

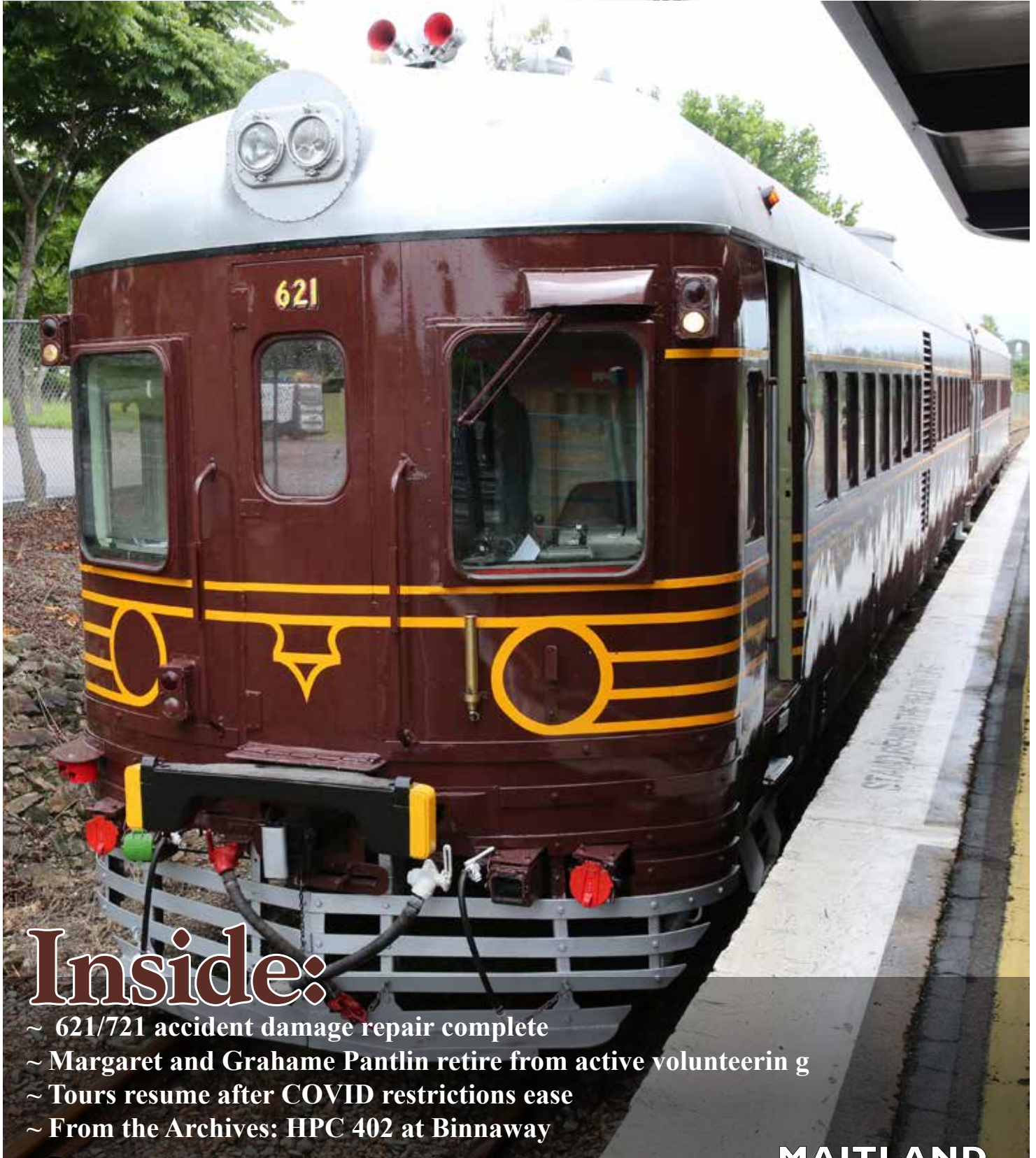
Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED




Patron: Rear Admiral Peter Sinclair AC

APRIL 2022



Inside:

- ~ 621/721 accident damage repair complete
- ~ Margaret and Grahame Pantlin retire from active volunteering
- ~ Tours resume after COVID restrictions ease
- ~ From the Archives: HPC 402 at Binnaway

 RAIL MOTOR SOCIETY PATERSON

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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, Stewart Dawson, Neville Mann, Wayne and Darren Orr, Peter Carr, Simon Bell, Glenn and Jasmine Davies, Mathew Todd, Jeremy Lance, Graham Wilcox, Phillip and Robyn Simpson, Greg Robertson, Mark Linnett, Phillip Meyer, Mark Lawford, Ben Small, Clifton Baker, Lance Nelson, Wayne and Suzanne Curtis, Andrew McGloin, Thomas Flood, Alison Ashby, Janey Ross, Rhonda Gregory, Bernie and Patricia Cheetham, Peter Jones, Kevin Stobbart, Mark Woollams, and Phil and Kaye Barnes.

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

Membership Renewals

The collation and recording of membership renewals is a very arduous and time-consuming task for those involved.

This year we have had several incidences of not being able to track the member who has paid by Direct Deposit to our Bank Account. We have managed to work out most of these, but it is a task that we would rather not have to undertake.

Just a reminder, could you please ensure when paying by this method, in the description section, you place your Name and if enough room, the word Membership.

If you are the member who paid \$133, being \$33 for membership

along with a \$100 donation, through "The Police Credit Union" could you please contact the Secretary.

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.

Donations Sought for 600 Class Rail Car Restoration

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.

The Rail Motor Society has embarked upon a project which will see the restoration of its stored 600 class two-car diesel train to running order and eventual heritage train operation. It will become the only 600 class rail car set in operation.

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

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

The Rail Motor Society Inc

BSB 062-806 Account 00907487

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

If paying by other methods, please address your donation to,

The Rail Motor Society Inc

PO Box 4268

Edgeworth NSW 2285.

Front Cover: On 16 December 2021, 621/721 pauses at Dungog before continuing to Stroud Road on its first outing since the repair of collision damage inflicted upon 621. This test run proved successful and 621/721 resumed tour operations in mid-January 2022.

Secretary's Report

By Michael (Mick) Walsh, Honorary Secretary

Fellow members welcome to this edition of "Paterson Points".

Although COVID-19 restrictions have eased somewhat, the Board is still very conscious of its obligations to our members and the public with COVID protocols in place. We ask all members to make sure they are familiar with these changing protocols, practice the social distancing guidelines as far as practical, use the Hand Sanitiser located throughout the Depot, and please make an effort to keep our eating areas clean and tidy by cleaning up after yourself. If you are feeling unwell, please do not attend the Depot.

Our "Wednesday Work Days" have had very good roll-ups, with some members attending on Mondays. Open days and Depot tours are now back up and running. We encourage you to stay updated at our website and Facebook pages.

There is still plenty happening on the administrative side of the Society, especially with the changing COVID-19 protocols.

Preparations are being put in place for the Society's Annual General Meeting to be held on the 7th May. You should have already received your AGM notice and report. If not, please contact the Secretary.

The Roles and Responsibilities document in our Safety Management System has evolved to include nearly all roles involved within the Society. The only remaining roles, which are being defined at present, are some "Operational Roles". The Board encourages members to read this document, which is displayed in the FZ training Car, so as they are understanding of their role within the society.

A Sub-committee was formed to investigate appropriate safety isolation procedures for working on all of the Society's equipment. This sub-committee put forward a recommendation to the Board regarding these procedures. This recommendation was adopted and has been put in place for some volunteers. This procedure is used in conjunction with the existing "Red Flag" system. As a trial, "Personal Danger Tags" have been issued to the Mechanical and Electrical Volunteers. These tags are placed on equipment after appropriate isolation procedures have been carried out and can only be removed by the person who placed it. This has proved very successful so far. If this success continues, which indications are of this being so, the procedure will apply to all Volunteers who carry out any work on any of our equipment.

After many years of service to the Society, Margaret, since June 2006 and Grahame, since May 2004, the Pantlins have decided to call it a day in regard to being involved with tours and workdays. Others will cover this more elsewhere in this publication. On a personal note, I would like to thank them both, especially Grahame, for the guidance, assistance and friendship they have offered me over the years.

The Society is saddened by the recent news of the passing of one of our longstanding members and Fitter, Max Dixon. Max joined the Society in 1997 and he was one of nature's gentlemen who would have no hesitation in passing on his knowledge of our rail motors to those who sought his advice. Both Max and Grahame were mentors to myself in my early days in the Society and I owe them both a great debt of gratitude.



2021 Christmas party on 15 December, with Society President, Rod Short, addressing members, followed by Secretary, Mick Walsh

SOCIETY NEWS

Secretary's Report Con't...

Although our membership numbers continue to grow, it is difficult for any organisation to replace the experience that members like Margaret, Grahame and Max offer. On the mechanical side alone since 2018, we have lost the experience and knowledge of the likes of, Bryan Hicks, Stafford Payne and now Grahame and Max.

The Society would like to thank and acknowledge, member Warwick Erwin of Stanwell Tops Technical Services for his donations to the society of a Printer for the Rolling Stock Managers computer in the MHO guards van, a computer for use in the cottage, a further tablet for use on our trains and many hours of setting up of these and other technical equipment, including a Wi-fi access point at the end of the shed to increase our internet coverage.

We welcome Lance Nelson as our new Caretaker. Lance has setup his Motorhome in the Depot Yard. Lance has wasted no time in getting into the enormous task of tidying up the depot precinct. His efforts can be witnessed by those who visit the depot. We thank Lance for his enthusiastic attitude and efforts. At this juncture, I would like to remind members if they intend attending the Depot outside our normal work and open days to contact Lance (0428) 488 652 to alert him of your presence and also on leaving site.

It is very pleasing acknowledge the many new members who have joined the Society (see Page 2).

The Board still encourages more volunteers for our work days, and



The gardens around the Cottage receive a welcome tidy up thanks to the enthusiastic efforts of new Caretaker, Lance Nelson

train crews for our tours. If Wednesdays or Mondays are not suitable for you, please contact the Secretary, who will assist to work out some appropriate 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.

Vale, Max Dixon

The Society is saddened to report the passing of one of our long serving members, Maxwell Leonard Dixon, on 19 March, aged 88 years. Max joined the Society in 1997 and served as one of our regular maintainers through to 2020. He actively participated as a travelling fitter on our tours until 2016 when age began to catch up with him. However, he continued volunteering and working at Paterson until 2020 when the COVID-19 pandemic prevented his further attendance. At this time, he was diagnosed with cancer.

Max was a Maitland boy and he served his apprenticeship as a Fitter and Turner with Commonwealth Steel from 1950 to 1954. After completing his apprenticeship, he worked at the State Dockyard and Broadmeadow Locomotive Depot. He later joined South Maitland Railways where he spent many years maintaining their fleet of 10 Class steam locomotives and gaining his extensive experience in locomotive maintenance. In addition to his work for the Society, Max was also a great supporter of Richmond Vale Railway where he volunteered as a steam locomotive fitter.

Max's wife Robin, was also a great supporter of the Society. She spent many hours working with other ladies in maintaining the Depot gardens and the Station Master's cottage. Unfortunately, Robin passed away in 2001 as a result of complications from a fall at home.

Max was also an enthusiastic rail modeller. At his home in East Maitland, he had an exceptional (US) western themed layout based on the Atchison, Topeka and Santa Fe railway. Much of the background scenery for his layout was hand-built by his wife Robin.

Max passed away peacefully in hospital surrounded by his immediate family. Despite tour operations underway, a good number of Society members attended Max's funeral on Thursday 24 March at Beresfield Crematorium. At the invitation of Max's daughter, Julie, Operations Manager Bruce Agland, delivered a eulogy on behalf of the Society.

Max was one of nature's gentlemen and his friendly outgoing personality and his extensive railway knowledge will be sorely missed by all at the Society. We extend our sincere condolences to Max's daughter, Julie and her extended family.



“Off the Rails”

By Welfare Officer, Bruce Gehrig

As this issue was being prepared, the Society is aware that Gwen Gurr is presently 'off the rails'. We wish Gwen all the best on her 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.

Margaret and Grahame Pantlin Retire

Long time workers with the Society, Margaret and Grahame Pantlin, announced at the Christmas break up luncheon on 15 December, that they are retiring from active volunteering at the Depot and on tours, but will remain members of our Society.

Grahame joined the Society in May 2004 with Margaret joining in June 2006. Grahame was a Fitter all his working life with the NSW railways and its successors, working on DEB Sets, Budd Cars, Xplorers, diesel trains, power vans, etcetera, and brought a wealth of knowledge and experience with him to the Society.

Margaret was also a former railway worker as a carriage attendant and hostess on the daylight expresses operating out of Sydney. This was how they met on the trains. They played hands of poker in their off-duty times, with Margaret winning more often than not. They married and settled on the Central Coast and Margaret left the railways to raise their daughters.

After joining the Society, Grahame worked with the mechanical team repairing and preparing the trains for service. Margaret worked with the presentation team, cleaning and stocking the trains before they left the Depot. She also helped out making new curtains for 621/721, and preparing and serving meals to visitors at the Depot. They worked on many single day and multiple day longer distance charters for over 15 years, travelling the length and breadth of NSW, as well as into Brisbane and Victoria. Margaret has written many tour reports in the Paterson Points over the years.

Although not agreeing with all our driver's techniques in driving trains, Grahame was able to fix most problems that occurred while out on charters, including the unpleasant task of unblocking of clogged toilets with a wire "eel". Margaret always capably looked after all our passengers needs on the trains, as well ensuring that our Society crews were catered for with refreshments and meals while they carried out their on-board duties.

Some years ago, they sold their home on the Central Coast, stored their furniture, and spent a period living and travelling around the country in their caravan. They subsequently bought a new retirement home in a village on the north coast where they now live. Over all their years volunteering with the Society, they were always driving long distances from their homes to work for our Society.

One of our tour customers said that there were no better people on the railways. Always friendly, efficient and just such fun to be around. They will be greatly missed.

Margaret and Grahame were always great company when away on tours. Staying in the barracks at Binnaway was one of Margaret's favourite places to be. She loved to cook up a storm on the beautiful old stove there. And sometimes if she got up in the night, she would end up back in the wrong room!

After numerous good times and happy memories, the members of the Society wish Grahame and Margaret much enjoyment in their retirement and hope they have many more miles of safe travels.



Margaret and Grahame Pantlin proudly show off their new retirement home on 14 Jul 2016

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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.

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Edgeworth NSW 2285**

SOCIETY NEWS

Operations Report

By Bruce Agland, Operations Manager

Just as the spectre of COVID-19 began to clear, the virus again raised its ugly head in late December which heralded us with another lockdown. We had planned to operate our "Rainforest Rattler" out of Coffs Harbour in the first two weeks of January, followed by attendance at the Kyogle Giant Pumpkin and Watermelon Festival on the weekend of 15–16 January. The Coffs Harbour running was postponed to the two weeks following the Kyogle festival and a planned operation for Tamworth had to be cancelled.

The Kyogle weekend went off very well, with full trains on local runs to Glenapp (Queensland) on each day. Local runs to Namoon, for operational working purposes, were also fairly well supported. 621/721 returned to Coffs Harbour on Monday 17 January to take up the deferred "Rainforest Rattler" trips. These operated to various destinations including Coramba, Kungala, Glenreagh, Grafton and Bonville, and again proved popular with the holiday makers at Coffs Harbour. Over 4,800 passengers were carried over these two trips. It is also interesting to note that the NSW Government's Dine and Discover Vouchers were very popular and contributed to almost half of the value of the ticket sales. A big thank you to our Coffs Harbour member, Neil Manson, for his assistance with booking and lodging arrangements and with supporting logistics for the train and crew.

HPC 402 ventured to Sydney on 20 February for the next round of Sydney Trains Overhead Wiring Inspection services. After fitting the pantograph and testing equipment 402 headed to Cronulla for the first testing trip on 26 February. Over the next four weeks, various lines were inspected and, on this occasion, overnight stays at Lithgow and Broadmeadow were employed to test the outer portions of the network. I am grateful to Tim Elderton from Lithgow Railway Workshops and Shaun Kalverla from Broadmeadow Maintenance Centre for their hospitality and assistance in facilitating the servicing of the equipment on 402 during our visits. The extensive band of exceptionally wet weather caused a number of delays due to the imposition of low-speed operations (20 kph) at night, especially on the Illawarra Line. However, we were able to complete over 99% of our scheduled testing routes. HPC 402 ran 2,499 kilometres during the testing, compared with 2,349 in 2020. Fortunately, the ongoing Sydney Trains industrial action during the period did not interfere with our project. The testing equipment and pantograph were removed from 21 to 23 March and HPC 402 returned home to Paterson on 24 March. Thank you to all who participated in the project.

In late February, 7344 ventured out again to support Sydney Rail Services operational testing of their newly commissioned steam locomotive R766. 7344's role was minor, accompanying the locomotive and cars on some trial trips as emergency recovery support if required. Fortunately, 7344's services were not required and was a simply a "passenger" on the day. Society representatives also attended R766's launch event to celebrate its return to service, held at Maitland Station on Friday 18 March.

March proved to be a busy month with a number of postponed tours rolled over from 2021 beginning to operate. Captain's Choice operated a 7-day Western Circle tour, commencing on 1 March from Sydney using CPH 1 and 7, while 621/721 worked a 7-day Southwest Branches Tour commencing on 2 March. The "East Coast Low" weather system severely impacted on both of these operations. The Captain's Choice tour



CPH 1 and 7 receive a delivery of fuel at Gulgong on 23 March (Warwick Erwin)



The derailment of Southern Aurora cars in the Depot Yard on 14 March would prevent CPH 1 and 7 from leaving on a tour until two days later (Robert Spencer)

Operations Report Con't..

had to be terminated at Lithgow, due to landslides and flooding on the Blue Mountains. The trip turned into a 9-day marathon, with the CPHs returning home to Paterson via Dubbo and Gulgong. The Southwestern tour started a day late due to flood damage on the Main South. Various legs of the journey were impacted by flooding, and a number were rescheduled to accommodate transshipping of passengers by Coach. On the return journey, 621 and 721 were stranded at Moss Vale due to closures of the Main South and Moss Vale to Unanderra Lines, with passengers and crew returning via Coach.

The next two tours required trains to be transposed. Scott McGregor's Railway Adventure's 16 March North by Northwest Tour (scheduled to use 621/721) was operated by CPH 1 and 7 from Armidale to Werris Creek, Binnaway, Gulgong and Sydney. The Main South was opened in time for the stranded 621/721 to transfer to Sydney on 17 March ready to operate Cruise Express's 4-day Federal City Express Tour to Canberra over the weekend of 18–21 March. The crew for this tour were transferred to Moss Vale via mini-bus, driven by member Steve Bruty.

Two Open Days were held on January 16 and 23. These days were reasonably well patronised. The February 20 Open Day proved very popular with CPH 1 and 7 operating at full capacity. Our March Open Day was cancelled due to all of our trains being occupied on operations.

Our Stroud Road excursions have again proved very popular. Runs were operated on 12 February for new customer, Out and About Tours and on 16 February for long-time customer, Southern Cross Coaches. Both tours were well patronised. Unfortunately, another Stroud Road tour (scheduled for 15 March) had to be cancelled due to the derailment of a Lachlan Valley Railway loco hauled train in our Depot on 14 March.

I would acknowledge and thank the programmers from the various network owners for their ready assistance and co-operation in terminating and rescheduling our services at various locations to suit the prevailing weather conditions. This cannot have been an easy task, especially for the Sydney Trains staff, who not only had the weather and multiple track closures to contend with but ongoing industrial action as well.

I would extend a special thanks to all crews and maintenance staff for the support and assistance over this congested month of working.

[Footnote: Hunter Valley Steamfest has been postponed until 30–31 July due to damage to the Main South Line at Picton. Rail access to the NSW Rail Museum at Thirlmere is currently closed and this means that locomotives 3801 and 6029, which were key attractions for the event, cannot access the main line.]



Unusual visitors to our Depot Yard, Sydney Trains' Emergency Train Recovery Unit personnel rerail Southern Aurora cars on 16 Mar 2022 (Warwick Erwin)

SOCIETY NEWS

Engineering (Rolling Stock)

By Robert Spencer, Rolling Stock Manager

CPHs 1, 3 and 7

Upon resumption of work activity in January, the foremost task was the Tri-Annual Inspection and Maintenance Schedule for CPH 1 and CPH 7. The same task must also be conducted on CPH 3 when it becomes operational.

In early February the transmission from CPH 3 was returned after repair and reinstalled. Once up to working pressure on test runs within the depot precinct, the torque converter began to leak – again! This was to be the second failure in succession. Given that it takes the best part of a depot workday to remove the transmission and the same again to reinstall it, our rolling stock maintainers were understandably on the point of rebellion. Although the Kings Engineering warranty does not include removing/installing the transmission, as a gesture of goodwill they did agree to do so on this occasion and took it back to their workshop for repair. But to the frustration of all concerned, after being reinstalled and tested in the depot yard, the converter again leaked fuel-oil, now for a third time. As this report is being written, the transmission is yet to be removed for further repair. CPH 3 has been out-of-service since early October 2021.

CPH 1's roof received expert attention from Warren Mills to stop rainwater finding its way into the passenger saloon. A mounting block supporting pipework had shifted slightly, breaking the roof seal. It was repositioned and later resealed with a good application of "Emer-Clad" (a waterproofing agent). No further complaints were received during the current prolonged wet weather indicating a successful repair.

Spacers were added to an alternator pulley on CPH 1 to realign the two drive belts. The previous misalignment (approx. 6 mm) was responsible for numerous premature belt failures. I'm pleased to report the modification appears to have done the trick.

CPH 1 and 7 have otherwise performed well in service.



The view beneath the floor of CPH 3 with its transmission removed (looking toward the engine)

BELOW: In what has unfortunately become an all too familiar sight, CPH 3's transmission must again be returned for repair. Graeme Holloway in control of the forklift.



NPF 621 and NTC 721

On 16 December 2021, 621/721 ran a successful trial run to Stroud Road, marking its return to service.

In January it performed well over many days of operation whilst based at Casino and Coffs Harbour, running numerous local trips. Some minor roof and skirting damage resulted from two fallen tree incidents between Coffs Harbour and Nana Glen. Upon return, temporary repairs were made to the roof above the driver's cab to keep rainwater out, but a permanent repair will need to be made to the fibreglass roof and headlight surround.

Whilst being made Ready-for-Service in Moss Vale yard, where it has been stranded due to line closures caused by flooding, the No.1 engine was noticeably hard to start. The most likely cause was a leaking exhaust manifold which had allowed a small amount of water to enter the engine – not enough to stop it from starting but obviously not a condition that could continue. Due to a shortage of fitters at the time and with an impending train charter, arrangements were made for a technician from Cummins to remove the exhaust manifold and replace it with our spare. In the process the turbocharger had to be removed and checked. It was found to be okay, although initially suspected as being the cause of recent high oil consumption.

After the manifold was reinstalled, the cooling system was filled with water and a check was made for leaks. To the shock and disappointment of all, the previously repaired spare manifold immediately began to weep water from a weld repair below the turbocharger mounting. A desperate call was made to Kings Engineering, who were able to send two welders at very short notice to Paterson to field-weld the manifold. With an impending multi-day charter trip looking to be in jeopardy, their assistance was greatly appreciated and the repair was successful. The turbocharger was reinstalled, plain water was drained from the cooling system, and later refilled with engine coolant.

A further problem with the brake system was not successfully resolved until the day of departure. Fortunately, Les Davey was able to free up a troublesome brake assembly. Rather than simply provide verbal guidance, he was soon under 621, in the thick of it. Les has been absent over recent months, awaiting knee surgery. Given his restricted mobility, I was extremely grateful for his assistance on this occasion.

HPC 402

Improvements to HPC 402 in preparation for its recent overhead wire inspection work for Sydney Trains was covered in the December issue of the Whispers Newsletter. From a mechanical standpoint, things went very well over the many weeks spent traversing the Sydney Trains network.

Upon return to Paterson, the large wooden table on which computer equipment had sat will be removed and passenger seats reinstated ready for Maitland Steamfest.

CTC 51

Project Manager Charles Smith reports that with the installation of the air system and controls in the driver's cab, it presently awaits testing in order to identify any problems or leaks that may occur. The sourcing of braking rods, brake cylinder, brake gear remains a problem – missing components have yet to be located. All surplus fabric blinds have been washed and stored to protect them from deterioration. Some 30 blind mechanisms will need to be manufactured on site.

7344

Mechanically, there is nothing major to report on 7344. It has been pointed out that the current engine coolant is unsuitable for Caterpillar engines and must be changed. And the compressor governor is not resetting properly, which requires attention.

Bogie Overhaul

Our spare bogie frames have been returned to site after remediation. The wheel sets were sent to Kings Engineering to be checked for defects and reprofiled to comply with Minimum Operating Standards for Rolling Stock. Essentially, the wheels must be turned on a lathe to ensure they are of similar wheel diameter.

WPF 602 and SCT 707

The Board has appointed Charles Smith to manage a project to determine the feasibility of restoring rolling stock units WPF 602 and SCT 707 to operational status.

Charles reports that all the seats have been removed from 602 and 707. An assessment of the floor in 707 has identified two areas that will need replacing in the passenger saloon as well as both cab ends due to water damage. External doors have been fitted to 707.

Currently, fittings and fixtures are being removed from 707. Progress is presently being hampered by the lack of suitable storage space.

An essential next task is to determine whether the engines can be started!



Removeable luggage storage barriers in 721

SOCIETY NEWS

Infrastructure Report

By Rodney Short, Infrastructure Manager

I would like to welcome Lance Nelson who has taken up the role of caretaker for The Rail Motor Society depot. His presence is vital for depot security. As caretaker he provides support to all on the Committee. Lance has his Motorhome parked near the boundary fence at the bottom of the yard which most of you will have seen. As noted in the Secretary's report, Lance will also be your point of contact if you are attending the worksite for any reason other than regular workdays, which are Mondays and Wednesdays.

The past months of substantial rainfall has hampered some of our outdoor projects that had been planned. The heavy rains have been a good test of the drainage works on the western side of the shed, which is pleasingly doing its job very well.

The paths from the Cottage to the rail motor storage shed have had to be postponed, firstly due to COVID-19, and now due to the continued wet weather. All going well, it should be completed by the end of June.

Good progress is being made inside the TAM 503 Car, with the hot water heater now connected and the shower area renovation well under way, thanks to Jim Lambkin and his team and also by Tony Price. In the BR 1395 Car the lounge area continues to take shape in the skilful hands of Ray Kildey and Brenton Elsey.

The railway yard has been repaired following the derailment of the Southern Aurora carriages and further work will progress as time permits to replace old sleepers with steel ones.

After COVID delays and months of wet weather, work finally gets underway on the 4th Road, 3 Nov 2021

Jim Lambkin and fellow volunteers carry out repairs at the site of the derailment, 16 Mar 2022

Work inside the FZ training Car, to increase seating capacity for our volunteers, has come to a standstill. Work will resume once it is moved onto No. 4 Road, which in turn has been delayed due to other work commitments and prolonged wet weather.

Now a big thank you must go to our caretaker Lance Nelson for the clean-up around the Cottage and the rejuvenation of its gardens. His efforts demonstrate his pride and interest in improving the grounds, which is sure to make a good impression with our Open Day visitors. Lance is also looking forward to undertaking his next project, which is repainting the outside of the TAM Car and giving the surrounding area a good tidy up.

The welding team have fabricated a security cage to contain all the welding equipment. It will be locked when not in use for the safety of everyone.

We intend to obtain an additional storage (shipping) container to house our spare parts once the foundation has been prepared. Initially, the container will be used to store seats, fittings, etcetera, removed from the 600 class rail cars during its refurbishment.

I extend my thanks to all our volunteers for their hard and dedicated work during the past 12 months, in often very trying times.



After COVID delays and months of wet weather, work finally gets underway on the 4th Road, 3 Nov 2021



ABOVE: Jim Lambkin and fellow volunteers carry out repairs at the site of the derailment, 16 Mar 2022

BELOW: New security cage constructed by our boilermakers to store their welding



Open Days

By Bruce Gehrig

On our first Open Day for 2022, Sunday 16 January, some 25 people arrived at the Depot to view our exhibits and to travel on the 11 am shuttle to Dungog. To avoid having too many visitors arriving via the cottage kitchen, given COVID restrictions, the welcome point was organised outside with a table set up near the water tank on the south-west side of the Cottage. Most visitors were already wearing their masks on arrival. The usual COVID-19 registrations, double vaccination checks, and Society guest book signings were undertaken and 16 early arrivals were taken for a look around the work shed, TAM and BR Cars, before the CPH shuttle trip departed.

While the Dungog shuttle train was away, more visitors arrived at the Depot. This called for five more tours for a total of 13 extra people.

Of interest, our shuttle picked up an extra passenger at Dungog, when the XPT from Grafton to Sydney failed to stop at the station for him to board. The Operations Manager drove him south to Maitland when he left the Depot.

On our second Open Day in January (Sunday 23rd), 36 people came to visit the Depot and travelled on the shuttle to Dungog. As happened the previous week, the welcome point was set up outside the Cottage. Thirty-one early arrivals had time for a look through our museum and other exhibits before the shuttle departed.

While the Dungog shuttle train was away, 14 more visitors arrived at the Depot, and were shown around our exhibits.

On our February Open Day, Sunday 20th, 60 people came to visit the Depot and travel on the 11 am shuttle to Dungog. Similar to January, the welcome point was set up outside the Cottage, but this time no COVID-19 registrations were required, with visitors just signing the Society guest book. Two tours of the Depot, TAM and BR Cars and 621/721 were conducted before the Dungog shuttle left.

No Open Day was held on the third Sunday in March as all three trains happened to be away on tour or work charters.

The opportunity to visit the Rail Motor Society depot and to travel on a heritage rail motor drew visitors from afar; regionally from as far away as Gloucester, Singleton, Newcastle and the Central Coast; while long distance travellers had made the trip from as far away as Dorrigo, Orange and Blackheath.

Thanks must go to all who helped out at the Depot and those who crewed the shuttle train.



Open day visitors return from the Dungog shuttle, 20 Feb 2022 (Robert Spencer)

SOCIETY NEWS

Scouts Visit, 20–22 January 2022

Although a request for members to assist with the Scouts visit was made in the December edition of the Whispers newsletter, only two members were on hand full time and a third member assisted part of the time, to look after 490 visitors over three days. If more members had been able to supervise our guests it might have prevented the alarm signal in CPH 1 being set off.

The Scouts were brought over by bus from their Corroboree at Tocal College in groups each morning and afternoon over the three days. They were welcomed in the shade outside the Cottage after arriving from the primary school. They were asked to wear masks while in the Cottage and on CPH 1.

We were informed there were 435 scouts at the Corroboree, and together with their leaders and supervisors, the Society hosted a large number of visitors through the Depot over the three days. We were told by one supervisor on the last day that the Rail Motor Society depot had been ranked by the Scouts as the highlight of their town visit on the Friday.

“Bad Beat” Short Film Update

Readers of the previous issue of Paterson Points may recall that Paterson Depot was used to film some sequences for a short film called *Bad Beat* (p.16, June 2021). Producer, writer and director, Lexee Gordoun, recently announced news that the film won New York International Film Awards for two categories. Crew and cast are over the moon! Film poster reproduced below with permission.



Christmas Luncheon 6 Dec 2021



Cheryl Davies, Bev Walsh, Margaret Pantlin, Kaye Burgess, Joyce Kildey at the Christmas luncheon on 16 Dec 2021 (Bruce Gebrig)



Christmas luncheon at Paterson depot, 16 Dec 2021 (Bruce Gebrig)

ARHSnsw June 2021 Long Weekend Tour and Binnaway Shuttles

**By Robert Spencer (ARHS Tour) and
Trish Short (Binnaway Shuttles)**

The now regular ARHS June Long Weekend rail adventure would in 2021 explore the Coonabarabran region, with a focus on the now closed line from Binnaway to Gwabegar.

CPHs 1, 3 and 7 departed Broadmeadow on Friday 11 June with 48 passengers on board, equally spread between CPH 1 and CPH 7. Passenger luggage was stowed in CPH 3. Your correspondent rode solo in CPH 3 throughout the day to keep an eye and an ear on things; an unusual experience to say the least. With little if any delays encountered on the run through the Hunter Valley, we arrived at Murrurundi early where a lunch stop had been arranged. During the break a Sydney-bound Xplorer service and a Newcastle-bound coal train would descend the Liverpool Range necessitating our train take refuge on the loop line. Returning to the platform to pick up passengers and with the road now clear, we ran virtually nonstop to Binnaway, arriving there well ahead of schedule. This would enable the Coach transfer to Coonabarabran to be undertaken before nightfall, affording passengers scattered glimpses of the overgrown closed line beyond Binnaway.

The train crew settled in for a comfortable weekend based at the former Binnaway Railway Barracks which offers all the comforts of home.

On Day 2, Saturday 12th, ARHS passengers visited Siding Spring Observatory and the Warrumbungle National Park visitor's centre as part of a day tour of the area.

At Binnaway, on a cool Saturday morning, our CPH rail motors were warmed up and prepared for a busy weekend of shuttles to Ballimore and Premer for local residents. This would allow the locals to enjoy the rare opportunity of travel in heritage rail motors. We departed Binnaway at 9.30 am, travelling in a westerly direction, with 50 passengers bound for "The Hair of the Dog" Hotel at Ballimore for lunch. Our lunch stop was cut a little shorter than originally timetabled due to extra freight trains accessing the Ulan line because of a shutdown of the Main Western Line. However, this added to the adventure as it's a rare sight to see so many trains in this vicinity. Our passengers shared a wine or port during their return journey and all had a very enjoyable day. Arrival back at Binnaway was a little early as we were being pursued by a freighter most of the way. Passengers came from far and wide within the district – Coonabarabran, Ulamambri, Mollyan, Buckaroo and Baradine.

The early return was good for the crew which allowed us to clean and water the train ready for our Sunday outing. We cooked our own meals and enjoyed the company of some of the other guests – one couple had come from Sydney and were booked on our Sunday trip to Premer Hotel.

On Day 3, Sunday 13th, the ARHS tour group would resume their railway agenda by first inspecting the Coonabarabran railway precinct which opened to traffic on 11 June 1917. A passenger platform still remains along with a goods shed. Beyond the Down end of the Yard, the line crosses the Castlereagh River. The Coach then closely followed the closed line to Gwabegar. Former station name boards were on display beside the roadside at Baradine and Kenebri. Gwabegar opened to traffic on 10 September 1923. The last regular freight train was on 28 February 1992. Although the station platform had been removed, the railway precinct was otherwise largely intact, but heavily overgrown with White Cypress Pines.

During preparation of this article, a number of photos came to light showing HPC 402 at Coonabarabran and Gwabegar in October 1994, which are featured in "From the Archives".



*Passengers alight at Murrurundi for a lunch break held at the station
(Robert Spencer)*



*Former Railway Worker's Barracks at Binnaway, now repurposed to
accommodate guests (Warwick Erwin)*

BELOW: A very overgrown Gwabegar Yard in June 2021, still features the Staff Hut. Contrast this to the pictures in "From the Archives" (Robert Spencer)



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Also on the same Sunday, our CPHs departed Binnaway at 9.30 am, this time heading in an easterly direction, for the trip to Premer Hotel, carrying 55 passengers. Many passengers had arrived early to take photos and chat with crew about the train, asking the age of the rail motors, their service history, why we were in Binnaway, and of course how often we go out there.

We arrived at Premer hotel earlier than timetabled, however the publican was very welcoming and had a couple of lovely open fires stoked up, the bar open and ready to serve our passengers. We were then served a lovely roast dinner and dessert meal for lunch. The additional time at the hotel was put to good use by the train crew attending to some train radio problems.

Again, passengers came from far and wide within the district, being Coolah, Mendooran, Rocky River, and Coonabarabran. All had a great day.

On Day 4, Monday 14th, after returning from Coonabarabran by Coach, the ARHS tour group reboarded the CPHs at Binnaway for a 9.30 am departure bound for Dubbo. There, another Coach transferred passengers to the Taronga Western Plains Zoo for lunch and sightseeing, accompanied by some of the TRMS passenger attendants.

On Day 5, Tuesday 15th, we set out on the home leg of our journey, departing Dubbo at 9.00 am bound for Orange, where a short leg stretch was taken. In the Yard near Orange East Fork, steam locomotive 3801, hauling a Western Division tour train, stood ready to follow, as we continued to Tarana where a stop was made for lunch. As an aside, 3801 would overtake us at Tarana and thereafter would remain just ahead of us, as both trains made their spectacular return to Sydney over the Blue Mountains, attracting much attention along the way.

Arrival at Sydney Terminal was at 7.40 pm where the majority of passengers alighted. Arrival back at Paterson was just ahead of schedule at around 11.20 pm. Special thanks go to Spencer Ross for organising another memorable June Long Weekend rail adventure and to Trish Short for organising weekend shuttles for enthusiastic locals.



A lunch break at Premer Hotel for local passengers before they make their return journey to Binnaway (Trish Short)

Stroud Road Charters, 28 October and 2 December 2021

After the COVID lockdown (which had started on 5 August for the Hunter New England Health District) was finally lifted, the Society was able to resume running day tours.

Protocols adopted by the Society in line with guidelines from the NSW Department of Health, required all crew and passengers to be double vaccinated and evidence of this provided.

Our first charter was for Tuncurry Coaches on Thursday 28 October to Stroud Road. The passengers arrived at the Depot at 10.30 am and had half an hour for a comfort stop and to visit the museum in the former Station Master's cottage. This was to be the first post-COVID-19 lockdown outing for both organisations.

We departed the Depot at 11 am with CPH 1 and 7, along with our 38 passengers and the Coach hostess Lisa McMahon. Also on board was Society member Bradley Alderton and his carer Toni. Commentary was provided by Bruce Agland over the Public Address system on points of interest along the journey.

Stops were made near Kilbride for a track machine and at Wallarobba to allow a Sydney bound freight train to enter the loop. Morning tea was served to our passengers. At Dungog station we stopped to wait for a late running XPT from Grafton to pass via the back platform. During this time the opportunity was taken for passengers to have a group photo taken on the platform next to CPH 1 before resuming the journey to Stroud Road.

Despite the late running early in the journey, the return run from Stroud Road had us back into Dungog on schedule. On arrival, our guests left the train and joined their waiting Coach to take them to lunch at the local RSL club, before making their own way home. All had enjoyed their trip on our rail motors with several buying souvenirs as reminders of their journey.

With tabled crossings not eventuating, a nonstop run back to Paterson followed, with an arrival back at the Depot some 45 minutes early at 1.45 pm. Thanks must go to all the crew who manned our first tour train following the resumption of our tours programme.

Such is the popularity of this short charter to Stroud Road and Dungog it was run again five weeks later on Thursday 2 December. It was identical to the previous trip with the same timetable and two rail motors, this time with 46 senior citizens from the Pine Needles Village at Erina. After alighting at Dungog at 1 pm they headed to the local bowling club for lunch before returning home.



Tuncurry Coaches' passengers gather beside CPH 1 at Dungog on 28 Oct 2021

Kyogle / Coffs Harbour, 14–29 January 2022

By Trish Short

Departing Paterson on Friday 14 January at 9 am, our two-car diesel train 621/721 ran empty cars to Grafton with drivers, Steve Harper and Terry Pritchard (a Taree based driver) in charge. Grafton would be both an overnight and refuelling stop.

All eager for a busy weekend, we departed Grafton at 6.45 am for Casino where we picked up our first passengers travelling to Kyogle for the Giant Pumpkin Festival, which by all accounts was very successful, with the champion pumpkin weighing in at over 700kg!

Then we began our shuttles from Kyogle to Glenapp (Qld) taking our passengers through the scenic border loop region. We did three of these shuttles on Saturday and all were at capacity carrying 96 passengers. In between these shuttles, as we had to go down to Nammoona to clear the track circuit for the Nammoona–Kyogle North section, we also took passengers on these short trips.

On Sunday we only ran two trips to Glenapp due to heavy freight train traffic in the afternoon. The Glenapp trips were extremely popular and we could have easily run them for a couple more days.

We returned to Coffs Harbour on Monday 17 to commence two weeks of shuttle trips for the holiday makers and locals alike. A large number of travellers were using their NSW Government's Dine and Discover Vouchers. Over the two-week period we completed 60 shuttle trips which equated to 4,800 travellers! Based on feedback, 99.9 per cent of those people had a great time and were asking when will we be back.

Unfortunately, while Terry was driving, 721 hit a fallen tree laying on the line to Nana Glen. Inspection revealed mainly superficial damage and we were able to continue. The next day we were hindered by some very heavy rain which caused some track circuit failures. As a result, both Terry and Steve spent most of the day filling out SPA and CAN forms to continue running services (Special Proceed Authority and Condition Affecting the Network). This also meant we had to cancel our last trip of the day due to cumulative delays throughout the day.

We had a change of crew on Friday 21 March when Rod Short and Gary Rowarth took the reins. This trip again was not without incident. On the way to Glenreagh another tree had fallen at the northern end of one of the tunnels and during the fall it got caught up in a lot of vines which completely covered the exit of the tunnel. Again, after inspection and work to clear the track, we were able to complete the run. Along with heritage train travel in this scenic region, these mishaps made for an even more memorable experience for our passengers.

During our time in Coffs Harbour, we also ran two dinner trips to Grafton and return for the Cando Cancer Trust which is a local volunteer run organisation which supports local families in their time of need. These trips were well supported each time and all the travellers had a wonderful trip.

We offered a one-way trip from Coffs Harbour to Wauchope, which 46 passengers took up the opportunity. Then to complete our return journey we had the pleasure of Marli Zarb and his friend Hayden and of course his dad Matt Zarb from Taree. These young boys just love trains and call themselves "The Train Boys". If you get a chance there is a YouTube video: Marli and Hayden "the Train Boys" and this will warm your heart.

Steve Harper, as one of our driver trainers, was able to conduct annual Competency Assessments on the following members: Peter Lougher and Robert Lougher both from Grafton depot and Terry Pritchard from Taree depot, which fulfills a Rail Regulator's requirement.



721 pauses at Nammoona, on the northern outskirts of Casino (Steve Harper)



721 awaits the road at Wauchope (Steve Harper)

OPERATIONS DIARY

Captain's Choice Western Circle Trip, 5–11 Dec 2021

By Margaret Pantlin

Sunday 5 December saw CPH 1 and 7 depart Paterson at 0430 with drivers John Ridden and Jim Jonovski taking us to Sydney to pick up our passengers. Our train fitter was Grahame Pantlin, accompanied by onboard staff Trish Short and Margaret Pantlin. Unfortunately, the train developed an alternator problem but was still able to complete its journey to Sydney arriving on time at 0800.

Arriving at Central a very happy 29 guests and 3 Captain's Choice staff were ready to board and looking forward to their seven-day trip. After departure they sat back and enjoyed champagne, orange juice and chocolates on the way to their first stop at Brooklyn where they boarded the Riverboat Postman for a four-hour river cruise.

An especially big thank you to Mick Walsh, Rod Short and Phil Smith who drove down from Paterson to Brooklyn with a new alternator and helped Grahame to install it.

Our guests re-joined the train after their river cruise to continue onward to Maitland where they alighted for their first night's accommodation in the Hunter Valley. We returned to Paterson for the night and half the next day.

Trevor Hooker came to the Depot to give CPH 1 a good electrical check-over, giving it the all clear.

Monday at 1240 we departed with fresh drivers Steve Harper and Phil Smith now in control. Rod Short also accompanied them as he was there to assess a driver from Dubbo to Wallerawang. First stop was Muswellbrook at 1500 to pick up our passengers. We had to wait 6 minutes at the entrance to the Bylong tunnel to allow exhaust fumes from a previous train to clear. Then we crossed and passed four other coal trains before we stopped at Ulan at the Down-Home signal and await instructions. Underway once more, our arrival at Gulgong was ahead of schedule.



Dunedoo Silo Art displaying Hugh Bowman, Winx and Chris Waller (Tony Dunn)



ABOVE: CPHs 1 and 7 at Kandos station, 10 Dec 2021 (Phil Smith)

RIGHT: Steve Harper, as Driver Assistant on this leg of this journey, looking relaxed up front of CPH 1 (Phil Smith)



Captain's Choice Western Circle Trip, 5–11 Dec 2021 Con't...

Tuesday was a free day in Gulgong for the crew, after giving the train a clean and a service check over.

Wednesday 0900 with guests boarded, we were off to Dunedoo for a brief stopover to allow passengers to view the Silo Art displaying Hugh Bowman, Winx and Chris Waller. Then, it was on to Merrygoen for a change of ends for our drivers, and then across to Dubbo where our passengers would alight. Our CPHs were then shunted to the Yard to allow the XPT to arrive and depart. Guests went off by Coach to visit the Dubbo Western Plains Zoo but unfortunately for them, storms hit the area which ruined their time at the Zoo, so they arrived back at the station early. Our drivers grovelled with Train Control and received an earlier departure time. Our guests enjoyed sitting back, relaxing with afternoon tea on the way to Orange. Yes, arriving early again!

Thursday, our guests visited wineries and historical Orange, so it was another day off for the crew, after refuelling, servicing and cleaning the train at the old Orange Loco depot, which is now under the control of Lachlan Valley Railway.

Friday at 0800 our guests re-joined the train as we travelled down through the Bathurst area and onward to Wallerawang where we picked up our two relief country drivers Doug Cullen and Dennis Turner. They took us to Kandos station where our guests would enjoy a BBQ lunch and a town tour, after which they were transferred to Rylstone to resume their train journey. Here while waiting, Phil put his drone up and took some photos to promote the TRMS calendar for the following year. The next stage of our trip was from Rylstone to Medlow Bath with some spectacular views over the Megalong Valley area. Guests alighted here to stay at the Hydro Majestic Hotel and the train continued on to Katoomba to stable for the night.

Saturday at 1340, the passengers were picked up from Medlow Bath for our last day of travel. Phil Smith our resident photographer who had five photos published in this year's calendar, was posing for photos and signing autographs on his photos for the ladies. What a charmer - they said he had a photogenic face! A beautiful day going down the Blue Mountains for guests to have their last champagne and chocolates. We finished the trip at Strathfield for a lovely group of guests and Captain's Choice staff. A change of ends for the drivers and back to Paterson arriving on time at 1930.

This report was co-produced by the driver's team of Steve Harper and Phil Smith, who acknowledge that this correspondence will not be entered into in accordance with TRMS rules and procedures!

[Editor's note: This would be the last tour on which Margaret and Grahame Pantlin participated before announcing their retirement from active volunteering.]



Dennis Turner and Steve Harper stand beside CPH 7 at Rylstone on 10 Dec 2021 (Phil Smith)

OPERATIONS DIARY

Captain's Choice 2nd Western Circle Tour, March 2022

By Allan Beard

Such is the popularity of this western tour that Captain's Choice organised another trip for early March this year. Our two CPHs ran empty cars to Sydney leaving the Depot on Monday 28 February at 3.20 pm for the crew to stay overnight before starting the tour early on Tuesday 1 March.

First stop, after departing Central at 9.00 am, was Hawkesbury River where the passengers alighted for a Riverboat Postman cruise. The rail motors stabled in the sidings until our guests arrived back at 1.30 pm to continue their trip north. Despite a short delay at Gosford while our fitter Kevin put new belts on an alternator, arrival at Maitland was close to our timetable at 3.35 pm. Here passengers transferred by Coach to their overnight accommodation in the Hunter Valley. The CPHs returned to Paterson to stable overnight.

On Wednesday we departed Paterson at 12.15 pm and ran empty cars to Muswellbrook to collect our passengers for the scenic trip on the normally freight-only line to Gulgong. On arrival a Coach transferred passengers to Mudgee for their next two nights. This gave the crew the Thursday off in Gulgong, after cleaning and doing maintenance on the rail motors which were stabled in Gulgong Yard.

However, on Friday morning at 7.00 am when we arrived at the Yard to prepare the train, we found that our train had been graffitied overnight. The crew managed to get about 60% of the graffiti off the sides of the carriages before the 9.00 am departure time for Dubbo. On arrival there, passengers joined a Coach for a four-hour tour of the Dubbo Taronga Western Plains Zoo. A late afternoon departure at 4.30 pm for Orange followed, where our passengers would again base themselves for a further two night's accommodation. The rail motors were stabled securely for the next two nights in the LVR museum at the old Orange Loco Depot. On the Saturday the crew removed the rest of the graffiti, making our CPHs once again presentable for the final two days of the tour.



A wet early morning start from Sydney Terminal on 1 Mar 2022 (Tony Dunn)



Passenger attendant Allan Beard poses with some of his charges at Muswellbrook station (Tony Dunn)



CPH 1 and 7 depart Kandos for Rylstone, 6 Mar 2022 (Tony Dunn)



The lack of traffic on the line between Kandos and Rylstone is clearly evident on 6 Mar 2022 (Tony Dunn)

Captain's Choice 2nd Western Circle Tour, March 2022 Con't...

On Sunday we left Orange at 8.00 am bound for Kandos. Lunch for the passengers was supplied by the Kandos Railway Museum on arrival. The CPHs then travelled the 8 kms to the end of the line at Rylstone, to wait for our guests who were transferred by bus after lunch. On leaving Rylstone, we learnt that we would be unable to convey our passengers to Medlow Bath, where they were booked into the Hydro Majestic Hotel for the final night of their tour. Heavy rains on the Blue Mountains had caused landslides in the area of the ten tunnels east of Lithgow and closed the Main Western Line. Captains Choice arranged for a Coach to take their guests from Lithgow station to Medlow Bath, and then onward to Sydney the next day, as it was estimated that it would take some weeks to reopen the line.



Captain's Choice passengers assemble in front of CPH 7 (Tony Dunn)

Our rail motors stabled in Lithgow Yard on Sunday night whilst our Operation Manager was busy arranging with the Train Control a path back to Paterson via the inland route. Consequently, on Monday morning we headed back home the way we had come over the previous days of the tour, via Orange, Dubbo and Gulgong, where we stayed overnight again. On Tuesday morning at 8.00 am we departed Gulgong on the final leg home via Muswellbrook, with arrival back at the Paterson a day later than expected, just before 2.00 pm.

Despite having their journey on our CPHs cut short by the bad weather conditions, by all accounts our passengers had totally enjoyed their time on our vintage rail motors.

Cruise Express Southern Branches Tour, March 2022

By Trish Short

Preliminaries. With all the best of preparations for a great trip, we departed Paterson on 2 March at 3.20 pm with five local passengers choosing to travel to Sydney with us on this wet bleak afternoon. After a short stop at Gosford for another two passengers, we arrived at Sydney Terminal as scheduled at 7.20 pm and stabled on Platform 1. Our passengers, being very organised with just an overnight bag, left their main luggage on the train ready for an early morning departure at 5 am. However, as the evening went on and the rain continued, and with more reports of flooded and damaged track, many phone calls were made with tour operator Richard Boyce, Bruce Agland (TRMS Operations Manager) and of course Train Control. The result of these calls was to delay the trip commencement by 24 hours. It would also mean not doing the Albury leg of the trip, instead proceeding direct to Griffith.



Overnight at Griffith (Mick Halls)

Due to these unplanned events, we had to move the train at 6.30 am and also retrieve our passenger's luggage. Gary and Dennis then took the train to Eveleigh where it was stabled overnight.

Day 1. The tour was re-timetabled to depart at 10.30 am, however such was the wet weather impact on the network we did not depart Sydney Terminal until 11.20 am. Onboard we carried 63 excited passengers and four Cruise Express crew.

Finally, the trip got underway with drivers Denis Turner and Gary Rowarth at the helm and on a mission to try and make up some lost time. We had a leg stretch at Goulburn

OPERATIONS DIARY

and then a slow trip to Junee following a Qube freight train to Junee, which was our dinner stop and refuelling point. But we had to wait while the freighter had a crew change and then move their train on before we could access the refuelling facility. Everyone did their bit by gobbling down their dinner to be back on the platform ready for departure to Griffith once our train was refuelled. Thank goodness for our liquor licence on days like this; it helps to calm and distract our passengers when things don't go to plan. Arriving Griffith at 11 pm, by the time the passengers disembarked and we put the train to bed it was 11.55 pm when we turned the key to enter our rooms.

Day 2. All bright and bushy tailed after a beautiful breakfast at "Rosewood Park on Stokes" our passengers joined the train for a day travelling to Hillston and then to explore the town centre and enjoy a lovely lunch at a local club. On the return journey we had a stop at Merriwagga Hotel which is well known for having the tallest bar of any hotel in NSW.

Day 3. A day for the local people of Griffith to enjoy heritage train travel. We had 75 passengers join us for the journey to Ariah Park Hotel for lunch and as usual the service and food was amazing. While these passengers enjoyed lunch, we also took a run over to Temora and back with another 80 locals from the Temora area. A great day was had by all.

Day 4. Due to many line closures and bad weather, Cruise Express coached their passengers to Lake Cargelligo, Ungarie and the Temora Air Museum. We departed Griffith at 8 am taking a leisurely trip over to Temora arriving at 11 am and there we sat in the siding until 7 pm when the coach arrived back from the Air Museum. We then departed for Cootamundra where we would stay overnight. Arriving there at 8 pm everyone boarded Coaches to their accommodation. The crew arrived at our motel at 8.20 pm only to learn it had sold our rooms! After many phone calls to other motels, they finally found us rooms. If that wasn't bad enough, when attempting to book a taxi for 6 am the next morning, we learnt that taxis don't start until 7 am in Cootamundra.

Day 5. It was to be an early morning showery walk to the train for some of the crew. At 7.15 am we said farewell to Cootamundra, finally glad to put the previous evening's dreadful experience behind us. Homeward bound and all was looking good. However, the closer we came to the coast the more rain and worrying reports of damage to the rail lines were becoming prevalent. With impending line closures becoming likely, Cruise Express organised Coaches at Moss Vale to transport their passengers back to Sydney.

We were hopeful Train Control would let us proceed with empty cars but after two hours of discussions and of course waiting on a decision, we were finally forced to stable the train in Moss Vale Yard.

Coaches were provided to transport affected rail travellers to Campbelltown, so at 2.30 pm we boarded a Coach in the hope that we would get a connecting train and eventually get home. However, 10 km from Campbelltown station our coach ran out of fuel! So now we are sitting on the side of the Hume Highway in the pouring rain waiting for a mechanic and of course then obtain fuel. Finally arriving at the station at 5.45 pm only to learn of many train cancellations, the next train to the city was not until 7.30 pm. We arrived at Central station at 8.30 pm where our train drivers boarded a local train to Hornsby to meet up with Trevor Hooker's partner who drove them back to Paterson, where they arrived at 12.20 am. What a day!

What a trip! In a follow up, Richard Boyce rang to say he had had the most positive feedback from any trip so far, so we must have done some things right.



Early start, Griffith, 2 Apr 2022 (Mick Halls)



621/721 at Naradban on 4 Apr 2022 (Mick Halls)



621/721 at Cootamundra (Mick Halls)

Scott McGregor's Railway Adventures, March 2022

By Warwick Erwin

Scott McGregor's Railway Adventures originally chartered our 620 Class two-car set for a tour taking in Wauchope, Armidale, Binnaway, and Gulgong. Due to a washaway on the Main South, stranding 621/721 in Moss Vale Yard, CPHs 1 and 7 were substituted for the 621/721. A derailment in our Depot Yard on Monday 14 March involving Vintage Rail Journeys' Southern Aurora cars (which had been stabled overnight) prevented our train from leaving the Depot on what was to have been the first day of the trip. The derailment was finally cleared mid-Wednesday 16 March.

This was my first trip as a passenger attendant. On this charter, the crew consisted of drivers Stuart Hope and Mark Woollams, travelling fitter Mick Walsh and fellow passenger attendants, Kaye Burgess (trip supervisor), Leo Burgess and Bev Walsh. We departed Paterson at 9.30 am on Thursday 17 March, travelling empty-cars to Armidale, stopping only for a short leg stretch at Werris Creek along the way. We arrived at 6.00 pm and stabled the rail motors on a siding to leave the platform road clear for an Xplorer to depart early the next morning. Staying overnight in Armidale gave us the opportunity to make good use of Stuart's local knowledge and be rewarded with a great dinner at the St Kilda Hotel.

On Friday 18 March at 9.30 am, our passengers arrived via Coach at Armidale station. The Coach retained the passenger's luggage and "shadowed" the train to its destination. With all aboard and comfortably settled, we set out on the journey to Werris Creek, where a stop was made for lunch. Then it was on to Binnaway, where our passengers re-joined their Coach for onward travel to Coonabarabran and their accommodation. Looking after the passengers and Scott's tour escorts was a pleasure. Overighting in the renovated Binnaway Barracks was a treat.

With our passengers having now returned from local sightseeing by Coach, we departed Binnaway at 2.00 pm on Saturday 19th for the short journey to Gulgong for our overnight accommodation. This would enable the passengers to spend the whole of their fifth day touring around the Mudgee area by Coach, while our crew would enjoy the next day off.

The last day's travel was from Gulgong to Sydney via Paterson. Preparations were made on Monday 21, including a fuel delivery, in readiness for a 10.00 am departure from Gulgong. Once underway, our passengers were served morning tea. We arrived at Muswellbrook at 1.00 pm where lunch was taken at the Railway Hotel (where else), with Scott McGregor inviting the crew to join his guests (all except for our drivers who must remain with their train). Then it was on to Paterson for a crew change, and onward to Sydney, first stop Broadmeadow, then Cardiff, Hornsby, and finally Sydney Terminal. We then ran empty-cars back to Paterson.

Having now seen what goes into organising and running a trip such as this one, I now begin to appreciate what's involved in ensuring its success for all participants. I had a great time representing the Society and looking after passengers. But just be sure not to sit in Mick's chair!



CPH 1 and 7 at Kootingal (Warwick Erwin)



CPH 1 and 7 pause at Premer on 18 Mar 2022, where passengers take a leg stretch (Warwick Erwin)



ABOVE: Driver Assistant Mark Woollams and passengers on CPH 1. Stuart Hope (barely visible) is the driver.

RIGHT: Train fitter Mick Walsh relaxes in his own comfy chair, content to ride in the Guard's compartment (Warwick Erwin)



FROM THE ARCHIVES

From the Archives

Compiled by Robert Spencer (Editor)

In the course of preparing material for this issue, and in relation to the ARHS June Long Weekend tour of 2021 following the line from Binnaway to Gwabegar covered earlier in this edition, four historic photos came to light showing HPC 402 on this line. I am indebted to Russell Bright, former Station Master at Coonabarabran, who took these photos and kindly gave his permission to publish them in Paterson Points. Russell finished his railway career in March 1990 when Coonabarabran station was closed. It would be four and a half years later when his photos were taken in October 1994.

Society member and one of our volunteer drivers, Michael (Mick) Baczynskyj was on HPC 402 on this occasion and can be seen with his back to the camera, facing the 603 km distance marker in one of the photos. At the time, Mick held the position of Chief Locomotive Inspector Werris Creek. Although he doesn't remember much about the trip, being so many years ago, he ventures it was possibly the last time 402 ran on the corridor, between Binnaway and Gwabegar.

Russell notes:

"Shortly after I retired as Station Master Coonabarabran, I was contacted by a Narrabri West Driver who I knew from my days as Assistant Station Master Narrabri West in the 1960's. He told me he was driving a special rail motor which was doing satellite fixes on the way to Gwabegar and I was welcome to go along for the ride. On the trip from Coonabarabran to Gwabegar I kept out of the way, however on the return trip after all the technicians had left the train it was time to do a bit of sight-seeing.

It was a great trip and brought back memories of my time as a Binnaway Guard in the 1950's when I worked many trips to Gwabegar on the 600 Class."

[Postscript. As best as can be ascertained, the last train (wheat) ran from Gwabegar in 2005.]

Top: HPC 402 at Gwabegar, Oct 1994

Middle: HPC 402 beside the 603 km distance marker at Gwabegar, Oct 1994. Mick Baczynskyj has his back to the camera.

Bottom: HPC 402 at Gwabegar, Oct 1994. Society Member and driver Doug Bennett is standing outside Staff Hut, just visible right of train.





Left: HPC 402 crosses over the main road between Coonabarabran and Yearinan, Oct 1994. This bridge has since been removed.

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.

PHOTO GALLERY



7344 (idling) brings up the rear behind R766's carriages on McDougal's Hill (Robert Spencer)



Driver, Rod Short, returns to 721, which awaits the road at Dungog to resume the test run to Stroud Road on 16 Dec 2021

PHOTO GALLERY



CPH 1 and 7 stable in Binnaway Yard near the former Railway Worker's Barracks (Warwick Erwin)



Rod Short shunts rerailed Southern Aurora cars clear of Paterson Depot on 16 Mar 2022 (Warwick Erwin)

PHOTO GALLERY



R766 storms McDougal's Hill (Singleton Heights) on a trial run to Muswellbrook, with TRMS locomotive 7344 attached at the rear in case recovery support is required (Robert Spencer)



CPH 7 halts at the Ulan Down-Home signal awaiting instructions, before proceeding to Gulgong, 6 Dec 2022 (Phil Smith)

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Crew members (L-R): Phil Smith, Doug Cullen, Rod Short, Trish Short, Grahame Pantin, Margaret Pantlin, Dennis Turner and Steve Harper, pictured beside CPH 7 at Rylstone on 10 Dec 2021. This was to be Margaret and Grahame's final trip prior to retiring from active volunteering



HPC 402 at Coonabarabran in 1984 (Russell Bright)