

Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED

SEPTEMBER 2015

www.railmotorsociety.org.au

Patron: Rear Admiral Peter Sinclair AC



MAITLAND
Hunter Valley

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SOCIETY NEWS

Presidents Report

– Arthur Burgess

My first report is to welcome back home from hospital our Editor of Paterson Points and Life Member, Geoffrey Murray.

Unfortunately Geoff had sprung oil leaks and his engine was misfiring, however with the assistance of the medical staff at the Royal North Shore Private Hospital his engine was overhauled and after a lengthy stay he is recovering at home; taking his recovery day by day. We wish to thank his family and Stephen Preston for keeping us up-to-date with his progress whilst in hospital. Hoping to see you back at TRMS soon Geoffrey.

The depot at Paterson is recovering from the massive storm and flooding damage which hit us in a bad way. It must be appreciated as volunteers at the Society we worked very hard in having the depot restored back to our present operating standards which we are very proud of. Remembering we are limited in manpower and financial assistance. However we achieved our recovery in quick time. I wish to thank those personnel who assisted in many ways.

At last we have our fleet intact to operate tours when required. 402 has gone through a complete refit of its water cooling system; CPH 3 has had new springs fitted; CPH 1 and 7 have been fitted with new header tank hand pumps. All the train radios have been updated to take the new Electronic Train Order System presently being used in the country regional areas. I must thank the Maintenance team for their efforts.

The depot surrounds have had an uplift after the storms. To the hard working sector of the Infrastructure group I thank you one and all for your efforts and time.

To all the Operating Crews I thank you for manning our tours. The ladies of our Society have had the fleet in a clean and presentable condition for our outgoing Operational Crews. I thank you for your splendid work.

The Maintenance shed has been extended and another project is on the way to upgrade further. I thank Bruce Kingsford for his engineering work.

Finally I thank Karina and Stephen in continuing the production of Paterson Points after Geoff threw a spanner in the works.

New Members

The Society welcomes the following new members who have joined the Society in recent months: Paul Brogan; Mark and Jan Oxford; Ross McCallum; Esta Goodacre and William Brown.

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.

FRONT COVER: Another clear, crisp winter morning has 621 leading 721 Griffith bound past the mid section silo at Gidginbung, the scene captured by Phil Smith on the June long weekend ARHS tour.

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Contributions of articles and/or photographs for future editions of *Paterson Points* and *The Tin Hare Gazette* are most welcome and may be forwarded directly to the Editor.

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Operations Report

– Bruce Agland, Operations Manager

Operations for 2015

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-1Nov	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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Infrastructure Report

– Eric Larkins, Infrastructure Manager

The Infrastructure team have had a very busy couple of months cleaning up the Depot site following the April storm damage. One of the primary tasks of the clean up was the removal of four of the trees which had been blown over during the storm. We had members with chain saws working on the trunks, while others collected the branches and foliage into one spot ready to be removed by a contractor. The fifth and largest tree was earlier removed by a contractor to enable the power to be reconnected to the shed (see article in previous issue of *Paterson Points*). After we finished clearing away the tree debris and removing the stumps we were able assess the full extent of the damage. One tree demolished the garden shed and a replacement shed was obtained under our insurance cover. The team subsequently poured a new concrete floor and then erected the new shed on the same spot. Another tree demolished the roof and lean-to of the engineering container at the southern end of the Depot that was used as a trailer shed. This will be rebuilt in the near future.

Even though we still have a lot of cleaning up to be done, the remediation work that has been carried out over the past two months can be readily seen by comparing the photo below, with those in the last issue of *Paterson Points*.

Our tractor has once again proved to be a great asset during the clean up, especially since its recent acquisition of a new set of tyres. The tractor is now in need of a good overhaul, including repairs to the hydraulics on the three-point linkage at the rear to enable our blade to be used. Once the overhaul is completed, we have a lot of work lined up including re-grading of the carpark area.

While the majority of the team have been occupied with storm damage clean-up, work has also proceeded on the replacement of weather damaged windows in TAM 503 and BR 1395. Member Grahame Schonberg has been methodically working along the cars, the new windows in TAM 503 can be seen in the photo at right.

Footnote

It is pleasing to report the prompt response of our insurer, GIO, to our claim for storm damage. Our claim has been settled, with the damage bill coming to \$6,483, leaving us with an outlay of only \$200 for our excess. The Board of Management would also like to sincerely thank our Infrastructure Manager, Eric Larkins, for his continued hard work in leading the clean up effort.



The replacement garden shed is now in service to support ongoing site maintenance and repairs.



A reminder of the April storm devastation is the Society's damaged trailer shed which will soon also receive remedial attention.



Painstaking work to repair body damage and replace windows in the TAM and BR continues thanks to the efforts of member Grahame Schonberg. (Photos: Eric Larkins)

SOCIETY NEWS

HPC 402 Maintenance Works

– Bruce Agland

After 15 years of service with the Society and a number of overheating issues in service, the roof radiators on HPC 402 have finally received some major maintenance work. However, the big question remains, how long ago was it since the radiators last received any work of a significant nature – 20 years ago, or even longer – maybe it was back prior to 1983 while it was still in SRA service?

The radiators were carefully removed in eight sections under the watchful eye of Rolling Stock Manager, Stafford Payne. After so many years, the removal process was a long and drawn out affair with many seized bolts to contend with. To further compound the issue, access to the work area on the roof was limited due to the amount of space occupied by the radiators. The segments were carefully lowered to ground level to be sent away for servicing. The radiators were sent to Maitland Radiator Service where they received an acid bath to remove the rust and other accumulated residue throughout the system and remediation work on the cores was carried out. All of the radiator cores were removed from the main feed pipes and the original rubber sealing rings were found to be perished. These were replaced with new "Viton" high temperature O-rings. A number of damaged cores were replaced where required. During the process, the steel header box, located in the centre of the roof, was found to be leaking and also had a number of seized bolts. This was also sent away for repair.

Following the repairs, the header box and radiator segments were carefully re-installed, again under the watchful eye of Stafford Payne. New rubber seals were also manufactured by Bruce Kingsford to join the segments. After another lengthy process, the re-installed radiators were filled with water, ready for testing. Following the repair of a few minor leaks, HPC 402's two GM 6/71 diesels burst into life and the whole system was thoroughly and successfully tested for water tightness.

Thanks are extended to all members who participated in the removal, repair and replacement process especially our Engineering Manager, Stafford Payne.



With the radiators removed for overhaul the roof fittings and other system components also received attention under the supervision of Stafford Payne.

Other Works

Through a generous donation from a Society member, the Board decided to allocate those funds specifically to the restoration of HPC 402. All of the aging wooden windows in 402 were replaced with new units by Steve Davies, ably assisted by his "gopher", wife Cheryl. This was another long and drawn out process as most of the windows required careful adjustment to ensure they would lift satisfactorily. Thanks must go to member Steve Preston for arranging the manufacture of the new windows by specialist woodworker David Matthews of Blueridge Woodworks.

The kitchen area has been completely rebuilt with new cupboards and work areas and a new dual voltage electric refrigerator and microwave oven have been installed. Thanks must go to member Ray Kildey for designing, constructing and installing the new cupboards, with Steve Davies ably assisting with the installation.

Further work has involved the installation of an ICE Radio and a clean up of all of the old electrical cabling from when HPC 402 was used as a radio test train. The work involved installation of new ICE radio cabling and new speakers in each driver's cab along with the removal of the old CountryNet radio equipment and cabling. A substantial amount of old, unused cabling was also removed and new wiring run as part of this work. Special thanks to members Steve Davies and Steve Preston for their efforts on this and other ICE radio installations throughout the Society's fleet.

Lighting from shore power has been installed in the engine room to facilitate maintenance work in the Depot. The engine room has no windows and in the past it was necessary to turn on the train power first to get the internal lighting to work – a daunting task in the dark. Use of the internal lighting was also a continual drain on the unit's lighting batteries.

Library Dedication

Former member Kenneth Butt bequeathed his railway book collection to the Society on his passing. Ken was a long term and generous supporter of the Society, a plaque has been positioned alongside his book collection in the Society's library to recognise his contribution. (Photo: Bryan Hicks)





With the radiator overhaul completed 402 stands in the Paterson to yard for all to admire with Bruce Kingsford taking advantage of the new access to the shed roof to capture this aerial view.



CPH 1 Makeover: Cosmetic adjustments to the Society's fleet have continued with CPHs receiving a quick but much needed sand, prime and repaint between operating duties. In the photo above, Peter Macfarlane's work is obviously underway. (Photo: Bruce Gebrig)

OPERATIONS DIARY

Things have changed down in the South West

The ARHS Riverina Rail Cruise, 6 – 9 June 2015

– Neville Pollard and Spencer Ross



Having stabled overnight in Griffith 721 lead 621 on the cross country route to Temora where Steve Dalton captured the scene of the train within the yard limits and approaching the junction with the line to Lake Cargelligo.



Despite the introduction of adjacent remote signalling control and Train order safe working, the junction station of Stockinbingal still retains many original features including its timber station buildings, signal box and its long timber framed station signs and picket fence show here with 721 behind.

An on-time departure from Paterson on Friday afternoon 5th June saw our train having a leisurely run into Sydney Central station to stable overnight in preparation for our 0600 departure on Saturday. Travelling via the East Hills route south out of Sydney through very crisp morning air to Campbelltown and Moss Vale to pick up passengers. On to Goulburn for a leg stretch and then through foggy conditions to Junee for lunch at the old Railway Refreshment Room Cafe whilst our crew refuelled the train at Junee loco.

Things have changed since 600-700 Class DMUs and more elderly CPH rail motors provided passenger services out to the south west towns of Griffith and Temora area some fifty-odd years ago. Passengers on the June long weekend trip retraced some of those memorable journeys with DMU 621-721 but no longer along rickety pioneer lines ballasted by engine ash, as was the case in earlier times; now the permanent way has been upgraded, to Class 1 and 2 standard, to cater for huge increases in freight traffic. As the tour scurried along the old South Western Line that once served Hay, the Junee Sub Terminal looked very busy as did the Manildra flour mill at Narrandera (where starch is railed to Nowra) and the Leeton Rice Mills. The locals out there wanted the inland railway to pass through Tocumwal and Narrandera but it looks as though Albury and Wagga have won out. Things looked prosperous on the former pioneer line from Yanco to Griffith too;

OPERATIONS DIARY



Both man and machine took on fuel during the Junee stop, the former being served at the Junee Station Café (previously the Railway Refreshment Room).

a container depot was being constructed at Wumbulgal where cotton, grain, hay and walnuts are already being handled. A little further along the flat Western Plains at Widgelli, Colin Rees Transport is planning another freight terminal. On arrival at Griffith a lengthy container train was noted on a nearby siding with NR 52, DL 44 and NR 37 shut down. This train would leave about 1315 the following Tuesday with containers of Murrumbidgee Irrigation Area produce that included wine (ex Casella), grain and rice for Appleton Dock. When further freight is picked up at Ettamogah, near Albury, the load would be a very respectable 5,000 tonnes. After booking in to our motel, a short journey by coach to Yenda for our wine tasting and evening meal at the Yarran Winery was enjoyed by all.

On the journey to Temora and lunch at the Central Hotel Ungarie the following day, a similar prosperity was noted. Recent rains had turned the countryside into a patchwork of lush green and brown fallow ready for planting with wheat and perhaps canola and other grains. Thirty eight grain wagons were noted at Moombooldool silo and two 81 class shunting at Ardlethan AWB. Changes over the years were evident at Aria Park where the partly demolished goods shed and station remain along with a monument to the first load of bulk wheat moved in 1916 by four wheel wagon. What a contrast to today's bulk handling illustrated by the sub-terminals at Junee and Temora, local silos and the AWB facilities at Grong Grong, Ardlethan, Wyalong and Stockinbingal.

Ungarie, with a population 330, was illustrative of changes to small country towns that have taken place over the same fifty-odd year period. 'Rick and Sue's Cut Price Welcome Supermarket' no longer welcomes (probably for quite a while I think) and other formerly prosperous establishments are closed – a victim of the age of the automobile and modern sealed roads. Now people shop at bigger centres like West Wyalong and even further afield to Orange or Wagga. One thing that had not changed was country hospitality, which greeted the tour at the Central Hotel.

On Monday 8 June, we retraced our steps from Griffith to Temora to visit the Aviation Museum which displays historic and ex-military



Father and son team Steve and Brendan Hines with Rod Short at Griffith.

aircraft that range from pre World War II to the Vietnam War. All planes are operational and showcased frequently. The museum is heavily supported by David Lowy (son of billionaire property developer Frank) now Non Executive Chairman of the Westfield Group, and illustrates what a museum can achieve with strong financial backing. A visit is strongly recommended. Maybe there is a philanthropist who could help out our rail museums? An enjoyable BBQ lunch was supplied by the members of the local Anglican Church.

At Stockinbingal, between Temora and Parkes, the remains of a triangle were noted; a reminder, in the year in which we celebrate the centenary of Gallipoli, of the contribution NSW railways made to the Second World War. It was along this route that troop trains trudged from Tocumwal to Griffith, Temora and Stockinbingal, and then up to the Queensland border. Another example of country life was sampled at Forbes with a visit to the craft shop in the station building stocked with crafts and goodies produced by busy locals. On arrival at Parkes our luggage was loaded onto a trailer and we made the short walk to our motel before another hearty country meal was enjoyed in the dining room.

Following an early start from Parkes the next morning, a leisurely trip was made through the Central Tablelands with a stop at Orange to sample local pastries and then more country hospitality for lunch at the Victoria Hotel Bathurst. Our final leg of the tour through the scenic run to Lithgow and our climb through the 10 tunnels to Mt Victoria and down the mountains to arrive back at Sydney Terminal on time – a feature of the whole weekend. After farewells our train departed for the return to Paterson. Thanks are extended to the Rail Motor Society and its crew for an excellent weekend, and John Holland Rail and ARTC for making the tour possible. Perhaps next time we might be able to visit Naradhan (originally planned in this tour); its isolated country terminus with a backdrop of rocky hills, where the grain storages appear to outnumber the local population – a little exaggeration perhaps! Another superb ARHS tour.

OPERATIONS DIARY



Framed amongst the surviving yard and station infrastructure 621/721 stands at Coolamon platform on its way to Griffith. This pleasing scene was captured by Phil Smith.



Having returned from another big day on the Great Northern Railway, the CPHs have unloaded their passengers at Maitland and are about to head back to the Paterson Depot. (Photo: Bruce Gehrig)

RAIL MOTOR

Round Up



During their days of regular service rail motors served the NSW populace on almost every line and in most areas of the state. From daily suburban worker and commuter runs to less frequent branch line services far from the big cities, rail motors played an important role in the Railway's duty to serve the passenger, parcel and post needs of the NSW community. While their regular service roles have passed, many have survived in preservation and can still be found travelling the networks or on display in regional centres.

In contrast to our *From the Archives* features, Rail Motor Round Up will provide a current profile of the Rail Motors that fortunately still exist.

The Lachlan Valley Railway Co-op (LVR) was formed in the early 1970s with a focus to save locomotives and operate tour trains. After establishing steam and diesel-hauled train operations CPH rail motors 12 and 24 were added to the Society's fleet providing both diverse and simplified operation options. Complemented by CPH 25 which was separately acquired by a syndicate formed to principally to preserve steam locomotive 5917, a ride on the three CPHs can still be

enjoyed via the regularly operating charters and tours LVR operates throughout the state. Information regarding LVR's operations can be found at www.lvr.com.au

The traditional home of the LVR is the Cowra locomotive depot in the NSW central west region however as rail services to that town are at present suspended CPH 12, 24 and 25 are currently maintained and operated out of the former Cootamundra Goods Yard. After many years of tour operations the CPHs are now undergoing a bogie and body overhaul program and are easily distinguished from other preserved CPHs by their Indian Red livery with black coloured roofs and LVR motifs applied to their sides. Overhaul and maintenance works are lead by LVR maintainers John Mackie Snr and Young Jack Holmes who are also assisted by many volunteers and external supporters that help keep LVR running. To enable minimum down time during the overhaul program, bogie exchanges have been made possible thanks to an arrangement to utilise bogies from the CPHs owned by the NSW Rail Motor and Rollingstock Association, but that's another story...



Dropping down into their current home depot of Cootamundra CPHs 24, 25 and 12 make a fine sight against the rocky environment. The CPHs were busy working charter shuttle trips between Junee and Cootamundra. (Photo: Peter Neve)



Working an LVR tour assigned as 8R03 CPHs 24, 25 and 12 pass the Combaning mid-section silo on the way from Cootamundra to Temora. (Photo: Phil Smith)



NSW Trainlink Dubbo Depot Driver, Society member and long term supporter of LVR and TRMS operations Phil "Keg" Smith poses for a photo with CPH 12 in his home town of Narromine on July 31st 2015. This photo was taken on the first day of an extended weekend gathering of friends to celebrate Phil's 60th birthday, visit far western NSW lines and appreciate country hotel architecture.



The soft early morning light highlights CPHs 1, 3 and 7 and their characteristic GM 671 blue grey exhaust, as they depart Maitland, Werris Creek bound. (Photo: Bruce Gebrig)



Operating shuttle trips between Junee and Cootamundra, Peter Neve captured CPH 12 ascending the Bethungra spiral behind sister units 24 and 25 which can be seen about to enter the first tunnel. (Photo: Peter Neve)