

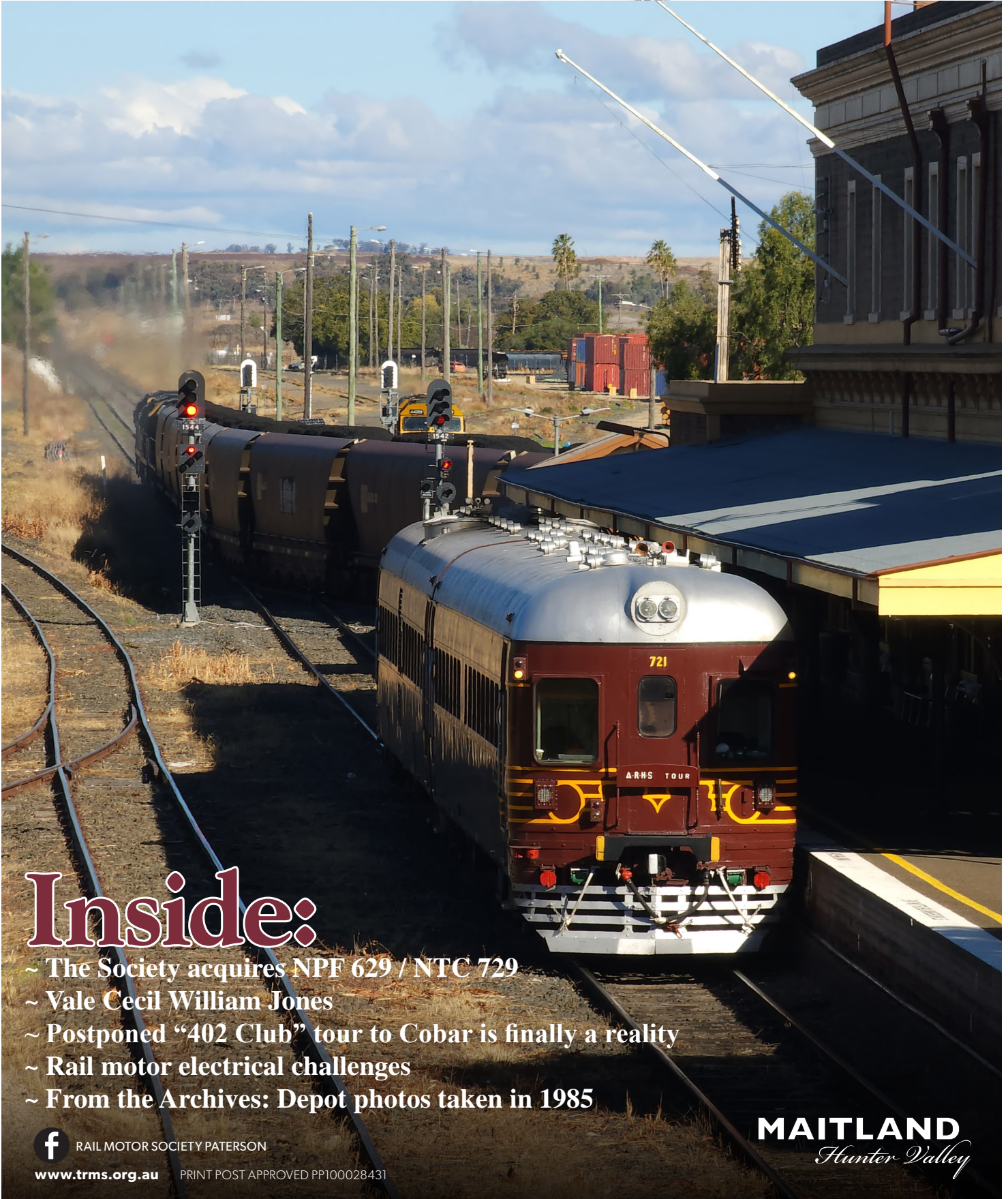
Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED




JUNE 2023

Patron: Rear Admiral Peter Sinclair AC



Inside:

- ~ The Society acquires NPF 629 / NTC 729
- ~ Vale Cecil William Jones
- ~ Postponed "402 Club" tour to Cobar is finally a reality
- ~ Rail motor electrical challenges
- ~ From the Archives: Depot photos taken in 1985

 RAIL MOTOR SOCIETY PATERSON

www.trms.org.au PRINT POST APPROVED PP100028431

MAITLAND
Hunter Valley

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New Members

The Society is pleased to welcome the following new members: Graham Jones from Somersby, Tony and Donna Bayada from North Lambton; Adrian Chippendale from Campbell, ACT; John Watsford from Warrawee; Gary and Barbara Maher from Cardiff; Neil Dein from Rutherford; Keith Bates from Raworth; John Farrell from Armidale; and Lisa Watson (family membership) from Inverell.

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

The Society's Depot at Paterson is usually open for public inspection between 10am and 2pm on the third Sunday of each month but closed in December. Entry is by gold coin donation.

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.

Advertising

It is possible to place an advertisement in this magazine for a

fee. Inquiries can be made through the Secretary (see Society Directory).

Correspondence

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

'Off the Rails'

As this issue was being prepared, the Society is aware that Charles Smith and Alan Green are presently 'off the rails'. We wish Charles and Alan all the best on their return to good health.

To any other members who may not be enjoying the best of health, the Society extends its best wishes for your recovery.

Bruce Gehrig

Welfare Officer

Supplying Digital Photographs

Paterson Points contains many great photographs submitted by our members and the general public. We highly encourage people to submit their images and really appreciate the support we receive. Please provide the date and location of your image, as well as your name, so that we can acknowledge you in the magazine. If you can suggest a caption for your image, doing so would be very helpful. Image files may be emailed directly to the magazine Editor via the email address provided in the Society Directory.

DIRECTORY

The Rail Motor Society Incorporated Depot & Museum

5 Webbers Creek Road,
Paterson NSW 2421
Depot: 02 4938 5411
www.trms.org.au
Email: depot@trms.org.au

President

Rodney Short
Phone: 0409 909 285
Email: president@trms.org.au

Vice President

Bruce Agland
Phone: 02 4909 3195
Mobile: 0416 224 531
Email: vicepresident@trms.org.au

Secretary / Public Officer

Michael (Mick) Walsh
Phone: 02 4954 4904
Email: secretary@trms.org.au

Treasurer

Patricia Short
Mobile: 0413 672 408
Email: treasurer@trms.org.au

Assistant Secretary / Treasurer

Stephen Harper
Email: stephen.harper@trms.org.au
Mobile: 0421 832 723

Operations Manager

Bruce Agland
Phone: 02 4909 3195
Mobile: 0416 224 531
Email: operations@trms.org.au

Engineering Manager (Rolling Stock)

Robert Spencer
Mobile: 0499 774 065
Email: engineering@trms.org.au

Infrastructure Manager

Rodney Short
Phone: 0409 909 285
Email: infrastructure@trms.org.au

Train Crewing Coordinator

Graeme Holloway
Phone: 0412 547 871
Email: rosters@trms.org.au

Paterson Points Editor

Robert Spencer
Mobile: 0499 774 065
Email: editor@trms.org.au

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
PO Box 4268
Edgeworth NSW 2285**

Cover: On Friday 9 June, 621/721 breaks its journey at Werris Creek where passengers are inspecting the station's extensive museum collection, on the first day of an ARHS King's Birthday Long Weekend trip to Armidale and New England area. It will await, and later follow, an Xplorer service to Armidale. In the background a loaded coal train enters via the inland line from Gunnedah, bound for the Port of Newcastle (R. Spencer)

SOCIETY NEWS

Donations Sought for 600/700 Class Restoration

The Rail Motor Society has embarked upon a project to restore its 600/700 class two-car diesel train (602/707) to running order and eventual heritage train operation. In doing so, it will become the only 600/700 class two-car diesel set in operation.

The Society has a team of skilled volunteers who are capable of bringing this project to fruition, but like similar restoration projects of this nature, the rate of progress is largely determined by available funding. To assist the Society in this regard, readers who may wish to donate money to help restore this historically significant set are invited to do so.

If you can provide monetary assistance, donations can be made by Direct Deposit to,

The Rail Motor Society Inc
BSB 062-806 Account 00907487

When paying by Direct Deposit, it is important that you include your **Name** and the text "**602**" in the description. This will greatly assist in identifying these donations. If you require a receipt, please email your contact details to: secretary@trms.org.au or post them to the address below.

If paying by cheque, please make it payable to **The Rail Motor Society Inc** and send your donation to,

The Rail Motor Society Inc
PO Box 4268
Edgeworth NSW 2285.

Please remember that the Australian Tax Office has approved the Society issuing receipts for donations which will be allowable deductions for income tax purposes.

Office Bearers for 2023/2024

Patron	Rear Admiral Peter Sinclair AC
President	Rodney Short
Vice President	Bruce Agland (Life Member)
Secretary / Public Officer	Michael Walsh
Treasurer	Trish Short
Assistant Secretary / Treasurer	Stephen Harper

Board Members

Kaye Burgess	Bruce Greenham	Graeme Holloway
Paul Horder	Spencer Ross	Robert Spencer

Line Managers

Operations Manager	Bruce Agland
Assistant Operations Manager	Stephen Harper
Engineering Manager (Rolling Stock)	Robert Spencer
Engineering Coordinator (Rolling Stock)	Kevin Judd
Engineering Manager (Infrastructure)	Rodney Short
Assistant Engineering Managers (Infrastructure)	Graeme Holloway/ Bruce Greenham

Additional Officers

Train Crewing Coordinator	Graeme Holloway
Operational Crew Roster Clerks	Rod Short / Steve Harper
Fitters Roster Clerk	Mick Walsh
Customer Service Manager / Assistant	Trish Short / Anthony Dunn
Safety Officer / Assistant	Allan Beard / Paul Horder
Public Relations Officer / Assistant	Trish Short / Anthony Dunn

Publications Officer / Assistant	Robert Spencer / Bruce Gehrig
Tours Liaison Officer / Assistant	Trish Short / Spencer Ross
Accommodation Officer / Assistant	Trish Short / Anthony Dunn
Catering & Souvenirs Officer	Kaye Burgess
Welfare Officer	Bruce Gehrig
Archives Officer	Spencer Ross
Grants Officer / Assistant	Graeme Holloway / Sharyn Noll



On Friday 9 June, 621/721 awaits the arrival of the Moree/Armidale Explorer into Werris Creek (R. Spencer)

From the Boardroom

Since the last edition of the "Whispers from the depot" newsletter there has been the Annual General Meeting and the Board of Management has met on two occasions.

Some time back Todd Sergeant from radio station 2NUR-FM was approached to see if he could do some on-board train announcements for the Society. We are grateful and appreciative of Todd agreeing to do these for us. After some further approaches from Lance Nelson, Todd recorded these. The separate announcements, tailored to our CPHs and 621/721, are of approximately four and a half minutes duration and cover three main aspects. These consist of obligatory safety announcements, a brief history of the Society and a history of the particular rail motor set. The announcements will be played over the in train public address system at the commencement of each trip. Once again, the Society expresses our appreciation for the time and effort Todd took in recording these free of charge.

The Society has never really had an official logo. The search for one came about when the Taree Rainbow Warriors soccer team wanted to thank us for their short trip on our way to Coffs Harbour earlier this year, by adding our logo on a banner. The single CPH we have used as a logo before was considered to be plain and did not identify us. From that, one was designed and received favourable comments from board members. At the last Board meeting it was decided this would be adopted as the Society's official logo and used on our letterheads.

A sub-committee was formed to investigate appropriate safety isolation procedures for all of the Society's equipment. This resulted in a policy being formulated and added to our Safety Management System (SMS). This policy is in the process of being implemented. The procurement of the required logistics has been completed. Red flags, to be used on site to identify rolling stock that is being worked on, are being manufactured by Trish Short, saving the Society considerable commercial expense. A staff training session was held in conjunction with a Communications meeting on Wednesday 28 June.

With the increasing number of electrical issues and often their complexity, along with desired improvements on rail motors and within the depot meant Paul Horder could no longer perform his electrical role and Safety Officer role to the extent needed for each. Allan Beard has agreed to take on the role of Safety Officer. Members are asked to assist and cooperate with Allan in carrying out this role. Paul will continue the routine maintenance on defibs, the eyewash, etcetera. The Society is grateful Allan has put his hand up for this very important role and wishes to thank Paul for his efforts and improvements achieved during his time in the



On Friday 2 June, 7344 shunts 629/729 into the rail motor storage shed after its transfer from the former Rothbury Riot Railway to its new home at Paterson (P. Horder)

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position. At our last Communications Forum Paul thanked all for their cooperation over the last three years. He commented on the good progress particularly with power leads, trip and water hazards, the provision of attachable steps to access rail motors and the care of batteries.

The Society was advised of the availability of two-car diesel set 629/729. At the April Board Meeting it was decided that TRMS would show an interest in 629/729. It was also decided an inspection was to be undertaken before any action was taken. In late May, contact was made between TRMS and Goodwin Alco Ltd and an in-principal agreement was entered into. The unit was inspected at Rothbury on Wednesday 31 May. It was found to be in reasonable condition. The axle bearing caps were removed during this time and bearings inspected in anticipation of hauling the unit back to Paterson. With the exchange of documentation 629/729 was handed over to TRMS. After leaving Paterson in March 2019, 629/729 was loco hauled by 7344 back to Paterson on Friday 2 June. A scope of works will be prepared with the aim of bringing the unit back into service.

We are very fortunate that our volunteer work day numbers on a Wednesday continue to increase, where on most occasions there are a minimum of thirty volunteers in attendance. This had created a problem with space in the FZ lunchroom, with some members eating meals in different workshop and shed areas. To this end the Board is attempting to arrange a "temporary type portable lunchroom" to alleviate this problem. The same applies to an ablutions block suitable for the needs of volunteers and visitors. We were unfortunate to miss out on a lunchroom at a recent auction. We will continue to pursue such buildings to provide suitable amenities for our volunteers and visitors.

The Annual General Meeting was held at the Depot on Saturday 13 May 2023. There were twenty-four members in attendance. Members stood for one minute's silence in memory of our deceased member Cecil Jones.

Current board members, Bruce Agland, Bruce Greenham, Stephen Harper, Graeme Holloway, Patricia Short and Robert Spencer were re-elected to join Rodney Short, Paul Horder, Kaye Burgess, Spencer Ross and Michael Walsh on the Board. To satisfy amended legislation, two minor amendments to the constitution were carried. At the following Board Meeting the Office Bearers were elected and subsidiary positions filled.

Michael (Mick) Walsh

Honorary Secretary

Operations Report

Due to flooding around Parkes in November 2022, the ARHS NSW Division's 402 Club tour to Cobar was rescheduled to commence on 31 March 2023. HPC 402 picked up passengers at Broadmeadow and headed off for the five-day grand circle tour to Cobar with overnight stopovers in Dubbo, Nyngan for two nights and Cootamundra for the final stop. The tour visited the Warren Branch, the Cobar Branch and traversed the upgraded Narromine to Parkes section of the new Inland Rail line. See full tour report in this issue.

621/721 operated a southern branches tour for **Cruise Express** over 13–18 April. The tour visited Albury, Boree Creek, Griffith, Hillston and Naradhan before returning to Sydney and Paterson. See full tour report in this issue.

Hunter Valley Steamfest returned after a two-year absence due to local flooding around Maitland to celebrate its 35th anniversary on 29–30 April. The event was moved two weeks later from the original date due to a clash with another key Maitland event. This change resulted in the Society being only able to operate our three CPHs on Maitland–Paterson shuttles due to a prior booking for our 620. The event was a great success with an estimated 65,000 in attendance over the two days. All eight trips on the CPHs were operated at capacity with 979 passengers being carried over the weekend. A very successful result for the Society.

621/721 travelled empty to Moree on 30 April to bring passengers on a **Railway Adventures** tour to Armidale on 1 May. This was part of a larger tour of south-eastern Queensland and northern NSW tour operated by **Scott McGregor**, based out of Brisbane. The train returned empty to Paterson from Armidale on 2 May.



CPHs 1, 3 and 7 at Newcastle Interchange (R. Spencer)

The Society operated its annual Scone Cup tour on 12 May with our three CPHs operating from Broadmeadow, while 621/721 operated from Maitland. Both trains operated at full capacity and the operations proved very successful.

Operations Report...Con't

In a joint operation with *Historic Electric Traction (HET)* and the *Australian Railway Historical Society*, on 27 May, 621/721 brought passengers off the *HET K* Set tour from Broadmeadow to Paterson for lunch. They were then returned to Newcastle Interchange using our three CPHs.

During the quarter, four day-trips were operated to Hawkesbury River (1 April) for *Mudgee Miniature Railway*, Murrurundi Festival (2 April) with three local trips to Kankool, Dungog (17 April) for *Cundletown Museum* and Willow Tree (7 May) for *Closebourne Village*.

Our regular Open Days were held on 26 March, 16 April and 21 May with local trips to Dungog all well supported. During the 16 April Open Day, *Brimble Rail* held a promotional day at our Depot with a barbeque lunch provided for visitors and Society members (see later report).

On 31 May, 7344 journeyed to Branxton to assist *Lachlan Valley Railway (LVR)* to recover six DEB set cars and two passenger cars from the former Rothbury Riot Railway on the old Ayrfield Colliery site at North Rothbury. This site is closing for rail access on 30 July 2023. After shunting the yard on the morning of 1 June, 7344 carefully transferred the LVR cars down the branch to the Branxton Siding where they were coupled to waiting LVR main line locomotives for the transfer to Orange on the morning of 2 June. 7344's last duty was to haul NPF 629 and NTC 729 down to Branxton following the Society's acquisition of the set (as reported elsewhere in this issue). 629 and 729 were transferred from Branxton to Paterson on 2 June.

The Society has been engaged by UK based Zetica Rail to carry out a survey of the underlying rail infrastructure of the Sydney Trains network using HPC 402. The work involved the fitting of ground penetrating radar equipment to the buffer beam of 402. As this fitment involves a variation to the normal operating configuration of HPC 402, a waiver to the standard operating conditions (TOC Waiver) is required from the Asset Standards Branch of Transport NSW (ASB). This has been a very complex process and the Society and Zetica are working through the relevant activities of obtaining the relevant ASB approvals. As reported elsewhere in this issue, the survey equipment was fitted to 402 and trial run was made to Kilbride on Friday, 5 May. Due to administrative delays in processing approvals by the ASB, the equipment has since been removed from 402 to enable Zetica to undertake a previously contracted survey in Queensland. The Society previously worked with Zetica back in 2016 on a survey for ARTC.

I would extend a special thanks to all crews and maintenance staff for their support and assistance over this period.

Bruce Agland

Operations Manager



7344 shunting at North Rothbury on 31 May (B. Agland)

SOCIETY NEWS

Rolling Stock Report

On the mechanical side, the focus has largely shifted back upon routine train servicing and inspection, giving our fitters some respite from a prolonged spate of urgent issues. This is in contrast to the electrical team who are slowly being overwhelmed by a mounting list of tricky tasks, as well as requests for installs and modifications (more later). But on a positive note, they now have a dedicated electrical workshop/storage area in the MHO (former guards van) to finally call home.

CPHs 1, 3 and 7

The CPH fleet is now back to full capacity with CPH 3 in operation, although it has required some further attention: repair of a leaking flange on its transmission and a leaking fuel line which needed to be removed and annealed. And the electricians are looking to convert its headlights over to LED, with issues of mounting and adjustment to be worked out.

CPH 7 was logged with a transmission drive selection fault. A wiring fault found in the transmission solenoid circuit was repaired by Trevor Hooker. Peter Macfarlane has requested 3–4 weeks access to CPH 7 to make more permanent external body panel repairs, after deterioration was temporarily arrested last year. This work will be performed during the downtime between June and July open day shuttle commitments.

A request has been made for our electricians to arrange an alternate power supply for the train's ICE radio and also prevent the data logger draining batteries if inadvertently left switched on.

NPF 621 and NTC721

Jeff Sorensen and Steve Watt recently worked 'overtime' to fit replacement horn trumpets to 721 just in time for an impending charter, after the trumpets had been torn off by an overhead obstruction whilst on tour. On the same tour, 621 also lost a water pump drive belt which had to be replaced by Jeff, the travelling fitter at the time.

While out on tour, a loud whistling noise was heard emanating from a power inverter on 721 and the unit immediately shutdown. Our electricians traced the fault to a terminal defect on the alternator that supplied 24V DC to 721. And a failed alternator had to be replaced by the fitters once 621 returned back to the depot.

In response to batteries being drained of voltage, 721 needs a circuit to shut down the fridge and hot-water urn when battery voltage falls to a critical level. The best method to resolve the situation is presently unclear (automatic shutdown and/or an alarm on the alternator?).

On the electrician's "to-do" list is the installation of wiring and control box for ditch lights (alternately flashing lights on the front of 621/721 activated when our driver sounds the train horn) and fitting high-capacity Anderson plugs for jump start operation.



While not wishing to waste magazine space on publishing the result of graffiti vandalism, nevertheless spare a thought for our train crew when confronted with this scene in mid-January—and this was only one car! Our crew spent hours under a hot summer sun to remove most of the graffiti, prior to commencing that day's passenger operation. This occurred near Coffs Harbour. Our train was later targeted again by vandals when stabled at Casino, with attempts made to remove the train horns from the roof and also scratching gibberish into the paintwork. You really have to wonder what motivates these morons, obviously oblivious to the hard work of our volunteers and the pride we take in the presentation of our heritage trains.

HPC 402

A faulty gauge light in the No.1 driver's cab was tracked to a defect in the associated aspirator switch on the main switch board and rectified by Trevor Hooker.

In mid-March, the previously removed saloon seats were refitted for a passenger charter (ARHS' "402 Club" Cobar trip). Upon return to Paterson, the same seats were removed and the work table reinstalled.

When it was decided to fit dashcams to 7344, two HP dashcams were moved from 402 to 7344 and two new Navman dashcams, the same as those in the 620 and CPHs, were fitted to 402. The HP units hold only three hours of video before overwriting the files so are more suited to 7344 which only works locally.

Zetica Rail mounted their Ground Penetrating Radar (GPR) equipment onto the buffer beam on the No.2 end in expectation of conducting ballast surveys. All the necessary modification related information was provided by Zetica Rail for our maintenance records. Despite being made ready for service, the survey work did not proceed as explained the Operations Report, and the equipment later removed.

The orange boxes are Ground Penetrating Radar devices which see down to 750mm. Behind the radar are infrared cameras to record ballast condition. The green and white box records all infrastructure up to 100 metres from it over 360 degrees vertically. The box also has an inertial guidance system to provide GPS data when in tunnels or under bridges and the roof mounted GPS antennae cannot see the satellites. All this happens at a track speed of 70kph. The test gear is on the trailing end, so where possible, will avoid wildlife, etcetera. Data is recorded to 1TB solid state drives which will go to the UK for analysis.

Paul Horder has wired up and tested flashing ditch lights on the No.2 end. Work is currently in progress on the No.1 end, although stalled until a suitable power source is found.

Operations have requested a headlight indicator be fitted in the driver's cab for each headlight. And wiring of the data logger and vigilance system has yet to happen.

Loco 7344

Kevin Judd has attended to a leaking turbocharger and a repaired a leaking thermostat in the cooling system. Prior to refilling with coolant, the opportunity was taken to clean the internals using a commercial radiator flush. Hopefully the thermostat and coolant change will see the end of previous overheating issues.

Restoration of WPF 602 and CT 702

Work commenced earlier this year on diesel rail cars 602/707 after the Society received a grant from Transport Heritage for \$50,000 towards Stage 1 and 2 of the restoration.

An initial examination was undertaken of the motors in 602 to determine if they would start and run. This examination identified that the fuel injectors in both engines weren't functioning and would need replacing in order to conduct the engine start test.

Currently we are sourcing new or refurbished injectors with suppliers.

In addition, an examination will be undertaken on the bogies of both cars to determine their functionality.

Major areas of work that have to be completed on the interior of both cars include:

- Seat restoration and refurbishment (completed)
- Floor replacement (707 completed and 602 ongoing)
- Seat painting, frames, seat backs and seat cushions (ongoing)
- Preparation of all interior surfaces prior to painting (ongoing)

Examples of refurbished seats in their brown livery are on display in trailer car 702. I wish to thank and acknowledge Project Manager Charles Smith, and his team, for their efforts.

Spare Bogie Overhaul

As this issue of Paterson Points goes to press, reassembly of the spare bogies will be complete, thanks to the efforts of Ross Goodman, Graham Jones, and more recently, Neil Dein, with installation to occur shortly. With these members now taking charge of the CPH bogie



HPC 402 with GPR equipment installed (B. Gebrig)



The interior of CT 702 showing newly laid floor

SOCIETY NEWS

overhaul, and with the benefit of hindsight in dealing with the first set, we expect the next pair of bogies will take far less time to strip, overhaul and reassemble.

Electrical Challenges

The last six months have been hectic for the four electricians mainly due to a number of faults where the cause or the fix is not simple or readily apparent. Many have involved multiple days of work and some needed a couple of attempts. Trevor Hooker, Greg Robertson and Paul Horder attend on a Monday as access to the rail motors is easier, whereas Steve Bruty provides coverage on a Wednesday.

Batteries on rail motors, forklifts and the scissor lift are generally charged every second Monday. Dashcam files are downloaded after each trip, checked for memory card errors and image quality, and then the files copied to a hard drive.

Faults are becoming more complex, wiring diagrams are virtually non-existent and some parts are no longer made which is dragging out repairs. The electricians can spend hours on the web trying to source a substitute. Often it will take multiple discussions or attempts to achieve a solution to a problem. Modifications are not common however they are time consuming. A control module, designed by Bruce Agland, has been built for each pair of LED ditch lights. It activates the lights in response to inputs, such as the horn switch in the driver's cab, to cause the lights to flash on/off alternately. Steve has recently mounted the new flashing ditch lights on both ends of the 620 and 402.

Electrical enhancements to bring 629/729 to the same equipment standard as 621/721 will be an interesting and satisfying exercise. The experience gained with 621/721 should make the multitude of tasks much quicker and easier.

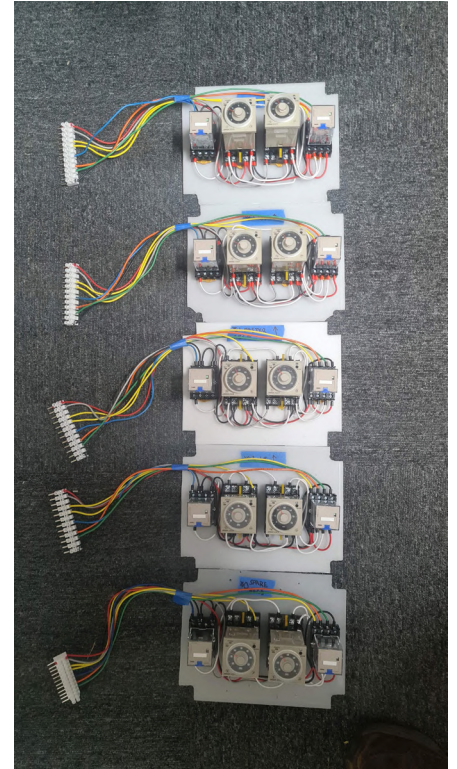
Other Matters

After a period working as Travelling Fitter in training, under the supervision of Mick Walsh, Kevin Stobart was certified competent to work 620/720 rail cars unaccompanied.

Nigel Woolley (engineering) has overhauled a spare CPH air compressor which has been placed into storage. Contact has been made with a Morisset engineering workshop that specialises in Detroit 6/71 engine repair, after prolonged effort to find a firm able to recondition Detroit diesel injectors. Following an invitation to express interest in obtaining spare parts by Transport Heritage NSW from vehicles stored at Broadmeadow, a number of staff went to site in late May to identify spare parts suitable for 621/721 and 7344 and then lodge a submission. After many days sorting and collating, our engineering drawing collection, it has finally been transferred to the Australian Railway Historical Society (NSW division) for digitisation; a project made possible via a \$3,000 grant from Transport Heritage NSW.

Robert Spencer

Engineering Manager (Rolling Stock)



Above: Interior of NPF 629 (P. Horder)

Left: Interior of NTC 729 showing stacked seat mechanisms (P. Horder)



Infrastructure Report

Tony Price has been very busy installing the shower in the TAM carriage, and also repairing the MHO (former guards van) roof. The MHO is the carriage in which the electricians will have their dedicated work area. Storage shelving has been ordered and should be ready for fit out in late June or early July.

The steel sleepers have arrived and when the 'manpower' allows, we will begin to rerail the formerly abandoned siding, situated on the eastern side of the shed, within the depot precinct.

Work is moving forward on 4 road and we hope to be able to move the MHO and FZ carriages onto it shortly, once their roofs have finished being sealed—a task well underway thanks to Lance Nelson.

The fuel trailer is nearing completion and hopefully it will be operational for the next time we need to use it. I thank Bruce Storey for the donation of this trailer.

Now that we own the storage container (situated at Paterson) that came with the acquisition of 629/729, we will need to reseal the container's roof to ensure that it is weather-tight to protect its contents.

We have been donated a radial drill and must rearrange equipment and storage cabinets in the rail motor shed to make room for it. Our volunteers are eager to use it.

Currently, all the workshop lathes and the shaper are now operational thanks to the efforts of Jeff Sorensen in obtaining missing parts.

A request for a letter of support has been sent to Federal MP Mr David Gillespie to apply for an extension to the rail motor storage shed, replace perimeter fencing and erect a platform beside the TAM/BR carriages. Once this letter is received, we will then apply for funds.

Rodney Short

Infrastructure Manager

Brimble Community Event, Sunday 16 April 2023

Brimble hosted a Community Event at our depot, to allow the Dungog Shire Community to get to know the local family behind the Brimble name and discover Brimble's role in maintaining crucial regional transport connections. Managing Director, David Brimble, provided a short address about the proposed transport depot on Dungog Road, Hilldale. His speech received local media coverage. The Brimble leadership team were on hand to answer any questions or hear concerns about the proposed development. The event featured a Brimble TMS400 Turnout Tamper machine which had been parked beside our yellow boarding platform. The machine was able to be inspected as well as demonstrated. The event ran from 11am to 1pm.



Brimble Community Event held at Paterson



SOCIETY NEWS

Vale Cecil (Cec) William Jones 11 Dec 1934 – 9 Feb 2023

It is with great sadness that we record the passing of Society member, long time railwayman, father of five and great supporter of many, Cecil William Jones.

Cec's exposure to railway matters started from an early age, his father being a Driver at Port Waratah, and with him travelling by train for school and other adventures. At the age of fifteen he left school to start his own railway career being appointed as a Junior Porter at Woodville Junction Signal Box in January 1950.

Working through junior roles in many Newcastle area locations, Cec was fortunate to work with experienced Signallers who instilled the need for a cautious and safe attitude and vigilance when performing safeworking duties. His understanding of safeworking developed quickly and he attained appointment as a Signaller at Monkerai in 1954. During Cec's career he worked in most signal boxes in the Newcastle area to beyond Muswellbrook on the Northern line and Dungog on the North Coast line, sometimes in a different one each day of the week as a relief officer. He went on to work through all of the grades of signaller in signal boxes equipped with both mechanical interlockings and push button consoles and also fulfilled roles as an ASM when required.

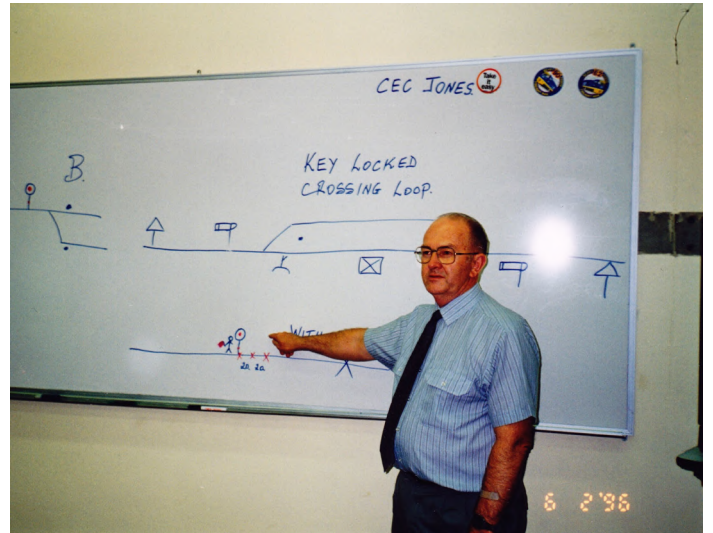
In 1957, Cec received a commendation from the Commissioner of Railways thanking him for the actions he took while working at Thornton signal box after noticing a glow under a passing train. Calling ahead to Metford to have the train stopped, his actions likely saved the lives of the postal workers isolated in the KP mail van which was on fire.

Due to his thorough and practical knowledge of safeworking, Cec was approached by operational management in 1981 and commenced conducting safeworking training classes at the Railway Institute in Newcastle. These courses were offered to staff as a voluntary option to progress their learning and there are many now and formerly qualified safeworkers who are indebted to Cec for his diligence and training support which helped progress their careers. This author is particularly appreciative of his support who, after meeting him several times at work, encouraged and arranged for me to attend after-hours safeworking classes at the Hunter Street Institute; an activity not normally provided for communications technicians.

Initially Cec continued working as a signaller and conducted training as required and in 1989 he was appointed as the Newcastle area Training Officer. He retired in 1998 after 48 years of government railway service.

In retirement, Cec became a member of The Rail Motor Society in January 1988 and was accredited as a Trainer and Safeworking Supervisor. After many years of controlling train movements from a signaller's perspective, he became involved in a totally new experience of railway working as part of the train crew which he very much enjoyed. He supported the Society's training commitments, including conducting Track Safety Awareness training for car attendants and other members and for a period was contracted back to State Rail to provide recertification training for network control officers.

After completing rail motor runs to multiple destinations, many that he had not previously visited, Cec unfortunately suffered a medical episode in 2011 and was unable to continue



safeworking duties. A reminder of his contribution to training and to the society is the safeworking collection he previously used at the railway institute which is now on display in the Paterson Station Masters cottage.

Cecil remained a member of the Society until his final departure on 9 Feb 2023. His support of his colleagues will be long remembered and he will be missed by a great many.

Stephen Preston

Scott McGregor's Railway Adventures, December 2022

After an extremely busy year of charters for the Society during 2022, this was the final tour for the year covering the western circle for Railway Adventures. On Friday 9 December with onboard crew of Steve Harper, Phil Smith and Mick Walsh and car attendants Allan Beard and Warwick Erwin, we departed Paterson at 1048 to travel to Sydney for an overnight stay before starting the tour the next day.

On Saturday 10 December passengers and Railway Adventures staff joined 621/721 at Central for an 0830 departure to travel over the Blue Mountains and down the Capertee Valley to Kandos. On arrival at 1320, lunch prepared by the Kandos Station Society was waiting on the platform for both passengers and crew. After lunch while the passengers visited the local museum, the crew prepared the train for the afternoon run to Bathurst, only to find that one engine had shut down due to fuel issues. We continued on one engine to Bathurst at a slightly lower speed.

Passengers had a full day of touring around Bathurst and surrounds on the Sunday, while the train crew spent part of the day resolving the fuel loss problem. Our train was then refuelled at Kelso.

On Monday 12 December, we left Bathurst at 0750 with our first stop at Millthorpe where passengers had just over an hour to walk around the heritage town and have morning tea. After this it was a short trip to Orange where passengers again alighted for a six-hour coach tour around the city. Departure was at 1615 for the afternoon run to Dubbo for the next overnight stay.

The next day, Tuesday 13 December, we left Dubbo at 0830 for a short excursion to Narromine, where passengers again had a town tour. Leaving here we travelled east back to Dubbo, passing there 45 minutes ahead of the table and then took the cross-country line to Binnaway. We were to stop at Ballimore for a lunch at the hotel, however just over 10km east of Dubbo, Control advised



Passengers having lunch on the station platform at Kandos (A. Beard)



On Tuesday 13 December, 621/721 awaits the return of its passengers at Narromine (S. Harper)

OPERATIONS DIARY

us to stop the train as there was a fire inside the track boundary ahead. As we waited for authority to proceed, passengers were offered free water, soft drinks or liquor. Overall, we were delayed two and a half hours before we could continue. During this time, Scott McGregor contacted the Ballimore hotel, who kindly changed the lunch from a sit-down meal to takeaway. With only a brief stop at Ballimore to pick up the meals, and with the 90min lunch stop eliminated, we were back on time upon arrival at Merrygoen. Here, our drivers changed ends for the run to Gulgong, where we arrived at 1805.

Scott's guests then had two nights staying at Mudgee while touring the area. Meanwhile, the train crew stayed at Gulgong, taking advantage of lay-over time once train maintenance was attended to. The drivers also took time to buy Christmas decorations in Gulgong and decorate their cab in the festive spirit.

Thursday 15 December saw us embark on the final leg of the tour travelling from Gulgong to Sydney. Departing Gulgong at 1000 we travelled to Muswellbrook for the lunch stop. Although departure was a half hour early, we were again delayed an hour and three quarters between Drayton and Newdell Junctions due to a points failure ahead. Even the Up Xplorer train from Armidale was caught up in the delay and for a time stood next to our train on the down line waiting for approval to proceed.

A few minutes had been made up by Maitland, where crews were changed in just three minutes and departure was only 80min late. Yet again we were again held 20min near Woy Woy due to a partially failed SCT freight train ahead on Cowan bank. Arrival at Central was 1hr 55min late at 2050.

After quickly unloading passenger luggage, and farewelling our guests, we left Central for the empty car run home, arriving our depot just after 0020. Despite all the recurring delays on their journey, passengers said they had enjoyed their tour, and would travel with us again.

Allan Beard



Right: Christmas decorations add a touch of colour to the driver's cab (A. Beard)

Coffs Harbour/Kyogle Rainforest Rattler, January 2023

Wow, what a trip this was! We departed Paterson at 9am on Thursday 5 January. At Gloucester we met a very excited group of young soccer players from Taree, "The Rainbow Warriors". These special kids were accompanied by their coach Matt Zarb. Matt's son Marli is a passionate train buff. Marli is a big fan of the 621/721 "Red Rattler" and led the group of 68 kids and parents on their trip to Taree. We stopped at Wingham to pick up a local reporter who took photos and interviewed some of the group, which was broadcast on the NBN news that night. This was one of the many highlights of the trip as it was a pleasure to see the excitement on their faces, most having never ridden on a train before. After waving them goodbye, we continued on up the coast to Coffs Harbour.

On the following Friday morning we commenced our Coffs Harbour leg of this trip with some 65 trips in total running up and down from the beaches, and up through many tunnels on the way to Nana Glen, conveying nearly 7,000 travellers from new born babies to people in their 90s. All thoroughly enjoyed the experience. During our visit we assisted the local charity **CanDo Cancer Trust** with two dinner runs to Grafton and return and these, as usual, were all sold out and very popular, raising \$20,629.

We have many return travellers on these trips and it's great to hear the kids say we "came last year and we wanted to come again—it's great!"

On Friday 20 January we said farewell to Coffs for another year and travelled north to Casino where we stabled and prepared for our next few days at the Kyogle Giant Watermelon and Pumpkin Festival. On the following Saturday and Sunday we provided three trips, all at capacity, with excited passengers ready to experience the spectacular natural beauty, amazing border spiral, and the journey onward to historic Glenapp, Qld, before returning to Kyogle. On each trip we were welcomed at Glenapp station by the one of the "Glenapp Boys" Rob Sib. The station precinct is very well maintained by Rob and his helpers. This event is always very popular and well supported by the local people. We had nearly 1,000 people travel with us over the weekend.

We farewelled the Kyogle/Casino area on Monday morning to commence our journey home. At Coffs Harbour, 18 people joined us for the journey down the coast to Wauchope where they alighted, to catch an XPT back home.

Trish Short

Cobar at Last!

The long postponed 2020 "402 Club" tour finally departed on Friday 31st March 2023.

Day 1, Friday 31 March

The tour began with an early morning run from Paterson to Broadmeadow to collect remaining passengers. Adding to the small NSW contingent, five were from Queensland, one from Victoria, two from the U.K. and one from New Jersey, USA.

Our timetable provided us with a spirited journey via Muswellbrook to Gulgong, where we were able to stretch our legs at the nicely preserved station for 15min, having crossed a number of coal trains on the way. We then continued to Merrygoen where control gave us time for our loco to "run around" before departing for Dubbo! A good run to Dubbo with kind collaboration from ARTC control brought us in to the station via East Fork well over two hours ahead of our table.

Day 2, Saturday 1 April

We departed Dubbo at 9am, with a run to Narromine. There we left ARTC territory and received a train order from UGL Linx to proceed to Nevertire. Here we diverged onto the Warren Branch, crossing the Mitchell Highway, and proceeded as far as the last bridge before Warren township.

Returning to Nevertire, 402 was placed in the old goods siding and our party alighted using the on-board steps as there is no platform at Nevertire and crossed the highway to the local Hotel for a very enjoyable lunch.

We then resumed our run to Nyngan, arriving at 3.30pm. The group had a very interesting inspection of the Museum collection housed within the old station buildings.

Day 3, Sunday 2 April

The day started with an on-time departure for Cobar. The group noted the location of the junction with the long-closed line to Bourke, the old disused stockyards and the grain loading facility at Nyngan AWB. At Hermidale a short train with containers was waiting to be loaded with ore from Girilambone copper mine.

We continued to Cobar and, after a brief station stop, continued to CSA Junction. A train was standing on the CSA branch being loaded with ore containers and we proceeded a short train length onto the now-disused Elura line just past the junction for photos.

Returning to Cobar Station, we joined a coach for a tour of Cobar, ending with a visit to the Great Cobar Heritage Centre. Then it was back aboard 402 for an on-time run back to Nyngan.

Day 4, Monday 3 April

Departing Nevertire at 8am we retraced our path back to Narromine Station, where we met up with Lachlan Valley's two-car diesel set 631/731. Many locals took the opportunity to inspect both trains from the station platform.

We then proceeded onto the newly rebuilt cross-country line to Parkes, which provided 402 with a superb ride. On arrival at Parkes, we adjourned to the Parkes Services Club for a welcome lunch. We then continued our cross-country journey via Caragabal and Stockinbingal to Cootamundra, our final overnight destination.

Day 5, Tuesday 4 April

Our final day saw a 7.30am departure for the return home via the Main Southern Line. A brief stop was made at Goulburn to pick up a very appetising lunch prepared by the members of Goulburn CWA.

While there were some short delays passing through the Sydney Metropolitan area and a stop at Concord West where many tour participants alighted, 402 arrived back home at Paterson at 7.20pm.



On Friday 31 March HPC 402 and passengers break their journey at Gulgong (B. East)



HPC 402 at Nyngan (B. East)



On Monday 3 April, HPC 402 is seen about to enter a siding at Parkes after its passengers have alighted for lunch (B. Gehrig)

OPERATIONS DIARY

Acknowledgments

Thanks go to The Rail Motor Society for providing 402 for the tour, to our drivers, Gary Rowarth, Mick Baczynskyj and Phil Smith, plus Bruce Agland who joined the train at Concord West for the run home to Paterson, and travelling fitter Mick Walsh, all of whom contribute greatly to the enjoyment of these tours.

Thanks also to ARHS Tours Co-ordinator Spencer Ross for his immaculate organisation of this tour.

Bill East

[This is an edited extract of a tour report written and submitted by Bill for Paterson Points. His complete tour report may be found in the June 2023 edition of Railway Digest—editor]

Cruise Express Albury / Griffith Tour, April 2023

Day 1, Wednesday 12 April

We departed Paterson on time at 0824 bound for Sydney; the mood among our crew was jovial and chatty. The crew comprised drivers, Rod Short, Phil Smith and Doug Cullen, along with travelling fitter, Jeff Sorensen, and passenger attendants, Trish Short (replacing another member forced to pull out last minute) and Lance Nelson.

After departing Sydney with Cruise Express and their guests, we traversed the South Coast line, before ascending the beautiful Illawarra Mountain Escarpment and viewing its spectacular ocean views and valley scenery. We continued through Robertson and then onward to Goulburn for our first overnight stay. Over dinner we toasted a successful first day.

Day 2, Thursday 13 April

With train preparations having earlier been completed by the crew, we departed Goulburn for Albury on time. On arrival at Junee, where our guests alighted for their lunch in the beautiful station refreshment room, the drivers and fitter attended to refuelling the train. After departure from Junee the tour group were very inquisitive, asking many questions about our Society, our other trains and activities, and our volunteers, etcetera.

We arrived at Albury late in the afternoon. Once the train was safely stabled, we proceeded to our accommodation to settle in before meeting up for dinner.

Day 3, Friday 14 April

Albury to Griffith was a long day, starting with a run out to Boree Creek via the branch line from The Rock, including a quick stop at Lockhart Station. The tour group enjoyed a wonderful lunch provided by the local hotel, outdoors in Tim Fischer Park under brilliant sunshine. We refuelled once again at Junee while the group enjoyed afternoon tea at the station. Then it was onward to Griffith for a two-night stopover.

Day 4, Saturday 15 April

Under an overcast sky, we departed Griffith for a day trip to Hillston where the group did a tour of the town, and then had their lunch at a local club. On the return journey back to Griffith we made a stop at Merriwagga for a visit to its Black Stump Hotel which has the tallest bar in the Southern Hemisphere (reputedly so a stockman can ride his horse right up to the bar—as one does in these parts). Once again, our guests made good use of refreshments and the unique decor of this historic pub, which seemed to have tired them out as most slept on the way back to Griffith. Here the crew said goodbye, as we would not meet up again until Monday afternoon.

Day 5, Sunday 16 April

Around 20min after leaving Griffith for Temora we 'lost' the No.1 engine, with several attempts made to restart it—thankfully, we were running empty cars at the time. On arriving at Temora, it was discovered the water pump belt had been dislodged and was damaged. Jeff, our fitter, was able to change it out with a spare belt, to bring the engine back online.

Day 6, Monday 17 April

Our crew enjoyed a sleep in, with our train not due to depart Temora until 11am. We took fuel before departing and running empty cars to Naradhan to pick up our tour group and then convey them back to Temora. They had dinner at the Air Museum before we departed Temora for our last overnight stop at Cootamundra. It was a very late arrival (around 2130), but another wonderful day was had by everyone.

Day 7, Tuesday 18 April

Our crew were all up early and attending to the train at around 5.30am to prepare the train for its last day on this tour. Our guests enjoyed breakfast on the train as we headed for home. We arrived at Sydney Terminal at 2.14pm. After saying goodbye to the bulk of our guests, we departed for home at 2.22pm, dropping remaining passengers at Gosford and Broadmeadow, before arriving back at Paterson 18min ahead of our table.

In closing, I must say the Rail Motor Crew left an excellent impression upon the tour group through our conduct and interaction—we ALL worked as a team, cheerfully attending to our passenger's needs.

Lance Nelson

FROM THE ARCHIVES

Paul Horder visited Paterson in February 1985, long before any inkling of later joining the Society and becoming an active volunteer, working to maintain some of these very same vehicles. His fascinating pictures capture a very different look to what we see today.



CPH 6 beneath the gantry crane. Goods shed and HPC 402 far right. Paterson station left.



CPH 1 in the foreground, with CPH 6 just in view beneath the gantry crane



HPC 402 and CPH 14



The site as viewed from Webbers Creek Road



CPH 19 heads a rake of CPHs stored at Paterson after having been withdrawn from revenue service. At least six can be counted, and a seventh, CPH 14, resides out of shot on the other side of the Goods Shed



HPC 402, CPH 14, "Tilly" the crane and HCT 502 (on stys)

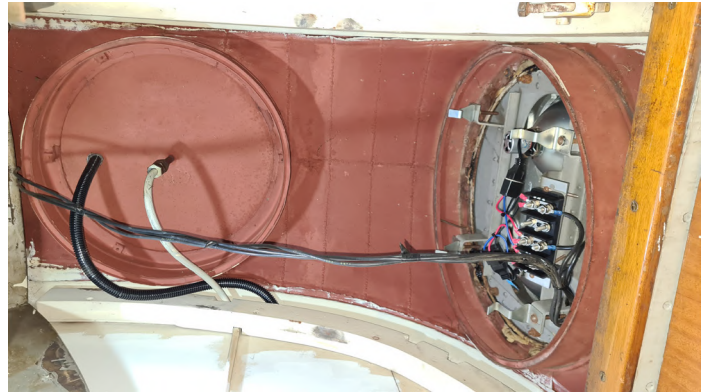
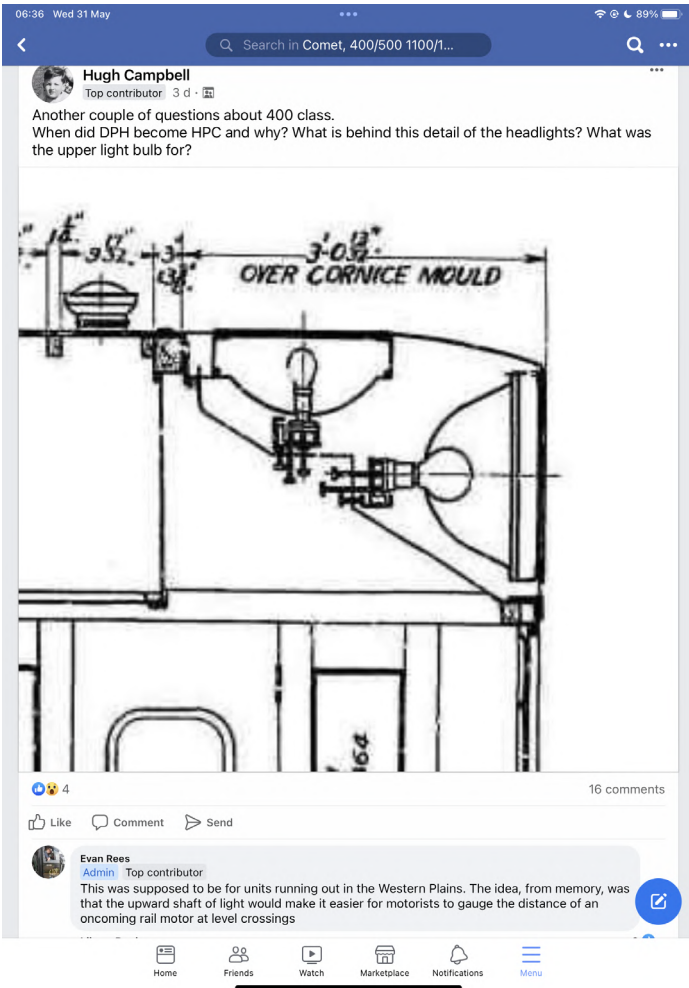
FROM THE ARCHIVES

An Item of Curiosity

Paul also recently came across an unusual post on Facebook about the Comet and 400 class having an additional headlight that shone vertically. The beam was supposed to attract motorists' attention when approaching level crossings. Union Pacific first came up with the concept, however it appears the light did not last for long.

One person commenting on the post remarked that the opening is still there. A few weeks ago, Paul lowered the headlight hatch in 402 to investigate, and that fellow is right, as the following pictures reveal.

On HPC 402, the train horns are now mounted on the plate that covers the former opening.



The view looking through the headlight hatch in HPC 402 showing conventional forward-facing headlight (right) and the redundant vertical headlight mounting location (above)



PHOTO GALLERY



On Saturday 27 May, passengers from the Australian Railway Historical Society alight 621/721 on arrival at Paterson where lunch is provided (R. Spencer)



CPHs 1, 3 and 7 make their first visit to Newcastle Interchange Station on Saturday 27 May 2023 (R. Spencer)



Inside the rail motor shed, Operations Manager Bruce Agland welcomes ARHS passengers and informs them of the Rail Motor Society history and its heritage collection, which visitors are then free to inspect (R. Spencer)



On Sunday 16 April, after its successful Community Event concludes, Brimble's TMS400 Turnout Tamper machine straightens track within the depot precinct before leaving, courtesy of Brimble Rail (R. Spencer)



On Saturday 29 April, CPH rail motors 1, 3 and 7 are seen arriving at Maitland, paralleling 3801 (out of sight) and 4201 on the return of their first shuttle from Branxton (B. Gebrig)



On Tuesday 13 June, 621/721 awaits the return of its passengers from lunch at the adjacent Premier Hotel (R. Spencer)



On Friday 2 June, 629/729 is eased off the former Ayrfield colliery branch line into a siding at Branxton in readiness for its transfer to Paterson. Driver Rod Short is in 7344, fitter Mick Walsh keeps a close eye and ear on 629 and Driver Assistant Bruce Greenham is attending to safeworking (Photo R.Spencer)



CPHs 1, 3 and 7 await the arrival and departure of steam locomotive 6029 from Paterson on 29 April 2023, during one of many Maitland Steamfest excursions (Photo Brock Emmett)