

Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED

SEPTEMBER 2017

www.railmotorsociety.org.au

Patron: Rear Admiral Peter Sinclair AC



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RAIL MOTOR SOCIETY PATERSON

MAITLAND
Hunter Valley

SOCIETY NEWS

Secretary's Report

– Mick Walsh

Our Annual General Meeting was held in The Station Master's Cottage Paterson on Saturday 13th May 2017. It was attended by twenty nine (29) members with four (4) apologies.

A half Board election was held, with six (6) positions vacant, there were seven (7) nominations, with the following nominees being successful: Bruce Agland, Arthur Burgess, Stephen Davies, Bryan Hicks, Mark Oxford and Trish Short. Stafford Payne was the unsuccessful nominee.

A meeting of the new Board was held after the AGM where all positions were declared vacant and nominations were called for the vacant positions.



Office Bearers for 2017/2018

Patron	Peter Sinclair Rear Admiral AC
President	Arthur Burgess
Vice President	Rodney Short
Secretary / Public Officer	Michael Walsh
Treasurer	Trish Short
Asst Secretary/Treasurer	Cheryl Davies

Other Board Members

Bruce Agland (Life Member)	Bryan Hicks (Life Member)
Eric Larkins	Spencer Ross
Mark Oxford	Stephen Davies

Line Managers

Operations Manager	Bruce Agland
Asst Operations Manager	Arthur Burgess
Engineering Manager (Rollingstock)	Bryan Hicks
Engineering Manager (Infrastructure)	Eric Larkins

Additional Officers

Train Crewing Manager	Eric Larkins
Customer Service Manager	Beverly Walsh
Safety Officer	Rodney Short
Public Relations Officer	Trish Short
Publicity Officer	Mark Oxford
Train Presentation Officer	Margaret Pantlin
Tours and Liaison Officer	Spencer Ross
Accommodation Officer	Trish Short
Catering Officer	Cheryl Davies

I would like to take this opportunity to congratulate and welcome aboard new Board Members Trish, Mark and Stephen, and hope they enjoy their new roles.

Long-serving Board Members Bev and John Redman did not stand for re-election and I am sure all members will join with the Board and thank them for their years of dedicated service.

Stafford Payne had indicated previous to the AGM that he wished to relinquish his long-held position of Engineering Manager Rollingstock after the AGM.

President Arthur Burgess made presentations to Bev, John and Stafford, thanking them for their long and dedicated service to the Society.

The Society received some very good news from Transport Heritage NSW, in that our S2 funding applications, under the Asset Management Plan for 621/721, were approved. This is a great result in that it takes a great deal of strain off our financial resources freeing up monies for other important projects. Projects that have been approved and are to be undertaken are:

- replacement of #2 radiator
- refurbishment and replacing of 721 bogies
- replacement of the flooring, painting and linoleum replacement in both cars
- replacement fuel tanks
- rebuild of one engine and transmission

Preliminary work has commenced on sourcing suppliers and quotes for these works.

The Board is still actively working through and prioritising projects in our business plan, and encourages input from members for projects that they consider are worthy of consideration. I will leave it to the relevant persons responsible for their projects to inform you on their progress, but to say that there are some that are near or completed and members are seeing or will see the benefits of these in the very near future.

The Customer Service Manager encourages members who are available to be Car Attendants on our trips to please place their names on the whiteboard in the cottage or make contact with her. Conversely, if you have indicated your willingness to participate in a trip and you cannot make it, please call Bev on 4958 3894.

I will finish up as I usually do by encouraging more volunteers for our Wednesday work days, or if during the week is unsuitable for you there are usually members at the Depot on a Saturday who will make you welcome.



Incoming Board 2017/2018 (left to right) Arthur Burgess, Cheryl Davies, Rodney Short, Stephen Davies, Trish Short, Bruce Agland, Spencer Ross and Mark Oxford. (Absent: Michael Walsh, Bryan Hicks, Eric Larkins)

FRONT COVER: 402 has seen much change during its radio testing role including the "rise" of the residential landscape at the once industrial area of Rhodes. Reversing during recent DTRS testing duties 402 is seen standing at the Down relief road platform overshadowed by one of the recently constructed tower complexes which now line the rail corridor. (Photo: S. George)

New Editor for Paterson Points

After nine years of dedicated service, Geoff Murray has reluctantly retired as Editor of Paterson Points. Rather than see the publication cease production the Society's Board "volunteered" Mark Oxford for the position of editor at the last AGM.



Mark has been a Society member since early 2015, his wife Jan joined not long afterwards. Mark's varied background has covered electronics technician, electrician, TAFE teacher, fire fighter, and electronics and communications engineer. He is now retired from full-time work, his last position was as an Air Traffic Control Design Engineer for the RAAF.

Despite a self-proclaimed lack of experience with rail motors Mark has taken on the Editor's role with great enthusiasm, supported by Geoff and his considerable network of contributors.

In Mark's capable hands Paterson Points will continue to be a high quality publication promoting the Society, we look forward to receiving his inaugural issue later in the year.

New Members

The Society welcomes new members Neil and Jennifer Rankin, Paterson; Jason Macintyre, Bowenfels; Trevor Hooker, Telarah; the Hope Family-Stuart, Michelle, Elise and Kelda, Lisarow; Geoffrey Crossman, Junee; Shaun Kalverla, Paterson; Graham Jones, Somersby.

Christmas Party Date

Due to a tour commitment the Christmas party at Club Macquarie will now be held on Saturday 16th December 2017.

Vale Elsie Kingsford

The Society is saddened to report the passing of member Elsie Kingsford on 25th May 2017. Elsie was the beloved wife of long serving member Barrie Kingsford and mother of member Bruce Kingsford. Elsie joined the Society in 1991 and took part in many of our operations including our first four-day tour to Bourke over Easter 1989. She was a regular attendee at Paterson for many years and provided valuable support to the Society. Elsie had long battle with illness in her later years which confined her to her home. The Society extends its condolences to Barrie, Bruce and their extended families.

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 Secretary Mick Walsh for further information. (See directory on page 15)

Changed your address?

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

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.

Operations Report

– Bruce Agland, Operations Manager

Completed Operations since last report

28 January	Tamworth, Maitland Rotary; 620
3 March	Metro, TfNSW; CPH
7 March	Stroud Road, Its Easy Tours; CPH
21 March	Stroud Road, Its Easy Tours; CPH
25-27 March	DTRS/ICE Radio Testing, TfNSW; 402
31 March-2 April	Binnaway, TRMS; CPH
8-9 April	Steamfest, TRMS; CPH & 620
13 April	DTRS/ICE Radio Testing, TfNSW; 402
16-19 April	Seymour, Cruise Express; 620
22 April	Hawkesbury River, Peter King; 620
26 April-1 May	South, Insights; 620
6 May	Denman, Kaverla; 620
6 May	Stroud Road, Jones; CPH
12 May	Scone Cup, TRMS; 620
28-29 May	DTRS/ICE Radio Testing, TfNSW; 402
31 May	DTRS/ICE Radio Testing, TfNSW; 402
7-9 June	Brisbane, Cruise Express; CPH
9-15 June	Broken Hill/Peterborough, ARHS; 620
25-27 June	DTRS/ICE Radio Testing, TfNSW; 402
22 July	Gloucester Chill-out Festival, TRMS; CPH
26-28 July	Acacia Ridge, ARTC; 402
11 September	Stroud Road, Shelly Beach Golf Club; CPH
16 September	Cessnock/Neath, Kurri High School; CPH

Operations for 2017

2-4 October	Brisbane, Cruise Express; 620
7 November	Muswellbrook Cup, TRMS; CPH
7 November	Taree, Maitland Rotary; 620
18-19 November	Gulgong, Peter King; CPH
25-27 November	Kempsey, TRMS; 620
1-4 December	Seymour, Cruise Express; 620
9-10 December	Moss Vale, Sydney, TRMS; 620

SOCIETY NEWS

KB 2511 Relocation

– Bruce Agland, Project Manager

The receipt of a \$24,500 grant under the 2016-2017 Hunter Region Heritage Grants has enabled the construction of a 30 x 4 metre extension to our rail motor shed. This extension was to be located on the eastern side of the shed adjacent to the North Coast Railway between the Goods Shed and the fuel tank. This space was occupied by KB 2511 on an isolated section of track. Efforts were made to sell KB 2511 on the open market, but as no offers were forthcoming the Board then decided to relocate it to a position on the southern side of the Goods Shed where it would be restored and converted into a mechanical store. In accordance with the Board's purchasing policy, quotations were sought from three of crane suppliers and the quote from Tolsaf Cranes of Rutherford was selected.

The relocation of KB 2511 required a significant amount of preparatory work before the move could be made. The most important was the erection of temporary fencing to ensure the security of our depot facilities during the KB relocation and subsequent shed construction. This involved not only the existing KB location, but also the new location on the southern side of the Goods Shed. The existing boundary fencing was then removed to facilitate the relocation. As KB 2511 had occupied its present location for 25 years, a significant amount of surplus equipment and rubbish had accumulated around and under the vehicle. A substantial amount of this had to be cleared from the KB's underframe before the vehicle could be lifted.

The move had to be planned around one of the regular shutdowns of the North Coast Railway by the Australian Rail Track Corporation (ARTC) and the date selected was Saturday 11 March and a possession window was agreed with ARTC. All equipment was in place at 7am on the morning of the possession. NPF 621/NTC 721 were required to move the KB to its new position. However, due to a late running freight train, access to the rail corridor was delayed until 8:30 am. Once access was granted, the 620 was positioned south of the Goods Shed and then the cranes were moved into the corridor and proceeded to lift KB 2511 back onto the Goods Siding. The 620 was then coupled up and the KB hauled southwards into to a position opposite its final location. The cranes then relocated and prepared to lift the KB into its new position. As the lift commenced, one of the crane's supports had been placed on a "soft spot" and sunk about 1 metre into the ground. This required that crane to be relocated and once this was completed, KB 2511 was successfully moved to its final position.

In the weeks following the move, work has continued to construct a new boundary fence adjacent to the KB's new location, while construction of the shed extension has proceeded apace. Thanks go to Engineering Manager (Infrastructure) Eric Larkins and his team for their efforts both before and after the relocation event. Thanks must also go to member Damien George for his efforts as Protection Officer during the possession and to Tolsaf Cranes for their professional services on the day.





HERITAGE DAY



(Above) Visitors from Port Stephens Community Transport on a depot tour held on Tuesday 6th June. (Photo: Bruce Gebrig)

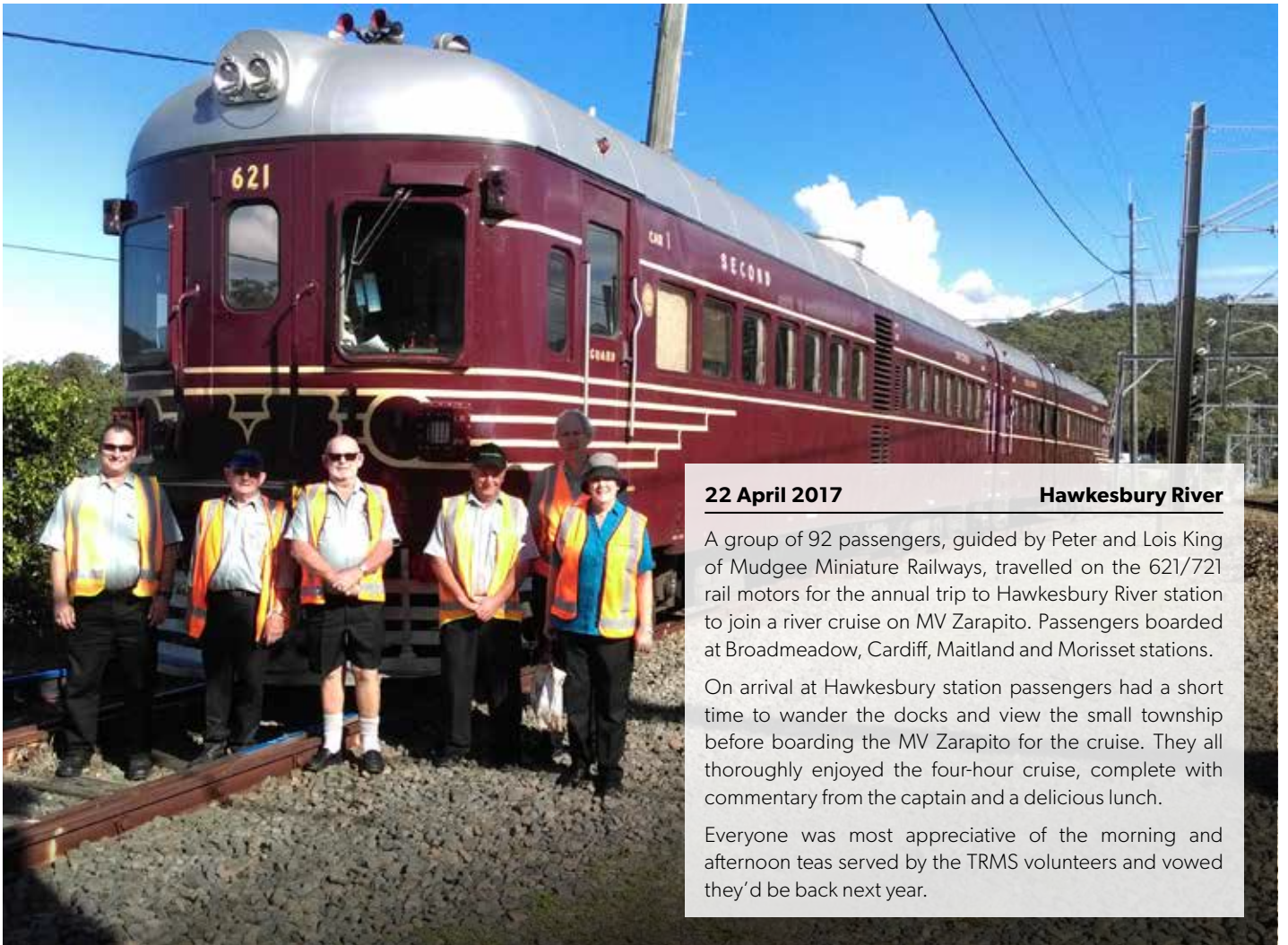
STEAMFEST '17

621/721 can be seen above sitting in Platform 3 at Maitland station on the Saturday of the Steamfest weekend, waiting for its second run to the Mt Thorley branch line. CPH3 is pictured at right waiting at Telarah on Friday 7th April for a path back to Paterson. It had been turned on the Telarah triangle, prior to working over the weekend at Maitland Steamfest.

Photos: Bruce Gebrig



OPERATIONS DIARY



22 April 2017

Hawkesbury River

A group of 92 passengers, guided by Peter and Lois King of Mudgee Miniature Railways, travelled on the 621/721 rail motors for the annual trip to Hawkesbury River station to join a river cruise on MV Zarapito. Passengers boarded at Broadmeadow, Cardiff, Maitland and Morisset stations.

On arrival at Hawkesbury station passengers had a short time to wander the docks and view the small township before boarding the MV Zarapito for the cruise. They all thoroughly enjoyed the four-hour cruise, complete with commentary from the captain and a delicious lunch.

Everyone was most appreciative of the morning and afternoon teas served by the TRMS volunteers and vowed they'd be back next year.

OPERATIONS DIARY

26 April–1 May 2017

Insights Tours Autumn Trip

On Tuesday 25th April our 621/721 rail motors set out from Paterson at 11.45am to begin a journey through the Riverina. Early Wednesday morning we took onboard 35 passengers at Picton who had travelled by coach from Thirroul and here began a journey that had no major hiccups, just a few short delays here and there. During the course of this trip Insights had a coach travel with us which transported people to some highlights off the train tracks.

From here we travelled to Temora where we stayed overnight. Then Thursday out on the tracks again rattling along to Leeton—Friday to Albury. After leaving Albury we travelled through some interesting but small country towns. In the tiny village of Boree Creek we took on board 23 school children (this is all the pupils at this school) aged 5-12 years. This was organised by Mr Tim Fischer in conjunction with John Tuckerman from Insights Tours. Tim Fischer went to school here as a young boy. All aboard and bound for Lockhart which is approximately 40 minutes on the train, after having morning tea on the platform at Lockhart the children returned to school by bus. The children had been studying trains at school, one five-year-old just wanted to see the cow catcher on the train. Everyone enjoyed having the school children on the train for this journey.

The tour group again on the coach travelled to Beechworth, Bright and Glenrowan then on the Canberra. On the last leg of the journey back to Thirroul through the Southern Highlands before our dramatic descent to the Illawarra via Moss Vale line. We had a stop at Summit Tank to take in the view from the escarpment. The views from this part of the journey are spectacular.





Cruise Express to Brisbane Tuesday 6th to Friday 9th July

— Bruce Gehrig and Mark Oxford

Following the success of their trips with 621/721 to Seymour in November last year and April this year, Cruise Express again hired a train to take home 88 passengers who had cruised down from Brisbane to spend a few days in Sydney. As 621/721 was booked for a June long weekend tour to Broken Hill, Cruise Express used our three CPHs for the return trip.

An early departure from Central at 0508 on Wednesday morning was scheduled to avoid the Sydney Trains morning curfew. This required the three CPHs to leave Paterson at 2355 on the Tuesday night to arrive in Sydney to commence the trip to Brisbane. The positioning run to Sydney was a driver's delight, with green signals all the way and no passengers seen on any platforms. Arrival was an hour early at 0325. This allowed the crew of seven time for breakfast before the first bus load of passengers arrived at 0440. The bus then returned with the last of our passengers at 0505 and, after loading them and their luggage, departure was two minutes late.

Coffee and tea were served immediately after departure. Rain had commenced falling in Sydney and stayed with the train for most of the morning. Breakfast was served by the four Cruise Express staff as the train travelled north in the morning gloom. Refuelling and a crew changeover were scheduled from 0903 to 0930 at the depot, with passengers having the opportunity to leave the train and stretch their legs. However, a freight train was occupying Paterson loop and this meant that our train had to run a kilometre past the depot, wait for the



freight to clear, and then shunt back into the depot. This resulted in some lost time.

Once the train reached the depot, the heavens decided to open, and with the heavy rain any passengers alighting would have been drenched. We would have ended up with 88 passengers seeking cover in our maintenance shed while the train had to be moved for refuelling. This all led to some confusion, but eventually all CPHs were topped up, crews swapped over, and we got under way on the second stage of the day's run to Grafton.

The run from Paterson to Grafton was largely uneventful with copious muffins, biscuits and morning teas being served while we passed through the very attractive countryside around the Gloucester area. We halted at Taree Station for the passengers to enjoy a lunch on the



CPH 1, 3 and 7 in the rain at Central, awaiting its Brisbane-bound passengers.

platform that had been ordered in from local businesses. During this time the CPHs had to be shunted into a loop to allow a somewhat tired looking XPT to pick up several travellers on its way to the north. A few of the crew took this opportunity to cross over to view the large model railway layout in the Taree Model Railway Club building opposite Taree station.

The trip from Taree to Grafton passed quickly with the rainfall gradually fading away and the passengers once again being spoilt with snacks and plenty of sparkling wine later in the day. On our arrival at Grafton Station our passengers and their luggage were disembarked and quickly bused off to their accommodation. The operational train crew then refuelled the train and stabled it in the goods yard near Grafton CBD. Unfortunately during the refuelling there was an incident with the fuel hose that left our long suffering fitters, Stafford and Bryan, covered in even more diesel than usual and required a trip to the showers to make them socially acceptable once again.

Grafton originally had two railway stations – Grafton station as part of the goods yard near the CBD on the northern side of the Clarence River and another one known as South Grafton Station on the southern side of the river. While the goods yard is still in operation the station at the northern site was closed in 1976 and then burned down in 1978. Consequently South Grafton Station became the city's main railway station and was renamed Grafton City. This station was upgraded

with a new building in 1993 and renamed again in 2005 to be Grafton Station – just to guarantee everyone's confusion.

Our accommodation at Grafton was the Heritage River Motor Inn which is Grafton's newest motel and is only a two minute walk from the railway station and close to shopping, hotels and the large South Grafton Ex-Servicemen's Club. The rooms were excellent and the staff were very helpful including providing some warm bacon and egg sandwiches to take away for our very early morning start. These were appreciated as the temperature was only five degrees the next morning while we were waiting on the platform for our passengers to arrive. During this time we were made to feel most welcome by Melissa Rose, the Senior Customer Attendant, who must be one of the most cheerful and enthusiastic employees in the NSW transport system.

From their comments our passengers had been treated to a fantastic meal and drinks during the previous evening and had enjoyed their overnight stay in Grafton. Speaking to the passengers throughout the trip they all said how excellent the whole Cruise Express tour had been with high quality accommodation and very generous catering. The Cruise Express staff that travelled with us were very helpful, professional and a pleasure to work with. They put a lot of effort into ensuring that the passengers were well looked after and enjoying their trip.

When getting close to the border passengers were interested to take the trip around what is known as the Border Loop (the official name is Cougal

TOUR REPORT



Spiral, after a nearby town) where the railway line runs into a narrow, dead end valley and must circle back tightly on itself while it climbs 30 metres to escape, eventually passing over the line it arrived on. This spiral has two short tunnels, one where it passes under itself, plus another through a small spur in a hillside. This means a long freight train can actually be passing over itself as it goes around the spiral. From the spiral it is only short distance to the 1,600m tunnel that runs under the ridge that forms the border between New South Wales and Queensland.

An hour or so from the border bought us to Acacia Ridge Goods Yard where we picked up a new driver and safe working supervisor as Mick, our driver, was not qualified to operate past that point. It was then only a short distance to Brisbane's Roma Street Station with the added interest of the complexity and madness of the dual gauge track work leading into the city. We were greeted on our arrival by a group of people who were keen to capture images of a never seen before set of three CPHs arriving at the platform. Unfortunately, we were under pressure to clear the platform quickly and after rushing to unload, a few quick handshakes and a couple of pictures we found ourselves retracing our journey for our second overnight stay in Grafton.

After the two previous days of faultless running our trip home from Grafton to Paterson did not go well at all. Our driver had decided to try to get away very early to avoid the many lengthy crosses that had been scheduled into the return trip. However, when the train arrived

at Grafton Station we learned that there was an electrical problem and the fitters had been unable to start CPH 7 so it seemed that we would be coming all the way home on two engines only.

Once we were under way our driver phoned ahead to meet up with an ARTC maintenance crew at a loop adjacent to Coffs Harbour Airport and Boambee Beach in the hope that we could jump start CPH 7 back into life. Unfortunately, after trying many combinations of jumper batteries and a starter pack, there was no success and we all resigned ourselves to a slightly slower trip home.

But this was not to be the end of our troubles as the motor in CPH 1 shut down about 80 kilometres later as we were passing through the Tamban area leaving CPH 3 carrying the entire load. In this state our speed was dropping to around 20 kph on some grades and there was real concern that we wouldn't make it over some of the longer climbs ahead with only one engine providing all the power and all traction coming from just one set of wheels running on wet rails.

After limping along for a short while in this fashion our driver decided to pull to a stand at the top of a hill where we would at least be able to get going again down the far side and thankfully the fitters were able to restart CPH 1. Why the engine in CPH 1 shut down is unknown but even with all the mechanical drama, halts and crossings we still managed to cut an hour off the scheduled running time and, having started two hours early, arrived home three hours early.

DTRS RADIO TESTING



402 paused at Olympic Park station to report its "clear" status under block working conditions.

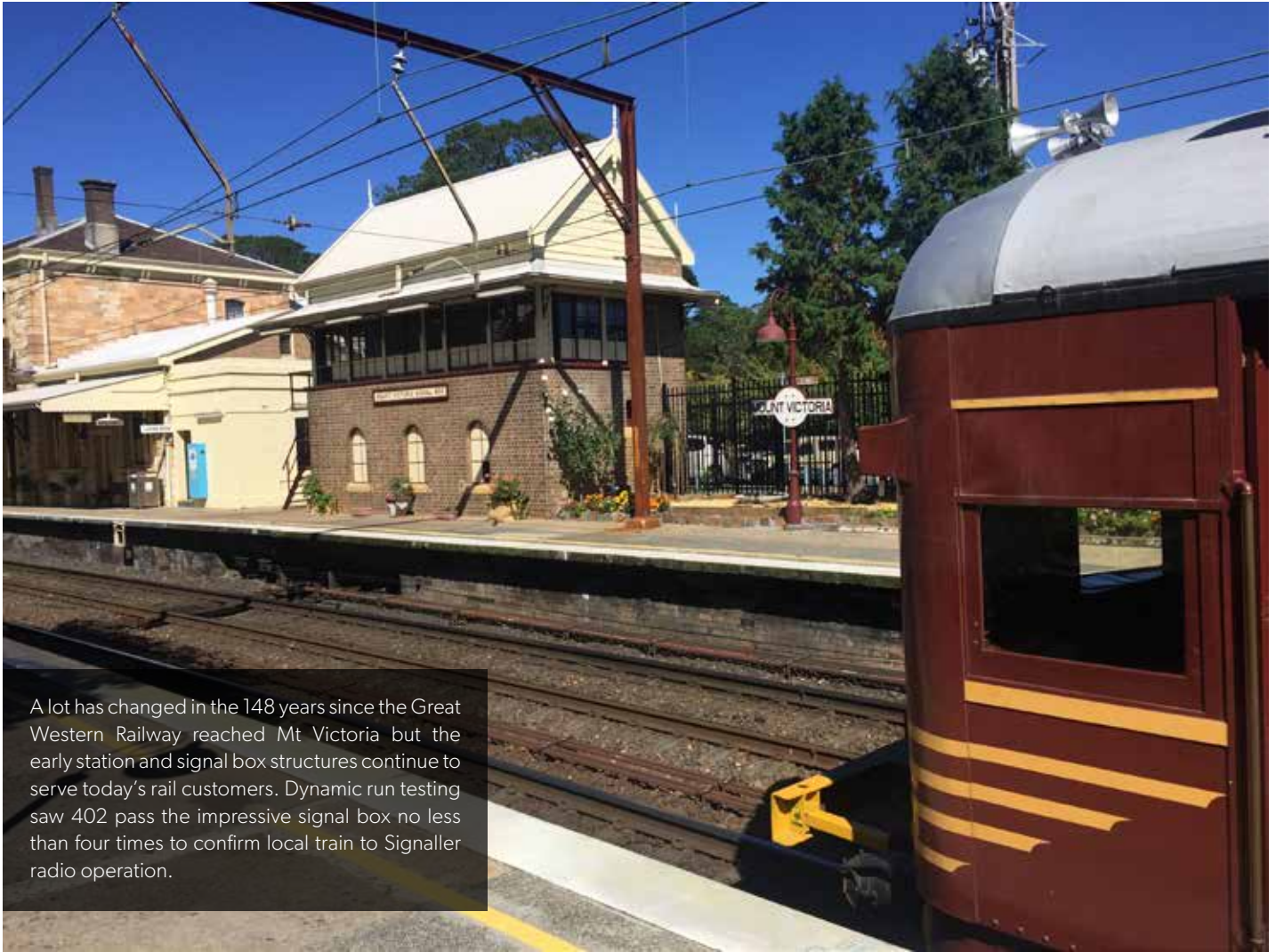
402 was again recruited to perform network and interface operation testing for the Sydney Trains Digital Train Radio System (DTRS). Running from Paterson to points throughout the ST network 402 again satisfied the requirements of customer Transport for NSW completing the test runs as required.



Due to 402's restricted running it is now a frequent user of refuges and back platform roads. Having been "put away" at Thornleigh the DTRS testing crew enjoy a leg stretch on the platform before resuming duties.



Stabling of 402 during DTRS testing duties has regularly occurred at Central in a centre stabling road. 402 is seen here keeping company with examples of NSW TrainLink's modern "rail motor" fleet.



A lot has changed in the 148 years since the Great Western Railway reached Mt Victoria but the early station and signal box structures continue to serve today's rail customers. Dynamic run testing saw 402 pass the impressive signal box no less than four times to confirm local train to Signaller radio operation.



The TfNSW DTRS testing has been witnessed and supported by Sydney Trains Ops tech staff including their enthusiastic Mobile Maintenance Engineer Joh Sewell, seen here at the ICE unit test desk mounted within 402's saloon area.

Travelling fitter Graeme Pantlin accompanied 402 for the three days of running, ensuring all ran well. Stabled in a centre road at Sydney terminal, Graeme is pictured (left) conducting an early morning inspection of 402 prior to the commencement of the day's testing.

FROM THE ARCHIVES



Archives Revisited - Unanderra 2017

~ S. George

In the last issue of Paterson Points, Noel Reed's crisp capture of CPH 20 and CTH trailer on tour was featured providing a wonderful glimpse of the Unanderra station precinct in 1948.

Nearly seven decades on, Society Rail Motor HPC 402 visited the south coast area on 27th May as part of its hire duties testing Digital Train Radio operation for Transport for NSW and provided Stephen George with the opportunity to capture a similar scene to Noel for comparison.

Like CPH 20, HPC 402 briefly paused at the platform allowing those on board to enjoy a break before continuing their journey. While the Unanderra track layout around the station remains largely the same and the original concrete platform face (with the addition of brick fill ins) continues to provide service, nothing else from the 1948 scene exists.

As with many stations on the Sydney Trains network the earlier station building was demolished as part of various upgrading projects and while the Goods siding

still supports vehicle storage, the shed and race have also disappeared.

Unanderra station now serves NSW Trains electric services travelling between Sydney and Kiama and also continues as the Junction location for the steep and normally freight only cross country line to Moss Vale. The 1948 mix of mechanical and double light signalling and electric staff working which were managed from the platform mounted Signal Box are now also just a memory with Rail Vehicle Detection (RVD) working employed in all directions and operations controlled remotely from the Wollongong Signalling Complex located 6kms to the north. The local surrounds have also changed greatly, the significant increase in both residential and commercial activities having transformed Unanderra from the largely rural area it was into a busy community.

Unlike its younger wooden cousin, HPC 402 continues to be able to provide hire services and tour trips although the increasing network operation restrictions including Block Working and CAN Warning requirements and fewer available network travel paths now extremely limit the opportunities to do so. Lets hope these issues can be managed and 402 will continue to be available for operations throughout the next decade of significant change.

Vale Walter Charles Hurst

1948-2017

On Sunday 18th January, 1987 three years after its formation in 1984 and after successfully trialling CPH 1 on Sunday 19th October 1986, the Society prepared to trial CPH 7 in multiple with CPH 1 for runs to Kilbride, Maitland and Dungog

The crew on this historic occasion were drivers Dudley Archer, Wally Hurst and Guard Steve Kaiser under the watchful eye and guidance of Operations Advisor (Chief Loco Inspector) Harry Wright.

This was Wal's first contact with the Society and the beginning of a mutually enjoyable association that would last many years and see him snugly ensconced in the driver's seat guiding CPHs 1 and 7 to a variety of locations throughout the state.

Wal or "Willy Burst" as he was generally referred to by his workmates, was one of a small group of enginemen from Broadmeadow Depot who regularly "volunteered" their services to the Society. Organised by Loco Inspectors Harry Wright and Keith Angel, a co-operative roster clerk would ensure that the driver/s required were always available.

Wal participated in many of the Society's early successful tours to unusual destinations such as the first "Wybong Winetaster" to Denman, Dubbo (via Werris Creek and Binnaway – (in company with Macquarie Valley Railway Society), Gulgong and Mudgee and the epic "Beyond the Black Stump" to Bourke tour via Sydney and home via Dubbo, Binnaway, Coonabarabran, Gulgong and Ulan (again in company with MVRs).

A service to celebrate Wal's life was held on Wednesday 31st May and attended by members of the Society which extends its heartfelt condolences to Wal's family.

Pictured at right, Wal Hurst (rear) keeps an eye on Michael Forbes (Dubbo) as he couples the a pair of CPHs together at Binnaway, 11th February, 1989. (Photo: Bruce Agland, Tin Hare Gazette, 1989)



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.larkins1@bigpond.com

Secretary

Michael (Mick) Walsh
Phone: 02 4954 4904
Fax: 02 4938 5411
Email: trmssec@bigpond.com

Treasurer

Trish Short
Phone: 4932 6967
Mobile: 0413 672408
Email: trmstres@bigpond.com

Operations Manager

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

Engineering Manager (Rollingstock)

Bryan Hicks
Phone: 0413 224 459
Email: popto10@hotmail.com

Editor (Publications)

Mark Oxford
Mobile: 0428 841 083
Email: revmox@optusnet.com.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 4268
Edgeworth 2285



On the up trip to Benalla with the Insights Tours group, 621/721 is seen passing the closed Glenrowan station. (Photo: James Brook)



Friday 28th April 2017 — Driving trailer NTC721 leads power car NPF621 shortly after departure from The Rock (with its namesake forming the backdrop) as empty cars to Boree Creek to collect the Insights Tours party for the next portion of their rail journey to Albury. For the tour report, see page 8. (Photo: Peter Neve OAM)