



Steam Scene

Newsletter and Journal of the Steam Tram and Railway Preservation (Co-Op) Society Ltd.

“Preserving the past, enriching the future”

Volume 13, Issue 2

April, 2016

A Little S.M.U.T Going a Long Way

SMUT—a tongue-in-cheek acronym of the ‘Strange Modelers of Universal Trains. Who and what are they and what connection have they to STARPS ?

Just briefly, SMUT is an informal gathering of like minded individuals. They are intensely interested in seeing railway infrastructure preserved and to this end have launched what you might call, an old fashioned approach to organizing tours on

as the destination. This was a resounding success, so much so, it was determined that another tour as such would be done again but adventurously, with a steam hauled train to Lake Cargelligo. Between SMUT and LVR, this was a monumental organizational exercise. Lake Cargelligo had not seen a passenger train for decades and as with nearly all country branch lines, supporting infrastructure peculiar to steam operation

had all been withdrawn ages ago. Never-the-less, provision for watering, coaling, interface agreements and a host of other necessary contingencies were gradually sorted out and put into place. The weekend of March 19-20 was the target date for the historic journey.

Uniquely, another of SMUT’s objectives is to give any surplus from a tour, not back to themselves but to a dedicated rail heritage objective. In this instance, the recipient was to be our locomotive 1022’s restoration. Any surplus from ticket sales, buffet and raffle sales would go to the 1022 STARPS project—a very generous gesture indeed.

After some early doubts about the availability of the “P” class, she headed our consist out of Cootamundra station about 10 minutes late. The ‘Valley’ team were ensconced in a first class cabin in the RBS car. As we picked-up speed, it was a wonderful sight to see the vapour trail drifting off into the distance on that cool crisp morning as dawn crept into

the sky.

The journey from Cootamundra to Lake Cargelligo is 240 kms. Scheduled stops were made at Temora and Ungarie for loco servicing and also at Barmedman and Wyalong. Water was taken on via a tanker at Tullibiegial. This took longer than anticipated and thus made for late running. Our arrival at the “Lake” was over an hour late.

A splendid lunch was provided by a local private school at the ‘Boathouse’ which was accessed by a 10 minute walk from the railway terminus.

All too soon it was time to leave the “Lake’. A



(Above) The magic of steam on a crisp morning. (Photo courtesy, Andrew Coble.)

railway lines that haven’t seen a passenger train, probably for decades. SMUT has no constitution, no committee indeed, nothing of the modern panoply of societal or corporate governance. It remains to be seen



(Above) No shortage of fascinated locals taking in the rare sight and sound of 3237.

how long this can remain so with legal obligations being as they are.

Last year, they chartered a diesel hauled vintage train from LVR with the obscure railway branch line terminus of Naradhan



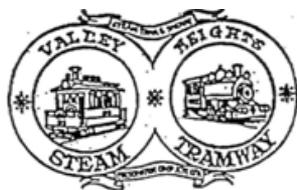
(Above) Contemplating from the luxury of 1st Class, the passing scene of rural Australia. (Photo: K Ward)

steam train on the line had not been seen since the 1980’s with many folk never having seen a live steam engine at all. Quite a few passengers to intermediate stops were taken on board at various points.



(Above) On arrival back in Cootamundra - the STARPS and ‘Valley’ contingent. All vowed to do a similar trip again. (Photo Grant Robinson)

At Temora, a celebration was being held to mark the re-opening of the station building as a local meeting and function facility. The station had been wonderfully restored and re-jigged for its new purpose. It was quite coincidental that the train tour occurred on the same day. The arrival and short stay of our train added so much atmosphere to the event and was really appreciated by the locals. A variety of stalls—food and otherwise—were conveniently located just outside the station building in a newly landscape public area. (To page 4)



STARPS—the first ten years of sixty plus (By Peter Stock)

(Part 2) In this part, the society formally takes shape and negotiations put in hand for an operating site together with restoration work on 103A and shed construction.

1954

Eight men (in reality ten, as two apologies were recorded) met in Mr. A. Stell's residence at 14 Carlton Parade, Carlton on the 11th June, 1954, the first meeting of the society.

As recorded in the minutes of that historic gathering . . . *Resulting from the attractions of mutual interest the following persons gathered in the home of Mr. A. Stell to discuss the formation of a body to deal with the preservation of interesting items of railway and tramway stock:- Messrs. G. & R. Barnidge, B. Macdonald, A. Stell (sen.), A. & B. Stell, C. Thomas and K. Train. Apologies were received from Messrs. F. Moag and E. Stevens.*

Mr. Thomas outlined the reasons to establish such a society. After some discussion the members gathered agreed unanimously to establish the society. This new group was to be known as . . . *The New South Wales Steam Tram & Railway Preservation Society . . . whilst . . . the aims of the Society would be to collect and preserve for exhibition such items of steam tram and railway equipment that was of special historical significance.*

Amongst other items discussed, the office bearers of the new society were elected and comprised Mr. Cedric Thomas, President; Mr. Bruce Macdonald, Secretary; and Mr. Arthur Stell, Treasurer. Later in the meeting it was agreed . . . *that at present the subscription rates be placed at one shilling per member per week and shall be payable to the Treasurer when convenient. The minutes further recorded . . . Also the society may levy in case of emergency but only on confirmation by three-quarters of the total membership. It was further resolved that . . . at present the membership of the Society should not exceed twenty persons.*

The subscription fee of one shilling a week (equates in decimal currency to 10 cents) seems today to be rather quaint. But it should be remembered the multiplied over a twelve month period this amounted to two pound twelve shillings (\$5.20) which, in 1954 terms, could well be nearly half a labourers weekly wage. Whether the original members actually paid their subscriptions to the society on a weekly basis was not recorded then, but in view of the meeting's resolution and comments years later by those attending the first meeting this may well be the case.

This then was the formal beginning of this society. Those were the men who paved the way for a quite extraordinary concept to operate a steam tram museum. Some comments gleaned from "those who were there" indicated there was some amusement and sympathy by family and friends that the concept of fixing up old trams and even building a shed and a track on which to run them was "quite bizarre".

When reading through the old minutes an interesting aside struck the author about the location of this first meeting. It was opposite the busy Illawarra line with its passing parade of red rattlers and steam locomotives, including the 57 and 58 classes on goods trains. And it would have been within whistling and puffing distance of the infamous Gray Street curve and grade of the then closed Sans Souci steam tramway.

But in those far off days events moved rapidly. The

second meeting held on the 15th October records a letter from Mr. Ken McCarthy was read. In his letter Ken wrote . . . *that about six members of the Australian Electric Traction Association were interested in our activities and also in the research into the Steam Tram history. Ken went on . . . their association had received notification to remove the trams they have stored in Newtown shed with the aim of restoring them. He mused that . . . maybe we may be able to assist them in some way and suggested that perhaps the interested ones would meet us to discuss the matter. Further reference to this request is a notice to our members . . . advising of a special meeting on 19th October, to meet with A.E.T.A. members relating to their concerns.*

What transpired at that special meeting is recorded in minutes of 26th November, in that . . . *Mr Thomas then outlined to the meeting the points of interest that arose from our meeting with the members of the Electric Traction Association. After discussion it was resolved to inform the group that at present our Society was unable to give a guarantee that we could assist them.*

It would safe to assume that the A.E.T.A. went on to eventually establish the electric tramway museum at Loftus and that is a story in itself. At that stage our society just could not assist as it was in the throes of restoring motor 103A, seeking out a suitable location for its museum whilst at the same time negotiating a permanent tenure somewhere for the steam tram. And in those days it could be safe to assume that these members may work a five and a half day week.

Having established a society to preserve a steam tram, the fledgling group was faced with the task of finding a site where the tram could be housed, displayed and hopefully to operate. Several locations were suggested but not recorded. But the one that won favour was Parramatta Park. This was an appropriate choice as Parramatta had been host to steam trams in its streets for a record period of almost sixty years (1883-1943).

By 26th November, the secretary . . . *told of a discussion he had with the President of the Parramatta Park Trust who intimated that an opportunity may be made available to exhibit our stock in the Park. It was further resolved at this meeting . . . that our society contact the N'th Coast Steam Nav'ion informing of our interest in 74B at Byron Bay. Also that we write to the Town Clerk at Wanganui enquiring about the existence or otherwise of motor 100A. (Note the incorrect quoting this motor as 100A. This two-man motor, numbered 100, had been sold to Mr. Thomas Saywell for back-up motive on his Rockdale to Brighton-le-Sands electric tramway before being on-sold to the Wanganui, NZ tramway.) In addition it was also decided to . . . contact the Tramway Dept. re purchase of an old ballast trailer.*

1955

The next meeting on the 20th January discussed . . . *the formation of a constitution. After much discussion . . . a rough draft was formed. The secretary was to edit it and circulate it to all members. But the main item was . . . a letter from the Parramatta National Park Trust in which they indicated their approval of the laying of a tramway in the Park and in which they also made certain requests.*



An aspect dear to the heart of those original members was to produce a written account of the steam trams. Accordingly at the **24th February** meeting plans were formulated . . . to start work on the publication project be started initially beginning with the isolated lines of Sydney. This project ultimately produced the now rare booklets *In and Around Sydney With the Steam Tram, Books 1, 2, 3 and 4*. These publications were later joined by another booklet *Blue Metal and River Stones: a synopsis on quarry railways*.

The Transport Department's reply to the purchase of an SV truck was tabled. The matter of an SV wagon was resolved as the Department of Government Transport advised in this letter . . . the availability of the SV at Wollli at the price of one pound (\$2). At that price it was unanimously decided to accept the offer!

A subsequent letter referred to the . . . proposed purchase of seats from 'E' type cars at Randwick ... limiting fifteen pounds (\$30) to be placed on the purchase.

Without being party to any discussions relating to these two quotes it is difficult to equate the cost of an SV wagon to that of seats! The SV (no. 13SV) wagon was delivered to Parramatta Park on 17th January and eventually was scrapped there by July, 1957, for the bogies and with the timbers ultimately being used for shed uprights during periods of depot expansion.

A letter from the Parramatta National Park Trust was tabled on **24th March**, containing . . . the articles of the agreement from the Parramatta Park National Trust. The letter centred on the Society being able to collect fares, plans and specifications, limitations to running times, termination/removal of the tramway and perceived complications with any other authority. It was resolved to follow these matters with the Trust.

Another interesting move emulated from that meeting was that . . . a committee consisting of Messrs Baker, Manny and Macdonald visit Messrs Chinn, Parle, Morris and McCarthy at their homes to form a better acquaintance with them. Perhaps the chance of electric trams coming to Parramatta Park was still being examined.

An agreement was presented to the meeting of **28th April**. The contents were discussed, with reference to a clarification with the Parramatta Council re the construction of the tramway. Then . . . The Park Trust agreement and the plans of the proposed tramway and building to be erected for the storage of rolling stock, etc, were then signed by all members present at the meeting, arrangements having been made for those members absent to sign at a later date.

On the rolling stock side it was noted that a boiler inspection had been undertaken on 103A and it was certified for twelve months from 25th April. In addition . . . the secretary be directed to write to Waddingtons and request an official letter from that firm stating that Motor 103a has been donated to the preservation society. Another entry notified the members . . . that 115B has been donated to the society but that it shall not be available until approx. September.

The membership weekly subscription was clarified at this time being of a weekly instalment of 1/- (10c).

An emergency meeting was held on **26th May**. It was reported . . . the Council did not have to be consulted

re the Parramatta Park project. The secretary further reported . . . on the availability of certain "N" class seats. However the meeting . . . resolved that a Savings Bank Account be opened. This decision . . . arose from the cheque donation of two pounds two shillings (\$4.20) from Meggitts Ltd. Apparently there was no banking account available to the treasurer since the society's inception, the money apparently being kept in a bank bag or chocolate box!

Attached to the minutes of that meeting

was a letter dated **14th June** addressed to Frank Moag, who was at that time posted by the RAN to Victoria. . . . We have secured a position in Parramatta Park for 103 to run in. Further into the letter . . . the cab for 103 nearly completed and we will soon start the shed to house 103 in the park. We have been given a number of lengths of rail from Meggitts Ltd.

once served by the steam tram. The Sun-Herald recently (5/6/55) had a write up on 103 in Bruce's backyard.

Among the minutes is a copy of another letter addressed to Frank Moag. The letter is undated but it would seem to be around June/July. Amongst other things that Secretary Macdonald wrote of . . . the bits and pieces from Balmain (the depot of Sydney Ferries Limited-ed) were picked up last week. The only thing there is a saddle tank ex 131. The Westinghouse pump at Edwards' could not be found so that is that. The letter added . . . we have had word that No. 100 is ours if we take it away. Negotiations are in hand with the shipping Co. but I don't know just what the outcome will be.

On the park front . . . work is progressing fairly well up here. We have started on the depot in the Park and the motor has the bodywork on it.



(Above) The late Neil Campbell hangs precariously onto a pole during the early construction of the depot shed. The shed was developed in part of the ranger's horse paddock. The Park Ranger's cottage is in the background.



(Above) View of the shed frame, from behind the fence looking South. Built out of second hand materials, there were no grants then to tap into for a project such as this.



(Above) SV 13 arrives at Parramatta Park on 17-1-1956. The first piece of rolling stock to arrive.

(To be Continued)



Memoirs of a Mangler

In this edition, the 'Broken Hill Mangler' recalls an incident in which it claims it was definitely not at fault. Steam trams were not infrequently used as devices for suicide. Presumably, in most cases, such was the victim's state of mind, they paid little attention to the trauma that was subsequently caused to the tram crews and others who had to retrieve their mangled remains from underneath or in the vicinity of the trams. And so it remains today.



On Wednesday September 19, 1923, John Joseph Cain boarded the 11.20 a.m. tram (Ex Western Oval) at the tram stop at the intersection of Kaolin and William Streets, West Broken Hill. Arthur George Warman was the conductor in charge of the tram.

William Hubert Smith got on the tram at about the same time as Cain, and they both sat in the smoking compartment, next to the engine. When turning into Thomas-street the deceased got up and looked at the couplings between the engine and the tram. He then sat down again, laughing to himself. Before getting to Bromide-street the Cain said, "It's a bit warm." Smith replied, "Yes." Cain got off about 30 yards from Bromide-street and hung on to the guard rail, running alongside the tram. Cain then turned around and looked laughingly at witness. He then threw himself head first between the engine and the carriage, the carriage wheels' passing over his body. By the time the tram stopped, he was lying at the rear of the carriage.

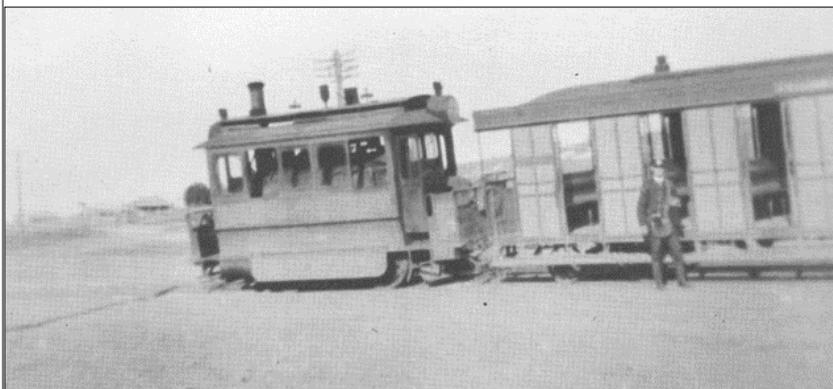
At the subsequent coronial inquiry, Joseph Francis Bartley, medical practitioner, deposed that at 12.30 on Wednesday last he saw the body of deceased at the morgue. He had been dead about an hour. There were many abrasions at the back and front of the body, a scalp wound on the right side of the head which bled freely, a compound, fracture of the right arm above the elbow and a fracture of the pelvis. The chest was crushed, both shoulder blades and practically all the ribs being broken. Death was caused by shock following these injuries. Five year's ago deceased had been under his care and observation, and on his recommendation, was sent to an asylum for the insane.

Constable Talty, stationed at West Broken Hill, deposed that on Wednesday, he saw the body of deceased on a stretcher and he conveyed it to the morgue. He searched the body and found a piece of paper, on which was written, "Tired of life." He had made inquiries concerning the writing, and, as far as witness could gather it was in the handwriting of deceased.

The coroner found--- "That James Joseph Cain, on September 19; 1923 died from shock, the effect of injuries to head, chest and body, received by throwing himself under a tram car at the corner of Thomas and Bromide streets on the aforesaid date."

Five years previous to the fatality, James Cain had been committed to an asylum by Dr. Bartley. Although not mentioned, it was quite probable that that was where James Cain had come home from recently. According to James' father, James had never led him to believe that he would commit suicide. Cain senior, had been informed of the accident at 2.20 p.m. Oddly, he made no enquiries concerning the accident, believing his son had met his death purely by accident.

James Cain was obviously seriously mentally disturbed. What treatment he received in the asylum is unknown but given the era, it would have been quite rudimentary. He may well have been bi-polar, suffering severe depression or many degrees of mental illness in between. Today, we have the benefit of a panoply of medication to treat and control such conditions. In 1923, there was nothing of the like. What demons or despair James Cain carried around with him, we can only guess at but whatever it was, it impelled him to take his own life by the most grisly of means.

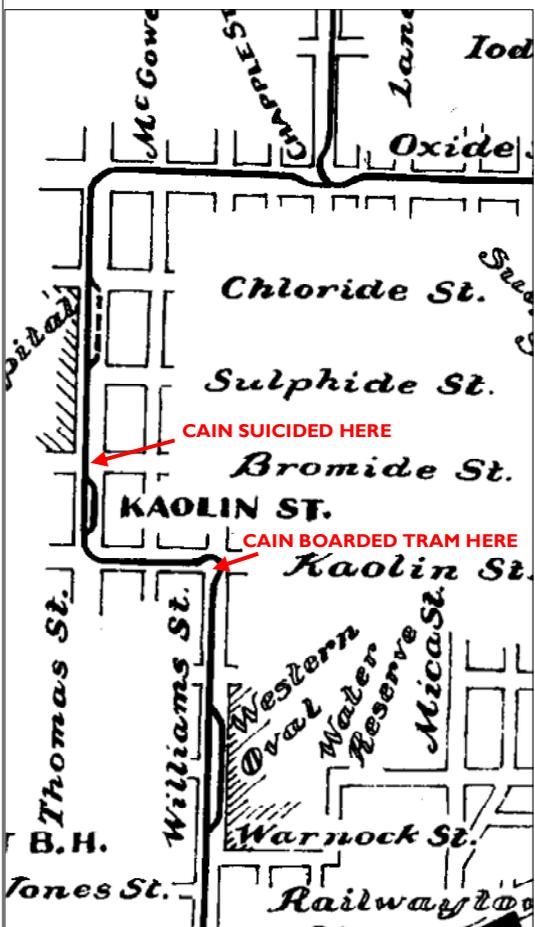


(Above) A tram is about to turn into Kaolin Street from Williams St. It was here that James Cain commenced his short but fatal journey.

He saw Cain join the tram. When at the intersection of Thomas and Bromide streets deceased was on the car, but he left the car just after starting; and ran alongside the car near the engine. He ran about fire yards. The conductor could not understand Cain's peculiar action so he took out his whistle to stop the car, but before he could blow it Cain threw himself between the engine and carriage. The Conductor then blew his whistle.

James Joseph Cain, was a well built man of 30 years of age. According to his father Richard, (James having been away for some time) had returned to Broken Hill the previous August and was living with him at 24 Wright Street, West Broken Hill.

He had started work on the previous Thursday week, at the North mine, and worked on Tuesday on day shift. He was in good health. James did not go to work on Wednesday, as he said to his father that he had a bad cold and would have a shift off. His father had noticed him coughing a lot during the night before. The last he saw him alive was at about 7 a.m. on the day of the accident. He appeared to be then rational and in good health, except for the cold. James told his sister when leaving the house at about 11 a.m. that he would be back for lunch at 1 p.m.





Following the official opening etc. our train headed off again for our overnight stop at West Wyalong.

Watering by the same facility again slowed our progress and together with unforeseen track speed restrictions, we continued to loose time. We arrived in West Wyalong some four hours late. Urgent calls were made by the tour organizers to the various accommodation and food outlets to alert them to our late running. Accordingly, no one went hungry.

Our departure from West Wyalong was scheduled for 10.22 a.m. (how appropriate!) sharp. A charter bus picked up our train travelers from around the town and had us deposited at the departure point, well ahead of time.

Sure enough, we departed spot on time and thereafter kept to time for the rest of the way.

Our schedule time of approval back in Cootamundra was 16.20 which was easily achieved. Indeed we were a little early. It would be remiss not to mention in particular the organizers and workers of the tour. Congratulations to Greg Stock and Brad Peardon for a marvellous piece of tour organization.

We all felt relaxed and quite content. Any lateness was of course, beyond their control. David Henderson and Olivia Stock, did a tremendous job looking after the buffet. Dealing with unknown quantity requirements, appetites and thirsts, it was no mean feat to keep the hungry horde satisfied. Even when the pies had run out, some how or other, more seemed to materialize out of a small country town to replenish the stock. Well don Dave and Olivia.

Plans are afoot to do another tour next year to Boree Creek. If you didn't go on the 'Lake' trip, make sure you don't miss out on this one.—you'll have the trip of a life time. Thank you SMUT.



(Upper) Temora Station all decked out with stalls and enthusiastic onlookers.
(Above) West Wyalong.

Update on I308 and our Stephenson.

I308 Update

As you may have gathered from the works report, I308 has been receiving some TLC. Director, Ralph Boesel has taken I308 under his wing and has for some years past, been progressively working on this loco. Many parts he has taken home to be worked on in his workshop, returning them renewed and ready for ultimate installation. Starting from the rear end first, Ralph is working on restoring the bunker. This has entailed rust removal and replacement of wasted steel plate. Part of the frame has recently been primed. The wheels have been crack-tested and any cracks found made good. Re-profiling is underway for the smaller wheels.

Ralph is a very capable person with an engineering background. He has considerable experience working on the Powerhouse Museum's locomotives.

I308 wont be ready for steaming any time soon but it has not been forgotten. It is great to see the progress made from month to month. Many thanks Ralph, Frank Moag would be delighted!

Stephenson Update

During the Christmas-New year lay-over, maintenance is carried out on our rolling stock. For the last couple of years, some of this work has entailed the progressive replacement of boiler tubes in both I03A and Stevo. Stevo's scheduled tube replacement this season has been delayed owing to the fracturing of some of the casting related to the steam pipe in the smoke box. The steam pipe is an angular casting and something unfortunately, that Bunnings do not stock. Assessing the situation, the works team considered that repair to the casting would only be a short term fix and that a new steam pipe based on fabrication was the way to go. The project was entrusted to Ralph Boesel. Cutting a long story short, a fabricated pipe has now been made and trial fitted. A welding expert is expected to make the pipe into a sound product which will see many years of service. Timber buffer blocks are also being installed. We will let you know the results.



(Above) The bunker is looking much improved, sporting a new coat of primer. The interior steel plate replacement is underway.

(Below) I308's driving wheels and pony truck. (Rt.) Stepho's new steam pipe. The centre brace of tubes have been collapsed, ready for extraction. Replacement of these will complete Stepho's re-tubing and see this area trouble free for many years to come.





"Preserving the past, enriching the future"

Steam Tram & Railway Preservation (Co-Op) Society Ltd.

t/a Valley Heights Steam Tramway
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P.O. Box 571, Springwood NSW 2777

Web site: www.infoblumountains.net.au/locodepot
(follow link to steam tramway site)

Proudly associated with Transport Heritage NSW, (Blue Mountains Division).

Affiliated with the Council of Tramway Museums of Australasia and

Rail Heritage Australia (NSW) Inc.

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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 station. Walk around via the overhead bridge to the gate at the signal box, which is opposite the station. Trams meet train arrivals. DO NOT attempt to cross the running lines.

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



From the Work-front: .103A: Two drain-cock levers re-furbished. Vacuum brake ejector serviced. 93B: "B" end brake diaphragm replaced. 1308: Bunker cleaned and primed, (see article also). 1022: Fitting buffers etc. to rear continuing. Misc: Tram wheels transported from Goulburn. **Stepho** : See article.



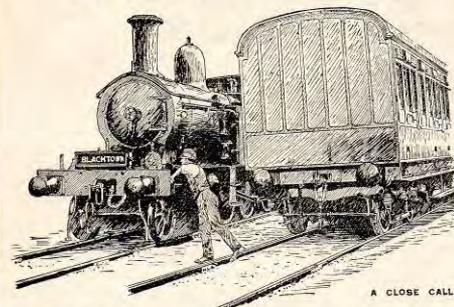
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If you received this copy of Steam Scene by 'snail mail', it cost \$1 to mail it out to you. With six issues per year, that is \$6 of your membership fee gifted to Australia Post. This is quite apart from mailing out notices, the annual report and whatever else is necessary. We are reluctant to increase subscriptions because of this latest postal charge increase and the whole problem can be avoided simply by having your SS Emailed. Help us to contain costs and to put your subscription to better use—please send your email address to your editor today.

(Opposite) A Safety Notice issued by the NSWGR in January 1915, is as relevant today as it was when first issued.

(Courtesy David Lewis)

January, 1915. No. 1.
NEW SOUTH WALES GOVERNMENT RAILWAYS
"SAFETY FIRST."



Has it ever occurred to you that many of the injuries, fatal and otherwise, that happen to Members of the Railway and Tramway Staff may be avoided by the exercise of ordinary care? Just think the matter over. It is worthy of thought.

"I DIDN'T THINK IT WAS LOADED"

is the excuse you so often hear when someone has received a bullet in his anatomy. But what he meant was—

"I DIDN'T THINK, AND IT WAS LOADED."

The fact of the matter is, he didn't think at all. To help you to think about it, the Chief Commissioner has decided to initiate a

"SAFETY FIRST" MOVEMENT.

Its success depends upon the amount of enthusiasm you can infuse into it. It is for your good. Will you join? You are eligible, and it will cost you nothing. Start right now and continue to ask yourself "IS IT SAFE?" When satisfied on the point, go straight ahead. LOOK BEFORE YOU LEAP, and the result will be beneficial generally.

Keep the motto "SAFETY FIRST" in mind. Don't make risks for your mates; IT ISN'T PLAYING THE GAME.

Cultivate habits of thought and consideration that will prevent injuries to yourself and your mates. Too often one sees some act of thoughtlessness whereby risk of injury is incurred. At such a time a word of warning may avert a calamity. That is the time to speak or act—not after the accident has occurred. You can't afford to take chances.

PREVENTION IS BETTER THAN CURE

so adopt the "SAFETY" method. It is better to be careful on the job than sorry in the hospital.

Last but not least....

Dear's Mind

It is with affectionate memory we recall the passing of the following members



Leon (Len) Bruce Manny

April 8, 1993

Past Treasurer

and tireless

worker for the

tramway even though he was frequently far from well.

And



Roger Francis (Frank) P.F. Moag MBE

April 16, 2012.

Life Member, past

Chairman devoted

to the advancement of the

society.

R.I.P

PERSONAL

Had mail from Judith Rowling recently to say that member Brian, has had a spell in Westmead Hospital with a variety of pneumonia. Things looked rather grim for a time however, he rallied around and has now returned to "Courtlands" Nursing Home.

Many thanks Judith for keeping us up to date. Keep on the 'up' Brian!!

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OTHER NEWS

Getting the Best Out of Summer

The Museum's Publicity Officer, Keith Ward, has been actively promoting our exhibition to Car Clubs and special interest groups. Additionally, significant days have also been targeted to promote the Museum. The "Trams, Trains and T's" is now a regular part of the Blue Mountains' Roaring 20's annual event in February. Valentines Day was also targeted and was promoted with ladies given a complementary entry when accompanied with a full

admission paying visitor. 43 ladies took advantage of this offer. They were also given complimentary chocolates. The Museum was afloat with red balloons as well.

The Trams, Trains and T's weekend also featured prizes for best period dressed and an opportunity to have a photo taken whilst in period dress, with the tram. Sam Wyatt looked after this aspect and did a fine job. A wonderful local jazz trio "Blue Velvet" put on a delightful show that was highlighted by their playing in the tram as it trundled along. They had a marvelous vocalist

In all, these various events and promotions have lifted revenue during the usual lack-luster Summer revenue months. Soon it will be time to get into the Winter promotions and events. Well done Keith and a big 'Thank You.' from STARPS.

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Some unsung quietly achieving beavers are the Museum's Ground Maintenance Team. This

consists of Steve Dive, Roslyn Reynolds and on occasion, Luke Tolhurst. The constant battle to keep the grounds trim and tidy is no mean task. Would just like to let you folk know that what you do is noticed and appreciated. It would not take long for the Museum's appearance to look very much down-at-heel if it wasn't for



Teddy Bears Picnic

This event will be on again this year on Sunday May 22. It's always a fun day so bring you kids or grandkids along.



Most of the control measures in our Risk Management Plan are predicated on us limiting our tram's speed to 10 K.P.H. If this is not kept to the letter, the rest of the control measures become secondary in effectiveness. Keep a cautious hand on the throttle, you may be going faster than you think.

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The society maintains zero tolerance towards alcohol and illicit drug ingestion by its Rail Safety Workers. One strike and you are OUT—no ifs or buts.