

# Paterson Points

NEWSLETTER OF THE RAIL MOTOR SOCIETY INCORPORATED



JUNE 2025

Patron: Rear Admiral Peter Sinclair AC



## Inside:

- ~ CPH 14 finds a permanent home
- ~ Western Circle Tour and Rainforest Rattler Tours
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RAIL MOTOR SOCIETY PATERSON

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

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**MAITLAND**  
*Hunter Valley*

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## New Members

The Society is pleased to welcome the following new members: Ken Fitzgerald (Newmarket, Qld) and Mark Hopkins (Grafton), Allan Sewell (Bella Vista), Darren Potts (Fletcher), Harrison Allen (Pokolbin), Joshua Williams (Mt Gravatt, Qld), and Steven Wright (Cooks Hill).

## Donations

Please remember that the Australian Tax Office has approved the Society issuing receipts for gifts and donations (not testamentary) which will be allowable deductions for income tax purposes.

## Open Days

The Society's Depot at Paterson is usually open for public inspection between 10am and 2pm on the third Sunday of each month but closed in December. Entry is by gold coin donation. The Society will endeavour to run a CPH shuttle service to Dungog and return, departing 10.45am.

There may be times when our staff are engaged on rail tours or otherwise committed and it may not be possible to open the Depot on a given day. Intending visitors should always contact the Secretary to confirm that staff will be in attendance on the day concerned. Group tours can also be arranged at other times by contacting the Secretary.

## Advertising

It is possible to place an advertisement in this magazine for a fee. Inquiries can be made through the Secretary (see Society Directory).

## Correspondence

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

## 'Off the Rails'

As this issue was being prepared, the Society is aware that Wayne Irwin is presently 'off the rails'. We wish him all the best on his return to good health.

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

**Bruce Gehrig**

Welfare Officer

## Supplying Digital Photographs

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

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## Donations Sought for 600/700 Class Restoration

The Rail Motor Society has embarked upon a project to restore its 600/700 class two-car diesel train (602/702) to running order and eventual heritage train operation. In doing so, it will become the only 600/700 class two-car diesel set in operation.

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

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

**The Rail Motor Society Inc**

**BSB 062-806 Account 00907487**

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

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

**The Rail Motor Society Inc**

**5 Webbers Creek Road**

**Paterson NSW 2421**

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

*Cover: On Tuesday, 10 June 2025, 621/721 awaits an Endeavour set to depart Bomaderry Station (Nowra) before it can leave the train servicing compound and collect its passengers, to begin the final day's run home to Paterson on a King's Birthday long weekend tour (R. Spencer)*

## DIRECTORY

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

**Correspondence to be  
addressed to:  
5 Webbers Creek Road  
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## CORRECTION

In our Annual Report for the Year Ended December 2024, in the Statement of Profit or Loss and Other Comprehensive Income, the expenditure amount for Depreciation and the Bogie Project were entered out of order when the data was manually transferred from the Auditor's Report into TRMS' Annual Report. Depreciation should read \$142,445, and the Bogie Project should read \$31,976. The total Net Profit / (Loss) reported at the bottom of the table remains unaffected and is correct.



CPHs 1, 3 and 7 seen on the depot arrival road, having completed an open day shuttle trip to Dungog, 19 January 2025 (Barry Trudgett)



621/721 at Goulburn on a chilly mid-winter morning will shortly depart for Robertson, 9 June 2025 (Bill East)

## From the Boardroom

Fellow members and friends, welcome to 'From the Boardroom' in this edition of Paterson Points. To our members, the Board of Management would like to express its gratitude for your continued support during 2025.

Our Annual General Meeting was held at Paterson on Saturday, 10 May 2025. Current board members, Bruce Agland, Stephen Harper, Graeme Holloway, Robert Spencer, Patricia Short and Bruce Greenham were re-elected unopposed.

A reminder that TRMS' postal address is now: 5 Webbers Creek Rd, Paterson NSW 2421. A substantial weatherproof letter box has been installed at the above address, beside the Station Master's Cottage gate. All mail received, except for personal mail, will be held for the Secretary. All mail correspondence should now be directed to the above address.

I would like to thank our Board Members and Line Managers for their tireless dedication in attending to all the behind-the-scenes work that they do, as well as the normal day-to-day running of the Paterson Rail Motor Society, which takes many hours. I would also like to thank all of our members for their attendance throughout the year—without all of you, we couldn't accomplish what we do.

Our caretaker has done a fantastic job with the cottage and depot grounds, which look amazing. I'm sure our customers, when attending our open days, admire the gardens and the grounds.

2025 has proved to be trying at times, with one of our biggest tours being cancelled on the very day it was due to depart, when ARTC decided to close the North Coast Line due to a severe weather event and rising floodwaters. Not only was this a great disappointment to our customers, but it was especially heartbreaking for our Customer Service Manager, who had invested so much time and effort in planning the trip, then organising accommodation and meals, as well as train catering supplies, only to see the venture cancelled at the last minute due to circumstances beyond the Society's control. An unfortunate consequence was the loss of non-refundable accommodation bookings, which our Society must bear.

On a brighter note, we should all be very proud of what has been achieved this year, seeing our new meal room being fitted out, work underway to construct a platform beside the TAM and BR carriages, CPH 14 find a new and permanent home adjacent to the main gate, to mention a few of the highlights. I look forward to the second half of 2025 as these and other projects progress, whilst proudly working alongside our dedicated volunteers.

Our long-term patron, Peter Sinclair, has resigned, having reached an age where he is no longer able to fulfil this role. We express our sincere gratitude to Peter for his past support and wish him well in his retirement. We are endeavouring to find a new patron and have approached a person, and await their decision.

One of our long-term members, James (Jim) Dietsch, has sadly passed away. A regular participant on many past ARHS and TRMS rail motor tours, he will be greatly missed. Jim has been a long-time supporter of our Society and a generous benefactor, see a separate tribute later in this magazine.

On the funding grants front, a new round of grants is now available. Please feel free to share your thoughts with our Grants Committee regarding potential grant applications. Our Grants Officer is Graeme Holloway, assisted by Sharyn Noll, both of whom can be contacted through our secretary.

Our train's participation at this year's Hunter Valley Steamfest and running Scone Cup race trains were both great successes. Well done to all involved in their organisation, as well as those who crewed our trains and staffed our souvenir stalls.

The Board of Management and Members extend our sincerest condolences to any member who has suffered a bereavement this year.

**Anthony Dunn**

Secretary



*Concrete crossing for improved traffic access to the shed*



*Flood water in the depot at the time of the North Coast Line closure  
(Lance Nelson)*



# SOCIETY NEWS

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## Operations Report

Firstly, I would like to introduce myself as the new Operations Manager. For those who don't know me, I have a long history in the rail industry, with over 44 years of experience as a train driver, progressing to driver trainer, principal driver and finishing my career as a Standards Officer, where I conducted all the competency assessments on all safeworking employees. I am also a nationally accredited Rail Investigator.

I would like to thank Bruce Agland for his ongoing advice and assistance during our handover and for his long-term service to The Rail Motor Society, in his many roles over the years.

As far as TRMS operations go, our open days have become very popular and continue to cater for large groups visiting our depot, museum, and offering a rail motor trip to Dungog and back.

On the block working front affecting 621/721, ARTC Signal Engineering requested additional track circuit testing with 621/721. Extensive circuit testing was carried out on 11 December 2024 by our Signalling Consultant, John Aitken, under the supervision of ARTC Signal Engineers and representatives of the Regulator (ONRSR). Testing was undertaken in the Craven-Gloucester Section of the North Coast Line. The results of John Aitken's testing proved that our rolling stock met or exceeded the ARTC operating specifications.

After some 18 months of regular meetings, risk assessments and some not-so-obliging ARTC management representatives, I can finally say that the block working on 621/721 has been lifted. This will be of immense assistance, as we can obtain train paths throughout the ARTC network, which will be less restrictive to our train's operation.



*On 28 March 2025, HPC 402 briefly pauses at Dungog, just long enough for the drivers to change ends, during a test run after having overhauled its No.1 end bogie (R. Spencer)*

We have obtained some new, recently retired, train drivers who will be of great assistance, but we need more to help take on the workload with so many upcoming tours. We also need fitters for day-to-day maintenance, as well as to perform daily checks when our trains are away on tour.

The calendar for this year's tours shows a busy schedule, with new job requests still being received, which is great to see.

The 2026 calendar is also off to a busy start. I want to thank all our regular tour companies and day trip customers, as well as those we are attracting.

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

**Steve Harper**

Operations Manager



*Having just departed Maitland, CPHs 1, 3 and 7 pass the Steam Rally grounds on their way to Paterson, running the first of many shuttle trips for the 2025 Hunter Valley Steamfest (R. Spencer)*

## Rolling Stock Report

### CPH 1, 3 and 7

As foretold in the March Whispers newsletter, CPH 3 was removed from service in mid-May after completing the Scone Cup trip to await new bogies. A pair of bogies removed from CPH 1 are currently being overhauled, which are intended for CPH 3.

CPH 1 is currently without a refrigerator for food and drinks. A new refrigerator cabinet is being fabricated off-site by a member working from home in their workshop.

Acting on reports of sticking windows, our carriage maintainers have spent considerable time checking and freeing up saloon windows across our active fleet.

A coolant leak from a thermostat housing in CPH 7 was discovered, necessitating a gasket repair. A new alternator was fitted after the old one kept prematurely destroying drive pulley belts. The problematic unit was sent away for inspection and reconditioning. The air compressor on CPH 7 was proactively replaced with an overhauled unit following reports of unusual noises—likely a big-end bearing failing—rather than risk further damage or failure. The suspect compressor was sent to Advance Rail for repair and overhaul.

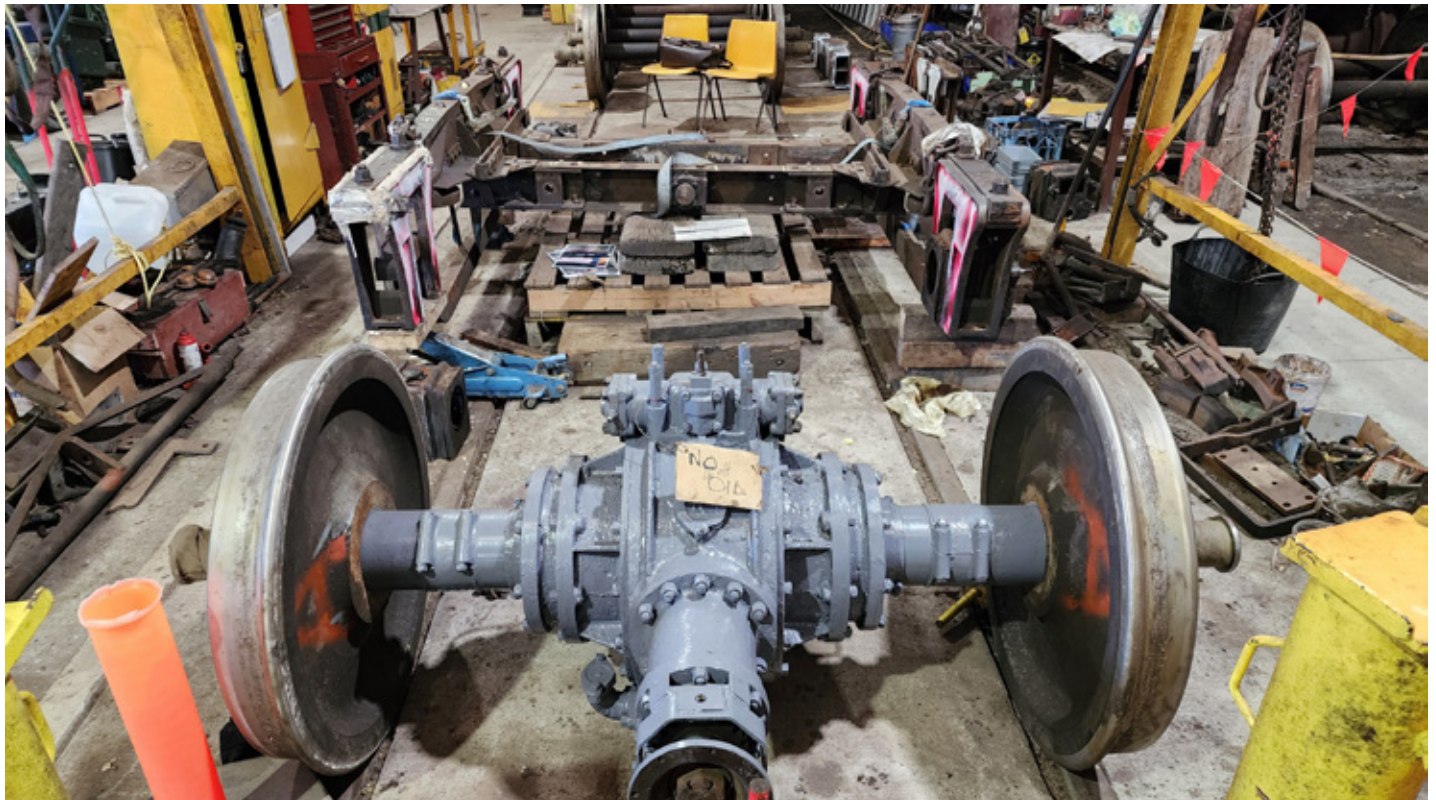
Recently, we experienced a persistent issue with the brakes not releasing on CPH 1 after a routine service in the depot. It took considerable time to troubleshoot the brake system and identify the cause of the problem, which ultimately turned out to be a defective relay valve.

### NPF 621 and NTC 721

Besides routine servicing, there is little to report.

However, work has just commenced to replace the worn intermediate draw gear in 621/721. The two cars have been sufficiently parted to remove the half-size couplers, spring packs and plunger bars. Engineering contractor Noel Price has done an excellent job refurbishing the spare half-size couplers and spring packs we supplied, as well as fabricating new plunger bars. Lovells Springs made new coil springs for the plunger bars. Ross Equipment kindly supplied Rostuf™ polymer material needed to replace worn plunger bar slide channel wear strips, at no cost.

As in previous years, July has been set aside for the Annual Service.



*Bogie overhaul work in progress. Wheels on the drive axle have been machined. The frame in the background is ready to pour in a chocking compound to fill the gap between the horn cheek and bogie frame.*



# SOCIETY NEWS

## Rolling Stock Report.....Cont'd

### HPC 402

The two auxiliary above-floor diesel fuel tanks have been installed, painted, and plumbed, including fuel sight glasses. These permanent fixtures constitute a major improvement over the two 205-litre (44-gal) drums that had been carried aboard, as well as increasing the fuel storage capacity to just over 300 litres in each auxiliary tank.

402 was given a trial run to Telarah and Dungog to test its overhauled No.1 end bogie, which it passed in time to attend this year's Hunter Valley Steamfest at Maitland. The rail motor was taken to Telarah to be turned on the triangle so that, upon return to the depot, its No. 2 end bogie would lead into the rail motor shed. This bogie will also need attention once CPH 3 is returned to service.

Three seats were removed from the long end to reinstall a work table, which will accommodate technical equipment associated with forthcoming overhead wire testing in the Sydney Trains Network. As this report was written, 402 has gone to Eveleigh to have a testing pantograph fitted. Worn air compressor drive belts were replaced on its last post-trip inspection.

### Loco 7344

Nothing to report this quarter.

### CTC 51 Trailer Car

Nothing to report this quarter.

### NPF 629 and NTC 729 Refurbishment

The outer cladding is currently being patched, sanded and made ready for repainting.

### WFP 602 and CT 702 Restoration

Cement sheeting was purchased, cut to size and laid to create a new floor in the header tank compartments in 602. Both compartments have been internally painted, and now that the coolant header tanks are usable, both engines can be started periodically.

Seat frame maintenance continues with 65 per cent completed. This includes rubber replacement, frame lubrication and repainting. Saloon window frame and window catch restoration in 702 will have been completed by the end of June.

### Other News

One of the bogies removed from CPH 1 was found unsuitable for overhaul after cracks were discovered in parts of its frame and horn cheeks. Frame repair was not viable. It was decided to recover a similar bogie from CPH 14 to use as a replacement. Thus, the intended but low-priority plan to relocate CPH 14 beside the main gate was expedited to recover its bogies without delay. This unexpected setback is frustrating, but fortunately, we have a means to move forward; the bogies are urgently needed for CPH 3.

Our fears were confirmed regarding a likely damaged Twin Disc transmission, which had been removed earlier from CPH 3 after it had accidentally been forced to run in the opposite direction to normal travel. Our recently commissioned test rig confirmed that it was indeed 'broken'. It will require off-site repair as it is beyond our capability, and as we do not have a spare working transmission, repairing this unit is imperative.



*Transmission test rig with the Twin Disc torque converter removed from CPH 3 installed for testing*



*621 and 721 are shown separated, and work to change out worn draw gear is underway, June 2025*



*Refurbished spring pack, half-size coupler, coupling pins and plunger bar spring spacers. New plunger bars are just out of sight.*



Our Maintenance Coordinator is redeveloping our 'single-car air test' procedure to ensure its currency and accuracy. This periodic testing is essential to confirm our train air systems are performing optimally, or if not, to trigger prompt corrective action. Once finalised, our rolling stock maintainers will be trained to carry out the updated procedure.

## Robert Spencer

Rolling Stock Manager

## Infrastructure Report

There's been quite a bit of activity around the depot as usual. A couple of projects warrant special mention:

Anyone arriving at the main gate would have noticed CPH 14 sitting proudly on its purpose-built permanent foundations. It was moved into place by Wheeler Cranes on Monday, 2 June.

Less obvious was that one of our storage containers, located at the back of the depot, was moved onto a purpose-built stand by Wheeler Cranes on the same day.

The access walkways to the TAM and BR carriages have been removed. Progress on the platform has been delayed due to wet weather. We have all the rails and C-purlins now at the site, and as soon as the bearers have footings installed, we can start to place the rails, purlins and sheeting needed for the base. It is expected that the platform structure will be ready for pouring concrete in July.

The new meal room is also progressing, but still has a way to go. A kitchenette now extends onto what was previously part of the building's side verandah.

I don't intend to mention individuals personally, but rather acknowledge that the collective efforts of many members are making great progress on numerous projects. I thank all involved.

## Bruce Greenham

Assistant Infrastructure Manager



*CPH 14 in its new home, beside the main entrance gate, 2 June 2025*



*Interior of the new meal room, looking toward the kitchenette, 23 June 2025*



*Construction work is underway to create a platform beside the TAM and BR carriages, 18 June 2025*



*Timber sleeper replacement beneath points leading to 2 and 3 roads, June 2025*



# SOCIETY NEWS

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## VALE: James Deitsch

**By Spencer Ross**

Long-term member and benefactor of The Rail Motor Society, James (Jim) Dietsch, passed away on Wednesday, 7 May 2025, following a lengthy illness and periods of hospitalisation.

Jim had a lifelong interest in all things Railway and had been a long-term ARHS member and supporter of the Society's activities.

He was a very regular tour patron over many years, always sitting quietly in his favourite seat in 621/721, the CPHs or 402.

Known affectionately as Mr QANTAS by those close to him, due to his 53-year career in aircraft maintenance, Jim always enjoyed chatting about his work and railway interests with his fellow travellers.

His financial support for The Rail Motor Society was very generous, and a number of projects were completed with the aid of his contributions.

He will be remembered as a good friend to Rail Heritage and sadly missed on future tours. He caught his last train home on Monday, 19 May. The Society extends its condolences to his family.

Rest in Peace, Jim.

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## Celebrating the CPH Rail Motor Centenary

**By Spencer Ross**

The production of the Centenary of the CPH book is progressing further with a quotation for the costs of the layout for an 80-page, A4-size book being accepted.

The text has been reviewed, and an ongoing selection of photos is taking place.

If there is an old driver of the CPHs still around and willing to share their operational anecdotes, please get in touch with me via my email: [bustopnsw@gmail.com](mailto:bustopnsw@gmail.com).

Any previously unpublished photos of CPHs in service will be welcome for consideration for inclusion in the publication.



*Our CPHs are about to enter Wallarobba tunnel on Sunday, 20 April 2025, on return to Paterson (Jon Eggins)*



## Western Circle Tour – Railway Adventures

23–28 November 2024

By Warwick Erwin

Due to industrial action proposed by Sydney Trains staff on Friday, 22 November 2024, and in consultation with tour organiser Railway Adventures, a decision was made on the Wednesday before the tour's start to change the train journey's departure point from Sydney to Maitland. The passengers and tour escorts would travel by road coach from Sydney. This excused the first TRMS crew from an unfriendly 3.19 am departure from Paterson to Sydney, only to be relieved on return to Maitland. TRMS Operations Manager requested a new path from Paterson to Maitland, timed to meet our passenger's arrival at 11.24 am. With a suitable path granted, the second crew comprising train drivers Phil Smith and Steve Harper, travelling fitter Kevin Judd and passenger attendants Greg Duncan and Warwick Erwin departed Paterson at 10.50 am on heritage two-car diesel train 621/721 to meet the passengers at Maitland.

We collected our passengers and tour escorts, Duncan and Barbara Wass, who are always great to work with. We departed Maitland on time, carrying 53 passengers, two tour escorts and five TRMS crew. The first stop was Muswellbrook, where passengers disembarked for lunch at the adjacent Railway Hotel. 621/721 continued to Aberdeen to wait before returning to Muswellbrook to collect passengers. Our timetable on the very scenic freight-only Sandy Hollow–Gulgong line had us crossing the Great Dividing Range to Gulgong, thankfully with minimal delay on this hot afternoon. At Gulgong, a road coach was waiting to take passengers to Mudjee for their two-night stay and local sightseeing. After 621/721 was stabled in the goods siding, the crew made their way to our motel, followed by dinner at the RSL club.

Mudjee Miniature Railway chartered the train for a run from Gulgong to Dunedoo and return on Sunday morning, followed by a trip to Ulan and back in the afternoon. On the morning trip to Dunedoo, we carried 92 enthusiastic passengers. On the run to Dunedoo, a wild pig was struck and went under the train. Upon inspection, the only observable damage was a bent bracket. At Dunedoo, passengers were free to walk around town for just over one hour before reboarding for the return to Gulgong. On the early afternoon trip to Ulan and return, we only carried about half as many passengers. After arriving back at Gulgong at 1.30 pm and stabling the train, the crew took a late lunch.

One of the challenges for all trips is arranging train refuelling, the first being on that Monday morning at Gulgong, supplied by road tanker. The drivers and the fitter met the tanker at 7.30 am while passenger attendants went off to collect egg and bacon rolls from a local bakery for our passengers' breakfast aboard the train. The train departed Gulgong at 8.45 am. Barely an hour later we arrive at Dunedoo where a short stop is made to allow passengers to admire the silo art depicting locally born jockey Hugh Bowman on Winx, with trainer Chris Waller standing beside. After the photo opportunity, we continued to Merrygoen on this already hot morning.

For those who have not travelled along this line, Merrygoen is



*At Gulgong on Monday, 25 November 2024, passengers gather beside 621/721 (Warwick Erwin)*



*At Dubbo, 621/721 sits in the loop to accommodate an XPT from Sydney (Warwick Erwin)*



*At Dunedoo a short stop is made to allow passengers to admire the silo art depicting locally born jockey Hugh Bowman on Winx, with trainer Chris Waller standing beside (Warwick Erwin)*



# OPERATIONS DIARY

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## Western Circle Tour – Railway Adventures.....Con't

where the line merges with the cross-country line from Dubbo to Werris Creek. Here we stop and our drivers change ends for 621/721 to divert to Dubbo. On this day, the temperature was reported to be in the low 40s. The stop was noticeable by the lack of breeze, which did nothing to help lower the temperature in the train.

According to the ARTC Train Alteration Advice (TAA), a 1½ hour stop was scheduled at Ballimore for passengers to have lunch at the hotel, but this was cancelled due to the uncomfortable heat, which favoured an early arrival at Dubbo. Here, passengers boarded an air-conditioned coach to make the transfer to an alternate venue for lunch. 621/721 vacated the platform to accommodate the arrival of an XPT from Sydney. Not having access to the platform meant there would be a delay in leaving Dubbo to continue the rail journey to Narromine, so Railway Adventures decided to travel to Narromine by coach, initially intending to come back by train, once the train had been able to get out to Narromine, but this was cancelled due to the extreme heat of the day. This gave us time to restock the train with bottled water and for the crew to finish the day much earlier than intended. Crew accommodation was at the Blue Diamond Motel, within walking distance of Dubbo Railway Station. Dubbo RSL, only a few blocks away, was our dinner venue.

Tuesday morning departure from Dubbo was at 8.28 am, soon crossing from ARTC to CRN territory just south of Dubbo. With an early arrival at Orange, passengers were able to disembark and stretch their legs with a walk along the platform. Millthorpe was the lunch break for passengers, with the train continuing to Polona loop to sit for two hours, leaving the single line free for other trains. Then a run back to Spring Hill, passing Millthorpe for signalling reasons, before returning to Millthorpe to pick up passengers. We continued to Blayney, then down Tumulla Bank, before passing through Georges Plains to arrive and terminate at Bathurst. Passengers head off to the Mount Panorama Circuit where their hotel accommodation is located. After the crew's baggage is taken off the train, the drivers and fitter take the train out to Kelso for refuelling, before returning to stable 621/721 beside the unused second platform at Bathurst. Crew accommodation is at Victoria Hotel, just across the road from Bathurst Station.

The Hub in Bathurst proved to be an excellent choice for a 7.30 am breakfast on the Wednesday morning, before preparing the train for what is the most scenic day of this tour. We waited at Tarana for a passing train before proceeding to Wallerawang, and once there, to change direction to take the Mudgee (Gwabegar) line. Skirting the picturesque Capertee Valley, and passing through Capertee, Clandulla, Charbon Colliery Junction, and across the Cooper Drive level crossing where the waiting signal-electrician made sure the crossing activated, we arrive at Kandos Railway Station. Kandos Museum volunteers have prepared a platform lunch for passengers and crew, and ice cream served in cones for dessert. After a 1½ hour stop at Kandos and having replenished the train's water supply, we returned to Wallerawang. We continued to Hermitage and crossed into Sydney Trains territory, passing through Lithgow before arriving and terminating at Katomba just before 6.00 pm. Here, passengers alighted and we wished them goodbye as they would return to Sydney on Friday aboard an express Sydney Trains service. Overnight, 621/721 is stabled in the per way sidings.

Come Thursday morning, 621/721 is scheduled to depart at 9.36 am as 'Additional Empty Cars' to Hornsby, only for our train to stable there for 6½ hours before we could continue to Paterson. We left Hornsby at 7.30 pm, after the afternoon peak, to arrive back at Paterson about 10.30 pm. Why? Something to do with Block Working restrictions placed on our train. To manage crew hours, another TRMS crew drove down from Paterson to meet the train at Hornsby and then take over.

Then it was a quick run back to Paterson, arriving home a little early with the only issue being loss of power to the inverters in 621, which meant that the crew had to settle for untoasted sandwiches for dinner. TRMS' electricians later attributed the inverter power failure to unseen damage caused when the wild pig was run over earlier in the trip.



*Right: Kandos Museum volunteers will shortly serve lunch to passengers seated along the station platform (Warwick Erwin)*



## St James Rail Charters – 6, 7 and 8 December 2024

**By Trish Short**

St James Rail is a Sydney-based travel agency, specialising in escorted rail tours for over 40 years, across Australia and around the world. At the end of each year, Christmas get-togethers are held for the firm's valued travellers, and late last year our Society assisted by running three separate day trips.

On Friday, 6 December, tour escort Owen and his 24 passengers arrived at our depot and took a tour of the rail motor shed and museum before boarding 621/721 for Sydney, leaving on time at 10.50 am. They had travelled to Maitland the previous day by XPT and visited local tourist attractions before staying overnight. Our passengers settled down for their journey, but due to the heat, most just drank water and enjoyed the fresh air coming through the windows. A lovely lunch of salmon and salad was served during the journey, and enjoyed by all. We arrived in Sydney on time mid-afternoon, and quite a few of the passengers said they would see us again tomorrow, as they were also travelling to Tarana.

On Saturday morning, we met some new passengers for the trip to Tarana, for a Christmas lunch in Mumma Snow's country kitchen. However, just before we arrived at the village, Tarana had a torrential downpour of rain, and Mumma's kitchen was flooded. Undeterred by this, Mumma Snow made contact with the Tarana Hotel, and in true country style, all worked together to transfer the food over to the hotel. The 62 passengers had a great day, a little damp, but with a story to tell on their return home.

On Sunday, it was all aboard the train again for 40 passengers at Sydney Terminal, heading south to Robertson for lunch. Our guests were served lovely fresh fruit mince tarts for morning tea and a glass of 'bubbles'. The weather was again hot and steamy. However, upon arrival at Robertson, the weather was quite different, with a sea mist rolling in, making it quite cool and pleasant.

While the guests were having lunch, the train went to Moss Vale to refuel, and the crew took their lunch break. It had been planned to stop at Summit Tank so passengers could alight and view the Illawarra coastal scenery from the lookout, but trackwork prevented this from happening. So, just after 3 pm, we departed Robertson for the return trip to Sydney to set down our passengers, before continuing to Paterson, arriving back at the depot just after 10 pm.

This was an enjoyable weekend for all the passengers who took the opportunity to travel with Owen from St James Rail.



*Left: St James Rail Charter at Tarana, 7 December 2024  
(Debbie Judd)*

*Below: St James Rail Charter at Robertson, 8 December 2024  
(Debbie Judd)*



# OPERATIONS DIARY

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## Coffs Harbour Rainforest Rattler and Kyogle Giant Pumpkin and Watermelon Festival

January 2025

### Part 1 by Allan Beard

For the fourth consecutive year, the Society travelled up the North Coast Line for 19 days, to run shuttles for residents and visitors at Coffs and Kyogle.

We departed Paterson on Thursday, 2 January at 7.10 am as 'empty cars', with the week one crew being: Steve Harper, Bruce Greenham, Jeff Sorensen, Allan Beard and Greg Duncan. A good run ensued up the coast, arriving at Coffs at 2.20 pm. Here, the crew's luggage was taken across the road to our accommodation at the Observatory apartments and 621/721 returned south to Boambee to stable. Accommodation is reserved each year for the Society by apartment owner Neil Manson.

Friday was our longest day, initially doing four shuttles, south to Bonville, then returning north to Coramba, and then back to Coffs. We carried children from OOSH (Out of School Hours childcare) on two shuttles, and they just loved going through the five tunnels with the lights out.

On our last trip, which left at 5 pm, we travelled to Grafton City, for the CanDo Cancer Trust, which is a Coffs-based cancer charity that financially supports patients and families attending the Mid North Coast Cancer Institute. All proceeds from this trip (and another on the following Friday) were donated to the Trust. Our return from Grafton was at 8.30 pm and the train stabled at Boambee again.

Over the next six days, from Saturday to Thursday, we ran either four or five shuttles daily, again to Bonville and then back north through the five tunnels to either Coramba, Nana Glen, Glenreagh, or Kungala.

On the morning of Friday 10 January, we prepared the train for the oncoming crew who were driving up from Paterson, so we could quickly be on our way home after completing the handover. The eight days had been full on, but enjoyable.



*621/721 stabled at Casino, 19 January 2025 (Sun Luangrungvilai)*



# OPERATIONS DIARY

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## Part 2 by Sharyn Noll

The week two crew of Sharyn Noll, Tony Dunn, Mick Walsh and Kevin Judd had a very early start on Friday morning, leaving Paterson around 5.45 am in a hire car for Coffs. After a stop for breakfast, we arrived there with just enough time to drop off our bags and then meet the train for a snappy changeover with the previous crew, along with train driver Rod Short, who had previously brought up TRMS' trailer-mounted train refuelling pod. Our first run was a lunch trip south to Urunga. While our passengers dined there, we ran a shuttle to Macksville for more local passengers. We collected our passengers after their three-hour luncheon, and those spoken to said they would definitely do the trip again. It became a very long day, as we also had a CanDo dinner trip to Grafton, and did not get back to Coffs until around 8 pm.

There was an unfortunate Police incident on the Saturday morning, which resulted in the railway line at Park Beach being closed for a considerable time. We had already departed Coffs Harbour with passengers on a shuttle trip when we were informed that there was no known timeframe for the reopening of the line back there. So, much like Gilligan's Island, the two-hour trip turned into quite the lengthy adventure.

A massive thanks goes out to Neil Manson, who, without his local knowledge, we would not have been able to come up with a rescue plan for those who would become stranded as quickly as we did. We dropped Neil off at Coramba, and while he sourced alternative transport, the train continued north towards Grafton. We then had the delicate task of informing our passengers of what was happening. We returned to Coramba, where the local hotel's courtesy bus was available to transport everyone to the pub after we exited the train using our emergency steps. Passengers were then able to have a late lunch, while Neil arranged mini-taxis to take everyone back to Coffs Harbour. The crew were thankful that the passengers were very understanding and mostly patient with the whole situation. The remaining shuttles for the day had to be cancelled and the train stabled overnight at Coramba.

The shuttles continued on Sunday and Monday, with both adults and children screaming with excitement as we went through the five tunnels heading north. But due to low ticket sales, it was decided to cancel the trips on Tuesday and Wednesday. On those days, after the crew had attended to cleaning and other checks on the train, they enjoyed a well-deserved break.

We had another full day of shuttles on Thursday, followed by two morning runs on Friday. Afterwards, we departed Coffs Harbour at 1.45 pm and ran 'empty cars' to Casino.

On Saturday and Sunday, we ran three trips each day out of Kyogle during their annual Giant Pumpkin and Watermelon Festival. These runs were all sold out, with passengers enjoying the trip's scenic climb into the Border Ranges, rounding the Border Loop Spiral, and passing through tunnels, travelling as far as Glenapp in Queensland.

We left Casino at 7 am on Monday for the homeward trip with a few passengers on board who would travel south to Wauchope or Gloucester. They would make their way home separately aboard an XPT service. We arrived back at Paterson around 5 pm.

Over the 19 days, we carried 3,189 passengers on the Coffs shuttles and 576 on the Kyogle trips, totalling 3,765 happy patrons. The two Friday evening dinner trips to Grafton raised \$11,440 for the CanDo Cancer Trust.

*Right: When the unexpected happens, our emergency steps allow passengers to safely alight, as seen here at Coramba when a Police incident closes the line at Coffs Harbour, 11 January 2025 (Tony Dunn)*



# OPERATIONS DIARY

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## Cruise Express North-West Charter 10–12 April 2025

**By Bruce Gehrig and Allan Beard**

Travel company Cruise Express had again hired our two-car diesel train (621/721) for the beginning of a land and sea holiday for their clients. It had been intended that our Society would take passengers from Sydney to North Star over two days. From there, road coaches would take them to Goondiwindi, where they would take a steam train to Toowoomba and later take road coaches to Brisbane, before embarking on a sea cruise back to Sydney.

However, before the trip, ARTC was concerned that due to recent local severe wet weather, road coaches would not be able to gain access to the train on impassable roads to pick up passengers at North Star. The train journey was forced to terminate at Moree. When the ARTC timetable was issued, arrival at Gunnedah for the first night stopover was scheduled for 9.14 pm. Cruise Express believed this was too late for their passengers to arrive and dine, and instead arranged for two coaches to take them and their luggage to Gunnedah after the lunch stop at Muswellbrook.

Consequently, at 12.40 am on Thursday, 10 April, 621/721 left Paterson on an 'empty car' run to Sydney Terminal with just its five crew. Arrival there was just over four hours later. After the passenger's luggage was tagged and loaded onto the train over the following hour, the crew had time for breakfast from nearby popular CJs café. The remainder of the passengers would board at Gosford, Broadmeadow and Maitland.

Departure was at 6.06 am, and good running ensued to Hawkesbury River, where we were held in the Up Loop for 30 minutes, to allow other intercity trains to overtake or pass us. Resuming, we only got as far as Gosford before being held in the back platform for another half hour to let the Casino XPT overtake us. Departing an hour late, passengers were served a continental breakfast as we travelled north. After the last of the passengers had joined, we now had 84 travellers and Cruise Express staff on board. We experienced another delay, this time at Telarah, where we waited for a Dungog passenger train before arriving at the rail motor depot 75 minutes late.

Here, the train was refuelled and service water replenished, while the passengers were to be served scones and jam for morning tea and shown around our depot. However, Cruise Express staff requested that the hour layover be cut short to make up time and that morning tea be served on the train. This was agreed to, and the train left only 30 minutes late. However, Train Control held us in the



*Sydney Terminal at 4.50 am on Thursday, 10 April, where 621/721 awaits Cruise Express passengers (Bruce Gehrig)*



loop at Mindaribba for 30 minutes to follow a Moree/Armidale Xplorer passenger train from Maitland. No further delays were encountered after this, and good running enabled us to reach Muswellbrook for lunch at 1.40 pm. Here, passengers walked across the road to the hotel for lunch, while their luggage was transferred to road coaches. Ten minutes later, we headed north to Gunnedah as 'empty cars' and would arrive there at 5 pm, unexpectedly some four hours ahead of our timetable. Ironically, the two road coaches arrived half an hour after us!

On Friday morning, with our passengers back on board, we left Gunnedah at 10.35 am for the run to Narrabri, where they alighted for lunch at a local hotel. Once back on board again, we departed for Moree. Upon arrival, passengers and their luggage were transferred to waiting road coaches for the journey to their overnight stop at Goondiwindi. We departed Moree as 'empty cars' to Narrabri, where we stabled in a compound that had been constructed to store Xplorer trains overnight during the Inland Rail reconstruction. At this time, we also contacted Train Control and they agreed to allow us an earlier departure from Narrabri, rather than a timetabled 9 am start.

Consequently, on Saturday, we left Narrabri at a much earlier 5.45 am, with breakfast cooked and eaten on board as we headed home. With the earlier departure, we had fewer waits in crossing loops and by Muswellbrook, we were some seven hours ahead of the original timetable. At Telarah, we had to wait for 45 minutes for several Steamfest trains operating on the North Coast Line to pass. Arrival at Paterson depot was still six hours early at 1.50 pm, which was much appreciated by the crew.

Despite delays and extra coach travel, our passengers said they had enjoyed their time travelling on our train. One of the passengers, John Wall, posted a video on YouTube, covering 621/721 travelling in New South Wales and also on their steam train in Queensland. If you would like to view the video, please search for 'Great Northern Loop' on YouTube.

*Top Right: 621/721 stabled at Narrabri, 12 April 2025 (Allan Beard)*

*Bottom Right: Passengers boarding at Gunnedah, 11 April 2025 (John Wall)*



## Winter Wonderland and South Coast Tour, 5–10 June

**By Bill East and Robert Spencer**

The 2025 King's Birthday tour centred on the Canberra and Goulburn regions, returning home via the scenic South Coast. TRMS Tours Director Spencer Ross organised and conducted this trip. The train crew included drivers, Rodney Short and Michael Baczynskyj, travelling fitter Mark Bennett, and passenger attendants Trish Short, Trevor Hooker and Alison Ashby.

### Thursday 5 June

621/721 departed Paterson at 6.25 am, with 12 passengers who had boarded at the Rail Motor Society depot. Further passenger pick-ups were made at Maitland, Broadmeadow, Morisset, Mt Colah, Hornsby, Pennant Hills and finally Concord West at 11 am. With all 54 passengers now aboard, we leave Sydney via the Southern Freight Line to Macarthur. Opposing freight train movements encountered on the Warwick Farm and Glenfield loops testified to its busy usage.

Now on the Main South Line, we make our way to Moss Vale, where we are held for a Canberra-bound Xplorer passenger train to overtake. An intended 35-minute stop for lunch at the Moss Vale Hotel is cancelled to follow the Canberra train closely, in an attempt to avoid a timetabled 2½ hour stop at Tarago for a garbage container train at Crisps Creek. An alternative packaged lunch is collected at the station, and we're on our way. Luckily, Train Control grants an early path, and after a rare non-stop run through Goulburn, we follow the Canberra train to Queanbeyan. We wait almost one hour for the Xplorer train to cross on its return to Sydney before we're able to continue into Canberra Railway Station, arriving there at a respectable 5.40 pm.

# OPERATIONS DIARY

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## Winter Wonderland and South Coast Tour, 5–10 June.....Con't

From the station, it's a 300-metre walk to the Ramada Hotel, where we will be accommodated for two nights. 621/721 is stabled in a nearby fenced compound generally used by Xplorer trains.

### Friday 6 June

We board a road coach chartered from Cooma Coaches to travel to Cooma and Perisher. Our coach driver Darren would be with us for the next four days. The presence of dark frontal clouds is a foreboding sign of the weather to come, and the cold winter winds have already begun to pick up.

Our first destination is the Cooma Railway Station Museum, where we are greeted by museum volunteers and provided with morning tea. We are free to explore the station precinct and inspect the many exhibits, including the signal box, loco 3203, a PV explosives van, a pay bus under restoration and three CPH rail motors (6, 8 and 22) and CTC trailer 55. All too soon, we must leave; we have a booked departure time aboard the Skitube from Bullock's Flat that we must adhere to.

Travelling via Jindabyne, we arrive at Bullock's Flat, the lower terminal station and base of operations for the Skitube, where a company representative is there to meet us. We are informed that the Skitube was constructed between October 1984 and March 1988. It runs 6.3 km underground and 2.2 km above ground, rising a vertical total of 755 metres on a maximum gradient of 12.5 per cent, using a cog and rack system for adhesion. The travel time from Bullock's Flat to Perisher is 10 minutes, and from Perisher to Blue Cow is 5 minutes.

We departed Bullock's Flat aboard a 4-car service to Perisher, where we alighted for lunch at Aldo's Café (above the station). Our view through the windows is of the lower ski slopes of Perisher, which have light, patchy snow. That night and over the long weekend, with a cold front fast approaching, good snowfall is being forecast. After lunch, we boarded a 2-car shuttle to Blue Cow, the upper Skitube terminus. We were able to stay about 10 minutes before returning on the same shuttle service. Once back at Bullock's Flat and aboard our coach, we begin the long journey back to Canberra, and arrive back at our hotel about 6:30 pm. As darkness falls between Cooma and Canberra, we witness a steady stream of oncoming car headlights from travellers headed for the ski slopes.

### Saturday 7 June

We started the day's activities with a visit to the Anglican All Saints Church in the Canberra suburb of Ainslie. This building started life as the first mortuary station on the Rookwood Cemetery branch railway. When the building's roof burned down, the Ainslie parish purchased the stonework for £ 100 and transported it to Canberra in 1957. It was then reassembled and provided with a new roof before being turned into a church. The only difference was the erection of the bell tower on the opposite side to its original location.

Next, we caught the light rail from the city centre (Civic) to the northern town centre of Gungahlin, a 12-kilometre journey, riding a CAF Urbos 3 tram. We returned on the same tram. A notice at Civic advertised plans for a Stage 2A extension two kilometres to Commonwealth Park.

Our next stop was the Australian War Memorial. Much of the



*The last of the passengers boarding at Concord West, 5 June 2025 (R. Spencer)*



*5.40 pm arrival of 621/721 at Canberra on Friday, 5 June 2025 (R. Spencer)*



*Cooma Railway Station Museum, 6 June 2025 (R. Spencer)*



*Skitube train loading at Bullock's Flat, 6 June 2025 (Bill East)*



larger exhibit space was inaccessible as it was undergoing major reconstruction and expansion. However, there was still much to see and to reflect upon. Afterwards, we had lunch at the adjacent Poppy's Café. By this stage, some rain showers were falling, and the air had become noticeably colder.

Bidding farewell to Canberra, our next destination would be Captain's Flat. This was the terminus for a country branch line that branched off the Bombala line at Bungendore. The line served to convey copper ore mined at Captain's Flat from 1940 until 1962. Closely following this closed branch line, we passed through Hoskinstown, a tiny hamlet and site of the only other passenger stop. Little remains apart from a derelict fettler's shed. After Hoskinstown, we had to deviate away from the railway line to avoid the Foxlow Bridge, as our coach could not use it.

Approaching Captain's Flat, the country changes dramatically as we enter the foothills of the Great Dividing Range. The railhead is quite some distance from the town, being situated near the mine site. We were able to observe the remains of the goods yard, including the loading facility for the copper ore and the old station building, which is uniquely located at ground level and not on the unusual island platform. All have been fenced off due to lead contamination. After making a quick comfort stop in the town of Captain's Flat, we set off to Bungendore Railway Station, where our train awaited.

Departing Bungendore back aboard 621/721, it is a pleasant if somewhat chilly ride to Goulburn, where our coach will meet us. At Joppa Junction, we are held for 15 minutes to allow a Sydney-bound XPT right-of-way, before arriving at a bitterly cold Goulburn Railway Station at 5:30 pm. We are transferred to another comfortable motel, the Mercure, for our next two-night stay.



*The view from Aldo's Café, Perisher, 6 June 2025*



*Anglican All Saints Church, Ainslie—originally, the first mortuary station on the Rookwood Cemetery branch line (Bill East)*



*Canberra CAF Urbos 3 tram at Alinga Street terminus (Civic), 7 June 2025*



# OPERATIONS DIARY

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## Winter Wonderland and South Coast Tour, 5–10 June.....Con't



*Crookwell Station Museum, 8 June 2025 (R. Spencer)*

### Sunday 8 June

Braving a chilly Goulburn morning, we board our coach for the Goulburn Roundhouse Museum, which houses a fascinating collection of locomotives and rolling stock, some of which are undergoing restoration. Museum volunteers were on hand to guide small groups around the museum, explaining the significance of the historic rolling stock, including heritage diesel 4204, oil-burning 5908, a Z24-class loco and a Craven breakdown crane that was originally steam-powered, among many interesting items. The railway workshop was open for inspection, along with another building housing an impressive working model railway. Our tight tour schedule only allowed for a one-hour visit, which barely does this museum justice.

We made a brief visit to the Rocky Hill War Memorial, which overlooks the City of Goulburn, before proceeding to Taralga. Although we could say we'd visited the terminus of this long-closed branch line, which commenced from the junction at Roslyn, nothing remains at the railhead—the line having been closed by an Act of Parliament in 1957 and the rails and all infrastructure removed.

From Taralga, we travelled to Crookwell to visit the Crookwell Heritage Railway Station, where volunteers provided us with a sausage sizzle lunch. The station building houses a fascinating collection of railway memorabilia. They also had several fettlers per way trikes on display, with one motorised unit being demonstrated with a run up and down the station yard (the trikes are not yet accredited for public conveyance). The station yard has a locomotive turntable. It was last used by steam locomotive 3102, which hauled the last passenger train to Crookwell in 1985.



*621/721 at Robertson Station, 9 June 2025 (R. Spencer)*



*621/721 at Port Kembla, 9 June 2025 (R. Spencer)*



# OPERATIONS DIARY

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Due to the inclement weather, it was decided to leave Crookwell earlier than planned, but take the opportunity to visit Roslyn, the junction station for the Crookwell and Taralga branch lines. Here, a goods loading bank and possibly a small station platform could be seen from the road. There was no evidence of the former junction. We continued following the line to Woodhouselee (the next station), before rejoining the Goulburn–Crookwell Road.

Still having some time to spare, Spencer deftly arranged a quick visit to the Goulburn Historic Waterworks Museum. Situated on the Wollondilly River and built between 1883 and 1885, this steam-operated pumping facility provided Goulburn's first reticulated water supply. The pumphouse still contains the original 1883 Appleby Bros Beam Engine pump and Galloway Boilers. This engine is steamed several times each year. It is a spectacular tribute to 19th-century industrial technology.

## Monday 9 June

Bidding farewell to our coach driver Darren, we rejoin 621/721 at Goulburn Railway Station for a 7.30 am departure to Moss Vale, where our train will branch onto the connecting line to the South Coast. We had been timetabled to wait for over an hour at Moss Vale for a freight train coming from Port Kembla. However, the freight train is running late, and we continue directly to Robertson, where the Robertson Station Heritage Group is preparing a BBQ lunch for our collection. Those brave enough to venture out into the cold wind could stretch their legs along the platform or walk to the nearby shops.

A stop was made at Summit Tank to take in the spectacular view from the top of the escarpment overlooking the South Coast. In blustery conditions and on the lookout for fallen tree branches, our drivers cautiously make the train's way down the Illawarra Escarpment before eventually joining the South Coast Line at Unanderra. We continue directly to Port Kembla via the Allens Creek triangle. After a quick leg stretch and photo stop, we retraced our path to Unanderra and continued along the South Coast Line to Bomaderry (Nowra). At Kiama, we waited 75 minutes for the Bomaderry–Kiama Endeavour 'squirt' to arrive and give us the road, then continue to Nowra, arriving shortly before 4 pm.

An awaiting road coach chartered from Kennedy Coaches transferred us to the Archer Hotel at Nowra for our final night's accommodation. It later returns to take us to the Coolangatta Estate Function Centre, our dining venue for this final evening.

## Tuesday 10 June

In contrast to the previous days of bleak, wintery weather, our final day was mild and sunny, making for a pleasant run along the scenic South Coast. We departed Bomaderry Railway Station at 9.35 am shortly after the departure of a morning 'squirt'. At Berry, we had to set back into a refuge for 25 minutes to stand clear of the 'squirt' on its return from Kiama. At Coniston, our lunch of delicious hot pies, pasties, and a selection of cakes all made at a local bakery awaited collection.

We had a good run into the Sydney metropolitan system, closely adhering to our timetable. After making our way through the metropolitan goods lines, we rejoined the suburban system at North Strathfield to set down Sydney passengers at Concord West just after 2 pm. There were scheduled delays at Hawkesbury River and Wyong to accommodate other trains, before our train arrived at Broadmeadow at 5:20 pm, about 10 minutes ahead of schedule. We were tabled to stay here for one hour, but when this did not materialise, we had hopes for an early return to Paterson. It was not to be—we are held at Telarah instead, agonisingly 10 minutes shy of our depot. We get a green light one hour later and arrive back at Paterson on schedule at a respectable 7.25 pm.

We extend our thanks to the Rail Motor Society and the train crew for making this tour another memorable one. A special thanks also goes to TRMS Tours Director Spencer Ross, whose organisation is always impeccable and contributed significantly to this tour's success.



*Left: 621/721 finds a 'home away from home', snug in the Endeavour compound at Bomaderry, 10 June 2025 (R. Spencer)*

# FROM THE ARCHIVES

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One of our members, while recently reviewing our archives, came across the following article in the August 1989 edition of RAILWAY DIGEST, with due acknowledgement to The Australian Railway Historical Society.

## CPHs Work NL34 When SRA Loco Fails

The Rail Motor Society's CPHs Nos 1 and 7 came to the rescue of State Rail on Monday, June 12 [1989] when they were called upon to deputise for the Northern Tablelands Express. Following the failure of 4467, rostered to haul NL34 that morning out of Armidale, most passengers booked on the Express were transferred to the normal Tenterfield–Tamworth SRA bus service. However, not all passengers could be accommodated on the bus and with a lack of other coaches available for charter, there was no option available other than to carry passengers aboard the CPHs, which were returning to Broadmeadow that day after a tour to Tenterfield.

After an announcement over the Armidale station loudspeaker, "The train now standing at the platform (CPHs 1 and 7) is the Northern Tablelands Express, all aboard please", NR76 (or NR34?) set off for Tamworth, 42 minutes late. The train carried a Conductor and Travelling Electrician and picked up passengers at Uralla, Walcha Road and Kootingal. On arrival at Walcha Road, a number of intending passengers were apparently aghast at the sight of the two rail motors swaying into the platform.

The train duly arrived at Tamworth where passengers were transferred to a waiting road coach to continue their journey to Sydney. Meanwhile, a Jumbo set off from Tamworth to rescue the stranded Northern Tablelands Express cars. The disgraced 4467 was noted in Broadmeadow Loco the following day.

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## PHOTO GALLERY



*Left: CPHs 1, 3 and 7 returning to their depot, having completed an open day shuttle trip to Dungog, 19 January 2025 (Barry Trudgett)*

*Below: On Saturday, 12 April, HPC 402 approaches Maitland Station to run the first of three shuttle trips to Kooragang Island for the 2025 Hunter Valley Steamfest (R. Spencer)*





# PHOTO GALLERY

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*621/721 at Bungendore, ready to depart for Goulburn, 7 June 2025 (R. Spencer)*



*621/721 at Robertson Station, 9 June 2025 (R. Spencer)*





*On 29 January 2025, 7344 is seen here at Cockle Creek transferring a track machine to East Greta Junction for Swietelsky Rail (Shane Foreman)*



*On Saturday, 12 April, HPC 402 is set to depart Maitland Station on the first of three shuttle trips to Kooragang Island for the 2025 Hunter Valley Steamfest. Travelling fitter, Mick Walsh, is in the rear non-driving cab. (R. Spencer)*