

Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED



Patron: Rear Admiral Peter Sinclair AC


DECEMBER 2019

Celebrating 35 years



Inside:

- ~ Arthur retires from driving duty
- ~ Cruise Express Griffith Tour
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- ~ From the Archives: TRMS Newsletter No.1

 RAIL MOTOR SOCIETY PATERSON

www.railmotorsociety.org.au PRINT POST APPROVED PP100028431

MAITLAND
Hunter Valley

RAIL TOURS

All Aboard! TRMS RAIL TOURS



THE RAIL MOTOR SOCIETY

ABBA FESTIVAL IN TRUNDLE

Departs Maitland Friday 1st May 2020

Journey to Parkes for overnight accommodation. On Saturday board the train to Trundle for the festival and return to Parkes Saturday night. Sunday morning depart for the return journey home over the mountains with lunch stop at Bathurst.

TOTAL COST \$620 per person twin share (\$710 Single supplement)

Includes train travel, accommodation, meals, and entry to festival.

For bookings or more information:

- Contact Trish Short 0413 672 408

ARHS NSW DIVISION AND THE RAIL MOTOR SOCIETY

A SUMMERS DAY ON THE SOUTH COAST

- A TOUR IN THE 621 / 721 RAIL CARS

Sunday 19th January 2020

Join ARHS NSW Division Tours and The Rail Motor Society on a scenic journey over the Illawarra Line to Kiama, Berry and Nowra (Bomaderry). Our tour will commence from the Paterson Museum and will pick up passengers at Maitland,

Broadmeadow, Cardiff, Fassifern, Wyong and Gosford on our way to Sydney Central where we expect to depart at about 9.30am.

Enjoy a Devonshire Tea whilst enjoying the magnificent scenic run south along the Illawarra Line with the spectacular vista from Stanwell Park to Thirroul, Wollongong and further along the coast to Kiama and Nowra (Bomaderry).

A short walk to the Bomaderry RSL Club for a 2 course Fish and Chips, Salad and Dessert lunch with tea or coffee in the Club Dining Room. Our return journey will depart Bomaderry and return to Berry where we will allow an hour for those who would like to take the short walk to explore the village with its unique business centre and shops.

Return to Sydney is expected to be at 7.00pm before the train returns to Paterson.

Book early as we are limited to 80 seats

Tour cost includes the Devonshire Morning Tea, Lunch and afternoon refreshments on board.

Tickets: ARHS & TRMS Members and Guests \$125.00

Non-members and Guests \$135.00

For bookings or more information:

- Book at ARHSnsw Bookshop, Grand Concourse, CENTRAL STATION – SYDNEY
- ARHSnsw Tours Infoline (02) 8394 9019 or 0428 333 443
- Booking form is also available in the November 2019 ARHS NSW Members Newsletter, page 6

Cover: CPH 1 stables amongst the weeds on the loop line at Wee Waa on 8 Nov 2019 as the sun sets. On the left is a rather forlorn looking station building. On the right is a once ubiquitous, and in this case largely intact, pedestal goods crane. Photo Robert Spencer

President's Report

– Arthur Burgess

As the year 2019 draws to a close for The Rail Motor Society I find myself reflecting on the tremendous accomplishments achieved by the Society and its members over this past year.



Selected highlights include:

- Stage 2 of concreting the floor of No.1 Road, which has been completed
- Stage 3 of concreting under the gantry on No.2 Road, which is only a few weeks away from completion
- The awarding of a Grant to assist with the funding of the drainage and earthworks for our new No.4 Road
- Converting the Goods Shed into a Carpenters and Carriage Builder's workshop continues apace
- A new roof canopy and side-wall has been fitted over the KB van to safeguard not only the vehicle but its valuable spare parts inventory
- Restoration and upgrading of our TAM and BR carriages to a point where depot volunteers may soon avail themselves of the new facilities
- Pending resolution of the Lease and Access Agreement, we will take charge of the existing abandoned dead-end siding situated just outside our eastern boundary fence and a grant has been received to partially fund the fencing of our new boundary
- The receipt of grants through Transport Heritage for NSW for the repainting of 7344 and for work on the body ends of our CPHs

On behalf of the Board of Management, I must thank all volunteers for their outstanding efforts in meeting our goals for the year.

I thank the members who participated in the planning, preparation and running of our train excursions. At times it stretched our resources with many and varied charters, to which members eagerly rose to the challenge.

The running of our trains and their enjoyment by the travelling public is key to our successful operation – well done all!

Equally I must thank the maintainers of our rolling stock, both for routine maintenance and repair work conducted within our Main Shed, as well as for travelling fitter duties on train outings. I applaud your commitment.

The Infrastructure group, as noted in the list above, have been very busy throughout 2019. With various jobs required to provide and maintain essential facilities within the Rail Motor Society confines, this group of dedicated workers never gave up in meeting their targets. I thank them all.

The women of our Society are truly professionals at their jobs. Without their assistance, we would have fallen well short in the successful running of our operations. I acknowledge and thank you all for your continued support.

And now with one year at the helm, I thank our Editor (Publications) for keeping all members up to date with what is going on within the Society.

I am deeply saddened to report the passing of our member Robert (Jerry) Jerome. It is a melancholy moment within the Rail Motor Society's history.

This year through the generosity of certain members, we have received large donations. To those people, the Board cannot thank you enough. We have other infrastructure that was kindly donated by members, which has been fully utilised in assisting us to complete our tasks. We thank you.

I myself had to make a hard decision in May this year after returning home from the successful ABBA Tour to Trundle. Due to medical reasons, I have taken myself off driving duties on the main line. I will assist where possible in running tours with our members. And yes, I will surely miss working as a Rail Motor Driver for the Society!

To my colleagues on the Board of Management I thank you all for your co-operation throughout the year.

The Board wishes all members and friends of the Rail Motor Society a happy and safe Christmas and New Year.

Arthur J Burgess

SEASON'S GREETINGS

The Officers and Board Members of The Rail Motor Society extend the Season's Greetings to all members, friends and their families.





621/721 heading back to their Depot, as seen just north of Telarah station on Sat 30 Nov 2019. Photo Bruce Gebrig

Retirement of Arthur Burgess

By Bruce Agland, Operations Manager

“The time has come, the Walrus said, to talk of many things: of shoes – and ships – and sealing wax – of cabbages – and kings...” and now the time has come to talk about the contribution of our President, Arthur Burgess, who has just officially announced his retirement from driving duties due to medical reasons.

Affectionately known to all at Paterson as the ‘Grand Poobah’, Arthur joined the Society as driver in November 1989. His first trip with us was a Hawkesbury River tour for the Australian-American Association’s Christmas function in December of that year. Following his retirement from FreightCorp Arthur became an active member of our Paterson workforce. He joined the Management Committee in March 2001 and was elected President in March 2007, a position that he currently holds today. He was elected as a Life Member at the 2018 Annual General Meeting.

Arthur commenced his railway career with NSW Government Railways on 17 April 1961 as a Call Boy based at Eveleigh Locomotive Depot. In February 1962 he joined the locomotive branch as a trainee engineman where he progressed through the ranks of fireman and driver, being qualified for all classes of diesel and electric locomotives, all classes of self-propelled units and also numerous steam loco classes. His experience led him to take up a position as a Locomotive Inspector in 1977. Arthur again progressed through the Inspector grades, taking up appointments at various locations until finally he became the Special Class Inspector, based at Broadmeadow in 1989. With the break-up of the State Rail Authority into various operating groups, Arthur moved to the freight division (FreightRail later FreightCorp) and was responsible for all freight loco operations throughout the north of the State. During his long career, Arthur’s extensive experience meant that he was seconded to many rail projects including, most significantly, the re-write of the NSW Safeworking Rules in the 1980s and the introduction of Train Order Working into NSW. Following his retirement in late 1999, Arthur

was in great demand for consultancy roles with rail operators and infrastructure owners alike. In 2000-01, under contract to the Rail Infrastructure Corporation, he made a significant contribution to the reorganisation of the Hunter Valley coal chain working to reduce the back-up of trains proceeding to Port Waratah and Kooragang Island terminals.

Following the Society’s return to operational activities in August 1996, Arthur became a very active member of our crew panel as a driver and later as a driver-trainer. His extensive route knowledge of the network was always put to good use for ARHS (NSW Division) trips that always tested the limits of our rail motors and our crews alike travelling to the farthest reaches of the network. I can attest to his personal training style where his comments were often a little amusing by suggesting to check the air compressor when forgetting to blow the horn or checking the generator if the headlight is not turned on. But all these little things make you remember what to do! After joining the Board in 2001, Arthur took on the role of train crewing manager, a position he held until it was passed to Eric Larkins in 2008.

Arthur’s vast experience has proved invaluable to the Society during our dealings with the various incarnations of the Rail Regulator. His experience enables him to relate questions that arise to issues that he has faced over his long operational career. He also contributed extensively to the re-write of our Operator Specific Procedures and Train Working Procedures in 2014-15.

While stepping down from main line driving duties, Arthur will continue in an operational capacity as a trainer, assessor and technical advisor for the Society. Arthur’s contribution to the operations of the Society cannot be understated and while we will miss him in the driver’s seat, we still look forward to a long association with him and the ability to draw on his vast store of knowledge and experience.

On a personal note, I would like to thank Arthur for his unceasing operational advice and review of the various documents needed to maintain our day-to-day regulatory obligations. His support is unflinching and it always nice to know that we have a great backstop to call on.

New Members

The Society welcomes new members: Barry McMahon and Pat McCarthy (Kurri Kurri), Steven Blyton (Wagga Wagga), Dylan Bondarenko (Logan Qld) and David Orman (Valentine).

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, please 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 10.00 am and 2.00 pm on the third Saturday of each month, but closed in December. However, there may be times when our staff are engaged on rail tours or otherwise committed and it may not be possible to open the depot on that day. Intending visitors should always contact the Secretary to confirm that staff will be in attendance on the day concerned. Group tours can also be arranged at other times by contacting the Secretary. Entry is by gold coin donation.

From January 2020, the Board has agreed to move our Open Days to the 3rd Sunday of the month for a three-month trial and the local train excursion will be extended from Wallarobba to Dungog.

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.

Membership Renewal

The Board of Management would like to thank all members for their continued support throughout 2019 and remind members their annual membership subscription for the year commencing 1 January 2020 is due by 31 December 2019. Member \$44, Seniors \$40, Concession (Student/Pensioner) \$33, Family \$66. If you wish, payment may be made by direct deposit to The Rail Motor Society Inc BSB 062-806 Account 0090 7487. Please include your name and the word 'Membership' in the details.

Correspondence

All inward and outward correspondence for the Society should be via the Secretary using the Society's postal address as specified in 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.



*CPH 1 and 7 pause at Gurley to obtain a Train Order, 10 Nov 2019.
Photo Robert Spencer*

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

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SOCIETY NEWS

Operations Report

- Bruce Agland, Operations Manager

As my last report went to press, NPF 621 and NTC 721 were operating a very successful Sydney to Brisbane service for Cruise Express. As this service completed its run at Roma Street on a Saturday, local Brisbane member and driver, Ben Francis, organised a local trip out of Brisbane to Urunga over the weekend. Departing after lunch, the service overnighted in Grafton and then proceeded to Urunga where passengers enjoyed 'brunch'. The rail cars went on to Nambucca Heads to terminate, change ends and form the return service to Brisbane. This trip proved highly successful with over 80 Queensland and northern NSW passengers enjoying the trip.

At the same time, our three CPHs helped to celebrate the 140th Anniversary of Gunnedah Railway Station with five local trips from Gunnedah to Emerald Hill and Watermark each day on 14 and 15 September. These proved highly successful and I must extend our thanks to the local organisers and to the NSW Trains' staff at Gunnedah for their excellent organisation of the event.

An extended weekend tour to Griffith was run for Cruise Express on 10-14 October. Saturday and Sunday were lay-days for the crew while the Cruise Express passengers enjoyed tours to local venues. We operated a lunch special to Aria Park and Temora on Saturday and local runs to Leeton on Sunday. Again another successful operation combining a customer booking with local operations by the Society.

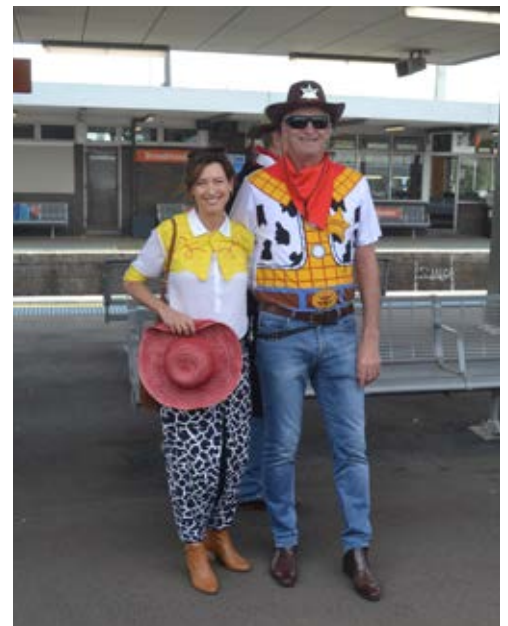
Cruise Express again provided another challenge for us with a Brisbane to Sydney service in October. Planned track work meant that passengers were to be coached through to Grafton from Brisbane, however, bush fires intervened, resulting in damage to bridges and the line. This meant our passengers were eventually picked up at Coffs Harbour. On the return journey they were treated to afternoon tea at Paterson Depot before travelling on to Sydney to join their cruise ship, the Sea Princess, for the return cruise to Brisbane.

The three CPHs ran our regular service to Muswellbrook Races on Melbourne Cup Day (5 November) with a full load of passengers out of Broadmeadow. It was planned for 621/721 to also run from Maitland to Muswellbrook, but this was cancelled due to lack of patronage.

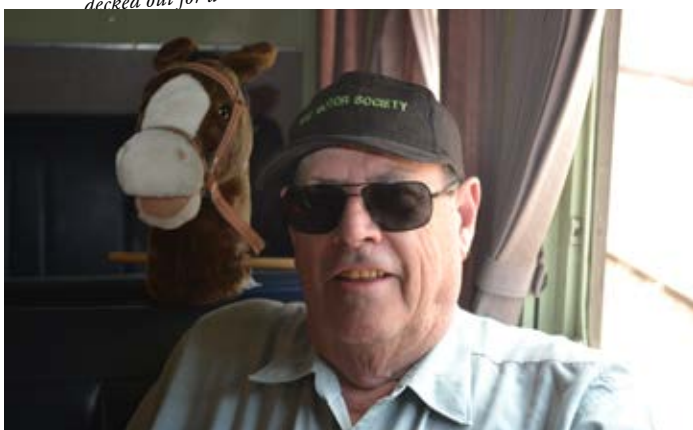
The ARHS 402 Club's annual tour, this year to the North West, required substitute rolling stock with CPH 1 and 7 filling in for HPC 402 due to a failed transmission in that unit. Destinations included Walgett, Merrywinebone and North Star with overnight stays in Wee Waa and Moree. Unfortunately, the line to Weemelah had been declared unfit for passenger services and our planned service had to be cancelled. The passengers travelled by coach to Mungindi and also, as planned, along the remains of the Inverell Line. See full report by Robert Spencer elsewhere in this issue.



Christmas party celebrations at Paterson Station with both partygoers and 621/721 decked out for a "Wild West" theme. Photo Bruce Agland



Partygoers in costume. Photo Bruce Agland



Operations Manager Bruce Agland tending to the livestock



Disco setup in NTC 721. Photo Bruce Agland

Mudgee Miniature Railways' annual Gulgong/Dunedoo/Merrygoen weekend tour was operated by our three CPHs this year. The trip was marred by a hot box at Denman. The bearing was serviced at Yarrawa and later replaced at Wollar. Although this proved entertaining to the passengers, the bearing proved problematic and a further replacement was made later at Gulgong. CPH 3 was later declared unfit for service and was detached and stored at Gulgong pending further repairs. A number of passengers were returned to Broadmeadow by our long-time local coach provider Noel Chapman. Complete repairs were made on Friday, 22 November and CPH 3 returned to Paterson under its own power on Sunday, 24 November. See full story in the Engineering Report.

In between these major operations, we carried out a run to Stroud Road for our long-time customer Coastal Liner and our regular Open Day Shuttles in September and October to Wallarobba. We also ran a special train for another long-time customer 4Tel Pty Ltd to test an infrared camera. Special requirements for this trip included running on double lines at night and in daylight, including tunnels.

The Freemasons of District 15 (Maitland-Cessnock-Upper Hunter area) hired our services for a special to Hawkesbury River in October. This proved to be a highly successful fundraiser in support of their 2019 charitable project – the Hunter Medical Research Institutes' study into infant brain cancer by Dr Matt Dunne.

It was also pleasing to welcome back an old customer, Bowditch Earthmoving of Muswellbrook, to run a Christmas Party special to the Willow Tree pub on November 23. Although only small numbers travelled due to competition from the Newcastle Supercars event a very good (merry) time was had by all.

We have hosted a number of theme parties over the years, however, Saturday 30 November reached a new level. Healing Wave, a local chiropractic practice, celebrated their Christmas Party with a 'Wild West' theme. 621 and 721 were decorated throughout with western themes, while the No.2 End of 721 hosted a disco. Liberal amounts of eats and drinks accompanied the patrons as they travelled from Broadmeadow to Paterson for lunch at the Tavern. The passengers all entered into the wild-west spirit with suitable costumes for the occasion.

On November 1 and 2, we conducted two Safeworking Rectification Schools with 17 of crew members in attendance. Trainer Richard Smith presented the training on behalf of our RTO GoTrain Industry Pty Ltd. The courses were a great success and were very much appreciated by all participants.

Our application for accreditation in South Australia and Victoria is proceeding with the Office of the National Rail Safety Regulator (ONRSR). After a rocky start, a very successful meeting was held with ONRSR Officers from Sydney at Paterson on 30 October. A further workshop is planned for 12 December and we are looking forward to another successful meeting and further progress towards our application being approved.

Thank you to all involved in making these operations such a success. A special thank you to the mechanical team, led by Mick Walsh, for their outstanding efforts in repairing CPH 3 in the field and returning it to service.



*Some of the Class of 2019 with trainer Richard Smith (centre).
Photo Bruce Agland*



It's not all 'smooth sailing'. Here is the aftermath of 621/721's altercation with a large fallen tree branch on its way to Taree. Photo Graeme Holloway



The CPHs are pictured here at the Up end of Kilbride loop on a return trip to Stroud Road, 11 Oct 2018. Photo: Jon Eggins

Rolling Stock Report

By Mick Walsh

CPHs

The CPHs have been meeting their operational expectations for most of the year. This changed on Saturday 16 November, when CPH 3 suffered a 'hot box' on its way to Gulgong. The crew became aware when informed by Network Control of this fact near Denman. On examination it was found that the axle box plug was loose and the oil had been lost from the box. It is a very rare occurrence for this plug to become loose. The white metal bearing was changed out, the oil plug tightened, oil added and the three-car consist continued on to Gulgong.

On arrival at Gulgong the bearing had failed again. It was decided to detach No.3 from the train consist and call for some assistance and equipment from Paterson to change out the bearing again. While waiting for this assistance to arrive the bearing was stripped and the components allowed to cool down. When help arrived at around 8.30pm, the box was given a thorough clean to remove the spent white metal. The axle journal was examined as best it could. It felt relatively smooth although it was showing signs of heat discolouration. All was reassembled and finished by 10.15pm.

The next morning No.3 was amalgamated with 1 and 7 for the shuttle to Dunedoo. Approximately 30 minutes into the trip the bearing was checked and it appeared the problem had been solved with no heat evident. However, on arrival at Dunedoo further checking revealed evidence of heat again building up. It was decided to return to Gulgong at reduced speed. On arrival at Gulgong the decision was made that No.3 was in no condition to proceed back to Paterson, with the offending wheelset needing to be changed out. In consultation with members of the mechanical team a plan, including the equipment required, was put in place of how the change out would be safely achieved.

The following Wednesday at Paterson a wheelset was assembled with new axle boxes and bearings in readiness for the field installation on the Friday. All the equipment required, including packing, was assembled ready to be loaded onto 'Bill's truck' on Thursday ready to be taken to Gulgong early the following morning.

An advanced crew consisting of Les Davey and Greg Duncan left Thursday morning for Gulgong and on arrival removed some of the ancillary equipment, starting with the cow catcher. On Thursday afternoon, Bruce Agland, Arthur Burgess and Mick Walsh set off to join Grahame and Margaret Pantlin, who had travelled from Kew, to meet up with Les and Greg at Gulgong.

A 7.00am start on Friday saw the plan being actioned. Bill's truck arrived at 7.30am. Bruce and Arthur were seconded to be Safety Officers overseeing the project. Grahame was allocated the task of ensuring the unit was raised evenly, while Les, Greg and Mick manned the jacks. The relevant clearances being obtained, the 'drive end' was raised by 'jacking and packing' until there was sufficient room for the damaged wheelset to be rolled out. The new wheelset was lifted from the truck and setup ready to be rolled into place. Once rolled in under No.3, and a few alignment problems solved, the unit was gently



Stafford, Max and Les prepare a replacement axle for CPH3, keenly observed by Brenton

lowered onto the new wheelset. With the jacks and packing removed, new oil 'wicks', plugs and covers fitted, oil was then added. A short train movement was performed to check for problems. The removed cow catcher and ancillary equipment were refitted. Bills truck was repacked with the tools used, the area tidied up, relevant clearances were fulfilled and the job was successfully completed by 11.30am.

Before and while all of the above was taking place Margaret kept stomachs full with breakfast and morning tea which was gratefully appreciated by all.

On Sunday 24 November, Rod Short, John Ridden and Les Davey, assisted by Graeme Holloway, returned CPH 3 to Paterson without further problems.

As the Rolling Stock Manager I would like to express my thanks and gratitude to all involved, including the people at the Depot on the Wednesday, for the spirit of cooperation and harmony that was shown from the start to the finish, which contributed to a successful outcome.

Two applications for S3 grants were submitted to replace all the external roof cladding and repairs to any damage to both ends of CPH 1, unfortunately only the 'ends' application was successful. This work will take place early next year.

We have received our spare axle brasses after refurbishment and also brake shoes have been cast to replenish our depleted stocks.

HPC 402

During 402's annual inspection it was discovered there was a faulty seal in the No.2 transmission allowing fuel oil to mix with the lubricating oil. The transmission was changed out with one we were assured to be fit for service. This change out was completed around one week before the unit was rostered for the 402 Club's North West Tour. On testing it was revealed this transmission had the same problem as the replaced one. CPHs 1 and 7 were bought in to replace 402. Subsequently on removal and strip down this unit also had collapsed bearings.

We have learnt a valuable lesson in so far as keeping an up to date spares inventory and record keeping. Beside the transmission, which is presently undergoing overhaul, we intend to have a spare rebuilt and update our spares inventory.

402's toilet has been replaced with one from 721.



The following series of photos follow the progress of the field replacement of CPH3's axle at Gulgong. All photos by Bruce Agland. (1) Old axle out



(2) New axle being lowered



(3) Just about there



(4) Fitter Les Davey managing the jacks



5) The team enjoys a cool drink after the axle is installed



(6) CPH 3 complete and ready for the run home

NPF 621 and NTC 721

621/721 returned to the depot after both engine/transmission modules and fuel tanks were changed out at the Broadmeadow Maintenance Centre. Major rewiring of the electrical system to the engines was also carried out. The unit completed a successful trial run to Wyong before its return. TRMS would like to express our appreciation and thanks to Shaun, Matt, Greg, Luke and all those involved at the Broadmeadow Maintenance Centre for the efforts put in to create a successful outcome. We are having some minor teething problems with the No.2

transmission's change points but are optimistic we can solve these. Since 621/721's return, Paul Horder, Trevor Hooker and Stephen Bruty have been going over the rest of the electrical system. Between them they have solved the ongoing door locking problem, fitted under-shelf LED lighting in 621's kitchen and by replacing incandescent globes in the salon areas with LEDs have reduced our lighting power consumption from 40amps down to 5amps.

SOCIETY NEWS

Both the Ladies and Gents toilets have been converted to flush toilets (see photo). We are hopeful this will eliminate many of the blockages that occurred with the vacuum system. There have been several trips since the conversion and no problems have been reported.

Ray Kildey has been busy fabricating a customised broom cupboard for 721 (as pictured immediately prior to installation). This cupboard will provide a proper place for storage of cleaning equipment and prevent the previous clutter occasioned in vestibule areas.

Shunting Locomotive 7344

Painting preparation has commenced on 7344. Due to the bodywork being in poorer condition than expected, Transport Heritage NSW has granted approval of additional expenses. Sandblasting, priming and bodywork repairs prior to painting are presently being undertaken by contractor Noel Price. Painter Peter Macfarlane has been kept busy removing windows and any other equipment required to be removed prior to sandblasting. He has applied fresh paint to the engine and been busy painting the interior of the cabin. All of the engine bay doors have been removed and taken away to have their exterior skins replaced.

Peter Macfarlane adds:

When painted green (apple green) the product used would have been put out by Spartan automotive paints (now Wattyl paints) called Eurocyl – the same two-pack paint applied to 3801 and 3830. The green two-pack paint was applied to 7344 some 30 years ago by 3801 Limited. It certainly has outlived its usefulness. As there is a lot of rust, it became quite clear that sand blasting was the best option to remove the many old coats of paint. Two-pack produces a beautiful finish and should last many years especially if stabled inside our Shed and not left outside, like much of its previous life.

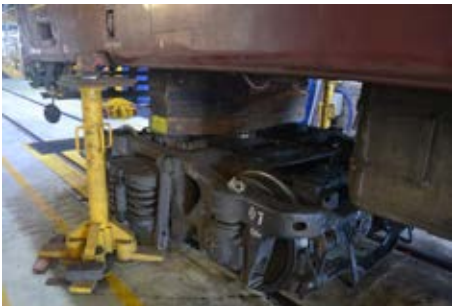
The locomotive will be finished in a colour scheme of Indian Red and Chrome as painted when new in 1972. A picture of a 73 class locomotive in Indian Red livery appeared in the December 2018 Paterson Points, page 9.



History revealed! When the driver's seat in HPC 402 was recently removed, a depot worker spotted this tag underneath indicating after repair in Sydney that it was to be returned to the District Locomotive Engineer (DLE) Narrandera, 31 Mar 1970



Petre Macfarlane gets to work with the high pressure cleaner, watched by Les, Rod and Bruce.



621 jacked up. Photo Bruce Agland



New fuel tanks with old engine in the background. Photo Bruce Agland



Ray Kilday's custom built broom cupboard for 721, as seen here just before being installed



One of two new flush toilets in 721 which should finally resolve exasperating past blockage problems



Noel Price prepares his sandblasting equipment ready to take on 7344



Preparing a new engine/transmission module for 621. Photo Bruce Agland



Noel in action, sandblasting 7344



Graeme Holloway maintains feed to the sandblaster



A freshly sandblasted 7344

CTC 51 Update

- Stephen Davies

CTC 51 progress has been slower than hoped for this year, principally due to the relocation of 51 onto No.1 Road to enable work on Stage 3 of shed floor concreting to proceed. This necessitated the crew move stored project timber, then dismantle and rebuild the work platforms. They were further side-tracked by having to go through CPH 19 to remove any items that did not belong in a CPH or 620 set. Then CPH 14 was searched to salvage essential parts needed for CTC 51, such as battery boxes, cow-catcher, train horn, access steps, brake-stand, air-pipe work for the driver's cab, gauges and seats.

Some of the crew continued to fit the single seats in each end and build the small fixed two seaters. In addition, other work was undertaken to get some seat backs and bases back up to an acceptable standard. Meanwhile Ted Dunbar was busy locating, repairing and repainting three marker lights for the driver's end.

Steve Watt made new letter boards for the sides of CTC 51 which were recently affixed (see photo on back page) and is at present working on making the front No. 51 disc in between his fitter duties.

There are a number of jobs remaining to finish the interior of CTC 51 but I am hopeful 51 will go close to being completed in the first half of 2020 'above the floor'. Then we must begin the 'below floor' work, which involves changing out spoked wheels for solid disc, locating and fitting of all brake gear and equipment, fitting battery boxes, fitting of toilet holding tank and other numerous items. And the electrics also need to be finished.



Parts salvaged from CPH 14 are ready to be installed in CTC 51 driver's cab



CTC 51 rear compartment showing 'suicide seat' and catering amenities

SOCIETY NEWS

Infrastructure Report

With the unfortunate continued ill health of Eric Larkins (Infrastructure Manager), the following is an account of the various infrastructure projects we currently have on the go – and apologies from your Editor if people and projects have not been duly acknowledged. The volunteer work team's thoughts are with Eric and his speedy recovery – all wish him well.

KB 2511 (ex-parcel van) Roof Canopy

By the time you read this Jim Lambkin and his co-workers will have installed roof sheeting to finish a canopy that will shelter the KB van from sun and rain. This vehicle houses rail motor parts and spares. A short side-wall will fully enclose the roof from the elements. The accompanying photos visually tell the story. Observed assisting Jim at various stages have been Bruce Greenham, Len Smith, Leo Burgess and Graham Shonberg.

This project was previously put on hold due to hot weather. All will be pleased to see this project completed before the heat of the coming summer is upon us.



Graham and Len keep up a ready supply of new roof sheets to Jim (just visible top right)



Work commences on fitting roofing sheets to the frame



Jim Lambkin fixes new roof sheets to the canopy frame, assisted by Bruce Greenham. Photo Graeme Holloway



With the roof now installed Len and Jim get stuck into affixing the side wall

Infrastructure Report Cont...

Goods Shed Conversion

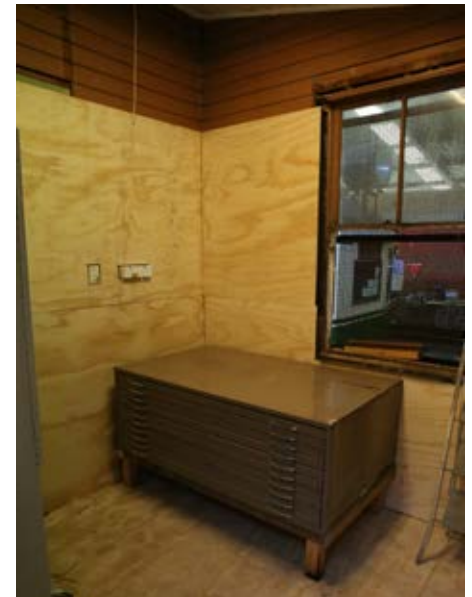
Work on repurposing the Goods Shed into the new Carpenters and Carriage Builder's workshop continues at a brisk pace under the stewardship of new volunteer member Kevin Saunders. In the main room a new floor has been laid, the walls have lined and storage shelves installed. The electrical tools storeroom has just been similarly upgraded.

Having barely paused for breath, Kevin has now taken to the separate former Goods Shed Office with similar gusto! This room now houses the Society's valuable technical drawings and maintenance reference documents.

In both areas the previously termite damaged walls have now disappeared behind new panelling which has dramatically cleaned up the building's interior. And the new floor provides a sound, safe and even surface upon which to walk. There are even whispers of applying a few licks of white paint!



Kevin is seen here installing shelving in the electrical tools storeroom within the Goods Shed



Having lined the Goods Shed, Kevin has recently lined the floor and the majority of four internal walls within the former Goods Shed Office up to window height

TAM and BR Update

Internal painting of the ceiling and walls in the kitchen and lounge areas of the BR car has now been completed. Recently an air-conditioner was installed just in time to combat the approaching summer heat. Regular Wednesday volunteer member Joy Kildey has been busy measuring up and making curtains for the lounge windows, which will she will have fitted just as this edition of the magazine goes to press.

The BR library shelves are steadily being stocked with books removed from vestibule and storage areas, as sorting of the Society archives continues.

With a toilet having already been installed in the TAM, the last key item yet to be tackled is the provision of a shower – the existing one is yet to be made serviceable and is in much need of a modern make-over. When completed, the provision of additional toilet and shower facilities onsite will be much appreciated by the depot's volunteer workforce.



A new air-conditioner being installed in the BR lounge, and note that freshly painted ceiling



Looking toward the kitchen area. Photo Joy Kildey



*With fresh paint and new curtains the BR lounge looks amazing. And the Devonshire Tea looks delicious!
Photo Joy Kildey*

SOCIETY NEWS

Preparations for Main Shed Concrete Floor Extension

Project Manager Rod Short has embarked on Stage 3 of floor concreting, which is under the gantry on No.2 Road, as well as extending the concrete floor up to the Goods Shed. The rail bed has been cleaned out using the same hydraulic backhoe as used during Stage 2. This machine makes relatively light work of loosening and excavating the well-consolidated rail bed. It has also been seen nudging a wayward dog-spiked sleeper into better position or assisting to level the rail.

As requested by the Regulator, engineer-designed and certified jacking pads will also be installed on either side of gantry and incorporated into the concrete pour.



An excavator makes light work of cleaning out the rail bed next to the gantry. Photo Bruce Greenham

Provision has also been made to run portable power cables in a conduit situated beneath the rails.

All that is needed now is the concrete! It is expected that by the time you read this the concrete will have been poured. Soon the gantry will be able to be used once more, with a safe, solid, level floor upon which to lift machinery.



Sleeper placement has been adjusted and the track levelled in preparation to extend the concrete flooring. Photo Bruce Greenham

General News

2019 Transport Heritage Grant

Recipients of the 2019 Transport Heritage Grants were announced at a special ceremony at the National Innovation Centre on Saturday 26 October.

The Transport Heritage Grants Program is a NSW Government funded program administered by the Royal Australian Historical Society (RAHS) and supported by THNSW. It aims to help the NSW community rediscover the culture, events and people that shaped transport over the past 160 years, as well as assist with the restoration and conservation of NSW's valuable heritage assets.

The Heritage Grant, for the amount of \$20,309.95, is for essential repair work on CPH1's body ends.

Successful Grant Applications

The Society has just received some great news - we have been advised our applications for grants, one under the Communities Environment Program (CEP), and another under the Stronger Communities Programme have both been successful. These programs are initiatives of the Federal Government.

The first application was for a grant of \$20,000 towards the cost of the Erosion and Sediment Reduction Project. This \$100,000 plus project is the completion of drainage work on the western side of the shed which entails the excavation of the non-piped section of the existing drain (approximately 90 metres), placing sumps, pits and piping and covering to provide a hardstand area. This will allow for an extra road (No.4 Road), and allow traffic access to the back part of the site without having to access Webbers Creek Road. The planned outcome of this work is to lessen or prevent erosion and reduce sediment runoff from our site. This project has to be completed before July 2020 to take advantage of this grant.

The second application, on a dollar-for-dollar basis, was for \$7,000 towards the costs to relocate our eastern boundary fence. TRMS and ARTC are at presently in discussion to replace the 'K' crossing to the abandoned siding beside our depot and the relocation of the boundary fence to include this siding. This extra infrastructure will improve the movements and storage of our units within our boundaries.

These successful outcomes would not have come about, if not for the encouragement and assistance afforded to us during this process by the Federal Member for Lyne, Dr David Gillespie, his Electorate Officer, Tony Jiwan and their staff. The Rail Motor Society is appreciative and grateful of the support of all involved.

Donation of Computer Equipment

As the President has alluded to in his report, the Society has received some significant monetary and in-kind donations during 2019. The Society is very grateful to member Warwick Erwin, of Stanwell Tops Technical Services, for his generous donation of a new computer for the Depot along with A3 and A4 printers. This donation will replace our old computer which has well and truly 'passed its use by date' and will enable higher performance for connecting to the internet. The A3 printer will be very useful for printing signs, drawings and posters for our tours. Warwick is a regular traveller on ARHSnsw's 402 Club tours and the Board is appreciative of his support both as a customer and as a donor.

VALE: Jerry Jerome

The Society is saddened to report the passing of one of our long serving working members at Paterson, Robert 'Jerry' Jerome. Jerry passed away in late October after a lengthy battle with cancer.

Jerry was a school teacher and retired as the Principal at Dungog Primary School. He and wife Pixie then spent time travelling, including many trips to visit their family in New Zealand. He came to us in 2003 following his retirement, and for the first few years was a cleaner of the two rail motors before they went out on trips. Jerry also served as a carriage attendant on our trains.

While, in his own words, not very technically minded, Jerry took on all tasks assigned to him with much care and attention to detail. He assisted wherever he could and was a dab hand with a paint brush. Jerry spent many hours with black and silver paint restoring the cow catchers and underframes of our rail motors from the wear and tear meted out by our main line operations. He also assisted in the Society's safety management as an Internal Auditor for the Mechanical Branch. In recognition of his services, Jerry received an Encouragement Award in the inaugural Office of Rail Heritage volunteer awards in 2007.

In accordance with his wishes, Jerry was farewelled in a private service at St. John's Anglican Church at Clarence Town on 5 November. The Society extends its condolences to Jerry's wife, Pixie and his extended family.



Jerry is seen here painting a CPH battery box

Off the Rails

By Bruce Gehrig

As this issue goes to the press, the Society is aware that four of our members are presently 'off the rails'. We wish Eric Larkins, Noel Cotterill, Matt Stennett and Jim Foster all the best for their return to good health. To any other members who may be similarly not in the best of health, the Society also extends its best wishes for your recovery.

Open Days

By Bruce Gehrig

Our general public visitor numbers were slightly lower this year as shown in the table below:

Visitors	2019	2018
General public	561	576
Groups	12	629
Others	0	2
Totals	573	1207

The highest number of visitors for one open day was 128 in January. The group number of 12 reflects visitors in March who toured our Depot at the end of the annual Paterson Historical Society town walk. (Note: Last year's group numbers included 576 scouts from a three-day camp at Tocal College).

Although not shown in the above figures, passengers from Cruise Express Brisbane to Sydney charters, or vice versa, also alighted from the train at our Depot, while it was refuelled and watered.

Our Depot was not open to visitors in July and November as our trains were out on tours. To add to our visitor's experience, shuttle trips to Wallarobba were run in March, April, May, June, September and October. These shuttles carried 278 passengers, who from all reports enjoyed their one-hour trip. Thanks go to all our members who assisted on the open days and in running the shuttle trips.

SOCIETY NEWS

Office Bearer Honour Board

An impressive looking new Office Bearer Honour Board has been mounted in the meeting room of the Cottage. Thanks go to Trish and Rod Short for their efforts in the preparation and printing.

Recycling Report

By Bruce Gehrig

So far this year, up until the end of November, the Society has recycled 2820 aluminium cans and plastic bottles. The deposit refund will be put towards the purchase price of tea, coffee, milk, and cartons of soft drinks and water.

TRMS Publications Archive

By Bruce Gehrig

As we commemorate our 35th anniversary, the publications listed below constitute the commencement of an archive containing Society publications held to date. A complete list of all the publications is available, should any member want further details. The records listed below are original hard copies, while some are also available in digital form. Thanks go to those members who assisted in this compilation.

We are also seeking past copies of the Annual Reports (and Balance Sheets) prior to 2009. We would appreciate if any members do have copies they are willing to relinquish, would they please consider giving them to the Society to add to our archive.

Society Publications Archived:

- An Introduction to The Rail Motor Society
- Progress Reports (2): July 1984 to March 1985 and March 1985 to August 1985
- Newsletters (7): Number 1 in Nov 1984 to Number 7 in February 1986
- Tin Hare Gazettes (36): Number 8 in July 1986 to Number 45 in September 2009
- Combined Tin Hare Gazette and Paterson Points (6): July 1993 to Dec/Jan 1994/1995
- Paterson Points (121): July 1996 to July 2019
- Whispers from the Depot (4): March 2018 to September 2019
- Annual Reports (10): 2009 to 2018

Future Newsletter Publication Dates

The frequency of the Society's Newsletters to Member's has now settled upon four issues per year, at quarterly intervals, two in this format (professionally produced) and two in the Whispers format (in-house desktop publication). To provide members with advanced notice of indicative submission deadlines in 2020, please note the following dates:

- Whispers from the Depot (Issue No.5) – 20 March 2020
- Paterson Points (June 2020) – 12 June 2020
- Whispers from the Depot (Issue No.6) – 18 September 2020
- Paterson Points (December 2020) – 20 November 2020

Contributions of articles and/or photographs are most welcome and may be forwarded directly to the Editor (see Directory).

DATE	PRESIDENT	SECRETARY	TREASURER	DATE	PRESIDENT	SECRETARY	TREASURER
1984	H. VARCOE	W. MONTIVEN	R. JACOMBS	2036			
1985	H. VARCOE	B. HARRIS	R. JACOMBS	2037			
1986	G. MURRAY	B. HARRIS	R. JACOMBS	2038			
1987	G. MURRAY	B. HARRIS	S. ELLWAY	2039			
1988	H. WRIGHT	G. MURRAY	S. ELLWAY	2040			
1989	H. WRIGHT	G. BEDWIN	S. ELLWAY	2041			
1990	H. WRIGHT	G. BEDWIN	S. ELLWAY	2042			
1991	H. WRIGHT	K. ANGEL	S. ELLWAY	2043			
1992	H. WRIGHT	K. ANGEL	S. ELLWAY	2044			
1993	H. WRIGHT	K. ANGEL	S. ELLWAY	2045			
1994	H. WRIGHT	K. ANGEL	S. ELLWAY	2046			
1995	H. WRIGHT	K. ANGEL	S. ELLWAY	2047			
1996	H. WRIGHT	K. ANGEL	S. ELLWAY	2048			
1997	H. WRIGHT	G. MURRAY	S. ELLWAY	2049			
1998	H. WRIGHT	G. MURRAY	S. ELLWAY	2050			
1999	H. WRIGHT	B. HICKS	J. REDMAN	2051			
2000	H. WRIGHT	B. HICKS	J. REDMAN	2052			
2001	H. WRIGHT	B. HICKS	J. REDMAN	2053			
2002	H. WRIGHT	B. HICKS	J. REDMAN	2054			
2003	B. AGLAND	B. HICKS	J. REDMAN	2055			
2004	B. AGLAND	B. HICKS	J. REDMAN	2056			
2005	B. AGLAND	B. HICKS	J. REDMAN	2057			
2006	B. AGLAND	B. HICKS	J. REDMAN	2058			
2007	A. BURGESS	B. HICKS	J. REDMAN	2059			
2008	A. BURGESS	B. HICKS	J. REDMAN	2060			
2009	A. BURGESS	B. HICKS	J. REDMAN	2061			
2010	A. BURGESS	B. HICKS	J. REDMAN	2062			
2011	A. BURGESS	B. HICKS	J. REDMAN	2063			
2012	A. BURGESS	B. HICKS	J. REDMAN	2064			
2013	A. BURGESS	B. HICKS	J. REDMAN	2065			
2014	A. BURGESS	B. HICKS	J. REDMAN	2066			
2015	A. BURGESS	B. HICKS	J. REDMAN	2067			
2016	A. BURGESS	M. WALSH	J. REDMAN	2068			
2017	A. BURGESS	M. WALSH	P. SHORT	2069			
2018	A. BURGESS	M. WALSH	P. SHORT	2070			
2019				2071			
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				2087			

* PASSED AWAY



No doubt about this location. CPHs 1 and 7 pictured on 12 Nov 2019.
Photo Robert Spencer

Gloucester Chill Out Festival

By Bruce Gehrig and Brenton Elsey

On Saturday 29th July the Society once again participated in the annual 'Chill Out' Festival which is held at Gloucester on the last Saturday of July each year. A cold but fine day saw an early start for our trip, running to Maitland where the majority of our 106 passengers joined the train for a 7.05am departure. Then followed stops at Paterson, Martins Creek and Dungog to pick up further passengers. Morning tea was served by the crew with all passengers complimenting the lovely home cooked slices (Trish specials).

A wait in the loop at Kilbride for a Melbourne bound freighter and the local passenger train from Dungog to pass was our only stop on the trip and we arrived 30 minutes early at Gloucester at 9.25am, in brilliant sunshine!

After arrival, the Society set up a stall on the platform to sell souvenirs, and two buses took our passengers from the station to the town for the Festival, programmes for which had been distributed on the train. As part of the Chill Out Festival, the Society also ran three pre-booked shuttles from Gloucester to Bundook at 10.10am, 11.25am and 1.00pm. The Society also sold a few tickets to people who had simply turned up at the station hoping to travel, which saved them from missing out. Most passengers on these shuttles could be accommodated in the front and back cars, giving them a driver's view of the track ahead. We had excellent sales of souvenirs from our stall on the platform.

After the last shuttle and the buses had returned our passengers, we left Gloucester at 2.25pm. Afternoon tea was then served, with some passengers opting for a 'Red or Chardy' in lieu of a cuppa. A stop was made at Dungog for the local passenger service to leave ahead of us, as well as a Brisbane bound freighter to cross. Arrival back at Maitland at 4.45pm was right on schedule. All passengers had thoroughly enjoyed their day travelling with the Society to the Festival, explaining why this trip is eagerly booked out each year.



Passengers and Society crew wait on Gloucester station for a southbound interstate freight to pass via the loop, before leaving on the first shuttle of the day to Bundook.
Photo Bruce Gehrig



Great Gloucester scenery. Photo Brenton Elsey



Shuttle buses transport passengers from Gloucester station to the Festival.
Photo Brenton Elsey



Rail Motor Society pop-up souvenir stall on Gloucester station. Photo Brenton Elsey

OPERATIONS DIARY

Maitland Regional Museum Day Trip to Dungog

By Bruce Gehrig

On Saturday 7 September the CPHs were hired by the Maitland Regional Museum for a day-trip to Dungog. After first running empty cars from our Depot to Maitland, the train left there at 9.00am with 60 members and guests from the Museum. The CPHs ran non-stop to Dungog with morning tea being served *en route*.

There was a six-hour layover at Dungog, where passengers were divided into groups for a walking history tour of the town and a visit to its museum. Afterwards passengers then had time to buy their own lunch in town. After lunch they proceeded to the Dungog picture

Day Trip to Stroud Road and Dungog

By Brenton Elsey

On Thursday 19th September 2019 our CPH rail motors undertook a day trip to Stroud Road and Dungog. This outing was chartered by Coastal Liner Coaches for the Central Coast and Avoca Probus Clubs.

Our CPH consist departed TRMS Depot on time just before 11.00am, with No.1 and No.7 conveying the passengers while our 'Mr. Fix-it' fitter rode shotgun in No.3. Morning tea was then served by the crew to the welcome relief of the group who had an early start in their coach.

On reaching Stroud Road a little early, we remained on the Main Line while the drivers changed ends for the return journey to Dungog. It was here that lunch was arranged for the group at the Dungog RSL Club. They were transferred there and returned to the train by their chartered coach which had followed the train from Paterson to Dungog. With our crew suitably fed as well, and a full muster of passengers, the faithful CPHs began the trip back to Paterson.

On arrival back at the TRMS Depot a tour of our museum was undertaken by the group. They showed a lot of interest in learning about our operations and grabbed the opportunity to take a few photos. All agreed that they had a great time, with some requesting to be added to Trish's mailing list for future trips and tours.

theatre for a special screening of the 1948 movie *Key Largo* at 1.30pm, which included choc tops and popcorn being provided to the audience.

We left Dungog at 3.45pm, after the departure of the local train to Newcastle Interchange, and arrived back at Maitland at 4.40pm. A raffle was conducted by the museum on the return trip and prizes drawn on Maitland station after arrival, with one of our crew members being a winner! Despite the windy weather, passengers enjoyed their day travelling with Society and enquiries were received about future depot tours and other day-charters with the Society.

We then returned (empty cars) back to our Depot, during which there was a wait at Mindaribba to cross the up Brisbane XPT, and arrived home just after 5.30pm.



LEFT: The CPH consist takes a break at Dungog whilst passengers are away enjoying their lunch.

Photo Bruce Greenham



RIGHT: Passengers tour Paterson Depot before boarding their coach to return home.

Photo Bruce Greenham

Sydney Trains Family Open Day at Hamilton

By Robert Spencer

Who hires a train but does not actually travel anywhere on it? Well what would an Open Day for Sydney Trains Hamilton Precinct staff and family be without a train somehow being involved! And what better on this occasion than to call upon a heritage diesel railcar set supplied by The Rail Motor Society. Just such an event took place on Wednesday 9 October.

NPF 621 and NTC 721 were one of the key attractions at this family open day.

Departing Paterson at around 9am, 621/721 ventured east to Newcastle Interchange station where it arrived shortly before 10am. Then a brief detour into the eastern end of the new train stabling yard at Hamilton to manoeuvre around other regular traffic before accessing the rail crossover to gain access to Hamilton Platform 1. With a green signal given to cross Beaumont Street, 621/721 eased past Hamilton Junction Signal Box and onto a short siding leading into Sydney Trains Hamilton Precinct Depot.

RIGHT: Three generations of Hunter railcars briefly occupy adjacent tracks at Hamilton. Here 621 passes non-stop through No.2 platform toward Newcastle. Photo Robert Spencer

BELOW: 621/721 enters a seldom used siding that will take it into Hamilton Depot, as it passes by Hamilton Junction signal box. Photo Robert Spencer

Now at its destination (which rarely receives trains), the crew set up 621/721 for visitors to inspect. Although unobserved by the general public, Sydney Trains family members made their presence known by the occasional 'toot-toot' of the train whistle, as they eagerly inspected the heritage railcar set.

Departure from Hamilton Precinct siding was at 1.45pm. A brief pause was made at the junction to await a west-bound Hunter railcar to depart Hamilton for Waratah. Then with Hamilton Platform 1 now clear, 621/721 exited the siding and eased back into the platform. A quick change of train marker lights for travel in the opposite direction and then at 2pm 621/721 was last seen sprinting off for home!



OPERATIONS DIARY



ABOVE: BELOW: At brief stop for 621 at Newcastle Interchange station beside intercity V-Set 41. Photo Mick Walsh RIGHT: Both 621 and Hunter Railcar 2703 are held by red signals as both vie to enter Hamilton station. 621 must also await for a later Down Hunter Railcar service to clear Platform 1. Photo Robert Spencer

BELOW: 621/721 briefly pauses in the mid-afternoon sunshine at Hamilton station, awaiting Train Control to give the signal green for the run home to Paterson. Photo Robert Spencer



Cruise Express Griffith Tour, 10-14 Oct

By Margaret Pantlin

Due to a very early Friday morning official tour start, 621/721 departed the Rail Motor Society Depot on Thursday 10 October at 3.21pm in order to stable overnight in Sydney. The crew on this occasion being Driver, Rod Short; Driver Assistant, Bruce Greenham; Fitter, Les Davies and on board crew of Trish Short, Margaret and Grahame Pantlin.

Friday 11th saw us up bright and early for a 5.30am departure, before Sydney Train's morning curfew. The Cruise Express staff greeted their 72 passengers while our crew loaded their luggage. We departed Central on time.

Travelling down the Metropolitan Goods Line from Sydenham to Macarthur was a real treat as passenger trains normally do not travel on this line. Passengers sat back to relax and enjoy their breakfast packs, watching the scenery pass by. From Sydney to Junee we travelled under ARTC control.

Our first stop was at Goulburn where passengers alighted for a welcome leg stretch and to pick up a delivery of cakes for the passenger's morning tea which was served on departure.

We arrived on time into Junee where a beautiful lunch was awaiting passengers in the old Junee Refreshment Rooms. Whilst passengers ate their lunch the train was taken down to the round house to be refuelled.

Upon departure from Junee onto the branch line we came under the control of John Holland Country Regional Network who issued a train order to Griffith. It was then on to Narrandera for the first train cross of the day. Afternoon tea was served here by the local Soroptimist Club ladies.

Upon arrival in Griffith our passengers were surprisingly welcomed by a local musical group playing and singing good old Australian songs. It was a very beautiful end to a long day of travel with this lovely greeting by townspeople.

On **Saturday 12th** the Cruise Express tour group took their leave to travel separately to various sites around Griffith over the next two days. Thus TRMS Tours Manager Trish Short was able to organise trips for Griffith locals to enjoy.

Today we took a very excited group of passengers to Aria Park, there to enjoy a delightful morning tea baked by Trish. Here they went on a walking tour of the town and had a beautiful lunch with exceptional service hosted by the Aria Park Hotel. While this was happening we did another return local shuttle trip from Aria Park to Temora with a different group. At the end of the day our passengers boarded for their return trip to Griffith. We had many inquiries as to when the train might return here for another visit.

This night Cruise Express invited our crew to attend a very special Riverina Showcase dinner and wine pairing event hosted by McWilliams Hanwood Estate Winery where we were greeted by the owner and enjoyed a presentation by their leading wine maker.

Sunday 13th was a day of fun for the locals, young and old, with shuttles running to Leeton and return throughout the day.



LEFT: Passengers enjoy a leg stretch at Yass Junction. Photo Margaret Pantlin

BELOW: Driver Brendan Hines and his father Stephen are pictured together with the Cruise Express duck mascot. Photo Margaret Pantlin



OPERATIONS DIARY

Monday 14th saw us greet our Cruise Express passengers for an 8.00am start on their return journey to Sydney. At Temora the train crew enjoyed a two hour lunch break while our Cruise Express passengers disembarked to travel by coach to Koorambi Wines for a barbecue lunch on the lawns, live music and of course plenty of wine sampling.

We arrived late into Yass Junction because of slow speed restrictions due to trackwork as well as to allow an XPT to pass us at Harden.

A quick leg stretch for everyone on Goulburn platform before reboarding, to sit back and enjoy dinner. Later on 'bubbles' and nibbles were served on the journey back to Sydney where we arrived only slightly late.

After farewelling Cruise Express staff Hardy, Richard, Julie, Jo, Helen and passengers at the conclusion of another great trip, we left Central on time and had a clear run back to Paterson arriving there at 1.45am, fifteen minutes early.



Cruise Express Tour Manager Hardy Schneider with passengers. Photo Margaret Pantlin

RIGHT: TRMS crew and a musical group who have just welcomed Cruise Express passengers to Griffith gather together. Photo Margaret Pantlin

BELOW: The sun sets on 621/721 whilst stabled at Griffith. Photo Bruce Greenham



Mudgee Miniature Railway: Gulgong/Mudgee 16-17 Nov

By Trish Short

On 16-17 November, Mudgee Miniature Railway organiser Peter King hired our train for the sixteenth year. Each year we take the CPHs and 621/721 alternatively to Gulgong and this year was the CPH's turn. We departed Broadmeadow at 8.05am on Saturday morning with 71 passengers on board, all excited for the adventure of a trip to Gulgong and Mudgee. We had further stops at Maitland to pick up 20 passengers and then the final 4 boarded at Singleton.

With the train at capacity our passengers were served morning tea and sat back to enjoy the journey. That was until a hot axle detector triggered an alarm warning at Denman. It was checked by Driver Rodney Short and our fitter who discovered that the axle box drain plug had come loose. The ensuing mechanical drama is covered in the Rolling Stock Manager's report.

Some of our passengers were transported to the Centennial Hotel for lunch by coach and the remainder went by coach to Mudgee for their overnight stay.

CPH 1 and CPH 7 departed Gulgong a little late for Dunedoo's yearly 'Murder Mystery' event at the Bowling Club with 88 attendees. This was followed by a group of 80 keen locals boarding for their journey to Merrygoen and return to Dunedoo. Our train crew also joined the Murder Mystery event at the Bowling Club where they had an enjoyable dinner. Following a great evening everyone returned to the train to make the journey back to Gulgong, arriving there at 1am on Sunday morning.

Sunday morning's journey from Gulgong to Dunedoo had 122 passengers including many excited children and the 11.55am Gulgong to Ulan journey carried 80 local train buffs, both young and old.

We had to leave CPH 3 behind in Gulgong for later repair but the return journey with CPH 1 and CPH 7 back to Broadmeadow was smooth and without issue. Regrettably the CPH 3 passengers had to be transferred back to Maitland by coach.

Postscript:

On Friday 22 November our mechanical team went to Gulgong to undertake the repair operation on CPH 3 which was successfully carried out. The following day an operational crew went to Gulgong to bring it home, which thankfully unfolded without further incident.



A trailing shot of CPH 1, 3 and 7 captured at Sandy Hollow (16 Nov 2019). Photo Stephen Adams

OPERATIONS DIARY

'402 Club' North West Branch Lines Tour, 8-12 Nov

By Robert Spencer

Each November the ARHS NSW Division charts HPC 402 for an extended rail tour lasting up to five days, typically visiting less frequented locations or more remote branch lines. For most patrons, many of whom are repeat travellers, it's one of the few opportunities to travel in heritage Rail Motor HPC 402, which only seats 16 passengers. However, this year the 81-year-old rail motor became a no-show, when a recently fitted reconditioned transmission had to be placed out-of-service upon the discovery of a leaking oil seal. Thus, coupled set CPH 1 and CPH 7 instead greeted passengers at Broadmeadow Station for this trip. Despite the loss of the group's preferred steed, the CPHs were to provide ample room on this long journey. The small group could 'spread out' over the next five days.

Friday 8 November (Day 1) saw nineteen passengers plus ARHSnsw Tours Director Spencer Ross and four TRMS crew depart Broadmeadow station on this tour to visit the North West branch lines. Among this small group were two having travelled from the UK, one from the USA, two from Qld, one from Vic, with the rest being residents of NSW.

Rod Short and Garry Rowarth shared the driving duty in CPH 1, whilst Arthur Burgess assisted as Technical Advisor. Mick Walsh, the travelling fitter, brought up the rear in CPH 7.

Roughly half the group sat in CPH 1 so they could take in the view ahead; the remainder sat in CPH 7 to take in the view behind. After a pleasant run up the Hunter Valley we arrived at Murrurundi about 30 minutes early. Here we crossed a Sydney-bound Xplorer passenger train, then waited another 25 minutes for a coal train to descend the Liverpool Range. Once underway we made good time, arriving 40 minutes early into Werris Creek for a lunch stop catered by the local Lion's Club.



CPH 1 stands at the Walgett Silo stop block. The bridges beyond are unsound. Photo Robert Spencer



CPH 1 faces the stop block at Merrywinebone. The line beyond to Pokataroo is closed. Photo Robert Spencer



CPH 1 faces the stop block at North Star. The line beyond to Boggabilla is closed but will reopen as part of the Melbourne – Brisbane inland freight route. Photo Robert Spencer

OPERATIONS DIARY



The '402 Club' visit Biniguy station platform and its overgrown yard where there is only the briefest glimpse of rail, as they bus their way along the long-closed Inverell line. Photo Robert Spencer



Passengers and crew tuck into a hearty lunch at Burren Junction provided by CWA volunteers. Photo Robert Spencer



The line beyond Weemelab to Mungindi is permanently closed and the tracks and bridges lifted. Photo Robert Spencer



On the return home CPH 1 and CPH 7 are held at Aberdeen awaiting the fire affected line at Whittingham to reopen. Photo Robert Spencer

We were not scheduled to depart for almost two and a half hours after our arrival at Werris Creek. However, a very obliging Train Control allowed us to depart as soon as our lunch was over. On departure from Werris Creek we noted the unusual site of a grain train being unloaded at the silos. This train had conveyed grain from South Australia to supply drought-affected cattle properties in the region.

At Narrabri West we passed from ARTC controlled track onto CRN (John Holland Country Regional Network) controlled track. Having obtained a train order we continued our journey on to Wee Waa. We arrived at our destination at 5.35pm (instead of 7:18pm as timetabled) at a very dilapidated Wee Waa Railway Station (no platform and a rather forlorn building). The rail motors stabled on an adjacent loop.

On **Saturday 9th (Day 2)** we set off from Wee Waa right on schedule at 8.00am. One hour later we arrived at Burren Junction where the main line proceeded on to Walgett, our first destination for the day. This line has a 50 km/h speed limit. With the road set for the Walgett line we set out on the most westerly leg of the branch lines. We noted a former triangle out of use in Burren Junction yard. Along the line the paddocks were bone-dry and bare due to the prolonged drought; a scene that would be repeated over coming days of travel.

We arrived at Walgett Silos at 10.45am, located 732 km from Sydney, and slowly made our way through the empty yard all the way to the stop block. Beyond here the bridges are out of order. At the stop block passengers alighted to take photos.

As had been the case elsewhere and in the days ahead, grain stores had been fully depleted. After reboarding, we retraced our path back to Burren Junction to stop there for lunch. Here the local CWA group

treated us to some of their homemade delicacies.

With appetites satisfied, we reboarded our train for the afternoon trip along the branch line to Pokataroo, to the current terminus at Merrywinebone. This line has a speed limit of 30 km/h. We arrived at the Merrywinebone stop block at 4.15pm where we alighted once again to record photos of our visit. Then it was quickly all aboard for the return to Burren Junction and onward to Wee Waa for our second night. Our arrival time was 7.05pm.

On **Sunday 10th (Day 3)** we departed Wee Waa at 8.10am, some 50 min ahead of schedule, as agreed the previous evening in order to make time for a lunch stop at Moree. One of the disadvantages of two rail motors rather than one is that it is more difficult to check that all passengers are aboard. Once well underway we were to learn that one of our passengers, who had gone for a morning walk around town, had been left behind! Arrangements were made to get him to Narrabri Station.

Despite the early start we were unable to proceed past the CRN/ARTC boundary at Narrabri West until our scheduled ARTC arrival time. Once on the move again, the CPHs did not travel via the direct fork from Narrabri West to Narrabri, but rather indirectly via the other two legs of the triangle with CPH 1 again positioned to lead. After a stop at Narrabri to pick up our missing passenger and obtain a train order, we proceeded toward Moree.

At Gurley station the rail motor stopped to obtain another train order, this time all the way through to North Star which is the current operational limit on the Boggabilla branch line. A quick photo opportunity at Gurley before the journey resumed. Despite our early

OPERATIONS DIARY

start, the time lost at Narrabri West robbed us of our lunch stop, so alternative arrangements were hastily made for a sandwich lunch to be delivered to the train. With lunch loaded we proceeded to Camurra, the junction of the Mungindi line and Boggabilla branch.

As advised at the start of our trip, John Holland Country Regional Network had declined us access to the Mungindi line (which is normally open as far as Weemelah) due to poor track condition and lack of traffic. As the road was already set for the Boggabilla branch and with a train order in hand we entered the branch with minimal delay.

The line to North Star has a speed limit of 80 km/h. Very soon we came upon deliveries of concrete sleepers and lengths of rail being stockpiled, as it turned out all the way to North Star (for the Melbourne – Brisbane Inland Rail project). A rail delivery train was seen stabled at Milguy – the first train we'd encountered on the branch lines.

At 1.25pm we passed the former North Star platform site, located 759 km from Sydney. Once again we travelled right to the stop block, alighting to take photos. Then it was back aboard for the return journey to Moree where we would stay for the next two nights. The CPHs stabled a few kilometres out of town at Dunavant's rail siding, being a reasonably secure location and good place to refuel.

Passengers were bused to a nearby motel where some took the opportunity to take a dip in the hot artesian spa baths.

Monday 11th (Day 4) was a planned off-train day, travelling by bus along the long-closed line to Inverell. However, with the temporary closure of the line to Weemelah, the day began with a morning bus trip following this line to Mungindi. Key rail infrastructure was inspected along the way. Beyond the stop block at Weemelah it was noted that the line had been lifted and steel bridge spans removed.

Then it was on to Mungindi where a stop was made for refreshments. Afterward, the obligatory 'quick trip' across the border into Queensland, then back into NSW to look for the former Mungindi Railway Station site. Photographs were taken of the former rail head, where some rail remained *in situ*, then it was back to Moree for lunch.

After lunch, the bus ran parallel with the rail line to Inverell. This line closed approximately 40 years ago. Despite this, the former grain silos were still very much in evidence, along with former station platforms and occasional signage. Rail yards were overgrown and unkempt – a rather sad sight. After an 'all stations' service to Inverell, the return back to Moree by contrast was an 'express' service.

As this was an off-train day for TRMS crew. After checking, cleaning and refuelling the CPHs in the morning they joined ARHS passengers on the afternoon bus trip to Inverell.

On **Tuesday 12th (Day 5)** three of our passengers took their leave to ensure timely onward connections, two having booked on the Xplorer service to Sydney. However the Moree bound Xplorer had broken down the day before near Werris Creek. The Sydney bound morning service had been replaced by a coach. Our faithful 96-year-old rail motors pulled into Moree station platform, much to the chagrin of TrainLink passengers, cheekily sounding its train horn to the departing rail replacement coach!



CPH 1 and CPH 7 bask in the setting sun at Wee Waa at the conclusion of Day 2. Photo Robert Spencer

We left Moree at 9.15am with John Ridden now at the helm. He had stepped in at short notice to replace Rod who had gone home on urgent family business. It was a pleasant but largely uneventful trip on main line rail back to Curlewis, arriving there at 11.20am, where a stop was made for lunch. The station platform was conveniently situated directly across from the Commercial Hotel where passengers and crew enjoyed a delicious roast meat and veg lunch (the crew consumed their lunch on-board the train).

After lunch, with John and Gary sharing the driving duty, we ran express through Werris Creek in an effort to gain time and arrive early into Broadmeadow, as many had an onward inter-city service to catch to Sydney. We made good time to Murrurundi, passing a few coal trains with minimal delay. A short 5 minute stop at Murrurundi to await the down Xplorer to cross and we were quickly underway again – looking good for an early arrival!

Alas, at Aberdeen we were held for about 30 minutes due to a lineside fire at Whittingham (just east of Singleton). Once able to proceed we resumed our journey to Broadmeadow where the majority of the group alighted. The few stalwarts who started their journey at Paterson and the crew then headed back up the Valley to Paterson, only to find their journey prematurely terminated by Train Control at Maitland! Bushfires well to the north had closed the whole North Coast line. Thus the CPHs became marooned 20 min from home and would not return to Paterson until mid-afternoon on the following day. Rod Short kindly ferried passengers and train crew from Maitland back to Paterson to pick up their cars.

'402 club' trips are usually very memorable experiences and this year's trip was no exception!

Muswellbrook 'Melbourne Cup' Race Train

By Bruce Gehrig

Following the success of previous race trains to Muswellbrook to attend a 'Melbourne Cup' race meeting, the Society again organised another outing to this year's Cup on Tuesday 5th November. The trip was also a fundraiser for the Westpac Rescue Helicopter and Maitland Palliative Care Service, with raffles being held in each car.

As bookings were not as high as last year, we were able to run just one train using our three CPHs. We left Paterson at 8.20am, along with a few passengers who chose to board at our Depot, and ran to Broadmeadow. Most passengers boarded at Maitland station, including one carriage reserved for Maitland Rotary Club members. The remainder boarded at Lochinvar, Branxton and Singleton, making a total of 114 passengers that travelled with us on this day.

The race goers were given cheese, biscuits and cabanossi, together with a glass of champagne or orange juice as they headed toward Muswellbrook, studying their form guides looking for likely winners. We arrived at Muswellbrook station at 11.50am, where passengers and some of the train crew accompanied race goers on the short bus trip to the race track. The remaining TRMS crew had lunch at a local hotel and later in afternoon prepared hot dogs and buns for passengers to eat on the trip home.

After the last race at 5.55pm was run, passengers reboarded the buses for their return trip to the station. However, they were soon to learn that all was not well with the train system, with lengthy delays having caused a back log of trains that needed to be cleared. Unfortunately, this meant that our race goers had to wait on Muswellbrook station for 90 minutes in cooling conditions before our train could gain access to the platform.

However once on board, the hot dogs, along with tea and coffee were served to our passengers who soon warmed up. Raffles were also drawn and prizes distributed. There were no further delays on the return trip home and it was not long before passengers were leaving the train after another memorable 'Melbourne Cup' race carnival outing with The Rail Motor Society.



Patrons seen enjoying themselves at the Muswellbrook Cup race meeting. Photo Trish Short

FROM THE ARCHIVES

From the Archives

Given the Society has reached a significant milestone, this being its 35th anniversary, it is perhaps appropriate to reflect back to a time when it all began. The following article is an extract from the Society's newsletter No.1 dated November 1984, setting out the Society formation, initial aspirations and its early challenges. The newsletter was written by the Society's foundation President, the late Henry Varcoe.

How does the President begin the first newsletter of a Society officially one week old? Well, I guess, a very brief synopsis would help, and so here goes!

A group of ARHS Newcastle Branch members began to realise that with the replacement of some branch line rail motor services by road coaches the faithful pioneer CPHs were marked for progressive scrapping as they had served their 'wearing out' years on the Illawarra line. From this was born the idea of some form of preservation.

The questions then began to form and the steering committee formed to bring the preservation dream to reality: to consider how many, where to run them, who should own and operate them, and where to restore them? It was agreed that: the members of the Combined Preservation Group should have an opportunity to participate, that somewhere in the Newcastle area a site be found to establish a workshop, a corporate body be formed which would own and operate them, that six vehicles be deemed sufficient to restore, and that the restored vehicles be suitable for mainline work. From the Combined Preservation Group four bodies became involved: ARHS NSW Division, RTM, Zig Zag and SPER.

The availability of the prototype 400/500 class occasioned the decision to acquire one of each. The members of the class purchased were HPC 402 and HCT 501. The Rail Motor Society hopes to own four CPHs, 14 and 19 having already been promised with probably 16 and one other still to be purchased. In addition, HCT 502 and CTC 54 have been purchased to be stripped for much needed spares.

After months of searching and negotiations with State Rail Authority for a site with ready, long term, main line access, where the vandal risk was minimal, and where the local population would be sympathetic, Paterson was selected. Reaction from volunteers on site confirmed the rightness of this choice.

On Friday 26 October 1984 a joint meeting of representatives of the four participating groups resolved to form a company known as 'The Rail Motor Society' and to seek incorporation. Elected officials were: W McNiven, Secretary; H Varcoe, President; and R Jacombs, Acting Treasurer.

While this was going on, at Paterson volunteers lost no time in shaping the site. Short pieces of track were laid for BR 1395 (The Rail Motor Society Club Car) and HPC 402. Timber pigsties were built to support the body of CPH 14 and for the temporary storage during stripping of HCT 502. A concerted effort by a local front end loader driver cleaned up most of the debris and dirt, rail and other bric-a-brac that adorned the site, and enabled easier movement around the place, especially for the cranes that were to arrive on 10 October. Not only were several hundred hard hours expended as described, but possession of the Goods Shed signalled the beginning of the vital spare parts store on site.

While the 'slaves' were incarcerated at Paterson, your President enjoyed the luxury of the delivery trip of BR 1395 and CPH 14 from Darling Harbour to Paterson. This epic trip began on 12 September, was completed by 14 October and was not without incident. One day the full story will be made public, suffice to say that the average speed

of 9.727 km per day indicates that the President had a very spasmodic trip!

By comparison, the delivery of HPC 402 and HCT 502 from Werris Creek was without incident. Departure at 00.06 on the 7 October resulted in arrival at Paterson at 14.30 on the same day. The keen observer would have found the President asleep on the job between Aberdeen and Singleton.

Wednesday 10 October was the day of the 'big lift'. The body of CPH 14 was swung onto timber pigsties, BR 1395 was placed onto its own track, HCT 502 was then lifted off its bogies to be placed on pigsties, and finally the cranes with 'eyeballs bulging' heaved the 34 tonne bulk of HPC 402 onto its tracks.

After the lift was over, eager beavers assaulted the exterior of BR 1395 with primer and the interior with screwdrivers. Externally we have a spotty BR and inside, the kitchen dining car is now stripped of seats and partitioning, ready to be remodelled as planned. Due to the energetic efforts of yet other volunteers, the body of HCT 502 is now a carcass; doors, windows, blinds, light fittings, generator, switchboard, doors and diaphragms are now in store. Its bogies are now under FT 501 and what is left will go to Dorriggo Railway Museum.

Where do we go next?

Immediately we want to get 402's batteries charged so we can start its engines. Meanwhile, we need to lay some track, in fact, what will be No.1 Shed Road (the Body Road) so we can move HPC 402 near to where CPH 14 stands on No.2 Road. Then we need to accommodate FT 501 and CTC 54.

When can members expect some motors in traffic?

We cannot be dogmatic in our answer to this, as at first inspection HPC 402 appears to need minimal work and finance to get it back into traffic. With its mate FT 501, we have an 85 seat tram, not much 'vintage' appeal, but a speedy powerful two car set.

CPH 19, we are told, is good. Until it is on site and assessed we cannot make any other comment. CPH 14 needs an engine, bogies, transmission and some seats. The body needs some work but what is there is quite good.

What do we need?

Surprisingly, in today's world, you would never guess – we need money! We must find thousands of dollars to buy simple essentials like a GM 6-71 diesel engine, engine parts, Q6 bogies for reconditioning, paint for seven vehicles, batteries, sleepers, rail, points for our depot layout, as well as such niceties as a septic system, electricity supply and water on tap.

Thank you to those enthusiastic stalwarts who have, by their sweat, got The Rail Motor Society to this point.



This is a digital scan of the colour slide that originally appeared in black and white in the original newsletter. It was taken by the late Harry Wright (undated, c. Nov 1984)

Paterson Points – Past Issues

Did you know that the last decade of Paterson Points newsletters (50 issues) may be accessed from the Society's web-site? At the bottom of the News Page is a link that will open the Past Newsletter Archive. For those without their own computer, your local library may provide the resources. Just ask staff for assistance to access www.railmotorsociety.org.au.

For this 35th anniversary edition an index of feature stories and news events over the last decade of Paterson Points has been compiled (by the Editor). A quick perusal will reveal a treasure trove of past interesting topics and news events.

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Top: With a fresh coat of paint and letter boards affixed, CTC 51 outwardly looks set for action. However the reality is that although most of the work 'above floor' nears completion this only signals the start of considerable work 'below floor' on wheels, bogies, brake gear, etc.



Passengers adjourn to the Curlewis Commercial Hotel for lunch whilst CPH 1 and CPH 7 wait across the road. Photo Robert Spencer