

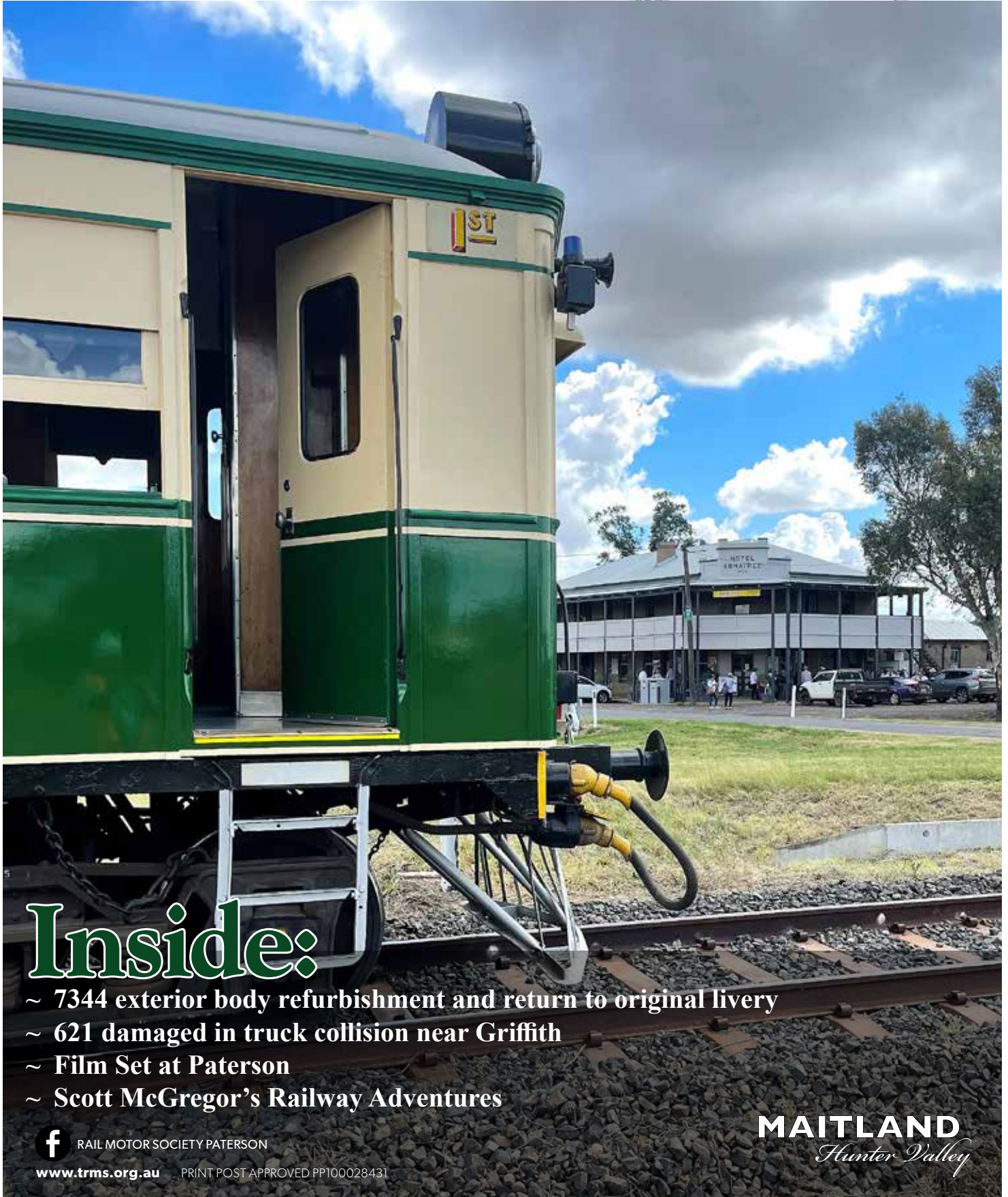
# Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED



Patron: Rear Admiral Peter Sinclair AC

JUNE 2021



## Inside:

- ~ 7344 exterior body refurbishment and return to original livery
- ~ 621 damaged in truck collision near Griffith
- ~ Film Set at Paterson
- ~ Scott McGregor's Railway Adventures



RAIL MOTOR SOCIETY PATERSON

[www.trms.org.au](http://www.trms.org.au)

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**MAITLAND**  
*Hunter Valley*



# SOCIETY NEWS

## New Members

The Society is pleased to welcome the following new members: Andrew and Vicki Hudson, Debra Sykes, Clare Tunbridge, Stewart Dawson, Neville Mann, Wayne Orr, Darren Orr, Peter Carr, Simon Bell, Glenn and Jasmin Davies, Matthew Todd, Jeremy Lance, Graham Wilcox and Phillip and Robyn Simpson.

## Membership Details

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

## 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 10.00 am and 2.00 pm 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 within 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 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.



*CPHs 1, 3 and 7 are about to depart Maitland Station (Platform 4) on 12 Mar 2021 destined for Dubbo (Bruce Gehrig)*

## DIRECTORY

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

**Correspondence to be addressed to:  
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PO Box 4268  
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*Front Cover: The Rotary Club of Dubbo has chartered CPHs 1, 3 and 7 to travel to a musical festival at Armatree. In the background is Hotel Armatree which opened its doors in 1929. Photo supplied by Phil Smith.*

## 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 (i.e. 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 would also be very helpful.

## Feedback

*Dear Trish,*

*I was most impressed with every aspect of our recent Swinging in the Vines tour, but even more impressed with the dedication that you and your volunteers put into making the trip perfect for us. Please convey our heartfelt thanks to all who made the trip possible.*

*I mentioned to you before we detrained at Broadmeadow that I would like to make a donation to the Society and would be pleased if you sent me your bank details in due course.*

*Kind regards and again thanks for a great couple of days travel.*

*Merri and David*

*Newcastle*

Mick & Robert,

It was very pleasing to find the latest issue of Paterson Points [Dec 2020] in my email today while in barracks in Taree. The current issue is incredible in the diverse coverage of the various aspects of the society, all accompanied by great photos. The publication really does show off how progressive and busy the society is!

Regards,

Ben Francis

## 2020 Volunteer Awards

On Wednesday 16 December, the last working day at the Depot for the year, Volunteer Awards were presented for the year 2020. These awards are peer awards voted for by the Volunteers of the Society. The Society's congratulations go to all of the following recipients:

- Kaye Burgess was presented with the award for Volunteer of the year.
- Runners up were Trevor Hooker and Ted Dunbar.
- Mehdi Sazegar was presented with the Encouragement award

Unfortunately, photos of the recipients receiving their awards were lost during a computer mishap.

The Society sincerely thanks all who have volunteered throughout 2020 for their invaluable contribution.



*Christmas party held for volunteers in the Rail Motor Shed on the last work day of 2020 (Bruce Gebrig)*

# SOCIETY NEWS

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## Secretary's Report

### **Bruce Agland, Acting Secretary**

24 members attended our Annual General Meeting held on 15 May 2021 at Paterson Depot. The meeting was held in the Rail Motor Storage Shed to meet COVID-19 social distancing requirements. This meeting marked the end of an era. President, Arthur Burgess, retired from the Board of Management after 20 years of dedicated service to the Society, including 14 years as our President. Arthur has been on a leave of absence from the Board since late 2020 due to health issues and in light of these ongoing problems, has decided to step down from the Board. We thank Arthur for his long service and contribution to the Society. We all extend to him our very best wishes for a speedy resolution to his health issues and an early return to an active participation within our Society.

Board member, John Ridden, also stepped down from the Board due to the pressure of his work commitments and we thank him for his contribution to the Board over the past three and a half years. John will still continue to support the Society as part of our operational crew panel. We are pleased to welcome Robert Spencer and Stephen Harper as our two new Board members. Current Board Members, Patricia Short, Bruce Greenham, Graeme Holloway and Bruce Agland were re-elected.

At the Board meeting held following our AGM, Rodney Short was elected as our President and Spencer Ross as Vice President. Michael Walsh, Patricia Short and Bruce Agland were re-elected as Secretary, Treasurer and Assistant Secretary/Treasurer respectively. Our Line Managers were also re-elected, Rodney Short as Engineering Manager (Infrastructure), Robert Spencer as Engineering Manager (Rolling Stock) and Bruce Agland as Operations Manager. We extend our congratulations to Rodney and Spencer on their election as our new President and new Vice President.

Thanks must also go to Secretary, Michael Walsh, and our Publications Officer, Robert Spencer, for their preparation and printing of our Annual Report. I'm sure that you will agree that the quality of the report is excellent and presents the Society with a very positive image.

The sad news of the accidental damage to NPF 621 had dampened the Society's spirits, however, on inspection of the unit when it was returned to Paterson, the damage was assessed as relatively minor due to the low impact speed (recorded on our in-vehicle camera at just 23 kilometres per hour). The unit's buffer beam took the majority of the impact and the other fortunate aspect was that the truck involved was not loaded. The other very fortunate outcome was that none of our passengers or crew members were injured. The Board is proceeding with repairs and recovery of the repair costs as well as lost profits from the truck's insurer with the expectation of returning the unit back to service as soon as possible. Please refer to Engineering Manager's report for more details.

As the limitations imposed by Government COVID-19 restrictions continue to ease, our regular Wednesday work day attendances continue to grow. This growing attendance has seen the establishment of an additional work day on Mondays, due to some congestion of members working on our rolling stock on Wednesdays. This also provides the opportunity for members who are unable to attend on Wednesdays to participate in our activities. It has also seen significant progress on a number of projects.



*Members gather for the Annual General Meeting, held in the Rail Motor Shed (Robert Spencer)*



Progress on the body restoration of trailer CTC 51 is nearing completion. As this work draws to a conclusion, the restoration effort will move to refurbishment of mechanical components and bogies which will include the substitution of disc wheels for the spoked wheels currently under the unit. The Board is now evaluating the condition of our 600 Class units, WFP 602 and CT 707, with the view to returning these units to operational service in the future. Members have been actively clearing the two cars of the many years of accumulated parts, seats and rubbish to enable a full evaluation to be undertaken. At this stage, no expenditure of funds has been authorised until the evaluation is completed.

Thursday 20 May, saw a shunt of the cars on No. 3 Road with CPH 14 and CPH 19 brought to the Dungog end of the shed where CPH 19 was prepared to be lifted and have its original 2QG bogies removed for refurbishment. CPH 19 was later placed on two surplus 600 Class 2TE trailer bogies. The plan is for the two 2QG bogies to be refurbished and then placed under one of our operational CPHs. This will enable a program of rolling bogie refurbishment to be undertaken without the need for our operational units to be taken out of service for an extended period.

Work on internal modifications to FZ 663 to provide more space for members is proceeding. The computer, printers and the internet and telephone connections have been moved into the compartment adjacent to the kitchen, which has been converted into a new office with a desk and storage facilities. Thanks to Bruce Storey for his single-handed efforts in creating this new facility.

Maitland City Council recently held 'give-away day' for surplus office equipment and furniture. There was only short notice for this event and through the quick action of Board members, Rodney Short, Graeme Holloway and Bruce Agland, the Society was able to participate and acquire 25 stackable plastic chairs, 3 office chairs, two filing cabinets and an overhead locker for use at the Depot. All of this equipment is in relatively good condition and will prove a valuable asset at Paterson.

On a positive note, the Society has received a \$5,000 grant from Hunter Water, under their "Love Water Grants" community funding program for the installation of water tanks on the Rail Motor Shed at Paterson Depot. We have also received a grant under the Heritage NSW 2021-2023 Grants Program for \$22,724 for the refurbishment of CPH 1's bogies. This grant is conditional upon a matching contribution being made by the Society. Well done to Board Member, Graeme Holloway, and Secretary, Mick Walsh, for their efforts in preparing and submitting the respective grant applications. A grant application for the construction of three additional bays on the southern end of the Rail Motor Shed under the NSW Government's Community Building 2021 Program has been submitted. Results for this grant will not be known until November with a planned completion date for the approved projects of 31 March 2023.

In conclusion, our Secretary, Mick Walsh and wife Bev, send their best wishes to all members while they enjoy their extended round-Australia holiday. Bev and Mick are currently in Western Australia. Mick has not been idle while on holiday as he seeks out regular updates on the progress of projects at Paterson and the operations of the Society in general.



*Charles Smith pictured standing inside 602, which has been recently cleaned out (Graeme Holloway)*



*CPH 19 on 600 Class 2TE trailer bogies (Graeme Holloway)*



*The new computer room in the FZ car*

# SOCIETY NEWS

## Operations Report

**By Bruce Agland, Operations Manager**

As the COVID-19 pandemic restrictions began to lift, our tour program has ramped up. Easter Saturday and Sunday saw 621/721 journey to Bathurst to mark the 145th Anniversary of rail. Plans to convey passengers to and from Sydney for the event did not eventuate, however, local runs based on Bathurst proved very popular over the two days. The days at Bathurst were very well organised by Ben O'Regan, Co-ordinator of the Bathurst Rail Museum. The event was also well supported by Bathurst Regional Council.

The next outing for 621/721 was a 6-day South-West Branches Tour for Cruise Express. The first overnight stop was at Albury, followed on the next day by a visit to Boree Creek and then on to Griffith via Cootamundra and Temora due to trackwork between Junee and Griffith. Tuesday 27 April was a lay day for Cruise Express and the Society planned a trip to Hillston, with a lunch stop on return at Goolgowi, for Griffith local passengers. This trip was cut short when an errant truck driver crossed the tracks at the Lakes Road level crossing at Tharbogang (about 6 kilometres west of Griffith) in front of our train resulting in a collision with the vehicle. Fortunately, no one was injured and most of our passengers travelled on to their lunch destination by coach, with only nine of our 81 passengers choosing to return to Griffith. The other fortunate aspect was that the train did not derail. 621 suffered some damage (which will be reported elsewhere in more detail) and returned to Griffith. After hurried arrangements were made, 621/721 returned to Broadmeadow on the next day. Track work prevented the return through to Paterson, which was completed on the following day.



*A sight none of us wish to see, as an errant driver fails to give way to our approaching two-car diesel train. Dash-cam images before and after the collision.*



Our three venerable CPHs travelled to Narrabri on 2 May where they collected passengers at Bellata on the following day for a trip back to Werris Creek and then on to Armidale. They returned home to Paterson on the next day. This small operation was part of a larger eight-day 'Steam Adventure in Southern Queensland' tour operated by Scott McGregor's Railway Adventures based out of Brisbane. See the full tour report in this issue.

This was followed by a busy schedule of day tours. These included Stroud Road for Southern Cross Coaches, the Society's regular Scone Cup tour, a private family charter to Stroud Road and our regular May Open Day. 621/721 was also transferred to Broadmeadow for an assessment of the damage by Sydney Trains engineers. The accident damage to 621 necessitated the cancellation of our second Scone Cup train and our long planned ten-day tri-state tour to Adelaide and Melbourne. While it was disappointing to have to cancel this trip, the COVID-19 outbreak in Victoria, resulting in border closures, would have had dire implications for our planned itinerary.

On 1 June, a Society crew took set 623/723 for a trial run from Broadmeadow to Dungog and return. This unit has been undergoing maintenance work at Broadmeadow Maintenance Centre and the trial to Dungog proved successful.



*A Society crew take 623/723 for a trial run on 1 Jun 2021 (Bruce Gebrig)*



Our CPHs again headed out for a three-day Cruise Express trip to Rylstone on 2 June. The middle day was another lay day for Cruise Express and the Society operated a successful day trip to the hotel at Tarana with 47 passengers enjoying the day's outing.

621/721 was returned to Paterson on 6 June following repairs at Broadmeadow Maintenance Centre.

The tour program for the rest of the year follows:

Dates	Destination	Customer	Units
2-4 June	Rylstone	Cruise Express	CPH
10 June	Stroud Road	Tuncurry Coach Tours	CPH
21 June	Broadmeadow-Dungog	Newcastle Museum	CPH
25-28 June	Casino-Brisbane	Vintage Rail Journeys	CPH
12-21 July	Adelaide-Melbourne	TRMS	620
18 July	Dungog	TRMS Open Day	CPH
21-25 July	North Coast	Insights Tours	620
5-19 August	Adelaide-Melbourne	Cruise Express	620
15 August	Dungog	TRMS Open Day	CPH
19 August	Stroud Road	Tuncurry Coach Tours	CPH
28 Aug-1 Sep	North Coast	Insights Tours	620
9-14 Sept	Sydney-Armidale	Scott McGregor	620
11-12 Sept	Paterson Shuttles	Steamfest	CPH & 402
17-20 Sept	Canberra Floriade	Cruise Express	CPH
19 September	Dungog	TRMS Open Day	CPH
7-11 October	Griffith	Cruise Express	620
17 October	Dungog	TRMS Open Day	CPH
29 Oct-3 Nov	Western Circle	Scott McGregor	CPH
6 November	Willow Tree	Bowditch Earthmoving	620
12-15 Nov	Rylstone (Mudgee)	Cruise Express	620
21 November	Dungog	TRMS Open Day	CPH
21-28 Nov	Western Circle	Captain's Choice	620
5-12 Dec	Western Circle	Captain's Choice	620

## 'Off the Rails'

**By Welfare Officer, Bruce Gehrig**

As this issue was being prepared, the Society was aware that Arthur Burgess, Bruce Matthews, Grahame Pantlin and Carol Rostrom were 'off the rails'. We wish them all the best for 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.



*CPH rail motors 1, 3 and 7 pause at Murrurundi while passengers have lunch on the platform, before resuming their journey to Binnaway, 11 Jun 2021 (Robert Spencer)*



*Having earlier departed from Gulgong and now that 621/721 has arrived at Merrygoen, Rodney Short sets the road for Dubbo, 1 Mar 2021 (Robert Spencer)*

## Engineering (Rolling Stock)

By Robert Spencer, Rolling Stock Manager

The malfunctioning toilet systems in CPH 1 and CPH 7 have been attended to. As anticipated, worn or damaged 'duckbill valves' had caused a loss of vacuum integrity and once replaced, the system once again now works properly. However, the unrelated later failure of a micro-switch in the suction system on CPH 1 necessitated a replacement switch be obtained and fitted.

Possibly contributing to these and previous malfunctions (blockages) of the toilet system, has been the flushing of paper hand towels down the toilet bowl, despite signs clearly requesting passengers not do so. The paper hand towel dispensers have now been removed from the toilet cubicles and remounted just outside the toilet, accompanied by a waste bin. Since then, there has been no further toilet blockages, and hopefully it will remain that way.

It was reported that the water tap in the hand basin in CPH 1's toilet compartment was believed responsible for sometimes draining the water supply. Initial inspection and repeated testing by the fitters showed the tap appeared to be working properly. However, after perseverance, it was finally observed failing to shut off completely — the tap spring mechanism thought to be at fault. The tap was disassembled, cleaned and greased, then reassembled and tested.

The fitters have noted that on the odd occasion they have had to add more engine oil than expected during servicing at the Depot. But this hasn't been the case out in traffic. The Rolling Stock Coordinator (Mick Halls) will record future oil quantities added to discover whether there is cause for further investigation. One of the fitters (Mehdi Sazegar) has recommended that we periodically sample the engine oil and have it tested, which I am in agreement. The condition of the engine oil can often reveal much about engine health and may instigate timely intervention before a serious or costly problem develops.

Otherwise, the CPHs have performed well in traffic.

### Bogie Refurbishment Project

A set of 2QG bogies (drive and trailing) was recently removed from CPH 19. The drive bogie has been pressure cleaned and positioned near the overhead gantry crane on No. 2 Road ready to be stripped of its components. Once disassembled, the bogie frame, axle boxes and springs will be dispatched to commercial engineering workshops where they will be inspected, tested for faults and repaired as necessary, in order to return them to specification. The remaining components (brake gear, bogie final drive, etc.) will be refurbished by volunteers at the Depot.

Once refurbished, this spare set will progressively be installed under CPHs 1, 3 and 7, thereby allowing each set of existing bogies to be removed for overhaul, whilst minimising rail motor downtime.

### 621/721

In March, a leaking hydraulic hose was discovered in the radiator fan room in 621. A hose specialist attended site to supply and fit a new hydraulic hose. Around the same time, our fitters installed the second of two hydraulic oil filters. These filters are also located in the radiator fan room.

In April, whilst descending the Blue Mountains on its return to Sydney, 621/721 triggered a 'Cold Wheel' alert from trackside monitoring equipment at Springwood. This alert is triggered when reduced braking capacity is detected, as determined by measuring heat generated from wheel/brake shoe friction. In our case, the



*Drive bogie recovered from CPH 19 ready to be stripped for overhaul.*

reduced brake capacity resulted from seized brake shoe adjusters on 721. Once back at Paterson the mechanisms were removed, freed up, and when replaced tested satisfactorily. To close out the alert, Sydney Trains was notified of our remedial actions.

No progress has been made to remove and replace the exhaust manifold on 621. We had planned to undertake this task upon the rail car's return from Griffith, but the accident whilst on tour thwarted our plans. Although the accident damage to 621 must take priority, the exhaust manifold will be changed out at the earliest opportunity.

As advised in the Operation Manager's report, on Tuesday 27 April, 621 suffered considerable exterior body damage from a collision with a truck which failed to give way on a level-crossing near Griffith. Fortunately, 621 did not derail as the resultant damage could have been far worse. After Police, Fire and Ambulance services had attended the scene, and the damage assessed by the crew, 621/721 returned to Griffith. As the off-side front window was destroyed in the collision, the window cavity was covered by a clear plastic sheet and secured in place, with assistance from a local windscreen repairer. Our two-car diesel set was able to return to Paterson (crew only) with 721 leading — 621 was closely monitored and fortunately rode well at track speed and without incident.

On return to Paterson, 621 was closely inspected and although the plunger bars (which transfer impact from the buffer beam to springs) had been badly bent, no damage to the chassis was discovered. The collision damage was photographed and duly inventoried in a report. A temporary clear Perspex sheet was fitted to the guard's window.





621 on return to Paterson. Note the displaced front buffer beam, patched guard's window and damaged or destroyed train fittings.



The damaged plunger bar guide and bent plunger bar (behind the front buffer beam).



Sadly, the brass town whistle did not survive

621/721 was transferred to Broadmeadow Maintenance Centre (BMC) where 621 was detached to allow the body to be lifted by a Sydney Trains breakdown crew. It was essential that the front bogie King and Queen castings, and King pin (which secures the bogie to the underframe), be examined for possible damage. Sydney Trains engineers inspected 621 at BMC and we were greatly relieved when they were able to confirm no damage was done to these critical components, nor to the chassis. Structural repairs of this nature could have resulted in a lengthy vehicle outage.

The most obvious damage was to the front exterior of the cab and guard's window, along with train fittings that were either damaged or destroyed (e.g. brass town whistle, front hand rails, electrical receptacles and air fittings). Less obvious, but revealed on further inspection, was damage to the external skin (aluminum cladding) along both sides of the carbody. Although the initial impact force was compressive, further damage was inflicted by the toppled truck as it dragged against the guard's corner of 621. This resulted in a noticeable twist to the crew cab and localised buckling, separation, or tearing of the outer skins. Many rivets that had secured the skins were pulled clean out. The floor behind the driver's cab was displaced about 15mm sideways. All doors suffered misalignment and locking issues, although they were still able to be closed. There was considerable damage done to internal wall cornices and lining within the guard's cab, again with many rivets having been ripped clean out.



621 being lifted at Broadmeadow Maintenance Centre to check front bogie for damage.



The King casting fortunately showed no sign of damage.



# SOCIETY NEWS

## Engineering (Rolling Stock) Cont...

While at BMC, the damaged plunger bar and guides were removed and replacements (supplied by us) were installed, along with a new front buffer beam — heavy engineering tasks best accomplished by experienced and well-equipped Fleet Maintenance staff at BMC. 621/721 returned to Paterson on Sunday 6 June, where work to repair the damaged bodywork would commence in earnest.

Repairs will continue throughout June and into early July, concentrating on the cab front, key train components and the vehicle's integrity. Contractor, Noel Price, who had previously worked on the recent exterior refurbishment of 621/721, was luckily able to quickly reorganise his business affairs so as to expedite the start of repairs to 621. Non-critical body repair work (i.e. of a more cosmetic nature), particularly along the sides of 621, will most likely be deferred in order to get 621/721 back into traffic as soon as possible.



*A plate has lifted near a window corner and rivets have been pulled clean out.*



*Rivets have been ripped out and the aluminum skin has buckled outward below driver's side door. The vestibule floor and brass edging strip were displaced outward.*



*Repairs get underway on 621 in mid-June (Graeme Holloway)*

## HPC 402

The carriage crew are attending to wood rot discovered in the saloon window studs. They first noticed small holes in the outer skin, prompting them to seek what lay within the side-wall cavity. The wooden window studs at sill level had partially rotted due to ingress of rain water and trapped moisture. The steel sidewall frame also exhibits some minor corrosion but is treatable. However, the rotted timber elements must be cut out and replaced.

Despite this proactive intervention, the rail motor's status is otherwise operational.



*Wood rot discovered near the corner of the window frames in HPC 402.*



## CTC 51

Paul Heron continues to work on the trailer car, looking into to a missing air tank, brake post piping and associated pipework and brake cylinders. Paul made the long trek to the Dorrigo Steam Railway and Museum to physically inspect their trailer cars, particularly the layout of components which are intact in these vehicles. He was able to photograph and sketch the componentry in situ, thus determine what parts he must find to complete CTC 51's air and brake pipe systems. On return to Paterson, and with the benefit of finally knowing exactly what he must look for, Paul has been able to locate the necessary components from amongst our collection, with the assistance of Rod Short.

We have yet to ascertain the state of the bogies and braking system and the work needed to restore them to operational status. The axle brasses in the trailer car bogie are noticeably smaller than on the CPHs. Suitable

spares will need to be found or new brasses manufactured in future. Unfortunately, we do not have a drawing of the axle brasses for the trailer axle boxes. Just one more item to track down.

## 7344

Our shunting locomotive, 7344, is operational. A separate report in this issue covers the work performed during 2020 and early 2021 to refurbish exterior bodywork and restore the locomotive's original livery.

Whilst bound for Gloucester to retrieve an XPT set, 7344 was forced to return to the Depot to have a leaking copper air pipe attended to, before resuming its mission.

The fitters are currently trying to free up the handbrake wheel in the driver's cab which has become extremely hard to turn by hand. Despite applying copious quantities of lubricants without success, it will be necessary to partially disassemble the

mechanism to service currently unreachable parts. Due to the confined space, this is easier said than done!


## Maintenance History Database

As reported in the last issue of the Whispers newsletter, details from the rolling stock maintenance and inspection forms are being entered into a Microsoft Access TRMS Maintenance History database. The rolling stock maintainers will still complete the appropriate paper forms, which remain the primary document source. However, the database version, along with the queries and reports that can be generated, will enable information to be easily searched for and quickly retrieved.

The system creator, Charles Smith (member and regular depot volunteer), has commenced writing software documentation for users of the system.

**THE RAIL MOTOR SOCIETY INC.**  
**ROLLING STOCK DIVISION**  
**Edit a Record**

---

<b>Date</b>	<b>Job Number</b>	<b>Vehicle:</b>	<b>Type of Work</b>
<input type="text" value="27/01/2021"/>	<input type="text" value="2021-00"/>	<input type="text" value="721"/>	<input type="text" value="Configuration Change"/>
<b>Repair Type:</b>		<input type="text" value="Other Repairs"/>	

**Repairs**

HP dash-cameras fitted to end-doors (driver's cabin) on both cars and units configured for usage. Power is supplied by a USB/cigarette lighter unit previously fitted to supply power to the GPS speedos. Software to display the video files has been successfully loaded onto the FZ computer and the Operation's Manager's laptop. Video files are displaying correctly.

**Item No.**

**Comments:**

**Work Performed By:**  **Contractor:**

**Category:**  **SubCategory:**  **SubCategoryID:**

**Trip Itinerary:**

Next Record

Previous Record

Form Edit Record No Category

Return to Forms Menu

Return to Main Menu

An example of a database record in the Maintenance History database — in this case, the recent fitting of dash-cams, which were to prove invaluable following the incident at Griffith.

# SOCIETY NEWS

## Infrastructure Report

By Rodney Short

Time seems to fly by quickly in recent months and although we have been busy around the Depot, I don't feel like I have many new items to report, just updates on work that has already commenced.

The Museum painting has been completed and is looking very good. Now we just have to put all the museum items back on display and give it a good clean – the curtains have been washed and are ready to go back up. We are planning to expand the museum area to include the meeting room across the hall which will give us a larger area to display all our railway memorabilia. We are going to investigate obtaining some display units for use in this area. The Honour Board is currently being updated and afterward will be placed back in position.

Work continues on the BR lounge, although it has slowed a little with Ray and Joy away 'up north' for a few weeks. It is well worth a look.



*Cottage meeting room.*



*Cottage museum room.*



*Cottage meal room.*



*Two views of progress in the BR lounge room.*



Some preliminary work has commenced on No. 4 Road, but with recent focus on shunting of carriages to allow access to the bogies off CPH 14 and CPH 19, work will resume in earnest in the near future. However, it may be a little slower than anticipated as we currently need 'all hands on deck' to repair 621 over the next few weeks (following its collision at Griffith) in order to return it to operation as soon as possible. Once No. 4 Road is complete, and the MHO and FZ are placed on this road, work will recommence on constructing a concrete path from the Cottage grounds to the Main Shed.

I express my thanks to Jim Lambkin and his team for all the hard work in cleaning the area at the back of the block. This will allow us to reposition the storage containers for easier access. We are looking to purchase another container for the storage of seats and other items that have been neglected in the 600 class for many years.

We have applied for a grant to extend the Rail Motor Storage Shed by three bays. This will allow all of our rolling stock to be stored under cover and be protected from the elements.



*The result of a recent clean-up at the Maitland end of the Depot.*



*Newly laid concrete paths around the Station Master's cottage.*

## Painting of Locomotive 7344

### **An edited extract of a report prepared by Mick Walsh**

The aim of this project was to return 7344 to its original livery (colour scheme). On arrival at Paterson the locomotive wore the livery of 3801 Limited. The paintwork was very shabby and areas of rust were beginning to appear in some places. On closer inspection, considerable corrosion was discovered.

A Grant from Transport Heritage was obtained to fund repairs to the bodywork and for repainting. Work began in late 2019.

The bottom 450mm of the sixteen engine bay canopy doors were heavily corroded from moisture that had been retained by the inner noise insulation. The two driver's cab doors were likewise heavily rust damaged. Our intention was to remove the inner bottom portion of each door's lining and replace the outer door plate up to this height. After obtaining quotations, it was determined to be less expensive to replace each door's cladding, rather than repair them. All 18 canopy doors, and 2 cab doors and hinges were removed. The outer door cladding was replaced with new 2mm zinc coated steel plate. New hinges were supplied and fitted before reinstalling all doors.

There was evidence of rust around many sections of the driver's cab itself. All fixed cab windows and aluminum window frames were removed to assess the extent of rust damage, as all had showed signs of rust around the rubber seals, some significantly. There was corrosion in places between the engine bay canopy and the driver's cab wall which needed cutting out.

Due to the bodywork being in much poorer condition than first envisaged, Transport Heritage granted additional funds to cover unforeseen expenses.

Sandblasting and priming to bodywork were completed before carrying out any body repairs and painting.



*Top: An example of rust in a canopy door.*



*Bottom: Rust in the base of the driver's door.*



# SOCIETY NEWS

## Painting of Locomotive 7344 Cont...



*7344, still sporting its previous 3801 Limited livery, prior to sandblasting.*



*Sandblasting in progress.*

Both engine hatch covers were damaged and distorted. These were removed, repaired, painted and reinstalled, after painting the main body. The engine and engine bay interior were both painted while the side canopy doors were removed.

The locomotive was painted Indian Red and Chrome, replicating the same colour scheme when entering service in 1972. Below the floor plate, the bogies and fuel tanks were painted black.



*Left and above: Long-end body at various stages of masking and painting.*



*7344 body paintwork is complete but awaits windows.*

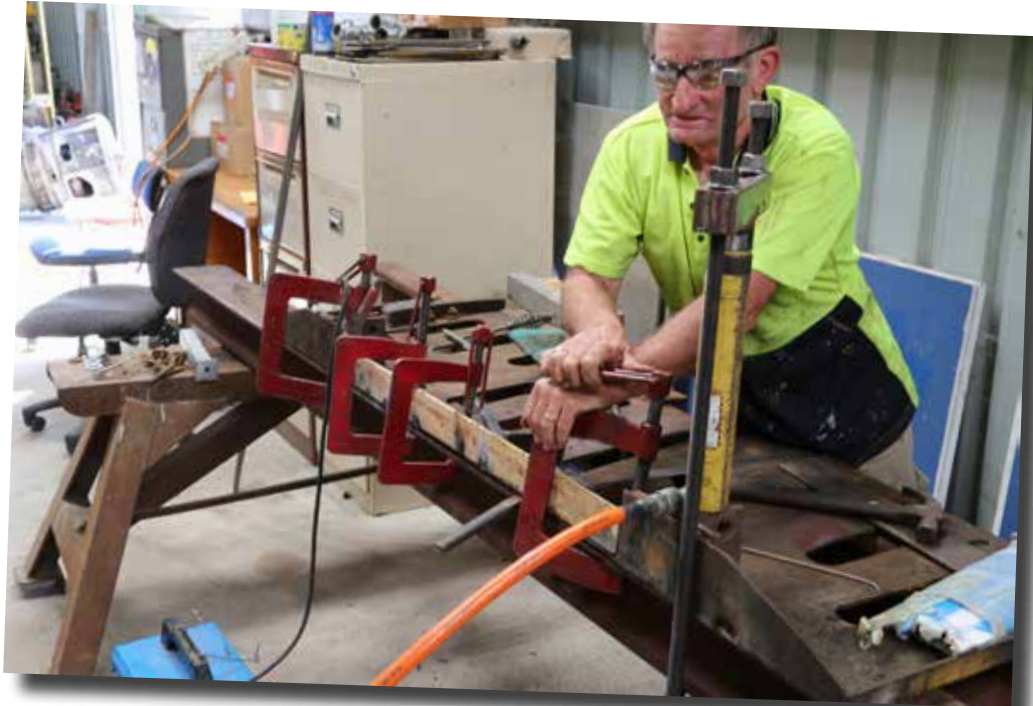
Other repairs included the cowcatcher on the 'short-end' of the locomotive, which had been damaged. Our boilermakers were able to make up jigs and straighten it prior to being reattached and painted.

A local glass firm was engaged to reinstall the window glass, plus manufacture new numbers (7344) for the locomotive number boxes. On inspection of the removed window glass, we were informed that it no longer met the current Australian Standard. Accordingly, glass of the correct standard was obtained and fitted. Although the Society was assured that window rubbers from our stock of spares would be suitable, on attempting to refit the side aluminum sliding windows the rubber was deemed unsuitable. After a long period of procrastination, delays and excuses, suitable window rubber was sourced and the windows were eventually reinstalled.

The project was completed in mid-February 2021.



*Right Damaged cowcatcher being repaired.*



## Open Days

**By Bruce Gehrig**

On the first of two Open Days in January, held on Sunday 10th, 60 people came to look around our Depot. Most were in family groups. All travelled on the 11 am shuttle, employing our three CPHs, to Dungog and return. Our visitors were taken on a short tour through the Rail Motor Storage Shed and were able to inspect 621/721 before the CPHs departed for Dungog. Two more inspection tours were held after the train's return.

Two teenagers from Sydney photographed our 600 class every which way, as they were intending to build their own model of it.

One week later, the Depot was open for its usual third-Sunday of the month Open Day, on 17 January. On this occasion, 110 visitors toured our facilities. All, except for three, travelled on the 11 am shuttle trip on board our three CPHs.

On Sunday 21 February, 76 people visited our Depot. All travelled on the 11 am shuttle trip using our three CPHs. Two tours of the Rail Motor Storage Shed and an inspection of HPC 402 preceded the shuttle trip, followed by two more Depot tours afterward.

On this occasion, we also had 23 members of the Hunter Region Morris Owners Club visit.

On Sunday 18 April, 44 people visited our Depot and travelled on the 11 am shuttle trip to Dungog and return. As the Station Master's cottage was in the process of being repainted and with new concrete paths around the cottage under construction, the welcome point for visitors was set up on two tables in the Depot car park, near the Dungog end of the BR car. A further 25 visitors arrived after the 11 am train shuttle trip had departed, who were taken on a tour of our facilities and later, an inspection of the CPHs following their return.

On Sunday 16 May, 69 people visited our Depot and travelled on the 11 am shuttle trip. With the completion of internal painting within the Station Master's cottage, it once again became our usual visitor entry point. Visitors were conducted on a Depot tour and were able to

inspect HPC 402 and CTC 51.

On each Open Day, our visitors registered their attendance as per our COVID-19 protocols, using our QR code or lodging their details on a paper form. The usual COVID-19 questions about isolating, hot spots, contacts, etc. were asked, slowing our visitor's admission into the Depot.

Thank you to all the members who worked at the Depot or crewed the shuttle trains.



*Above: CPHs 7, 3 and 1 at Dungog with an Up XPT service arriving on the main line (Paul Horder)*

*Below: Passengers enjoy a 'leg stretch' at Dungog on 17 Jan 2021 (Paul Horder)*



# SOCIETY NEWS

## Film Set at Paterson

By Bruce Agland

On Saturday 12 December 2020, Paterson Depot was a hive of activity as some sequences for an upcoming short film, *Bad Beat*, were being shot. The Society was approached by producer, writer and director, Lexee Gourdon, to use some of our rolling stock for some authentic railway scenes. Following a site inspection, one of the restored compartments of TAM 503 provided the ideal set location for the on-train scenes. The Goods Shed platform substituted for a regular passenger platform with 402 filling is as the train being boarded by the characters. Through the magic of different camera angles, the TAM's compartment appears like a compartment in an TBC mainline sitting car. The side corridor also featured in the film as actors moved along it and into the compartment. The kitchen area in BR provided the ideal location for the cast and crew to relax between takes and have their makeup touched-up or costumes adjusted.

The plot of *Bad Beat* is a story of three interconnected men following the war with seemingly happy lives, however, over the course of the film, we see the men unfold, exposing their vulnerabilities and traumas from the war. Plot detail courtesy of the Internet Movie Database ([www.imdb.com](http://www.imdb.com)).

Filming took over 11½ hours with 18 cast and crew members involved. The film was set in winter and the heat of a December summer at Paterson took a toll on the cast, suffering under the burden of heavy winter clothing. The following photographs illustrate many of the behind-the-scenes activities involved in movie making.



*Assistant Director Helena Naisara (in black with glasses) briefs the cast and crew before filming.*



*Set Dresser Tessa Leal attends to the cast's makeup and costumes in the BR.*



*The Goods Shed platform substituting for a regular passenger platform. Director, Lexee Gourdon (second from left) discusses the action of the upcoming scene with the cast.*



*Grip, Sam Mayer (left) and gaffer, Tereza Holubová, simulate train movement by moving tree branches in front of the set lighting.*



*Cinematographer, Lauren Griffiths (left), works out the next scene with camera operator, Dylan Faulkner (right), as the set assistant, Lochlan Miller, looks on.*



## Hawkesbury River Birthday Charter

By Margaret Pantlin

On Saturday 30 January, our two-car diesel train 621/721 was hired by Tammy Barr to celebrate her husband Alex's 50th birthday. The theme of his party was 'country and western', with all passengers dressed either as cowboys or Indians, as shown in the group photo taken on the station prior to departure.

After leaving the Depot at 7.55 am, the train ran empty cars to Broadmeadow, where most of the 53 party passengers boarded. They brought with them eskys of cold refreshments, hot and cold food, chips, lollies, etc. A two-piece band set up in 721 and played music continuously through the public address system throughout the trip.

After the remainder of the guests boarded at Cardiff, the cabin crew served breakfast to the passengers consisting of hot food, quiches and sandwiches, with tea or coffee as required.

On arrival at Hawkesbury River at 11 am, passengers had time to relax before joining the Riverboat Postman ferry for a three-hour lunch cruise. In the meantime, the train crew enjoyed lunch at the Anglers Rest Hotel, before returning to the train to clean and set it up for the return journey.

After a successful river cruise, and with all party goers back on the train, we left at 3.50 pm for the trip home with the passengers continuing to party on, enjoying the celebrations.

Only two passengers alighted at Cardiff, with the rest continuing on the train to Broadmeadow, arriving at 5.35 pm. This was where the remaining party revellers alighted. After departure from Broadmeadow, the crew cleaned the train as it headed home. Our arrival back at the Depot was 20 minutes early at 6.30 pm.

Another highly successful birthday charter for the Society!



*Above: 621/721 passes through Warnervale on its way to Hawkesbury River on a birthday charter (Liam Forward)*

*Below: Trailing shot of 721 as it passes through Adamstown on 621/721's return to Broadmeadow where party revellers will alight (Liam Forward)*



*Passengers dressed either as cowboys or Indians for a birthday charter (Bruce Gebrig)*



# OPERATIONS DIARY

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## Stroud Road (or nearly) Charter

By Bruce Gehrig

On Tuesday 9 March, a group of 37 members from the Charlestown Ladies Probus club arrived at Paterson Depot at 10 am for a trip to Stroud Road.

After first being shown around the Depot, museum and carriages, the ladies, plus their coach driver, departed Paterson at 11 am on board our CPHs. After a cross with a Melbourne bound freight train at Kilbride, morning tea was served. At Dungog we were put into the back platform to wait 30 minutes for a late running XPT to Sydney, which gave our passengers time to 'stretch their legs' on the platform.

We left nearly 40 minutes late at 12.20 am, but unexpectedly came to a stop at the Monkerai Down Home signal. We were to learn that there were track workers on the line ahead to Stroud Road. After waiting for 15 minutes, it was decided, in consultation with our passengers, to truncate the trip here and return to Dungog to allow our passengers sufficient time to walk into town and have lunch.

The day was quite warm with temperatures in the low 30s. After our passengers returned to the station for the trip home, the Dungog Station Manager kindly gave us bottles of cold water to hand out to the ladies.

Away on time at 2.50 pm, and after a cross with a late running XPT to Grafton at Kilbride, we arrived back at Paterson at 3.40 pm. Despite the heat and delays, the ladies all enjoyed their day travelling aboard our 90+ year-old rail motors — but keen to complete their trip home in the comfort of their modern air-conditioned coach.



*Charlestown Ladies Probus club members with rail motor crew (Steven Micevski)*



*CPHs 1, 3 and 7 have not long arrived at Binnaway as mid-winter afternoon shadows signal the onset of sunset on 11 Jun 2021 (Robert Spencer)*



*An ARHS charter using CPHs 1, 3 and 7 has just returned to Tarana to pick up its passengers who have stopped for lunch at the local Hotel, 15 Jun 2021 (Robert Spencer)*



## Scott McGregor's Railway Adventures Charter, 27 Feb to 3 Mar

By Trish Short

Well known TV personality Scott McGregor hired the Society's two-car diesel train for the first time, for a five-day charter to the Central West, travelling from Central (Sydney) to Paterson, Gulgong, Orange and Rylstone over the period, Saturday 27 February to Wednesday 3 March.

A very early start on Saturday morning saw 621/721 leave the Depot at 3.40 am! Then run empty cars to Central, arriving at 7.25 am. While our travelling fitter was dispatched to CJs Café to pick up the crew's breakfast, our carriage attendants loaded the passenger's luggage into 721.

The tour leaders were Scott and Bernadette Eichner. With all 44 passengers on board, we departed on time at 8.03 am. After a welcome-aboard talk, our carriage attendants then went through the train collecting COVID-19 details as required by government health protocols. Morning tea was then served. Two more passengers boarded at Lisarow, followed by one at Broadmeadow.

With no freight trains running on the North Coast line due to the derailment of a Pacific National Train at Nana Glen earlier in the week, arrival back at our Depot was nearly 30 minutes early at 11.20 am. The last two passengers joined the trip at Paterson, having been driven there by friends from Muswellbrook.

While 621 was refuelled and water topped up, the 49 passengers and tour guides were served a two-course lunch (prepared by Society members) in the Goods Shed, due to the unfortunate showery weather. After lunch, Scott McGregor was given an extensive tour of our facilities and rolling stock. Once all passengers had finished lunch, they too were given a conducted tour of the Depot and shown through our museum in the Station Master's cottage.

With lunch concluded, departure was 10 minutes early at 12.45 pm for the afternoon run to Gulgong where the adventures over the next few days would commence in earnest. All ran smoothly as we travelled the scenic Sandy Hollow-Gulgong line. The train crew would stay at Gulgong for the next two nights.

On Sunday, Scott's passengers journeyed by coach on a sightseeing day trip to Mudgee, as well as visit and sample the local wineries. This was followed by a visit to Scott's Ruwenzori property, located east of Gulgong, to enjoy an evening sunset dinner.



*At Narromine, 621/721 awaits the return of its passengers from lunch before journeying onward to Parkes, 1 Mar 2021 (Phil Smith)*



*621/721 enters Orange yard via the East Fork Triangle, having set out earlier from Parkes (John Burns)*

During our free day, we ran shuttle trips from Gulgong to Dunedoo and Merrygoen for local residents. Such was the popularity that all trips had been fully booked out in advance. We had a hiccup with the midday shuttle to Dunedoo, caused by an ore train from Cobar running late. We were forced to shunt to the siding at Dunedoo and wait over an hour for the ore train to finally cross, while our passengers waited on the platform. As we did not know when we could return to the platform, some passengers with small children elected to make other arrangements to return to Gulgong. After the loaded ore train went through, we got back to work and continued with the shuttles. Apart from the unscheduled delay, the remaining passengers enjoyed the experience.

A last-minute hitch occurred on Monday morning when the fuel truck broke down. Fortunately, we were able to hastily organise an alternate fuel supplier. We departed Gulgong just 15 minutes late, but had a good onward run and were able to make up the time, arriving Dubbo close to time. We were unable to travel directly to Orange via Wellington due to trackwork between Stuart Town and Orange, where culverts were being replaced. Thus, instead bound for Orange via Dubbo and Parkes, we made a stop for lunch at Narromine. On departure from Narromine, we were privileged to be the first passenger train to travel over the new section of inland rail line from Narromine to Parkes. Once at Orange, the passengers were conveyed by coach to their accommodation, before being taken to a local winery for their evening meal. Our train was stabled in the sidings at Orange for the night.

# OPERATIONS DIARY

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## Scott McGregor's Railway Adventures Charter, 27 Feb to 3 Mar Con't...

On Tuesday morning we departed Orange, firstly to stop at Millthorpe to allow passengers to stroll around the village, before continuing on to Bathurst. Here we waited for 5 hours while Scott took his tour group to Abercrombie House for lunch and then Mayfield Gardens, while some explored Bathurst. After departing Bathurst, we travelled to Tarana for dinner at the hotel, which is always a delight — good food and a great view. However, with busy rail traffic in the area, 621/721 had to proceed onward to Rydal siding to allow the two Bathurst Bullet trains to pass. The XPT from Dubbo and the Explorer from Broken Hill also passed by on their way to Sydney before we could return for our passengers at Tarana. After dinner, and running a little late due to traffic, we made our way to Wallerawang for our overnight stay

On the last day of the tour, we departed Wallerawang and made our way through the Capertee Valley to Rylstone. Here our passengers were allowed one hour to explore this small rustic village. With all back on board, we departed for Kandos, where lunch was provided by volunteers from the local museum.

After concluding our visit to this lovely part of the world, we departed for Lithgow where our passengers would visit the Small Arms museum and enjoy a delightful afternoon tea. This was an extra activity, added due to track work between Lithgow and Katoomba. With all passengers back on board we set off for home. Our first travellers left the train at Penrith, followed by more at Parramatta. We arrived at Central some 30 minutes early.

The early arrival allowed us to depart Central for Paterson ahead of a local passenger train, which saw us arrive back at our Depot at 12.30 am instead of 1.30 am. By all reports, everyone had a great experience travelling with the Society over the five-day tour.



*Top Right: Early morning shadows still creep over 621/721 as passengers enjoy a stroll around Millthorpe (Steve Harper)*

*Middle: 621/721 has not long arrived at Kandos where passengers will have their lunch (Steve Harper)*

*Bottom: The tour group assemble for the camera just outside the Kandos platform (Steve Harper)*



## Dubbo Tour and Armatree Music Festival, 12–15 March

**By Spencer Ross**

An on-time departure from The Rail Motor Society's depot at Paterson on Friday 12 March saw the gleaming CPH Rail Motors Nos. 1, 3 and 7 along with a small group of eager passengers heading for Maitland to pick up the majority of the tour group participants.

With all aboard and luggage stowed, an on-time departure from Maitland at 9.20 am saw our train heading north to Singleton. Morning tea was served as we observed the moonscape of mining activity along the line to Muswellbrook.

Diverting to the former Merriwa branch line, we proceeded with clear signals passing Denman and the former junction at Sandy Hollow. Continuing along the busy coal traffic line through the scenic Bylong Valley, traversing the four tunnels to Ulan and the undulating country to Gulgong.

A welcome 'leg stretch' on Gulgong platform for all, as our travelling fitter attended to some adjustments required to keep our train performing at its peak.

Resuming our journey on to Dunedoo where we alighted at the platform for a short walk to the Royal Hotel for a selection of pizzas, cakes, pastries and fruit juices for lunch. The wheat silo opposite the hotel depicts a magnificent mural of the region and its famous race horse Wynks.

After re-boarding the train, we travelled through the next section to Merrygoen where the crew changed ends and seats were turned over to face the new direction of travel for the run to Dubbo.

Our later departure at 4.00 pm from Dunedoo was necessary due to track work in the Elong Elong section towards Dubbo, however even though we experienced a number of speed restrictions, some time was regained and our arrival at Dubbo was 35 minutes ahead of our timetable.

After disembarking, passengers and luggage were transferred to the waiting Langley's coach at the Dubbo Station Coach Interchange. A welcome from our driver Tim, who then transferred us to the Matilda Motor Inn and the Blue Diamond Motel for our next three night's accommodation, whilst the driving crew stabled the train on a siding adjacent to the station.



*Passengers had not long disembarked as the CPHs catch the sun's final rays on Dubbo station on 12 Mar 2021 (Spencer Ross)*



*Above: CPHs 1, 3 and 7 stand ready to depart Dubbo for Coonamble on 13 Mar 2021 (Phil Smith)*

*Below: Our CPH rail motors take time out beside Coonamble station on 13 Mar 2021 whilst passengers enjoy dinner in town (Phil Smith)*

After freshening up, there was a short walk from the Motels to the Dubbo RSL Club for a welcome refreshment and our evening meal in the Dining Room.

Our train had been chartered by some local groups to provide a heritage train experience over the weekend. Firstly, on Saturday, for travel by rail from Dubbo to a music festival at Armatree [see front cover picture]. Also, for another group to travel from Gilgandra to Coonamble for dinner. On Sunday, our third group enjoyed a trip to Elong Elong and return to Ballimore for lunch at the Hotel.



# OPERATIONS DIARY

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## Dubbo Tour and Armatree Music Festival, 12–15 March Con't...

To provide activities for our group, a two-day coach tour itinerary had been arranged to visit some of the Region's interesting tourist venues. Breakfast was provided each day in the Club's function room at 7.30 am, before boarding the coach for our daily excursions.

On Saturday, our first visit was made to the Royal Flying Doctor Base at Dubbo Airport. Following a very warm welcome, an audio-visual presentation was viewed showing the extent of operations and areas covered by the RFDs. An inspection of the Museum provided an insight into how the service had developed over many years of operation. Hospitality continued as morning tea was provided for all to enjoy.

Our second venue for the day was a visit to the Old Dubbo Gaol, where guides took us on a prisoner's journey throughout the gaol. Opened in 1847 as a lockup for the original Courthouse, it evolved into a major prison and was closed in 1966. It re-opened as a tourist attraction in 1974.

Back on the coach and off to the Taronga Western Plains Zoo for lunch and an afternoon guided tour around the 300 hectare grounds. A number of enclosures and areas of the Zoo were visited including the Meerkats, Rhinos, Hippos, Giraffe, Zebra and Elephants. The Cheetahs and Lions were unseen as all were in hiding in their respective areas.

We returned to the Motels to freshen up before dinner, this time in the Dubbo RSL Club Bistro. Those who had booked on the night sky tour to the Dubbo Observatory were disappointed as an electrical storm enveloped the area from 8.00 pm causing the visit to be cancelled.

On the second day of touring we departed the club at 8.30 am, travelling west to Narromine for a visit to the Narromine Aviation Museum. Tour Guides at the Museum presented a history of flying at Narromine, its World War 2 RAAF activities and how the flying replica of the 1907 Wright Flyer Model A was built. The airfield is also the home of Gliding activities in the region. A morning tea was prepared by the museum volunteers and enjoyed by all.

Off to Tomingley to visit the Quentin Park Alpacas and Gallery. A very cold drizzle greeted us on arrival, but fortunately passed over as we were entertained by our hostess Ameer and her very informative talk on the alpacas and their habits. Many of our tour group members were then given the opportunity to feed and get acquainted with the alpacas. A delicious lunch was provided for all in the grounds of the old homestead gallery.

Away again for the 95 km cross country journey via Yeoval to Wellington, where one group ventured on a guided tour of the Wellington Caves. The second group returned to town to attend a presentation at the Golden Era Piano Museum. A wonderful collection of pianos from Europe and America from the pre-electric era, built from 1821 to 1902 were on display. The development and history of the various models of upright, square and grand pianos were described and played by host Raymond Day-Hakker.

Returning to Dubbo to again freshen up before our last evening



*CPHs 1, 3 and 7 await the return of passengers from Ballimore Hotel on 14 Mar 2021 (Phil Smith)*

special dinner together with all the crew. This was a short coach ride to the Lazy River Vineyard on the outskirts of Dubbo. A brilliant sunset was the backdrop to the delicious two course dinner held in the vineyard reception centre.

The following day, we enjoyed our last breakfast at the club before returning to our Motels to pack in readiness to be picked up again by our coach to convey us to Gulgong to re-join our train. Due to track work again at Elong Elong, our train was required to be clear of the section before work commenced and departed Dubbo at 5.00 am to meet us at Gulgong.

This gave the group an opportunity to visit the Mudgee Honey Haven enroute, for mead and honey tastings and an informative talk on the benefits of honey in many and varied applications. A welcome Devonshire Tea was also provided.

On arrival at Gulgong Station, we thanked and farewelled our Coach Captain, Tim, for his safe driving, excellent coach presentation and his provision of commentary throughout our travels on the tour.

Our trusty CPHs were waiting for us, together with ladies from the local CWA Branch who had prepared a variety of packaged sandwiches and cakes to enjoy for lunch on the platform, prior to our departure for home.

An early departure from Gulgong provided a good run to Kerrabee where we were held for a short signal check for a preceding train to clear the section ahead. On to Sandy Hollow to cross a rail work train and an empty coal train. Being well ahead on our timetable we proceeded through to Branxton for a crew change. We then negotiated the very busy section of track to Maitland, arriving at 6.00 pm. A farewell to the majority of passengers before crossing to the North Coast line for a clear run to Paterson and farewell the last of our passengers before stabling the train after a very successful tour.

Many thanks must go to those volunteers who prepared the train for the tour and to Bruce Agland for timetable preparation and logistics, along with the train crew who made the tour the success it was, namely: Trish Short for the tour itinerary and booking arrangements, Rod Short, John Ridden and Phil Smith for their driving and operational skills, our relief train crew at Branxton, and Kevin Judd for looking after the needs of the CPHs. Thanks also to Deb Judd, Kaye and Leo Burgess for their hospitality as passenger attendants and Spencer Ross for supervising the coaching movements over the weekend.





*Passengers and crew gather together on the final day of the tour at the Lazy River Estate (Phil Smith)*

## Bathurst Easter Weekend Charter, 3–4 April 2021

**By Allan Beard and Bruce Agland**

Bathurst Regional Council hired 621/721 to celebrate the 145th anniversary of the arrival of the railway to Bathurst over Easter Saturday and Sunday. Following a very early departure from the Depot at 0400 on Saturday 3 April, the train ran empty cars to Sydney Terminal where we picked up another crew member and departed at 0800 for Bathurst. The original plan was to take passengers from Sydney to Bathurst, return them to Lithgow and they would catch an interurban service back to Sydney. The response was low and only one passenger travelled from Sydney while another two passengers and another crew member joined the train at Lithgow for the run through to Bathurst.

Arrival at Bathurst just after midday, found many people waiting to join the afternoon shuttle trip to Newbridge, 33 kilometres west on the main line to Orange. The train left at 1230 and returned at 1335. New passengers then joined the train for the longer afternoon trip east to Lithgow, which departed at 1355. The scheduled arrival back at Bathurst was early, as a tabled 40 minute crossing at Rydal did not eventuate. The train was then refuelled at Kelso by the crew while the Up Central West XPT passed by and after disembarking our passengers, 621/721 was stabled in the sidings at Bathurst for the night.



*Right: 621 soaks up the early morning sunshine at Bathurst on 4 Apr 2021 (Allan Beard)*



# OPERATIONS DIARY

## Bathurst Easter Weekend Charter, 3–4 April 2021 Con't...

Easter Sunday was another busy day running shuttles for the people of Bathurst with the first leaving at 0830 for Newbridge. After returning and unloading, the next group boarded for a trip to Lithgow leaving at 0940. Some passengers chose to leave the train at Tarana to spend time in the village and at the local hotel. They were picked up on the return run, arriving back at Bathurst at 1300. The plan for the Lithgow trip was to collect passengers from a Sydney interurban service and convey them to Bathurst where they would return to Sydney with us on the homeward run. Unfortunately, no-one availed themselves of this opportunity.

We then had ten minutes to unload and load a new group of passengers for the next shuttle to Newbridge which left at 1310. Back at Bathurst at 1410, we had five minutes to change over passengers, before leaving on the final Newbridge shuttle at 1415. The four Newbridge shuttles ran at near 100% capacity in accordance with our COVID-19 Safety Plan.

The whole event, and especially the ticketing, was well organised by the staff of the Bathurst Railway Museum, led by Ben O'Regan from Bathurst Regional Council with complete passenger manifests for COVID-19 recording. There was no doubt that the people of Bathurst and the surrounding areas had enjoyed their time travelling with us on our shuttles as we also sold over \$1,000 in Society souvenirs. We left Bathurst for home at 1530 hrs and after running again via Sydney Terminal, arrived back at our Depot at 0110 on Easter Monday morning.

The Society thanks all the members who worked over the Easter long weekend and gave up their time to allow Bathurst people to enjoy the opportunity of traveling on the Society's train services.



*Ben O'Regan and his Easter bunny helper, Sarah, on the platform at Bathurst (Allan Beard)*



*Crew members, Tony Connors and Christian Rice, stand beside 621 at Central station on 4 Apr 2021 (Allan Beard)*



*Crew members, Bruce Greenham, Allan Beard, Bruce Agland and Dennis Turner grab a quick 'selfie' on Lithgow platform*



## Cruise Express Southern Branch Lines, 24–30 April 2021

By Margaret Pantlin

On Saturday 24 April, 621/721 departed the Depot at 3.10 pm to travel empty cars to Central station. Aboard were Rodney Short (driver), Gary Rowarth (driver assist), Grahame Pantlin (travelling fitter), and onboard staff: Trish Short and Margaret Pantlin. We stabled at Central in readiness for an early start the following morning.

On Sunday morning it was a bright and early 5.30 am start for 69 passengers and 4 Cruise Express staff. After greeting our passengers, and having loaded their luggage, we were soon on our way. Breakfast was served as we travelled along the freight line from Sydenham to Macarthur, whilst enjoying the different scenery along this route.

Arriving at Goulburn, passengers alighted for a 'leg stretch' and a breath of very fresh air. Resuming our journey, we were later held up around Gunning by a failed freight train at Yass Junction until it was able to be moved onto the Up road, thus clear the Down road for us to proceed.

At 11 am we held a small Anzac Day Service on the train, with one of our passengers, John, wearing his service medals. And of course, it would not be Anzac Day without Anzac biscuits for morning tea. We especially thank Cruise Express for their generous donation to Legacy and for the badges they had purchased for distribution amongst passengers and staff alike.

Arriving late at Junee, our passengers alighted for lunch in the refreshment room as the train went off to refuel at Junee Loco. Two of our Junee drivers, Brendan Hines and Geoff Crossman, joined us for the next few days. We made up time by having a shorter lunch break. With the afternoon sun now out, our passengers could sit back, relax, and enjoy the sun's warmth. Afternoon tea was served and not long afterward we arrived in Albury on time at 4.08 pm.

Departing Albury the next day at 8.15 am, we arrived at The Rock one hour and fifteen minutes later, where our drivers changed ends so that we could venture out on the Oaklands branch to Lockhart. Here, a special stop had been arranged by Richard Boyce from Cruise Express, who presented the headboard from Tim Fischer's funeral train to Ross Jackson for Lockhart Museum's collection.



*Cruise Express passengers have lunch in the Junee railway station refreshment room.*



*Above: Meanwhile, Trish and Rod Short soak up the afternoon sunshine whilst enjoying some time out on Junee platform.*

*Below: Ross Jackson receives the headboard from Tim Fischer's funeral train for the Lockhart Museum.*





# OPERATIONS DIARY

## Cruise Express Southern Branch Lines, 24–30 April 2021 Con't...

Continuing on to Boree Creek (current branch terminus) where there is no platform, we put out the portable steps for everyone to alight. Richard had arranged a beautiful catered 'Long Lunch' which had been set up in the Tim Fischer Park, adjacent to where the train was stabled. They enjoyed slow cooked roast lamb and vegies, followed by pavlova for dessert. While there, the 38 children from Boree Creek Public School walked up to see the train, so we delighted them by taking them inside for a walk through the carriages and of course 38 blows of the whistle. This was the highlight of their day as a lot of them had never been on a train.

Returning to Junee, the refreshment room staff had afternoon tea waiting for our passengers. Soon after departing Junee, their next point of interest was going around the Bethungra Spiral. At Cootamundra our train negotiated one leg of the triangle that would put us on the branch line to Temora. We refuelled at Temora and waited for two freight trains to pass. During this time, the passengers spent their time visiting the station museum. Food for dinner was loaded aboard the train and soon after departure from Temora everyone was enjoying their dinner as the train journeyed westward to Griffith.

On Tuesday 27 April, our Cruise Express passengers headed off for a day of local touring by road coach. As this was a free day for us, Trish Short had arranged a shuttle luncheon trip for locals from Griffith. Departing at 9.15 am, we were only 10 minutes out when 621 collided with a truck on a level crossing at Tharbogang — our driver's emergency brake application moderating the impact speed. The truck ended up on its side. Fortunately, not one of the 91 people onboard were injured. After checks of passengers by the ambulance officers, most passengers still wanted to attend the luncheon at Goolgowi, so coaches were arranged to take some passengers back to Griffith and the remainder to lunch. Later in the afternoon, and after thorough inspection, 621/721 was driven back to Griffith.

Cruise Express passengers continued their trip by road coach and returned to Sydney aboard a train which Cruise Express was able to hire from Transport Heritage (Thirlmere).

On Wednesday morning, after further inspection of 621/721 was completed, we departed Griffith with an undamaged 721 being the leading car. A stop was made at Temora for fuel. The journey north was relatively uneventful except for some lengthy delays caused by other rail traffic. We arrived at Broadmeadow after midnight, where the train was stabled due to evening trackwork between Broadmeadow and Telarah. Our special thanks go to Graeme Holloway, who came to our aid in the early hours of the morning to pick up the crew and return us to Paterson to collect our cars. The next morning Rod Short and Bruce Agland returned to Broadmeadow to bring 621/721 back to the Depot.

A big thank you to the local Pacific National train crew for their assistance and to Griffith Windscreens O'Brien who came to our assistance by affixing a plastic sheet in place of 621's shattered guard's window.

Well done to all the staff who worked and supported each other during this incident and to everyone who helped and sent us messages of support.



*Students from Boree Creek Public School gather beside 621/721 after the thrill of inspecting our train.*



*The crew enjoy lunch in a park that commemorates the Boree Creek Centennial, 1910–2010.*

*Right: Below: The overturned truck and the guard's cab of 621 after both came to rest (Margaret Pantlin)*

*Below: The aftermath of the collision at Tharbogang (Monty Jacka, The Area News)*





## Bellata to Armidale, 2–4 May 2021

By Spencer Ross

The Rail Motor Society provided CPH rail motors 1, 3 and 7 for a Scott McGregor hosted Railway Adventures Cruise Express Tour, on this occasion, for an on-rail sector charter in Northern New South Wales. Our CPHs had to substitute for the 621/721 rail car set, unfortunately out of service at the time.

On Sunday 2 May 2021, the CPHs departed Paterson at 0900, empty cars to Narrabri, arriving near to the timetable, for an overnight stay on the Station loop.

On Monday morning, there was a short deviation to Narrabri West to refuel the CPHs before departing for Bellata, currently the end of the North West Line to Moree, during the upgrade for the inland freight line. Our tour group had travelled by coaches from Goondiwindi and were on Bellata platform eager to join the next on-rail sector of their journey to Armidale via Werris Creek. The group visited the Railway Memorial and Railway Journey's Museum and enjoyed a tasty BBQ lunch on the station platform, prepared by the Werris Creek Lions Club.

Back on board, the journey continued, departing Werris Creek at 1400 for the journey along the Main North Line into the New England Region, passing Tamworth and tackling the 1 in 40 grades through Walcha Road and on to Uralla before arriving at Armidale for their overnight stay.

The CPHs were stabled in the now deserted station yard, still offering glimpses of the previous rail activity and infrastructure that once was in place at Armidale.

On Tuesday morning, following the departure of the Sydney bound three-car Xplorer from Armidale at 0840, the CPHs shunted to the station in readiness for our departure at 0900 empty cars return trip to Paterson.

A reasonably clear run was provided by Train Control to allow us to return to our Depot close to our timetable.

The CPHs performed to expectations providing the Vintage Heritage Train experience for those travelling on the tour.

Thanks must go to the crew who provided the operational and hospitality skills to ensure the success of the trip for its patrons.



*Our CPHs stable on the Narrabri station loop (Steve Harper)*



*With passengers on board, CPH rail motors 1, 3 and 7 are ready to depart Bellata for Werris Creek (Spencer Ross)*



*Above: At Werris Creek station the CPHs await passengers to return after their lunch (Steve Harper)*



*Left: CPH rail motors 1, 3 and 7 stable beside an Xplorer set in Armidale station yard (Steve Harper)*



# OPERATIONS DIARY

## Scone Cup, 14 May

By Bruce Gehrig

After last year's suspension of our Scone Cup trains due to COVID-19, the Society was able to resume running a train to Scone for our regular travellers to this annual event. This would be the sixth time the Society has run a train to Scone to convey patrons to the race meeting. We would normally have run two race trains, one using 621/721, and the other using our CPHs. Unfortunately, we were unable to run 621/721 for the Maitland Rugby Club because our two-car diesel set had been damaged in a level crossing accident on the outskirts of Griffith.

Departure from Paterson was at 7.30 am and we ran empty cars to Broadmeadow to pick up the first of our race goers. The rest of our passengers boarded the train at Beresfield, Maitland, Lochinvar Branxton and Singleton, to give us a total of 95 travellers in our three CPHs.

During the journey to Scone, cheese, biscuits, cabanossi and 'bubbles' were served. Arrival at Scone was at 11.15 am, where two Osbourne coaches were waiting to take our suitably attired passengers and partial train crew (drivers must stay with the train) to the race club — all hoping to back a winner during the afternoon.

The remaining train crew, after having enjoyed a leisurely lunch, set about preparing the bread rolls and cooking hot dogs, to be served to passengers on the return journey.

After an enjoyable time at the races, the buses returned our passengers to the station. We left on time at 5.30 pm, serving the hot dogs as we headed home. The return trip had no delays, and after dropping off race goers at their stations, arrival back at Broadmeadow was some 45 minutes early just after 8 pm. All race-goers are looking forward to next year, for another day at the Scone races.



*Time for these ladies, dressed in their finery, to grab a quick 'selfie' beside CPH 1 before boarding a coach to the Scone race course (Stuart Hope)*



*Above: CPHs 1, 3 and 7 stable on the Main line while an Xplorer set stands ready to depart Scone platform (Stuart Hope)*

*Below: These passengers take time for their photo to be taken between races (Anon.)*





## Cruise Express – Rylstone / Mudgee Trip, 2–4 June 2021

By Margaret Pantlin

Once again, an early 5.35 am start from Paterson with Rodney Short (driver) and Bruce Greenham (driver assist), Grahame Pantlin (travelling fitter) and onboard staff: Trish Short, Margaret Pantlin and Jim Lambkin. Four passengers boarded at Paterson, then others at Broadmeadow and Gosford, before arriving at Central (Sydney terminal). With Cruise Express staff and remaining passengers aboard, we headed out through the western suburbs. At Penrith another driver, Doug Cullen, joined the team. We then began the gruelling ascent of the Blue Mountains with its 1:33 grades.

Unfortunately, we had a slight delay approaching Wentworth Falls when the train wheels began slipping on greasy rails and with no traction, sand had to be manually placed on the rails to regain movement. Success, and off we go again! Passengers sat back to enjoy their lunch while passing through Katoomba and onward to Lithgow, where Dennis Turner (driver) joined us.

At Wallerawang, our train diverged off the Main Western Line onto the Gwabegar branch line, which is currently open only as far as Rylstone. Unfortunately, not far into our journey along the branch line a sudden air leak brought our train to a stop. A drain cock on the reverse cylinder on the final drive had been broken off, possibly due to impact from rock ballast. Grahame made temporary repairs, which got us going again, and we arrived at Rylstone some 50 minutes late. This is where our passengers would continue their journey to Mudgee by coach.

Having the following day free, Trish organised a luncheon trip to Tarana for 50 people. The CPHs continued onward to refuel at the Southern Shorthaul Rail Grainforce facility at Kelso. Even though we had light rain all day, it did not put a damper on our passenger's spirits as the countryside was badly in need of rain. It was a great fun day out with a delightful group of people.

Now for some staff gossip! While Jim was enjoying his dinner munching on a cob of corn, oops, his cap broke off his front tooth, so no more smiles from him. But that's not the end of his saga. The next morning while taking a walk down to the bathroom, guess who forgot his key after locking his door? Yes, Jim again, who then had to disturb Dennis to use his phone to ring for help to get back into his room. Sorry, just not his trip.

On the last day of the trip, we departed Rylstone on time and it was an uneventful trip back to Central. And then it was onward to Paterson where we arrived back at our Depot on time.

*Clockwise from right: Cruise Express staff (Margaret Pantlin).*

*Passengers boarding at Tarana station (Margaret Pantlin).*

*Passengers on the Tarana lunch trip (Margaret Pantlin).*

*Passengers 'stretch their legs' on Ben Bullen platform (Margaret Pantlin).*





# PHOTO GALLERY

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*Above: 621/721 is captured at Oakhampton on Sat 24 Apr 2021, as it journeys to Central (Sydney Terminal) for the start of a Cruise Express South-West Branches tour (Bruce Gebrig)*

*Below: Two-car diesel set 621/721 looks lost amongst the grass here at Rylstone on 3 Mar 2021 (Steve Harper)*





# PHOTO GALLERY



*Above: Passengers alight from 621/721 and collect their luggage at Orange, during a Central West Tour, 1 Mar 2021 (John Burns)*

*Below: 621/721 crosses the Hunter River at Singleton, 27 Feb 2021 (Robert Spencer)*







*The crew prepare CPH Rail Motors Nos. 1, 3 and 7 in Dubbo yard in the pre-dawn light on 14 March 2021 (Phil Smith)*



*Two-car diesel set 621/721 passes through Craboon (near Dunedoo) on 28 Feb 2021 (Phil Smith)*