

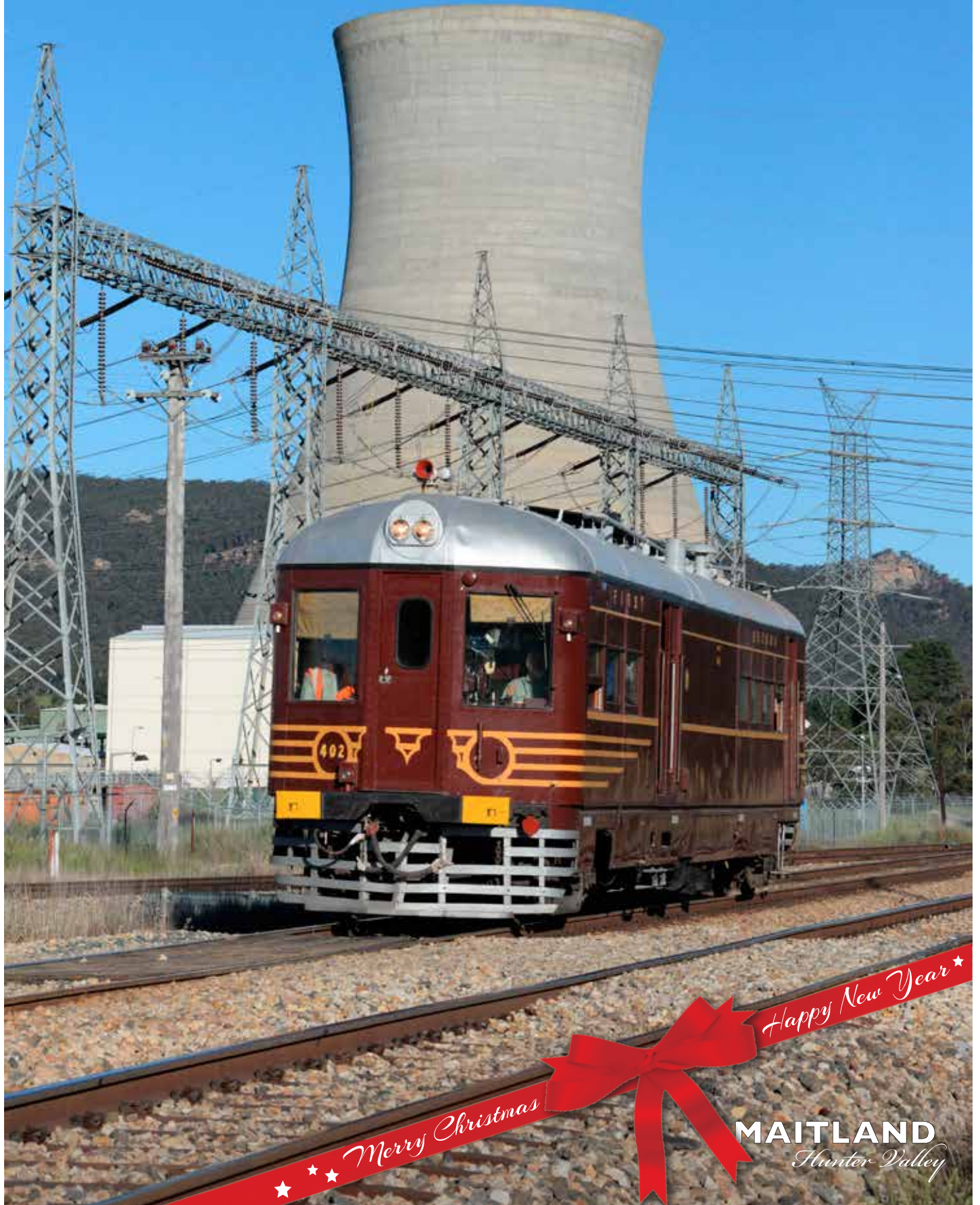
# Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED

DECEMBER 2015

www.railmotorsociety.org.au

Patron: Rear Admiral Peter Sinclair AC



PRINT POST APPROVED PP100003904

★ ★ ★ Merry Christmas

Happy New Year ★

**MAITLAND**  
*Hunter Valley*

# SOCIETY NEWS

## Presidents Report

– Arthur Burgess

To the Editor of the Paterson Points Geoff Murray (Life Member) I welcome you back to the daily grind. As reported in the September newsletter, Geoff underwent a major heart operation at Royal North Shore Private Hospital in late July. He has made a steady recovery and it is good to hear he is progressing well.

Now for the not so good news. Graham Heggie, one of our hard-working members, has been in and out of hospital with serious problems and unfortunately has been hospitalised again. Unfortunately he is feeling down, a visit by his friends and work mates would cheer him up immensely. Our hard-working Board member Beverley Redman has not been her cheerful self of late. Bev is waiting to enter hospital for a relieving operation to bring her back to the way we knew her as a very strong and dedicated member. To both Graham and Beverley I wish you a speedy recovery.

I won't elaborate further on progress within the Society depot, others will do that in their respective reports. However, I must thank the Board of Management for their complete co-operation and dedication shown throughout 2015.

The Train Crews have been hard driven coping with their workloads required for the tours we ran. For this I thank you all for your splendid service shown. The On Board Crews were stretched to their limits this year with the tours. I personally thank them for their service and dedication. To the Maintenance Crews I thank you for your dedication in keeping our trains available for all our Tours. To all the personnel involved in maintaining our premises and buildings I say thanks.

There is no doubt there were many others that contributed to the running of The Rail Motor Society in more ways than one – thanks to you all.

Finally for 2015, I ask if anyone who can assist in 2016 in the voluntary work to keep The Rail Motor Society afloat and any donations would be greatly appreciated.

To all the Members and their families I wish you a Merry Christmas and a safe return in 2016.

## Member Recognition Awards 2015

The 2015 member's depot luncheon was held on Wednesday 16 December and included the presentation of the annual "Dummy Spit" and "Lost Keys" awards. This year both awards were bestowed upon Vice President Rodney Short to recognise his outstanding achievements in those fields. Pictured right, Rodney is congratulated by President Arthur Burgess and proudly displays his trophies which were presented in the Station Master's cottage.

## Annual General Meeting

Members are advised that this important meeting has been tentatively scheduled to be held at Paterson on Saturday 9 April 2016. The formal meeting notice and associated forms will be posted out once the date has been confirmed.

## 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:** Dwarfed by a cooling tower of the now disused Wallerawang power station, 402 completes another DTRS test run and is about to head back to Lithgow for the night. (Photo: C. River)

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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

|                |   |
|----------------|---|
| 12 September   | Sydney Metro (2-3 CPH), ARHS                                |
| 26 September   | Rosehill (620), Kalverla                                    |
| 15 October     | Stroud Road/Dungog (CPH), Raymond Terrace Baptist Church    |
| 31 Oct-1 Nov   | Gulgong (CPH), Peter King                                   |
| 11 November    | Stroud Road (402), Test                                     |
| 15 November    | Maitland Markets (ex Taree), (620) McKellar                 |
| 22-24 November | Sydney Train Network (402 Radio Testing), Transport for NSW |
| 25 November    | Murrurundi (620), Stanford (Cancelled)                      |
| 28-30 November | Brisbane (402), 402 Club-ARHS (Cancelled)                   |

### Operations for 2016

|            |  |
|------------|--|
| 17 January | Kiama/Berry (CPH), ARHS (booking form enclosed)                  |
| 23 January | Tamworth (620), Rotary Easter Broken Hill (620), ARE (Tentative) |
| April      | Kandos, ARHS (TBC)   |
| 1-3 April  | Brisbane (402), 402 Club-ARHS                                    |
| 2-3 April  | Gulgong (Scott McGregor, TBC)                                    |
| 4-12 May   | Grand Circle (620), Insights                                     |
| October    | Bogan Gate-Tottenham Centenary (Tentative)                       |

## 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.

## 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 on page 2).

## Membership renewals

Members are reminded that their membership renewal is due on 1 January 2016, membership fees remain unchanged for 2016. A renewal form and envelope is enclosed with this newsletter for your convenience.

## Safeworking refresher training

Safeworking refresher classes were held for operations staff at Paterson on October 31 and November 21. This year the refresher sessions were conducted by Go Train training providers, trainers Wayne Guest and Wayne Horton each delivering a session in the traditional surrounds of the FZ instruction car. The Society extends its thanks to both gentlemen and Go Train for facilitating these important sessions for our crews and trainees.

## Supplying digital photographs

Smart phones and tablets are becoming increasingly popular as a camera substitute. Unfortunately the image is not always of sufficient quality for print reproduction, despite how lovely it may look on screen. Here are some guidelines to assist you in supplying images for print publications:

- Use the highest resolution/quality setting for your device.
- As a guide, a JPEG file should be at least 1mb to be suitable for a half-page, landscape image. The smaller the file size, the smaller the image will be on the page.  
HIGHEST QUALITY = LARGEST FILE SIZE
- Always use the original file as downloaded from your device. Do not scale, crop or edit it.
- When emailing images, don't compress them with your email program. This could be a 'check box' option you can select when composing a new message, or properties you have set in the software application.
- If you reduce/compress the size of a file this effectively removes image detail and can make the image blurry or pixelated. You cannot add this information back in.

The Editorial Team are always keen to include great photos in Paterson Points, but we need your help to produce a quality publication. Our graphic designer is primarily Mac-based but happy to assist where possible. We are considering holding a workshop at the depot if members are interested, please email the Assistant Editor with any suggestions or questions.

# SOCIETY NEWS

## Improved rail motor access

– Mick Walsh & Rod short

Sometime ago portable steps were purchased for 621/721 to allow easy access to the rail motors at locations where platforms are not provided. When not in use the steps are stored mounted under 721, their installation being completed by Rod Short. The steps have proved successful, being used both on trips and at the depot.

Purchase of access steps for all our units has been arranged and work has commenced on fitting.

The old heavy and cumbersome steps previously in use have now been removed from under CPH 7 with modifications of the carrier brackets, to accommodate the new style of steps being undertaken by Rod Short and Mick Walsh.

Trials of the modifications have proved successful on recent outings and the arrangements will be used as a template for the fitting of steps to CPH 1 and 3. Additional fitting to the other CPHs will take place as time permits. 402's steps have been mounted in its vestibule due to no suitable space being available under the car.

Conversion of the old steps from CPH 7 for use as portable steps around the depot has seen legs fabricated and wheels fitted to enable them to be moved.



*The new steps in their storage position under CPH7. (Photo: M. Walsh)*



*The new access steps undergo testing courtesy of Rodney Short.*

As this conversion proved to be successful at providing safer access to all units in the depot another set featuring lighter construction was ordered from the maker of the new style steps.

The committee would like to thank Kevin Porter for his assistance in the manufacture of the steps for the CPHs and the new access steps for the shed. The new steps have now been delivered and the “standards tape” run over them.

These sets will be of greater benefit once the shed extension is completed and the concrete area between 1 and 2 roads is cleared of lockers giving better access around them when set in position.

## Paterson depot improvements

– Bruce Agland, Project Manager

Recent work at Paterson has seen a 1.5m wide annexe constructed on the eastern (railway) side of the rail motor shed adjacent to the fuel tank. The annexe is 15m long (three shed bays) and is intended to provide space for the storage for the various tool cupboards and storage lockers that currently occupy the side of the walkway along the western side of the maintenance pit. The annexe is constructed along similar lines to the existing shed and is finished in similar light green Colorbond® sheeting to complement the existing structure. Alsynite® sheeting that was recovered from original shed siding was reused for the annexe roof.

The work involved the removal of the dwarf wall along the three bays and demolition of the old concrete apron on the outside of the shed. A new structural concrete slab was poured to create the floor of the annexe. Maitland Ready Mixed Concrete provided the concrete and to celebrate their 50th Anniversary generously donated \$550 to the Society to offset the cost of construction. Metroll has provided the shed framework and sheeting at a competitive price. Demolition of the existing concrete was carried out by Mark Redman and the forming and pouring of the concrete slab by Anthony Luliano. Additional works included the provision of power points and lighting.

The new works were completed and handed over on Saturday 21 November. Thanks go to Bruce Kingsford for overseeing the design and carrying out the construction, ably assisted by Arthur Burgess, Eric Larkins, Grahame Pantlin and Bruce Agland.



*The external view of the annexe seen from the rail corridor. (Photo: Bruce Kingsford)*





*(Above) The frame work required to create this maintenance annex are obvious in this photo looking toward Paterson station. (Below) The formed up annex slab receives the first load of concrete. (Photos: Bruce Kingsford)*



# SOCIETY NEWS

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## Grant received for work on trailer no.51

The Society has received a grant of \$9,900 to progress work on the restoration of rail motor trailer No.51. This grant has been made available under the 2015 Transport Heritage Grants program. The program is administered by the Royal Australian Historical Society on behalf of Transport Heritage NSW. Under this arrangement, full transparency of the grant process is maintained at "arms length" from Transport Heritage NSW. The grant covers a 12 month period (ending November 2016) that will see the completion of the interior of the saloon areas, installation of the above floor toilet components, completion of the driver's cab wiring and provision of vinyl floor covering throughout. The current grants are being managed on a year-by-year basis and following a successful completion of this grant we will be eligible to apply for further funding in the next round due in late 2016.

The Society gratefully acknowledges the work of Operations Manager Bruce Agland in preparing and managing the grant application through to successful submission.

## Depot arrival platform lighting

– Mick Walsh

With the purchase of a 10W solar panel, a solar regulator, a 5m strip of LED lights and the donation of a battery, we have now set up a permanent lighting system on our depot arrival platform. The solar panel and regulator keep the battery charged to allow power for the lighting as required and ensure safer access. The strip lighting has been installed to light up the platform and is also run down the bottom handrail for illumination of the steps. Activation of the lights is a manual operation with a switch installed at the bottom landing.

Since the time of writing, the crews of the early morning and late evening trips to Taree have been "glowing" in their praise of the lighting of the arrival platform and Ron, our depot caretaker, also advises it is doing a good job.

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## Sydney Tramway Museum fire

The Society is saddened to report that a suspicious fire destroyed the tram storage shed (the original SPER depot) adjacent to the Sydney Tramway Museum on Friday 23 October 2015. The South Pacific Electric Railway (now known as the Sydney Tramway Museum) was one of the organisations that sponsored the founding of our Society and the Board of Management have expressed the Society's support for the Museum in the wake of this disaster.

Eleven vehicles stored in the shed were destroyed in the blaze including an 1898 tram, two Sydney trams dating from 1911, three

semi-corridor trams from the 1930s and one Melbourne tram built in 1929. The 1898 tram, which had been converted to a breakdown vehicle in 1910, was just days away from being removed from the storage facility to be fully restored. Two double-decker buses from the 1940s and two single-deckers from 1950 were also lost. A spokesman for the museum said that the shed had been a target for vandals over an extended period.

The photo below taken by long term SPER member Bill Parkinson shows happier times at the shed in the mid 1960s with members and visitors enjoying various trams in operation.







# OPERATIONS DIARY

## Tin Hares Travel The Triangles Tour

Strathfield-Flemington Goods-Lidcombe-Granville-Sefton Park-Meeks Road-Wardell Road-Chullora- Glenlee

Saturday 12 September 2015

– Spencer Ross, Tours Director

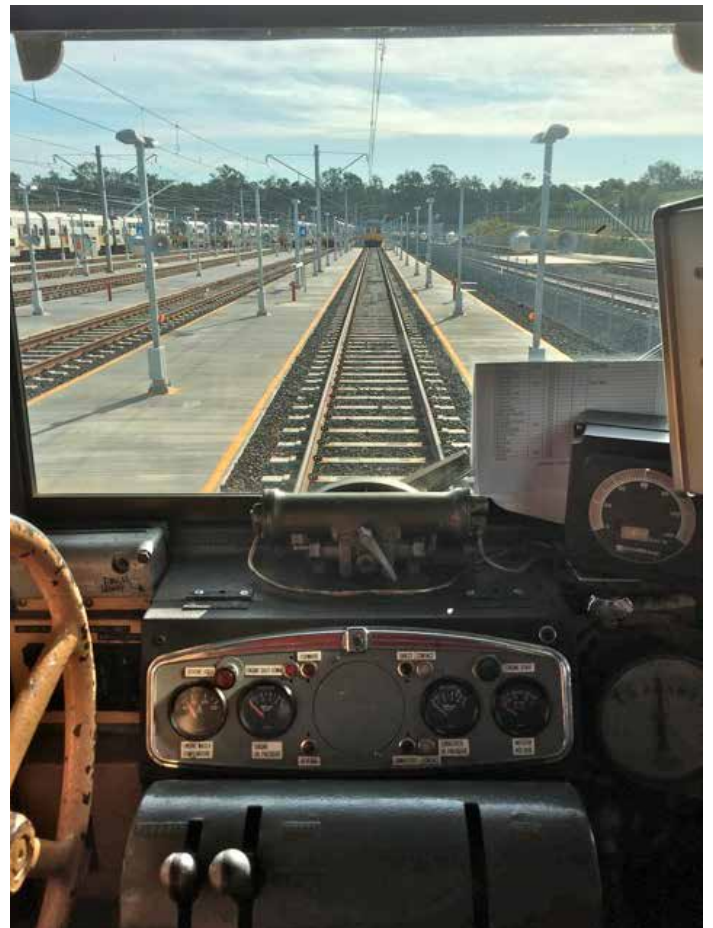
Keen patrons had an early start at 0500hrs from the Rail Motor Society's depot at Paterson that saw CPH 1 and 7 heading to Sydney traveling over legs of the Farley, Sandgate, Islington, Hamilton and Fassifern triangles. With more passengers joining the train en-route to our metropolitan tour start station at Hornsby where the majority of our enthusiastic Society members and friends were awaiting the 0823hrs departure. The balance of our passengers joined the train at Concord West from the new Platform 1 before travelling through the new rail underpass to the ARTC freight line at our first suburban triangle location at Strathfield. Our next triangle junction led us to the Olympic Park station where time was allocated for a quick photo opportunity, returning through the second leg of this triangle passing Lidcombe and the Granville triangles to Parramatta. After changing ends we proceeded via the Granville "Y" loop to Fairfield to again change ends and return via the flyover to Granville and on to the Lidcombe loop and then passing Regents Park and first leg of the Sefton Park triangle heading through Bankstown, Canterbury and on to Sydenham. Reversing again we passed through the second leg of the Sydenham-Meeks Road triangle system to Hurstville and Sutherland where passengers detrained for a lunch break whilst the CPHs stabled on the relief road south of the station.

Returning along the Illawarra line passing over the Georges River at Como and to Wollie Creek Junction, then on to the third leg of the Meeks Road triangle observing activity at the XPT depot as we joined the goods line. At the now disconnected Wardell Road junction triangle the new Dulwich Hill light rail station was observed on the northern leg. Continuing on through Campsie passing the site of a never built triangle connection from the Bankstown line heading though to Enfield Yard and Chullora. Due to a track possession for maintenance we were unable to travel on the ARTC southern freight line requiring our train to once again pass through the Flemington triangle and Lidcombe and via the main south on the suburban line to Liverpool, Campbelltown, Macarthur and onto Glenlee Junction. Regrettably our visit to the Glenlee Triangle was truncated due to freight train activity. Reversing again we headed back to Liverpool to change ends yet again for our historic first visit of heritage CPH rail motors along the new South West line to Leppington. Observing the now major rail junction at Glenfield we passed onto the new branch for a spirited run passing Edmondson Park and Leppington stations to terminate in Leppington Yard. A number of electric suburban "S" sets were noted stabled here. Reversing again we returned to Leppington station for a photo stop.

Our on-time departure saw us return to Glenfield, Liverpool Cabramatta Junction, Sefton Park Junction, Lidcombe and Strathfield Station Platform 1, where we said farewell to some of our passengers and local driver. Reversing for the last time to traverse the third leg of the Strathfield triangle, the CPHs headed for Hornsby to terminate the Sydney sector of the tour, before enjoying a good run home to Paterson. On time running was a feature of the day and our thanks go to The Rail Motor Society and its crew for their operational skills and also to the hospitality crew who looked after our passengers in the usual professional manner.



*The crew gather for a photo at Strathfield No.1 platform, their last reversal on tour to traverse a triangle. (Photo: Spencer Ross)*



*Face to face with a stored S set, the view from the Rail Motor cab shows some of the extensive infrastructure installed at Leppington. (Photo: Spencer Ross)*





## **26 September** **Rail motors to the races – Rosehill**

Another charter by Paterson local Shaun Kalverla saw rail motor 621/721 run to the Rosehill races. Arguably the best horsepower on the day, 621/721 dropped the passengers at the dedicated racecourse platform (pictured above by Brock Emmetts), returning to collect them late in the day and put in an impressive run on the home stretch powering right to the finish line at Paterson.

## **31 October – 1 November** **Gulgong and Merrygoen**

Regular tour organiser Peter King hired the CPH rail motors for a two-day jaunt to Gulgong. Local trips operated to Dunedoo and Ulan, with an extended trip to Merrygoen for the Dunedoo locals whilst the Gulgong passengers partook of dinner. Great organising ensured the trips were well patronised and enjoyed by all. Amongst the passengers were 88-year-old Driver Ken Maginnes and Guard Bob Rudyk, both formerly of Richmond depot, who held a brief reunion with TRMS crew member Michael Baczynskyj at Gulgong (pictured right). Early in his career Mick served at Richmond depot alongside Ken and Bob, after Ken's working of Kurrajong line operations had finished.

## **15 November 15** **Maitland Markets – via Taree**

Chartered by long-term supporter Ted McKellar, 621/721 departed Paterson in the wee hours to travel to Taree to collect its load of keen market shoppers. After dropping the party at High Street 621/721 returned to Paterson for a crew change and layover before collecting the group for the return journey to Taree. Essentially two operations in one, the tour visited Paterson five times during the day! Passengers are pictured (right) discuss their purchases on Taree platform (photo: B. Gehrig).





# OPERATIONS DIARY

## On another wavelength

402 conducts DTRS radio testing, 22-24 November 2015



From November 22 to 24, 402 was engaged again in its now traditional role of supporting the testing of railway communications. Hired by Transport for NSW and also carrying Huawei and Sydney Trains testing representatives the testing runs commenced early on the Sunday morning from Paterson to visit the non-electrified interface areas where the Sydney Trains network hands over to ARTC and John Holland Group control.

The new communications system being tested is known as the Digital Train Radio System (DTRS) and is essentially a GSM-R mobile communications network dedicated for Sydney Trains use. When commissioned, DTRS will become the primary network communications system for all trains on the Sydney Trains electrified Network including ICE train radio equipped trains which connect via an activated GSM-R module. The new system will replace the current MetroNet system which 402 helped test many moons ago under the guidance of Graham Ball.

The testing operation took 402 to interfaces at Islington Junction, Macarthur, Kiama and Bowenfels, testing radio signal coverage and quality; some areas being required to be traversed at no more than 37kph. To support the testing 402 was again fitted with temporary roof mounted antennas, a speed radar unit and other test equipment. This was 402's first big outing in some time and its fine performance confirmed the success of the recent radiator overhaul and other numerous works that it has received.



*Clockwise from above: One of the new roof mounted DTRS antennas temporarily installed for testing on 402 (photo: Eileen Brackett). While waiting for the road the test train crew with the Sydney Trains and Huawei representatives enjoy the sunshine and sea air on Kiama platform (photo: C. Gull). 402 was stabled overnight in the Kiama down siding and with the local service returning towards Nowra was moved out into the Kiama platform and followed once the section to Berry was clear (photo: S. Table). Between radio test runs 402 was refueled at Berry to allow the local "squirt" to pass on its journey to and from Kiama. With the test train safely locked away set 2809/2859 passes on an Up service (photo: C. Frame). On board testing equipment included an additional ICE radio unit which is seen here being configured by Sydney Trains Operational Technology Group officer Andrew Boardman (photo: C. Able).*



# OPERATIONS DIARY







*For the first time ever, CPH 1 and 7 head out of the Leppington storage facility on the newly opened South West Rail link during their Tim Hares Travel The Triangles tour. (Photo: A. Coble)*



*During 402's DTRS testing duties, overnight accommodation in Eskbank Yard was provided courtesy of Tim Elderton, Managing Director of the Lithgow Railway Workshop. LRW have just completed the overhaul of their 660/720 diesel train and the opportunity to pose the trains and their masters together for a group photo could not be resisted. 661/726 is destined to provide shuttle duties at Byron Bay from mid next year following a short period of trials and tours in the Central West. (Photo: B.Snakes)*