



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 Transport Heritage NSW (Blue Mountains Division).
Affiliated with the Council of Tramway Museums of Australasia and
Rail Heritage Australia (NSW).

“Preserving the past,
enriching the future”

Volume 11 Issue 6

December 2014

The “Big Shunt” - Mark 2 - Not quite as big as hoped for...

The basic aim of “The Big Shunts”, has been to reposition both the tram and museum rolling stock collection to enable

- (Mark 1) Placement of the collection to enhance viewing for Centenary celebrations in 2014.
- (Mark 2) Enable placement of loco 5711 in the roundhouse.

Mark 1 took place on December 3 last year whilst Mark 2 took place on Saturday December 6 this year.

A programme of movement was designed by Ted Dickson and in summary made for the following major placements:



- 5711 and tender to No. 1 road in shed
- Our “S” truck and louvre van to our shed
- Museum HG wagon and Stepho to No.6 road
- Museum “S” truck, Shell tanker, cattle wagon ‘36’ tender, brake van and trikes to Departure Road.

To attain this disposition required a lot of shunting onto various roads and in the end, was subject to “plans of mice and men” with rolling stock placements not all quite as planned..

Stepho was fired up at 7 a.m. and a “Toolbox Talk” chaired by Ted Dickson (Day Operations Manager by delegation from Peter Stock) kicked-off about 9 a.m. In this talk the risk assessment plan was presented and gone through point by point together with the Shunt Programme. The Rail Safety Workers involved in the shunt were signed-on and duties assigned. Spectators were requested to sign a document acknowledging their status and obliging them to follow the directions of the assigned Crowd Controller. Sections of the museum were safety taped off to make proper separation between spectators and the various shunting operations.

The actual shunting got underway around 10 a.m. with a qualified railway shunter giving directions and supervising coupling. With the various vintages of the rolling stock involved, there was little uniform coupling and some proved not quite so easy to marry-up.

The shunt proceeded well during the morning with movements going much according to plan. After lunch, it was time to

attack 5711. Stepho still had the Shell tanker and our S truck attached to provided added braking for the consist. Duly coupled up, Stepho’s throttle was opened and after a couple of attempts and a bit of wheel-slip, the consist very slowly inched forward. (To Page 6)



(Far Lt) Stevo “biting off more than he could chew.” A valiant effort but not quite good enough. (Above) A far more comfortable loading.

That Time of Year Again.....

- Best Santa Weekend Yet

Keith Ward and Andrew Tester of the Museum did a huge amount of work in promoting the annual Santa event over the weekend of 13-14 December. With the previous year seeing a somewhat disappointing number of visitors, it was thought that it could be better, so all stops were pulled out with the media. The message was spread via advertising in the local newspaper, the web-site, dodgers and anywhere else a leg-in could be gained. The local newsagent at Springwood even offered to put 500 dodgers in a newspaper delivery, free of charge –now that’s local support! .

A total of 565 visitors came through the gates.

Not all of these visitors translated into revenue as many were under-aged children.

Museum members went to a lot of trouble in setting up the Christmas tree and Santa’s enclosure and indeed dismantling it after the weekend. Many thanks to all concerned. Thanks also to Santa’s volunteer elves. They did a great job as usual, adding a special festive flavour to the occasion. We look forward to it being even bigger and better next year.



(Above) Some kids just never grow-up. Hard to say what will give way first, Santa’s knee or Old Dad Stock’s walking stick !

FROM THE
EDITOR AND
BOARD OF DIRECTORS



To all our
members and
supporters, the
Board of Directors wishes
you a joyful
Christmas and
a wonderful
New Year.



Memoirs of a Mangler



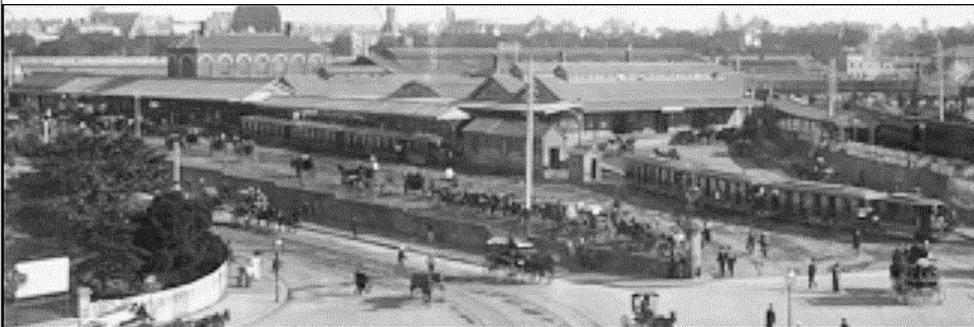
• “Merry Christmas from the Mangler!”

The decade of the 1880's was a particularly bad one for the steam trams of Sydney. Almost every week, at least two or three accidents happened. These ranged from near misses to serious injury and death. Perhaps Sydney was still getting used to the speeding little 'monsters'. The Evening News in particular was very much 'anti' steam tram, giving them all manner of names including, "fiery monster", "City Molloch" and many more. They were even labeled 'murderers'. As each accident occurred the "Evening News" eagerly went into vituperative condemnation of the tram system. An article written in December 1881, two years after the trams commenced, is quoted in full.

In many respects the following accident account is like many others. The court case which determined compensation, featured questions put to the jury of four, aspects of perceived negligence. This in itself, makes the account somewhat different, giving some insight into the considerations for compensation.

- (5) Could the Plaintiff avoided the accident by reasonable care? - Considered the Plaintiff took reasonable care.
- (6) Did he take reasonable care to avoid the accident in crossing the tramline? - YES

Whether any revised procedures for trams passing the railway steps, were introduced following the plaint is not known.



Twelve months before this case, the Evening News gave an editorial condemning the steam trams, following a speight of accidents. Some of the article in its original form is illegible so I have re-written that part for easier reading.

(Above) Redfern station, late 1800's. There was a regular procession of trams

William Dwight was an apprentice stone mason with W. Andrews of Lidcombe. He resided in Redfern. On Christmas Eve evening, 1882 he was outside Redfern Station wanting to cross Devonshire Street. He had seen one tram pass him from the direction of Botany and he was about to cross over behind that tram when another tram from Sydney came up behind him and before he could get out of the way, it knocked him down. He fell with his right leg across a rail and likewise his left foot. One wheel of the motor, despite the best effort of the driver, ran over the limbs mutilating them terribly. On extricating Dwight, a passing Constable by the name of Paine took him straightway to the hospital. Here he had his right leg amputated below the knee and his left foot amputated also. Dwight survived the operation and thereafter made a recovery. Even so, it was a bleak Christmas for William Dwight and indeed, for the rest of his days.

Dwight subsequently sued the Commissioner for Railways and the case came before the Supreme Court on Friday, June 29, 1882. The jury returned a verdict for the Plaintiff with £1,500 damages.(\$240,000 approx. 2013) It is interesting to read some of the questions that were put to the jury:

- (1) Whether the running of a steam tram near the railway steps and immediately after another tram had passed, amounts to negligence? - YES.
- (2) Whether the running in opposite directions of two trams in Devonshire Street, as near as 100 feet from the railway steps leading to the railway station, amounts to negligence? - YES.
- (3) Whether the running of a tram at a rate of 5 or 6 mph at the distance of 100 feet from the steps in Devonshire Street amounts to negligence? - NO.
- (4) Did the tram causing the accident, pass another tram in Devonshire Street just before the accident? - YES

More Tramway Murders!

ONLY two human sacrifices in one day to the fiery monster which the authorities of the Tramway Department worship! Surely this is unkind, and not what is due from such fervid and faithful devotees towards their idol, which, like the horse-leech's daughter, is perpetually crying, "More! more!" as it rushes screaming and smorting through the crowded thoroughfares of the city. They may depend upon it that their goddess will not be satisfied with such stinted fare. She is ever seeking for blood, and to believe that it will not be found is to hope against the inevitable. This was the experience of other countries. But the awaking came, and the wise men of Europe and America forsook the monster, and permitted reason to guide their faculties. In spite of the

example of other countries, and the beneficial results following the change from the dangerous steam monsters to horse traction on city tramways, the former craze— for it can be called nothing else— has been adopted here. The steam motor is now the goddess before which the Minister of Public Works bows the knee and owns himself a devoted worshipper. Hence the human sacrifices that have become so common that they have almost ceased to cause remark. Eels are said not to mind skinning because they are used to it. On the same hypothesis the public may be said not to mind being crushed to death by the tramway cars because they are rapidly becoming accustomed to it. At all events they soon will. The death of the guard, George Robinson, who was killed on Wednesday by being knocked off a car by a passing motor, would have been utterly impossible under a more enlightened system of tramways.



If horse-cars had been in use he would have had no occasion to be outside at all, and could not therefore have been knocked off. We have no hesitation in saying that his death is directly attributable to the insane method now pursued of using railway locomotives and railway carriages in the busy streets of a populous city. If the event had occurred in England- which by the way would be impossible- a coroner's jury would have returned a verdict of manslaughter; if it had happened in America, the chances are that the verdict would have been one of willful murder against somebody. Perhaps, also, that somebody would have had a lively time in avoiding the attentions of a too energetic vigilance committee, and a very active Judge Lynch. It ought not to have been possible in this country. Nor would it, if wiser counsels had prevailed, and a more enlightened system of tramways been adopted. It appears however, that those in whose hands the matter rested were too proud to follow the methods observed in other places, where much larger populations than ours have to be served. As they probably could not think of any new plan, they adopted the obsolete systems long before abandoned for city traffic by other older, and wiser communities. George Robinson has fallen a victim to this old-fashioned craze. His wife has been left a widow and his children fatherless because somebody who was paid to know better had blundered.

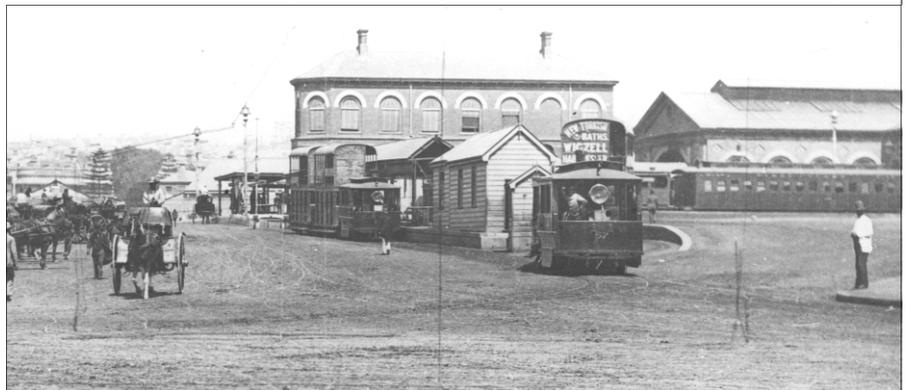
The death of the female, the unfortunate Mrs. Waler, also is directly attributable to the abominable steam motors and heavy trains. It would have been possible to have stopped a light horse car by means of a powerful brake in time, at all events, to have saved the poor creature's life. There was no hope however, once in front of the snorting, terrible monster, which paralyses its victims with fear previous to crushing them and leaving them mangled and bleeding or scattered in fragments around its blood-stained tracks.

We unhesitatingly affirm that the two deaths that took place yesterday could not have occurred if horse cars instead of railway locomotives and trains were used in our streets. How much longer is this frightful state of affairs to last? How many more citizens are to be butchered before the Government is restored to reason? The streets are rendered impassable now; business is ruined, and about a dozen citizens have been killed. And all because the Government is too obstinate or too ignorant to make the change that would give a better, safer and swifter service.



Notwithstanding, the mangling continued and would not be alleviated until the advent in 1906 of the automatic life-guard drop device. By that time, the steam trams were almost gone from the inner city scene, though they still held sway in some of Sydney's then outer suburbs and the provincial cities of Newcastle, Maitland and Broken Hill.

(Below) Another view of the old Sydney station at Redfern, giving a view of Devonshire Street.



Operation's Manager's Fireside Chat

- A word About Fatigue



Be aware that personal fatigue can develop at any time throughout the day. Rail Safety Workers, and indeed any society member present on operating days, should be aware of identifying and how to manage fatigue (both personal and for any who are also on duty that day).

Hot and cool weather

Our rsw's assigned to locomotives must be aware that they could be susceptible to fatigue. This is more likely to occur during the warmer months. Likewise those engaged in conducting and other rsw duties are not exempt and are equally susceptible to experiencing fatigue, particularly during the late afternoon when riding on the back of the tramcar.

This notice is a gentle reminder that within the roundhouse there is a water fountain provided by our colleagues, the VHLDHM, which dispenses refrigerated water. I strongly suggest that each rsw regularly avails him/herself of that facility. Indeed there is also provision for personal water bottles to be re-filled.

Whilst this reminder is generally aimed at the summer months it applies to the cooler months.

Fatigue can "sneak-up" on you at any time due to personal factors, hot or cold weather or physical tiredness. *Be on the guard for any personal symptoms.*

What should I do?

Watch your fellow rsw's whilst on-the-job and when you seek to refresh yourself offer refreshment to your colleagues at the same time. The VHST does endeavour to keep ahead of possible fatigue. From time to time the shop staff ensure bottles of water are distributed to those on duty. The trammies appreciate this gesture. But remember the final onus is with each rsw to *keep up their fluids, particularly on hot days.*

Peter Stock, Operations manager.

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Safety Management Plan Review

The annual review of the SMP will take place early next year. Any member who would like to make a suggestion or comment relevant to the review, is invited to contact the Secretary with their submission. prior to January 10, 2015.





To Cap It All !

Dr. Bob Tebb has been a member of the society for some time but his association with the society goes back to our Parramatta Park days. The following is a study of four different motor types that Bob has had rare opportunity to sample drive over the years. It all makes for fascinating reading but has to be spread over two or three issues unfortunately.



(Above) Dr. Bob Tebb and his ubiquitous cap.

INTRODUCTION

I have had a particular fascination with steam trams since helping, at the age of 14, with the unloading of the Wilkinson Patent steam tram 'John Bull' at the Crich Tramway Museum, from its original Beyer-Peacock makers, way back on the 19th May 1962. This machine was put into more-or-less workable order at the Museum on a number of occasions, but its maintenance and operational requirements were perhaps rather alien, compared to those of the dominant electric tram fleet, that persistence was not sustained. Much cosmetic work was done (not by me) to restore its original external appearance.

Finally, in late 1983, I felt that, with the steam tram loco's Centenary approaching in 1985, a further effort should be made to enable it to celebrate this momentous event (centenaries don't come round very often!) in steam; this was supported by the Crich management, I was appointed as Steam Tram Project Leader, and work commenced. With a small team, which included two steam-experienced volunteers and a little welcome financial help and support from the NSW Government's Agent-General in Britain, it was restored sufficiently to enable it to perform for a Centenary birthday celebration at Crich on the 19th May 1985.

It was a true delight to steam along amongst the electric trams there, covering them and their passengers with tasteful steam and smoke (from ordinary house coal – just after the end of the British miner's strike). My wife Kath prepared birthday cakes (including a cardboard one for the firebox), which were duly presented by our elder son Peter in a traditional workman's cap; it was at this point that this particular 'flat cap' came into common steam tram use, not only as driver and crew identification, but also to minimise the transfer of oil, coal, etc residues to what remained of my rapidly-diminishing

hair. Amongst those present at the Crich birthday was Councillor Stanley Parkinson, the then head of Blackpool's tramway committee, and the leading light in plans to celebrate their own Centenary, also in 1985, Blackpool being the first electric street tramway in England, having rejected steam as an option. At this party, I loaned him the driver's cap and invited him to drive 'John Bull' in the hope that he would appreciate the idea of showing what Blackpool had rejected by running it at their own Centenary; this was seized enthusiastically, and the engine was formally invited to participate in their Grand Centenary Cavalcade along the Promenade, and so the 29-year journey for the cap began!

As we shall see, it has now been worn by me when riding and driving steam trams at Crich, in Blackpool, in Sydney (New South Wales, Australia), Auckland (New Zealand North Island), and Christchurch (New Zealand South Island), although it now bears all too clearly the honourable scars of such activity! I thus, probably uniquely, now have direct operational

experience of how 'John Bull' compares with its main British competitor – the Kitson steam tram – and how these compare with its direct Australian competitor for which it was originally built – the Baldwin steam tram as used in Sydney.

Comparing and contrasting these is not easy, for they were built for very different environments and purposes; I hope I have made adequate allowances in my assessments!

I cannot proceed further without expressing my eternal thanks – and without which I could never have proceeded far at all – to those Societies, Museums, and individuals who have helped me to gather and appreciate such information; their own dedication, understanding, and sheer enjoyment in their activities has been a total joy to me. So, Crich, Parramatta Park, Valley Heights, MOTAT, Ferrymead, Peter, Craig, Bruce, Ian, Ron, David, Mike, and many others – thank you very much indeed; In every case your greeting and hospitality was so warm and helpful that I hope I did not abuse your welcome mats too far! The condition of ALL the engines was fantastic – well done all!

SETTING THE SCENE

There are several books which deal in detail with historical aspects, numbers, dimensions, etc of such vehicles in many cities in Britain and abroad (some in very considerable detail indeed, though often curiously superficial in failing to dig out already-published facts in many cases), but none seem to cover – or barely, if at all, mention – how they were physically laid out, behaved, and driven and fired in comparison to each other. There are penny numbers of notable exceptions – one is the original 'History of the Steam Tram', an Institution of Locomotive Engineers' Paper produced by Dr H A Whitcombe in January 1937. Here was a man who was an enthusiastic historian, but one who knew urban steam trams, not only (as a young man travelling behind, or illicitly riding, on their footplates) in their heyday, but also into their twilight years; even so, we learn little from him about the layout of these engines. Reading his original, unabridged, account, there is no doubt he favoured the Kitson variety:-

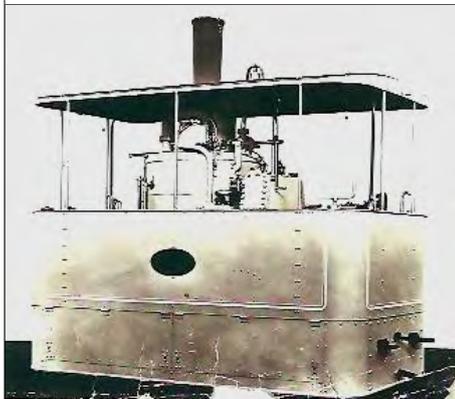
"The practical perfection of the steam tramway locomotive...was ultimately reached by the labours of Messrs. Kitson and Co., of Airedale Foundry, Leeds"

but to redress the balance somewhat, he also says, in regard to a late batch of Wilkinson tram engines:-

"They were magnificent engines and continued to run with the fullest satisfaction until the electrification of the system was completed in 1905."

Trying not to be (too!) partisan, I here can but present contemporary quotes. The first is from an 'anonymous writer' quoted in Gladwin's more-recent decidedly-monumental (in weight!) 8-volume 'History of the British Steam Tram':-

"I have also noticed how easily the Wilkinson ascends the long hill at Ashton with two cars and one hundred passengers with 120 lb. of steam, whereas it is with difficulty the Kitson ascends with 175 lb. [!]"



(Above) "John Bull" as built by Beyer peacock . It was later modified for service as their works shunter.



although they have cylinders 1 in. larger in diameter than the Wilkinson engine, but the last named has the advantage of being geared about 3 to 2.”

This view was not, however, universal; Dr A.P. Nuttall, in the discussion following Whitcombe’s Paper in 1937, said:- “The Author and I have a common interest in the steam tramway, but he is a Kitson man, and I am a Wilkinson man, just for the sake of differing.....I can say this for the Kitson engines, however, that they were never short of steam. On the other hand, I never saw a Wilkinson engine blow off in the street; those engines were always short of steam.”

So – take your pick (but does ‘not blowing off’ imply a shortage of steam – I don’t think so!)

Here then is an attempt by me to see if Dr Whitcombe’s – and others – assertions of so many years ago were valid, by undertaking my own, if necessarily rather crude, comparative trials. I had earlier resisted studying in too much depth contemporary accounts, before trying out the real thing, so as to minimise any subjective prejudice!

I have ridden on, observed their experienced drivers in action (the most important experience of all), and indeed driven (ie been allowed to handle their controls – under supervision), on their respective present-day operating lines (and, in one case, elsewhere), four tram engines of three basic designs scattered around the world. Indeed, in one memorable (if exhausted near the end!) eight-day period in 2014, I visited three different working steam trams on three different islands in two different countries!

Can we establish why ‘John Bull’ apparently failed so spectacularly in Sydney? If you were a driver on the Wigan tramways, would you rather take a Kitson or a Wilkinson engine out for service? (I think I can now answer that – see much later!) Were the Baldwins in Sydney so good, so ‘right’, for their own needs that nothing could compare with them? Can the cap’s journey, spread over some 29 years, help in this?

It is worth mentioning at the start of this ‘journey’ that people were, in general, considerably smaller in the late 19th Century than they are today – in height and body mass; thus what may appear to be cramped conditions now were somewhat less so then! And, indeed, steam tram engine footplates do seem small today (though, looking at photographs, I too may have expanded sideways somewhat in the intervening years!)

It is also pertinent that the engines we find today are, to varying degrees, modified from their ‘as built’ condition; it is thus necessary to try to relate performance and ease of use now to the original intentions. Although most steam tram engines used in Britain were fitted with some form of condensing gear, returning at least some of the exhaust steam back into tanks for further use, this created its own problems, as injectors do not function properly, if at all, with warm or hot water. None of the engines considered here now retain any such exhaust condensing device, which should therefore allow a fairer comparison of their real relative unfettered merits.

Speed governors are also absent nowadays from workable British-built engines (save for one, surprising, exception – see much later!), but were an obvious contemporary additional restraint on performance. I will make little comment on firing matters, as the limited availability of suitable fuels today means that they rarely fit with original intentions, the choice of fuel

being determined mainly by current availability. (A clear indication of the fuel sourcing difficulties appeared in the June 1984 issue of ‘Tramway Topics’ [the tramway Journal of New Zealand] in describing the diminished availability of suitable coke fuel.)

A key peculiarity of pretty well all steam tram engines is that they were really designed to be driven preferably ‘backwards’ in the railway locomotive idiom, ie with the firebox (or firehole door) leading and the cylinders at the rear. With this arrangement, whether operating with a crew of one or two men the driver would have a good view of fire and boiler condition while having a reasonable to good view of the road ahead. Most might usefully be conveniently described as ‘one-and-a-half ended’ rather than double-ended (though a few early ones were single-ended), as driving from the smokebox end was, in most cases, possible, but usually less convenient.

I encountered personal experience of this ‘backwards’ issue with ‘John Bull’ when it was being prepared at Crich to work during its Centenary year; previously last restored to workable order in the 1970s, it was found almost impossible to haul significant loads or to drive it expansively (ie on short reverser cut-off) from 1985. This was finally traced to the valve gear having a decade earlier been put on the wrong ‘sides’ of the motion, the ‘L’ and ‘R’ components having been at that time assembled with left and right looking towards the firebox end (as a tram man might see it), when they should have been with left and right looking to the cylinders end (as the railway industry builder saw it). A quick redistribution of parts resolved the problem!

A brief word on terminology; whilst it may have been a ‘dummy’ in Britain, or a ‘motor’ in Sydney, I shall simply use ‘tram’ or ‘engine’, giving ‘tram engine’ etc as necessary.

(To be continued. In the next issue, Bob details the steam motors under consideration and how they shaped up relatively)



(Left) Motor 103A at Valley Heights



(Above) The Kitson motor, Ferrymead NZ.



(Above) “John Bull” 1985



(Above) Motor 100 at MOTAT, NZ





“Preserving the past, enriching the future”

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The museum is located in Tusculum Road, Valley Heights. Ample parking is available. A train service is available to Springwood. Valley Heights station is accessible for museum visitors but you must walk around to the Tusculum Road entrance and 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.

Works Report: LFA 179: Floor slats to A and B end platforms . **DD99:** End platform slat work bogged and sanded. **I03A:** Stripped down for boiler inspection.

The Santa Gig at Valley Heights



(Lt) Having just arrived off the tram, Santa does some mingling. (Rt) Santa with elves.



Old Dad Stock and the Troubadour (with apologies to Zanetti)



(Lt) Delving into the gift sack. (Below) the queue-up



(From page 1) When 5711 was over the pit, the consist was halted and oiling underneath the big engine carried out. Then again it was time to get the big beast moving. After much huffing and puffing and a bit of wheel slip, it was obvious to our driver Craig, that Stepho was not up to the task of moving in excess of 150 tonnes, especially when grades were involved and light rain falling. It was prudently decided to leave 5711 and the 36 tender where it was and proceed with the balance of the assigned shunt.

It was a big ask of Stepho and the fact that 5711 had been stationary for many years and was a 'bit stiff in the joints' did not help. The museum will now wait until some bigger motive power arrives at the depot to move 5711 and tender into the roundhouse via a new proposed cross-over between the Arrival and Dispatch Roads. The new disposition allows for the HG and timber cattle wagon to be rebuilt in the depot under cover.

Last but not least.....



Pause to remember the following members whose anniversary of passing occurs next month-



Lewin (Lew) Henry Berrick, obit January 18, 1975. Past Secretary, Chairman and Life Member. Great raconteur.



Cliff Currell, obit January 20, 2004. Past Secretary and tireless worker.



Kenneth (Ken) Butt. Obit January 28, 2013. Past member and generous supporter.

PERSONAL

Visit from Former Member

On Sunday, December 14, we had a visit from **Bruce MacDonald** together with two colleagues. The visit was to capture I03A and our activities in general for a

forthcoming DVD. A large portion of the DVD will portray our Parramatta Park days.

Bruce is a spry octogenarian and was a founding member of the society back in 1953. He was responsible for saving I03A. He left the society during the early 1960's. It was good to see him and apprise him of our activity at Valley Heights. We look forward to seeing the results of the day's filming.

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Received Christmas Greetings by phone on Tuesday December 16, from member **Leila Moag**, wife of our former Life Member, Frank Moag (of fond and lasting remembrance). Leila says that for 95, she is not doing too badly. Was good to hear from her and I pass on her best wishes to all.

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OTHER NEWS

New ONRSR CEO

Ms. Susan McCarry has been appointed the new Chief Executive Officer of the Office of the National Rail Safety Regulator (ONRSR). She presently holds a

high position in the W.A. Department of Transport.

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The “hardhitters” (auditors) from **ONRSR** will be paying us a visit in mid-January 2015.

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Annual General Meeting

The AGM was held on November 1 at Valley Heights. There was a reasonable turn-out of members and all reports and financial statements as audited, were adopted by the meeting.

Four directors were due to step down. All four and no others, were nominated and with no objections from the floor, were automatically re-elected as directors for the forthcoming two years. The directors are Messrs. Irwin, Tolhurst, Boessel and Lewis. At a subsequent board meeting, all board members resumed the former port folios.

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Digest Write-Up

The Centenary event at Valley Heights featuring shuttles by the LVR's '32' and '59' class on the 27-28 September, has received a very good write-up in the December issue of the Railway Digest. It was authored by our member, Wayne Eade who provided a succinct, balanced account of the weekend. Thank you Wayne.

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Lost Steaming Day

Owing to extremely hot weather, a total fire ban was proclaimed for the Greater Sydney Area on Sunday, November 23. As a result the tram service could not be operated.

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New VHLDM Chairman

At a committee meeting held December 20, **Bruce Coxon** was elected Chairman for the coming year. Former Chairman, Ted Mullett did not stand for a committee position. Congratulations Bruce. We look forward to a period of close co-operation as both organizations progress to new horizons.