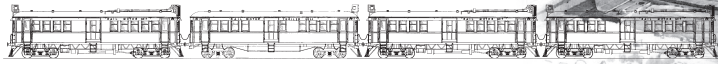


Paterson Points


NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED



JUNE 2018

Patron: Rear Admiral Peter Sinclair AC



 RAIL MOTOR SOCIETY PATERSON

www.railmotorsociety.org.au PRINT POST APPROVED PP100003904

Cover Image: 621/721 waits at Maitland Platform next to 6029 for its next run to Saxonvale on Saturday of Steamfest. (Photo Bruce Gehrig).

MAITLAND
Hunter Valley

SOCIETY NEWS

Secretary's Report

– Mick Walsh

December 2017 saw a well-attended and successful Christmas Luncheon held at Club Macquarie. Feedback from those who were in attendance was all positive and it would appear enjoyed by all. Our annual awards for the workers at Paterson, which is voted on by their peers and who the members felt had contributed the most to the Society during the year, were presented. There are three classifications namely – Volunteer of the year, Runner-up and an Encouragement Award. James Lambkin was named as the Volunteer of the year, Trevor Hooker and Greg Duncan received the Runners-up award. Our congratulations go to the deserved winners.



Greg Duncan being presented his award by Arthur Burgess. (Photo Bruce Agland).



Trevor hooker receiving his award from Arthur Burgess. (Photo Bruce Agland).



Jim Lambkin and Arthur Burgess after Jim was presented with his Volunteer of the year award. (Photo Bruce Agland).

To acknowledge the Society's appreciation, for the services carried out by Maree Brown (tax consultant) over the years, at no cost to the Society, Bryan Hicks presented Maree with a bouquet of flowers. A decision was made by the Board that Paterson Points will revert to a twice yearly publication, with the occasional Newsletter, (Whispers from the Depot), or in some other format, along with regular updates on our Facebook Page, (Railmotor Society Paterson) and our website, ([www. Railmotorsociety.org.au](http://www.Railmotorsociety.org.au)).

Early this year two casual vacancies for Board Members occurred following the resignations of Bryan Hicks and Mark Oxford. After the calling of expressions of interest in these vacancies, Bruce Greenham was appointed in February and John Ridden in April, both of these appointments are until the 2019 AGM. Welcome to the Board Bruce and John.

The Annual General Meeting was held in the Station Master's Residence at Paterson on Saturday 12th May with twenty-two members present, apologies were recorded for a further seven members who were unable to attend. The Annual Report and Balance Sheet were well received and adopted. The only nominations for positions on the Board were from the retiring five members, they were duly re-elected.

I would like on behalf of the Board and members extend congratulations to Arthur Burgess on his election as a Life Member of the Society at the AGM. (which is covered by Bruce Agland elsewhere in this edition). In appreciation of the efforts put in by members on work days and the efforts towards the successful completion of 621/721 flooring refurbishment a BBQ and refreshments were enjoyed after the meeting. Thanks to Trish for organising the food and the members who helped.

Our business plan and budget allocations are starting to bear fruit with works being undertaken around the Depot Precincts, by the time of publication, the extension of concrete towards the goods shed on one road and the relocation of the Lifting Gantry will have been completed under the guidance of Rod Short.

Other projects to be tackled in the not too distant future is to bring back into service the abandoned siding adjacent to the mainline. We are in discussion with ARTC regarding, the reinstallation of points and to move the fence in that area so this can take place. The other project being drainage works on the western side of the shed to allow another road to relieve some of the storage problems that exist within the shed.

To any Member who has suffered a bereavement since the last edition on behalf of the Board and Members we offer our sincere condolences.

New Members

The Society welcomes new members, Robert P Douglas (USA), Dennis G Hinchliffe Merewether, Peter G Maskill, Cambridge Park, John Howell, Port Macquarie, Steven Marshall, Padstow, Gwen Gurr, Rutherford, Liz Ede Telarah, Peter Larkins, Armidale, Daniel Conway Beresfield, Walter Woods SA, Howard Collins OBE Sydney, Joy Kildey Bolwarra, Brenton Eley Eleebana, Graeme & Annette Holloway Rutherford, Peter Lougher Grafton, Glenda Parsons Heritage Park Qld, Stephen Watt Bolwarra Heights, Dennis Bush Penrith, Leonard Fuller Cooranbong.

Membership Details

If the details on the address label on your newsletter are incorrect or any of your personal information or contact details change, please advise the Secretary as soon as possible.

Office Bearers for 2018/2019

Patron	Peter Sinclair Rear Admiral AC
President	Arthur Burgess (Life Member)
Vice President	Rodney Short
Secretary / Public Officer	Michael (Mick) Walsh
Treasurer	Patricia (Trish) Short
Asst Secretary/Treasurer	Cheryl Davies

Committee

Bruce Agland (Life Member)	Stephen Davies
Bruce Greenham	Eric Larkins
John Ridden	Spencer Ross

In addition to those persons listed above who were re-elected by the members at the AGM, the following persons have been appointed to other areas of responsibility:

Line Managers

Operations Manager	Bruce Agland
Asst Operations Manager	Spencer Ross
Engineering Manager (Rollingstock)	Board is seeking an appointee
Engineering Manager (Infrastructure)	Eric Larkins

Additional Officers

Train Crewing Manager	Eric Larkins
Assistant: Rodney Short	
Customer Service Manager	To be confirmed
Safety Officer	John Ridden
Public Relations Officer	Trish Short
Publicity Officer	To be Confirmed
Train Presentation Officer	To be Confirmed
Tours and Liaison Officer	Spencer Ross
Accommodation Officer	Trish Short
Catering Officer	Cheryl Davies
Publications Officer:	Trish Short and Mick Walsh (interim).
Welfare Officer:	Bruce Gehrig.

Correspondence

All inward and outward correspondence for the Society should be via the Secretary using the Society's postal address as given in the Society Directory. Correspondence should not be addressed to individual Society members and where email is used all messages should be copied (cc'd) to the Secretary.

Working Days

Regular work days are usually held each Wednesday and some Saturdays; new volunteers are always welcome. There is a wide range of tasks that need doing and we will certainly be able to find something to keep you engaged. If you are not a regular volunteer at the depot and would like to participate, contact the Secretary for further information.

Donations

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.

Open Days

The Society's Depot at Paterson is usually open for inspection between 10am and 2pm on the 3rd Saturday of each month except December. However, there may be times when our staff are engaged on rail tours or otherwise committed and it is not possible to open the depot on that day. Intending visitors should always contact the Secretary to confirm that staff will be available on the day concerned. Group tours can also be arranged other times by contacting the Secretary. Entry is by gold coin donation.

Supplying Digital Photographs

Paterson Points contains many great photographs submitted by our members and the general public. We encourage people to submit their images and really appreciate the support we receive. However, sometimes the images we receive don't have sufficient resolution for them to be used in a printed magazine.

While some images may look great when viewed on a small electronic screen they can become quite blurry and pixelated when they are enlarged for printing in the magazine. To help you produce the kind of images we need here are some guidelines:

- Always use the highest resolution setting your device offers. The highest resolution captures the most detail and produces the largest file size.

- As a rough guide, a JPEG image file needs to be about 1MB in size to provide suitable quality for a half page printed image.

- Always keep the original file intact – do not scale, crop or edit it in any way. If this needs to be done, then our graphic designer will do so to give the best results in the final publication.

- If you have a large selection of images to submit all at once then this can make for very large emails and may exceed the email size limit set by your internet service provider. In this instance please make COPIES of the original images and resize the COPIES to around 25% of original size (i.e. a 4000 x 2000-pixel image would become a 1000 x 500-pixel image). Send these smaller images along and make it clear that you have supplied low resolution COPIES. If some of your images are selected for publication, then we will ask you to send along the high resolution ORIGINAL of the ones we have selected.

- Note that some email programs can automatically compress images when sending them. This removes detail from the image which cannot be put back. If this is occurring, then you may have to change the options in your email program to prevent images being compressed.

- The front cover of the magazine is a special situation where one image usually fills the whole page and the highest quality is essential. This is a portrait image (higher than it is wide) and quite often great pictures that have been taken in the more common landscape mode (wider than it is high) have to be rejected because they cannot be successfully rotated and cropped to produce good layout and/or resolution. Images intended for the front cover should ideally be taken in portrait mode and have a JPEG file size greater than 2MB.

- If possible, please supply the date and location of the images as well as your full name so that we can acknowledge you properly in the magazine. If you can recommend a caption for your image that can also be very helpful.

SOCIETY NEWS

Member Profile - Cheryl Ann Davies

-Jan Oxford

Cheryl Davies claims to be, "As old as her nose and older than her teeth", and has been a very active member of the Society for about 16 years.

Her husband, Stephen, took out family membership with the Society when they lived opposite the Paterson depot and Stephen had taken on the role as the Society's caretaker. At that time Cheryl was working full time as a Customer Service Manager for the Commonwealth Bank and was only available for small trips at weekends. Later on, when she was working two days per week, she also started going to the depot working days on Wednesdays.

Asked what her role in the depot is she answered, "Jill of all trades".

She goes on many trips as the Supervisor, purchases most of the running supplies for the depot and train stocks as well as preparing and cleaning the trains for tours.

Cheryl is a board member of the Society and has taken on the duties of Assistant Secretary/Treasurer. Cheryl is also heavily involved in fund raising and social events for the Society.

Her most interesting and exhausting experience with the society was the whole of the year 2011. For one reason or another, many people were absent that year and unable to help out with trips. It was up to Cheryl and Stephen as well as John and Beverly Redman to clean and stock trains and then work as the passenger attendants on most trips. They were amazed at the end of the year to find that they had done a grand total of 34 trips that year.

Cheryl's best train trip was a very relaxing trip on the Ghan. She said it was her first long distance rail trip and it was just brilliant. She really enjoyed the experience of being on the train where you could sit and talk, read or just look out the windows at the mighty Aussie interior. The side excursions were good, meals were cordon bleu with coffee and alcohol on tap. (Certainly makes a change from running around serving tea and coffee to 90 passengers).



Vale Barrie Kingsford

We are saddened to report the passing of member Barrie Kingsford on 2 June 2018. Barrie was a long serving member, having joined the Society back in June 1987. During his days as a Guard at Broadmeadow and Newcastle, he volunteered as a crew member for many of our early trips around the Newcastle industrial sidings and on the Belmont Line.

Barrie was a keen gardener and spent many hours providing his plants from his own garden to place around our Depot and on Paterson Platform. He was a regular visitor after he retired and spent most Saturdays in and around Paterson Platform tending to his plants. Barrie can be proud that under his care, Paterson Station won second prize in Dungog Shire Council Garden Competition In 1993, second again in 1994, Highly recommended 1995 and first 1996. Indeed, during dry spells, Barrie would engage train crews on the local Dungog service to water his plants on Paterson Platform during longer than normal stops made for crossing purposes. Former caretaker, Ron Perie, also ably assisted Barrie in caring for plants around our Depot.

Barrie was a very active man and in his retirement participated in the Sydney 2000 Olympics torch relay. Barrie's wife, Elsie, was also a very keen supporter of the Society until she was overtaken by ill health that kept her away from Paterson for an extended period.

With the encroachment of age, Barrie's travel capacity was limited due to a restricted driver's licence and he then used to travel up on the Dungog service to tend his plants, then enjoying a cup of tea with some locals who would pick him up from the station and then take him back to the station for the return trip.

Barrie was also a keen supporter of Dorrigo Steam Railway and Museum.

A memorial service, attended by Society members, was held on Friday 8th June at Paterson Community Hall. We extend our condolences to Barrie's sons Bruce, Graham and Grant (deceased) and their families.



An early image of Barrie attending to one of his gardens.

Paterson Points Future Editions.

This edition of Paterson Points is a hybrid edition; it is made of articles, some collated by Mark Oxford as Editor before his resignation and others that Trish Short and Mick Walsh have put together, so as this edition could go to print.

The Society is seeking expressions of interest from any of our Members who would like to be involved as the Society's Publications Officer, which includes being the Editor of Paterson Points and our occasional Newsletter. Due to their workload with other Society obligations it is not possible for Trish or Mick to continue to carry out the Publications Officers duties.

If you have an interest, would like to consider this position and require further information, please do not hesitate to contact the Secretary, all enquiries will be most welcome.

You will notice on the front cover we have reverted to our Masthead from the past and are seeking feedback to your preference for this one or the more recent Masthead.

Operations Report

– Bruce Agland, Operations Manager

Completed Operations since last report

- 9-11 Mar – Brisbane – Cruise Express [620]
- 14-15 Apr – Steamfest [CPH & 620]
- 20-24 Apr – Brisbane – Cruise Express & ARHS Qld [620]
- 11 May – Scone races – TRMS [3 x CPH]
- 19-20 May – Wallarobba – Open day for Heritage Week [CPH]
- 19 May – Broadmeadow – Paterson – Kalverla [620]
- 25-26 May – Bathurst – Anglican Church [620]

Operations for 2018

- TBA – Metro Ballast Survey – Zetica [402] - CANCELLED
- TBA – ARTC Ballast Survey – Zetica [402] - CANCELLED
- June – Seymour – ARHS [620] - CANCELLED
- 15 June – Stroud Road/Dungog – Coastal Liner [2 x CPH]
- 26 June – Stroud Road/Dungog – Retirement Village [2 x CPH]
- 15 July – Stroud Road/Dungog – Vintage Car Club [2 x CPH]
- 26 July – Stroud Road/Dungog – Thursday Walkers [2 x CPH]
- 28 July – Gloucester Chill Out Festival – TRMS [3 x CPH]
- 2 August – Scone – Morpeth Probus [620]
- 1-2 Sept – ARHS – Kandos-Rylstone [CPH]
- 10-12 Sept – Brisbane – Cruise Express [620]
- 26 Sept – Stroud Road/Dungog – Coastal Liner [2 x CPH]
- 29 Sep-2 Oct – Griffith – Cruise Express [620] - Tentative
- 11 October – Stroud Road/Dungog – Coastal Liner [2 x CPH]
- 2-6 Nov – West – 402 Club [402]
- 6 Nov – Muswellbrook Cup – TRMS [CPH]
- 6 Nov – Gosford Races – Rotary [620]
- 17-18 Nov – Gulgong – Peter King [620]
- 22-24 Nov – Brisbane – Cruise Express [620]
- 9-10 Dec – Cessnock SMR 125th – TRMS [CPH, 402, 620]
- TBA – ARHS – Metro Goods Sidings [CPH]

Bryan's having a break.

It is with great sadness Paterson Points reports that one of the Society's founding members, Bryan Hicks, member number 2, after 34 years of the most dedicated service has decided to withdraw from Society activities. Bryan was one of the four original members that envisioned and created The Rail Motor Society from nothing. Many years of exceptionally hard work and commitment by members like Bryan have built up and made the Society the great success it has become today.



Bryan was part of the original delivery of the CPHs to Paterson on New Year's Eve in 1984 - which had a good deal of mechanical drama and occasional clouds of steam from boiling radiators. Because of his background as motor mechanic and NRMA service man, Bryan automatically became the Society's original fitter and faced a very steep learning curve to master the restoration and maintenance of the Society's rolling stock.

Bryan struggled through the early years when there were no facilities at Paterson; no water, electricity, phone, toilet, covered working area or workshop. All work was performed in the open regardless of the weather and major equipment changes were managed by the simple method of digging a large hole between the rails and lowering items into the hole and then pushing the vehicle out of the way.

During his time Bryan has served as the Rolling Stock Manager, Vice President and was the Secretary for 18 years. Bryan and his wife, Maree, also a Board member for many years, handled all of the catering in the Society's early years. The valuable contribution that this couple made to the early success of the Society has to be acknowledged.

Unfortunately, Bryan has found it necessary to take a break from his involvement in the Society's activities in order to safe guard his health and ensure it does not impact on his family. Bryan's knowledge, experience, skills and cheerful nature are sadly missed by the Society. The Society wishes Bryan, Maree and the Hicks family happiness and all the best for the future.

Infrastructure Manager's Report

The Infrastructure section is proceeding well in the last few months a big thanks to the working members.

In the last few months the Infrastructure section have completed the cover over the air compressor matching in with the goods shed and replaced the door into the old goods shed office, the old office needs a lot of work to be carried out, due to previous white ant damage, the frame up beams and the wall boards need to be replaced.

The overhead "A" frame crane has been moved over from no 1 road to no 2 road, this will give the Engineering crew more room to service a train in 1 road and more room to work on the bogies with the overhead crane on 2 road.

On Wednesday 23rd May, we had 28 cubic metres of concrete laid in the large shed in no 1 road and over to no 2 road. Rod spent Monday and Tuesday at Paterson while the concreters boxed the area in and then on Wednesday morning they laid the concrete, they were finished and cleaned up by 1100.

The T.A.M and the B.R car are being cleaned and painted out, the old sleeping compartment area and hand basins are looking as good as they looked years ago.

The Tractor has had a good service, and is now running well, the mechanic has offered to come back to fix the hydraulics on the back of the tractor.

Thanking you

Eric J Larkins

SOCIETY NEWS

Life Membership – Arthur Burgess

- Bruce Agland

At the Annual General Meeting held on Saturday, 12 May, President Arthur Burgess was elected to Life Membership of the Society.

Arthur joined the Society as a volunteer driver in November 1989. His first trip with us was a twilight Hawkesbury River tour for the Newcastle Branch of the Australian-American Association. This was a very packed tour and Arthur handled the two fully loaded CPH's with consummate ease. Following on from this tour, Arthur participated in many of our operations, with his extensive route knowledge being put to use across a broad range of tours.

At this time Arthur held the position of the Chief Operations Inspector for the freight arm of the State Rail Authority, FreightCorp stationed at Broadmeadow. Arthur had risen to this position through the ranks of fireman, driver and locomotive inspector at various depots throughout NSW. This vast degree of operational experience along with Arthur's reputation among his peers across the rail industry has served the Society very well over the years. In subsequent years he took on the role of Driver-Trainer, a position that he still occupies today.

He is well known to be one to share his knowledge with less experienced crew members and has a quiet and friendly approach but is firm in his desire to ensure everyone performs fully to the requirements of their position.

Arthur joined the Committee of Management in March 2001 and has served continuously as a member since his election. While carrying out his role as Driver-Trainer, he also acted as train crewing manager for a number of years, before being elected as President on 24 March 2007. Arthur's time as President has seen a number of changes in the Society, some turbulent and some smooth. However, we have weathered the turbulent times and are stronger for it. One of the most significant being the transition to an all volunteer organisation.

We congratulate Arthur on his election and look forward to a long and active association with him



*Vice President Rodney Short presents President Arthur Burgess with his Life Membership.
(Photo Trish Short)*

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Interim Editors

Trish Short / Mick Walsh

Contributions of articles and/or photographs for future editions of Paterson Points are most welcome and may be forwarded directly to the Editors.

**Correspondence to be addressed to:
The Secretary
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Edgeworth 2285**

Rolling Stock Report

-Mick Walsh.

CPH's,

During our trip to Kempsey in late November 2017 graffiti targeted us again. This led to CPH3 having to be repainted. CPH3's toilet water tank has been replaced, and the long standing problem of alternator belts burning was rectified by the replacing of a faulty from new Alternator.

A broken brake beam was detected on #7. A spare one was found to have excessive wear on the brake shoe holder journal. This beam was sent to Kings Engineering for refurbishment, after this refurbishment the Beam was refitted.

402,

Refer to article elsewhere in this edition.

621/721,

The Annual Inspection has been completed, during this inspection the leading Wheelset on 621 Front Bogie was found to have arsis on both wheels. Arrangements were made and Arthur Burgess, Rod Short and Mick Walsh took the unit to Flemington Car Works to be placed on the Wheel Mill on Thursday 18/1/18. There both wheels of the front Wheelset of the front bogie were profiled. Our thanks go out to Shaun Kalverla, for arranging our visit, Stephen Pirie, the Wheel Mill Supervisor, John Wilson, Pieter Bezuidenhout and Greg White the Mill Operators. Nothing was too much trouble for these gentlemen.

The axle boxes on the 620 do not protrude as much as others and the wheels could not be secured down to the Mill. After some consultation and working out between them, John and Pieter took the holding down components away and after some time modified them to fit and allow the milling to take place, finishing to allow us to leave after the Metro Area curfew. A derailment at Telarah saw us have to leave 621/721 at the Broadmeadow Maintenance Centre until the Saturday morning when we finally bought the unit back to Paterson.

A new Vacuum Generator was fitted and a broken pipe replaced to the ladies' toilet 721. It was found the drive shaft of the Vacuum Generator Motor was damaged. The replaced unit will be suitable for spares, except for the motor.



John operates the pneumatic "Mule" to move 621 onto the Wheel Mill at Flemington. (Photo Mick Walsh)



John, Stephen and Pieter contemplating alterations to allow the wheels to be secured for machining (Photo Mick Walsh).

SOCIETY NEWS

Rolling Stock Report... (cont)

-Mick Walsh.



John explaining to Arthur the workings of the Mill Head. (Photo Mick Walsh).

S2 Funding Projects

621/721 Flooring,

All flooring in both units has been replaced, refer to the report in this edition.

621 Engine and Transmission,

In keeping with our intention of not running to failure and in keeping with 621/721 asset management plan we successfully applied for S2 funding in 2017 – 2018 financial year to overhaul one engine and transmission combination. We have applied for funding for a second combination in 2018 – 2019, with the intention of changing both combinations and fuel tanks out when the second overhaul is complete.

Progress on the first combination follows. Stripping and appraisal of the Transmission was delayed due to the reluctance of Voith to accept TRMS as a creditor. This has since been resolved, the stripping has taken place, a report and quotation was forwarded to us. Transport Heritage has supplied a Purchase Order to allow work to commence. The last report from Voith was they were awaiting parts ex Germany, these are not expected until July - August.

The engine has been rebuilt and awaiting an exhaust manifold. Exhaust manifolds have proven a real stumbling block, of the four spare we had every one of them had defects and failed testing.

Kings Engineering was given the task of “reverse engineering” and manufacturing a Stainless Steel manifold which is nearing completion. This shall be a prototype as others will be required for future engine rebuilds. When this is completed, Cummins will install it along with the Thermostat Housing, to the engine, which will then go for Dyno testing.

721 Bogies

Under S2 funding we are doing up two sets of Trailing Bogies to go under 721. TRMS had been informed from several sources the bogies had been overhauled shortly before being stored at Broadmeadow, and took that at face value. Not being able to access any of Sydney Train’s Maintenance History or Archives, assumptions on the bogies’ condition was by observation and anecdotal information.

Non-destructive testing revealed the condition of the Bogies to be very poor. One wheelset had a collapsed bearing causing severe damage to the axle, necessitating the removal of a wheelset from stored Drive Bogies at Broadmeadow to replace this damaged wheelset, (thanks Shaun). There were numerous cracks and evidence of poor welding practices from the original fabrication. Recommendations and pricing for complete refurbishment was received and passed onto Transport Heritage, (THNSW). These unknowns had an adverse effect on our budget predictions, causing them to be exceeded.

THNSW was supplied as requested a brief report explaining the underestimation of budget, to allow an approach to IFAP for extra funds. IFAP approved the application and work has carried on at a very good pace since at Kings Engineering's Rutherford works. TRMS extends its thanks and appreciation to Jennifer Edmonds, from THNSW, for her efforts and assistance in regard to the additional funding submissions. The Bogies refurbishment is due for completion by the end of June. After their completions arrangements will be put in place with Broadmeadow Maintenance Centre to have them changed out.

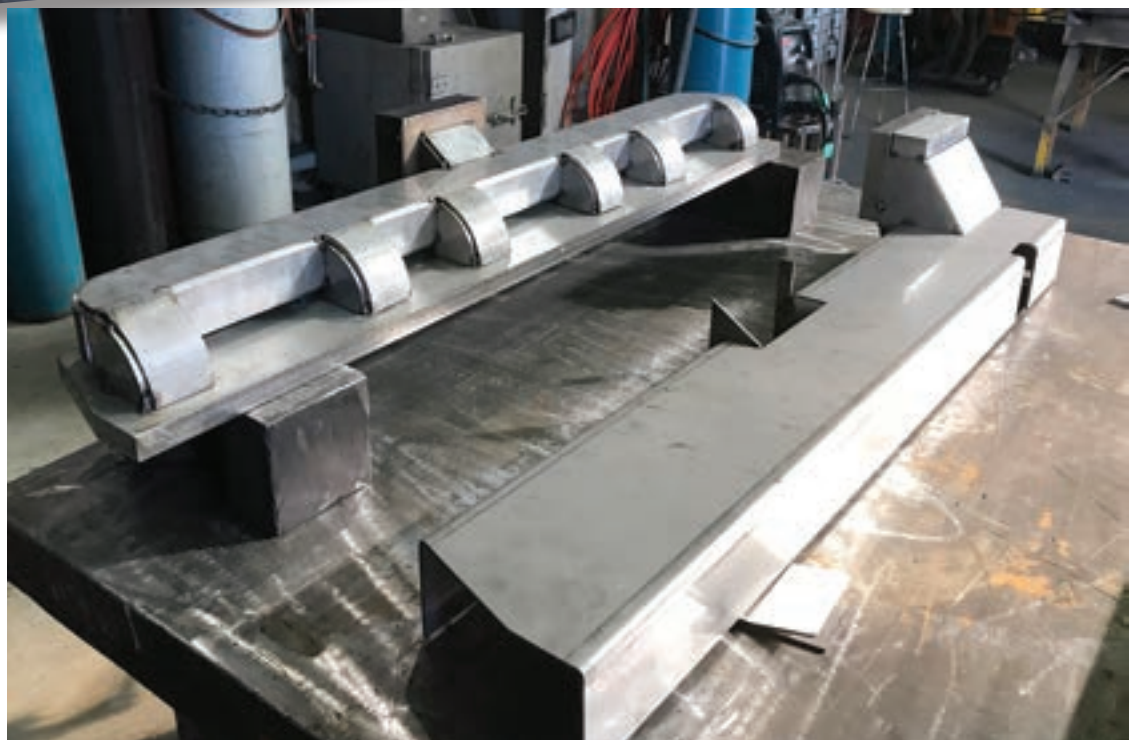
621 Fuel Tanks,

Harvey's Newcastle are at the time of writing in the process of fabricating two replacement fuel tanks.



Above and right shows the exhaust manifold during different stages of fabrication.

(Photos Kings Engineering).



SOCIETY NEWS

HPC 402 Bogie maintenance and wheel change out

- Mick Walsh

402 was transferred to UGL Broadmeadow mid-November 2017 for what was a planned four to six-week period to have the wheelsets fitted with new Discs and the Bogies overhauled. Prior to the transfer to UGL, TRMS supplied four trailer wheelsets, two to be sent to UGL Auburn to have the wheels pressed off for use on the driven axels. These pressed off without damaging the journals.

The project did not start off well with a two-week delay by UGL designing a spacer to allow the lifting lugs to fit and allow lifting of HPC402 clear of its Bogies.

Another 3 to 4-week delay occurred, after the Bogies were stripped, when difficulty in removing the Final Drive Torque Arms and freeing bearings from their tapered sleeves was encountered. TRMS and an external Bearing Company advised on removal of these items. Four of the eight Bearings had to be sacrificed in order to remove them from the axels.

Both Compressors had been very inefficient for a period of time. It was decided to take the opportunity while at UGL to have both Compressors changed out. This was carried out by UGL when 402 was first clear of its bogies.

When the spring packs were stripped from the bogies, there was a broken leaf in one of the spring packs. These packs were sent to Lovells Springs for refurbishment. Due to the lack of suitable spring steel TRMS supplied a larger set of leaf springs that we had in stock, Lovells stripped a leaf from it, then modified that leaf to be used in the damaged pack. Our thanks go Lovells for the excellent workmanship and their cooperation in repairing and testing the spring packs. The springs were then returned to UGL to await their fitting.

UGL had some concerns with the condition of the bearing journals of the trailer axels supplied. UGL decided to press the discs off these axels to be pressed onto the original trailer axels. One of the original trailer axels was damaged when the wheel discs were being pressed off making it unserviceable. Meaning that the discs pressed off the supplied axels would have to be re-pressed back onto them. When the drive wheel discs were pressed off the drive axels it was discovered they had a smaller bore than the trailer wheel discs supplied and no new suitable wheel discs were available. Luckily TRMS had some suitable wheel discs on some stored wheelsets, these were sent to Auburn, where they were pressed off.

Unfortunately, again a delay occurred on these being assembled due to another job using the press. Murphy struck again when UGL informed us of their schedule for pressing wheel discs on and the future, they also added, "unfortunately, this will be likely to change as whilst in the process of setting up the wheel press we have had to machine adaptors, which will take some work". One of the wheelsets for the drive axels was not suitable, so a quick check of our stock again and hurried transport arrangements put in place saw another wheelset sent to UGL Auburn.

At the time of writing, all wheel discs had been pushed on and arrangements are being made for the wheelsets return to Broadmeadow for assembly into the bogies. Barring no other complications 402 is scheduled to return to us around mid to late June.

Unfortunately, because of these delays Zetca Rail has made other arrangements for the ARTC and Metro Ballast Surveys they had tentatively booked with us, using 402. Although 402 is their preferred platform, we could not guarantee 402's availability. These jobs would have gone a long way to paying the expenses not covered by the grant for the wheel and bogie change out.



Above and below 402 being lifted clear of its Bogies. (photos UGL).



621/721 Flooring

- Mick Walsh

After the Tamworth trip for the Country Music Festival 621/721 was taken out of service for a five-week period, to have the flooring, floor coverings replaced and the interior painted. This was carried out under an S2 funding grant from THNSW. The first task was to split the cars and leave a gap for an access platform through the end doors of both units.

Our thanks go to Ken Bedford of Novocastrian Scaffold for supplying and erecting this platform at a very reasonable liquid price for us. Glen Davies from Glenbuild Carpentry was selected to carry out the carpentry component of this project. Peter MacFarlane, our resident painter was to look after the painting aspect.

A crew of our volunteers came in on the Saturday and removed the curtain retaining plates and the curtains themselves for laundering. Investigations took place into the best way to launder the curtains. Commercial laundering prices were prohibitive, Margaret and Graeme Pantlin volunteered to take the one hundred or so curtains to their home launder, repair as required and press them.

After all the seats were removed and stored Glen commenced removing the old flooring in 621, while Peter and his helpers commenced preparation and painting in 721. When the ply flooring was removed and the floor frame exposed, all were surprised the condition of the framing was better than what was expected, but there was still plenty of timber to be replaced.

Parts of the aluminium sub-floor were badly corroded and required patching. Without Murphy interfering and cooperation between the trades all went well and the new flooring and painting was completed on schedule allowing Bass Flooring Company to come in to lay the new vinyl floor coverings including the Drivers cabs, which were not in the original scope. After the laying of the vinyl and the laundering and pressing of the curtains it was time again for our crew of volunteers to reinstall the freshly laundered curtains. The seat retaining plates were installed and the seats refitted.



Before: Left side of 621 Kitchen

New Kitchens have been fitted to each end and upgraded wiring has been installed for the new equipment in the 621 end. A new 230L Fridge and Inverter have been installed 621 end.



After: Left side of 621 kitchen



*Above: Right side kitchen 621 (before left and after right.)
Below: 721 kitchen (before left and after right).*



SOCIETY NEWS



Access platform between the cars (Photo Bruce Gehrig)

During this period a long term problem with the auxiliary power supply, to 721, was resolved allowing the supply to be removed from the lighting batteries and returned to its original position on the auxiliary generator isolator.

The unit was ready for its first outing to Brisbane with a day to spare.

As the Project Manager I wish to extend TRMS's gratitude and appreciation to all of the Volunteers who took on some of the not to pleasant tasks during this project. Every time a task was requested it was met with an enthusiastic yes and nothing was a problem. There are a lot of members who have not been mentioned above, who put in a lot of time and effort, but I cannot express enough my gratitude, for a job well done, a big thankyou to all involved.



Seats removed showing the interim seat bases placed some years ago to support the seats. (photo TRMS)



After ply removed exposing the timber frame note on the right corroded sub-floor (photo TRMS)



Greg & Bruce masking in preparation for painting (Photo TRMS)



New ply flooring being installed (photo TRMS)



Peter & Greg apply finishing touches (photo TRMS)

TRMS bids for 7344

The New South Wales Government Railways placed two orders with Walkers Limited, Maryborough, Queensland, for a total of 50 powerful B-B diesel shunting locomotives which were delivered from 1970 through to 1973. When the last of these arrived in March 1973 this brought to an end all steam shunting operations in New South Wales.

While the New South Wales Government Railways purchased the class mainly for shunting, the class was still seen on many suburban workings and occasionally also on mainline operations. The 73 class is unusual in that they were the only New South Wales locomotives to be built in Queensland and are also the only locomotive class to be built in large numbers with a hydraulic transmission, rather than the usual electric traction motors.

With a reduction in locomotive hauled passenger trains and the closure of a number of yards, withdrawals began in 1987 and by October 1991 only three remained in service. Disposals commenced in 1990 with three sold to the Canberra Railway Museum. Four were sold to the Manildra Group in 1991. Many others were sold to Queensland sugar cane companies for conversion to 610 mm (2 ft) gauge but a number have also been preserved.

In 2000, 7301 and 7344 were placed on RailCorp's Heritage and Conservation Register but 7301 was scrapped in January 2014. 7344 was subsequently transferred to tourist train operator 3801 Ltd for shunting duties around the Large Erecting Shop at Eveleigh, where it was repainted in their green and yellow corporate colours. 7344 is also known as DENNIS, Diesel Engine Not Normally In Steam, in reference to the repeated radiator and overheating issues it suffered at one time. With 3801 Limited encountering recent difficulties, 7344 was returned to Transport Heritage for NSW and custody was then offered to other heritage operators.

The TRMS Board decided to make a bid for custody of 7344 in the belief that it would be useful for shunting duties in the depot and to recover any trains that are unable to return to the depot under their own power. We are now waiting for the custodial agreement to be drafted. In the meantime, a S2 funding application has been made for the replacement of unserviceable batteries, fitting of an ICE Radio and Vigilance Control making the unit mainline compliant to allow the transfer of 7344 to Paterson under its own power.



Newly painted 7344 in green and yellow 3801 Ltd colours at DELEC. (Photo: Colin Gray Collection, courtesy of Auscision Models)

73 Class Specifications

Type:	Diesel hydraulic shunting engine
Wheel arrangement B-B	(two 4 wheel bogies, all wheels driven)
Built:	1970 – 1973, Walkers Limited, Maryborough, Queensland 50 in class, numbered 7301 to 7350
Dimensions:	Length 39 ft 4 in (12 m) over buffers, Width 9 ft 3 in (2.82 m), Height 13 ft 6 in (4.11 m) Weight 49 tons (49.8 t)
Engine:	Caterpillar D379 series B, turbocharged four-stroke V8 diesel
Power Output:	650 hp (485 kW) for traction
Tractive Effort:	25,000 lbf (111 kN) continuous at 5.4 mph (9 km/h)
Max Speed:	40 mph (64 km/h)



7344 (Dennis) and 7333 (Ron) haul the Cockatoo Run up the 1 in 30 through Dombarton on July 7th, 1996. (Photo: David Johnson)



7344 captured at Eveleigh on 4/12/17 showing its current condition. (Photo: SG Preston)

SOCIETY NEWS



Passengers return after one of several trips to Wallarobba. (Photos Trish Short).

Heritage Open Weekend

-Trish Short

On the weekend of the 19th & 20th May we held our 2nd Annual Heritage Open Weekend. Over the course of the weekend, people were given the opportunity to take a ride on our 1920's CPH Rail Motors from our depot up through the tunnel to Wallarobba and return.

These journeys were very successful with approximately 300 people taking advantage of riding this lovely old train. During their visit, people were able to take a wander through our depot and museum. We were also able to give visitors a sneak peek in our sleeper cars which are in the early stages of restoration.

We were lucky enough to include Todd Sargent as one of our visitors. Todd is a local identity on community radio station 2NURFM.

His support was invaluable and the promotion he gave over the radio leading up to our event was a great advantage to us and the people of the Hunter area.

There were lots of rail enthusiasts and many families with young rail buffs in attendance. They had travelled from far and wide to enjoy the Heritage Event. People had travelled as far as from Sydney to the south and Port Macquarie to the North. We look forward to hosting a similar event next year.



Shed Concreting

-Rod Short

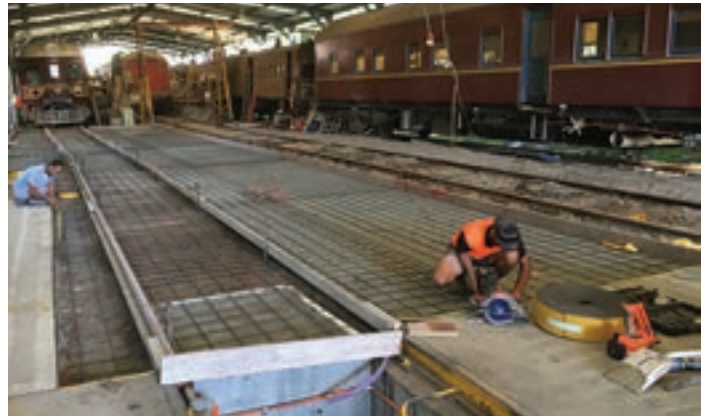
The next stage of concreting the shed is now complete, this has been a major project over the last few weeks. To enable this to happen we had to firstly move CTC 51 out of the shed for access which had to be pulled by the CPH's and also 629 pulled by 621 these trains have not been moved for years but all went well.

This eliminates the uneven surface and will allow access to the workshop for the forklift and other machinery. During this work the crane was moved from No.1 road to No.2 road and suitable pads were laid for its safe working.

The society would like to thank local concreters Troy Iuliano and his brother Anthony for an excellent job.



The freshly laid concrete.(Photo Rod Short).



Troy and Anthony finish off forming up. (Photo Rod Short).

Hunter and Coastal Region Scouts Visit

- Bruce Gehrig

In January the Hunter and Coastal Region for Scouts held a five-day corroboree at Tocal College, with 600 Scouts attending, mainly coming from the Hunter region and Sydney, with a few from Queensland. The event was held from Wednesday 17th to Sunday of 21st January, with the first and last days being mainly for arriving and leaving the Tocal college camp site.

On the Thursday, Friday and Saturday, the scouts were bused into Paterson for a town walk, which included a tour of St Pauls church, and visits to the Court House Museum and our Rail Motor depot. Consequently, over the three days, our Society hosted 576 scouts, the highest number of visitors to enter the depot. The Scouts were split into troops to inspect CPH7 on the three days. On the Saturday, they were also able to inspect 621/721, after it had returned from repairs at the Endeavour Centre. The Scouts were given a questionnaire sheet to answer about various things they would see around Paterson township. For our depot, this included questions about the number of chimneys on the cottage and the animal on the roof of the shed.

The three days were extremely hot, and the scouts sat in the shade of the trees and rested, while waiting to inspect CPH7 and 621/721. They made good use of the cottage kitchen to top up their water bottles. They also were given free time to walk around the township and spend their money on drinks and ice blocks, etc.

Thanks to Bruce Agland for his help on the three days of the visits.



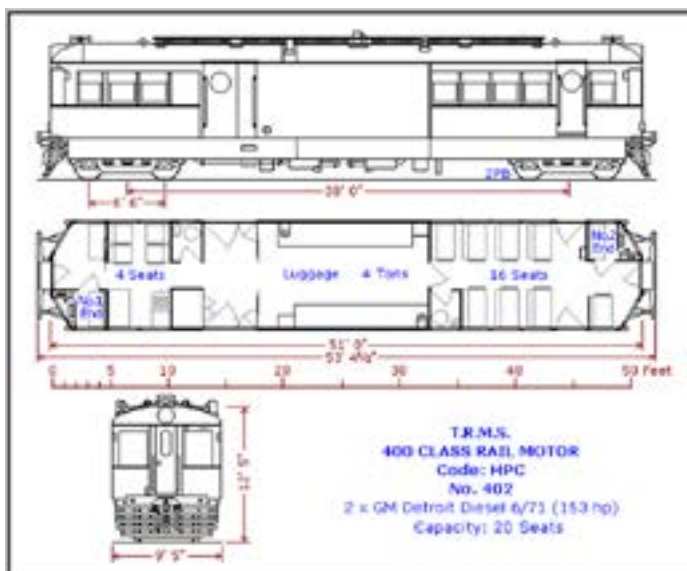
OPERATIONS DIARY

The 402 Club

- Bill East and Mark Oxford

The Society's CPH and 621/721 rolling stock are well known for the many tours they provide. However, our third rolling stock type, railmotor HPC 402, is far less well known as its main use is as a radio testing and track survey vehicle. In December 1986, HPC 402 was leased to the State Rail Authority of NSW by the Rail Motor Society for a period of 6 months as a radio test car. Despite the initial short-term plan, HPC 402 continued on lease to SRA and then subsequently to the Rail Access Corporation until finally being returned to the Rail Motor Society in July 2000 – 14 years later!

During that time, 402 traversed every active railway line and connected private branch in NSW. It was also used to carry out a survey to locate the entire NSW rail network using the Global Positioning System and as part of this survey, a stereo video image of the track was also taken. This survey received two excellence awards by the NSW Institution of Surveyors. HPC 402 is now stabled at the Rail Motor Society's Paterson Depot and is still frequently used on a contract basis for a range of testing work which provides much needed income for the Society.



The current layout of HPC 402, after seating is set aside for the crew, there are only 17 seats available for passengers. (Drawing: Bruce Agland)

While 402 has had many different internal layouts since it was built 80 years ago, passenger accommodation has always been quite limited within the vehicle itself - with seating for only around 20 passengers. If needed, 1 or 2 purpose built 500 class passenger trailer cars, each seating additional 40 – 50 passengers, could be towed if necessary. This limited seating means that 402, by itself, is not suited to larger tours, however the NSW branch of the ARHS has an informal group of rusted on rail enthusiasts called the "402 Club" that do hire 402 for special tours. Perversely, the attraction of these tours is that with only 18 participants they can travel to places unsuited to the larger capacity trains and to parts of the rail network and strange destinations that are of special interest to rail enthusiasts but not the general public.

These tours are advertised among ARHS members, mainly by word of mouth at first, then through the monthly newsletter. Some people cheekily refer to these tours as "secret men's business" but the group usually travels to places unsuited to the larger capacity CPHs and 621/721.

There is a regular visitor from the UK who comes especially to travel on lines he has never seen and during the last tour there was even a visitor from the USA for the same reason. The members of the 402 club particularly enjoy the camaraderie of the small close group and the company of the TRMS crews.

The last tour by the 402 Club took it to many of the main and branch lines in the Riverina region. Bill East, who is a keen 402 Club member, as well as a member of the TRMS, has provided the following report that reveals the remote corners of the rail network they explore. Many of these places have not seen passenger traffic for many, many years.

402 Riverina Tour Report by Bill East

Thursday 9/11/17

Departure from The Rail Motor Society siding at Paterson was at 6.26am. We had no trouble obtaining authority to enter the North Coast main line and a good run ensued to Broadmeadow where we picked up a Newcastle passenger. From there we continued to the Sydney Metropolitan area and, after a few short stops to pick up more passengers, we came to a halt at North Strathfield where we waited briefly for the single track section to Flemington to clear. Once past Flemington, we had a non-stop run to Macarthur South.

A short pause at Macarthur South behind us, we stopped at Picton to pick up a passenger then proceeded to Moss Vale where a recalcitrant Endeavour set was causing problems. However, once underway, we proceeded to Goulburn to pick up yet another tour member, then continued non-stop to Cootamundra. Here we picked up an American passenger from New Jersey, USA. So we now had a full complement of 17 passengers, tour Leader Spencer Ross and our crew members.

We reversed direction at Cootamundra and, after a bit of delay caused by traffic, we were off to Temora. On arrival, it was a short walk to our motels and then dinner at the Temora Ex-Services Club.

Friday 10/11/17

We departed Temora at 8.00am heading on the upgraded line through West Wyalong to Ungarie. Noted were the various wheat silos along the line, some of which, such as Reefton, are now not used for rail loading. In fact, the rail sidings have been lifted. West Wyalong, however, is still a major loading point. Noted also were the stop blocks on the Rankin's Springs Branch at Barmedman and on the Burcher Branch at West Wyalong. At Ungarie, the branch to Lake Cargelligo was taken, however our pace slowed a little as this branch has a lower speed limit. Again, various active and disused wheat sidings were passed along the way. We finally came to a stop right at the stop block at Lake Cargelligo.

We reversed to the old station platform for photos, with the now disused staff hut being the only building on the platform. Our journey then took us back to Ungarie and lunch at the Central Hotel. The enormous amount of rail traffic on the day was no problem: we disembarked from 402 at a level crossing on the main line!

After lunch, we boarded 402 again and reversed direction, this time heading for Naradhan. The speed limit to Naradhan is 100km/h so we maintained a good pace, arriving at the stop block there a little early. The crew changed ends and again we drew up at the platform, or what is left of it. Photos ensued, with the only building there being once again the disused staff hut. Interestingly, the turntable is still intact, although a mature tree growing up through the middle will prevent its use! The water tank is still intact, although a rust hole will see it remain unserviceable.



LEFT:

402 standing at the now disused staff hut at Naradhan. (Photo: Bill East)

BELOW:

This is the silo at Calleen, between Barmedman and West Wyalong. Note that the siding has been lifted. Any wheat here is trucked to the nearest large silo complex. (Photo: Bill East)



End of the line at the stop board; Naradhan. (Photo: Bill East)



A return run back to Ungarie followed and we passed through this little town without stopping and continued to West Wyalong for our second night's stay. Once settled into our motel for the evening, we were treated to an Indian-style banquet for dinner.

Saturday 11th November

The tour departed West Wyalong at 8.07am and returned to Temora. Here a stop of 45 minutes was taken to allow us to visit the Railway Museum in the freshly restored station buildings. Quite a number of interesting artefacts from a bygone era are displayed, along with the refreshment rooms which can be viewed in "as is" condition.

Departing Temora, we travelled to Griffith for lunch and then proceeded to Hillston. The speed limit on this line was lower than the timetable had allowed for, so our arrival at Hillston was a good deal later than timetabled. At Hillston we ran right up to the stop block and observed the formation of the closed section to Roto extending into the distance. 402 then returned to the platform, where, once again, the only building is the now-disused staff hut.

A good run back to Griffith saw the Griffith Explorer already in the dock platform, so no time was wasted getting away to Narrandera. Here we were treated to a tour of the town and transport to our motel in a different train: the Lions Club's tourist train!

Sunday 12th November

Our departure from Narrandera was hastened by the advice that if we were not gone by 7.45am, we would be held until the Griffith Explorer had passed through. So, indeed, we were promptly away on time. A quick run brought us into Junee for a brief stop, then it was away on the Main South to The Rock, where, after the usual safe working, we entered the branch to Boree Creek. This line is the truncated remnant of the original branch to Oaklands.

Again, slower running was the order of the day and so we slipped behind the timetable. A brief stop at Milbrulong saw our special visitor, Tim Fischer AC, join the train. Tim lives near Boree Creek and has a passion for railways. His model railway, in fact, has a scale of 12 inches to the foot! At Boree Creek, he invited all on board to join him for a drink at the Boree Creek Hotel.

We then returned to Lockhart where a delightful lunch was provided by the ladies of Milbrulong Red Cross in the nicely restored station building, now occupied by Lockhart Rural Fire Brigade. Departure was on time and we headed back to The Rock, stopping briefly to allow Tim Fischer to alight at Milbrulong. Once on the mainline, we had a speedy run to Cootamundra for our fourth night's accommodation, stopping only briefly to allow a passenger, our regular participant from the UK, to alight at Wagga Wagga.

OPERATIONS DIARY



ABOVE: The 402 Club members and crew enjoy lunch at the restored Lockhart Railway Station, now Rural Fire Brigade building.

(Photo: Bill East)

RIGHT: Australia's best known rail enthusiast, Tim Fischer AC, joins the 402 Club for a drink at the Boree Creek Hotel.

(Photo: Bill East)



Monday 13th November

Sydney Trains has an embargo on special movements during peak hours, so it was necessary to depart Cootamundra at 6.25am in order to get through the metropolitan area before the embargo started. We firstly ran around to Cootamundra West and reversed, so the "long" end was leading. We had a good run to Goulburn where a short leg-stretch was held before departure on time.

A good run was then had to Macarthur South where some track work held us for a few minutes, then it was a fast run on the South Sydney

Freight Line to Chullora where we were held for a north bound freight to depart. It was then on to Strathfield North where a large portion of the contingent left for home. We then headed north, utilising the new Epping to Thornleigh down relief on our way.

A brief pause to allow an Intercity V set to overtake us at Hawkesbury River saw us on our way again and without further ado, we were safely back in the TRMS compound at Paterson at 4.45pm.

Our thanks go to Spencer Ross for organising an excellent tour and the crew for their camaraderie, expertise and great company.



Cruise Express Passengers and some of our crew at Paterson Depot before their leg to Sydney Terminal. (Photo Richard Boyce).

Brisbane – Cruise Express & ARHS Qld

-Mick Walsh.

Friday 20th April saw 621/721 Depart Paterson for Maitland, where we picked up thirty-eight passengers, who had made their way there for ARHS Queensland's tour to Brisbane. A trouble free run was had to Wauchope where lunch was provided on the platform. After lunch we departed for our overnight destination of Grafton.

An on time departure on Saturday morning had us heading to Brisbane and again after a trouble free run we arrived at Acacia Ridge where we were joined by our Queensland crew, Ben Francis and Laurie Parsons, who guided us into Roma Street Station where we disembarked our passengers. Some of the crew took the train back to Acacia Ridge for fuelling then returned to Roma Street and stabled for the night.

Sunday morning with Ben and Laurie in the front cab we had a full train load of passengers ready for a trip via Border Loop to Casino and return organised by ARHS Queensland. When passing through Border Loop the train was stopped to give the passengers a look at the different stages of the loop. After the loop we dropped some passengers at Kyogle for a look at the town while we travelled to Casino to cross a Freighter heading to Brisbane. We picked up our Kyogle passengers on our return. Heading into Brisbane we struck a dead Kangaroo laying between the tracks. After disembarking our passengers at Roma Street and stabling the train it was discovered that striking the Kangaroo had dislodged the drive belts from #1 Auxiliary Alternator.

Monday morning started with Stafford Payne our travelling Fitter replacing the missing drive belts before moving forward to the platform. Whilst Stafford was carrying this out, two car attendants who will remain nameless filled our drinking water containers on the platform. With them being heavy decided to leave them until the train was on the platform.

A Bus Driver reported two containers unattended on the platform. Security measures were still in place from the just completed Commonwealth Games. The whole of the Station was just about to be evacuated and shutdown until one of the Train Controllers worked out they were ours. The evacuation was then called off.

After that incident our Cruise Express Passengers, embarked for an uneventful trip to their overnight destination of Port Macquarie, disembarking from the train at Wauchope, where it was stabled for the night. We bid farewell to Laurie at Acacia Ridge on our way, with Ben staying to assist the Cruise Express Crew.

Tuesday morning again saw an on time departure from Wauchope, lunch was provided on the run, with a trouble free run to Paterson. At Paterson the passengers had a leg stretch and tour of the Depot while 621 was fuelled and a crew change took place to continue the journey to Sydney Terminal. After disembarking their passengers at Central the crew then returned the train to Paterson.

OPERATIONS DIARY



ABOVE: Much to everyone's relief the hi-railer eventually arrives in Albury after conducting the track inspection. (Photo: Margaret Pantlin)



LEFT: Passengers enjoying lunch at the cafe in the old refreshment rooms at Junee station. (Photo: Margaret Pantlin)

Cruise Express, Seymour to Sydney

-Margaret Pantlin

Thursday 30/11/2017 – Sunday 03/12/2017

On Thursday 30th November, 621/721 departed Paterson depot at 0655 as empty cars and our staff of Arthur Burgess, Rod Short, Bryan Hicks, Margaret and Grahame Pantlin for our first day of travel in what was to be a roundabout trip to Seymour to pick up our Cruise Express passengers.

There were restrictions in the Sydney region due to the testing of the new Sydney Trains timetable and trackwork between Ulan and Gulgong which meant we had to go via Werris Creek to Parkes. We had an hour's delay at Werris Creek waiting for the Moree Xplorer to arrive and free up our path. We then headed off and performed a train turn on the triangle at Binnaway before going on to Dubbo and then to Parkes via Peak Hill to stable for our first night, arriving two hours late.

After refuelling on Friday morning we were off to Junee where we picked up our two relief drivers Richard Wardle and Darryl Doherty who took us from there to Albury and return. We arrived an hour early and stabled for the night. While we were there we received a message that, due to heavy storms and rain, ARTC had closed the track from Junee to Sunshine in Victoria.

On Saturday morning there was still no good news regarding the track closure and we were told that we would not be allowed to depart Albury until the ARTC did a track inspection. Meantime, Cruise Express management made a decision to bring their passengers by coach from Seymour to Albury where they arrived at 1030. No decision yet so morning tea was had on the platform as they waited for us to obtain

clearance to bring the train onto the platform. It was a long wait for them and all of us but just after 1300 with great excitement the track inspection hi-railer arrived and we were given a path to depart Albury at 1320.

With passengers now on board we served a well needed cuppa and settled back for the trip to Junee where the passengers disembarked for lunch at the cafe in the old refreshment rooms on the platform while the train was taken to the old loco depot to refuel. We took a shortened lunch break so we could make up some travel time to Goulburn. What a great group of people who were now relaxed and sat back with wine and nibbles to complete the afternoon's journey.

Arriving at Goulburn the passengers transferred to coaches for the remainder of their trip to Sydney. This Cruise Express group had a very different trip to what had been planned for them but everyone said they had a very enjoyable time. They had cruised from Sydney to Melbourne by ship and then travelled from Melbourne to Seymour on the Spirit of Progress before joining us. A big well done to Cruise Express for another enjoyable trip.

On Sunday morning we departed Goulburn and travelled to Moss Vale and then down the escarpment to Unanderra and onwards to Sydney. We had to go that way due to the new timetable restrictions and trackwork. Then, after an hour in Sydney, we headed back home to our depot at Paterson



ABOVE: 7R01 running from Paterson to Kempsey to participate in the Kempsey Railway Centenary, worked by CPH's 7/3/1, through the Main at Telegraph Point on Saturday 25/11/17. (Photo: Mark Bennett)

RIGHT: The Society is blessed with some hard working volunteers who managed to scrub most of the offending graffiti off between shuttle trips.

(Photo: Mark Bennett)



Kempsey Railway Centenary Tour

- Mark Bennett

The Macleay District Historical Society and Kempsey Museum organised a 3 day celebration of the 100th Anniversary of the opening of the railway to Kempsey. CPH Railmotors 1, 3 and 7 made the trip up from Paterson in order to take locals on rides to Eungai and return in vintage style. These shuttles ran on Saturday afternoon and all day Sunday. Also, on the Saturday night, the Tin Hares ran a Wine and Cheese Tour from Kempsey to Macksville and return.

On the Sunday, as the CPH's carried punters from Kempsey to Eungai and return, the gardens out the front of the station played host to market stalls, musical acts, vintage cars and motorcycles. The old Railway Refreshment Rooms on the platform were open and held an historical display.

On Monday the 27th, the actual anniversary, an official ceremony was held to celebrate the 100 years of rail to Kempsey. A Centenary Plaque was unveiled at the station by Melinda Pavey, MP, Member for Oxley. Monday also saw local school choirs, a parade of vintage cars and motorcycles, a flyover of planes and speeches by local school captains and official guests.

The weekend was somewhat soured by the senseless spray painting of CPH3 and CPH7 on the Saturday night as the Tin Hares were stabled in Kempsey Yard. The Railmotor Society's hard working volunteers spent every minute they could with rags, turps and elbow grease, and cleaned off as much as they could. On one trip to Eungai, where the train had to wait for 10 minutes to cross 1BS2 freight with NR43/NR118/NR106 at the helm, passengers, including myself, even grabbed rags and helped scrub. By the end of the day the CPH's were fairly respectable again. The Railmotor Society's volunteers again showed why they are worth their weight in gold! Well done to everyone involved.

Paterson Points would like to thank Mark Bennett, editor of the North Coast Railway Round Up e-magazine, for supplying this article and the accompanying images.

OPERATIONS DIARY



*621/721 stand at Mittagong awaiting the road to be set to return to Moss Vale. An interesting feature of the day was having Mittagong signal box "cut in" to allow the shuttles to cross to the down main for the return journey. The box is rarely operated these days.
(Photo: Tim Wadling)*

The 13:20 shuttle from Moss Vale was held at the Mittagong up home signal to wait on the Canberra bound Explorer. Once it passed 621/721 crossed to the down main to terminate. (Photo: Tim Wadling)



Moss Vale Trip - 9th & 10th December 2017

- Cheryl Davies

621/721 left Paterson Depot 5am on Saturday 9/12/17 with our first two passengers already on board. We then had pickups at Maitland and Broadmeadow to complete our complement of 46 passengers. We arrived at Moss Vale Station at 11am and our passengers left the train to have the day exploring Moss Vale and surrounds.

There were four shuttles scheduled to Mittagong and return for the day as part of the celebration of the 150th anniversary of the arrival of the railway to Moss Vale but, due to a misunderstanding, only the seats on 621 had been sold. As we had already decided to set up a souvenir table on the platform manned by Trish Short, she set about selling tickets for the remaining seats on 721 for each shuttle. As a result, the first three trips were filled to capacity and on the fourth trip we were left with enough seats for our original 46 passengers to avail themselves of a bonus trip to Mittagong. We then headed to Sydney for an enjoyable dinner and overnight stay at the Great Southern Hotel.

After an early breakfast on Sunday morning, Trish and our 46 passengers boarded a bus for a tour of Sydney and a harbour cruise (see below). The rest of the crew returned to Central Station to be joined by more than 90 members and friends of the ARHS to be taken for their Christmas lunch at Thirlmere.

On arriving at Thirlmere the ARHS passengers left the train to explore Thirlmere and partake of their lunch. Three shuttles had been organised for 621/721 but they were very poorly patronised with a total of 26 passengers for all three shuttles. The NSW Rail Museum at Thirlmere was very quiet, with few people about.

We then returned to Sydney and collected our original 46 passengers plus 12 ARHS passengers and headed for home. We arrived back at the depot on time even though it was bit of an "all stations" return trip thanks to the ARHS passengers.

The passengers and crew totally enjoyed the weekend.

Sydney Tour and Harbour Cruise

- Trish Short

After an early breakfast at the Great Southern Hotel our 46 passengers boarded a coach for a four hour sightseeing and highlights tour of Sydney, guided by the very experienced Australian Wide Tour Company. This was very well commented by the driver, who had a lot of knowledge of the history of the city and recent developments. During our tour we had stops at Mrs Macquarie's Chair and then at Lyne Park down near the harbour for morning tea, a leg stretch and, of course, a photo. Then all back on the coach to continue our journey.

At midday we arrived at King Street Wharf for our cruise on the harbour on board the Magistic Cruises boat for a beautiful lunch, where we had the upper deck reserved just for us. At the conclusion of lunch the coach met us again at the wharf and returned most to the hotel, although some chose to walk and do a little shopping on the way.

The weather was very kind to us for our first weekend away for a group organised by The Rail Motor Society. We boarded the train at 4pm from Central Station for the return journey home. We were all a little weary but had a great weekend. Of the 46 passengers approximately half had not travelled with us previously but are now looking forward to joining us again.



Passengers pose for a shot with Sydney Harbour Bridge and the Opera House in the background during their tour. (Photo: Trish Short)

Below: Passengers enjoying lunch aboard the Magistic Cruise boat. (Photo: Trish Short)



Scone Cup

- Trish Short

It is Friday 11th May cold and windy but still 102 punters all excited to be going to our 3rd Scone Cup on board the CPH's. We welcomed quite a few new faces however many regular race goers keep coming back for more. Although the weather was not the best this did not dampen the spirits and the ladies and gents in all their finery even if they had to hold their hats on during a photo shot here and there.

We arrived at Scone station 11am, met by Osborne coaches for transfer to the racecourse where the excitement was building in anticipation of backing a winner. At the conclusion of the races again transferred back to the station for our return journey. Everyone had a great day, however not many winners but a hot dog served on the way home is always a highlight.

This day is becoming very popular as this year we had a waiting list of people wanting to go and hanging on till the last minute trying to get a ticket.



Amanda Wilson, Liz Ede, Erin Roberts-finalist in fashion of the fields, Lauren Banks, Jess Tully – finalist in fashion of the fields, Rachel Settle



Kate, Emma & Sam have had a great day at the races

OPERATIONS DIARY

Steamfest -2018

- Trish Short

Once again Steamfest had very large crowds both Saturday and Sunday and as you would expect the big attractions are the steam trains.

We ran our CPH's to Paterson and return (3 trips) each day with very good patronage. While our 621/721 went a little further afield up to Saxonvale in the Hunter Valley Coal country twice on Saturday and Sunday again very well supported with our crew serving tea & coffee during this trip. Steamfest is a great event for us to be involved in as visitors from far and wide come and it gives us an opportunity to showcase our Rail Motors to rail buffs. This year we also held a stall selling our souvenirs and many acquired railway publications from the past. The weather was great and everyone once again enjoyed STEAMFEST 2018

*Right: 621/721 and Garrett 6029 parked up at Steamfest on Saturday.
(Photo Bruce Gehrig).*



This image was forwarded to Paterson Points by Steven from Dungog Station with the following caption, "a photo of the notorious 'Chip Bandit Gang' last seen at Paterson station on Sunday. If sighted, approach only with extreme caution and/or mud cake".



621/721 crossed paths with 6029 several times at Branxton both up and down on Saturday. (Photos Robert Spencer)

Below left: 621/721 waiting for the road and below right: leaving Saxonvale for a return trip to Maitland. (Photos Robert Spencer).



OPERATIONS DIARY

New Year's Eve Mystery Tour

- Bruce Gehrig

Following the success of the 2016 New Year's Eve trip to Denman and Scone, Trish Short, on behalf of the Society, organised another mystery trip at the end of last year. Again the train was sold out with 95 passengers, who mostly boarded the train at Paterson and Maitland, where the train left at 4pm. The last passengers were picked up at Broadmeadow, and after departure, the driver told our travellers that he would continue driving until he got hungry. As we headed south passengers were served champagne, together with cheese, bikkies, cabanossi, salami, etc.

Just north of Gosford, it was announced that the train would be stopping there. Passengers were told to leave the train and walk down the street to the Gosford Leagues Club, where their ticket would entitle them to a meal at the Star Buffet, which was an all you can eat seafood dinner.

After dinner, most passengers walked down to the waterfront to see the fireworks at 9.15pm, starting a little later than the traditional 9pm to allow for the end of the soccer game between the Central Coast Mariners and Wellington Phoenix, at the stadium.

The streets around the waterfront, including the Central Coast Highway, were closed to accommodate the large crowd, and there was a carnival atmosphere, with rides, markets and stalls, where some passengers collected free sample bags.



The New Year's Eve Mystery Tour crew take time for a group photo at Gosford station, prior to resuming their catering and driving duties on the trip back to Paterson. (Photo: Bruce Gehrig)

At the end of the ten minute fireworks display, passengers had further time to soak up the atmosphere, having been asked to be back at the station for an 11pm departure. On the trip home tea and coffee were served, along with home-made rocky road and slices. A raffle was also conducted, with wine and chocolates, etc., as prizes. At midnight, passing Cockle Creek, traditional New Year's greetings were exchanged among the passengers and crew. Soon after, our travellers were leaving the train at Broadmeadow, and then Maitland at 12.40am, having had a most enjoyable New Year's Eve celebration with the Rail Motor Society.



It is ten minutes to midnight and the passengers and crew prepare to welcome in the 2018 New Year. (Photo: Bruce Gehrig)

Tamworth Country Music Tour 26-1-2018

- Peter Macfarlane

For the last seven years Maitland Rotary has been running a Tamworth Country Music Festival rail tour. This year we departed Paterson at 0445 with two passengers and picked up the main contingent at Telarah. We travelled via the triangle and more passengers boarded at Greta and Branxton, where we had to wait for a few minutes, as we had forgotten to load the egg and bacon rolls for breakfast at Telarah. Fortunately, one of the Rotarians who was there to farewell the revelers on their trip, noticed the three eskys sitting on Telarah platform and made a quick trip to Branxton.

A last stop was made at Singleton to pick up the remainder of our passengers and then off we went with a nonstop run all the way to Murulla. Unfortunately, control did not have an indication of which way the points were set and an electrician had to be called out to fix the problem and this cost us about 20 minutes. After this problem was fixed, we went straight through to Tamworth without even stopping at Werris Creek. In fact, we went through at about 100 kph. The author has never known a passenger train not to stop at Werris Creek before. The John Holland train order was done on the run and we arrived at Tamworth at 0930. Perfect timing.



The return run left on time at 1710 but, sadly, two of our passengers had to be left behind due to a medical emergency requiring one to visit the hospital. We hope she has now recovered. The return trip passed through three storms between Willow Tree and Scone. Some rocks were thrown at the train 200 metres north of Muswellbrook Station, but there was no damage done, and 621/721 were back at Paterson at 2200 ... a great trip on our Australia Day. Next year we will be running the trip on Australia Day again, which will be on Saturday the 26th of January. Thanks must go to our crew for giving everybody a great trip.

Early stages of restoration of TAM 502 and BR 1395

- Trish Short

If you have ever had a sneak peek in these lovely old girls in the past you will now notice a big difference.

Previously just used as junk rooms – just for the need of somewhere to store stuff that we thought we wanted but had nowhere to put it so everyone would just say put it in the TAM or the BR for now.

Well now has come to make a start on cleaning it out and for work to begin on the restoration, as you can understand this will be slow and steady as we don't have the volunteers to dedicate wholly to this project.

We have begun by sorting through all the boxes of books and magazines etc and loading the trailer with much unwanted materials. The excess books that are not needed are going to be sold to assist in the raising of funds for the restoration work.

Work commenced in the sleepers cleaning down all the cobwebs, washing the walls and polishing the hand basins, it is amazing the condition of the timber work in the sleepers now we have many years of dust removed. We have had some painting done as there was some water damage from prior to the roof being erected for protection from the elements.

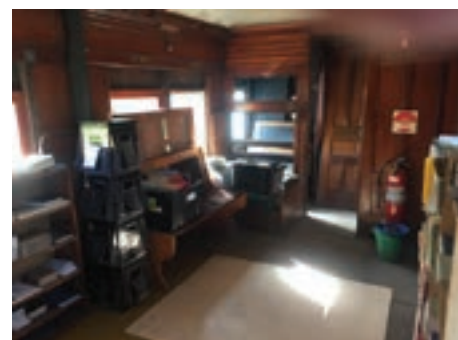
We have also commenced work on the kitchen area, with old cupboards removed and some much needed repairs to the windows and timberwork being done, work will now commence on the new kitchen area. To next project will be the shower and toilet areas. (An update next issue).



The sleeping compartment is starting to look cosy & comfortable. (Photo Trish Short).



Max Dixon and one of the girls enter into discussion as Ray Kildey and Brenton Elsey, (partly obscured), work on the restoration. (Photo Trish Short).



Can you envisage this as the library, still a lot of work to be done but as you can see we have the books. (Photo Trish Short).



On the last day of operations for 2017, 721/621 wait in the back platform at Gosford station for an 11pm departure, as passengers gather for the trip home. (Photo: Bruce Gehrig)



Long-time member, Warren Mills, captured this 3 car railmotor set at Hat Yai in southern Thailand, close to the Malaysian border. The State Railway of Thailand (SRT) operates a metre gauge network of over 4000 km and uses many railmotors, such as this air-conditioned APD 20 set built in South Korea in 1995 by Daewoo Heavy Industries. (Photo: Warren Mills)