort.



A large volume of water again entered the depot precinct running off the adjacent hillside and flowing across Webbers Creek Road. This photo taken from outside the depot shows one of the new waterways resulting from the downpour. (Photo: Ron Pirie)

SOCIETY NEWS



The Society was fortunate that only minimal damage to depot infrastructure occurred during the storms. Ron Pirie's photo above shows SES volunteers cutting a fallen tree which unfortunately landed on and crushed the mower shed.



A large number of trees fell at the southern end of the depot fortunately landing mostly clear of the storage containers and depot equipment. (Photo: Ron Pirie)



Viewed from the shed roof, the clean up and tree removal at the southern end of the depot is underway. (Photo: Bruce Kingsford)

Shed Works Progress

– Bruce Kingsford

Shed extension works have continued thanks to Member John Payne offering his assistance with the fixing of roof sheeting to the shed extension. Thank you John, your support has saved the Society the cost of hiring in someone to help complete this job. Up until the end of April there remains only 6 sheets to be fixed to the roof and 10 sheets to the east side wall. Work has slowed during periods of windy and wet weather but continues at a satisfying pace.

Whilst apply the sheeting, yellow eye bolts have also been installed through the roof sheeting into the roof frame to provide a secure point of attachment for fall arrest harnesses. Harnesses must be worn to support safe working practises particularly while working close to the edge of the roof.

A thorough inspection of the shed was conducted following the extreme weather experienced just after Steamfest. No damage was sustained to the sheeting or structure, a testament to the design and construction 23 years ago.

During a period of windy weather, when the handling of long roof sheets was deemed unsafe, the opportunity was taken to commence installation of several ventilators on the roof ridge, the first being in the vicinity of the service pit. The removal of the ridge capping also gave access to install an anchor point which will facilitate easy cleaning of the shed gutters. The shed gutters haven't been cleaned since being installed 12 years ago and clogging was causing rain water to overflow the back of the gutter, running down the back of the wall sheeting to pool in wall girts leading to corrosion. Most of the gutters have now been cleaned, just in time for the torrential rain experienced recently.



The first ridge ventilator being installed on the depot shed. These installations will improve shed conditions for operations and maintenance activities. (Photo: Bruce Kingsford)



The completed roof ventilator. (Photo: Bruce Kingsford)



The attachment of sheeting to the roof and wall of shed extension is almost complete. (Photo: Bruce Kingsford)

OPERATIONS DIARY



Braving the wind and rain Phil Harrison was on hand to capture the arrival of the tour at the new Leppington station.

21st March 2015

**A Tour in 621/721 of the South Western Suburbs, the new Leppington Line, Olympic Park and Lavender Bay
By Spencer Ross, ARHS NSW Division
Tours Director**

Departing The Rail Motor Society's Siding on time our train consisting of Rail Cars NPF 621 / NTC 721 travelled via Telarah, Maitland, Broadmeadow, Cardiff and Gosford picking up local enthusiasts before arriving at Hornsby where our morning of touring the South Western Suburban lines began. Picking up our last passengers at North Strathfield before heading onto the Metropolitan Goods Line through Flemington and Chullora and then by the Southern Sydney Freight Line to Macarthur South where we joined the Main South to Glenlee Junction. Due to the Glenlee Branch being occupied by an Aurizon (QR) Freight train we were unable to pass the Junction approach signal where we reversed and returned via Glenfield to East Hills. Reversing again travelling back to Glenfield where we began the first Heritage Passenger Train tour along the recently opened Leppington Branch. Travelling at restricted speed passing Edmondson Park and Leppington Stations to the storage sidings, our train again reversed and returned to Leppington for a photo stop. Continued to Edmondson Park also for photos



*A photo line has assembled to record the first arrival of a diesel railcar set at Edmondson Park Station.
(Photo: Bruce Gebrig)*

and then proceeded again to Glenfield and via East Hills, Wollie Creek, Meeks Road Junction to the Goods line, passing Dulwich Hill and the new Metro Light Rail Station, Canterbury, Enfield Yard and on to Olympic Park. A spritely run from here to Central where we stopped for our lunch break. With all passengers and crew refreshed our departure was on time for the afternoon excursion to Hornsby yard and along the North Shore line to North Sydney and the Lavender Bay storage sidings.

A short on train inspection of the Yard layout under the watchful eye of the Yard Master was carried out before returning to the Waverton shunting neck and North Sydney station to await our timetabled departure time. Some of our passengers decided to take advantage of better connections to return home from here. Departing North Sydney as tabled we travelled back to Hornsby to conclude the tour and farewell our Sydney passengers. 621/721 departed for the return run to Paterson.

OPERATIONS DIARY



The fresh face of 721 trails at Broadmeadow where carriage attendant Bruce Gebrig welcomes passengers aboard for their run to Hawkesbury River. (Photo: Scott Schache)

12-15th April

Wauchope Rail Centenary

To celebrate 100 years of the coming of the railway, 621/721 was chartered to travel to Wauchope and operate local shuttles. Stabling each night at Wauchope, the two-car set ran multiple return shuttle trips to Kendall and Telegraph Point with several extended runs to Kempsey. After four days of successful operations 621/721 headed for home in the late afternoon of Wednesday 15th April. Unfortunately whilst stabled at Wauchope, local graffiti artists "tagged" power car 621 decorating part of one side with bright but poorly applied paint.



The TRMS Wauchope centenary crew assembled with their steed. Readers with a keen eye may discern the windscreen reflection of a local resident who turned out in celebratory dress including a parasol for the occasion. (Photo courtesy Rodney Short)

18th April

Hawkesbury River

A private charter was operated to Hawkesbury River on Saturday 18th April, the charters guests alighting at Hawkesbury River to continue their journey by cruise boat. During the layover period 621/721 was stabled clear of the main lines in the vicinity of the old coal stage sidings.



721/621 enjoys the tranquillity of the Hawkesbury River storage sidings while waiting for their return departure time. This area was the location of former locomotive coal stage and bridge construction sidings. (Photo: Bruce Gebrig)

OPERATIONS DIARY



18-19th April

Maitland Steamfest

With only two steam locomotives available for Steamfest 2015 operations, the Society's role in shifting the festival crowds was in demand more than ever before. For the first time the Society operated shuttle trips exclusively on the north coast route to Paterson whilst the two steam operations focused on trips towards Newcastle and to Branxton. CPHs 1 and 7 hauled good loads while the Society's stand again proved popular in the street precinct.

(Above) Waiting for their "right away", the CPHs meet up at Maitland with Lachlan Valley Railways 3237, both trains operating local shuttle trips for Steamfest passengers. (Photo: Bruce Gebrig)

(Top right) Back in double line territory the CPHs cross a northbound XPT at Telarah whilst returning another shuttle load to Maitland. (Photo: Bruce Gebrig)

(Bottom right) Having run into Maitland Yard to clear the busy mainline, The CPHs again head to the platform to collect another load of shuttle patrons. (Photo: Bruce Gebrig)





The pilgrims unload from Roy Earl's "North West Pubs" tour and are about to embark on a brisk walk from Spring Ridge platform to the local "watering hole". Roy (third from left) ensures that no time is wasted and leads from the front while wife Sara (to his right with clip board) monitors the rest of the group. (Photo: Geoff Murray)

The Passing Of The Head Pilgrim

By Bruce Agland, Operations Manager

The Society is saddened to report the passing of long-time supporter and associate Roy Earl, aged 91 years. Roy, an affable former bus driver, was a very well known identity in the travel industry in the Newcastle and Lower Hunter Region through his long association with the Newcastle-based Jayes Travel Service and for his regular Sunday afternoon "Travel Time" slot on Newcastle television station NBN 3. Roy passed away in John Hunter Hospital on Wednesday, 6th May.

Roy, along with Jim Jenkins (where the Jayes name came from), were the instigators of the now famous "Sandy Hollow Wine Taster" rail tours in the 1970. These tours utilised Newcastle based 620 Class rail cars and no doubt, our 621/721 set performed on some of these tours. These tours were the catalyst for the Society's early "Wybong Wine Taster" tours of the 1980s.

After many years, Roy left Jayes and worked with Kings Coaches of Merewether. Together with Kings and Roy, the Society operated a number of successful combined coach and rail tours. Roy later went back to Jayes on a part-time basis and again created and led a number of rail-oriented "Weekend Escapes" using the Society's CPH rail motors and hired 620 Class units. His tours included the North

West Pubs (Springridge to Gunnedah), Mudgee and Gulgong, the Southern Highlands, Wallabadah Races and the South Coast. Roy had tourist contacts everywhere across eastern Australia and his tours were packed with plenty of activities to keep his passengers busy.

Roy will always be well remembered in Society circles for his constant reference to his passengers as "Pilgrims" (from *The Pilgrim's Progress* by John Bunyan) and for his permanent attachment to the train's microphone while on tour. This attachment is perpetuated in CPH 1 where the PA system bears the label "Pilgrim Radio".

Many of us will also remember, and probably participated in, the high school tours to the Snowy Mountains Scheme operated by Jayes and Central Coast Coaches in the 1960s under Roy's auspices. Roy also received many tourism awards during his lifetime and one that he highly prized was the award for his "Sandy Hollow Wine Taster".

The Society extends its condolences to Roy's wife of many years, Heather (Sara), and to his extended family.

FROM THE ARCHIVES



Rail Motor Maintenance – 1989 style

This month's reflection from the Archives comes courtesy of an article by Bruce Kingsford (then Mechanical Maintenance Manager) published in THG No.28 of November, 1989.

Having been restored to service previously the Society was obligated to undertake network registration of CPHs 1 and 7 which required a full maintenance and inspection procedure to be implemented prior to the commencement of the 1989 spring tour program. In these early days the luxury of a maintenance shed was still several years away so extensive planning and coordinated assistance (and prayers for good weather) were required to achieve the outcomes under difficult circumstances. In this instance the works which required the lifting of both cars and the removal, cleaning, disassembly, inspection, repairs and replacement of running gear (all in the outdoors) were nominated to occur between 22nd July and 30th September. To ensure no spare time was wasted engine repairs, final drive torque arm bearings and complete axle box overhauls were undertaken. With the works completed and the Rail Motors reassembled the inspection was conducted on 20th September by local District Manager Peter Everingham and a successful trial run to Mindaribba and Wallarobba completed four days later.

Geoff Murray's photos (above and right) from 1989 shows a road crane hired from Structural Cranes setting up to lift CPH 7 which is sitting on stands occupying the Paterson yard Goods siding. Steve Davies and daughter Johanna look on while the possession of the loop line is managed under the supervision of Larry Lewis.



FROM THE ARCHIVES



(Above) Pigstyed on timbers CPH 1 awaits the arrival of the road crane. (Below) The combined strength of Glenn Davies, Graeme Bedwin, Bruce Kingsford and Steve Davies carefully place the No1 end bogie back under CPH 1 which is suspended by the road crane. (Photos: Geoff Murray)





721/621 crosses the Hastings River bridge at Wauchope. (Photo: Scott Schache)



721/621 rolls across the bridge on the approach to Telegraph Point. (Photo: Scott Schache)