



# STEAM SCENE

Newsletter and journal of the Steam Tram and Railway Preservation (Co-Op) Society Ltd.  
t/a Valley Heights Steam Tramway.  
Proudly associated with the NSW Rail Transport Museum (Blue Mountains Division).  
Affiliated with the Council of Tramway Museums of Australasia and Rail Heritage Australia (NSW).

“Preserving the past,  
enriching the future”

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## Anatomy of a Resurrection

### - Bringing 72B back to life.

The late member Len Manny, once said in relation to electric tram preservation vis-à-vis our work with the steam tram, “...they revived the dying but we resurrected the dead...”. Especially following the depot fire of June 1993,



(Above) An internal view of 72B prior to re-building commencing.

our restoration work certainly did at times, have the feel of endeavouring to resurrect the dead.

One item in our collection, trailer car 72B, when looked upon by a casual observer just 12 months or so ago, certainly

would have thought it was even beyond resurrection. The reasons for this were manifold. Following acquisition along with 93B from the Berowra house in 1997, 72B had to languish out in the weather due to shortage of accommodation in the depot building. Although covered by tarpaulin, deterioration accrued. During its sojourn at Berowra as part of a house, 72B served as a kitchen/dinette and bathroom replete with wood-chip water

heater. The bathroom end of the car had its central frame timbers cut short to allow a cement floor to be laid in. Termites had at one stage, also had taken up residence. In all, it was in a sad state and much inferior to 93B's condition. Thus the decision was made to restore 93B because the work entailed would be much less.

#### 72B in Service and Retirement

This trailer car was built in January 1891 by Henry Vale and Son. It thus represents the only surviving trailer car from this builder. It is assumed this car spent its early life in the inner city lines. According to Gifford Eardley, The car was amongst the first four delivered to open the Arncliffe-Bexley line in 1909. Thereafter, the car's peregrinations are listed as follows:  
30-6-1920-21 –At Baulkham Hills  
30-6-1922—At Arncliffe  
30-6-1923—At Baulkham Hills  
1924-1927— At Arncliffe (electrically lit)  
1927-1932—In storage at Randwick  
April 1932—Sold to Miss King and together with 93B, transferred to Hillcrest Road Berowra to become basis of a house.  
1932—1996—Private dwelling  
10-3-1997— Purchased by the society, lifted and transferred to Valley Heights.

#### Car to be Moved

72B languished for several years under it's sparse tarpaulin. During 2011, the retaining wall at the back of the roundhouse and adjacent to the trailer, partially collapsed. The entire replacement of the wall was planned by Railcorp necessitating the movement of the trailer car to one side.

A close examination of the car revealed that such was the deterioration, particularly of the outer sub frame (soul bars and headstocks) that the car would probably collapse if any movement was attempted.

As a temporary measure, a small team led by our Works Manager, braced the frame with steel to enable the planned lateral movement. This movement was achieved successfully. The



(Above) The formed seat backs and truss rods form an integral part of strengthening the car transversely.

car was subsequently moved on a jury bogey arrangement, down to the tram shed on the Ash Roads as part of a 'big museum shunt programme'.

Indications were that unless something was done to rebuild the car, it was still danger of collapsing and thus lost forever. As only the second now surviving trailer car known to exist, a decision was made that the car should



(Above) Detail of splice work done. The splice is additionally supported by hidden knuckle joints and steel plates placed either side.

be stabilized by a partial re-build pending a later grant application to fund full restoration. Fortunately, a carpenter known to our Works Manager became available on a contract basis and work put in hand to commence the re-build.



(Above) A view of 72B showing the stage just before all sub-frame timbers were fitted into the head stocks.

probably collapse if any movement was attempted.



## Steam Tramway By-ways (Part 3)

### - A Tramway That Never Was—Lismore

As local expansion developed, few towns worth 'their salt' considered anything less than a city style tramway to grace their streets to give increasing status and mobility to their populace. Many towns 'called' but few 'were chosen'. Lismore, on the far North Coast of NSW was one of the many that called on the government to lay in a tramway to connect its business centre, including the railway, with its tiny suburbia. Sydney had progressively adopted electric trams c.1898 and the generally aging steam tram stock was available for deserving cases. By 1912, when Lismore put up its hand for a tramway, most of Sydney's steam trams had been farmed off to the outer suburbs and the cities of Newcastle, Maitland and Broken Hill.

The town of Lismore was officially gazetted on May 1, 1856. Closer settlement rapidly took place with a formal municipality being established in 1879. The rich countryside supported a thriving livestock industry. The population rapidly grew to the extent that by c.1912 it numbered approx. 7,000. Another statistic demonstrating local growth was the business in and out of Lismore railway station. Passengers in and out of Lismore for the fiscal of 1909 were 54,074; for the fiscal of 1911 they had risen to 99,158 plus another 12,000 with other business at the station.

During September 1911, members of the Lismore Municipal Council attended a local government conference in Sydney. Taking advantage of their proximity, they waited upon the Minister for Public Works and put to him their case for a tramway in Lismore.

#### Surveyor/Engineer's Recommendation

Some little time later, a government surveyor was dispatched to Lismore for the purpose of taking levels for the proposed routes. The local aldermen were quite ambitious in their requests and put forward six routes for the surveyor's consideration. These routes comprised:

- No.1 Casino Road to Woodlark Street
- No.2 Showground to Woodlark Street
- No.3 Elliott Road via Molesworth Street to Girard's Hill.

- No.4 Railway Station via Woodlark and Keen Streets to Girard's Hill
- No.5 Railway Station via Woodlark, Keen and Orion Streets to the Hospital.
- No.6 Railway Station via Molesworth Street to a point on Wyrallah Road.

major loser being the Hospital.

#### Proposed Main Trunk Line

The main trunk would commence at Elliott Road, then proceed via the railway station along Union Street, cross Leicester Creek, cross Wilson Creek then into Woodlark Street forming a junction for the two branches at Molesworth Street. This formed a distance of 66 chains.

#### Girard's Hill (Ballina Street) Branch

The line to Ballina St (Girard's Hill) covered the main business area in Molesworth Street. The extent of the branch from Woodlark Street Junction to the terminus was 75 chains of single track, containing two (sic) 5 chain loops with curves of 2 chains radius. The ruling gradient was 1 in 33. An estimate for construction was \$5,186, including an engine and carriage shed.

#### Cathcart Street Branch

Leaving the junction in Woodlark Street, the proposed line would proceed along Keen Street turning into Orion, thence Leicester, Cathcart and again Orion to junction. This route is a little hard to follow on modern day maps as it would appear Cathcart Street has been much shortened to what it was in former times.

Both termini were similar distances from the Elliott Road commencement i.e. Cathcart Street, 132 chains and Girard's Hill 142 chains.

A major expense in the construction of the main line was that of the two bridges that crossed Leicester and Wilson's Creeks. These bridges were 24 feet wide with the centre span narrowing to 21 feet. At times the bridges were congested which made any contemplation of a tramline going over them, impractical without a lateral extension being made to them. The engineer/surveyor requested if the council could do this work. He came to a figure of £16,928 (\$1.89 million, 2013) for construction of the tramway.

On Monday, March 11, 1912, the Mayor in Council was delighted with the report's outcome and moved that it be endorsed together with a request to the Minister to proceed as per its terms. The satisfactory nature of the report encouraged the aldermen and they supported the mayor's motion.

With routes, gradients etc. being decided it was for the Sydney authorities to work out detail of costing both for construction and operations.

#### Existing Public Transport

At the time of the inquiry 50 licenced public vehicles plied the streets of Lismore. 44 alone serviced between the railway station and Molesworth Street. Cabs carried two persons with wagonettes carrying up to five. These charged one shilling as a minimum to hire.

(Above) A possible destination roll for the Lismore Tramway.



(Above) What might have been. A tram bound for Girard's Hill stands at the depot. It is decorated to celebrate the end of WWI.

The Mayor drove the Surveyor over the proposed routes with agreement being reached on a final model. It appears that an amalgam of most of the suggestions was adopted. The Casino Road route (No.1) lapsed as did the Showground route (No.2) So far as the Showground at North Lismore was concerned, the annual show was held over four days and crowds varied between 10,000 to 20,000 but outside this event, there was little to attract a line and regular service. Options 3 to 6 were finally adopted with variations, with the



**Service Estimates**

Operationally, the routes involved were comparatively short so it was desirable to operate the system as economically as possible. The ideal was to be able to operate with one motor in steam. A perusal of the projected timetable using one motor displays novelty. (No.1) The service contemplated was an 80 minute one. This featured a tram from Elliott Road terminus alternately operating to either outer terminus as a through service, then returning to the junction at Woodlark Street and proceeding to the other outer terminus. The tram then returned to Elliott Road. Needless to say, a service of this nature was seen as unviable.

Other variations included: (No.2) 1 tram: hourly through service from railway to both termini. ½ hourly service from railway to Woodlark Street junction. Annual cost est. £2898-5-3. 33,123 miles p/a.

(No.3) 2 trams: 40 minute through service from railway to both termini. An intermediate service from the junction to both termini additional to the through service. A service from the railway to the Junction every 20 minutes, Annual cost est. £6183-2-0. 70,664 miles p/a.

(No.4) 2 trams: ½ hourly through service from railway to each termini. Railway to junction every ¼ hour.

Annual cost est. £5796-12-3 . 66,247 miles p/a.

**Superintendent of Tramway's Visit**

Subsequent to the visit of the Surveyor/Engineer, The Tramways Superintendent, Mr Kneeshaw visited the town to gather more information on the town's attitude to the tramway and its potential. This took place on Wednesday, February 5, 1913. At this meeting the Mayor, other council personnel and interested parties attended. It was eagerly reported that contrary to some of the proponent's expectations, Mr. Kneeshaw had "pooh-poohed" the idea of steam traction, citing that the costs would amount to £18 per day, making it the most expensive system that could be adopted. Mr. Kneeshaw subsequently denied he had "pooh-poohed" anything. Of particular interest was the attendance of the manager of the local Electric Supply Company, Mr. E.M. Grant.

The latter gentleman was keen to promote 'trolley buses' the success of which had been demonstrated in the U.K. His suggestion was that the system could start out as a small venture (cost about £8,000) and progressively expand as means became available. Mr. Kneeshaw was impressed, so much so, that the inquiry, though scheduled to end at 1 p.m. was adjourned to allow consideration after a break. Unfortunately, when it came down to the nitty-gritty, the amount of current that was available from the local plant, was insufficient for such a system. Whether Mr. Kneeshaw seriously considered the use of anything but redundant steam tram stock, is quite doubtful.

**The Final Decision**

A decision on the proposed tramway was given on March 5, 1913, by the Public Works Department, based on the recommendation of the Chief Commissioner for Railways. The proposal for a town tramway system was considered premature. The salient points cited were:

- Population growth over past few years consider relatively small.
- Coal would have to be brought from Sydney making costs very high.

- Bridges over Leicester and Wilson's Creeks would have to be renewed.
- Notwithstanding local willingness of local people to pay up to 3 pence maximum fare with a local fare of 1 penny for a section not exceeding 10 chains, the revenue/expenditure balance would be in deficit.

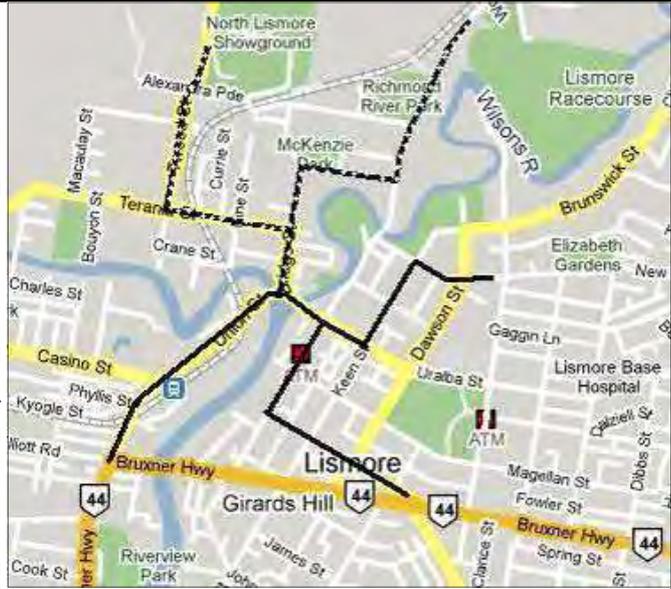
The final estimates of revenue v. expenditure gave the finishing blow to the Lismore Tramway Proposal:

Estimated Construction Coast.....	£24,670
Estimated Annual Expenditure:	
Interest of Capital	£ 987
Working expenses	£3,000
Estimated Annual Revenue	£ 1,500
Deficit in Operation	£ 2,487

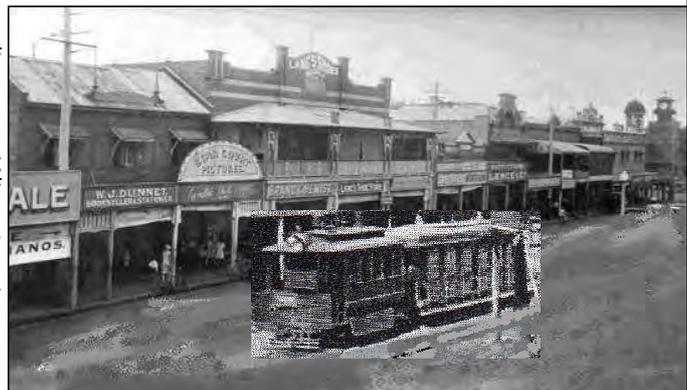
With these these figures to hand, the Minister for Public Works had no alternative but to decline construction of the proposed tramway.

There appears to have been a sanguine acceptance of the Minister's determination and the idea of a tramway system for Lismore quickly died. The existing arrangement of cabs, carts and eventually buses, proved satisfactory for the needs of the immediate community. The railway eventually became connected with the rest of the coastal system. Unfortunately the branch line connecting Murwillumbah, Lismore and Casino with the main coastal line, despite numerous calls for its reinstatement, has now passed into history.

The Lismore tramway proposal, along with those for Wollongong, Smithfield and other places, never eventuated. The loss-making ventures in Broken Hill, Maitland and Parramatta and the like, had made the Government very chary to the idea of establishing tramways in all but heavily populated centres. As it was, the motor bus developed very quickly after WWI and the various decisions to deny tramways to the smaller communities would prove to be a wise one.



(Above) Transposed over a modern day map, the solid line depicts the proposed line commencing at Elliott Rd and proceeding via the railway station, to a junction in Woodlark Street. Here the line diverges, top to Cathcart Street and the bottom line to (Cathcart St) Girard's Hill. The dotted lines to the Showground and Racecourse were considered to be likely candidates for an early expansion.



(Above) A tram as it may have looked, travelling along Molesworth Street, Lismore

Reference Sources: File #811420 State Records. Northern Star. 12-3-1912. 6-2-1913. 10-3-1913



## A Bit of 'Biffo' At The Depot

The Forest Lodge Tram Depot at Rozelle was built progressively from 1904 to 1909 to accommodate the rapidly expanding electrification of the South and Western tram lines. The immense building today, is but a pale shadow of its once proud appearance. being now in a state of advanced decay. An event during the last days of 1910 tended to tarnish the outwardly new and fresh appearance of the depot however.

The following story has been pieced together from various eye witness accounts. The principal parties are:

**Ernest Parkinson**—Off duty Conductor.

**Abel James Gibbons**—Conductor

**Hugh Joy**—Passenger

**Edward James Connors**—passenger

**Herbert Henry Hudson**—Tram Driver

**Constable James Harper**—Off duty Constable.



(Above) Rozelle tram depot 1919

Naturally, there were two versions of the event. According to the 'trammies' in evidence, the night unfolded thus: At about 12.10 a.m. on Thursday, December 29, 1910, a number of young fellows boarded an electric tram in Leichhardt which was bound for the Forest Lodge Depot. On arriving at Ross Street, the last stop before

the depot, only two passengers remained. The tram crew told them, they would have to get off. The young fellows objected and demanded in 'forcible' language to be taken to the railway. Naturally, the crew said they would not. Joy said that he could drive a

tram and made to take the controls. He got hold of the controller but the driver had it locked. With that, a scuffle occurred quickly growing into a fight. There were about twenty trammies on the scene altogether.

Ernest Parkinson was an off-duty tram conductor and was waiting for a tram to take him home. He saw two men, Hugh Joy and Edward Connors (ex Leichhardt tram) at the back of the tram. Joy had hold of Conductor Roberts, by the arm. At that moment, Driver Hudson came around from his post. Joy wanted to fight Hudson. Rushing at him, a fight ensued between the two. There must have been some formality in the fight for Hudson said in evidence that he went about five rounds with Joy. At this time, another tram came along and Conductor Parkinson went to board it. Connors was looking at the fight between Joy and Driver Hudson Whilst going toward the second tram, Connors lashed out with his foot, striking Parkinson on the jaw and rendering him unconscious.

According to the defendants (civilians) in the case,

the events unfolded somewhat differently. Hugh Joy stated that he wanted to get on the tram at Ross Street. The Conductor told him it was a depot tram and Joy got off. The driver (Hudson) said "You'll have to walk" and this was echoed by the Conductor. Joy replied that it would not be the first time. Joy considered both the driver and conductor to be offensive, saying to them there was "...no need for trouble". Joy alleged Driver Hudson hit him without provocation, knocking him to the ground. Joy got up and stated he was then thrown on his head and a tooth knocked out by 20—25 tram conductors who were standing nearby.

Joy's traveling companion Edward James Connors, stated that Joy was on the ground just as the following tram came up. 20-30 conductors were around him, running in and kicking Joy then running away again. As the second tram approached, in a state of excitement, Connors ran up to it calling for assistance, saying "All you passengers get out here—give us a hand—about 40 tramway men are kicking us to death!" Parkinson had been a non-participatory in the melee that was going on and thought it would be a good idea to get clear of it. He was just about to get on the tram, when Connors, already on board trying to muster help, said "Here's another of the b...s." then lashed out with his foot striking Parkinson on the jaw, breaking it and sending him to the ground unconscious.

Constable Harper was traveling on the second tram. He was coming home from point duty and saw the fracas. Because of the numbers involved, he wisely decided not to use force to subdue the participants. Instead, he attempted to pacify them. Seeing a fellow (Joy) on the ground and another fellow kicking him, the Constable went to Joy's rescue. On taking Joy into custody, another man raced up and struck Joy in the mouth. The latter person, Abel James Gibbons, together with Joy, were 'induced' by the Constable to accompany him to Camperdown Lock-up. In all. It was a very confused melee.

At the subsequent court hearing, Connors admitted that he had been in trouble previously for assault and had served a term of imprisonment. In evidence, he thought he was going to be hauled off the tram by the trammies and likewise kicked.

In judgment, the magistrate stated that the Tramway Department would have to deal with the conductors and others involved (not under charge) in the disturbance. He found Joy guilty of assaulting Conductor Gibbons and found Gibbons guilty of assaulting Joy and not in self-defence. They were both fined £2 or in default 1 months imprisonment. Costs were to be divided between them. In the case of Edward James Connors, the magistrate considered it a cowardly assault and sentenced him to three months gaol.

The fracas was considered a disgraceful affair and was widely reported across the nation.

As a post script, Edward James Connors joined the WWI AIF in 1915. In this, he had a chequered history, (To page 6)



(Above) A tram departs the Forrest Lodge tram depot via the right-of-way.

References Used: Sydney Morning Herald, Fri.6-1-1911; Evening News:Thu 29-12-1910; Thu 5-1-1911. WWI records, National Archives. Births, Deaths Marriages NSW records.



## Putting you in the Picture— Safety, Drugs and Alcohol, Fatigue, Education

(By Craig Connelly, Chairman and Works Manager)

Following the introduction of the Rail Safety Law in 2012, the Society has had to update its Safety Management System (SMS) to be compliant with the new legislation. Part of this compliance is consultation with the membership in regards to the SMS. This article will provide a brief overview of several SMS components and the obligations of members when participating in Society activities at Valley Heights.

### Safety Policy Upgraded

The safety policy required some alterations to ensure it is compliant with the new Rail Safety Law. The updated policy is reproduced below for the benefit of all members, who are reminded that the policy is to be complied with at all times. Please remember that it is the right of all members to have their say, provide suggestions or comment on any element of the SMS and are encouraged to do so by contacting any of the Society Directors.

Copies of the current Safety Policy are on display at various locations around the Valley Heights Depot.

The current version of the Safety Policy is reproduced below.

### Safety Policy

This Safety Policy has been developed to ensure compliance with the Rail Safety National Law and section 2 of the VHST Safety Management Plan to allow VHST to operate in such a way that there is minimum risk of injury to workers, passengers and the general public.

VHST is committed to compliance with all relevant safety legislation, laws, regulations and guidelines.

VHST declares an express commitment to safety and the development of a positive safety culture across all aspects of the organisation.

VHST is committed to ensuring staff compliance with its Drug and Alcohol, and Fatigue Management Procedures.

VHST will strive to continually improve safety performance levels by identifying, assessing and controlling safety risks by:

- Putting in place the controls and resources to address those risks
- Making managers and supervisors responsible for implementing the relevant sections of the Rail Safety Management Plan and for developing standards and procedures for employees and volunteers to work to.
- Ensuring that employees and volunteers are trained in these standards and procedures and are committed to the Safety Policy and the safety of others.
- Ensuring that employees and volunteers are consulted, and participate in the decision

- Ensuring that safety matters are effectively communicated to employees and volunteers, especially when dealing with changed procedures.
- Ensuring that all incidents, including “near hits” are reported to the Operations Manager so that appropriate action can be taken to prevent reoccurrence.
- The continuous improvement of all aspects of the safety management system.
- Ongoing monitoring and auditing of this Safety Policy, and compliance with the Rail Safety Management Plan.

### Drug and Alcohol Management Procedure

With the introduction of the new Rail Safety Law greater obligations have been made upon the Society and its members in regards to the management of drugs and alcohol when carrying out rail safety work.

The Society has appointed two Drug and Alcohol testing officers during 2013, Peter Stock and Craig Connelly, who are delegated under the law to direct people to undertake drug and alcohol tests if there is suspicion of impairment or a mandatory requirement for post incident testing within 3 hours of the incident occurring, or suspected of occurring. It is important to note that refusal to take a test when directed by an authorised officer is taken as a positive result and penalties under the Rail Safety National Law will apply. The regulator still has the power to conduct random testing on rail safety workers at Valley Heights at any time. This has previously occurred on one occasion to date.

Rail safety workers at VHST affected by drugs or alcohol pose a significant risk to the safety of themselves and others. A rail safety worker who breaches the policy puts themselves at risk of consequence management under VHST Operating Rules, which can lead to **retraining, job suspension, demotion, further mentoring or expulsion from the Society.**

There are also substantial penalties that can be imposed by the regulator under the law including fines and custodial sentences. Under the new Drug and Alcohol Management Procedure, persons found to have problems with drugs or alcohol may be referred to counselling, treatment and rehabilitation where appropriate.

There are significant penalties that may be imposed on the Society and individuals who breach the drug and alcohol procedure, so it is in the best interest of everyone to familiarise themselves with the requirements to avoid any complications in the future.

The full procedure is available to read at Valley Heights, or a copy can be made available to anyone who requires one by contacting one of the Society Directors

### Fatigue Management Procedure

The Society recognises that the effects of fatigue when operating tourist services at Valley Heights pose particular safety problems and has developed a procedure to control fatigue associated risks.

The main requirements of the procedure are reproduced below.

### Requirements of all Rail Safety Workers/ Members/ Personnel/ Staff/ Contractors, engaged in Operations or Work on site:

- (1) All VHST rail safety workers/members/ personnel/staff and contractors shall be conversant with this procedure.
- (2) Rail safety workers are to be fully rested, with at least eight hours rest before signing on for duty at VHST.
- (3) Rail safety workers, in signing on for duty, will thereby attest that they are free from fatigue.
- (4) By arrangement with the Operations Manager or his delegate, rail safety workers will ensure they have regular breaks during the course of their duty and take refreshment.
- (5) On any days of consecutive operation, a staff member must have at least eight hours rest between shifts.
- (6) A rail safety worker, who is required to work for twelve hours in a day, will have as a minimum, one hours rest during the course of that period but not less than three hours into such shift.
- (7) Particular attention is to be paid to workers who have extended travel times to reach Valley Heights. Such workers may require additional rest breaks or in extreme circumstances be given non safety critical duties to perform.
- (8) Supervisors and co-workers are to be alert to any obvious signs of fatigue in any other worker on duty at VHST, and report same to the Operations Manager or his delegate.
- (9) Any rail safety worker designated to be suffering from the effects of fatigue shall take a mandatory rest break of at least one half hour.
- (10) Rail safety workers are required to notify the Operations Manager if they are, or suspect another worker is adversely affected by fatigue without prejudice, so they can be given the opportunity to rest.
- (11) On days of excessive heat, rail safety worker shall take extra refreshment breaks as required, to avoid heat stress.



## “Preserving the past, enriching the future”

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The museum is located at 17B Tusculum Road, Valley Heights. Ample parking is available. A train service is available to Valley Heights. Walk around to the signal box gate opposite the station. A tram service is available from about 10.50 onward at 30 minutes intervals. No disabled facility at this point at present. Do not attempt to short-cut across the tracks.

The museum is open  
between 10 and 4 on the  
2nd and 4th Sundays of  
the month. Steam  
operations on both days.

## Last but not least.....

(From Page 5) contracting gonorrhoea probably in Egypt, charged with AWL, escaping custody on a couple of occasions and serving time in the UK. There appears no record of him after 1920. A Hugh Alphonsus Joy died in 1919, possibly as a result of the influenza epidemic at that time. No doubt this was the “Hugh Joy” of the “Depot Biffo” affair.

### PERSONAL

A recent note from the Goodman family tells us that member **Peter Goodman** continues to make remarkable progress with his cancer treatment, so much so, he is confounding his treating doctors. Peter turns 65 in the later part of September and will be having a celebration with relatives and friends on the 20th. Congratulations Peter!

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### OTHER NEWS

#### Necropolis Visit

On Sunday August 3, members Keith Ward, Craig Connelly, Deanne Irwin and Yours Truly, went on a railway themed tour at Rookwood Necropolis. Themed tours are conducted monthly on

the first Sunday by the “Friends of Rookwood”. About six other folk went on the tour including our friend from “Railway News” Peter Neve. A fascinating inspection was conducted of the burial sites of such famous railway persons as William Sixsmith, driver of the first train to Parramatta. Spied on the tour but not part of it, was the grave of a little chap who was run down by a motor in 1897. More on this in the next issue.

We encourage you to go on one of these tours. Other themed tours include general heritage, 'crime and punishment', 'our convict past' and several others. Google the 'friends' up for more detail

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#### Small Grant Received

The society has received the sum of \$1784 from Museums & Galleries NSW for the photocopying and conservation treatment of a Broken Hill destination role c.1910. A specialist conservation company has been commissioned to carry out the work.

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**Works Report: LFA 179:** Tread slats prepared for end platform floors. Headstocks and railings painted. **72B:** Two sole bars and 11 pillars installed (see article page 1 for further detail). **103A:** Drain cock handle repaired. **99DD:** End platform imperfections bogged and slats placed. **93B:** Repair and modification to B end brake rigging following failure.

(12) In the event of emergency or degraded conditions requiring rail safety workers to remain onsite for longer periods than normal, rail safety workers must indicate their fitness to continue during the emergency.

(13) Additional rest breaks may be required as necessary.

#### Education and Awareness:

Fatigue awareness shall be a regular item at “toolbox talks” held for VHST staff.

The consequences of poor fatigue management, with regard to safety issues will be reinforced to rail safety workers on a regular basis.

Fatigue management procedures will be conveyed to the wider membership through the Society newsletter.

A copy of the fatigue management procedure shall be provided to all rail safety workers and contractors as part of the VHST general induction.

Anyone wishing to comment on or obtain copies of any of the documents referred to above should contact Operations Manager Peter Stock or Chairman Craig Connelly.

#### (From page 1) Work to Date

The sourcing of materials was no mean feat, especially the soul bars of Oregon which are over 11 metres in length! Thus far the following work has been done:

- Two soul bars formed and fitted
- Two headstocks formed and fitted
- Two sandwich boards made and fitted.
- Inside 'stringers' spliced and fitted
- One needle beam replaced.
- 14 uprights formed and fitted
- 7 seat backs formed and fitted including transverse truss-rodging.

As mentioned before one end of the car had all the internal sub-frame timbers cut to allow for a concrete floor. Our Works Manager Craig came up with the idea that so as to spread any disadvantage splicings may have, some of the longitudinal timbers should be about-ended so that now, the spliced timbers are staggered across the base. Well thought out.

Once all the sub frame members are in place and truss rodging set up, the car will be able to be moved as necessary without fear that it will collapse. Successive work will depend on an a successful application for grant monies. We will keep you up to date as work progresses.

#### Audit Findings

All findings from last year's compliance inspection by the ONRSR have now been finalised and closed. Congratulations Craig, on a job well done on behalf of the society.

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#### School Charter

On Thursday, August 14, pupils, teachers and carers totalling around 70, visited the museum. The group arrived by train at Valley Heights around 9.30 and were escorted via the road bridge to the Signal Box terminus where the tram was waiting to take them to the museum. All were excited as they took their seat on board. With a full load, the tram made its way to the museum where our eager passengers disembarked. Andrew Tester and Keith Ward, did a splendid job of organizing an inspection of various aspects of the museum, with the kids split up into four groups, each led by a museum volunteer. The significance of the railway across the Blue Mountains was a feature of the tour.

Each grouping had a ride on the tram as part of their excursion. After lunch and a turntable demonstration, the party were transported back to the Signal Box to enable them to catch their train back to Warrimoo.

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#### UK Member's Visit



Member Bob Tebb (ex UK) paid us a visit during July and caught up with 103A again. Since he was last here, we have gained access by rail to the Signal Box. Bob was delighted to make the trip. Thanks for visiting Bob, come again soon.