



# Whispers from the depot

Newsletter of The Railmotor Society Incorporated

5 Webbers Creek Road  
Paterson NSW 2330

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

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## Administration Report

*By Mick Walsh, Secretary*

Although it may appear to those on the outside that not a great deal has happened on the administrative side of the Society, a lot has been going on behind the scenes with regard to future activities that will enhance the Society.

Discussions are in progress with ARTC (Australian Rail Track Corporation) for the replacement of the 'K' crossing to the abandoned siding beside our Depot and the relocation of our boundary fence to include this siding. This extra infrastructure will improve the movements and storage of our units within our boundaries.



*Abandoned siding outside our Depot fence. Photo: Robert Spencer*

TRMS was invited by our local Federal Member Dr David Gillespie to apply for funding under Round 5 of the \$22.65 million Stronger Communities Programme which aims to improve local infrastructure and provide essential community equipment. Grants can range from \$2,500 to \$20,000.

In conjunction with the above there is also a Communities Environment Programme with similar aims but specifically with regard to the environment.

We have submitted an expression of interest to the Stronger Communities programme for a dollar for dollar grant to assist with costs towards the relocation of the boundary fence to include the abandoned siding within the depot precinct.

We have also submitted an expression of interest to the Communities Environment Programme for the maximum grant to assist with the western drainage project to

reduce erosion and sediment runoff from our site which may otherwise potentially end up in the Paterson River.

We wait to be informed if our expressions of interest will be judged worthy enough to be submitted to the Federal Government for the next stage of the process.

The Board at our meetings are reviewing our Business Plan with the view to constantly improving the Depot and the Society as a whole. This can be borne out by the improvements that have taken place around the depot precinct.

Attendance at our Wednesday Workdays continues to increase and we thank those members attending for the efforts they put in.

The Society welcomes new members: Christopher Belcher, David Watkins, Paul Heron, Anthony Connors, Christian Rice, James Foster, Caroline George, Anthony Murer, Timothy Cutlack, Kevin Saunders, Jonathon Denovan and Stephen Bruty.

## Operations Report

*By Bruce Agland, Operations Manager*

Immediately following 621 engine problems at Albury, the unit was transferred to the Broadmeadow Maintenance Centre where it received a double engine and transmission change along with two new fuel tanks. On 2 August the unit was ready for a trial run which ran successfully to Wyong and return before being transferred to Paterson.

While 621/721 was temporarily out of service our CPHs ran a day trip to Gulgong for the Medowie Garden Club on Saturday 20 July. Despite a cold start, the day turned out very well and all enjoyed their day out. This was followed up by a run to Stroud Road for Germania Club patrons on Sunday 21 July.

Our three CPHs travelled to Gloucester on Saturday 27 July for their annual 'Chill Out' festival. A full train of passengers made the trip to Gloucester where we ran three local shuttles to Bundook. These were fairly well patronised, but not full. This was followed up by another run to Stroud Road for a family birthday gathering on Sunday 28 July.

Return customer, Valhalla Retirement Village, ran a day trip to the Berry Country Fair on Sunday 4 August,

joining the train at Morisset for the run down the South Coast. This was the first run for the newly re-engined 621/721 and the set performed flawlessly.

A quick transfer of 621/721 to the Broadmeadow Maintenance Centre occurred on 21 August to rectify some minor problems identified during the engine change. The 620 returned to Paterson on 3 September.

A 70th birthday party trip was run on Saturday 31 August from Hornsby to Paterson where the party goers enjoyed a barbeque lunch before the afternoon return to Hornsby. A special thank you to all who assisted in the preparations and presentation of the event.

Saturday 7 September saw Maitland Museum hire our CPHs for a trip from Maitland to Dungog. The 60 patrons enjoyed their day out in Dungog where they were hosted by the Dungog Historical Society. Their day was concluded with a film at the heritage listed James Theatre in Dungog before returning to Maitland.

As this issue goes to press, 621/721 has just worked a Cruise Express trip from Sydney to Brisbane, while our CPHs have just run local excursions for Gunnedah Railway's 140th Anniversary. More coverage on these trips will be included in the next issue of Paterson Points.

We have made a re-application for variation of our accreditation for operations in South Australia and the balance of Victoria. There have been a number of administrative issues with the National Regulator's review team and we are working through these to hopefully bring it to a successful conclusion.

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

## Rolling Stock Report

*By Mick Walsh, Rolling Stock Manager*

The CPHs have undergone their annual inspection with no major issues evident.

Quotes were sought and received to replace all the external roof cladding and for repairs to any damage to both ends of CPH 1. Two applications for 'S3' grants were submitted for these works and we expect to learn shortly the result of these applications.

We have sent away all our spare axle brasses for refurbishment and are having brake shoes cast to replenish our depleted stocks.

During 402's annual inspection it was discovered there was a faulty seal in the no. 2 transmission allowing fuel oil to mix with the lubricating oil. At the time of writing



*CPH 1 roof cladding was found to be in poor condition. Photo: Robert Spencer*

the no. 2 transmission is being changed out. And we are also in the process of replacing the toilet.

621/721 returned to the Depot after both engines/transmissions and fuel tanks were changed out at the Broadmeadow Maintenance Centre (BMC). Major re-wiring of the electrical system to the engines was also carried out. The unit completed a successful trial run to Wyong before its return to Paterson. The work at BMC will be covered more extensively, with photos, in the next edition of Paterson Points.

The ladies toilet in 721 has been converted to a flush toilet. We are hopeful this will eliminate any recurrence of the many blockages that resulted from using the previous vacuum system. If successful, the men's will be similarly converted.

Some painting preparation has commenced on 7344. Due to the bodywork of this unit being in poorer condition than expected, Transport Heritage NSW has granted approval of additional remedial expenses. Sandblasting and bodywork repairs prior to painting are expected to commence in late September or early October.

Following a Safety Alert from the National Rail Regulator regarding jacking of trains, our jacks were sent for evaluation and certification. The result of this evaluation proved they were uneconomical to repair. And they were also considered 'overkill' for our situation, being of 100 tonne capacity each. It was decided to purchase two 25 tonne capacity jacks as replacements for about one-third the cost of repairs to the old ones. The new jacks have been certified and delivered.

## Infrastructure Report

In the absence of the Infrastructure Manager due to ill health, the following is a brief account of the status of ongoing projects after speaking to various members:

### CTC 51

CTC 51 is now stabled next to the Goods Shed which provides direct access to the new woodworking workshop (see Goods Shed Conversion article). Access to the other side is via a work platform which has only recently been fully reinstated following CTC 51's relocation onto No. 1 Road.

The four corner seats have been fitted. This was not a straight forward exercise as each had to be adjusted and tailored to fit the unique body geometry found at each corner location.

A number of seat coverings were repaired by Russell Cavanagh Upholstery (Port Stephens). Seats which had accumulated much grime over the years have been cleaned by volunteers. Work is progressing to finalise the passenger seating configuration at the driver's cab end of the trailer car.

Luggage racks have been fitted throughout. A headlight, removed from an unrestored CPH 14, has been fitted to CTC 51. A cowcatcher, also removed from CPH 14, will be fitted to CTC 51 shortly.

### KB Goods Van

Malthoid (a 2 ply felt impregnated with bitumen) has been moulded and secured to the roof ends of the goods van to prevent water ingress. Work on an external roof canopy above the goods van will recommence upon Jim Lambkin's return. Once the roof cladding is installed the goods van will be protected from sun and rain.



Malthoid fitted to the roof end of the goods van. Photo: Robert Spencer

With this vehicle now configured to house TRMS spares, there is still some work required to finalise the inside, including sorting out the stock. Non-TRMS fleet

items will be removed and offered to other Rail Heritage Societies.

### BR/TAM Carriages

Library shelves have been fitted in the new library room in the BR carriage. These were custom made offsite by society member, Ray Kildey. Despite extensive measurements taken prior to construction of the shelving units, the variable geometry of this heritage carriage made the installation of the custom built shelving a challenging task, but one Ray was more than equal to.



New library shelving in the BR carriage. Photo: Robert Spencer

The shelves have since begun to be stocked with books.

The ceiling in the lounge area has been painted white. Some of the internal wood panelling was found to be too deeply water-stained to apply a wood varnish and will instead be painted an Indian-Red colour.



Dessert course being prepared for Cruise Express passengers in the BR car. Photo: Graeme Holloway

A flush toilet has been installed in the TAM but has yet to be commissioned. The connecting corridor between TAM and BR carriages has been lined with wood panel-

ling. A reverse-cycle air conditioning unit will be installed in the BR lounge to provide heating/cooling.

## Goods Shed Conversion

*By Bruce Agland, Project Manager*

Following the completion of the shed annexe in March 2017, it was agreed by the Board that the new extension would be used as a mechanical workshop. The heavy equipment (lathes, etc.) that were in the Goods Shed would be relocated into the shed annexe and the Goods Shed would be converted into a woodworking workshop. The heavy equipment was moved out in late 2018 and after a lot of clean-up work, the conversion commenced in late August 2019.

New volunteer member, Kevin Saunders (a retired carpenter by trade), learnt of the project and offered to carry out the work. It was proposed that a new floor would be installed and the walls lined up to a height of 2.4 metres. Due to unevenness in the old floor, battens were placed down and packed to provide a new level working floor surface. The new floor has been completed over more than half the shed and work will proceed further as parts and equipment are removed to alternate storage.



*The first battens are laid – 28 August. Photo: Bruce Agland*



*Kevin and his team installing wall sheets. Photo: Bruce Agland*



*Work is well under way on 11 September. Photo: Bruce Agland*

## Monthly Open Days

*By Bruce Gehrige*

On Saturday 17 August we had 43 visitors come to the Depot for our monthly open day. Six tours of our Depot, 621/721, CPH 7, and the TAM/BR carriages were conducted.

On Saturday 21 September we had 24 visitors come to our Depot. Five tours of the Depot, including the 621/721 railcars, and the TAM/BR carriages were conducted. There was one 11.00 am shuttle trip to Wallarobba. Thanks go to all members who helped out at the Depot and on the shuttle trip.

There was no open day in July as the CPHs were on tour to Gulgong and 621/721 were still at the Broadmeadow Maintenance Centre undergoing repair following the June long weekend failure at Albury.

## Society News and Events

### 'Off the Rails'

*By Bruce Gehrige, Welfare Officer*

At the time of preparing this issue, the Society is aware that three of our members are presently 'off the rails' and undergoing medical treatment. We wish Eric Larkins, Jerry Jerome and Stephen Davies all the very best on their road to recovery. To any other of our members who may also be 'off the rails' at the present time, the Society extends its best wishes for a full and speedy recovery

## Recycling Report

By Bruce Gehrig

The Society has completed the first financial year of recycling aluminium cans and plastic bottles since starting in July 2018. Over the last 12 months we have recycled 2,600 cans and bottles. Money refunded was used to offset the purchase price of cartons of water and soft drinks, as well as tea, coffee and milk.

Should you have any cans or bottles at home that could be recycled by the Society, please bring them to the Depot on any Wednesday.

## TRMS Drawings Update

By Robert Spencer

Since beginning the task of documenting technical drawings held by TRMS over 12 months ago, many additional drawings have since 'come to light'. Currently the details of 1,675 drawings have now been recorded in the drawing register (a searchable Excel file).

The drawings are now stored in the former Goods Shed Office, housed in a ten draw plan cabinet (pictured below).



Over the past year there have been a number of occasions where specific technical information has been sought and the new Excel drawing register and plan repository used to swiftly locate the required information.

At the time of removing technical drawings from the FZ car (work volunteer's luncheon carriage) there were also a number of maintenance manuals stored in what would become the Depot computer room. These have also been relocated to the Goods Shed Office, and the details of some 609 documents duly recorded in a maintenance document register.

## Diary Dates

- 5 November, Muswellbrook Race Train. Tickets \$80 including race entry. Two trains, one departing Broadmeadow at 9:30 am, the other departing Maitland. Return approx. 8:30 pm.
- 7 December, TRMS Members Christmas Luncheon at Club Macquarie.
- 13–15 December, Sydney–Kiama Long Weekend, \$595 pp twin share.
- 31 December, New Years Eve Mystery Destination. Departs Maitland 3:30 pm. Tickets \$95 pp.
- 1–3 May 2020, ABBA Festival at Trundle. \$620 pp twin share for travel, accommodation, meals and festival entry.

For tickets or more information on these trips, contact Trish Short on 0413672408 or 49326967.

## Paterson Points (next edition)

Submissions for the next edition of Paterson Points are sought by the first week of December 2019, with publication expected to be in mid-December. Earlier submission of material (photos, tour reports, project updates, events, etc.) as and when available, would be greatly appreciated. Email to: [trmseditor@outlook.com](mailto:trmseditor@outlook.com).

## Electronic Newsletter Distribution

The Whispers newsletter, which is produced in-house, will be sent to members by email where a member's email address is held on record. If you receive the Whispers newsletter by ordinary mail, but have an email account would you kindly advise the Secretary via: [trmssec@bigpond.com](mailto:trmssec@bigpond.com).

Please note that members will still have the option to receive a commercially printed copy of the Paterson Points magazine delivered by ordinary mail. However, to minimise future commercial printing and postage costs, members are encouraged to opt for electronic delivery of Paterson Points where possible.

Unless you have previously advised the Secretary that you prefer not to have Paterson Points delivered by email, electronic distribution of the magazine to those members who have provided their email address will become the norm. Should this be contrary to your preferred method of magazine delivery please advise the Secretary.

Those without access to email will continue to receive a printed copy of both newsletter and magazine.

### Scenes Around Our Depot



Cruise Express passengers enjoy lunch at the Depot. Photo: Graeme Holloway



7344 prepares to remove CPH 14 from No. 2 road. Photo: Robert Spencer



The FZ car emerges from the Main Shed. Photo: Robert Spencer



Volunteers prepare to take a lunch break. Photo: Robert Spencer



7344 shunts FT 501 onto No.1 Road beside CPH 14. Photo: Robert Spencer



Should we sample the merchandise? Photo: Graeme Holloway