

# Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED



Patron: Rear Admiral Peter Sinclair AC


DECEMBER 2020

Seasons Greetings!



## Inside:

- ~ Another New Life for HPC 402
- ~ Train tours resume as COVID-19 restrictions ease
- ~ A tribute to the late Eric Larkins
- ~ From the Archives: Station Arrangements at Paterson

 RAIL MOTOR SOCIETY PATERSON

[www.railmotorsociety.org.au](http://www.railmotorsociety.org.au) PRINT POST APPROVED PP100028431

**MAITLAND**  
*Hunter Valley*

# SOCIETY NEWS

## Membership Renewal

The Board of Management would like to thank all members for their continued support throughout 2020 and remind members that their annual membership subscription for the year commencing 1 January 2021 is due by 31 December 2020. Members \$44, Seniors Card Holders \$40, Concession (Student/Pensioner) \$33, Family \$66.

Please note: membership renewal forms will no longer be mailed out.

If you wish, payment can 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. Otherwise, payment, noting your name and address can be posted to: The Secretary, The Rail Motor Society Incorporated, PO Box 4268 Edgeworth 2285.

## New Members

The Society welcomes the following new members who have joined since the last Whispers newsletter: Mehdi Sazegar (The Hill), Liam Forward (Woodberry), Debbie Judd (Cardiff South), Julie Dunn (Cameron Park), Bruce Storey (Thornton), Wayne Irwin (Edgeworth), William Laidlaw (Mt Colah), Dennis Turner (Lithgow), Jason Foley (Gillieston Heights), Colin Cook (Telarah), Michael Grantham (Lithgow), and Henry Foster (North Epping).

## Donations

Please remember that the Australian Tax Office has approved the Society issuing receipts for gifts and donations (not testamentary) which will be allowable deductions for income tax purposes.

## Open Days

Open Days will resume in January 2021. The Society's Depot at Paterson is usually open for public inspection between 10.00 am and

2.00 pm on the third Sunday of each month, but closed in December. Entry is by gold coin donation.

The Depot will be open to the public on Sunday 17 January 2021 (the third Sunday).

As a special one-off, it will also be open for inspection one week earlier on Sunday 10 January 2021.

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 a given 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.

## Membership Details

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

## Advertising

The opportunity now exists to place an advertisement within this magazine for a fee. Inquiries can be made through the Secretary (see the Directory).

## 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.

## DIRECTORY

### The Rail Motor Society Incorporated Depot & Museum

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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.

**Correspondence to be addressed to:  
The Secretary  
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*Cover: Joining the stable of rail motors housed at The Rail Motor Society's Paterson depot is shunting locomotive 7344, here sporting its new livery thanks principally to the efforts of Depot volunteer Peter Macfarlane, who has spent many hours restoring its original heritage colour scheme. Whilst yet to have refurbished glass windows fitted, it has already begun earning its keep, as shown here shunting the MHO van, with Society President Arthur Burgess at the controls (Robert Spencer)*



## 2020 Board of Management Report

**From the Secretary, Michael Walsh**

What a year 2020 has been for The Rail Motor Society and the community in general with the impact of the COVID-19 virus. It has developed into a year like no other and as it draws to a close the Board reflects back on what this year has meant to the Society and its members and the tremendous accomplishments achieved during this unprecedented period.

One unfortunate casualty of this pandemic was our Annual Christmas Luncheon. Only being allowed to be seated and not having the ability to mingle and socialise defeats the purpose of the function. The Board decided reluctantly to cancel it for this year only and hope to have the luncheon up and running again next year.

Despite the lack of revenue caused by the virus, we have been able to accomplish a lot of what we intended by sticking to our Business Plan. With the assistance of hard-working dedicated members and some not easy-to-come-by grant monies, we have not suffered any major adverse impact on our financial reserves.

Some of these key achievements are:

- Granting of a variation to our accreditation by the Office of the National Rail Safety Regulator for expanded operations in Victoria and South Australia.
- Agreement from ARTC (Australian Rail Track Corporation) to incorporate the abandoned siding (also known as the 'Williams Branch') into our lease area and the subsequent repositioning of the boundary fence, which will lead to the revival of this siding for our operations. A \$7,000 Commonwealth Grant was received to assist with the fencing project.
- Completion of major drainage works on the western side of the Main Shed which encompassed extending the existing drainage system with new pipes and pits to catch stormwater runoff from Webbers Creek Road and beyond. These new works have also provided the base for No. 4 Road, ready for laying rails for carriage storage. The works also enabled the construction of an access road to allow for internal vehicular access from the top to the bottom of the yard. A \$20,000 Commonwealth Grant was received to assist with this project.
- The purchase of a new tractor and accessories to replace the former aged unit.
- Another section of concrete flooring on No. 2 Road, northwards from the Goods Shed, and the relocation and securing of the overhead hoist.
- Acquisition of a breathalyser as an operational condition for our expanded interstate operations.
- Acquisition of an identification card printer.
- The donation by Comsteel of a third defibrillator for use in the Depot.
- Construction of a metal roof covering over the KB and internal fit out for parts storage.
- The successful relocation of the carpenter's work area into the Goods Shed.
- The overhaul of two Twin Disc transmissions and a third one as a spare.
- Refurbishment of bodywork and painting of locomotive 7344.
- Provision of portable overhead safety line and harnesses through a grant from Essential Energy.

The boundary fence relocation and drainage works would not have been possible without the help and assistance in the gaining of Federal grants by the Local Federal Member for Lyne, The Hon. Dr David Gillespie.

We also thank the generosity of Lindsay Reid, the General Manager of Comsteel, for the donation of the additional defibrillator. There will be an official handing over ceremony when the COVID-19 restrictions will permit.

Future works detailed in our Business plan that are scheduled to be carried out in this coming year include:

- Relocation of the FZ training car and MHO van to No. 4 Road and protection from the elements. The fitting of guttering to the western side of the shed will take place before this relocation.
- Expand the seating area in the FZ, including replacing the floor covering.
- A security and fire detection system for the rail motor storage shed, including outside lighting.
- Relocation and upgrading of the passenger platform.
- Fitting of additional overhead safety lines above roads inside of the Main Shed.



*New fencing now encloses the former abandoned siding*



*The new tractor receives the 'thumbs up'*

# SOCIETY NEWS

## 2020 Board of Management Report..cont

### Status of Grants

We were fortunate to receive from the 2020 Transport Heritage Grants Program a grant for interpretative signage and the interior painting of the Station Master's Cottage. This project will commence shortly. Unfortunately, we missed out on securing the funding to overhaul a set of CPH bogies.

S2 funding from Transport Heritage for NSW has already been obtained to refurbish and repaint the exterior of 621/721. Some work has commenced on this project.

As we prepare this edition, we have just received the result of two applications, for grants, to the NSW Government's Community Building Partnership, the first being, \$14,375 for the refurbishment and re-establishment of the Depot precinct pathways, and this application was successful. The project involves the refurbishment and concreting the walkways from the Station Master's Cottage to the storage shed and soon to be established platform, including access to the back door of the Cottage. Our thanks go Michael Johnsen, the Member for Upper Hunter, for his assistance in procuring this grant. The second, for a three-bay extension on the south end of the rail motor storage shed including a gable end, unfortunately did not receive funding.

### Membership

Our membership numbers continue to grow. We have had twenty-five new members join this year, most of whom are active workers at Paterson. It is particularly pleasing to see some tradesmen among these new members. A large number of these new members are former railway employees who bring a lot of industry knowledge and experience which can only benefit the Society.

The Society lost one of our long-time members and Board member, Eric Larkins, during the year. To Nancy and Eric's family we pass on our heartfelt condolences. Eric will be sadly missed around the Depot. To any member who has suffered a bereavement through the last year we also extend to you our sincerest condolences.

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



*Overhead safety harness acquired through an Essential Energy grant*



*Portable overhead safety line*

## 2019 Volunteer Awards

At our last annual Christmas Luncheon, held at Club Macquarie on 7 December 2019, volunteer awards were presented for the 2019 year at this function. These awards are peer awards voted for by the Volunteers of the Society. President Arthur Burgess presented the awards—the Society's congratulations go to all of the recipients:

- Graeme Holloway was presented with the award for Volunteer of the year.
- Runner up was Kevin Saunders (unfortunately absent from the Christmas Luncheon).
- Paul Horder was presented with the Encouragement award.

Kevin was later presented with his award by Bruce Agland at Paterson depot in early 2020 in the company of his fellow depot volunteers during a refreshment break.

In addition, Bruce Agland made a very special presentation to Arthur Burgess, to acknowledge his 30 years of Outstanding Service to the Society.



*2019 Volunteer of the Year, Graeme Holloway*



*2019 Encouragement Award, Paul Horder*



*30 years Outstanding Service, Arthur Burgess*



## Feedback to Members

The Board of Management is always welcoming of feedback from our members. Recently we have received some feedback questioning our policy of contracting out major repairs to components for our rail motors. This edition of Paterson Points provides a good forum in which to explain the Board's reasoning behind this policy.

It has been previously reported in our newsletters that we have suffered a recent spate of failed Twin Disc transmissions. These are the main components that have been overhauled offsite. As we do not have the facilities, nor the proper equipment in our depot to carry out these major rebuilds, this work has always been contracted out in the past. Maitland Diesel provided this service to us for many years until their transmission specialist moved on. Later, they were rebuilt by a specialist in Cooma. However, he has now retired. The Railway Apprentice Shop at Eveleigh was another resource used for repairs until it was disbanded. Finding a suitable contractor who is prepared to take on the rebuild of these aging components has since been a problem.

The National Rail Safety Regulator has recently been reviewing how we, and other heritage operators, engage contractors to carry out major engineering work. Their oversight obliges us to seek out suitably qualified and accredited organisations to perform these services for us. 'Back yard' operators are no longer acceptable to the Regulator for major component overhauls. Through the efforts of the Board members, we have been fortunate to engage the services of Kings Engineering (Rutherford) to undertake these tasks. Kings hold ISO 9001:2015 quality certification

with rail being one of their key accredited service lines, making them acceptable to the Regulator.

The impact on the availability of our maintenance personnel caused by COVID-19 restrictions has had a flow-on effect upon the scheduling of the regular annual servicing of our CPH rail motors that is normally carried out in January. Because of the workload on the few available members of the Maintenance Team at that time, this servicing has just now taken place. The annual servicing of 621/721, which was due in June/July, is only now scheduled to be undertaken.

Imagine if we were at the same time diverting our resources to attempt the overhaul of major components. We would be in a much worse situation than we are now. What has also exacerbated the situation was not knowing the status of our spare parts stock. One of our new volunteers has agreed to take on the role of 'storeman' to provide an additional level of management and control of our spare parts inventory.

In recent months, we have also been fortunate to gain the services of three more skilled mechanical tradesmen. This, along with the advent of our team of 'electrical gurus', which has relieved our mechanical people from the burden of diagnosing electrical problems, may provide a way to enable us to have the capacity to carry out some of these major repairs in the future.

Further feedback from members has also indicated concern about the expenditure of significant funds on the development of facilities in our Depot while our revenue stream had been severely impacted by the operational restrictions caused by COVID-19. Two major projects have been the construction of the drainage for No. 4

Road and the fencing of the newly acquired siding area from ARTC (Australian Rail Track Corporation). Funding for these projects had already been allocated and set aside by the Board during 2019 as part of our major works program prior to the onset of COVID-19. We also received grants totalling \$27,000 for these two projects, provided by the Commonwealth Government. These projects had to be completed during 2020 in order for us to take advantage of this Government funding, otherwise it would have been lost.

Due to our operational requirements and other circumstances, it would have been imprudent and irresponsible for the Board to have not taken the actions that it did. The judicious management of our finances provides us a significant financial buffer to enable us to undertake these tasks without those costs becoming a burden on the Society. Until we have the capacity to get on top of our normal maintenance requirements, the Board believes this situation will not change in the foreseeable future.



*The recently failed Twin Disc transmission after removal from CPH 1*

## 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



# SOCIETY NEWS

## Operations Report

**- Bruce Agland, Operations Manager**

With the easing of COVID-19 restrictions, we have been able to restart operations, albeit with restricted passenger numbers. The Society has developed an Operations COVID-19 Safety Plan and this has been approved by the relevant regulatory authorities to permit our operations to recommence.

Prior to the first passenger operation, our three CPHs ran a trial trip to Stroud Road on 28 September to test the newly installed Twin Disc transmission in CPH 1. Following the successful installation of a roof-mounted frame on the No. 1 End, HPC 402 proceeded to Sydney on 2 October in preparation for the overhead wiring inspection train operations for Sydney Trains (see separate story for more details). Due to the limited number of onboard staff, this project was able to proceed without the need for the comprehensive COVID-19 Safety Plan required for full passenger operations. HPC 402 returned to Paterson on 11 November.

Our first full passenger operation was a three-day trip to Gulgong for Greenhills Travel on the October long weekend. Local weekend trackwork closures meant that our CPHs had to be stabled at Branxton on Friday night before returning to Maitland Station to start the tour on Saturday morning. They were again stabled at Branxton on Monday night after returning from Gulgong before returning to Paterson on Tuesday morning. I thank local Branxton member Peter Macfarlane who stood security watch on the train while stabled overnight. While only small numbers were carried to Gulgong, all enjoyed their experience. We are pleased to welcome Greenhills Travel as a new customer and are also pleased they have booked a further trip with us for 2021. Three excursions from Gulgong to Dunedoo and Merrygoen were operated by the Society on Sunday (of the long weekend) and these proved popular with locals; all trips running at full capacity under our COVID-19 Safety Plan.

Long-time customer, Insights Tours, ran a five-day trip to the north, northwest and west commencing on 25 October using 621/721. Overnight stops included Armidale, Tamworth, Binnaway and Dubbo. Stops were made along the journey where passengers

joined a coach (that shadowed the train) for local tourist activities. On Day 4 we delivered the passengers to Coonamble where they transferred by coach to Coonabarabran for their overnight stay and were picked up at Dunedoo the next day. On the empty return run from Coonamble we were able to give a short ride to some pupils from Gulargambone Public School. The tour ended with the departure of our passengers at Branxton on 29 October.

29 October saw our three CPHs head off to Sydney for an extended weekend excursion to Griffith for Cruise Express. After an early departure from Sydney on Friday morning, a lunch stop was made at Cootamundra West and an afternoon tea stop at Aria Park before a late afternoon arrival at Griffith. On Saturday, the Society operated a successful lunch tour from Griffith to Aria Park and a local trip from Aria Park to Temora where the opportunity was taken to refuel at the Pacific National fuel point. Due to a prior booking at Aria Park, the Sunday lunch trip was operated to Coolamon and a trip run for locals from Coolamon to Narrandera and return. All of the local trips on this weekend ran at full capacity under the COVID-19 Safety Plan limitations. The train returned to Sydney and then on to Paterson on Monday 2 November.



*Drivers Bruce Agland and Doug Cullen stand beside HPC 402 on Platform 1 at Central Station, where 402 is stationed for a 'show and tell' event (Robert Spencer)*



*CPHs 1, 3 and 7 are captured here at Lochinvar on 2 Oct 2020 on their way to stable overnight at Branxton (Bruce Gebrig)*



*Refuelling in progress while out on tour (Margaret Pantlin)*



A further trip for Cruise Express ran to Rylstone on 13-16 November using 621/721. After an early start from Paterson on Friday morning, passengers were picked up at Gosford on the way to collect the main group at Sydney Terminal. Following a steady climb up the Blue Mountains, a short stop was made at Lithgow before arriving in Rylstone in mid-afternoon. The Society ran two highly successful lunch trips to Tarana, one on Saturday and one on Sunday, with passengers from as far away as Sydney, Mudgee and Gulgong joining the train. On Saturday, 621/721 proceeded to Bathurst to refuel at the Southern Shorthaul Railroad fuel point at Kelso. On Sunday the train stood on the main line at Tarana while the passengers enjoyed their lunch break. The train returned to Sydney on Monday afternoon before heading home to Paterson.

On 5 November, a run to Stroud Road with a lunch break at Dungog was held for a private family outing.

Negotiations for an Access and Safety Interface Agreement with V/Line for access to Southern Cross (Melbourne) station and many of the standard gauge Victorian country lines and with Great Southern Rail (GSR) for access to Keswick Terminal in Adelaide are in hand. Due to COVID-19 limitations impacting on staff availability, especially in Victoria, progress has been slow but they are proceeding. It is not anticipated that any operations into South Australia will commence before July 2021 because of the logistics involved.

We had a visit from officers of the NSW Branch of the National Rail Safety Regulator on Thursday 1 October as part of their newer style of compliance inspections. Discussions were primarily focused on our progress with agreements and documentation for our expanded operations in Victoria and South Australia.

The tour program for 2021 is taking shape and the confirmed tour booking are:



*621/721 stables at Rylstone on 13 Nov 2020 (Robert Spencer)*



*621/721, coupled with 623/723, is spotted just south of Fassifern on 20 Feb 2020 (Brock Emmett)*

Dates	Destination	Customer	Units
5-6 December	Kiama/Berry	St. James Rail	621/721
17 January	ARHS (NSW Division)	Nowra	TBA
30 January	Hawkesbury River	Private charter	TBA
5 February	Gloucester	Karuah Probus	621/721
26 February	Western Rambler	Scott McGregor	621/721
6-7 March	Rylstone	Scott McGregor/ARHS	621/721
21-25 March	Griffith	Cruise Express	TBA
17-18 April	Steamfest	TRMS	621/721 & CPH
2-4 May	Moree-Armidale	Scott McGregor	621/721
May (TBC)	Gulgong	Greenhills Travel	CPH
21-23 May	Kiama	McKellar	621/721
25-27 June	Brisbane (ex-Casino)	Vintage Rail Journeys	621/721
16-18 July	Brisbane (ex-Casino)	Vintage Rail Journeys	621/721
30 Jul-1 Aug	Brisbane (ex-Casino)	Vintage Rail Journeys	621/721
11-12 September	Steamfest Contingency Date		
18-19 September	Steamfest Contingency Date		
19-31 October	Grand Circle (NSW/SA/Vic)	Cruise Express	621/721
Oct-November	Overhead Wiring Project	Sydney Trains	402

## Rolling Stock Report

By Robert Spencer, Rolling Stock Manager

The last quarter of 2020 saw the mechanical team return to near pre-COVID-19 numbers, albeit with a couple of notable absences: Les Davey and Stafford Payne, for understandable reasons. We were very fortunate during mid-2020 to gain the skills of Kevin Judd (our 73-Class expert), Mick Hall (with extensive experience in power station maintenance) and most recently, Mehdi Sazegar (who holds a Mechanical Engineering qualification). All were instrumental in replacing the failed transmission in CPH 1 and tackling other pressing repairs, working alongside Grahame Pantlin, Mick Walsh and Steve Watt. I thank them all for their dedication, along with our boilermakers and electricians, during a most disruptive year.

### CPHs

As reported in the last edition of the Whispers newsletter, a recently overhauled transmission in CPH 1 began leaking fuel-oil, necessitating its immediate removal for repair, and the installation of our spare transmission. All this with the added pressure of an imminent tour commitment. Upon starting, the drivers reported not being unable to select neutral from the driver's cab, although it could be selected manually by the fitters from the transmission. The problem was tracked to wiring associated with the selector and rectified. Bruce Agland created a set of laminated cards detailing the transmission actuator wiring connections to aid future troubleshooting, one specifically applicable to each CPH rail motor.

Annual servicing of all units was completed prior to resumption of services; CPH 1 and 7 by Graham Pantlin and CPH 3 by Mick Walsh. Steve Watt serviced each unit's air filter's oil bath, by removing the oil pan, cleaning it and refilling with oil. In the process CPH 3's oil pan was found to be completely devoid of oil (air would normally bubble through the oil trapping airborne contaminants). Closer inspection revealed a small tear in the oil pan. It was not able to be repaired, but fortunately a replacement was sourced from CPH 19.

CPH 1's cooling system was drained and recharged with Green Coolant. A trial run, in company with CPH 3 and CPH 7 to Stroud Road and back, proved successful with regard to CPH 1's new transmission. However, after CPH 3 was stabled in the Main Shed it later refused to start. After eliminating battery failure and wiring as the probable cause, Trevor Hooker diagnosed a failed starter motor. A spare was fitted by



CPH 1's axle-box is inspected for wear and serviced by Steve Watt. The axle-brass can be seen in the centre.

Steve Bruty. Fortunately, the starter motor failure occurred whilst at the Depot and not out on tour. The incident prompted a couple of stored starter motors to be reconditioned as spares, with one to be stored on board a CPH and another on HPC 402 for 'insurance' purposes.

After its return from Gulgong, CPH 1 developed a problem with its alternator not charging the batteries. With no belt adjustment remaining, it was decided to fit a pair of drive belts one size smaller than previously fitted, which remedied the problem. But what had changed in the mechanical setup, necessitating smaller belts to be fitted to CPH 1, currently remains a mystery.

Small digital speedos, which use Global Positioning Satellites to accurately measure train speed, were trialled on the CPHs. Although successful on the trial run to Stroud Road, some minor 'black spot' issues were encountered on the tour to Griffith. Trialling will continue.

CPH 3's front end was repainted by Peter Macfarlane with assistance from Depot helpers.

Charles Smith provided two small wooden boxes (ex-suggestion boxes) to house spare axle brasses normally carried onboard the CPHs. The white metal bearing is easily prone to damage which may lead to premature wear and the wooden boxes will provide much needed protection.

Boilermakers Gary Odgers and Garry Rowarth combined their efforts to manufacture and fit a frame to stow portable steps beneath CPH 3.

A number of relatively minor issues have been attended to: CPH 1's left-hand headlight fault, CPH 7's window wiper repair, and CPH 1's toilet missing seat lid. But there are still some outstanding tasks to be attended to: CPH 1 has an ongoing issue with oil pressure showing in neutral whereas there should be none; and CPH 3 is completely dumping air from deadman, both which require attention in the near future.

### 621/721

On its first revenue run, post-COVID-19 restrictions, and at the beginning of a five-day North West tour, 621's No. 2 engine shutdown at Telarah. Grahame Pantlin (traveling fitter) was able to temporarily overcome the problem, which fortunately did not resurface during the remainder of this tour. Upon its return to the Depot, electrician Trevor Hooker traced the wiring looking to discover to cause of the engine shutdown, removing some redundant wiring in the process. Whilst not definitively locating the source of the problem, simply decluttering electrical wiring appears to have helped resolve the issue, with 621/721 subsequently performing faultlessly on a recent four-day Rylstone trip.

Our boilermakers have fabricated and fitted an undercarriage frame to house a storage box beneath 721.



Our boilermakers fit a storage box beneath 721



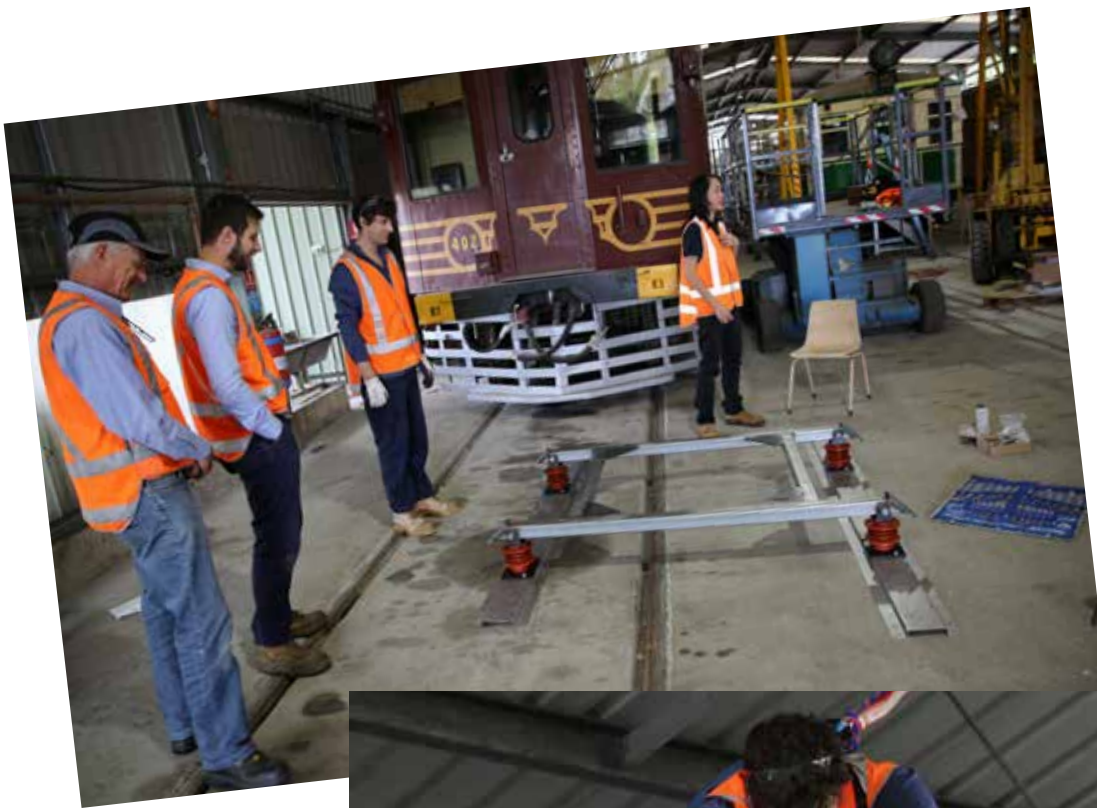
Contractor Noel Price has recently recommenced work to replace missing rivets to secure the exterior metal side-wall cladding, seal the roof to stop water ingress into the passenger saloons, refurbish or replace windows as necessary. He had previously begun work by stopping rainwater leaking from the radiator room. Progress has been subject to Noel's availability to perform the work, as well as gaining access to the railcars when not otherwise in traffic, but he now has a clear window in the lead up to Christmas. Once this work is complete, the exterior will be repainted by depot volunteers.

Steve Watt changed out a faulty slide valve feed valve on 621, whilst our electricians changed out two failed lighting batteries. Steve Bruty investigated a faulty oil pressure switch in 621, finding a broken terminal which was able to be replaced. A broken handbrake connecting rod hanger bracket on 721 was removed by the fitters, repaired by the boilermakers, and then reinstalled.

The rapid imposition of COVID-19 social distancing restrictions impacted our servicing schedule with many jobs only partially completed before the Depot was closed to volunteers. This required some diligence to ensure that the relevant 'paperwork' was correctly updated as maintenance personnel returned to the Depot.

The Annual Servicing of 621/721 must be completed before 2020 draws to a close.

Kevin Judd accompanied Mick Walsh on the Rylstone tour to gain experience as a travelling fitter and in conducting mandatory daily pre-departure inspections.



*Left: Teksol and Australian Rail Technology personnel assemble and position the pantograph frame at Paterson*



*Right: Australian Rail Technology personnel install the pantograph cradle at Paterson*

# SOCIETY NEWS

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## HPC 402

Work to configure HPC 402 to install a pantograph used to carry out measurement inspections of the overhead wiring in Sydney is covered elsewhere in this edition of Paterson Points. Prior to its departure to Sydney, Mick Walsh drained the cooling system and then recharged it with Green Coolant. A second power inverter, providing an additional 240 Volt AC supply, was installed to guarantee power to critical computer recording equipment during overhead wiring measurements.

Whilst away in Sydney, a number of relatively minor problems arose which need attending to back at the Depot: a fuel oil leak in the heat exchanger manifold on No. 2 engine (temporary field repair effected), No. 2 end headlight faulty (too dim), and a missing cover on No. 5 wheel axle box (temporary cover affixed).

The carriage builders will sand and timber-stain the temporary work bench installed in the No.2 end saloon which accommodated a bank of computers used in the overhead wiring project. In view of its repeated future usage, an appropriately stained work bench will much better reflect the ambience of this historic vehicle.

## CTC 51

Project Manager Stephen Davies reports that progress had slowed whilst the carriage builders relocated their equipment and supplies from the MHO van into the Goods Shed (their new home). Only Paul Heron has continued to work on the air pipe-work in the driver's cab, and with sub-floor connections, blowing out many years of dirt and spider webs in the process.

The next phase of the operation will entail Rod Short and Paul travelling to the Dorrigo Steam Railway and Museum to inspect their Rail Motor Trailer collection (CTC 52, CTC 53, CTC 54) in order to photograph the complete subfloor area from one end to the other, thus give us a complete look at exactly what goes where.

Visitors to the Depot will have noticed the exterior panels on CTC 51 have been removed in order to fully investigate the structural integrity of the side framework after concerns were raised. A quote was obtained to undertake the necessary rectification. To contain further monies spent on CTC 51 the Committee has decided our volunteers will perform the remediation work.

A decision has been made to replace the spoked wheels with solid disc wheels. Unfortunately, the spoked wheels, a feature of the original lighter trailer construction, now pose too much of a potential liability in traffic (risk of fatigue cracks developing).

Paul Horder hopes to update and finish off the electrical wiring in the New Year, having already made a start by converting the marker lights to LED.

As there are only minor inside jobs above floor level that remain to be completed, the focus will shift to under-floor tasks in the New Year.

## Locomotive 7344

All of the bodywork refurbishment and re-painting is complete. The locomotive is currently awaiting the window glass to be reinstalled, along with the numbers in the illuminated number boxes. And the train horns, which still require some attention, have yet to be remounted on the locomotive. Otherwise, 7344 is fully operational and has recently been used to shunt rolling stock within our yard.

The locomotive has a small oil leak from its turbocharger, possibly due to degradation of a seal. Whilst not requiring urgent attention, it will nevertheless eventually require remediation.



*7344 removes the MHO van from the rail motor storage shed on 14 Sep 2020 (Robert Spencer)*



## Infrastructure Report

### - From the Editor's Desk

In this edition it was decided to forego the usual written report. Extensive written coverage of infrastructure projects undertaken over the last six months was provided in the September edition of the Whispers newsletter, along with a promise that more extensive photo coverage would be forthcoming in this edition of Paterson Points. So, to that end, and with a little bit of commentary to jog the memory, let the pictures tell the story...

In what was probably one of the largest engineering undertakings in the history of the Society, the installation of stormwater drainage pipes beside the rail motor storage shed, beneath what will become our No. 4 Road, involved significant work by our contractor Greg Mexon Excavations. Although now covered up by gravel, you may be surprised to see just what lies beneath and the work that went into it. All photos are courtesy of Bruce Agland.



*Excavation begins*



*Pipe laying in progress*



*Further pipe laying. Note the presence of excavated rock.*



*Pit being installed*



# SOCIETY NEWS

## Infrastructure Report Cont...

Before construction of No. 4 Road can proceed, guttering must be installed along the western edge of the rail motor storage shed to direct rainwater runoff into the new drainage system.

The MHO van was temporarily moved onto No. 1 Road where, in a flurry of activity, it was unceremoniously emptied of its contents, which were transferred into the Goods Shed—now the new carriage builder's workshop. Then after a few weeks sorting things out, the new workshop was able to resume normal operations.

Meanwhile, at the other end of the Depot, Ray Kildey and Brenton Eley have busied themselves first by clearing out the end compartment in the BR carriage, and then by setting about refurbishing this area into what will become a guest sitting lounge. Behind the wall with the fire extinguisher, a former lady's lavatory will be renovated and brought back into service for guests.



*Drainage Project Manager Bruce Agland and President Arthur Burgess (left) review progress*



*Final grading complete*



*New guttering awaits installation (note the gravel formation in place for No. 4 Road)*



*Jim Lambkin, Bruce Greenham and Len Smith make preparations to install the guttering*





*Charles, Jeff and Rod empty the MHO*



*Likewise, Jon lends a hand*



*The MHO van interior after the clean out*



*The new carpenter's workshop*



# SOCIETY NEWS

## Infrastructure Report Cont...



*Now empty, this area will become a guest sitting lounge*



*And for Ray, Kevin and Rod, it's back to work!*



*A partially decluttered end compartment*

## A Tribute to Eric Larkins

**By Rodney Short**

It gives me great pleasure to write this tribute to Eric. I first met Eric in 1975 when I was a fireman at Broadmeadow Loco and Eric was a guard on Freight trains at Broadmeadow yards. Later I worked with him at Newcastle Station in 1980 where Eric was my guard. He was always a great work colleague and proficient in his duties. We worked together for many years in Newcastle and had a great working and social friendship.

On one occasion I remember on a Sydney job I misread the signal and hit the points a little hard and this voice comes over the intercom, "Are you awake Rod? Because all the night passengers are now wide awake!" He later told me that not many of the passengers went back to sleep after this little incident.

In 1985, Eric suggested I join the NSW Fire Brigade at Tarro where he was the Engine Keeper and so I agreed, and for the next 19 years we worked side-by-side at the Fire Brigade. During this time Eric fulfilled his duties with both compassion and pride in his work. Eric was appointed Deputy Captain in 1989 and this position was to assist the Captain at incidents and also by conducting station training. Eric was a proud man and

took these responsibilities extremely seriously and carried out his duties very professionally. Eric was later appointed Station Captain, a position which he held until his medical retirement in 2004.

One incident I remember. We were on the fire ground and I got injured and Eric assisted me out through the flames. This was just one of many times that he was on hand to help and support his fellow firemen. He was a true leader, whether at the station, during training, or out in the field.

Eric and I continued to work together by following the path to The Rail Motor Society. Eric joined the Society in 1996 when the Society returned to main line operations following the disruption caused by the Cowan Bank accident. Following his retirement from CityRail in 2005, he held many positions during his time here, being Train Crewing Manager, Vice President (2008-2013) and Infrastructure Manger (2012-2020). I had the pleasure of assisting Eric during his time as Infrastructure Manager where we have achieved many improvements around the Depot under his guidance. Eric lived for The Rail Motor Society and dedicated many hours to improving the appearance of the grounds around the Depot, one example being his orchids



*Australian Railway Monument and Railway Journeys Museum, Werris Creek*

and gardens. The orchids have bloomed beautifully this year, 'just for you Eric'. While he was working around the Depot he always had time for a chat with his fellow workers and always went out of his way to welcome a new member.

Eric will always be remembered. Wherever you look there is a reminder of something he has done, or wanted done in the future.

Loved by many and missed by all.



## Off the Rails

At the time of preparing this issue the Society is aware that Carol Rostrom and Tony Connors are 'off the rails'. We wish them all the best for a speedy 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.

## Another New Life for HPC 402

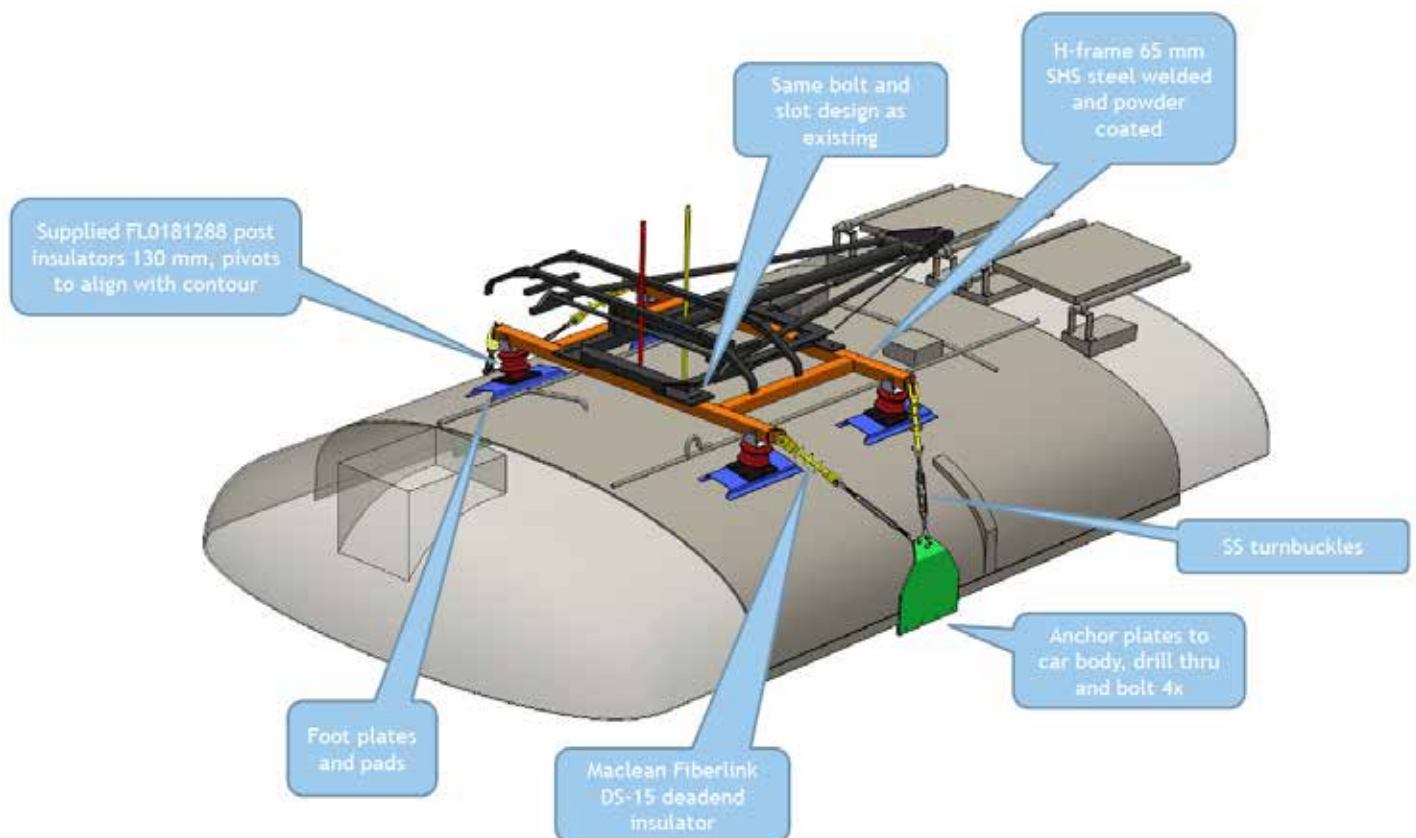
By Bruce Agland, Operations Manager

Following on from successful adventures with ballast surveys, ICE and DTRS radio testing, signal sighting surveys and executive inspections, HPC 402 has found yet another career, this time inspecting and measuring the size of the overhead wiring in the Sydney metropolitan area.

The Society was approached by Sydney Trains in mid-2019 about the possibility of using HPC 402 to carry out measurement inspections of the overhead wiring in the metropolitan area. Other operators were being considered and Sydney Trains called tenders in March 2020 for the supply of rolling stock for the Overhead Wiring Measurement Project on a 'wet hire' basis. All testing was to be done at night, generally between the hours of midnight and 0600. One of the key factors in the Society's favour was the availability of a Sydney base from which the testing could be based. We were fortunate in having access to the Large Erecting Shop (LES) at Eveleigh through reciprocal heritage operator arrangements with Transport Heritage NSW. The Society was successful with its bid.

Over the next few months, a number of inspections and measurements were undertaken by the Sydney Trains project team, Australian Rail Technology (ART) and Teksol (local agents for the German measurement technology contractor) to determine the feasibility of manufacturing a suitable mount for the pantograph on 402's roof. The pantograph weighed over 100 kilograms and it was determined that a frame could be manufactured to mount on the roof at the No. 1 End. A number of designs were considered before the final design was crystallised. The following drawing shows the conceptual design for the pantograph mounting. In order to attach the frame without damaging the wooden roof, the final design was varied to provide four mounting brackets (two on each side) mounted to vehicle's steel frame just below the roof line.

The frame was manufactured by ART and a trial installation was made at Paterson on 10 September. Some small modifications were required before the frame was sent away for final powder coating in a light grey tone to match 402's roof colour. The frame was also mounted on two longitudinal channels to spread the load on the wooden roof as much as possible. The final installation took place at Paterson on 23 September by ART. The work was undertaken with great care by ART staff and completed around 1900 that evening.



# SOCIETY NEWS

## Another New Life for HPC 402 Cont...

During the contract negotiations, the Society was requested to undertake the role of site manager at the LES in addition to its operational role. This involved arranging for scissor lifts and lights to be supplied to facilitate the day-to-day tasks involved with the measurement operations. On the eve of the project start-up, the contract was extended to have the Society arrange for the provision of a crane and mobile elevated work platform for the installation and subsequent de-installation of the pantograph on the roof. The Society has been contracted to provide these services annually for five years.

Following a final readiness test meeting, the project received go ahead on 25 September and 402 was transferred to Eveleigh in the early hours of 2 October. The morning of 2 October was a busy time at Eveleigh with the delivery of the hired equipment, the pantograph and all of its associated equipment, the crane and the mobile elevated work platform. With all of the equipment in place the pantograph was lifted carefully onto 402's roof and temporarily bolted into position. 402 was then placed in No.1 Road in the LES ready for installation of the rest of the equipment to commence on the morning of Monday 5 October when the German engineers completed their quarantine period. Some initial work by the Society included the removal of two passenger seats, the fitting of a temporary work bench in the space created and the provision of a second 240-volt inverter. Under Teksol's supervision, the innumerable pieces of equipment were installed in and on 402. Infrared cameras were fitted at either end, various computers, high intensity lights, a compressor and cabling were installed and the all-important pantograph head (the apparatus that measures the contact wire dimensions) were fitted over the next five days.

The first 'revenue run' occurred in the early hours of Sunday, 11 October, with Sydney driver Doug Cullen in charge, Bruce Agland as driver assistant and Mick Walsh as travelling fitter. Despite being a Sydney Train's Project, Train Control was not aware of our operation, resulting in a 20-minute delay departing from the Eveleigh Gate Road. This was followed by a further 60-minute delay at Hurstville due to an out-of-control back burn in the Royal National Park that had occurred earlier in the day resulting in all trains on the line running out of timetable order. Working under block working conditions, 402 headed south down the Illawarra to Mortdale at line speed before commencing testing at 25 km/h. Testing on the Down Illawarra concluded at Coal Cliff and after a quick change of ends, 402 continued the testing back to Mortdale before returning to Eveleigh at line speed.

Regular measurement operations were carried out in five or six-day sessions over the following weeks. On 29 November a special 'show and tell' event was held during the day in Platform 1 at Sydney Terminal. The event was for project team members and Sydney Trains' executives to view the measuring technology. Visitors included Transport for NSW Chief Operating Officer and Society member, Howard Collins OBE.

One of the limiting factors for the 2020 project was the availability of the engineers from DTK Germany. Significant work by Sydney Trains went into obtaining Government approval for the German engineers to enter the country. They were restricted by their travel insurance to 56 days away, while COVID-19 restrictions necessitated a 14-day quarantine period leaving only 42 days for installation, operations and decommissioning.



*Initial pantograph installation outside Eveleigh Large Erecting Shop, 2 Oct 2020 (Bruce Agland)*



*Pantograph in operation at night (Bruce Agland)*



*Further work on pantograph ancillaries inside the Large Erecting Shop (Bruce Agland)*



This resulted in a fairly intensive operating program and a restricted schedule of runs to meet the visitor's timeframe. Hopefully, the full 56 days will be available for future operations.

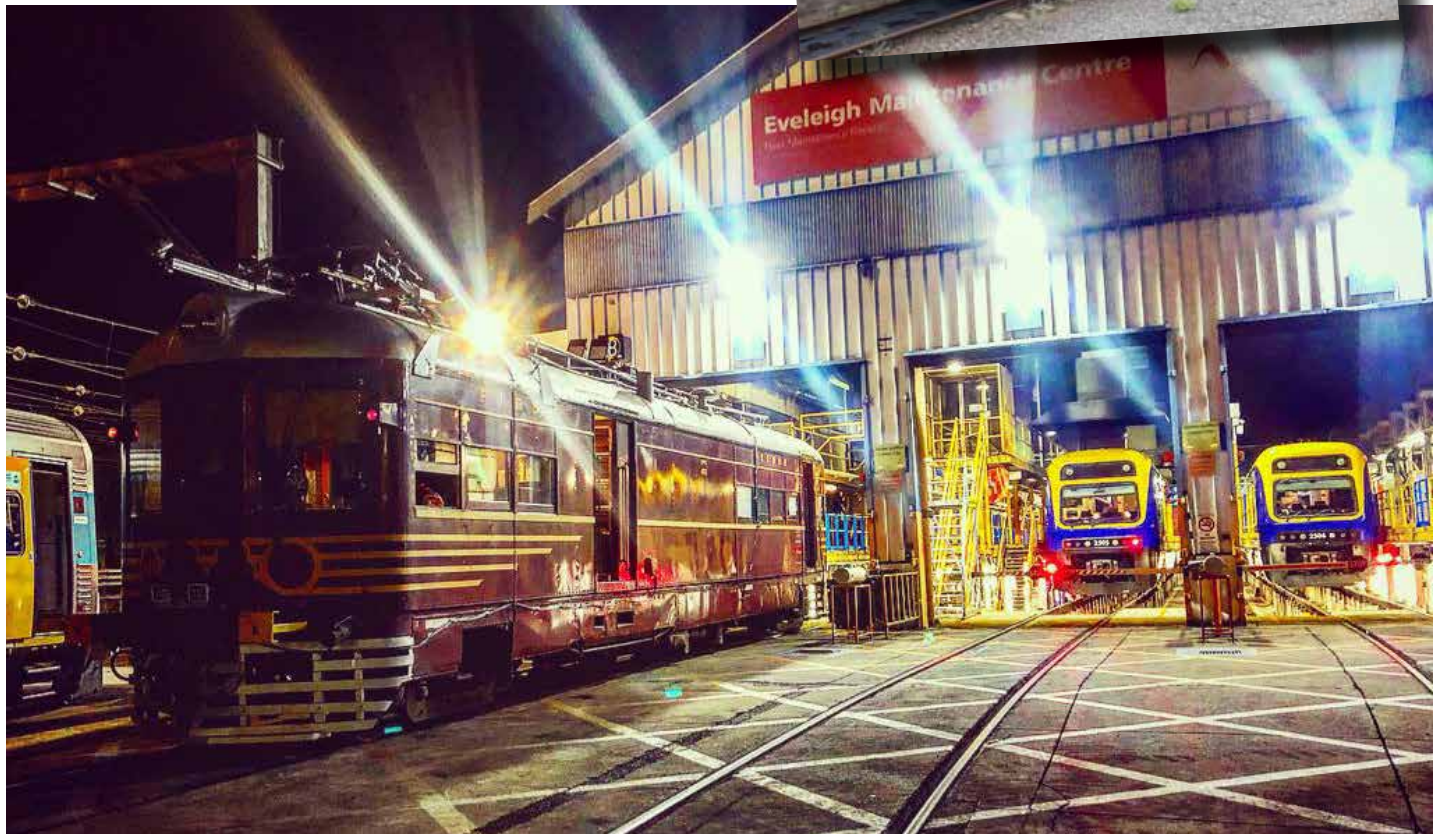
The Board is grateful to Operations Manager, Bruce Agland, who was responsible for the initial engagement with Sydney Trains, preparing the operating details, negotiating the final contract details, pricing and managing the project throughout. Engineering Managers, Michael Walsh and Robert Spencer, were instrumental in the consultation with Teksol and ART for the final design and installation of the mounting frame. Society resources were stretched to meet the fairly exacting operating schedule and the assistance and co-operation of our operating crews is gratefully acknowledged. Due to COVID-19 restrictions and self-isolations, our maintenance staff numbers have been significantly reduced and the contribution of Michael Walsh and Grahame Pantlin in sharing the mechanical workload for the project between them is also greatly appreciated. The revenue from this project will provide a much-needed boost to our finances that have been heavily impacted by the downturn in our operations.

The overall project was managed by Sydney Trains, while the other key players are Teksol International Pty Ltd ([www.teksolinternational.com.au](http://www.teksolinternational.com.au)) and Deutzer Technische Kohle GmbH (DTK) ([www.deutzer.de/en/](http://www.deutzer.de/en/)). Teksol is an independent, privately owned Australian company and railway equipment supplier. Established in 1999, they are the exclusive distributors for a number of first-class international manufacturers in the rail industry, offering customers some of the highest quality products available in the market place. Like the Society, they are contracted to Sydney Trains to provide the measurement services. DTK is the provider of the pantograph and measurement technology and is a worldwide leader in the area of measurement services for public transport authorities. DTK is based in Germany.



*Above: The 'business end' where overhead wiring measurements are being recorded (Bruce Agland)*

*Below: HPC 402 at a 'show and tell' event on Platform 1 Central (Robert Spencer)*



*A spectacular night shot of HPC 402 outside Eveleigh Maintenance Centre (courtesy Grahame Pantlin)*



## The *Aurora Australis* visits our Depot

By Bruce Gehrig

On Remembrance Day, Wednesday 11 November, Vintage Rail Journey's *Aurora Australis* arrived at Paterson to stable overnight. Topped and tailed by heritage diesel locos 4204 and 42103, the 16 stainless steel carriages were made up from the iconic ex-Southern *Aurora* sleeping cars (now fully restored). The train, operated by the Lachlan Valley Railway Society, was just able to fit into our Depot siding. There were 126 passengers on board who were on a five-day, four-night, Golden West Rail Tour.

Passengers used our step ladders to alight from two sleeping car doors on the train. They were then free to inspect our Depot, CPHs, museum, and our sleeping car, as well as walk around the town of Paterson with the assistance of a town map supplied by the Paterson Historical Society. The amount of time off the train was guided by the three dinner sittings on the train, held every 45 minutes from 6.00pm.

An historic Ansett Pioneer Clipper coach, imported into Australia in 1949, was also available to show guests around Paterson. The Court House museum was opened for inspection by members of the Paterson Historical Society.

From all accounts, passengers enjoyed their time in Paterson, with some even staying at the local hotel to watch the State of Origin football match on TV that night. The train left our Depot at 2.30pm on Thursday; off to Maitland station to pick up the passengers who had spent the day on coaches visiting the Hunter Valley Gardens and other local attractions.

Vintage Rail Journeys has four similar tours planned next year, with the April one already having been booked out. By coincidence, both the *Aurora Australis* and our 621/721 railcars would spend the following Saturday night stabled at Kandos and Rylstone respectively, only 8 km apart on the former Mudgee line.

*Right: 42103 is detached and run forward to refuel on 12 Nov 2020 (Bruce Agland)*



*Vintage rolling stock 4204 from 1956 and an Ansett Pioneer Clipper coach imported in 1949 from the USA, prepare to spend the night at our depot (Bruce Gehrig)*



*Approximately one-third of the 16-car *Aurora Australis* is seen here stabled alongside our Rail Motor Storage Shed (Bruce Gehrig)*





## 600 Class Body Shell Removal

By Bruce Agland

Members may recall that many years ago The Rail Motor Society sold two surplus 600 Class body shells (formerly 604 and 704) to the Court House Hotel, located near the Paterson level crossing. These were used to provide accommodation up until the hotel closed just before Christmas 2019.

The two carriages were sold off prior to the hotel being listed for sale. One went to Queensland, with the other going to Victoria. As Operations Manager, I was asked to provide some guidance to Wheeler Cranes in preparation to lift these carriages. They departed Paterson at the end of February 2020 and Wheeler Cranes kindly supplied the following photos of the lift.



## Pictures



Paterson Station Master's Cottage in Nov 2020



HPC 402 in No. 1 Platform Sydney Terminal on 13 Oct 2020 (Bruce Agland)



# OPERATIONS DIARY

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## Cessnock – One Last Time?

In late January 2020, Yancoal Australia announced the closure of its Astar Coal Mine (located 10 kilometres south-west of Cessnock), placing it in a care and maintenance phase. This was the last operating coal mine being served by the South Maitland Railway. Now both face an uncertain future.

In view of this, the Rail Motor Society hastily organised what might possibly be the last ever passenger train from Maitland to Cessnock and return on Sunday 8 March 2020, with a fully booked journey in 621/721. Although no tour report was received, it would be remiss of your editor not to note this occasion in this issue of Paterson Points, along with a few photos to record the occasion.

*Top: 621/721 passes over the Hunter Expressway bound for Cessnock (Robert Spencer)*

*Right: 621/721 arrives at Neath on 8 Mar 2020 (Bruce Gehrig)*

*Below: The semi-rural nature of the South Maitland Railway line is quite evident here (Bruce Gehrig)*





## Cruise Express Rail and Sail Tour to Brisbane – March 2020

By Bruce Gehrig and Margaret Pantlin

Cruise Express chartered the Society's 620 Class railcar set to run from Sydney to Brisbane over 12–13 March 2020, returning passengers who had completed the cruise leg from Brisbane to Sydney earlier in the week. The trip to Brisbane was run over two days, instead of the usual three days, due to a shutdown of the North Coast line over the coming weekend (14–15 March).

To meet passengers at Sydney Terminal and arrive before a Sydney Trains curfew took effect called for a very early 1.30am departure from the Depot. The crew comprised: driver Jim Jonovski, driver assistant/fitter Andrew Proctor, and carriage attendants: Bruce Gehrig and Allan Beard. This leg ran non-stop to Sydney with empty cars.

Arriving at Sydney terminal at 4.45am on Thursday 12 March, the crew had breakfast and then took the opportunity to rest on board the train before passengers began arriving at 8.15am. Luggage was loaded and passengers boarded for a 9.05am departure, with morning tea being served while passing through the northern suburbs. On arrival at Gosford, we had a twenty minute leg stretch, whilst a Newcastle Intercity train passed through and later the Down Armidale/Moree Explorer, with TRMS member Matt Stennett at the controls.

Arrival back at our Depot was just after 1.00pm, where passengers alighted for a lovely two-course lunch in the Depot grounds. Thanks must go to the volunteers who prepared, setup and served this meal—well done everyone. The train was refuelled and water topped up in preparation for the onward journey. After lunch passengers inspected our Depot and CPH 3. A group photo of the passengers nearby the train was taken by Cruise Express staff. At 2.45pm the train departed for Wauchope where Cruise Express passengers would transfer to Port Macquarie for an overnight stay.

There was a change of staff for the next leg of the journey to Brisbane with drivers Rodney Short and Stephen Harper, travelling fitter Grahame Pantlin, and carriage attendants: Trish Short and Margaret Pantlin.

Afternoon tea was served as we passed through the lovely countryside between Wallarobba and Stroud Road. Near Wauchope, passengers loved it when Rod slowed down so they could view a property known as 'Teddy Bears Junction', which has hundreds of bears in trees and all over the property which made for a great photo shot.

Arrival at Wauchope was 40 minutes early, where the train would stable overnight. The passengers alighted to join their coaches to Port Macquarie, where they would enjoy dinner at Cassergrain Winery followed by a good night's rest at their hotel.

A 9.45am departure on Friday 13 March and we were again on our way with a very happy group. A brief ten minute leg stretch was taken at Macksville. Near Nambucca Heads, Rod again slowed down to show everyone the area known as 'the hole in the wall' which is the closest point the North Coast rail line comes to the Pacific Ocean, where it can be seen from the train.

A stop was made at Grafton to refuel the train, allowing everyone to walk along the platform and stretch their legs. Later, another leg stretch in Casino before heading onto the Border Loop Spiral and tunnels where Rod would provide commentary on the history of this engineering marvel and, once in Queensland, point out the historic Glenapp signal box as the train passed by.

At Acacia Ridge, two Queensland drivers joined us to take the train into Roma Street. On arrival in Roma Street Station we farewelled our very happy Cruise Express passengers and staff as their combined sea cruise and rail motor journey concluded.

Due to a complete shutdown of the North Coast line for maintenance we were unable to leave Brisbane until the following Monday morning.

### A Weekend in Brisbane and the Return Trip

We would like to thank John Summers, a Senior Control Officer with Queensland Rail and a member of TRMS, for 'fixing our paperwork' in order to arrive at Roma Street ahead of schedule. Also, John arranged to take Rod and Stephen on Saturday for a 2½ hour tour of the Queensland Control Centre which they thoroughly enjoyed.

A big thank you to Ben Francis, a good friend and member of TRMS, who took the crew under his wing as 'tour director', showing us around Brisbane for the weekend. We enjoyed a great trip on a catamaran and a local train ride up to the Sunshine Coast.

As we were originally returning as an empty train, it was decided to quickly open it up to Brisbane residents for anyone wanting a ride on our 620 Class railcar set. Our thanks go to Trish for organising two trips in a hurry. On the first trip we carried 45 passengers on Monday 16 March from Roma Street to Grafton, who sat back to enjoy the stunning scenery whilst traversing the Border Spiral and then descending into the Richmond Valley region whilst enjoying morning tea and later lunch on board the train. At Grafton we said goodbye to a good number of these passengers who would return to Brisbane. Here we refuelled and stabled the train for the night.

On Tuesday 17 March, the second trip commenced from Grafton with five passengers joining us for the run to Coffs Harbour. Neil Manson met our train at Coffs Harbour where Rod surprised him by presenting a Certificate of Appreciation for all his support and help he'd given to the Rail Motor Society. At Coffs Harbour, 22 passengers boarded for the onward journey to Wauchope. They were also fascinated to discover 'Teddy Bears Junction'. Morning tea and lunch was served along the way.

Whilst most passengers would alight at Wauchope, one passenger alighted at Gloucester and three gentlemen continued on to Paterson. We arrived at the Depot 54 minutes early after a very enjoyable trip.

*[This would be the final trip prior to COVID-19 restrictions stopping our tour operations—Ed.]*



*621/721 halts to drop off passengers at Gloucester on way home from Brisbane (Jon Eggins)*

# OPERATIONS DIARY

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## Insights North West Tour, 25 – 29 October

By Margaret Pantlin

This was the first passenger trip by 621/721 to resume after COVID-19 restrictions had previously halted our rail charters. After heavy cleaning, sanitising, stocking, and with our COVID-19 Safety Plan in place which limited passenger numbers, it was finally all systems go!

We departed the Rail Motor Society Depot at Paterson at 6.55am on Sunday 25 October with drivers Rodney Short and Steve Harper, travelling fitter Grahame Pantlin, and passenger attendants: Margaret Pantlin and Len Smith. Arriving at Telarah, our 41 passengers from Insights Tours boarded in misty rain to begin their five-day adventure.

However, it was at Telarah that the No. 2 engine decided to shut down, so Grahame had to set about tracking down the cause of the problem and fortunately the fault was eliminated. The two motors purred along smoothly for the remainder of the trip. From Telarah to Muswellbrook the train travelled on bi-directional working.

Rain continued until Scone but from then on passengers enjoyed spectacular weather for the remainder of their trip. Lovely slices and biscuits were supplied by Kay from Insights Tours for the whole trip and were thoroughly enjoyed each day. Passengers alighted at Willow Tree and proceeded by coach to tour locally, before reboarding the train at Kootingal. Lunch and afternoon tea were served on board as we continued on to Armidale, where our train would stable overnight.

The next day (Sat) the crew was glad of the 10.05am departure from Armidale. Our guests would alight at Uralla for a 1½ hour local coach tour before reboarding. Lunch was served on board during the journey to Walcha Road where passengers would alight once more, this time for a two-hour local sightseeing coach tour before reboarding. We then continued to Tamworth where our train would stable overnight. Unfortunately, it was on this day that Len, one of our passenger attendants, took ill and had to return home to recover.



*Left: 621/721 takes a break at Uralla, awaiting the return of its passengers from a local coach tour (Steve Harper)*

*Below: 621/721 keeps company with the Armidale Explorer (Steve Harper)*





# OPERATIONS DIARY

Tuesday saw us depart at 8.40am having first refuelled at West Tamworth. The first stop was at Werris Creek where our guests would visit to the railway museum. From here the train branched from the Northern Line onto the North West cross-country line from the Gap to Merrygoen and then onwards via the Gwabegar Line to Binnaway. Morning tea and lunch were served aboard. We arrived at Binnaway at 12.30pm where our train would stable overnight. Our guests continued their journey to Coonabarabran by road coach.

On Wednesday morning our passengers were returned to the train for an 8.00am departure from Binnaway. After a morning of travel, finally a chance to stretch the legs on Dubbo platform whilst the crew readied the train for a change of direction. And this time we would venture onto the Coonamble Line at Troy Junction. Lunch was served on board before passengers alighted at Coonamble.

Thanks to John and Brigitte from Insights Tours, the children from Gulargambone School were able to enjoy a special train ride. They met us at Coonamble with so much enthusiasm to ride the train back to Gulargambone and to have their photos taken with our driver Rod, who along with Steve and Grahame had to answer many questions about trains! I would have to say the question "Where is the steering wheel?" was one of the best. Thanks to the teachers and helpers who accompanied these well-behaved children whose smiles said it all.

On Thursday, our last day, we left Dubbo at 5.45am, taking on fuel at Fletchers siding before travelling empty to Dunedoo where we arrived one hour early, to await our passengers' arrival. Upon leaving Dunedoo morning tea was served before a leg stretch at Gulgong. Passengers were thrilled with the beautiful scenery and running rivers along the Bylong Valley. Between Wollar and Kerrabee, we passed through the four tunnels. We waited twenty minutes before proceeding through the second and longest tunnel (1,975m) to wait for exhaust fumes to clear from a previous freight train. Wine and lunch were enjoyed on board before arriving at Branxton, our passenger's final rail destination. Here the group continued by coach on a local sightseeing tour. A great trip was had by guests and staff.

We arrived back at Paterson Rail Motor Depot on time.



*621/721 has a 2 hour stopover at Walcha Road. Again, passengers are out enjoying a local coach tour before reboarding the train (Steve Harper)*



*621/721 takes a break at Coonamble before returning to Dubbo. Passengers were transferred by coach to Coonabarabran for their overnight stay (Steve Harper)*



*These enthusiastic students from Gulargambone School are really enjoying their special train ride (Margaret Pantlin)*



*Having alighted at Gulargambone, students and their teachers pose beside 621/721 before saying goodbye (Elizabeth Ede)*



# OPERATIONS DIARY

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## Gulgong Charter by Greenhills Travel, 3 – 5 October

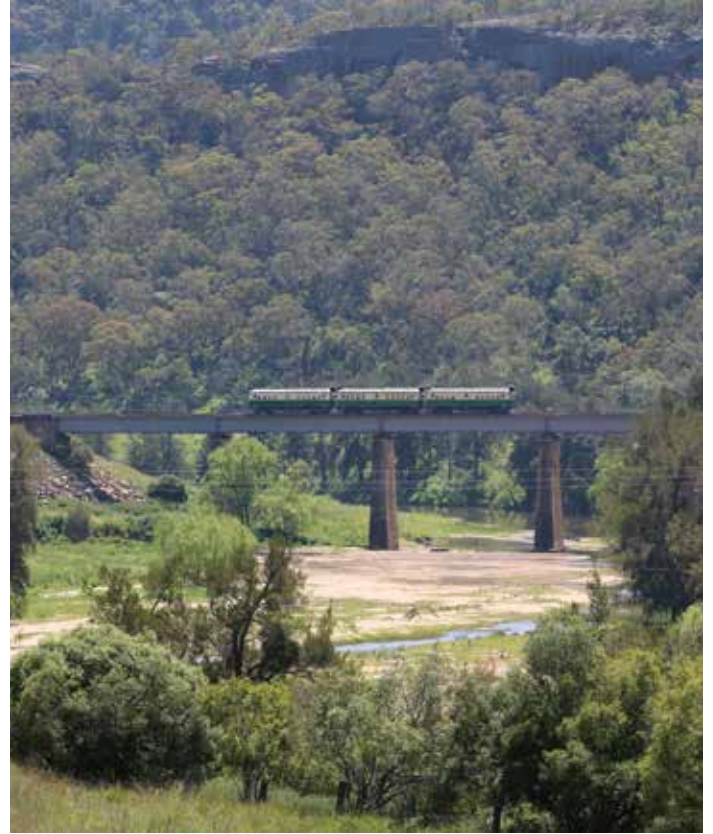
By Patricia Short

Over the October long weekend our three CPH rail motors were chartered by Greenhills Travel to convey their customers to Gulgong for a short break. The trip was due to begin on Saturday morning, however with trackwork about to close the North Coast Line over the weekend it was necessary for the train to depart Paterson on Friday and to stable overnight at Branxton in the safe hands of one of the locals and TRMS member Peter Macfarlane.

Now back on our timetable on Saturday, we picked our passengers up at Maitland at 9.15am on Platform 5 on the Coal Road. Due to COVID 19 restrictions we only carried 22 passengers.

However, not too far into our journey we broke an alternator belt on CPH 1 and had to call on the expertise of one of our new fitters, Kevin Judd, to show his skills and with the support and much interest from our travellers all was fixed and we were underway in around 20 minutes. Even with COVID-19 restrictions in place, this did not prevent our travellers from enjoying themselves with some trivia and board games throughout the journey.

We arrived at Gulgong around 2.00pm where passengers were taken to the Ten Dollar Motel for their weekend stay. The remainder of the afternoon was at their leisure—I recommended the ladies take the opportunity to do a spot of shopping.



*The CPHs spotted here, deep within the Goulburn River valley at Kerrabee, on their way to Gulgong (Robert Spencer)*



*CPHs 1, 3 and 7 have just departed Maitland, headed inland on the Northern Line. The North Coast Line veers left, and the South Maitland Railway veers right (Bruce Gehrig)*



On Sunday, Greenhills Travel organised a coach to take our travellers on a day trip to Mudgee and surrounds, including a horse stud and winery. While this was happening, we ran three shuttles to Dunedoo and Merrygoen for some very excited local people. Unfortunately, again due to COVID-19 restrictions, we were forced to limit passenger numbers. Those able to join our train were pleased to be able get out and about during these difficult times. All were very obliging and complied with our COVID 19 Safety Plan and social distancing. I would like to thank everyone who travelled for being patient during the embarking and disembarking process.

Monday morning was a bit of a slow start as our departure from Gulgong was not timetabled until 2.00pm, but this provided ample time for us to clean the train in preparation for our passenger's comfortable return home. Our passengers arrived at the station at 1.30pm, after the gents had enjoyed a round of golf. All had a great time together and were full of chat about the weekend, and again some card games were played on the way home. We arrived back at Maitland at 6.30pm and a great weekend was had by all.



*CPH 7 at Gulgong on 3 Oct 2020 (Steve Harper)*



*Above: Passengers make their way home on 5 Oct 2020 as the tour ends at Maitland. Note the use of Platform 5 on the Coal Road (Warwick Erwin)*

*Left: CPHs 1, 3 and 7 are seen here near Sandy Hollow on their way to Gulgong, having just passed a coal train with trailing loco 5099 just visible in the background (John Hourigan)*

## Cruise Express Griffith Food and Wine Tour, 30 Oct – 2 Nov

**By Patricia Short**

In preparation for this weekend tour our three CPH rail motors departed Paterson with empty cars at 3.20pm on Thursday 29 October in order to arrive and stable overnight at Sydney Terminal.

On Friday 30 October, Cruise Express passengers began arriving at 4.45am, all enthusiastic and ready to board—for many, first time travellers in our CPH rail motors. With their luggage loaded and 44 passengers and 4 Cruise Express crew all on board we departed on time at 5.20am. We travelled from Sydney Terminal via the metropolitan goods line to Chullora and then via the Southern Freight Line to Macarthur where we would pick up the Main Southern Line to Cootamundra.

We made a quick stop at Goulburn to pick up four more passengers and then proceeded to Cootamundra West, arriving there 40 minutes early. Here lunch was served on the platform by a local caterer. After leaving Cootamundra, still ahead of our timetable, we passed through Stockinbingal taking the line to Temora, then onwards to Aria Park for afternoon tea hosted by Jacqui at the Aria Park Hotel. This was just the beginning of the food and wine weekend. We arrived over one hour early at Griffith where we assisted with the passenger's luggage removal. Here Cruise Express would take charge of their guests. Our CPHs would then stable in Griffith yard.

On Saturday morning (31 Oct) we began our very full weekend of shuttle trips for the local people, the first departing at 10.00am to Aria Park for lunch. And while these passengers were off exploring Aria



*Passenger trains rarely stop here anymore (Allan Beard)*

Park we took another shuttle to Temora before returning to Aria Park. All the lunch passengers arrived back at the station a little early with an impending storm brewing and fortunately with everyone safely back on board we departed on the return journey passing through Ardlethan, Barellan, and then on to Griffith.

On Sunday morning (1 Nov) our weekend shuttles continued with a 9.30am departure from Griffith travelling to Coolamon for lunch at the Royal Tavern. Again, while lunch was served, we did a quick shuttle trip from Coolamon to Narrandera and return with many local families on board. With all our Griffith passengers back on board, and with full tummies thanks to Luke and Penny at the Tavern, we journeyed back to Griffith.



# OPERATIONS DIARY

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On Monday morning (2 Nov) our Cruise Express passengers began arriving at Griffith Railway Station from 7.30am, a little weary from a very busy weekend of sightseeing and enjoying local food and wine, in preparation for an 8.00am departure. With all on board, and settled back ready for the return journey home, we set forth, but not before partaking in some more food and sightseeing! Arriving back at Temora, passengers boarded a coach to visit Temora Aviation Museum and to have their lunch. While the passengers were off sightseeing, the train was refuelled at Temora in readiness for the return trip to Sydney.

Departing Temora, a little ahead of our timetable we headed home, making a brief stop at Goulburn to say goodbye to four of our passengers, and also to bring on board dinner and 'bubbles' to keep our passengers well contented during the final leg of their journey back to Sydney. Although we were early into Moss Vale that was to be the end of our good run as we were then held to our timetable. However, everyone was in good spirits, but eager to get home. We arrived back at Sydney Terminal at 10.20pm, everyone saying their goodbyes and all agreeing they had enjoyed a great weekend.

We departed Sydney Terminal at 11.00pm and arrived back at Paterson depot at 3.00am Tuesday morning (3 Nov).



*Under overcast skies an Xplorer set (on the dock road) shares Griffith station platform with CPHs 1, 3 and 7 (Allan Beard)*



*Right: CPHs 1, 3 and 7 and our south-west region drivers Brendan Hines and his father Stephen pose for the camera at Narrandera (Allan Beard)*



*CPHs 1, 3 and 7 take a break at Coolamon whilst train passengers enjoy lunch at the nearby Royal Tavern (Allan Beard)*



## Cruise Express Rylstone Trip, 13 – 16 Nov

By Patricia Short

Cruise Express are keeping us busy with another tour in quick succession. We set off from Paterson at 6.10am on Friday 13 November, travelling to Sydney Terminal, and from there to convey passengers to Rylstone. Here Cruise Express would provide onward travel by road coach to Mudgee where their guests would enjoy a weekend of fine food and wine.

Our first passenger had already boarded at Paterson. Travelling down the Central Coast, we arrived at Gosford at 8.15am where the next six passengers along with Richard Boyce (Cruise Express) would come on board. On arrival at Sydney Terminal the remaining passengers were eagerly waiting to join our train. We departed on time at 10.05am, with many familiar faces amongst the group, all looking forward to a great weekend—for most people, this was their first opportunity to tour since COVID-19 had halted all nonessential travel from March. We had a couple more passenger pickups along the way, one being one of our Sydney drivers, Doug Cullen.

Once over the Blue Mountains and soon after venturing onto the line to Rylstone, passengers were able to view the spectacular Capertee Valley, the world's second largest canyon, surrounded by World Heritage listed wilderness. On arrival at Rylstone there were two coaches waiting to transport our 48 passengers to Mudgee to continue their weekend adventure. During their time in Mudgee they tasted many wines and sampled the local produce. One of their highlights was a visit to Scott McGregor's property, Ruwenzori.



*All stop! 621/721 stables for the night at Rylstone (Robert Spencer)*



*621/721 passes a derelict turntable at Kandos on its way to Wallerawang (Robert Spencer)*



*Cruise Express passengers alight at Rylstone where they will transfer to Mudgee by coach (Robert Spencer)*



# OPERATIONS DIARY

While our Cruise Express passengers were off doing their thing in Mudgee, we sold tickets for special Saturday and Sunday shuttles from Rylstone to Tarana for lunch at the local hotel. This proved to be a great success, with everyone thoroughly enjoying the day out, and the food and service at the Tarana Hotel was exceptional. People came from far and wide to take this opportunity to travel such a picturesque rail line. We had another driver from Lithgow join us over the weekend, Denis Turner, who was able to provide an informative commentary along the journey. Thanks Denis.

Wow! It's Monday morning already and our Cruise Express passengers have returned to Rylstone Railway Station ready for their return journey, all tired from a very busy and fun weekend. On the return journey we stopped at Ben Bullen for a photo stop and sang happy birthday to one of the passengers, Percy Forrester, who was a retired train driver. Our next stop was at Katoomba to pick up lunch and drinks. It was a very hot day—lucky we have 'open window' air conditioning in our 620 Class railcars. Continuing on our way, lunch was served and enjoyed by our guests. We arrived back at Sydney Terminal on time and said our fond farewells to each other before heading north to Gosford where the last of our passengers would alight.

We arrived back at our Depot at 7.00pm. A great weekend was had by all.

*Right: With no other traffic around, 621/721 is able to remain at the platform at Tarana for 2 hours, while passengers take lunch locally (Robert Spencer)*

*Below: 621/721 powers through Rydal, on its way back to Wallerawang, and once there will continue onward to Rylstone (Robert Spencer)*



*621/721 approaches an out-of-use Capertee Railway Station (Robert Spencer)*







*Above: 621/721 briefly pauses at Capertee on 14 Nov 2020 on its way to Wallerawang (Robert Spencer)*

*Right: HPC 402 outside the Large Erecting Shop Eveleigh on 10 Nov 2020 (Bruce Agland)*



*Above: 621/721 captured at Ben Bullen station on its way to Wallerawang on Sun 15 Nov 2020 (Robert Spencer)*

*Right: CPHs 1, 3 and 7 have just delivered passengers back at Maitland on 5 Oct 2020 after spending their long-weekend at Gulgong (Warwick Erwin)*





# FROM THE ARCHIVES

## From the Archives

By Robert Spencer

While sorting material stored in the TAM carriage, a large and lengthy plan showing the original station arrangement at Paterson came to light, which was subsequently passed to me to be stored in with the Society's collection of rolling stock technical drawings. Selective enlargements of this plan are presented here for those interested.

The drawing is of the North Coast Railway construction, Section No. 1, West Maitland to Dungog, showing the planned station arrangements at Paterson. It was approved (signed) by Mr William Hutchinson, Chief Engineer for Railway and Tramway Construction, on 25 November 1908. Mr Hutchinson, a very talented engineer, would go on to pioneer such innovative engineering solutions such as the Cougal Spiral, more commonly currently known as the Border Spiral, and associated border tunnel beneath Richmond Gap (NSW/Qld).

The drawing provides fascinating details of the original station precinct, including:

- A3 station building and passenger platform (300' x 12')
- Timber and corrugated iron class E cream shed
- C2 men's toilet and lamp room
- J1 timber Station Master's residence (approved 9/11/1910), opened in 1911
- G2 goods shed (36' x 16') and goods platform (60' x 25')

- Loop line (1,700')
- Siding beside the Goods Shed to hold 10 trucks
- 5-tonne gantry crane, 20-ton weighbridge plus an office
- Trucking yard for cattle and pigs (56' x 50'), located near the current pedestrian bridge, with an associated siding to hold 15 trucks
- Cattle stops either side of the original Prince Street level crossing.

Listed bracketed dimensions are imperial measurement (feet) in keeping with the period of construction.

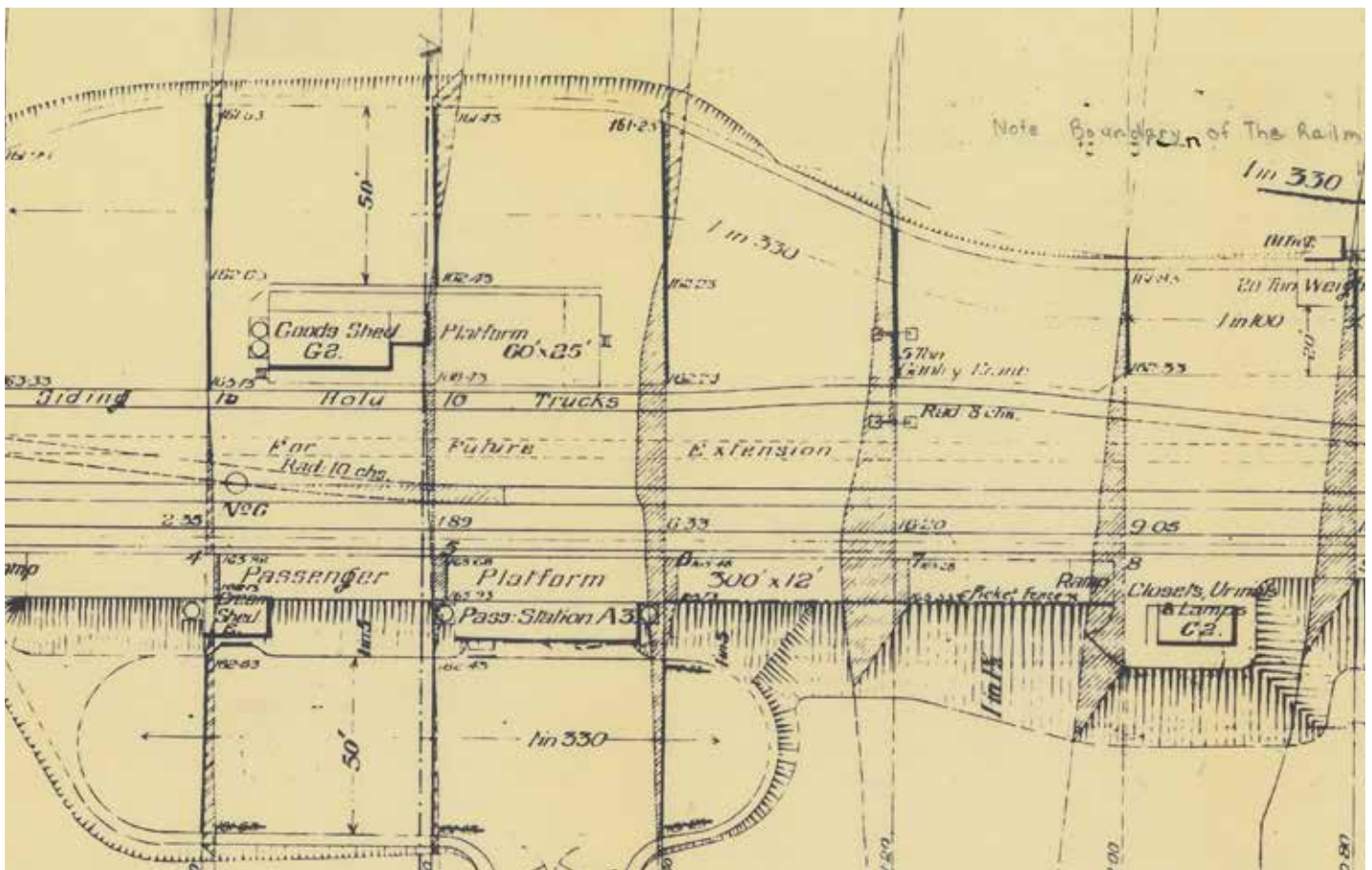
Paterson Railway Station opened on 14 August 1911. The Station Master's residence was standard in design with three bedrooms, a living area with a rear kitchen and wash shed until it was extended laterally sometime around 1920, increasing the layout by 50%.

The larger buildings described still exist today.

### References:

Paterson Railway Precinct | NSW Environment, Engineering and Science, 2009 <<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4806211>>

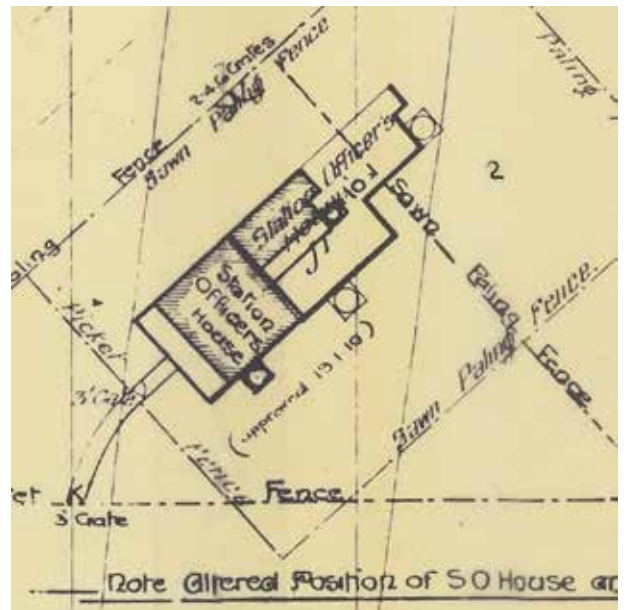
Grafton to Brisbane Railway – Engineers Australia Portal, undated <[https://portal.engineersaustralia.org.au/system/files/engineering-heritage-australia/other-supporting-material/Grafton-Brisbane\\_Panel.pdf](https://portal.engineersaustralia.org.au/system/files/engineering-heritage-australia/other-supporting-material/Grafton-Brisbane_Panel.pdf)>



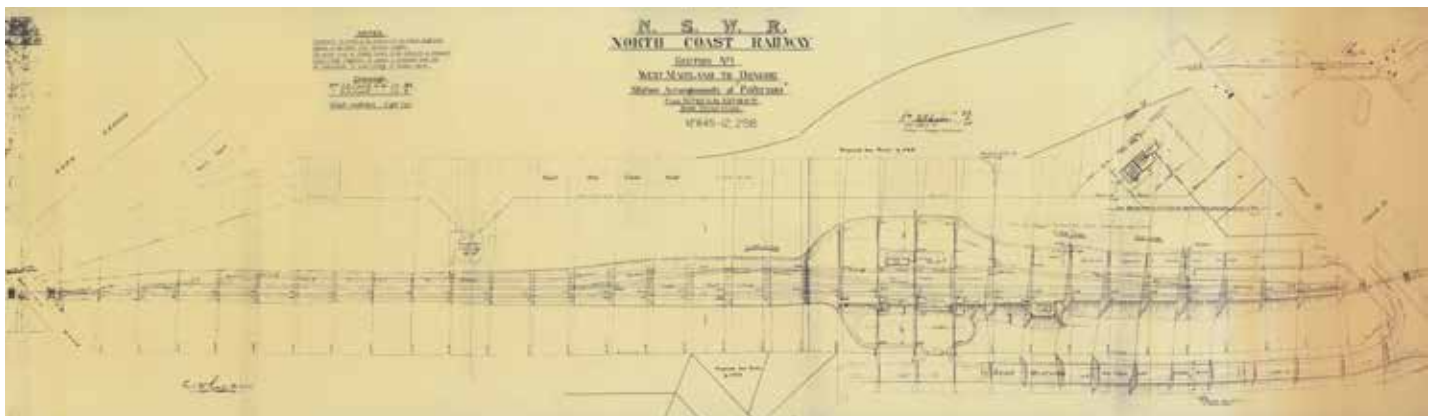


N. S. W. R.  
NORTH COAST RAILWAY  
SECTION N<sup>o</sup>1  
WEST MAITLAND TO DUNGOO  
Station Arrangements at "Paterson"  
From 32<sup>M</sup> 62.7c. to 33<sup>M</sup> 16.6 chs.  
Scale 33 Feet = 1 inch.  
N<sup>o</sup> 645-12, 258

*J. M. Hutchinson* 23  
Chief Engineer for 11  
Railway & Tramway Construction 08



The image below shows the full extent of the drawing from which the extracts were obtained. Its full size measures 0.9 metres wide by 2.9 metres long.







*Could this be the last passenger train to run on the South Maitland Railway given the closure of the Astar Coal Mine at Pelton? 621/721 is seen here approaching Neath on Sunday 8 March 2020 (Bruce Gebbrig)*



*CPHs 1, 3 and 7 having stabled overnight at Branxton due to a North Coast shutdown, have come out from the siding and pause beside the Down platform awaiting 'the road' to Maitland, and from there will pick up passengers bound for Gulgong over the October long-weekend (Warwick Erwin)*