

Whispers from the depot

Newsletter of The Rail Motor Society Incorporated

5 Webbers Creek Road,
Paterson NSW 2421

www.trms.org.au

Vol. 6, No. 12, **March 2023**

Secretary's Report

Investigation is to take place in relation to security for our trains whilst on tours, after ongoing extensive graffiti problems while our units were stabled in various locations.

Congratulations to Bruce Greenham who was taken for a road and traction trial to Dungog on our CPHs. Bruce demonstrated very good route knowledge and train management skills. He will now progress to Driver on local trips only at this stage.

New RED flags are being sourced, which focus on four areas: Operations, Fitters, Electrical, and Cleaners. In the coming weeks, all TRMS staff will be briefed on who needs to use each particular Red Flag in conjunction with Isolation Danger tags.

Steel sleepers have been sourced to replace old wooden sleepers throughout the depot. The TRMS depot should see approximately 300 steel sleepers and clips arrive within the next six weeks for this ongoing maintenance.

Car attendants are reminded to make sure that each train is fully stocked prior to leaving the TRMS depot. Train crew are to make sure all safe working material is on the train and current prior to leaving the depot.

Members are reminded that if they attend the Depot outside our normal work / open days to please contact site caretaker, Lance, on 0428 488 652 to alert him of your presence and also on leaving site.

The Society welcomes new members: Bill Dunn, Malaney Qld; Steve Shotton, Hallidays Point; Eric Scarsbrook, Newcastle; Kurt Engelhardt, Blackheath; and Ross Goodman, Paterson.

The Board still encourages more volunteers for our workdays, and particularly, train crews for our tours. If Wednesdays or Mondays are unsuitable for you, please contact the Secretary, who can work out some arrangements to make you welcome and allow you to contribute in a way suitable to you.

To any Member who has suffered a bereavement, we offer our sincere condolences.

Steve Harper – Assistant Secretary

“Off the Rails”

When this issue of our newsletter was being prepared, the Society knew that members Ross Goodman and Warwick Erwin were "off the rails". We wish them both well on their return to good health.

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

Bruce Gehrig – Welfare Officer

Operations Report

Our 2022 operations concluded with 7344 travelling to Telarah on 6 December to assist *Sydney Rail Services* to shunt their rolling stock fleet in Telarah Yard, while 621/721 worked a 6-day western circle Christmas Tour for *Scott McGregor's Railway Adventures*. Our 620 departed Paterson on 9 December to overnight in Sydney Terminal ready to commence the tour on the morning of 10 December. Travelling up the Blue Mountains,

the train travelled to Kandos before continuing on to Bathurst for the first overnight stop. The following days saw visits to Orange, Dubbo, Narromine and Gulgong before returning to Sydney on 15 December via the Hunter Valley.



621/721 has just passed the Farley–Telarah triangle turnout, on the last leg of a Western Circle tour 15 Dec 2022 (Bruce Gehrig)

January saw 621/721 travel to Coffs Harbour for our annual *Rain Forest Rattler* trips. Local destinations for these services included Bonville, Coramba, Kungala, Nana Glen and Glenreagh over the period 5–20 January. Special dinner tours to Grafton for the local *Coffs Coast and Clarence CanDo Cancer Trust* raised over \$20,000 to support their activities. On the afternoon of 20 January, 621/721 journeyed to Casino to run local trips from Kyogle to Glenapp in support of the Summerland Giant Pumpkin and Watermelon Festival held in Kyogle over the weekend of 21–22 January. Our 620 returned to Paterson on 23 January. 621/721 travelled some 5,704 kilometres and over 6,700 passengers were carried during these two events. The only downside to this event was that 621/721 was graffitied at Boambee Beach and vandalised at Casino. While damage was minimal, it is disappointing that these people continue to cause damage to other people's property with complete disrespect for the effort involved in the restoration and maintenance of our equipment.

Our first activity for 2023 for *Cruise Express* was a four-day operation over the weekend of 3–6 March. 621/721 travelled to Sydney on Friday to pick up passengers and then on to Tamworth. An on-time departure from Sydney and an excellent run up the Hunter Valley saw our train arrive in Tamworth some two hours ahead of timetable. While *Cruise Express* entertained their passengers, we utilised the weekend, running two local services to Kootingal on Saturday followed by a lunch trip to Walcha Road Hotel on Sunday. All were very well patronised. Monday saw our passengers travel back to Sydney with a lunch stop at Muswellbrook and afternoon tea at our Paterson Depot. After an on-time departure from Paterson, 7R14 was routed into Sulphide Junction Loop for a scheduled cross. Here we were advised of a failed train at Morisset and that we would be in for a lengthy delay. While stationary, we were passed by NT32 Brisbane XPT and an interurban service. After a delay of 33 minutes, 621/721 headed off for Sydney with very slow running (signal for signal) due to build up of delayed services in front.

Our arrival in Sydney was some 68 minutes late. After a quick 8 -minute turnaround, 621/721 headed for home. The return journey proved uneventful and a clear track enabled us to return home just 25 minutes late.

CPHs 1 and 7 have seen plenty of local operations with our regular Open Days to Dungog on 15 and 22 January and 19 February. Good passenger numbers were carried on these trips. 621/721 travelled to Broadmeadow Maintenance Centre on 28 January for some engine maintenance attention.

Due to *Telstra's* decision to close down their 3G cellular network, *ARTC* have been working on a project to upgrade the National Train Communication System (NTSC) to use the 4G network infrastructure. This will require all six of our ICE radios to be returned to the manufacturer to be upgraded. As there will be an outage while each radio is upgraded, the Board has purchased a spare ICE train radio unit to enable us to conduct a "rolling upgrade" without impacting on our train operations. We are also fortunate that *Transport Heritage NSW* has obtained funding through *Transport NSW* to cover the cost of the radio upgrades.

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

Bruce Agland – Operations Manager

Rolling Stock Report

CPHs 1 and 7 are restricted to local runs due to the condition of their bogies and wheels, which await overhaul. The reassembly of the overhauled spare bogie set nears completion and will soon be fitted to CPH 7. The Society is fortunate to have acquired the skilled services of new member Ross Goodman to finish the spare bogie reassembly, assisted by helpers. Annual servicing of CPHs 1 and 7 was conducted in Dec 2022.

CPH 3 has been sidelined with a badly leaking torque converter, awaiting the repair and return of our spare unit by Twin Disc (Pacific), Brisbane. In mid-February, we removed the failed transmission and installed our repaired spare unit over the course of two days—thanks principally to the tireless efforts of fitters: Kevin, Mick, and Steve, assisted by other helpers. The torque converter was primed and testing commenced, but an ominous "clunking" sound could be heard and the unit immediately shut down. It was thought the clutch plate may have been installed correctly, and the following week, we partially uninstalled the transmission; just enough to obtain access to the clutch plate and switch it around. After replumbing associated pipe work and reattaching the drive shaft, it was time to test the unit. Success! CPH 3 finally exited the rail motor shed and ran a short trial run along the departure road, much to the great relief of all. A main line test run will be required to thoroughly test CPH 3. And we must perform its 2022 annual service, which had been scheduled for last Dec.

621/721 has been noted "making oil" on recent trips in one of its engines; later confirmed as becoming contaminated with diesel fuel. The two-car set was taken to the Broadmeadow Maintenance Centre (BMC) for inspection. No obvious cause was found, leading maintainers to suspect the fault may lie with the injectors. The injectors require a special tool to remove them, which BMC need to fabricate. 621/721 must return to BMC when they are able to resume the investigation.

One of the acts of recent vandalism resulted in damage to the train trumpet horns in an attempt to pilfer them. Some damage was irreparable, necessitating replacement horns to be found. Those recovered from amongst our spares were in need of repair themselves. This work was recently completed thanks to the efforts of Jeff Sorensen.

The Society has taken delivery of a new water-cooled exhaust manifold for 621. Funding for this critical spare was provided by Transport Heritage NSW.

Good progress is being made to replace scratched windows in 621/721, thanks to one new volunteer in particular, Robert Cromie, assisted by Warren Mills as well as other helpers. So far, five windows have been replaced with fifteen yet to be done; each window taking 3–5 hours of work (one window per week).



HPC 402 shines after its fresh paint job, 15 Mar 2023

402 has received a new paint job, thanks to the (largely unseen) efforts of our vehicle painter, Peter Macfarlane, who generally works outside regular work days to avoid clashing with rolling stock maintenance. I'm sure when you next see 402 you will proudly admire its fresh livery.

Locomotive 7344 has had a leaking radiator connector fixed. Afterward, we drained and flushed the cooling system using a commercial "radiator flush", before refilling the system with "green coolant". Although operational, we need to check the turbochargers for suspected leaking seals.

Having recently procured 400L of "radiator flush", we intend to progressively work our way through the remainder of the operating fleet, cleansing the radiators and refilling with fresh "green coolant". Some of our CPHs have been found to have developed an unhealthy looking "scum" in their coolant.

CTC 51 has reached an impasse, with the air system complete and having been tested by Paul Heron. The next phase of restoration, involving the bogies, must await the CPH bogie



Steve Watt proudly shows off his handiwork

overhaul. CTC 51 now proudly sports its vehicle number emblem on the driver's cab end, thanks to the sign-writing talents of Steve Watt and his tools of trade.

Good progress is being made on the restoration of 602/707. Project Manager, Charles Smith, reports the seat restoration and refurbishment is finished. Work is currently underway to replace the wooden flooring, much of which had perished. The project is currently on track to meet its project milestone obligations in accordance with the Transport Heritage funding grant we obtained.

Robert Spencer – Rolling Stock Manager

Infrastructure Report

Work has continued on the MHO (former Guards Van) and is nearing completion in preparation for the electricians to move into. An area will be allocated for their workshop and storage of their supplies.

Lance (our depot caretaker) has repainted the exterior of the MHO and commenced work on the FZ (former training car and now worker's crib room). The roof on the MHO has to be water proofed prior to moving on to No.4 road.

The handrail along the new path from the cottage to the rail motor storage shed has been completed and painted.

The boilermakers have commenced work on repairing the doors on the containers to secure them.

I would also like to thank Leo Burgess for his continued maintenance of the road into our depot.

The Society is in discussion regarding the extension of a railway platform adjoining the TAM sleeping carriage to provide an authentic railway appearance. This area will also be used to display some larger heritage items.

We are looking forward to more improvements around the depot in the coming year.

Rod Short – Infrastructure Manager

Bogie Overhaul Project

The Rail Motor Society was successful in being awarded a grant of up to \$22,724 for "Repair and Maintenance of Rail Motor CPH 1 Bogies", proudly funded by the NSW Government. This 2021-2023 NSW Heritage grant was approved under the Caring for State Heritage category of the NSW Heritage Grants Program on the recommendation of the Heritage Council of NSW.

The bogie overhaul project has reached its successful conclusion and we now just await the opportunity to lift our rail motor, remove its existing bogies, and fit the recently overhauled set. The following is a summary of the project.

We started by removing a pair of 2QG bogies from a nonoperable stored CPH rail motor, to then overhaul and make available to CPH 1 in order to minimise its operational downtime.

Step 1, which commenced in late June 2021, was to dismantle the two pairs of recovered bogies. This required that the brake rigging be dismantled, followed by the frame and springs, to release the four wheel and axle sets, and axle boxes—an arduous task that took volunteers an estimated 45 hours over many work days.

Step 2 entailed examination and refurbishment of the leaf and coil springs; a task performed by engineering firm Lovells Springs. Unfortunately, the coil springs were condemned and new springs were required, incurring additional cost. This task was completed in November 2021.

Step 3 required that the bogie frames be non-destructively tested, inspected, overhauled, and a protective coating applied; a

task conducted by Kings Engineering and completed in February 2022.

Step 4 was to reprofile the four axle-mounted wheel sets to ensure their diameters and profiles complied with an applicable Engineering Standard; a task performed by Kings Engineering and completed in June 2022.

Step 5 required the axle boxes be checked and overhauled; a task conducted by Wilson & Oliver and completed in September 2022.



CPH bogie in late stages of reassembly following heavy overhaul (Dec 2022)

Step 6 was to reassemble the two bogies, a task performed by our rolling stock maintainers, led by Maintenance Coordinator, Kevin Judd, assisted by Ross Goodman, Graeme Holloway, Tony Dunn and Lance Nelson, along with contractor Noel Price. This task took volunteers an estimated 90 hours, over about a six-week period.

Other volunteers have helped out at various times, and will shortly be involved in swapping the bogies out—I thank all involved. I also wish to acknowledge the help and support offered by our service providers.

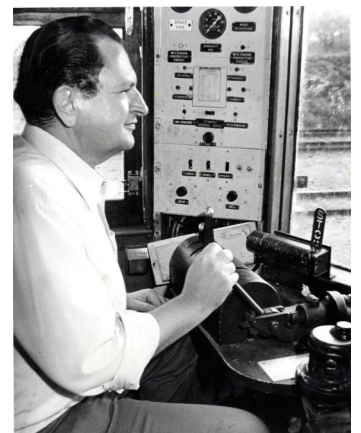
Total expenditure: approx. \$60,000. And this is only the first of three more bogie overhauls we've yet to undertake this year!

Robert Spencer – Project Manager

VALE John Barnes

My association with John started when I moved to Newcastle in 1979 and began attending the Newcastle ARHS Branch meetings. His position as Secretary/Treasurer commenced when the Branch was formed in May 1965 and held until his passing on 30 January 2023. A remarkable record of 58 years in the position.

A steering committee was formed by the Newcastle Branch of the ARHS to acquire, preserve and operate CPH Rail Motors at the end of their working life with the NSWGR. The outcome being the formation of The Rail Motor Society on 26 October 1984. A suitable museum site with access to the main line was sought and eventually established at Paterson. John's interest was sparked and he joined becoming member No. 14. He was involved with a number of projects during the TRMS Museum establishment period. John was a regular traveller on organised Rail Motor Tours over the years.



John Barnes in HPC 402 at the time of its delivery to Paterson (Maitland Mercury)

Another lifetime interest for John was for railway signalling and safe working. There being a variety of systems operating

throughout the State, this created a wide and varied interest continuing as developments in modern technology evolved.

Always cheerful and responsive, his friendship and dedication to his railway interests will be sadly missed, but happily remembered by all.

The Society extends its condolences to his sister Marilyn.

Spencer Ross – Board Member TRMS

Book Bequest

A very generous bequest of John Barnes' extensive Book Collection has been made to The Rail Motor Society.

The collection will be assessed and a number of the publications will be offered for sale in due course. Proceeds from the sale of these publications will be deposited in the restoration account for our 600 class set.

Recycling

The Society commenced recycling its bottles and cans nearly five years ago in July 2018. As at the end of last year 15,331 containers have been processed and earned the Society \$1,533 which has been used to offset the purchase price of bottled water, soft drinks, tea, coffee and milk for use of members and passengers on our trains.

To date this year nearly 1,800 containers have processed. The Society also appreciates those members who have brought in their own bottles and cans to be processed, but please remember to drink responsibly.

Bruce Gehrig

CPH 3 Centenary

A cut out cardboard model of CPH 3 is being produced and will be available at the end of March.

The Society is researching material to produce a publication to celebrate CPH 3's Centenary. If anyone has images, articles, comments or stories relating to CPH 3, please contact Spencer Ross or the Secretary so that items can be considered for inclusion.



CPH 3

Forthcoming Trips

The Rail Motor Society has organised the following forthcoming trips:

1. Day trip to Murrurundi, 2 Apr. Tickets available online at www.123tix.com.au.
2. Melbourne, seven days, 16-22 May.
3. Christmas in July weekend to Bundanoon, 30 Jun to 2 Jul.

For further information or questions please contact Trish Short on 0413 672 408 or via email (treasurer@trms.org.au).

The Australian Railway Historical Society NSW Division has organised a five-day New England Region Explorer Tour, from Friday 9 June to Tuesday 13 June 2023. The tour includes travel

by 621/721 Rail Cars and Oxley Explorer Coach. A booking form is attached.

TRMS 621/721 Raffle for 2023

A HO Gauge 620/720 Rail Car operating sound model has been generously donated by a TRMS member for our annual raffle prize. Tickets will be on sale at all open days, at the SteamFest stall on 29/30 April at Maitland Station and on all tours operated by TRMS throughout the year.

Additional prizes included are; Second and Third Prizes, each being \$100 Rail Motor Society vouchers. The Raffle will be drawn at our end of year function at the Museum in December.



Ticket sellers are required. Please see Trish Short to obtain books of tickets.

The winners of last year's raffle were: 1st Prize - Julie Edwards, HO Gauge CPH-CTH operating sound model; 2nd Prize - Judith Leacock, \$100 gift voucher; and 3rd Prize - Glenys Norton, \$100 gift voucher.



The interior of the MHO showing new curved roof end under construction, 20 Mar



Newly laid floor in 707, 20 Mar



The scene at last year's Annual General Meeting, held on 7 May 2022, shortly before being called to order. This year's AGM will be held on Sat 13 May 2023.

Australian Railway Historical Society NSW Division

A New England Region Explorer Tour

In The Rail Motor Society's Heritage 621/721 Rail Cars and Oxley Explorer Coach
 Departing from Paterson, Maitland, Broadmeadow, Singleton, Muswellbrook, Scone, Murrurundi,
 Willow Tree, Quirindi, Werris Creek, Tamworth, Armidale, Glen Innes, Tenterfield, Wallangarra,
 Inverell, West Tamworth, Manilla, Barraba, Premer, Returning to Broadmeadow and Paterson.

Friday to Tuesday 9-13th June 2023

Come and join the ARHS NSW Division, The Rail Motor Society and Oxley Explorer for a new adventure on our annual Kings Birthday Weekend Tour to explore the New England Region of NSW and the former Great Northern Railway Line, (once the Main Line to Brisbane) to Armidale in rail cars 621/721. Follow then the now closed section of the line to Glen Innes, Tenterfield and Wallangarra by Oxley Explorer Coach.

An Act of Parliament in NSW in 1950 proposed a new line linking Glen Innes to Inverell. We will travel the route of this proposed railway line and visit the National Transport Museum and the Pioneer Village at Inverell. From Tamworth we will explore the former branch Line from West Tamworth to Barraba by Road Coach. We will also visit Premer and its line side Hotel on the Werris Creek to Binnaway Line for a Country Pub Roast lunch.

Friday 9th June. Our heritage 621/721 Rail Cars will leave from Paterson picking up passengers at Maitland and Broadmeadow where travellers from Sydney will be arriving on board the 6.15am Intercity train from Central due at 8.55am. Following a 9.00am departure from Broadmeadow, our train will travel north and after passing Maitland, a welcome Devonshire Morning Tea will be served as we proceed through the mining moonscapes between Singleton and Muswellbrook to arrive at Murrurundi for lunch in the station grounds. Proceed up the grade to the Ardglen Tunnel and pass Willow Tree and Quirindi to Werris Creek for a quick leg stretch. Continue north to Tamworth then passing Walcha Road and Uralla to arrive in Armidale where our train will stable until Monday. Transfer to our Oxley Explorer Road Coach to follow the line northwards passing the once highest point on the line at Ben Lomond, to Glen Innes and check into the New England Motor Lodge to settle in for three night's accommodation. Drinks in the Bar and Dinner in the Dining Room.

Saturday 10th June. After a hearty country breakfast, we will be joining our Oxley Explorer coach at 9.00am to travel further north, following the line that was closed in October 1989, passing Dundee, Deepwater and Bolivia to arrive in Tenterfield to visit the Railway Station Museum. Proceed then to Wallangarra. Located on the Queensland side of the New South Wales-Queensland Border, this dual gauge unique Railway Station reflects both NSW and Queensland Railway architecture. Enjoy lunch in the former station Refreshment Room Cafe. Learn how this major interchange worked during the Second World War with its history and interesting yard layout. You may also care for a refreshment at the Jennings Hotel, just inside the NSW side of the border. Return to Glen Innes and our Motel for pre-dinner drinks and Dinner.

Sunday 11th June. Join our coach again after breakfast departing at 9.00am for an accompanied town tour and a visit to the Land of the Beardies History House and Museum followed by a visit to the historic Glen Innes Railway Station. Travel on a journey following the 80 km

(50 Miles) 1950 NSW Government Act for the proposed railway line from Glen Innes to Inverell. Visit the National Transport Museum for lunch and to check out the exhibits. Call in also at the Inverell Pioneer Museum before returning to our Motel for our third night stay. Drinks and Dinner in the Dining Room.

Monday 12th June. After breakfast, say farewell to our Hosts and board our coach for the 8.00am departure for Armidale Station to re-join our train for a morning run to Tamworth. Proceed to West Tamworth to travel over the short recently reconstructed Barraba Branch line to the new intermodal Freight Terminal. Return to Tamworth Station and board our coach to take us to lunch at the West Tamworth Bowling Club. After lunch rejoin our coach for the exploration by road of the Branch Line from West Tamworth to Manilla and Barraba for afternoon tea. Return to Tamworth for check in to the Ibis Styles Motel for our final evening's accommodation. Pre-dinner drinks and Dinner in the Dining Room.

Tuesday 13th June. Following breakfast at the Motel, we will join our coach at 9.00am to transfer to Tamworth Railway Station to embark on our last day of rail travel, firstly to Werris Creek for morning tea at the Australian Railway Monument and Rail Journeys Museum while our train relocates to the North West side of the platform. We will then proceed to Gap Junction and the cross country line to Binnaway. Our 80 Km journey on this line is to Premer to enjoy the hospitality of a Country Pub providing refreshment and a 2 course Roast Lunch. Return to the train for the homeward journey retracing our tracks to Werris Creek, Muswellbrook, Singleton and Broadmeadow to farewell our Sydney travellers joining a connecting Intercity train to Sydney. Our train will then return to Paterson to complete the tour.

You may wish to travel to Paterson or Maitland to join our train before our Friday departure. Accommodation is available in Paterson and Rutherford (close to Telarah Station) for the preceding Thursday night at your own arrangements and cost.

The Tour cost is all inclusive of Rail travel in 621/721. Coach travel and transfers, Dinner Bed and Breakfast accommodation for 4 nights, lunches, entry to all venues with morning and afternoon teas when on board our train. The train is now licensed for wine and beers together with other refreshments. Souvenirs are also available for purchase, whilst travelling on board our train. Drinks at Motels and venues and items of a personal nature are at your own expense.

Tour Notes will be distributed on departure from Broadmeadow.

Please Note that COVID-19 restrictions and conditions current at the time of the tour will apply

You may wish to arrange your own domestic Travel Insurance for this Tour.

Please accept my Booking for this Tour (Complete Booking Form details below)

..... 5 Day Inclusive Tour Package for ARHS and TRMS Members and Guests Twin Share Accommodation @ \$1,950.00	
..... 5 Day Inclusive Tour Package for <u>Non Members</u> Twin Share Accommodation @ \$2,250.00	
..... Single Supplement available on request @ \$ 350.00	
Payment by Instalment can be arranged on application.	Total (GST Incl) \$

BOOKING FORM

A New England Region Explorer Tour, 9-13th June 2023

Name Membership No.

Address..... Post Code

Telephone Mobile E-mail

Accompanying Person(s)

Please Note any Special Dietary or Accommodation requirements

I require Twin Share Double Single Supplement Accommodation

I will join this tour at

I/we have proof of full vaccination for COVID-19

PAYMENT BY CASH/CHEQUE/MONEY ORDER/EFT/VISA/MASTERCARD For \$

Card No Expiry / /

Signature Booking Date / /

Final Tour Information and Tickets will be posted to your address within 10 days before tour departure date.

Contact: ARHS NSW Division Tours Infoline: (02) 9699 4595 or 0428 333443 ABN No. 96 000 538 803

ARHS NSW Division is not responsible for last minute changes of destinations or motive power by the tour operator.

Refund Policy: Cancellations up to 30 Days prior-100%; Less than 30 days to 14 Days-50% Less than 14 Days, Regret no refund.

OFFICE USE ONLY

Date Booking Processed / / Tickets Sent / / Car No. Seats

Book On Line or at the ARHS Book Shop at 5-7 Henderson Road Alexandria

OR

Mail Booking to ARHS NSW P.O. Box 206 ALEXANDRIA NSW 1435