

Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED

OCTOBER 2016

www.railmotorsociety.org.au

Patron: Rear Admiral Peter Sinclair AC



PRINT POST APPROVED PP100003904



RAIL MOTOR SOCIETY PATERSON

MAITLAND
Hunter Valley

RAIL TOURS

All aboard! TRMS RAIL TOURS



→ ARHS NSW Division

A CHRISTMAS PARTY AT THE SYDNEY TRAMWAY MUSEUM, LOFTUS TO CELEBRATE THE 90TH ANNIVERSARY OF THE ELECTRIFICATION OF THE ROYAL NATIONAL PARK LINE

Sunday 11 December 2016

ARHS NSW invites all members and their guests to come and celebrate at our end of year festivities. Join Sydney Trains Heritage Set F1 restored single deck electric train for a journey over lines that were part of the ongoing electrification extensions to the metropolitan railway system opened 90 years ago.

This trip will start at Central Station Platform 21 and travel to Museum and St James (opened 20th December 1926), then proceed around the City Circle to Bankstown via Sydenham. The Sydenham to Bankstown line electrification opened on 24th October 1926. Reverse at Bankstown and then again at Sydenham to proceed to Oatley. Electrification from Oatley to Sutherland opened on 16th August 1926 and the Royal National Park on 24th December 1926. Our train will continue on to Loftus and Waterfall before returning to Loftus where we will leave the train and transfer to the adjacent Sydney Tramway Museum. Specially arranged tram rides over the line to The Royal National Park and Sutherland will continue the 90th anniversary celebrations in a variety of trams from the collection not used in regular service throughout the afternoon. A spit roast lunch and drinks will be provided. At the conclusion of the day's activities members and guests will be free to make their own way home.

Tickets: Members and guests \$85
Non-Members \$95
Train journey only \$45

For bookings and more information:

- Bookings at ARHS NSW Bookshop
- ARHS NSW Tours Infoline 02 8394 9019 or 0428 333 443
- Booking form also available in the October 2016 ARHS NSW Members Newsletter, page 5

→ ARHS NSW Division and The Rail Motor Society

OUR ANNUAL SUMMER'S DAY ON THE SOUTH COAST — A TOUR WITH RAIL CARS 621/721 —

Sunday 22 January 2017

Join ARHS NSW Tours and The Rail Motor Society on our annual journey over the Illawarra Line to Kiama, Berry and Nowra (Bomaderry). Our tour will commence from the Paterson Depot and pick-up passengers at Maitland, Broadmeadow, Cardiff, Fassifern, Wyong, Gosford, Hornsby, Epping and Strathfield on our way to Sydney Central where we expect to depart at about 9.30am. There will also be pick-ups at Hurstville and Sutherland.

Enjoy a Devonshire morning tea whilst travelling south along the magnificent scenic Illawarra Line with the spectacular vista from Stanwell Park to Thirroul and Wollongong and further coastal views along the line to Kiama and Nowra (Bomaderry).

This year we are offering a choice of destinations:

Option 1

Leave the train at: (a) Kiama to visit the Seaside Markets, walk to the famous Blowhole, have a picnic beside the water or choose a local restaurant for lunch; or (b) leave the train at Berry to spend more time in this quaint historic village to enjoy a choice of luncheon venues and explore the village centre.

Tickets: ARHS NSW and TRMS Members and guests \$115
Non-Members \$125

Option 2

Travel to Nowra (Bomaderry) for a two-course fish and chips, salad and dessert lunch with tea or coffee at the Bomaderry RSL Club. Our return journey will depart Bomaderry and return to Berry where we will allow an hour for those who would like to take the short walk to explore the village with its unique business centre and shops. Return to Sydney is expected to be at 7.00pm, then continuing on to Paterson.

Tickets: ARHS NSW and TRMS Members and guests \$130
Non-Members \$140

Book early for this relaxing day out. A great Christmas gift voucher for this tour is available on application. Tour cost for both options includes the Devonshire morning tea and afternoon tea served at your seat. Cool drinks and TRMS souvenirs will also be available on board during the journey. Historic line side notes including the STN will be distributed on departure from Central.

For bookings and more information:

- Bookings at ARHS NSW Bookshop
- ARHS NSW Tours Infoline 02 8394 9019 or 0428 333 443
- Booking form also available in the October 2016 ARHS NSW Members Newsletter, page 6

FRONT COVER: Not all Society long distance crews are rostered as couples, some are just good friends! During the recent ARHS Western tour crew and steed gathered together at Coonamble for a commemorative photo. Pictured are (left to right): Steve and Cheryl Davies, Bruce Matthews, Lorraine Corcoran, Mick and Bev Walsh, Rodney Short and Western Division representative Phil Smith.



Secretary's Report

– Mick Walsh

First up I would like to thank all those members who returned their member communication update forms that were included with the last newsletter. It would be appreciated if those that have not yet done so could return them to the Secretary. Up-to-date records help with the efficient communication and administration of the Society.

The Society received good news with the announcement that we had received a grant on a dollar-for-dollar basis for an annex on the eastern shed wall to cover the fuel tank bund and to extend to the goods shed. This will make the "KB" goods van surplus to requirement and will be offered to other museums.

Those of you who have been around the Depot lately will have noticed that we have purchased, and are using, expandable safety barriers to define any hazards in and around the shed.

At a recent Board meeting held prior to the Annual General Meeting it was decided that the Board would set out a business plan for the coming year. Expressions of interest for proposals to be included in the plan were sought from members. The response was very good with an ample number of submissions

forwarded on and a list of proposals was drawn up to be submitted to the Board for consideration. At the Board meeting 16th July 2016 these proposals were discussed and prioritised. As there was an extensive list it was decided to pick the top three priorities and the others be prioritised at subsequent meetings.

The proposals that were chosen are, in order:

1. As we had received a grant and the money had to be spent by mid next year, the shed annex would be our priority.
2. Although not considered any less a priority, a job that has badly needed doing for some time was the upgrading and surfacing of the car park. This has already commenced under the guidance of Eric Larkins.
3. 402's wheels are getting near the end of their life. Not only is this unit a good source of income for the Society, the safety aspect is important and it is something that has to be done sooner rather than later.

It was also decided that going forward, a sub-committee and Project Manager be appointed to oversee each project. Ideally this sub-committee will be made up of the stakeholders of the job in hand, the Board also welcomes input and participation from all volunteers. If you would like to contribute, please put your name forward.

Our Treasurer John Redman and his assistant Cheryl Davies have been doing a lot of work behind the scenes to modernise our banking procedures, with an emphasis on electronic banking. Part of this process is to setup direct debit arrangements with our members for any reimbursements and deposits to our account. There are new forms available from

the Treasurer if you wish to opt for these arrangements.

On the crewing front, form has been designed for our Train Managers to enable them to break down costing for each trip (e.g. catering, accommodation, taxis, etc). The form will be attached to the Train Manager's Report and will need to be completed and returned to the Treasurer by email, fax or placed in the mail box in the Station Master's cottage.

First aid certification and recertification was held on 30th July 2016 at the Girl Guides Hall, Mount Hutton. Members in attendance were – Bruce Gehrig, Greg Duncan, Bryan Hicks, Mark and Jan Oxford, Stephen and Cheryl Davies, Grahame and Margaret Pantlin, Mick and Bev Walsh; all obtained their certificates.

Our communication meetings, which are held monthly at lunchtime on our workdays, appear to be working well as a platform for the exchange of information between the Board and volunteers.

We welcome our new Welfare Officer in Bruce Gehrig. Bruce will be around checking on members who are not going so well, introducing our new volunteers and familiarising them with the Depot and facilities, etc.

As always we would welcome more volunteers at our Wednesday workdays. Our Infrastructure Manager Eric Larkins is very short-handed at present and would welcome any assistance. If weekdays don't suit you there are usually people at the Depot most Saturdays, we would appreciate your help. If you have time to spare and would like to meet and socialise with like-minded people, please don't hesitate to contact the Secretary, you will be more than welcome.

Life membership awarded to Beverley Redman

The Society Executive is pleased to announce that at the last Annual General Meeting a motion to award Life Membership to Beverley Redman was unanimously approved. Beverley's award reflects her long-standing service to the Society which commenced with her joining on 4th January 1991. Bev and husband John, who joined the Society on 4th May 1990, became regular car attendants on tours and were soon responsible for the management of onboard services for passengers. In the days when large thermos canisters were used on trips to provide hot water, Bev and John would stay the previous night in the Paterson Station Master's cottage to keep an eye on the large urns which operated overnight in readiness to fill the thermoses with boiling water ready for departure the next morning. They performed this function together for many years, Bev later also took on the responsibility of rostering members for car attendants on tours.

Bev was first elected to the Society's Management Committee at the AGM on 15th March 1997 and has served in that capacity since then, a total of 19 years. Congratulations on your award Beverley, the Society thanks you for your many years of dedicated service.



Beverley was presented with her Life Membership certificate by Society Secretary Mick Walsh and President Arthur Burgess.

DIRECTORY

The Rail Motor Society Incorporated Depot & Museum

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

President

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

Vice President

Rodney Short
Phone: 02 4932 6967
Email: short_rodney@hotmail.com

Engineering Manager (Infrastructure) and Train Crewing Manager

Eric Larkins
Phone: 02 4966 1549
Email: eric.larkins@bigpond.com

Secretary

Michael (Mick) Walsh
Phone/Fax: 02 4954 4904
Email: trmssec@bigpond.com

Treasurer

John Redman
Phone: 02 4948 8769
Email: trmstres@bigpond.com

Operations Manager

Bruce Agland
Phone/Fax: 02 4996 4666
Mobile: 0416 224 531
Email: aglandb@bigpond.com

Engineering Manager (Rolling Stock)

Stafford Payne
Phone: 02 4948 8521

Editor (Publications)

Geoff Murray
1/10 Seaspray Close
Caves Beach NSW 2281
Phone: 02 4971 4114
Email: geoffanna64@hotmail.com

Assistant Editor

Stephen Preston
Phone: 0407 016 133
Email: sgp33@bigpond.net.au

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

Correspondence to be addressed to:

The Secretary
PO Box 445
Charlestown NSW 2290



THE END OF AN ERA

– Bryan Hicks steps down as Secretary

Following the Society's Annual General Meeting on Saturday 14th May, Secretary Bryan Hicks announced his retirement from the position after 18 years of dedicated service in that capacity. Bryan retains his position as an active member of the Board of Management. Michael Walsh was subsequently elected as Secretary.

As a foundation member (Number 2 on the membership roll) Bryan was awarded Life Membership in March 2006, and today he is the senior member of our Society.

Bryan has many memories and anecdotes to share about the early days of the Society. Some of his favourites are the delivery run of the CPHs to Paterson on New Year's Eve 1985, when amidst a cloud of steam from boiling radiators combined with an abundant amount exhaust smoke, the Station Master at Hornsby calmly requested all to board the steam excursion when they were about to depart. On the same journey, there was an attempt to turn the rail motors at Hamilton Junction when half wanted to go to Newcastle and the other half to Paterson.

Bryan became the infant Society's first "Fitter" by default, being a motor mechanic by trade and an ex NRMA service man he was the obvious (and only) choice for the job. Bryan was an excellent NRMA service officer and "saved" me on several occasions (*Assist Ed*). CPH rail motors lacked many motor vehicle features but there were a myriad of other components such as torque converters, compressors, magnet valves, a unique electrical system, bogies and radials clearances to become accustomed to. It was a very steep learning curve for Bryan, he was fortunate to have Graham Ball from Eveleigh Workshops as a mentor and coupled with his own skills and natural problem solving ability the Society ventured forth on many memorable trips.

In the early days we did not have the wide range of facilities available that we have today and it is a credit to Bryan and the other volunteers of that era to restore two rail motors out in the open at Paterson, considering the scorching heat of summer and freezing winds that blast through our Depot in winter. Bryan will also relate that changing transmissions with the simple expedient of having a hole dug by a backhoe between the rails to substitute for a pit was no easy task. However, the volunteers soldiered on with what, in today's terms, would be considered sub-standard facilities and brought us to where we are today.

Over the years I have shared many trips with Bryan, a particularly memorable one springs to mind. We were working a trip between Gulgong and Binnaway over the Australia Day period. In order to keep up the service we had additional fuel supplies on board in 20 litre drums and these were being carefully poured into the fuel tanks one at a time by Bryan. A little later Stafford Payne came looking and asked where the drum of spare engine oil was and it appeared that this too had also gone into the fuel tank. Despite a "belly full" of the engine oil, the good old Detroit's never missed a beat all the way home, and with no excessive smoke!

Bryan is also renowned for misplacing his keys and has been rewarded on a number of occasions with the annual Mislaid Award at the Paterson Depot Christmas Party.

Bryan served a number of terms as Vice President in the early days until his business commitments and a bout of ill-health kept him away from Society activities for a few years. Bryan rejoined the Committee of Management in 1992 and has served as a member continuously since then. Following the sudden resignation of the then incumbent Secretary, Bryan happily stepped into the position back in 1994 and carried out the duties with zeal and dedication.

In the early years the catering services, to which we have become accustomed, were less formalised than today. Bryan's wife Maree handled all of the catering involved in all of our early tours. These included our first weekend tour to Dubbo in 1988, many "Wybong Wine Tasters" and "Murrurundi Meteors" and our early New Year's Eve Mystery Tours. Maree's efforts in this regard set the standard for our future operations and we gratefully acknowledge her most valuable contribution to the early successes of the Society. Maree also served the Society as a member of the Management Committee, being first elected on 24th March 2007 and serving continuously for nine years up to the 2016 AGM.

New Members

Murray Harper, Ermington and Bill East, Bow Bowling are welcomed to the Society.

Off the Road

Beverley Redman continues to receive treatment and the Society extends its best wishes to her. Bob Walsh is also reported as having some time off and is wished a speedy return to duty.

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.

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 page 4).

Changed your address?

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

Operations Report

– **Bruce Agland, Operations Manager**

Completed Operations 2016

28 February	Cessnock Line Orientation, TRMS; CPH x 2
5 March	Goods Lines Centenary, ARHS; 620
9-10 April	Steamfest, Paterson Shuttles; CPH x 2 Mt. Thorley Line, 620
17-24 April	Various lines, RailTek Ballast Inspection; 402
23 April	Hawkesbury River, Peter & Lois King; 620
4-12 May	Grand Circle, Insights Tours; 620
13 May	Scone Cup, TRMS; 620
13 May	Sydney, ARTC; CPH x 2
21 May	Cessnock, ARHS; CPH x 3
10-14 June	Coonamble/Cobar, ARHS; 620
9 September	Rylstone (Kandos), ARHS; 620
17 September	Bowral, TRMS; 620
23-24 September	Katoomba-Halson; CPH
2 October	Berry, transferred from August; CPH x 3
22-23 October	Murrurundi, Stanford (TBC)
25 October	Stroud Road, Austin Healey Car Club; CPH
27-30 October	Metro, AMRA; CPH x 3
1 November	Hawkesbury, Rotary; 620
1 November	Muswellbrook Races, TRMS; CPH
13-14 November	Seymour, Cruise Express International; 620

Tentative Operations 2016

November	Port Kembla, ARHS
November	North West, ARE
	Track Inspections, North Coast, EJC/ARTC
	New Years Eve Mystery Tour, TRMS

Operations 2017

February	Dubbo, 2 days, Tailby
March	Wedding train, TBC
April	Seymour, 3 days, Cruise Express International
April	Steamfest
	Dubbo, 4 days, Mid-Coast Shuttles

Engineering Report

– **Stafford Payne, Rollingstock Manager**

CPH 1, 3 and 7 are all running well. Rail motor set 621/721 are now doing their fair share of the trips allocated, being the preferred rail motor at present and are handling it quite well.

We have fitted the 240V/1500W inverter ex HPC 402 in the 621 kitchen area, this replaces the smaller inverter/generator that was proving inadequate to supply enough power to run appliances efficiently. Included in this change out the wiring and power outlets were upgraded. New double pole GPOs were fitted and member Mark Oxford installed an RVD for protection of this circuit. This now gives us protection of the 240V supply in the kitchen area, the same as what you have in your home. HPC 402 has received a lot more work from various customers for radar and radio testing on ARTC and Transport for NSW networks and is handling it quite well.

During the last lot of radio testing undertaken for Transport for NSW it was found their testing antennas required raising above the height of 402's radiators. This task was commenced by Stafford Payne and completed by Les Davey and Mick Walsh over a two-day period. Lifting the DTRS antennas required the fabrication and installation of frames to accommodate the antennas. These frames were fitted and it has been suggested that 402 now looks like "The Flying Nun". HPC 402 then travelled to Broadmeadow to have the test equipment installed and tested.

HPC 402 had developed a problem, with some Drivers reporting it would not select direct drive on #2 transmission on many occasions. So it went into the workshop for this problem to be rectified. After lots of tests etc., the transmission actuator assembly was dismantled, all parts inspected and new rubber cups fitted to the piston assembly. After discussion and investigation it was found the air supply to the direct drive side of the piston was less than that required to make it work correctly. The conclusion was this was a design fault of the actuator. It was modified by realigning the air passage in the top of the actuator to allow an increase in the volume of air for the operation of direct drive. After reassembly and final adjustments to the positional operating linkages it was tested and found to be working faultlessly. A job well done.

History showed one of the CPH rail motors had the same problem, it was fixed this way, which assisted in the diagnosis of this problem.

With all these additional jobs being allocated the Mechanical Team are stretched to their limit, but we are all working together to achieve the end results to satisfy all over customer needs.



One of the lifted DTRS test antennas. (Photo: Mick Walsh)

Vale Ron Pirie

It is with great sadness that we report the passing of Society member Ron Pirie on 23rd September.

Anyone who has visited the Depot in recent years will know of Ron's incredible commitment and contribution to the Society which is already missed and will be long remembered. Ron was an unassuming and generous individual who constantly offered his assistance and friendly conversation. Ron's introduction to the Society was via Conservation Volunteers Australia working to assist Maree Hicks with the collation of the TRMS library. Soon his efforts extended to assisting Barrie Kingsford with gardening duties and general depot tasks and he joined the Society as a member. Initially living close by the Depot Ron often came to the assistance of other members at short notice and eventually moved into the Station Master's cottage to become the resident caretaker. In addition to his well known grounds duties Ron could also be relied upon to man trains when crew was required and assisted with the monthly open days proudly showing off his Depot. When trains were operating Ron would always have the depot gates open and the lights on to greet the incoming crew and would help make their early starts easier. Similarly on the return runs a phone call from Telarah was all that was needed for Ron to have everything ready for a straight run into the Depot and then he would lock up and clear the train after it was stabled and everyone else had left.

Ron fostered all manner of things during his time at Paterson and was awarded a Certificate of Appreciation in 2011 for outstanding efforts. In recent times Ron was unable to attend at Paterson but the results of his efforts continue to thrive and the bird life he encouraged sing in his absence. Ron's final departure was celebrated on Thursday 29th September by a large gathering with a eulogy offered by Bryan Hicks and 18 members who formed a guard of honor at the closing of the service. As one last act of support Ron had requested that donations be made to the Society rather than purchasing flowers for his service. Ron will be sadly missed by his four children, Colin, Jenni, Donna and Rhonda, eight grand children, extended family and friends. His passing is a great loss.



Ron speaks at the Society's Christmas party after being awarded a Certificate of Appreciation for his efforts. (Photo: B. Agland)

Restoration Report – CTC 51

– Jan and Mark Oxford

The 42-foot CPH rail motors were very popular with the travelling public in their day and several unpowered trailer cars were quickly built to cater for increasing patronage. These light weight trailer cars were mainly used on the more easily graded lines and had a wide variety of internal layouts over the years. A driver's cab at one end, seating for 40 to 60 passengers and/or a guard's compartment capable of taking a couple of tons of luggage were all possible.

With recent tours filling the three CPHs to capacity the possibility of having an extra car for additional seating or to allow one of the CPHs to be withdrawn for servicing is quite attractive. The restoration team has been working to return CTC 51 to service since 2010 but the tempo has quickened lately with the addition of some new volunteers and recent grants.

The roof was the largest job during the restoration and required the stripping of two layers of the original Malthoid covering and the complete reconstruction of both mansard ends as well as the gutters and the corners. The new roof has been covered with several layers of Emerclad, a special sealant that will keep it watertight but also allow it to flex as the wooden body moves during operation. It is finally finished and we were all relieved to get down from there after installing the vents and headlight.

Pictures at right and below show the progress on the interior of CTC 51 and the new roof.



Recently the team has:

- installed all the windows and attached locks, balances and handles;
- removed the tiles from the toilet floor;
- nearly completed stripping a stubborn layer of tar and glue from the central compartment floor so that lino can fitted throughout;
- removed ply which was covering the more attractive original walls and continued to remove shellac from the walls in preparation for a new finish;
- searched out new driver's compartment windows, some of the seats and wood for the trim between floors and walls;
- sanded and lacquered the drivers compartment window surrounds;
- installed temporary lighting;
- stripped and repainted the internal roof vent covers;
- continued to sand the outside in preparation for painting; and
- fitted the external doors and added their locks.

As many of the jobs such as floor and wall stripping and sanding are very tiring and tedious we all tend to move from one task to another so as not to become too overwhelmed.

Great work on the restoration of CTC 51 continues under the expert guidance of long term volunteers Alwyn Williams and Steve Davies. We have been very happy to have additional help from Greg and Warren during the last few weeks. Greg has been very busy sanding and painting the ceilings which are looking really good and Warren has been helping everyone with many different tasks.



There are smiles all round as Bruce Oxford records a group of visitors at the Depot Open Day which included a family of four and travellers from Taree and Forster.



Graham Shonberg is seen applying a primer coat to the BR carriage in preparation for finalising the exterior works. (Photo: Bruce Gehrig)

Infrastructure Report

– Eric Larkins

Over the last few months the group has been occupied replacing some roses and top dressing the gardens with sugar cane mulch, thanks to Mark and Jan Oxford for their efforts in these activities. If there are any volunteers who love gardening and mowing lawns I would appreciate your help.

Restoration work on the exterior of the TAM and BR carriages is also nearing completion, once that happens we will focus our efforts on the interior.

All the electrical extension leads and power tools in the Depot have been checked and tagged as OK by a qualified inspector, several leads were found to be doubtful and replaced. The main fire hydrant pump has been checked and updated with some parts being replaced.

The car park has been top dressed to improve the surface and access for members and Depot activities.

A scrap metal waste bin has been ordered for the collection and removal of light steel, with the current price of scrap metal a financial return is not expected but the yard will be cleaned up with surplus material removed.

In order to be prepared for maintenance of the grounds before the spring growth season commenced a new ride-on lawn mower was purchased. Previously it took most of the day to mow the Depot with an ordinary lawn mower, the task can now be completed in a quarter of the time with willing members seeming to enjoying their time on the ride-on.



Thanks to the photographic skills of Bruce Gehrig this scene of Mark Oxford on the new ride-on mower was captured during the accelerated Depot lawn management process now in operation.



The recently resurfaced parking and access area is a huge improvement for movements within the Depot. (Photo: Bruce Gehrig)

OPERATIONS DIARY

SMR TRAVELS



The Society's third outing onto the SMR line saw all three operable units used for another successful tour and lunch trip to Neath. In the photo above the platform at Abermain has clearly certainly seen more prosperous days but never before has it had three CPHs roll past its brick face. As captured by Stephen Preston CPH 7, 3 and 1 have dropped down Denman Hill and prepare to roll round the former Up platform in the Down direction.



721/621 ambles through the former platform of East Greta on its out bound SMR journey for the Maitland Rail Museum. (Photo: Bruce Gebrig)

OPERATIONS DIARY

WESTERN WANDERINGS

621/721 stands at Coonamble awaiting the return of its passengers.
(Photo: Steve Davies)



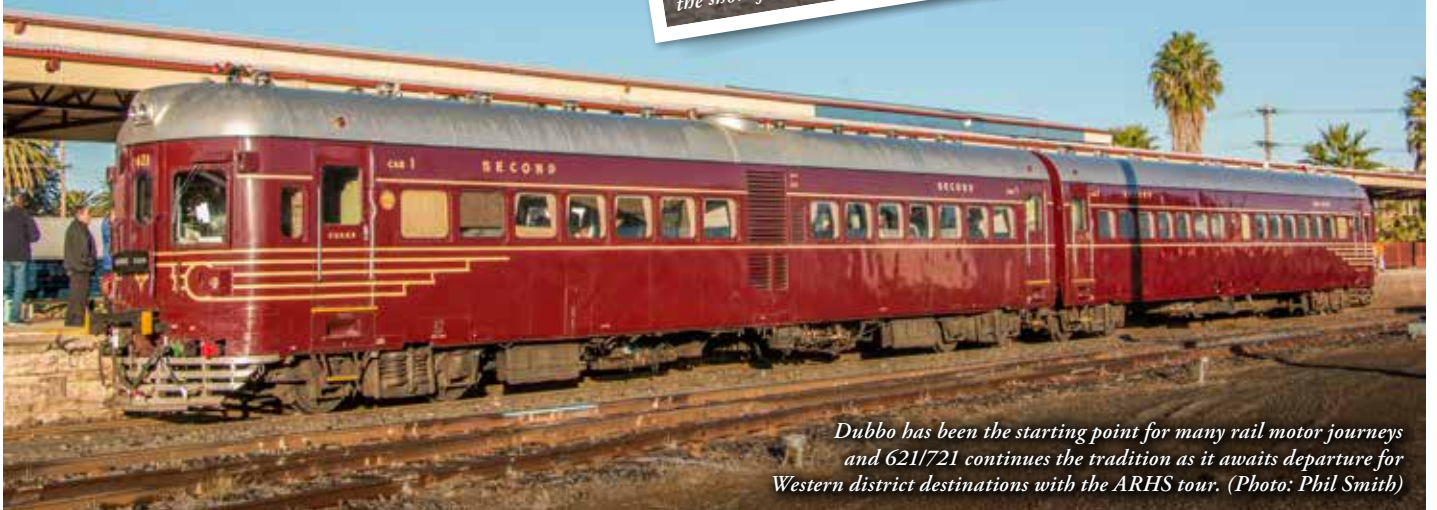
Locals flocked to Cobar station to view the visiting tour.
(Photo: Steve Davies)



While in Cobar car attendants Bev and Cheryl took the opportunity to inspect the preserved former Far West Children's Health Scheme carriage which is a remarkable survivor of that era. (Photo: Steve Davies)



The alighted passengers transfer to buses for the short journey to enjoy lunch. (Photo: Steve Davies)



Dubbo has been the starting point for many rail motor journeys and 621/721 continues the tradition as it awaits departure for Western district destinations with the ARHS tour. (Photo: Phil Smith)

OPERATIONS DIARY

NORTH COAST CHILL OUT



Gloucester bound CPH 1, 3 and 7 roll around into Telarah station at the start of their day out. (Photo: Bruce Gehrig)



Departing Bundook CPH 7 leads its two sister units back to Gloucester. (Photo: Bill Todd)



On Sunday 28th August a trip to Gulgong was organised by 350.org, Lock the Gate, the Nature Conservation Council and the Wollar Progress Association. Operated as a day return tour via the picturesque Ulan line and past several mine facilities a full complement of 90 passengers saw first hand some of the extent of coal mining in the Hunter and Western regions. Once at their destination passengers were treated to lunch at the local CWA hall and other delights in Gulgong while 621/721 rested at the platform.

13 May **Sydney, ARTC**

Long time Society customer ARTC again chartered the use of CPH 1 and 7 to inspect the Sydney metropolitan Freight network with a focus on upcoming projects and development opportunities throughout their lease area.

21 May **Cessnock, ARHS**

The Society's third outing onto the SMR line saw all three operable units used for another successful tour and lunch trip to Neath. In the photo on page 8 the platform at Abermain has clearly certainly seen more prosperous days but never before has it had three CPHs roll past its brick face. As captured by Stephen Preston CPH 7, 3 and 1 have dropped down Denman Hill and prepare to roll round the former Up platform in the Down direction.

10-14 June **Coonamble/Cobar, ARHS**

ARHS again took advantage of the June long weekend and also extended it to provide a comprehensive four-day tour covering many miles in the Western region. The initial journey started on Friday afternoon with 621/721 operating to Sydney to position it for an early Saturday morning departure west. Despite good weather the trip west from Sydney was marred by a loss of traction on a track "grease pot" whilst climbing the Blue Mountains and also 621's engine returning to idle which resulted in a push from an electric V-set interurban service. Passengers were detained at Lawson while the train was stabled in the refuge and scrutinised by Control, once approved all reboarded and continued their journey west to arrive in Dubbo for the first night of a two-night stay approximately two hours late.

During the following two days 621/721 operated on the lines to Coonamble, Cobar and beyond to the Cobar CSA junction. Day four saw another cool morning for the departure east to Sydney and ultimately Paterson. Apart from the diverse lines and scenery encountered during the trip this tour was also significant for the varied use of Society operational safeworking crew used which included Rod Short and Bruce Matthews (Paterson) and Col Monkerud, Ken Schmidt Phil Smith and Dave Oliver (Western Division). Other crew support consisted of Trish Short, Lorraine Corcoran, Bev Walsh, Cheryl and Stephen Davies as the onboard crew, and Mick Walsh as the Travelling Fitter.

2 July **Aberdeen Highland Games, Paterson Rotary**

Travelling as a pair for the first time CPH 7 and 3 combined to work the Paterson Rotary tour to Aberdeen for patrons to visit the annual Highland Games.

9 July **Maitland Rail Museum, SMR**

In keeping with the recent success of South Maitland Railway outings and the Society's support of kindred organisations, a tour using 621/721 was operated along the SMR to Bellbird Junction and return to Neath for lunch on behalf of the Maitland Rail Museum. The MRM is in the initial stages of establishing a museum on the former Mt Dee SMR locomotive depot site and would welcome contributions and involvement from interested parties. Contact with MRM can be made via tgscscons@netspace.net.au

OPERATIONS DIARY

NORTH-WEST CLUBBING



Raising the dust at Yanerjee 402 speeds past a surviving water column at the site of the former crossing loop during the cross country run to Binnaway. (Photo: Phil Smith)



Having travelled over many miles of timber sleepers track with the steel variety interspersed 402 has reached the current end of the Mungundi line and rests adjacent to the covered water tank at Weemelab. (Photo: Michael Baczynskyj)



Whilst at Binnaway 402 ventured onto the triangle and traversed the entire length of the Binnaway Wheat siding. (Photo: Phil Smith)

22-25 July

North West, ARHS 402 Club

ARHS tour outing with 402 are always popular and the tour of North West branch lines of the state operated in July was no exception. Travelling to Moree and stabling there for two nights, the seldom travelled northern branch lines to Weemelah (Mungundi) and North Star (Boggabilla) were traversed before south/west bound travel saw the group stay overnight in the former barracks at Binnaway. The return path home was made via Merrygoen and Ulan to Paterson. This tour saw a crewing reunion of former northern region loco inspectors Arthur Burgess and Michael Baczynskij performing driving duties over old ground with Mick Walsh managing 402's health as Fitter.

23 July

Gloucester Chill-Out

Trish Short organized another successful "Chill Out" run to Gloucester with a load of 110 passengers fully utilising the capacity of the three CPHs. Three ongoing shuttle trips to Bundook and return were also run again being popular with the locals.

29 July

TNSW Sydney Freight Facilities Inspection

Transport for NSW hired CPH 1 and 7 to operate to Sydney and run via the Sydney Trains and ARTC Metropolitan Network to inspect freight facilities. This included operation along the ARTC MFN and SSFL lines as well as passing freight terminals at Minto, Yennora, Clyde and traversing the newly opened Epping-Thornleigh freight relief line.

Operations Manager and renowned broadcaster Bruce Agland has the mic in hand and delivers a briefing to the participants travelling on the Transport for NSW Sydney outing.

28 August

Gulgong

On Sunday 28th August a trip to Gulgong was organised by 350.org, Lock the Gate, the Nature Conservation Council and the Wollar Progress Association. Operated as a day-return tour via the picturesque Ulan line and past several mine facilities a full complement of 90 passengers saw first-hand the extent of coal mining in the Hunter and Western regions. Once at their destination passengers were treated to lunch at the local CWA hall and other delights in Gulgong while 621/721 rested at the platform.



Operations Manager and renowned broadcaster Bruce Agland has the mic in hand and delivers a briefing to the participants travelling on the Transport for NSW Sydney outing. (Photo courtesy TNSW)



A Passenger Train To Rylstone... almost ~Spencer Ross

Saturday 10th September 2016 defied the weather forecasters and provided a clear fine day for the heritage 621/721 Rail Cars from the Rail Motor Society at Paterson that had travelled to Sydney the previous afternoon to travel over the Western Line through the Blue Mountains to Lithgow, Wallerawang and Kandos. Our opportunity to continue the extra 8km from Kandos to Rylstone by train was declined by line operator John Holland and a bus was provided for those passengers eager to explore the town all be it for a short period only due to constraints of our timetable. An on time departure from Central was followed by passenger pick ups at Strathfield, Parramatta, Blacktown and Penrith, Continued on time running over the Blue Mountains was maintained whilst passengers enjoyed a most welcome Devonshire Morning Tea served by the friendly and accommodating TRMS hospitality crew.

After stops at Mt Victoria to pick up another passenger and at Lithgow for our local driver we proceeded to Wallerawang and joined the truncated Mudgee Line passing the stations that once served the towns of Portland, Cullen Bullen, Ben Bullen, Capertee, Torbane, Excelsior, Brogans Creek to Clandulla where we awaited a train order to proceed to Kandos along the now out of use section of the line arriving 10 minutes behind the table. On arrival at Kandos, passengers who had booked lunch walked across the park from the station to the Kandos Hotel where the Publican Ray had a great Pub roast lunch

followed by desert waiting to be served. The local bus proprietor then conveyed those passengers who chose to explore the road to and township of Rylstone. Being a local market day, many took the advantage to check out local handicrafts and produce before walking through the historic town noting the various buildings and plaques. Rejoining our bus for the return to Kandos for an arranged 15 minute later departure for the return trip.

The afternoon sun created a great display on the Capertee Valley walls as we retraced the rails to Wallerawang noting the Mt Piper and Wallerawang power Station on the way. An on time arrival at Lithgow was made where we thanked and fare welled our local driver and continued through the 10 tunnels noting some restoration work being carried out at the Zig Zag Railway Depot. Our descent of the Mountains from Katoomba was at a slower speed following a regular timetabled service until St Marys where we were given the green light on the double track. Passengers were farewelled at their respective station an arrival at Central was 8 minutes down. The train returned to Paterson departing on time and recorded a good run to Paterson. Our special thanks must go to the Rail Motor Society crew and those responsible for the preparation of the train and negotiating with the rail authorities responsible for the safe passage of our train throughout the tour making it the great success it was.

OPERATIONS DIARY



Clockwise from top left:

Having arrived safely at Kandos the crew posed for a photo at the now unattended platform. Left to right are—Jan and Mark Oxford (crew), Mick Baczynskij (Driver), Eric Larkins (Safeworking), Jason McIntyre (Lithgow Driver), Margaret (Crew) and Grahame Pantlin (Fitter).

621/721 was stabled overnight “on the buffers” in a centre road at Central while the crew took rest in a local hotel. (Photo: Margaret Pantlin)

With the Saturday trip underway Tours Manager Spencer Ross greets the patrons and punches their “heritage” tickets. (Photo: Margaret Pantlin)

Travel on Society tours is not only about great train experiences but often provides opportunities for passengers to make new friends and catch up with acquaintances. On this trip traveller Heather Gascoigne was able to meet up with her son Sam and his girlfriend Sarah during the visit to Kandos. (Photo: Michael Baczynskij)

OPERATIONS DIARY



Moss Vale was visited by multiple heritage services on 17th September with Transport Heritage NSW service hauled by 3642 sharing the yard facility with the stabled 621/721. (Photo: Bruce Gebrig)



Captured by Bruce Gebrig and wrapped in a banner 621/721 is on the approach to Maitland platform and headed towards a memorable weekend running the "Ian Gollan's 70th Express".

17 September

Bowral Tulip Festival

This was another great run for the rail motors on a long but very enjoyable day to view the magnificent Southern Highlands tulips. Departing Maitland at 6.10am 88 passengers and a great Paterson crew ensured that everyone had an enjoyable trip. While passengers got to spend three-and-a-half hours at the annual Bowral Tulip Festival, 621/721 and crew shared Moss Vale yard with a Transport Heritage NSW service also operated for the festival and topped by steam loco 3642 and tailed by Alco 4520. Some first-time travellers on our train remarked that they had only just heard about the train outings but said it is just the beginning for them and were looking forward to coming again soon. During the day Trish Short treated passengers to servings of cakes and slices for morning and afternoon teas as well as sausage sangas as a light dinner. Return to Maitland was at 8pm.

24-25 September

Katoomba, Ian Gollan's 70th Birthday Express

An unusually late departure saw 621/721 head to Sydney late Saturday morning collecting passengers via Strathfield before heading west to arrive at Katoomba late in the afternoon. Celebrating the 70th birthday of Maitland local and "Flyer" Ian Gollan, 621/721 were decorated inside and out by the gathering of family and friends. Staying overnight at Katoomba the passengers enjoying further festivities and accommodation at the nearby Carrington Hotel before retracing their journey east and north on Sunday afternoon.



Mulgrave Memories

Article ~ Stephen Preston, Photo ~ Brett Chaffer

The Richmond line was one of NSW earliest branch line railways and despite terminating less than 40 miles from Sydney was largely operated for most of its now 166 year history as if it was a separate network. Opened in 1864 the branch reached to serve the fertile Hawkesbury area and was originally provided with four stations, including Mulgrave, where the image above was taken on 21st August 1986.

Whilst chasing an LVR steam operation Brett Chaffer found himself in position at Mulgrave to capture this now classic scene of two-car diesel train 722/622 pausing at the platform during its shuttle duties between Richmond and Riverstone. Under the control of Richmond Driver Michael Baczynskj the two-car set still wears its faded Indian Red livery and a red 'eye patch' above the cab in an extra attempt to keep out the early morning chills. Underneath, its twin GM engines idle while Guard Syd White returns from conducting the safeworking requirements. Those with a keen eye will note the many fixtures typical of the day and the crews resplendent in full uniform wearing Loco 'Greens' and Traffic 'Blues' (including tie and cardigan).

Mulgrave was provided with an island platform which allowed passenger and other services to cross as required, miniature electric staff-working being normally used to manage the occupation of the adjoining sections to Riverstone and Windsor. On weekends and

at night when rail traffic was light station staff were not rostered in attendance and a number of officially altered safeworking methods including 'U' indicators and 'switching' Ordinary train staffs were introduced to expedite operations which became the responsibility of train crew.

With the introduction of electrification in 1991 the atmosphere and working of the Richmond line changed forever with its local ways coming to an end and it becoming a truly integral part of the Sydney system for the first time.

Today Mulgrave continues to serve the ever-growing number of local inhabitants but its revamped configuration bares little resemblance to the country-style timber building and semaphore signals we see here. While car 722 has departed for the great rail motor shed in the sky its mate, power car 622, survives being on stationary display at the Tenterfield Railway Museum.

Whilst their roles have changed significantly since pictured here both crew members continue to serve the rail industry, Michael being a regular volunteer and rail motor Driver for the Society and Syd maintaining continuous government service now working at the Rail Management Centre (control) Sydney.



The Society's first run on the Belmont branch was on Saturday 21st February 1987 using CPH 1. This first trial movement was recorded upon arrival at Redhead by Mick Turton, the seemingly ever present Ford Meteor confirming that Larry Lewis was the on duty safeworking officer.

Belmont Rail Motors Revisited

~ Graeme Bedwin

Whilst perusing the March issue of Paterson Points I was pleased to read the story of the successful agreement reached enabling CPH 1 and 7 to operate from East Greta Junction over the South Maitland Railway to Bellbird Junction. It took 30 years of hard slog but was finally achieved through the efforts of Vice President Rodney Short and Operations Manager Bruce Agland – phew!

The historic journey took place on Sunday 12th March. I wish I could have been there. It reminded me of a similar attempt over 30 years ago for the Society to gain access from Adamstown to Jewell's Crossing on the former Belmont line.

At that time my family and I were living in Highfields overlooking the bush leading down to Glenrock Lagoon and out to sea. We could see the many colliers anchored out there awaiting access to Newcastle Harbour to load their valuable cargo. Immediately below us was Fernleigh Loop and its attendant signal box which was manned 24/7.

During the time we lived there we had to constantly share the home with numerous varieties of snakes and lizards as our teenage son was passionate about reptiles, a passion that was not shared by his mother and father.

Whilst steam had long gone it was nevertheless good to lie in bed at night and hear the growling of double headed 48s struggling with their load of BHP CXD hoppers from either Burwood, Lambton B or John Darling collieries destined for the Newcastle Steelworks.

Export coal from the Wallarah Coal Company (south of Swansea) was transported by road to John Darling Colliery at Belmont and loaded off the ground for transport by rail to Port Waratah and the waiting ships late Saturday and Sunday nights, BHP trains permitting. More often than not a cross would be made with an empty train making its way back to either Burwood, Redhead or John Darling collieries. They were busy days on the line back then. It was hard to imagine that this bucolic setting was only a few kilometres from the Newcastle CBD.

Passenger trains ceased running to Belmont on the 8th April 1971 after CPH 17 departed Belmont for the last time. Only coal trains traversed this unique little line for the next 16 years.

I think it was the brainchild of then President Geoff Murray and Secretary Bruce Harris that the Society apply to operate five return journeys between Broadmeadow and Jewell's Crossing on Saturday 21st March to assist in raising funds for the 1987 NBN Channel 3 Telethon.

FROM THE ARCHIVES



CPH 1 has just crested the long climb from Redhead and is seen coasting through the platform at Whitebridge on the return leg of the Society's first Belmont line run. (Photo: Mick Turton)

Approval was virtually instantaneous subject to the successful operation of trial journeys beforehand. Two trips were organised for Saturday 21st February, the first using only CPH 1 and the second CPH 1 and 7. These tests conveyed State Rail and Society officials as well as John Doran (former NSWGR Divisional Engineer) and Maintenance Contractor for the New Redhead Estate and Coal Company, and were a resounding success.

The prospect of passenger trains once again gracing the Belmont line received wide publicity in newspapers and on television and people came from far and wide to assist. The aforementioned John Doran mowed the grass and cleared the undergrowth on the Jewell's platform. Refreshment tents were set up and manned by the Belmont Swansea Scouts and our own jovial ASM Larry Lewis voluntarily manned Redhead Station on both days to ensure the safeworking of the trains. All the train crews donated their services and the SRA waived all running charges as its contribution to the Telethon.

The two CPHs carried capacity loads on all five Telethon trips. At the end of a very successful day, it was very gratifying to be able to hand over a substantial cheque to the Telethon on behalf of the Hunter Life Education Centre.

Over the following few years, the Belmont line became a second home to the two Tin Hares. On the weekend following the Telethon, the NSW Division of the ARHS organised a tour of the Hunter Valley utilising the CPHs. The first trip on the Saturday was a return run to John Darling and Lambton B collieries.

Several Society-sponsored excursions were followed by the visit of the ACT Division of the ARHS on 8th November. The Society even operated the last train from Jewells on 14th May 1988 before the line was truncated at Redhead.

Unfortunately all good things must eventually come to an end and the Belmont line finally closed on 19th December, 1991. Today, the line is the bicycle and walking trail, Fernleigh Track.

It was good that the Rail Motor Society was a part of the history of the Belmont line even if it was only in the last four years of its existence.



Operating shuttles again to Bundook the CPHs were as popular as ever with Gloucester locals. (Photo: Bill Todd)



On the cross country run to Merrygoen 7R10 402 has not long left Binnaway and is seen crossing Binnaway Creek on one of the few remaining timber trestles. (Photo: Phil Smith)