

Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED

MARCH 2016

www.railmotorsociety.org.au

Patron: Rear Admiral Peter Sinclair AC



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RAIL MOTOR SOCIETY PATERSON

MAITLAND
Hunter Valley

SOCIETY NEWS

Vale Grahame Leslie Heggie (1949-2015)

The Society is saddened to report the passing of member Grahame Heggie, aged 66 years. While Grahame had a lengthy battle with cancer, he enjoyed a brief period of reasonable health following abdominal surgery in 2013. Unfortunately, the cancer returned and despite further rounds of surgery, his health continued to decline. He was admitted to a palliative care hospice mid-2015 where he passed away peacefully on 28th December 2015.

Grahame came to the Society in 2007 as part of the Centrelink Voluntary Work Initiative for Over 55s and became a very active working member at Paterson. While not having any formal trade qualifications, Grahame was able to turn his hand to most things mechanical or engineering oriented and provided many useful examples of his handiwork over the years. Grahame was also heavily involved in motor vehicle restoration and speedway. Known to his speedway mates as "Hegg", he was better known to everyone at Paterson as "Little Grahame" (to distinguish him from "Big Grahame" and "Dungog Grahame").

The Society was able to gain the benefit of Grahame's extensive network of engineering and mechanical contacts for the numerous small engineering projects that are required around Paterson from time to time. Grahame was also happy to spend his spare time collecting materials from local suppliers and delivering them to Paterson for our various depot and restoration projects. On being nominated by the Society, Grahame was the recipient of an Office of Rail Heritage Volunteer Encouragement Award in 2010.

Grahame was farewelled at Beresfield Crematorium and afterwards at Beresfield Bowling Club on Wednesday 6th January 2016; 18 Society

members were in attendance. The Society extends its condolences to Grahame's family, friends and loved ones.

Grahame is pictured below receiving his 2010 Volunteer Encouragement Award in 2010 from the then RailCorp CEO, Rob Mason, and NSW Minister for Transport, John Robertson, at the Powerhouse Museum. This presentation to Grahame was in recognition of his extensive support of TRMS activities.



Vale Bruce Griffin

The Society is saddened to announce the passing of Bruce Griffin of Charlestown on Thursday 25th February 2016. Bruce joined the Society on 9th March 1994 and often accompanied his late brother Robin on tours.

A funeral service to celebrate his life was held at St. David's Presbyterian Church Charlestown on Tuesday 1st March 2016.

FRONT COVER: The Ordinary Train Staff for the East Greta Junction to Pelton section was carried on a Society service for the first time on Saturday 12th March. The journey along the South Maitland Railway is believed to be the first time a CPH Rail Motor has run on the line and is an achievement which has been a desire of the Society since the early days of operation. (Photo: S.G. Preston)

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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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Volunteer of the Year awards for 2015



Winner, Rodney Short, pictured above receiving his award from President Arthur Burgess. Runner-up Bruce Kingsford, who was unable to attend the Christmas function, is seen below receiving his award at Paterson from Secretary Bryan Hicks. Winner of the Encouragement Award was Bruce Gehrig.

Annual General Meeting

Members are advised that the tentative date of Saturday 9th April previously notified in the December edition of Paterson Points has been cancelled due to it coinciding with Steamfest. The formal meeting notice and associated forms will be mailed out to members as soon as a suitable date can be confirmed.

Election of five Board Members

In accordance with the Constitution the following five members of the Board will retire in rotation but will be eligible for re-election should they decide to nominate again — Cheryl Davies, Maree Hicks, Eric Larkins, Rodney Short and Michael Walsh.

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

Membership Renewals

Members are advised that subscriptions for 2016 are now OVERDUE. Unfinancial members are not eligible to vote at the Annual General Meeting.

New Members

Richard Davey of Thornton; Greg Duncan from Hinton and Rob Oyston from Lemon Tree Passage 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 on page 2).

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.

Volunteer Cabin Crew/Car Attendants

Members are requested to indicate their availability for trips by placing their name on the whiteboard in the Station Master's Cottage. If you are unable to do so please phone Bev. Walsh on 4958 3894 this will enable Bev to finalise rosters.

Engineering Report

As usual repair and overhaul work required by the fitters continued over the Christmas break.

CPH 7's converter was removed to rectify direct drive problems. The direct drive disc was removed, and rear of converter housing removed to allow the direct drive shaft to be taken out. This allowed the converter disc and pressure plate to be stripped. The converter discs, toggles and fingers were found to be worn and as a result hindered the converter going into direct drive. The converter was re-assembled using a replacement pressure plate and toggles as well as new discs. The converter was then reinstated and tested.

Reports of problems with CPH 3's converter had been noted with some fuel leaking out of the rear housing. The converter was removed and another unit that was reconditioned by the railway apprentices was installed as a replacement. During testing this unit has showed some faults that are being rectified.

SOCIETY NEWS



CPH 3 has been lifted within the Paterson shed to allow inspection and testing of the primary and secondary springs. (Photos: Bruce Kingsford)

The opportunity to remove CPH 3's power bogie was also taken to inspect the springs installed during its overhaul and confirm that they were still within specification. Following checks and some adjustments the power bogie was reinstalled.

Inspection of 402's problematic air-operated windscreen wipers identified that these were in need of replacement and a set of 600 class wiper motors have been modified and fitted for ongoing use.

The traditional end of year service work on all vehicles was also successfully carried out over the break, the engineering team enduring the usual hot Paterson conditions.

Infrastructure news

While depot activities were scaled down over the Christmas – New Year period necessary activities and some initiatives continued and the efforts of the infrastructure team should be reported. Due to heavy rain in early January some minor depot flooding occurred but the severity of this was significantly less than previously experienced, largely due to the ongoing maintenance efforts including drainage improvements and clearing.

On Saturday 13th February during the shutdown on the North Coast Line a group of infrastructure team volunteers repositioned the storage shipping container from the area at the back of the shed adjacent to the Goods siding to a new location near the Northern end of the shed adjacent to 3 road. With the container now in this more convenient position it will be used for the relocation and storage of parts currently housed in the K.B. van.

We would like to thank Ian Sneddon Transport of Branxton for his assistance with moving this container, his expertise made this move easy. We would also like to thank ARTC for their co-operation which ensured the easy completion and success of this operation.



With the lifting truck in position the container is about to be moved from its long-term home and over the fence for transporting. (Photo: Rodney Short)



With many hands assisting and supervising, the container is moved from the end of the shed into its new position. (Photo: Rodney Short)

Operations Report

– Bruce Agland, Operations Manager

Completed Operations 2015-16

15 November	Maitland Markets, ex Taree (620), McKellar
18 November	Broadmeadow–Sydney (402), Sydney Trains
22 November	Radio Testing (402), Sydney Trains
2 January	Dungog, CPH 1 & 7 trial
17 January	Kiama-Berry (CPH), ARHS
23 January	Tamworth (620), Rotary
5 March	Goods Lines Centenary, ARHS (CPH)
12 March	Cessnock Line Familiarisation, TRMS (CPH)

Operations for 2016

9-10 April	Steamfest, Paterson shuttles and Mt Thorley Line
April	Various lines, RailTrak Ballast Inspection (402), dates to be confirmed
23 April	Hawkesbury, Peter King (620)
4-12 May	Grand Circle, Insights (620)
13 May	Scone Cup, TRMS (CPH)
13 May	Sydney, ARTC (402)
21 May	Cessnock, ARHS (CPH)
11-14 June	Coonamble/Cobar, ARHS (620)
24-25 September	Blue Mountains, Private Charter (CPH)
22-23 October	Murrurundi, Stanford (maybe CPH & 620, TBC)
1 November	Hawkesbury, Rotary (620)
19-20 November	Gulgong, Peter King (620)

South Maitland Railways Operations

Thanks to the efforts of Vice President Rodney Short and Operations Manager Bruce Agland, it is pleasing to report that an Interface Agreement has now been signed enabling the Society access to the South Maitland Railway (SMR). The agreement allows us to access the 24 kilometres of track owned by the SMR from East Greta Junction to the interface point just beyond the former Bellbird Junction which was the junction for the lines to Cessnock Station (and Aberdare Extended Colliery) and Kalingo Junction. The line beyond this point to Pelton is the property of the Austar Mine and the Society does not have access to this portion of the line.

This agreement is the culmination of many attempts by the Society to gain access to the SMR line over the past 30 years. Previous attempts were generally thwarted for reasons of insurance cover for passenger operations however this problem has now been overcome.

The Society's first operation over the South Maitland Railway on Sunday 12th March, saw CPHs 1 and 7 run to the location of the former Bellbird Junction and return. A stop at Neath was made on the return journey to confirm passenger management arrangements at the platform. This run was for route familiarisation purposes for our local crews prior to the operation of our first revenue service on the line to be run on the following Saturday, 19th March.

It is expected that the Society's operation over the line will become a popular outing request particularly to partake of lunch or dinner at Neath.



Upon return to East Greta Junction, Society representatives (L to R) Stafford Payne, Arthur Burgess, Eric Larkins and trip organisers Rodney and Trish Short along with other crew and supporters grouped to thank SMR Signalman Peter Tippett for his assistance during the Society's inaugural run. (Photo: S.G. Preston)

SOCIETY NEWS



Rolling along the characteristic branch line track, CPHs 1 and 7 head west through East Greta (now Gillieston Heights) on the outward journey. (Photo: Nathan Chapple)



Amongst the travellers on the inaugural SMR trip was Society public officer and newsletter editor Geoffery Murray. Having made a great recovery since his recent illness Geoff was given clearance to participate in the outing and clearly enjoyed touring with the Society again. At Neath platform the Society's editorial team including graphic designer Karina Murray and assistant editor Stephen Preston were photographed to record their celebration of Geoff's return to good health and their journey together. (Photo: Rod Short)

Rotary Rail Cruise to the Tamworth Country Music Festival

Saturday 23 February 2016

– Peter Macfarlane



Car attendant Margaret Pantlin stands with 721/621 at Tamworth platform ready to receive the passengers returning from the festival. (Photo: Joseph Hupp)

2016 is the sixth year Maitland Rotary Club has conducted this event. The club never seems to fail getting bums on seats and this year was no exception. Ninety one people booked for the trip which made an early start from Telarah at 0508hrs. Unfortunately two passengers misread their tickets and arrived at 0515 which was too late as the train had already departed on time so as not to miss its path around the Farley triangle and onto the main north line between down coal services. The two late passengers drove up so the final passenger count was eighty nine.

Passengers were picked up from Lochinvar, Greta, Branxton, Singleton and Muswellbrook. We had a good run through to the top of the range at Murrurundi where a short stop was made to let 621 cool down before entering the tunnel and continuing on to Werris Creek arriving at 0845 for a quick crew pick-up and continuing to Tamworth station at 0915, ahead of the table.

Our allocated timetable allowed for us to be terminated at Tamworth and return to stable at West Tamworth so as not to block the Up Northern Tablelands Explorer service, with a bus arranged to transport our passengers to the town centre.

Our crew were able to unload our happy partying punters well ahead of the grand parade and return to West Tamworth to stable the train as the Tamworth dock platform which had been used on previous trips was booked out of service.

Our crew started to walk to the town centre but after 200 metres the heavens opened and the rain bucketed down. Luckily a bus came along to take them the rest of the way.

The afternoon departure was at 1800hrs and a quick run was made back to Werris Creek where we said goodbye to John Currey and Bruce Matthews who were our Werris Creek-Tamworth crew. We crossed a coal train enroute to Ardglen, where again we gave 621 a spell on the long 1 in 40 climb before entering the tunnel. This break allowed control the time to move a coal train into the loop beside us, and then a spirited run homeward saw us arrive ahead of the table.

The assistance from the controllers at ARTC and John Holland was amazing and ensured our trip was a success as did Driver Rod Short who did his utmost to keep the various controllers informed which was one of the reasons things went so well.

My thanks to all our crew — Rod Short, Eric Larkins, Fitter Bryan Hicks, Cabin Crew Margaret, Trish, Bruce and Greg and of course our Werris Creek crew of John Currey and Bruce Matthews.

I can only hope that we can do the same next year, our passengers had a great day and partied all the way home.

TOUR REPORT

New Zealand Revisited

– Article by Graeme Bedwin



The yet to be restored "Vulcan" RM57 is seen in storage at the Ferrymead Heritage Park in Christchurch. (Photo: David Taylor)

Some astute readers might remember an article I wrote about two years ago, about the restoration of rail motors by the Pahiatua Railcar Society which is based on the North Island of New Zealand, north of Wellington in the Wairarapa. The visit to Pahiatua was part of a rail enthusiasts tour organised by ARHS NSW and led by TRMS member Spencer Ross.

Towards the end of that tour Spencer hinted strongly that he might organise another tour in two years time on the South Island. True to his word, Spencer came good with a spectacular 2015 tour.

It started in Wellington on Saturday 17th October, a few passengers departed Sydney on the Friday and flew to Auckland so as to ride the Kiwi Rail Northern Explorer train down to Wellington.

What a thrill it was to ride in the unique open carriage behind the locomotive as the train ascended the Raurimu Spiral, listening the throaty roar of the GM powered diesel up front. I shudder to think what the authorities here would make of such a vehicle on our so called express trains.

After joining the main tour party in Wellington, we made a return visit to the Silverstream Heritage Railway Museum at Upper Hutt where I was reacquainted with their Art Deco "Standard" rail motors RM 30 and 34 as well as their steam and diesel locomotives.

Once again the people at Silverstream showed their superb hospitality by bringing everything they could out for us to savour and ride behind. They even provided a magnificent morning tea before we headed to the ferry terminal to await the departure of our inter-island ferry to Picton.

This turned out to be the Aratere, one of three Kiwi Rail owned ships plying the Cook Strait providing the vital link between the North and South Islands. It is the only one capable of taking rail wagons and it was interesting to watch the remotely controlled shunting locomotive removing the wagons heading north before positioning the south-bound ones on board.

Ironically, when we were in New Zealand two years ago Aratere was away having an additional section spliced into her, thereby increasing the passenger and cargo capacity significantly. From the outside it is impossible to identify the modification but when walking around the interior of the ship the old and new sections became obvious.

After sailing up Queen Charlotte Sound and docking at Picton, we adjourned to our motel for the night. Following a good night's rest we made our way back to the railway station (located right alongside the ferry terminal) to view the star attraction of the trip – steam loco AB 608. A 4-6-2 named *Passchendaele* which was built in 1915 and



The author poses with the record breaking "Vulcan" RM 50 at the Ashburton Plains Museum south of Christchurch. (Photo: David Taylor)

restored to full working order in time to commemorate the centenary of both it and the battle in Belgium after which it is named.

The loco was restored by Steam Incorporated which is based at Paekakariki north of Wellington on the Main North Trunk Line. Two years ago, as we headed north out of Wellington, the Northern Explorer slowed to a crawl and the PA announced that the visitors from New South Wales should look to the right. The Steam Incorporated boys had positioned 608 outside their workshop especially for us.

The AB and its six beautifully restored vintage carriages would be our companions for the next six days as we travelled from Picton in the north down to Bluff on the southern tip. Overnight stops were made in Christchurch, Oamaru, Dunedin, Invercargill and Dunedin. Our final burst with steam was over the Taieri Gorge Railway between Dunedin and Middlemarch. Here we joined our coach which, up to this time, had been accompanying the train with our luggage and providing transfers to and from the motels each morning and evening. We would now be exploring the west coast while the train continued back to Dunedin and up the east coast to Picton.

We visited Queenstown for a ride on the century-old steamship *TSS Earnslaw* on Lake Wakatipu, nearby Wanaka and its huge Transport and Toy Museum, Fox Glacier, Geymouth, Westport and then back over the alps through Arthur's Pass to Christchurch.

It's hard not to be moved by the devastation still very evident in this beautiful city following the 2010/2011 earthquakes.

Another highlight was enjoying a three-course dinner on the Tram Restaurant, a converted ex-Melbourne W2 tram, as it trundled around the city for three hours. I'm not sure how they managed to prepare and serve 36 meals, with a choice of three dishes for each course, out of the cramped centre section of the W2.

The main reason for writing this article is to acquaint readers with the preservation of members of an additional class of railcar that reside on the South Island.

These are what were called the Vulcan railcars and were a progression from the double-ended, Standard cars built in 1938 for the North Island. They were built by the Vulcan Foundry at Newton – Le – Willows in England in 1940-1942 and are powered by a 250hp, 6 cylinder, Danish Frichs diesel engine with a five speed epicyclic gearbox. Like their northern cousins, they were double-ended but could work in multiple with other members of the class.

Nine of the Vulcans made it to New Zealand but unfortunately the tenth was lost at sea when the ship it was on was sunk by a German u-boat in 1942.

A three axle A-1-A bogie sits under the engine with a two axle bogie under the other end. They are 68 feet long and seat 48 passengers in two compartments and only ever ran on the South Island. They were intended to operate on the lines out of Christchurch to the West Coast and also from Dunedin to Cromwell.

The arrival of some 88 seater "Fiat" twin sets in 1955 reduced their operating domain somewhat and some were used on the Dunedin suburban services. All were active, even on so called express services, until their withdrawal in 1978.

RM50 is preserved at The Plains Vintage Railway and Historical Museum at Ashburton south of Christchurch. This unit had the honour of setting the New Zealand rail speed record when, on 25th October 1940, it achieved 78 mph (126 kph) between Springfield and Rolleston on the return run from Greymouth over the Tranz Alpine line.

If you hark back to my previous article you will recall the incredible restoration of the Fiat articulated twin set by the Pahiataua Railcar Society. That project could be described as awe-inspiring to say the least but what the Plains Museum achieved albeit with a steam locomotive is jaw-dropping.

TOUR REPORT

K88 is a classic old-time American 2-4-2 built by the Rogers Locomotive Works in New Jersey (USA) in 1877 and hauled the first express passenger train from Christchurch to Dunedin in 1878. It was withdrawn in 1927 and, along with several other locomotives, was dumped in the Oreti River to prevent erosion of the river bank. K88 was removed from the mud in 1974 and trucked to Ashburton for restoration. The fully restored locomotive re-entered service in 1982, with its original boiler which was condemned in 1987. K88 re-entered service in 2002 with a new all-welded, Belpaire-style boiler. The before and after photos of this locomotive are incredible. It looks magnificent and is still providing excellent service.

The Ferrymead Heritage Park in suburban Christchurch is home to many organisations preserving many forms of history. We, of course, were interested in the trams, buses and trains.

The Canterbury Railway Society, based within the park, is the home of Vulcan RMs 51, 56 and 57. RMs 51 and 56 are in immaculate condition and see regular service but No. 57 looked a bit forlorn and unloved when we visited.

The members made us most welcome and gave us rides on their immaculately restored two-car English Electric ex-Wellington suburban set and several vintage electric locos as well as tram rides around the park.

We did catch a glimpse of one of the Japanese-built Silver Fern railcar sets as our steam train departed Dunedin heading south. This unit is leased to Dunedin Railways (also known as the Tiaeri Gorge Railway) for services it operates along the spectacular coast between Dunedin and Palmerston. The other two units still reside on the North Island. Hopefully, their story can be told in a future article.

MUDGEE MINIATURE RAILWAY

Hawkesbury River Rail Cruise – Saturday 23rd April 2016



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. Zarapito* for a four hour cruise along the majestic Hawkesbury River, including lunch on board.

We depart Broadmeadow at 9.00am with pick-up and set-down stops at Maitland, Cardiff, Fassifern and Morisset.

Cost is just \$160 per person, this includes train travel, boat cruise and lunch. Fares can be paid by instalment with a 10% deposit and the balance due by 31st March 2016.

Please note that there is no lift at the Hawkesbury River railway station, this may be a problem for anyone with mobility problems or wheelchairs.

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 *M.V. Zarapito* is operated by the Riverboat Postman

CPH RAIL MOTORS TO CESSNOCK — SATURDAY 21ST MAY 2016

Join ARHS NSW Division Tours and The Rail Motor Society on a rail tour to Cessnock. After many years, access to the South Maitland Railway has been granted to the Society to operate a heritage train along this once very busy and fascinating line. The line in its heyday was double track with many junctions along its length to the Coal Mining activities of the South Maitland Coalfields. Join the 7.15am Intercity Train from Central to Broadmeadow to join the CPH Rail Motors for the journey to Cessnock. Departing Broadmeadow we will travel via Waratah and the coal road passing the new QR Aurizon facility at Hexham and on to Maitland to join the branch at East Greta Junction. Pass Aberdare Junction, Bee Siding, North Kurri Kurri, Weston, Abermain, Neath to Bellbird Junction. Our local mines historian Ed Tonks will be on board to provide a commentary as we pass or pause at relevant locations to hear of “what was there”. Return to Neath platform and take the short walk to the Neath Hotel for lunch. The return journey will depart Neath at 2.13pm to return to Broadmeadow to connect with the Intercity service to Sydney at 3.33pm, due to arrive at Central at 6.10pm.



Photo: S.G. Preston

Tour cost includes a two-course lunch at the Hotel and morning tea on board. Cool drinks and Rail Motor Society souvenirs will also be on sale. Historic line side notes will be distributed on departure from Broadmeadow.

BOOKING FORM

Mail to: ARHSnsw Tours, 67 Renwick Street, Redfern NSW 2016
 Fax to: (02) 9699 1714
 Book at: The ARHS Book Shop, 67 Renwick Street, Redfern NSW 2016

Please book me on the CPH to Cessnock Tour on Saturday 21st May, 2016.

Name _____
 Address _____ Postcode _____
 Contact telephone no. _____ Email _____
 Membership no. _____ I will join the train at _____ Station
 Name(s) of accompanying person(s) _____
 Please advise any special requirements (e.g. accommodation, dietary) _____

ARHS & TRMS Members and Guests _____ Seats @ \$110.00 (GST Incl) \$ _____
 Non Members _____ Seats @ \$120.00 (GST Incl) \$ _____
Total (GST Incl) \$ _____

Preferred Payment by (please tick):
 Cash Cheque EFT transfer (contact the ARHS office) OR debit my VISA/Mastercard for \$ _____
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Tickets and timetable confirmation will be posted to your address 10 days before departure.

ARHS (NSW) TOURS INFOLINE: 9699 4595 or 0428 333 443

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 Refunds: up to 30 days prior—90 %; less than 30 days to 7 days—50 %; less than 7 days—NO REFUND

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



While Neath is no longer an SMR safeworking location many familiar landmarks remain at the station precinct including the Up and Down platforms, station name boards and Signal Box building. Unlike the station, the famous Neath Hotel continues to trade and serve its customers. (Photo: S.G. Preston)



At East Great Junction the trip participants gathered briefly on the platform discussing the success of the event whilst the SMR's traditional (and still in use) McKensie and Holland semaphore signalling apparatus stood guard. (Photo: S.G. Preston)