

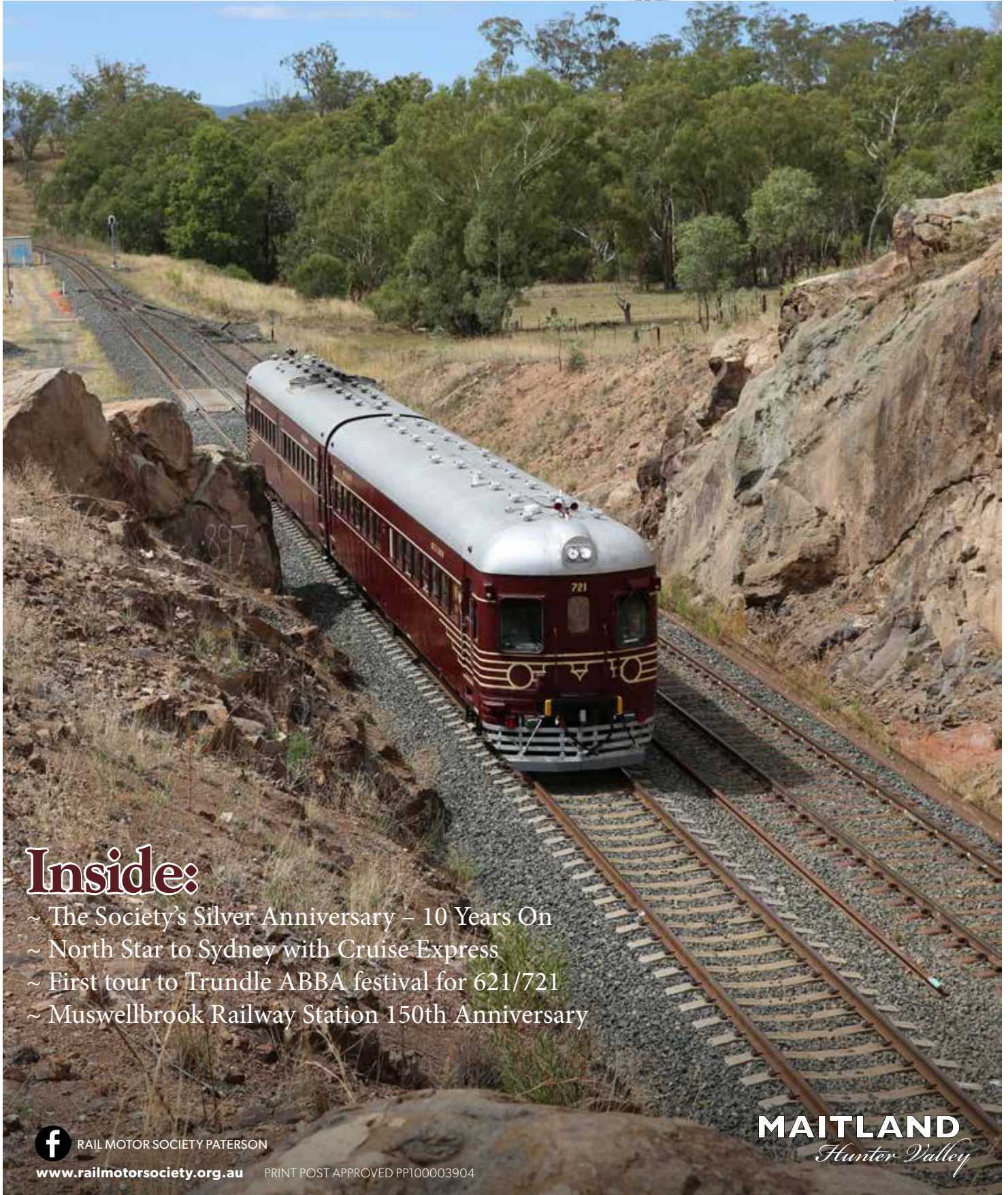
Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED




Patron: Rear Admiral Peter Sinclair AC

JULY 2019



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 RAIL MOTOR SOCIETY PATERSON

www.railmotorsociety.org.au

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MAITLAND
Hunter Valley

EDITORIAL

The Society's Silver Anniversary - 10 Years On

Bruce Agland, Operations Manager

While cleaning up after moving house recently I came across the 25th Anniversary edition of the Tin Hare Gazette and it then occurred to me that another decade had passed in the life of our Society. The highlight of those 25th Anniversary celebrations was the arrival of NPF 621 and NTC 721 in late 2008 and the subsequent repainting into its original colour scheme for entry into our tourist operations. The last 10 years have also seen some significant progress in our administration, operations and our depot facilities at Paterson.

Administration

A change to our Constitution in 2012 provided for Board members to be elected for a two-year term, with half retiring each year in rotation. Prompted by the Rail Safety Regulator, the aim was to provide effective future continuity of Board membership from year to year. The change also removed the individual election of office bearers, these positions now being determined by the Board from within the elected Board membership. This new approach has proved very successful and the Board continues to provide dedicated direction and administration of the Society.

There has been some movement in membership of the Board over the decade. Founder, life member and long serving Secretary (1999-2016) Bryan Hicks retired, but still maintained his membership of the Board until retiring in late 2017. Bryan also served as a Board Member from 1985 and as the Society's Vice President from 1985 to 1991.

Founder, life member and past President, Secretary and Board member, Geoff Murray retired from his final administrative role as Assistant Secretary/Treasurer in 2011 due to ill health. Geoff has been a great stalwart of the Society since its establishment, also serving as editor and publisher of the Tin Hare Gazette since its inception and our regular newsletter, the Paterson Points.

Life member and long serving Engineering Manager (Rolling Stock), Stafford Payne, retired in 2017 after 20 years in this role. Stafford also served as a Board Member from 1990 to 2017 and as Vice President from 1997 to 2008. Stafford still continues with his mechanical duties and as a travelling fitter on Society operations.

Our long serving Treasurer, John Redman, retired in 2017 having served as Board Member since 1996 and as Treasurer since 2001. Life member Beverley Redman also retired in 2017, having been first elected to the Board in 1997. Assistant Secretary/Treasurer, Cheryl Davies retired in 2019, having been elected to the position in 2011.



Founders and Life Members Bryan Hicks and Geoff Murray cut the 25th Anniversary Cake – 27 September 2009 (Photo: Steve Davies)

The many years of service given by these members is greatly valued and their long service and contribution towards the Society's progress cannot be understated.

Operations

Accreditation is the key element of the Society's operations. In 2012 we saw the introduction of the Rail Safety National Law (based on the South Australian legislation) and the establishment of the Office of the National Rail Safety Regulator (ONRSR). This new organisation was to amalgamate the existing State-based regulators under a single national organisation. NSW was one of the initial States to come under the ONRSR banner in 2012, followed by Victoria in

Cover image: On 29 March 2019, railcar 621/721 approaches a locality simply known as 'Gap' (for a gap in the ranges), 5 km west of Werris Creek. Here 621/721 is on the Main Line proceeding towards Narrabri, whilst the adjacent Branch Line leads to Binnaway. (Photo: R. Spencer)

2013, the ACT in 2014 and Queensland in 2017. Annual audits of our Safety Management System and compliance inspections by ONRSR are a regular part of our operational calendar. An application for accreditation in South Australia in 2017 was unsuccessful, mainly due to the failings of ONRSR assessors assigned to review our application. A new application has been made in 2019.

Access to the mainline network is another key component of the Society's operations. The Society has to maintain Access Agreements and Safety Interface Agreements with infrastructure owners Sydney Trains and the Australian Rail Track Corporation (ARTC). The ARTC lease of the NSW network (that commenced in 2003) comprised two components, the interstate network and the country regional network (CRN). In 2011, the NSW Government decided to put the management of the CRN out to tender. John Holland Rail was the successful tenderer and took over the CRN from 1 January 2012. This necessitated negotiation of further access agreements with John Holland Rail.

A long cherished aim of the Society was to operate on the South Maitland Railway (SMR). This dream was fulfilled after lengthy negotiations with SMR management were completed and an access agreement signed in January 2016. Our first run occurred on 13 March 2016. This has been followed by a number operations including SMR's 125th Anniversary celebrations in December 2018.

Our operations calendar is generally occupied with day and weekend tours, while the NSW Division of the Australian Railway Historical Society has, for many years, been responsible for our major long distance tours to such distant locations as Broken Hill, Brisbane and Victoria. Their '402 Club' has also been involved in many complex tours throughout different areas of NSW. During recent years, further operators such as Insights Tours and Cruise Express have come on board with complex itineraries to stretch our operational capabilities to the limit.

Our short excursion program, introduced in 2010, between Paterson and Stroud Road has proved very popular over the years. Recent innovations have included short runs to Wallarobba for our regular open days and specials for kids' birthday parties.

2011 saw CPH 3 returned to service after a long period of restoration. Following some initial teething problems, No.3 now forms part of our regular CPH operations.

621/721 was held under a custody agreement with RailCorp Heritage. This was subsequently transferred to Transport Heritage NSW (THNSW). THNSW have been very supportive and have provided significant funding for various maintenance items including engine and transmission changes and replacement of the floor throughout.

Paterson Depot

Our depot at Paterson has received a lot of attention to improve the infrastructure and working facilities for our volunteer workforce. The first infrastructure initiative involved the construction of an annexe in the shed next to the maintenance pit in 2015. This created an area 15 metres long and 1.5 metres wide and provided space for storage of tools, lubricants and other regularly used equipment in a convenient location immediately adjacent to the pit. The work was funded by the Society and construction undertaken by members.

As part of the original shed construction in 1991-1992, four additional foundations were built on the southern or Maitland end of the yard,

but due to limited funds at the time, they were not incorporated into the original shed construction program. Following the success of the annexe project, the Board agreed to fund the two additional bays for the shed and these were constructed by members and completed early in 2016. The two bays provided an additional 140 square metres of undercover storage.

A grant under the 2016 Hunter Regional Heritage Grants Scheme enabled a new section of the shed to be constructed between the Goods Shed and the fuel tank adjacent to the North Coast railway line. The location of this extension was previously occupied by parcel van KB 2511 located on an isolated section of track. As part of the project, KB 2511 was relocated to a new position on the southern end of the Goods Shed. The relocation was expertly undertaken by Tolsaf Cranes and Society members during an ARTC weekend shutdown. The 30 metre by 4 metre extension was supplied and constructed by ShedBoss of Raymond Terrace to the original 1991 design specifications. This area has been designated as an engineering workshop that has now enabled all of the heavy machinery (lathes, drills, grinders, etc.) to be relocated from the Goods Shed. KB 2511 has been designated as a mechanical parts storage area and has had longitudinal shelving constructed throughout to facilitate the storage and identification of spare parts. A steel roof is in the process of construction to protect the vehicle and its contents from the elements. The Goods Shed will now be converted into the carriage builders' workshop. Work has already commenced and is expected to be completed in early 2020.

Drainage of the site has always been a major issue and a large hole existed in the yard that took surface water away under the railway line. This hole existed from the time the depot was established. A couple of early attempts to provide some improvements failed due to the intervention of local flooding and the Board finally agreed to fund the installation of some piping in accordance with a previous design made for the Society by Sinclair Knight Merz and funded by State Rail Heritage back in 2003. Work was carried out by Knock Contractors in 2010 and enabled an area for some additional vehicle parking to be created at the Dungog end of the yard.

A portion of the hole still remained and in 2014 the Board funded a further extension of the drainage up to the northern end of the shed. Work was undertaken by Greg Mexon Excavations and in a very generous gesture donated their labour and equipment hire, with the Society only paying for the pipes and pits. This then provided a much needed expansion of the parking facilities and completely eliminated the hole in the yard. A further extension to the site drainage has been approved by the Board and is planned for construction in 2019.

An additional area of the shed floor to the south of the pit was cleaned, levelled and concreted in 2018. A further area as far south as the Goods Shed platform was recently concreted and the overhead lifting frame will be fixed in a new location on No.2 Road, while strengthened jacking pads will be installed for bogie servicing.

The Board appointed Ron Pirie as depot caretaker in 2007. Ron resided in the cottage and provided us with a valuable on-site presence that permitted deliveries away from our regular work days and Ron also assisted with site visits by individuals and small groups. Unfortunately, Ron passed away after a short illness in 2016. In April 2019, the Board appointed Jim Foster as our new depot caretaker.

EDITORIAL

Heritage Activities

RailCorp established the Office Rail Heritage (ORH) in 2006. The aim was to guide and co-ordinate the rail heritage sector in NSW, to provide an organisation to manage RailCorp's heritage fleet and other heritage assets and to return locomotive 3801 to service. ORH ran workshops and assisted groups in progressing their aims and objectives. They also instituted a form of awards to recognise service to the sector. The Society and its members were recognised with the following awards: –

- 2007 Robert (Jerry) Jerome – Encouragement Award
- 2008 Mechanical Maintenance Team – Lifetime Achievement Award
- 2008 Infrastructure Team – Encouragement Award
- 2009 Bruce Agland – Lifetime Achievement Award
- 2009 Grahame Ball – Lifetime Achievement Award
- 2009 John & Beverley Redman – Encouragement Award
- 2010 Grahame Heggie – Encouragement Award
- 2011 CPH 3 – Conservation Project Award
- 2011 Bryan Hicks – Lifetime Achievement Award
- 2011 Ted & Claire McKellar – Customer Service Award

Following a government review of the rail heritage sector in 2011, the ORH was wound up in 2012 and a new organisation, Transport Heritage NSW was established in 2013. THNSW combined the activities of ORH and those of the NSW Rail Transport Museum under one organisation. Their focus was also extended to include other transport modes including tramways and buses.

The Society has established a firm working relationship with THNSW and was successful in obtaining the custody of locomotive 7344 in 2018. The acquisition of 7344 will not only provide us with a shunting locomotive for Paterson Depot but also enables us to recover our rolling stock in the unlikely event of a total mechanical failure in traffic.

Members

Long serving members, Bruce Agland (2011), Stafford Payne (2013), Beverley Redman (2016) and Arthur Burgess (2018) were elected to Life Membership of the Society.

We have also seen the passing of a number of our stalwart and long serving members. Jim Lowe in 2010, Sue Angel, Elsie Kingsford and Peter Kitcher in 2014, Grahame Heggie in 2015, Ron Pirie in 2016 and Barrie Kingsford in 2018. They are sadly missed and we extend our thoughts and condolences to their respective families.

Secretary's Report

- Mick Walsh

As mentioned in the last Whispers Newsletter our annual Christmas Luncheon was held at Club Macquarie on 15 December 2018. It was enjoyed by some seventy members and guests. Feedback received was very much positive from those who attended.



Our volunteer awards were presented for the 2018 year at this function. These awards are peer awards voted for by the volunteers of the Society. President Arthur Burgess presented the awards and the Society's congratulations go to all of the recipients. Trish Short was presented with the award for Volunteer of the year. Runner up was Jim Lambkin with Greg Duncan and Bruce Greenham sharing the Encouragement award.

The Annual General Meeting of the Society was held in the Station Master's Cottage on 11 May 2019. It was disappointing that not more members were in attendance. The Board would like to encourage more members to have a greater input into the running of the Society.

Six members of the Board, Bruce Agland, Arthur Burgess, Stephen Davies, Bruce Greenham, John Ridden and Patricia Short, retired in rotation and stood for re-election, excepting for Stephen Davies who did not nominate. Graeme Holloway was the only other nomination. As these were the only nominations, the nominated members were duly elected to the Board of Management for two years.

At the April Board Meeting, Cheryl Davies submitted her resignation from the Board and all positions held due to personal reasons. The Society would like to thank Cheryl for her services to the Board and for the various other positions she held over the past 10 years on behalf of the Board and the Society.

Due to Cheryl's resignation a vacancy for the remainder of her term was created. A nomination was received from Kaye Burgess and she was elected for a one-year period.

The Society also extends its congratulations to the six elected members.

The election of Office Bearers for 2019/2020 was held following the AGM with the following being elected:

Patron: Rear Admiral Peter Sinclair AC

President: Arthur Burgess

Vice President: Rodney Short

Secretary / Public Officer: Michael Walsh

Treasurer: Patricia Short

Assist Secretary / Treasurer: Bruce Agland

Infrastructure Manager: Eric Larkins

Operations Manager: Bruce Agland

Rolling Stock Manager: Michael Walsh

Train Crewing Manager: Graeme Holloway

Customer Services Manager: Patricia Short

Tours Officer: Spencer Ross

TRMS Tours Officer: Patricia Short



Trish Short is presented with the award for Volunteer of the year by Society President Arthur Burgess. (Photo: Bruce Agland)



Bruce Greenham (above) and Greg Duncan (below) share the Encouragement award. (Photo: Bruce Agland)



Runner up, Jim Lambkin. (Photo: Bruce Agland)



The Society would like to warmly welcome our new Caretaker, Jim Foster. Jim is well known around the Paterson area and comes highly recommended. He will be looking after the 'Cottage' and the Depot precinct. We request that if you need to access the Depot precinct outside of our normal work days, that you contact Jim by phone, and on your arrival sign on in the attendance book in the cottage. Jim is contactable on the depot phone, 4938 5411. When leaving, please let Jim know and then sign off in the attendance book.

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

Federal Member David Gillespie attended our Paterson Depot and presented two Australian flags to the Society.

After many years of persistent enquires and representations from the Society, finally the Station Master's Cottage and Depot now has an official street address, this being: 5 Webbers Creek Road, Paterson 2421.

The Society welcomes new members: Christopher Belcher from Stockton, David Watkins from Kurri Kurri, Paul Heron from Fingal Bay, plus Tracey and Jim Jonovski from Raymond Terrace.

Again I encourage any member who is available to attend our Wednesday 'work days' to please make yourself available. If Wednesdays are not suitable to you, please make contact with the Secretary and arrangements can be made for you to volunteer at other times.

To any member who has suffered an illness we wish you a speedy recovery and to those who have suffered a bereavement since the last edition we offer our sincere condolences.

SOCIETY NEWS

Rolling Stock Report

- Mick Walsh

All of our units have been performing very well, with no major problems or breakdowns. [Stop Press: 621 engine failure at Albury is reported elsewhere – Ed.] It has been a busy time for the Mechanical Crew, juggling time to maintain and service our other units while carrying out annual services on the CPHs.

CPH 1, CPH 3 and CPH 7

S3 Grant funding was used to replace the exterior walls and painting of CPH 1. There was some slight non-structural damage to a section of the external roof cladding. Temporary repairs were carried out and estimates are being prepared with a view to apply for an S3 Grant in August to replace all the external roof cladding along with some timber repairs next year.

All three units have had their twelve monthly (annual) services completed.

An application has been made to The Office of Environment and Heritage for a dollar-for-dollar grant for the refurbishment of a set of bogies to replace CPH 7's bogies. TRMS conveys our heartfelt thanks and gratitude to both our local State Member Michael Johnsen and THNSW's Collection Manager Jennifer Edmonds for their letters of support for our application. Whilst preparing this newsletter TRMS has just been informed by The Office of Environment and Heritage that our application was unsuccessful with the following comment: 'While your application is considered eligible, it was not considered as high a priority as other applications'.

HPC 402

At the time of writing, 402 is planned to have its annual inspection commenced in the very near future. Also, it is waiting to have its toilet replaced with one to be removed from NTC 721 (see below).

NPF 621 / NTC 721

Two engine / transmission units have been rebuilt and delivered to Broadmeadow Maintenance Centre. Advanced planning has taken place for both combinations and the fuel tanks to be changed out sometime between June and August 2019. However, following its recent premature engine failure at Albury, 621/721 upon its return home was hastily transferred to the Broadmeadow Maintenance Centre to fast-track its planned double engine and transmission change.

A normal flush toilet is planned to be installed in the ladies lavatory on 721.



The date of prior work activity on CPH 1, revealed behind the cladding, once more sees the light of day. [TRMS]

Locomotive 7344

Some minor works have been undertaken on the Locomotive such as fitting an isolation switch for the ICE Radio and adjustments made to the Shutdown Solenoid, allowing the engine to be stopped from the cabin.

Preliminary painting preparation has commenced; most work will be undertaken when preplanning and financial funding is clarified. Inspection has revealed more bodywork (namely, rust treatment) will be required than expected. TRMS has been in discussion with THNSW regarding expenses for these works, including grit blasting and priming. We are waiting on official approval of additional expenses.

CTC 51

Painting both internally and externally continues. Luggage racks have been fitted. Access has recently been hampered by the removal of work platforms in preparation to extend the concrete floor between No.1 and No.2 Roads.



Using 'S3' grant funding, CHP 1 undergoes external remediation. It is seen here with its windows and outside cladding removed, revealing the wooden frame. [TRMS]



New cladding has been fitted to CPH 1 and it is seen here masked up ready for the side panels to be painted in distinctive Emerald Green. [TRMS]



Painter, Peter Macfarlane is seen here putting the finishing touches to CPH 1. [TRMS]

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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 Editors.

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SOCIETY NEWS

Infrastructure Report

- Eric J Larkins

Much work has been undertaken cleaning out between the No.1 and No.2 Roads in the Main Shed in order to get the area ready and set up to extend the concrete floor up to the Goods Shed. It took a great deal of time and effort, but thanks to the many volunteers on hand everything went according to plan and the concrete was poured on Friday, 7 June.

The TAM and BR carriages are looking good and we can nearly see the 'light at the end of the tunnel'. Once they are finished, work will resume on the roof over the KB wagon and then focus on the Goods Shed, which requires a lot of work to set it up as the Carpenter's new work area.

The old tractor is still going, and saving us from a lot of heavy manual labour, but it needs a good check over and a few repairs to maintain it in working order.

The roof on the cottage was found to be leaking. On checking, water was discovered entering around the chimney seal. The seal was repaired, preventing further leaks.



An excavator makes light work of digging a trench in the Main Shed in preparation for drainage works, watched on by Peter Macfarlane. [TRMS]



The carpenter's bench, and later the work platform it sits upon, are removed so the concrete floor can be extended further into the Main Shed. [TRMS]



The No.1 road is cleaned out and the sleepers have been dislodged to enable the rails to be levelled before being set in concrete. [TRMS]



LEFT: Preparations for the concrete floor extension continue. [TRMS]



The concrete pour is nearly complete and the surface is being finished off. [TRMS]



The walls and ceiling in the BR car's kitchen/lounge area have been sanded and painting is well underway. [TRMS]



A very cosy looking TAM sleeping car compartment complete with bedding. [TRMS]



New tiling has just been laid in the TAM lavatory compartment prior to the installation of a new flush toilet. [TRMS]

SOCIETY NEWS

Operations Report

Bruce Agland, Operations Manager

Since my last report, operational activity has begun in earnest for 2019. A day trip to the Golden Slipper race meeting at Rosehill in March proved very successful. This was followed by a trip to North Star for Cruise Express. The plan was to pick up cruise passengers at North Star, overnight in Narrabri, then proceed to Gulgong via Binnaway the next day. Again Mother Nature intervened and washaways on the Binnaway Line meant the train was re-routed to Gulgong via Muswellbrook.

Albury was the next destination for Cruise Express. With an early start out of Sydney, 621/721 saw passengers safely delivered to Albury. Track work and single line working necessitated a 2-day return journey, with the train stabling overnight in Goulburn.

Hunter Valley Steamfest saw our three CPHs run the usual Maitland to Paterson shuttles, while 621/721 ran Maitland to Saxonvale Junction shuttles. Good passenger numbers were carried on both shuttles. This was followed by a Hawkesbury River tour for Mudgee Miniature Railway on Easter Saturday, while our CPHs ran to Wallarobba for our regular Open Day.

Trish Short organised a 3-day trip to Trundle for their annual ABBA festival in May. This proved very successful with a long waiting list of disappointed passengers who could not be accommodated. The plan was to travel out via Gulgong and return via Katoomba, however, trackwork again necessitated travel both ways via the Blue Mountains.

The Scone Cup race day in May again proved very popular with both the CPHs and 621/721 operating services from Broadmeadow and Maitland respectively. The Society helped Muswellbrook Shire celebrate 150 years of railways to the town on 18 May. Four return trips to Yarrowa were all very full and many were disappointed and unable to travel due to the limited number of seats.

621/721 set out on the Australian Railway Historical Society's regular June long weekend trip, this time to Seymour in Victoria. Unfortunately, 621 suffered a catastrophic engine failure at Albury and the rest of the tour was operated by road coach and the Broken Hill Xplorer under the expert guidance of ARHS Tours Officer, Spencer Ross. We thank Spencer and ARHS for their understanding in these trying circumstances. 621/721 was expertly worked home on one engine by the crew and after a quick cleanout was transferred to the Broadmeadow Maintenance Centre for a planned double engine and transmission change. On the same weekend, our CPHs travelled to Sydney for the Transport Heritage NSW annual Transport Expo. They operated two return trips to Olympic Park and one to the Metropolitan Goods Lines on each of the three days of the event. Excellent passenger numbers were carried and we thank the management of Transport Heritage NSW for inviting us to attend a very well organised event.

Our regular third Saturday Open Days have proved popular with two return trips to Wallarobba. We have reduced the event to a single trip for the winter months. We also operated two Stroud Road excursions during the period.

Thanks to all who participated in crewing these operations and a special thanks to the maintenance team who worked through tirelessly to make the rolling stock available.

Upcoming Trip List

- 20 July – Wallarobba – TRMS Open Day run [CPH]
- 20 July – Gulgong – Meadowie Garden Club [CPH or 620]
- 21 July – Stroud Road – Germania Club [CPH]
- 27 July – Gloucester Chill Out – TRMS [CPH]
- 28 July – Stroud Road – O'Brien [CPH]
- 4 August – Berry – Valhalla [620]
- 17 August – Wallarobba – TRMS Open Day run [CPH]
- 30 August – Metro Inspection – Transport NSW [2 x CPH]
- 12-14 September – Brisbane – Cruise Express [620]
- 14-16 September – Grafton – Ben Francis [620]
- 21 September – Wallarobba – TRMS Open Day runs [CPH]
- 19 September – Stroud Road – Coastal Liner [CPH]
- 10-14 October – Griffith – Cruise Express [620]
- 19 October – Wallarobba – TRMS Open Day runs [CPH]
- 27-29 October – Albury-Sydney – Cruise Express [620]
- 3-6 November – North Star-Sydney – Cruise Express [620]
- 3 November – Local run (2-3 Hours) – Cant [CPH]
- 5 November – Muswellbrook Cup – TRMS [620]
- 5 November – Muswellbrook Cup – TRMS [CPH] - tentative
- 8-12 November – North by North West – 402 Club [402]
- 16-17 November – Gulgong/Merrygoen – King [CPH]
- 16 November – Wallarobba – TRMS Open Day runs [620]
- 30 November – Somewhere – Healing Wave [620]
- 14 December – Moss Vale/Unanderra – St. James Rail [620]
- 31 December – NYE Mystery Tour



ABOVE: 7344 emerges from the Large Erecting Shop at Eveleigh ready for transfer to Paterson 28 December 2018 (Photo: Bruce Agland).

BELOW: 7344 approaches East Maitland station on its delivery run to Paterson 28 December 2018 (Photo: Bruce Agland).





LEFT: In good company. CPHs 1, 3 and 7 rest in the middle road between 5 and 6 platforms at Sydney Terminal flanked by the Canberra Xplorer and the Central West XPT – Monday 10 June 2019. (Photo: Bruce Agland)



Who's been caught lying down on the job? Why it's Eric! Seriously though, the bin is a great addition. And note the colour scheme. (Photo: Graeme Holloway)



621/721 pictured just north of the Waterworks Road Bridge, Telarah, on Saturday, 13 April 2019. (Photo: Bruce Gehrig)



Railcars 621/721 are held in the loop at Quipolly (just outside Werris Creek) whilst a Sydney bound Xplorer train approaches. (Photo: R. Spencer)



CPHs 1, 3 and 7 pass Telarah bound for Paterson on Sunday, 14 April 2019. (Photo: Bruce Gehrig)

SOCIETY NEWS

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.

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.

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.

Supplying Digital Photographs

Paterson Points contains many great photographs submitted by our members and the general public. We encourage people to submit their images and really appreciate the support we receive. However, sometimes the images we receive don't have sufficient resolution (that is, become pixelated when enlarged) for them to be used in a printed magazine. To help you produce the kind of images we need, here are some guidelines:

- Always use the highest resolution setting your device offers. The highest resolution captures the most detail and produces the largest file size.
- As a rough guide, a JPEG image file needs to be about 1 MB in size to provide suitable quality for a half page printed image.
- Always keep the original file intact – do not scale, crop or edit it in any way. If this needs to be done, then our graphic designer will do so to give the best possible results in the final publication.
- If you have a large selection of files to submit, this can make for very large emails and may exceed email service provider limits. In this instance please make COPIES of your original images and resize the COPIES to around 25% of their original size. Send these smaller images, noting you have supplied low-resolution COPIES. If some of your images are selected for publication then we will ask you to send the high-resolution ORIGINALS of the ones we have selected.
- Note that some email programs can automatically compress images when sending them. This removes detail from the image that cannot be put back. You may need to change your email program settings to prevent images from being compressed.
- The front cover of this magazine is a special situation where one image usually fills the whole page and the highest image quality is essential. This is a portrait image (higher than it is wide) and images intended for the front cover ideally should have a JPEG file size greater than 2 MB.
- If possible, please supply the date and location of your image, as well as your full name, so that we can acknowledge you properly in the magazine. If you can recommend a caption for your image that can also be very helpful.

Off the Rails

- Bruce Gehrig, Welfare Officer

At the time of preparing this issue, the Society is aware that two of our members are presently 'off the rails'. We wish Kathleen Butler and Jerry Jerome all the best as they recuperate and return to good health. To any other of our members who may also be off the rails at the present time, the Society extends its best wishes for a full and speedy recovery.

Open Day Reports

Bruce Gehrig

Open Day on Saturday 20 April saw the second of three trials involving shuttles running to Wallarobba as an extra attraction to the usual depot tours. Two shuttles were run at 10.30 am and 1.00 pm using CPH 1 and CPH 3. The first shuttle carried 54 passengers and the second shuttle carried 13 passengers. Eight tours of the depot were conducted for 43 visitors, inspecting CPH 7 and HPC 402, plus the TAM and BR cars.

Open Day on Saturday 18 May saw the third of three trials with shuttles running to Wallarobba in addition to the usual depot tours. Two shuttles were run at 10.30 am and 1.15 pm using CPH 1 and CPH 3. The first shuttle carried 61 passengers and the second shuttle carried 26 passengers. Four tours of the depot were conducted for 41 visitors, inspecting CPH 7 and HPC 402, plus the TAM and BR cars.

Open Day on Saturday 15 June saw 34 visitors come to the depot. Six tours of the depot were conducted, inspecting the 621/721 railcars, HPC 402, plus the TAM and BR carriages, and later CPH 3 after it had returned from an 11.00 am shuttle trip to Wallarobba, on which 28 passengers had travelled.

Thanks go to Trish for organising the shuttles, food and drinks, and to all the members who helped out on the trains and at the depot. As usual Facebook attracted most of our visitors, together with the open day brochure emailed to people on our tours list.

Scone Cup Race Day, 10 May 2019

- Trish Short

This was our fifth year conveying patrons to attend the Scone Cup, travelling in our CPH rail motors. All were excited to partake as in previous years. Everyone came dressed in their finery including hats and gloves in preparation for the 'fashion of the fields' competition and to wow the judges. The trip is run as a fundraiser for KFC Youth Foundation and raised \$1,850.

The train first journeyed to Broadmeadow to pick up passengers and then with a full passenger load proceeded back to Maitland and onward through Greta, Branxton and on to Scone. During the journey to Scone we served 'bubbles', cheese and biscuits just to get the day started. We arrived 15 minutes late into Scone where we boarded waiting coaches to transport us to the race track.

Following a cold, damp day and not many winners, we managed to get all travellers back to the station for the return journey home. Hotdogs were served to our passengers and were much appreciated.

Also this year 621/721 was privately chartered for the Scone Race Day by the Maitland Rugby Club. This train also proved very popular and at capacity with 91 passengers. It departed from Maitland at 8.00 am and its passengers were also transported from the station to the racetrack by coach and returned following the races. Everyone had a great day and expressed the desire to do this again next year.



621/721 stands at the No.4 platform Maitland to pick up passengers bound for the Scone Cup on Friday, 10 May 2019. (Photo: John Hourigan)



These ladies are definitely dressed to impress the fashion judges at the 2019 Scone Cup. (Photo: Trish Short)



No doubt of the location! Two happy racegoers pose under the station name board before catching a bus to the racecourse. (Photo: Trish Short)

OPERATIONS DIARY

Trundle ABBA Festival, 3-5 May 2019

- Trish Short

After 12 months of planning for a 3-day weekend trip to attend the Trundle ABBA festival over 3-5 May, expressions of interest were sought to see if this trip was likely to be viable. Within two weeks the train was fully booked and a waiting list had started! As time went by some people for various reasons dropped out and this gave other people the chance to move up the waiting list.

On Friday morning we departed Maitland at 7.15 am with an excited group of passengers, some already dressed in their ABBA outfits. Passenger pick-ups were also made at Thornton, Broadmeadow, Wyong, Lisarow, Woy Woy, Blacktown and Springwood, after which we now had all 83 passengers on board. Our passengers enjoyed morning tea, fruit and snacks along the way.



At Parkes, TRMS customer services personnel Kaye Burgess and Trish Short are dressed for the ABBA festival. Standing alongside are drivers, Arthur Burgess and Rod Short. (Photo: Trish Short)



There's no mistaking where these passengers going, dressed in their ABBA outfits, excited and ready to depart Parkes for the 2019 ABBA festival at Trundle. (Photo: Trish Short)



The sun sets over 621/721 at Trundle, whilst passengers attend the nearby ABBA festival. (Photo: John@LVR)

Lunch was delivered to the train by the Wang cafe at Wallerawang and later in the afternoon while continuing our journey to Parkes our passengers enjoyed a wine, cheese and biscuits. We arrived in Parkes at 6.30 pm and made our way to the Parkview Motel and Moonraker Motel for dinner, then an early night in anticipation of the exciting day ahead.

Following a hearty breakfast, and much time taken in the preparation of outfits, we departed Parkes Railway Station at 9.00 am for Bogan Gate where we diverged onto the Tottenham Branch Line to Trundle. Upon arrival we were greeted by many other ABBA fans, both local and visitors from afar. The gates to the festival grounds opened at 12.00 noon – let the party begin!

We also ran a shuttle to Tullamore and return with a small group of local people who took this rare opportunity to ride 621/721 along the branch line.

Our departure time from Trundle was 11.00 pm, however we were delayed by the preceding Lachlan Valley train which got held up at Bogan Gate. As a result we didn't arrive back in Parkes until 1.30 am by which time our passengers were very cold and weary.

Everyone was up early for an 8.00 am departure from Parkes for the return journey home – not quite so much singing and excitement as on the trip out, but everyone was in good spirits having enjoyed themselves at the festival. We had a scheduled lunch stop at Bathurst at the

Victoria Hotel where the service and food was excellent. Our thanks are extended to Heath and his staff for serving our lunch within the one hour our timetable permitted.

In the late afternoon our passengers were served wine, cheese and biscuits to cap off a very busy weekend and then we began to off load our passengers from Springwood onwards. Dinner was catered for by Maylene Darcy which was picked up at Berowra and as usual this was very well done.

We arrived back home back at Paterson around 10.00 pm and although weary, everyone had a great weekend and all look forward to the next time the trip is repeated.



A panoramic view of the Trundle ABBA festival. (Photo: Trish Short)

OPERATIONS DIARY

Cruise Express Tour – North Star to Sydney, 29 March-1 April 2019

- Margaret Pantlin

As Cruise Express's tour would not begin until we picked up their passengers at North Star, and rather than travel north empty, it was decided to offer a one-way trip from Paterson to Moree for those interested. Railcars 621/721 departed Paterson Depot on Friday, picking up nine passengers who took up the opportunity. Morning tea was served on board. At Quirindi we picked up Matty Stennett, another of our drivers who would assist on this trip. At Werris Creek a stop was made for lunch, after which the journey continued to Moree with afternoon tea being served on board. At Moree passengers had time to walk around the town centre, or take a swim in the pool, before joining TRMS staff for dinner at the R.S.L. Club. We received very positive feedback from our passengers who were keen to be notified of any future travel opportunity.

Overnight the sky opened up and this area which had been in drought for so long received heavy rainfall. We were very pleased for farmers.

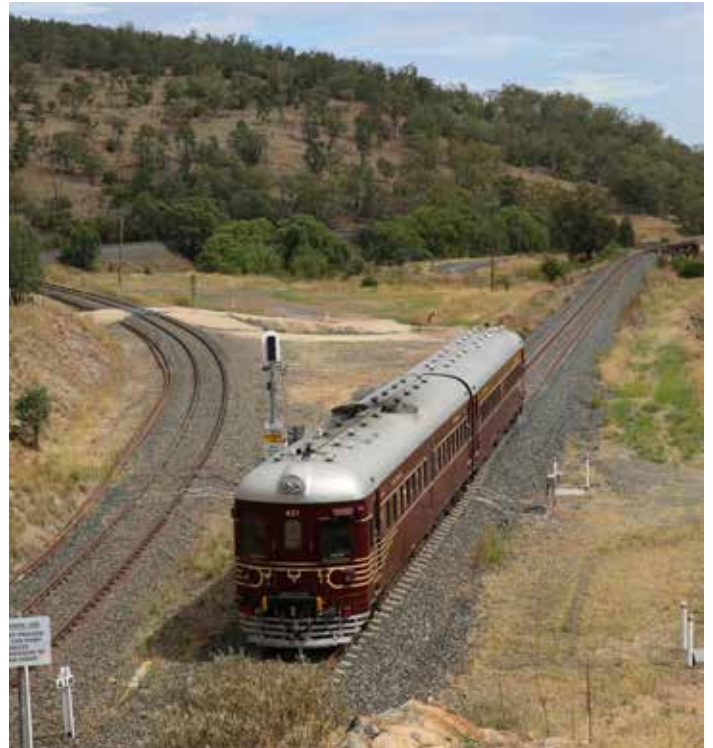
On Saturday morning we departed Moree at 8.40 am bound for North Star. This was a slow and rough trip given this freight line served mainly wheat trains. Due to infrequent traffic, grass often obscured the rails. At Camurra Junction Rod Short set the points to take us on the Boggabilla Branch Line to its current terminus at North Star (the other branch led to Weemelah).

Two full coach loads of Cruise Express passengers arrived at North Star at 3.00 pm where they and their chaperone crew were welcomed aboard and their luggage loaded. With all on board we set off back the way we had come, serving afternoon tea on the journey to Narrabri for an overnight stop. Refuelling was done at Narrabri West.

On Sunday morning we departed Narrabri at 9.35 am. Passengers enjoyed the scenery, spotting many kangaroos, cattle, the various crops, and paddocks full of water after the rain. However the heavy rain had created a major problem for us – two track washaways on our intended route, one between Binnaway and Merrygoen and another between Merrygoen and Dunedoo! This necessitated a change to our travel plans in order to reach our next night's booked accommodation at Gulgong, which meant travelling back to Muswellbrook in order to take the cross-country branch line via Bylong and Ulan. This allowed our passengers to take in the scenic crossing of the Liverpool Range and descent into the Upper Hunter Valley, passing many horse studs at Murrurundi and later at Scone. The Ulan line follows the Goulburn River and passes through four tunnels, one being the longest in NSW (excluding the metropolitan underground network and the Skitube in the Snowy Mountains). We were very fortunate to be given a redirected train path at short notice in order to reach Gulgong.

An 8.00 am start on Monday saw us return to Muswellbrook the same way we had come. This time everyone had their cameras at the ready for another trip through the Bylong tunnels, the scenic valley vistas and many crossings with coal trains. Lunch was taken in a park adjacent to Muswellbrook Railway Station, catered by local CWA ladies. The trip towards Singleton was a stop-start affair due to a failed coal train ahead of us. We had to wait to gain access onto the adjacent down track in order to overtake this obstacle.

Next stop Paterson, where passengers alighted at our Depot to be served an afternoon tea of scones, jam and cream prepared by Gwen and Kay, whilst 621/721 was refuelled and a crew change made for the onward journey to Sydney. Passengers farewelled the off-going TRMS



Passing through the Gap, 621/721 proceeds via the Main Line towards Narrabri. On the left is the Branch Line to Binnaway. 29 March 2019. (Photo: R. Spencer)

crew: drivers Rod Short and Arthur Burgess, fitter Grahame Pantlin, and car attendants Trish Short, Margaret Pantlin and Brenton Elsey. The on-coming crew comprised drivers John Ridden and Bruce Greenham, fitter Stafford Payne and car attendants Bruce Gehrig and Bruce Agland. Arrival at Central was spot on scheduled time at 7:45 pm.

Last but not least thanks must go to Cruise Express staff who once again organised and ran a fantastic trip.



621/721 stables beside the grain silos at North Star ready to receive passengers from Cruise Express. The concrete apron enabled Cruise Express passengers to avoid the mud from overnight heavy rain when transferring from coaches to our train. (Photo: Brenton Elsey)

RIGHT: The cow catcher on 721 has cut and collected the long grass on the journey to North Star. (Photo: Brenton Elsey)



Maitland Steamfest, 13-14 April 2019

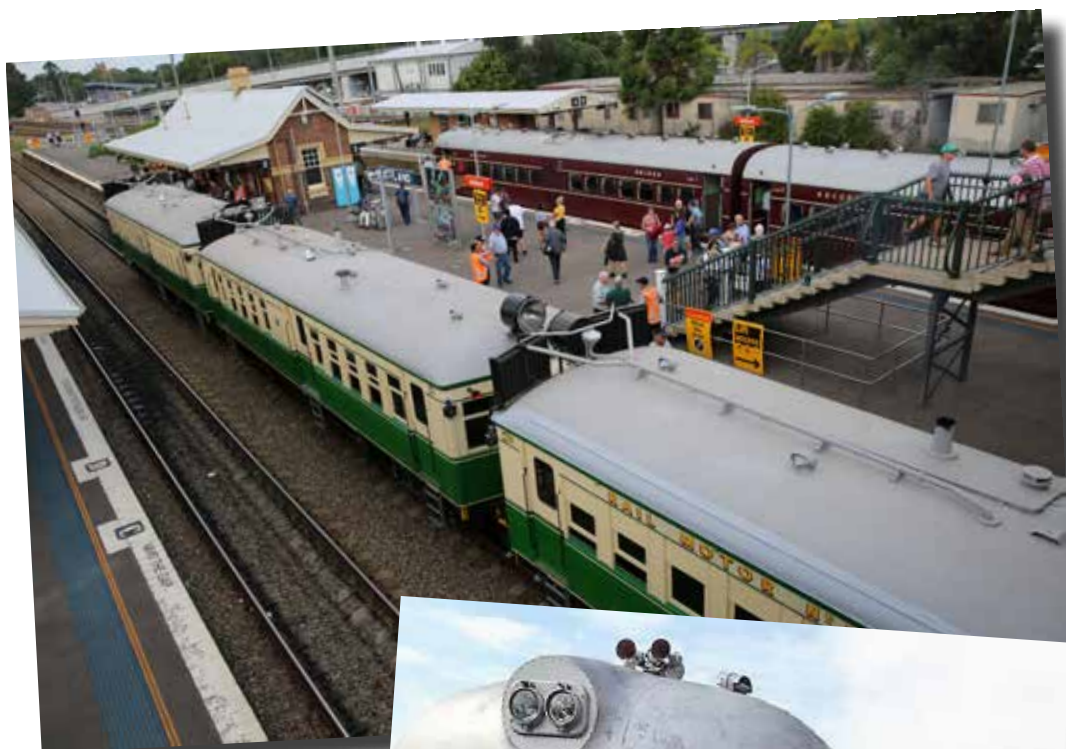
- Bruce Gehrig

The Society once again participated in the annual Maitland Steamfest, this year over the weekend of 13-14 April. The timetable called for 621/721 to run morning and afternoon shuttles on both days to Saxonvale Junction, and the three CPHs to work four return shuttles to Paterson each day. In addition the Society also set up a stall in the car park at Maitland station, selling our souvenirs and old railway books and magazines.

Prior to the first shuttle on the Saturday morning, 621/721 travelled to Broadmeadow to pick up 18 passengers from the Australian Railway Historical Society, who had travelled from Sydney. The ARHS members were to spend the weekend touring the Coalfields with Newcastle historian Ed Tonks, including a run to Saxonvale Junction. On the afternoon shuttle, Chief Executive of Sydney Trains, Howard Collins, joined our 61 passengers for the trip, which unfortunately had to be diverted to Singleton due to a problem with a coal train on the Saxonvale Branch Line. On the Sunday, passenger numbers were 66 on the morning shuttle and 81 on the afternoon run.

Reasonable passenger numbers were carried on the CPH shuttles to Paterson.

The Society thanks all those members who worked on the trains and souvenir stall, showcasing our Society to Steamfest visitors.



LEFT: CPH 1, 3 and 7 occupy Maitland's No.2 platform whilst 621/721 occupy the No.3 platform during the 2019 Maitland Steamfest. (Photo: R. Spencer)



RIGHT: Railcar crew pose with the Maitland Town Crier beside 721 during the 2019 Maitland Steamfest. (Photo: Bruce Gehrig)

OPERATIONS DIARY

Muswellbrook Railway Station 150th

- Robert Spencer

On Saturday, 18 May 2019 Muswellbrook Railway Station celebrated 150 years of operation, from 1869 to 2019. To mark the event Muswellbrook Council organised and advertised a free train ride from Maitland to Muswellbrook and four local shuttles to Yarrawa (just beyond Denman) and back, utilising the services of The Rail Motor Society's 621/721 heritage railcar set. A large crowd was on hand at Muswellbrook to greet 621/721 upon its arrival. Free train travel tickets with allocated seats were made available by the organisers on a first come, first serve basis. Such was the popularity and number of people wishing to travel on the train that all tickets were snapped up by mid-morning. Four fully-booked local shuttle services ran out to Yarrawa and back. Passengers were invited to purchase Rail Motor Society souvenirs and also informed that our Depot holds an open-day once a month, where visitors may take a short rail trip on one of our heritage rail motors.

The former Muswellbrook Railway Station Refreshment Room was open to the public. Many historical photos and much railway memorabilia was on display. The adjacent kitchen featured an impressive but derelict large cast-iron cooking stove still remaining in situ. Official speeches were made outside the entrance to the Railway Station and slices of cake commemorating the 150th anniversary were given away to the public. Nearby, various stall holders plied their trade. Besides a free train ride, children were entertained with a jumping castle and free face-painting.



BELOW: 621/721 passes over the New England Highway on Saturday, 18 May 2019, bound for Denman on the first of four shuttle trips run to commemorate the 150th Anniversary of Muswellbrook Railway Station. (Photo: R. Spencer)

ABOVE: Driver John Ridden, is pictured here in the driver's cab of 721 having arrived at Yarrawa (first crossing loop past Denman) on this, the third Muswellbrook-Denman shuttle trip for the day. (Photo: R. Spencer)



Muswellbrook Railway Station 150th Cont...

On its return the third Denman shuttle trip was held just outside Muswellbrook Station for about 20 minutes, due to an incident involving the Moree/Armidale Xplorer which was held at the platform for an ambulance to receive an ill passenger from that train. Otherwise our heritage train performed flawlessly, with the rare opportunity to travel from Muswellbrook to Denman by rail enjoyed by young and old alike.



621/721 returns to Muswellbrook on the last of four shuttle trips to Denman. Muswellbrook Railway Station proudly celebrates its 150th Anniversary under a clear blue sky. (Photo: R. Spencer)

BELOW: On a glorious autumn day the Muswellbrook Railway Station precinct is a hive of activity on this, the station's 150th anniversary. (Photo: R. Spencer)



OPERATIONS DIARY

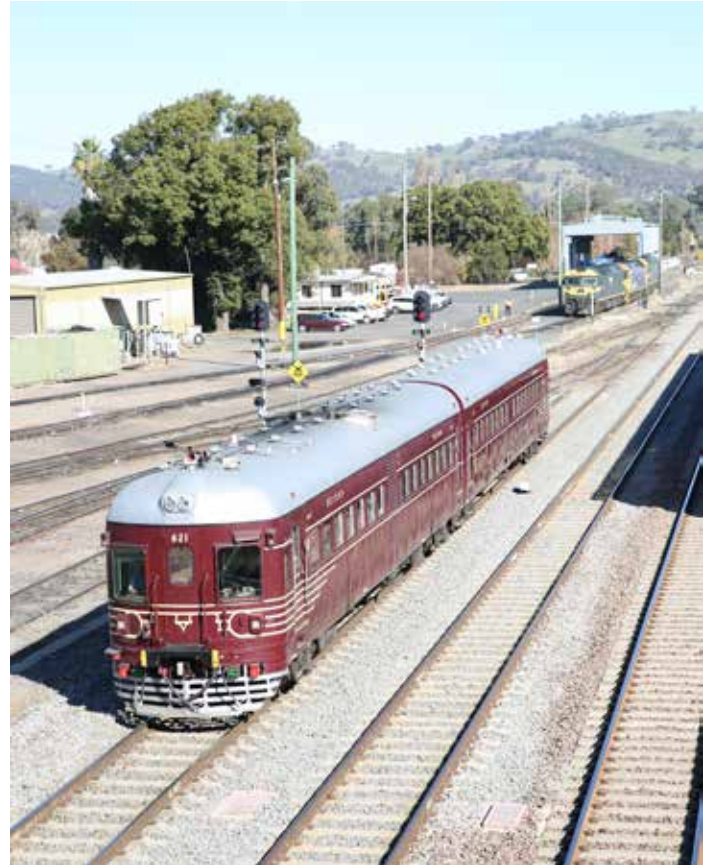
Albury, Seymour (well sort of) and 'Plan B'

- Robert Spencer and Margaret Pantlin

Each year, during the June long weekend, the NSW Division of the Australian Railway Historical Society usually charts 621/721 for an extended 'rail cruise'. This year, using Albury as a three night base, the ultimate destination was Seymour, where passengers would transfer to a heritage VR locomotive hauled train bound for Echuca and return. At Seymour a group of Victorian passengers would board 621/721 to travel from Seymour to Yarrowonga and return, and then return ARHS passengers to Albury. The following day passengers would venture into wine country following the closed Cudgewa branch by road coach. The return to Sydney would be via Stockingbingal to Parkes (overnight) then via Orange, Bathurst and over the Blue Mountains. Well, that was the plan!

A curfew on special trains operating on the Sydney Network between 6.00 am and 9.30 am necessitated a 5:50 am Friday departure from Central Station. This required 621/721 to depart Paterson on Thursday, 6 June. Departure was on time at 3:30 pm, however the train was soon to be held for 50 minutes at Hexham whilst Police and Emergency Services dealt with an incident at Sandgate. Further time was lost in the up refuges at Gosford and Cowan because 621/721 had lost its scheduled train path into Sydney due to the Sandgate incident. Arrival time at Central Station was 9:10 pm where 621/721 was stabled overnight.

BELOW: Melbourne bound locomotive XP 2018 stops briefly at Cootamundra, watched on by 621 which waits to resume its journey to Albury. (Photo: R. Spencer)



On Friday, 7 June 2019 railcars 621/721 shunt to platform 2 at Cootamundra to allow a Melbourne bound XPT to arrive on platform 1 and then overtake our train. (Photo: R. Spencer)



OPERATIONS DIARY

On Friday 7 June the tour officially got underway departing Central Station at 5:50 am. At Sydenham our train diverged onto the Metropolitan Goods Lines, travelling via Enfield and Chullora, and then via the Southern Freight Line to Macarthur South, to commence our journey along the Main South Line to Albury. There was a 20 minute wait in a loop at Leightonfield to allow an inbound freight train from Melbourne to clear the single-track freight line. At this time the crew served the passengers a light breakfast. Brief stops were made at Menangle Park and Picton to pick up additional passengers.

With 45 passengers now aboard, the train made its way south, via the Southern Highlands, Goulburn and Cootamundra (where the Melbourne-bound XPT would overtake us), to arrive at Junee at 2:00 pm. Drivers Rod Short and John Ridden had shared driving duty to this point. Lunch was taken in the Junee Railway Refreshment Room, whilst 621/721 was refuelled at Junee Loco. Departure from Junee was at 3:17 pm, with relief drivers Tony and Brendon now in charge on the final leg of the day's journey to Albury. Arrival time was 5:00 pm, 25 minutes ahead of schedule. Passengers and crew would then base themselves in Albury for various activities over the following two days.

Rising very early for breakfast at 5:00 am, in order to make our 9.35 am Seymour connection with a VR heritage train bound for Echuca, passengers would quickly learn that 621/721 was unable to take passengers; during start-up the No.2 engine had failed due to water having entered its cylinders. Naturally there was much disappointment amongst passengers and apprehension with regard the remaining tour schedule. With a VR train connection to be made at Seymour, our bus from the motel to Albury Railway Station was hastily redirected to Seymour Railway Station, with bus provider Martin's Albury able to come to the passengers rescue. 'Plan B' was swung into effect!

The tour group arrived at Seymour in time to make the connection with a VR diesel hauled heritage train bound for Echuca and return. The Victorian passengers who were booked on 621/721 for a trip to Yarrowonga via Benalla were fortunately able to remain on the Echuca bound VR special train. Meanwhile the TRMS crew pondered the logistics of returning an ailing 621/721 to Paterson using its one remaining engine.

On Sunday, both ARHS passengers and the TRMS train crew enjoyed a coach trip following the closed VR line from Wodonga to Cudgewa, followed by a hearty pub-

lunch at Corryong. On the return journey to Albury a stop was made at 'Posh Plonk' winery to sample their wines, whilst watching an overcast sunset over the distant Hume Reservoir dam wall.

On Monday 10 June, ARHS passengers departed Albury by road coach (Plan B) for Temora. Later that day passengers were advised that alternate travel arrangements had been made to join the Broken Hill Xplorer service on its return journey from Parkes to Sydney. In Sydney, CPHs 1, 3 and 7, which were engaged in June long weekend rail heritage activities, would remain at Central to return passengers to Paterson. Lunch was taken at Temora in the Railway Refreshment Room (as planned) before resuming the coach journey to Parkes for the final night's accommodation.

621/721 departed Albury at 8.40 am (empty) in the rain, which made the tracks slippery. The main issue for the train was whether it would make it up the Bethungra Spiral, with only one engine and on wet rails, which fortunately was accomplished with only a few wheel slips along the way. The hard grades between Cootamundra and Goulburn then Goulburn to Moss Vale, with rain still persisting, also had to be successfully negotiated. This was accomplished much to the relief of the crew. Refuelling was done at Junee and Moss Vale. Arriving at 4.42 pm at Moss Vale, 621/721 was stabled here for the night. Updates were provided to ARHS bus passengers on the progress of 621/721 throughout its journey.

On Tuesday 11 June, ARHS passengers filled in the time before the arrival of the Xplorer train with a visit to the Parkes Radio Telescope, Parkes Visitor Centre and a barbecue lunch. Departure from Parkes was on time at 2:45 pm and the Xplorer service ran to schedule to Sydney. Passengers travelling onward to Paterson were to learn that due to a mid-evening closure of the Short North for trackwork, commencing before the Xplorer's arrival at Central, the CPHs had already departed for Paterson. Thus tour officer Spencer Ross had to trigger 'Plan C'; a mini-bus would convey remaining passengers back to Paterson, arriving there at 1:30 am.

That same day, 621/721 departed Moss Vale at 9.45 am, in fine weather, but 23 minutes late due to a lot of rail traffic congestion. At Concord West our drivers were relieved by Stuart Hope and Bruce Greenham who took the train onward to Paterson. In the Gosford area we were notified of a signal failure and to proceed cautiously. At Wyong, Sydney Train Control advised us to return to normal operation, where upon 621/721 followed slowly behind a super-freighter and a coal train, finally arriving at Paterson Depot at approximately 5.00 pm.

The mechanical failure of 621/721 was regrettable – the first time in 20 years of ARHS charters – and the crew apologised, just as disappointed as the passengers. Special thanks go to Spencer Ross (ARHS Tours Officer) for undoubtedly working the phone hard behind the scenes in order to fulfil the passenger's travel itinerary.



It is just after 5:00 pm and 621/721 has just arrived at Albury. Little did disembarking passengers know at this stage that this was as far as they would travel on 621/721, due to an engine failure the next morning. (Photo: R. Spencer)

OPERATIONS DIARY



LEFT: TRMS crew pose for their photo at Posh Plonk Winery, Bethanga (Victoria). Pictured L-R are: Jim Lambkin, Margaret Pantlin, Grahame Pantlin, Trish Short, Rod Short and John Ridden. (Photo: R. Spencer)



Passengers and TRMS crew enjoy lunch in the RIGHT: Railway Refreshment Room at Junee. (Photo: R. Spencer)



Here 621/721, with one engine having failed, passes through Henty on Monday, 10 June 2019 on its way back to Paterson Depot for repair. Its passengers were forced to switch to a coach in order to continue their journey to Parkes. The two groups farewell each other at this location. (Photo: R. Spencer)

IMAGE GALLERY



CPHs 1, 3 and 7 depart Maitland for Paterson at the conclusion of the 2019 Steamfest. This was the first outing for CPH 1 after its outside cladding was replaced. (Photo: R. Spencer)



Railcar 721 is nicely framed beside the signal whilst crossing Junction Street at East Greta Junction during the South Maitland Railway 125th Anniversary, 8-9 Dec 2018. (Photo: Ethan Jones)



On 29 March 2019 in the dawn light 621/721 prepares to depart the depot at Paterson as CPHs 1, 3 and 7 slumber nearby. On this occasion 621/721 is off to Moree. (Photo: Brenton Elsey)



Having just stopped to pick up passengers, CPH 1, 3 and 7 now depart Branxton bound for Scone, where horse punters will chance their luck at the Scone Cup. (Photo: John Hourigan)