



# STEAM SCENE

Newsletter of the Steam Tram and Railway Preservation (Co-Op) Society Ltd.  
t/a Valley Heights Steam Tramway.  
Affiliated with the Council of Tramway Museums of Australasia and  
Rail Heritage Australia (NSW) Inc.

"Preserving the past,  
enriching the future."

Volume 2 Issue 6

November 2005

## "150th Celebrations" at Valley Heights —a great success

As reported by way of our special September edition of *Steam Scene* the society's Victorian/Edwardian era steam tram motor 103A and tramcar 93B were presented to the ITS&RR Transport Safety Officer for initial compliance inspections on Friday, 16<sup>th</sup> September, 2005. Suffice to say both items were accredited for operation. This was the first occasion the society was able to again engage in its "core business", that of *presenting and operating a steam tram for the education and hands-on experiences for visitors* since the fire at Parramatta Park in 1993.

A credit to those who spent many, many hours restoring, replacing parts, painting and many other tasks ministering to these precious items of 19<sup>th</sup>-century rolling stock. The skills developed by members to make all this happen were acquired along the way and will stand in good stead when our next major restoration project commences. Yes! There will be one.

Following the compliance inspection our first booked party happily climbed aboard for the steam tram's inaugural Valley Heights departure at 11.15 a.m. The students were from our neighbours, the Blue Mountains Grammar School, located opposite the museum in Tusculum Road. The tram carried 73 passengers on 4 return journeys, crewed by train drivers Craig Connelly and David Lewis, under the control of train guard/conductor Peter Stock and second person Stephen Lanyon. The students enjoyed their excursion. One lass was so impressed with her experience that on the next Wednesday she heard the tram whistles her parents, when picking her up after school, "just had to come to the depot and have a ride before going home".

Once this long-standing commitment was accomplished, Andrew Tester, the affable, hard-working chairman of the VHLDHM/STARPS Sesquicentenary Joint Committee, ceased to chew at what was left of his fingernails. The trammies were right. They delivered up to him a tram, not on a silver platter, but in steam. Now there was an operating exhibit capable of carrying any visitor who may wish to ride. This was accomplished with just half-an-hour to spare! That landmark, drizzly day at Valley Heights heralded the beginning of what would develop into an intense twenty days of activities and the dawn of an ever-increasing active steam presence at the Valley.

The next day opportunities were taken by the respective groups to complete the last minute tasks on the tram and around the many and varied depot exhibits. The buildings and grounds of the depot shone, reflecting the care and attention given to



The tram with Craig Connelly driving and Peter Stock on the foot-board, heads off to the terminus with another load of happy customers.



One of the exhibitions on display at the Valley.

setting up model displays, painting seats, erecting signage, tending gardens, erecting safety fencing, etc. These preparations took place over many weeks before the commencement of the celebrations and were a credit to those who gave their time freely to the tasks. It was pleasing to note that everyone pitched in during the following open days to ensure *every* visitor went home feeling good, with a smile on their face and a desire to come back again. Most youngsters even rejoiced in what is now a rare opportunity to "play in a coal heap" and sneak a lump or two into their pockets for show and tell at school!

The first sesquicentenary open day was Sunday, 18<sup>th</sup> September. Whilst not specially selected this was the third Sunday of the month, a tribute to the society's regular steaming day in Parramatta Park. Again



## From the Editor

Certainly a mix-bagged in this issue ranging from our front-page account of the Valley Heights "150th" celebrations to Henry Lawson! Not to be forgotten, is the technical department with an account of a revival of some techniques of yester-year by Steph Tolhurst. If you have a topic that you may think of interest to the membership or tram and railway sentimentalists in general, send it along to myself at the P.O. Box number.

With the steam tram almost completed, it is time to consider what comes next. What are the priorities for restoration or re-building? Your board has done some serious thinking on this matter. In short, "necessity is dictating what we should do". More of this in the Annual Report and at the A.G.M.

Next issue, we will be re-visiting the old issue of "how far do you compromise in restoration?" Some fairly recent thoughts on the subject from USA in light of a particular railway scenario.

Till next time,  
Bruce Irwin

## Special points of interest:

- "The Apricot Mail—A history of the Rogan's Hill Railway 1923-1932" is available from the editor. Ring to obtain your copy for Christmas reading!

Craig and David were on the motor. Bruce Irwin was in charge of the tram this time as train guard/conductor. The occasion presented Bruce with the opportunity to complete the double act for which he hankered for so long. Bruce was one of the last conductors to collect fares at Parramatta Park. He wanted to be the first to collect fares at Valley Heights. (The other conductor at PP was the late Cliff Currell.) Names from the day's operations sign-on book included Bruce Coxon, David Hunt, Stephen Tolhurst, Stephen Lanyon, Frank Millier, Col Burne and Peter Stock, all being recorded as engaging their Rail Safety Worker duties on the tram. One party who visited that day was a pre-booked touring party of 42 members from the Parramatta National Trust. Would it be safe to assume they still would like the tram back in Parramatta but . . . ? Then another coach load of another 40 members from the same source visited on the 25<sup>th</sup> September! Such is the appeal of "that old tram from Parramatta Park" can generate.

Our steam tram was operated on a further six occasions. The smokey-end was attended to by David and Craig whilst at the tail-end Peter was the train guard/conductor. This crew were ably assisted in their duties by our rail safety workers. The only day the trammies deserted the cause was on Saturday, 24<sup>th</sup> September when several members attend the 90<sup>th</sup> birthday celebrations of foundation member and president of honour Frank Moag.

One request for extended hours was on 5<sup>th</sup> October. Members from the area Chamber of Commerce held a meeting under the hallowed cloisters of our working railway "cathedral". After the official close of museum business the 45 visitors enjoyed their exclusive steam tram experience. The tram was put to bed in the cool and quiet of a late afternoon, just at the onset of dusk.

In total our sesquicentenary season from 16<sup>th</sup> September to 7<sup>th</sup> October saw the tram being operated on nine days, travelled 129 kms and carried 1700 passengers. The highest total of riders occurred on the Sunday of the long weekend when 347 riders were recorded. Included in the overall number was the youngest passenger at 3 weeks of age whilst the eldest celebrated a belated 95<sup>th</sup> birthday outing. Two lap dogs had a ride as did many, many juvenile students of *Thomas the Tank*. These "students" were acutely aware of railway operations but could not be tricked into thinking the handbrake wheel was in reality a steering wheel. These youngsters provided me with interesting, thoughtful conversations and very probing questions that at times needed a technical reply or demonstration.

The Track Maintenance Vehicles provided sterling service on days when the steam tram did not operate. These nifty items of rolling stock, operated by our TMV drivers and second persons, ran on eleven days. The TMV's travelled 132 kms and carried 421 passengers, the highest daily total being 95 on the very last open day. As to the riders personal statis-

tics or how many were of the canine variety was not recorded. But many would be *Thomas* fans I should hope! Whilst *Thomas* is alive there will always be a pool of younger people interested in railways for us to encourage to take up membership and join with us at the Valley. A footnote to TMV's was the demonstration on steam days of the "Sheffield" hand-operated trike. Many young and not-so-young visitors had an short experience on an isolated track, guided by our rail safety workers. .

It was originally planned that visitors pay a combined admittance fee, which included one tram/trike ride. Family tickets entitled the whole family to ride. After the second day it was felt more appropriate to offer unlimited rides instead. This resulted in some opting for multiple rides, which reflected a differing number of riders to those of entrance admissions. This initiative ensured our visitors had a reason to "linger-longer" on site with the possibility of purchasing tramway pies and/or hot dogs, sweets, crisps, souvenirs, drinks, books, etc. And the train guard/conductor only had to pull a souvenir tram ticket per rider and not be concerned about cash, change, floats, etc. This action also facilitated a faster turnaround of the tram.

The celebrations can and should be judged as a success, a success due to the members of all site organisations. Collectively we achieved what would be an impossibility to do as individual groups. Our strength is only by way of this unity of purpose. With this we can achieve more and more. The depot was open continuously for 22 days (2 days were non-operational), 2,261 passengers were carried and 261 kms were run. Two coach parties were catered for, plus two mini-bus visits with residents from local retirement/ nursing homes also being catered for. The latter visitors needed some assistance climbing up and into the tram but they made it.

The tram crews, track vehicle operators, guide volunteers and others deserve a special thank you for their efforts. Volunteers stayed on site overnight to keep "an eye out" for errant intruders, graffitists or any other disturber. The trammies travelled to the Valley, in the most part, long distances, and always had the tram in steam ready for visitors. After the day's operation the procedure was reversed. There are those who turned their hand to crowd control or acted as guides.

Last, but not in any way least, to the families of every volunteer who supported us in this marathon opening of the Valley Heights Locomotive Depot Heritage Museum and the operation of the Valley Heights Steam Tramway, *thank you*.

Peter Stock,  
Operations Manager.



**Peter Stock enjoying himself as Conductor on one of the early tram rides. One thing we have learnt over the years is that passengers enjoy a bit of banter amongst the tram crew or with them.**

## An Officer and a Gentleman turns 90...

*Society Life Member, Frank Moag turned 90 on September 17. Frank is the only remaining Foundation Member with continuous membership. The following is a report by Secretary Peter Stock on Frank's birthday celebration festivities and a copy of an address he delivered at the celebration.*

It is a common occurrence to be mark the birthday of a member of any society. But to celebrate the 90<sup>th</sup> birthday of a *foundation* member of a society, which can trace its own origins over 50 years, is quite unique. Roger Patrick Farnham Moag had this rare distinction. Frank turned 90 on 17<sup>th</sup> September this year.

Frank has been part of the active steam tram scene for more years than he would care to admit. Society records give an insight to long service for his society. Whilst the society came into official existence in June, 1954, papers Frank donated in the archives note efforts to preserve a steam tram well before that date. Frank always reluctantly related the story of his first act to try and preserve steam tram rolling stock after the closure of the Kogarah to Sans Souci steam tramway. He prevailed upon his mother to let him "bring home" an abandoned dummy truck and keep it in the front yard! Alas that attempt to preserve steam tram equipment derailed before Frank's young eyes. Just as well he did not know of the tramcars in Berowra . . . I'm sure he would have pushed the issue with that as a precedent! Could you imagine the young Frank having a cubby-house built over the truck a la Berowra style fronting Vista Street!

Frank's family would not let this auspicious birthday occasion pass unnoticed or uncelebrated. Many guests assembled in Shellharbour on Saturday, 24<sup>th</sup> September for an afternoon of happy fellowship with those from the "village", the navy (particularly those who could claim to have served in the old *Aussie*), and of course his contemporaries from the tramway fraternity. It was pleasing to see steam tram preservation visionary pioneers Bruce and Dorothy McDonald, the custodian of tram motor 100 Ian and Julie Mison from NZ, our locomotive consultant and mechanical guide Ron and Gladys Mills and the society's whistle maker John and Rowena Peck to name a few.

After a delightful lunch nephew Bill related to guests the story of Frank's personal and naval career. Following this a toast was proposed to the guest of honour. Peter Stock was given the privilege to ramble on about his recollections of a long-time association with Frank that dates back to just 4 years after the society's establishment. Peter also presented Frank with a brand new driver's cap of the style our motor/locomotive crews have adopted for steaming at the Valley. Then Frank, with Leila by his side, took the floor and personally thank each and every guest for joining in with him and his family for the celebration.

ooo0ooo

### Address by Peter Stock at Frank's birthday "bash".

During 1959 I first became aware of a gentleman named Frank Moag when becoming interested in the steam tram museum in Parramatta Park. I say "became aware of Frank" deliberately because of his continual changes of naval addresses around Australia Frank was like some scarlet pimpernel. It always fascinated me that society decisions were often made from Frank's written input read out at meetings. Just who was this man? And what influences did he have over the society?

These questions were answered when, just after being accepted as an associate member, Frank attended a meeting at, I think, Chatswood. Frank immediately put me, as a wide-eyed, shy 17-year-old lad, at ease and started to encourage what developed into a life-time of interest in steam trams. Then he again disappeared into the folds of his navy responsibilities, re-appearing at the park from time to time.

My first real encounter with both Leila and Frank was at HMAS Harman. Six young members nicked over, unannounced, to Canberra for a Saturday evening with the Moags after a busy day watching steam trains at Yass. I think Leila thought we were intending to stay the night. This impromptu evening concluded well past 1 o'clock in the morning, but it was the turning point that I could now say "I know Frank Moag". We sat on the floor in front of a fire eating our hosts out of house and home.

Over the ensuing years Frank was able to be present at Parramatta Park more often and finally gained a posting in Sydney. The encouragement and friendship Frank gave we younger members, including myself, was genuinely appreciated. Having said that Frank would not tolerate silly, teenage actions and would readily reproach us in his quiet, but firm, manner. Best of all he would never refer to the incident again.

Eventually I was elected a member of the steam tram board of directors. Frank was chairman and I was his novice secretary. But even in those far off days the younger spirit kicked at the more senior people and I was not alone in that regard. What do these old fellows know? The society began to casting about for a new locomotive for Parramatta Park. Wanting to make my mark I took it on myself to circularised the board with the suggestion that this locomotive should be painted in garish colours to attract more riders.



(Back Row L to R) Frank McQuaide, Vic Solomons, David Hunt, Frank Millier, Steph Tolhurst, Ian Mison. (Front Row L To R) Peter Stock, Leila Moag, Frank Moag, Craig Connelly and Ron Mills



A rather dapper looking Frank Moag (Rt) photographed back in the 1960's. The late Jack Midgley is on the left.

Continued on Page 6

## Trams, Trains and the Arts

David Lewis gives us a fascinating story of a couple of well known Australians and their acquaintance, albeit fleeting, of their association with companies that were heavily involved with steam trams.



A candid photo taken of Chips Rafferty shortly before his death in 1971.

Apart from the appearance of trams and trains in innumerable movies, railway themes in hundreds of (mainly) folk songs and the odd depiction of a railway theme in verse or a painting now and then, what do trams and trains have to do with "the arts"?

The few lines that follow are not the result of intensive research although, there is certainly the potential for more information to come forth regarding the characters involved and others.

It all started some years ago when I had a casual acquaintance with a couple of old timers who had lived in the Granville area all their lives. One day we were talking of steam trams (as you do). The fact was mentioned that the Sydney Ferries Ltd. Tram line once used to service Meggitt's Linseed Oil Factory in George Street Parramatta. Today, the Commonwealth Law Courts and A.T.O. now stand on the site. One of the fellows mentioned that that most quintessential of Aussie actors, Chips Rafferty, had worked at Meggitt's.

In the intervening years, I have always meant to try and verify the truth or otherwise of this. More or less everything on the internet in reference to "Chips Rafferty" concerns his movie career, there being nothing on his early life. A 1985 book by Bob Larkins, "The Life and Films of Chips Rafferty" confirms the fact that Chips did indeed work for Meggitt's.

Although born near Broken Hill, Chips' family (he was born John William Pilbean Goffage) regularly moved from place to place, eventually settling in Parramatta where Chips attended Parramatta High School. In these early years, young Chips showed quite a flair for painting and indeed, hoped for a career as a commercial artist. His father wanted him

to become an engineer and at the age of sixteen (about 1925) he left school to become indentured as an apprentice iron-moulder at the famous Clyde Engineering Works. He didn't see out his apprenticeship as his love of the bush and the great outdoors took over. He would periodically head back to Sydney, take whatever work was on offer, then head "bush"

again. One such job was at Meggitt's. He became involved with the Cumberland Musical Society

designing and building scenery. His performing debut was as a sidekick to a conjurer. I have no idea what work he performed at Meggitt's or for how long he worked there. Maybe someone will come up with these answers. Nevertheless it is interesting to muse that our tram motor 103A, may well have come into contact with Chips (and thus the "arts") at Meggitt's during 103A's period with Sydney Ferries (1937—1943) A long bow? Perhaps.

A few months ago, a friend who plays in an Australian bush and fold music bank, was being shown around the Valley Heights depot. Walking along the "main line" towards the Eastern end of the museum, upon looking down at the bits and pieces on the ash roads and seeing the name 'Hudson Bros' in relief on an axle-box cover, my friend commented that Henry Lawson once worked for Hudson Brothers. A bit more detective work required. A 1970 book by Bobbie Hardy (great grand-daughter of Henry Hudson) called "Their Work was Australian", is a history of the Hudson Brothers company. Started as a small carpentry workshop in Redfern in the 1850's, the Hudson enterprise expanded over the next thirty years before re-establishing adjacent to the railway line at Clyde. The company was eventually beset by financial problems and re-born in 1898 as the "Clyde Engineering Company".

Henry Lawson was born on the Grenfell goldfields in 1867 and found employment with Hudson Brothers Clyde factory in the early 1880's. He would have been a teenager and was employed as a coach-painter's improver, whatever that might be! Some twenty years later, he recalled his time at Hudson Brothers with the following words, "We came to Sydney and I went to work at Hudson Brothers railway carriage works at Clyde, near Granville, amongst a rough crowd. I must have worked hard and well for I got twenty-five shillings-a-week to start with and then thirty a few months later. I was seventeen then. We lived in Phillip Street and I had an alarm clock on a tray or sheet of tin to wake me, for I had been very deaf since I was fourteen. That alarm clock haunted me for years afterwards. I wrote it up in *Arvie Aspinall's Alarm Clock*, *Arvie Aspinall, Bill in a Visit of Condolence*, *Two Boys at Grinder Brothers*, and *Jones' Alley (While the Billy Boils)* All came from my Hudson Brothers days but Hudson Brothers were not *Grinder's*. If they had been, they mightn't have failed. Their work was Australian. They imported the best mechanics they could get, treated and paid them well, went in for agricultural implement making and were open to encourage "ideas". Their work for Australia deserves to be looked up a bit and credited to them." High praise indeed from a man who was seldom enchanted with the "bosses".

One thing that the original Meggitt's and Hudson Brothers had in common, was their relationship between the workers and management. In both cases, the workers were treated very fairly by the bosses who acknowledged the important contribution that the workers made to the success of the respective businesses. In reply, the bosses were held in the highest regard by their very loyal employees. The Hudson family and Harold Meggitt were regarded as pillars within their communities due to their honest and decent business dealings.



A load of processed linseed is ambled along George Street Parramatta by motor 5A. Did Chips Rafferty help load the four-wheelers?



A sketch of the proposed Hudson Bros. works at Clyde, 1882.



## The Virtues of Centres - a personal odyssey

*Assistant Works Manager Steph Tolhurst, gives an interesting insight into reviving old arts in the pursuit of railway preservation.*

The preservation movement is not just about artifacts. We also need to preserve some of the techniques and procedures of the past. Some times this is just for fun, for us and the public, such as Bruce dressing up as a conductor and selling tickets in the traditional way rather than just from the shop counter. The old procedure adds to the atmosphere of the museum. Sometimes old procedures are revived of necessity, the only way to restore something authentically is to revive a long lost technique such as rivetting. Some techniques are just "forgotten" replaced by modern methods that produce essentially the same result. Turning between centres is one such technique. In industry, turning between centres vanished from regular practice around the time of the first world war. It was never lost entirely, its one of those techniques that every apprentice is told about, but if you ask most fitters if they have ever actually tried it, most never have. Most larger lathes are made without a morse taper in the headstock making between

centres work a non-option. Smaller lathes intended for the model engineering fraternity are still fitted with a headstock taper, and usually come with a pair of centres (a hardened one for the tailstock and a soft one for the headstock), and a "catch plate" for driving the dog (or at least a peg to convert the faceplate). But again if you ask most modellers if they have tried it, few will respond in the affirmative. In the wood working world turning between centres is alive and well, more used than the chucking methods that have replaced it in the metal turning world.

There doesn't seem to be any real reason why turning between centres has fallen into disuse, it is forgotten more than superceded. The only objections that seems to be raised are the need to centre both ends, and the increased risk of "chatter" without the vibration damping effect of a big heavy chuck.

When I first acquired my lathe as a hand-me-down from dad it needed an overhaul before I could do any serious work on it and in the process of that overhaul, I bought a centre for the headstock. I had read about turning between centres and thought I might try it one day, but mostly I bought a second centre so I could check if the tailstock was correctly in-line with the headstock!

Later I acquired a set of the traditional "dogs" used for between centres turning at a bargain sale, they went into the drawer rather than into use however. (They do come in handy though for stopping morse taper drills and reamers from slipping in the tailstock taper, put a dog on the drill and jamb a block of wood between the dog and the lathe bed). I still lacked a catch plate, and as my lathe came without a faceplate, it wasn't easy to improvise one.

Sometime later I was making a backplate for a new 6inch 4 jaw chuck, my first attempt at screw cutting the boss for this back plate was a bit of a disaster. It

was too sloppy a fit and I had to start again, much to my annoyance as a good many hours had gone into the first one. After the chuck back plate was finished the penny dropped that I could use this sloppy boss to make a catch plate. A catch plate didn't need the accurate fit required by a chuck, it just has to belt a dog around, all the accuracy comes from the fit of the centre in the headstock taper. All the ingredients for turning between centres were now to hand, only motivation was required. Inspiration came from two directions: the book "Workholding in the lathe" by Tubal Cain, and 1022. The brakes and suspension of 1022 have numerous pins and links, all of which were worn out of round. The holes were dealt with by using adjustable reamers to bring them back to being "circular" at a larger size, in turn

requiring oversize pins. These pins had to be made to fit, rather than to a measurement. The improved holes that result from the use of an adjustable reamer are rarely perfectly circular, they tend to have a number of small flats and a slight bellmouth-ing. Where the hole is through a forked link the alignment is also sometimes not as good as it should be. The result of these imperfections is that a pin turned to a measured dimension is not likely to be the best fit. What needs to be done is to keep trying the pin in the hole with a few thou turned off between fittings. Most bits of 1022 with holes in them are so big that you can't take the hole to the pin while it is in the lathe, so the pin must go to the hole, which means either it has to come out of the chuck and then be "clocked" up true again with a dial indicator, or the whole chuck has to be unscrewed from the lathe spindle. Here was the inspiration; the great virtue of turning between centres is that the job can be taken out and replaced in the lathe as often as required with no subsequent resetting. I tried it, it worked, better than I expected, it was easy, the chatter problem alleged by others never happened; I've been converted to between centres turning. It is now first preference technique for pin production, and most of 1022's pins have been turned this way. Later I learned another trick from an old book, make two at once back to back. If you make one pin at a time either in a chuck or between centres, you have to start with an over length "head" on the pin and saw and/or face this away afterwards as a normal thickness pin head is too narrow for a chuck or lathe dog to grip

properly. By making two at once with the two heads" in the middle, there is no waste. Turn the two pins, saw the job in half and face the heads true.

(Unfortunately one thing you CANNOT do between centres is part off!) This trick also has another advantage. When a job is supported by a centre you often have to angle the top slide to clear



**Some pins and other pieces made for 1022 by Steve Tolhurst.**

the tailstock. This makes the corner of the top slide stick out at the head stock end making it hard to turn close up to the chuck or dog. Often the only way around this is to start with over long stock to keep the shoulder further from the chuck face or

lathe dog. With the "two at a time" method the shoulders under the heads of the pins are in the middle of the job and the problem disappears. The clevis pins for the little "gates" that work the "body snatchers" on 103A were made this way.

**"Preserving the past,  
enriching the future."**

Steam Tram & Railway Preservation (Co-Op)  
Society Ltd.  
t/a Valley Heights Steam Tramway  
ABN 46 193 707 109  
P.O. Box 571, Springwood NSW 2777

Chairman and Works Manager, Craig Connelly  
02 9729 3536  
Secretary and P.E.O, Peter Stock  
(02) 9587 9051  
Treasurer and Editor "Steam Scene"  
Bruce Irwin  
(02) 9651 1707  
Membership Secretary, David Lewis  
(02) 9630 6304

The museum is located in Tusculum Road, Valley Heights. Ample parking is available. Public transport 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 1st and 3rd  
Sundays of the month. Trike  
rides on the 1st Sunday, steam  
tram rides on the 3rd Sunday  
only.**



## Last but not least.....

### New Members

A warm welcome is extended to two new members, Ted Mullett (Chairman VHLDDHM) and P.R. Coutts. A particular welcome is extended to former member Paul De Vries who has rejoined the fold. Great to have you with us and we hope your association will be a long and happy one.

ooo0ooo

### A big "thank you"

Whilst attempting to reinstall the doors in 93B, it was discovered that some of the rollers at the top of the doors were quite worn or of irregular size. After a quick phone call the Grant Currell, new rollers were organized. Thank you once again Grant, your assistance to us is so much appreciated.

### Quotable Quotes for Museums

"Visitors be made aware that (surprise, surprise) many younger people who were not born, or even a child when the steam trams were running, do OK with the restoration and running of our curious antiques."

"Promote the site as an amusement, entertainment and subtly educational facility without projecting *"you're are lucky to ride here at all."* attitude."

Ooo0ooo

**Our sincere thanks to all those Valley Heights members who assisted us in getting the tram ready for the "150th". We couldn't have done it without you!**

## From the work-front

Too much to report! Come and have a look! July-Sept quarter volunteer hours as follows: **93B: 368: 103A: 315.5: CPC 2: 208.25: DD99: 7: S truck: 12: Trikes: 97.5: Admin and other activities: 231.5: 1,272.75 hours in total.**

**Cont. from page 3:** The other board members were incredulous of my bizarre suggestion. Frank gently pulled me apart for even entertaining such a silly concept, even noting his objections on paper. This document was duly tabled at the next meeting and I was required to read aloud Frank's reasons for opposing the suggestion. Even a supper of Robyn's freshly-cut sandwiches and tea poured from a silver teapot into fine china cups did not placate Frank. As I remember we both manoeuvred around this question for a couple of weeks. Frank then invited me to afternoon tea with the Moag's silver tea pot and fine china cups, after which my embarrassing action was never, ever, again mentioned. The lesson Frank gently taught me was to work as a team. More of the naval training.

I can say that my most memorable encouragement and leadership Frank gave his beloved society was immediately after the depot arson attack of 1993. With the remains of the shed still smouldering, a badly damaged 1022 and the tram motor, most of the rolling stock destroyed, a channel 9 television news team came looking for a quote, a story and an angle. Fortunately they approached Frank who responded in his usual unflappable manner. Frank's quotes were edited, but what was screened certainly hit home. With his grey straw hat on the side of his head Frank looked into the camera lens and boldly said "We'll put the cabs back on, throw a fire in 'em and drive 'em out of here". Fighting words indeed. And one which reflected his naval training to rise above adversity.

In the years following the fire the society had to consider its options for the future. Frank, along with Leila, undertook luncheon speeches, visitations etc.

Frank was, and still is, a tower of strength. He is a person with whom one could always discuss a steam tram issue. One of the pleasures I enjoyed in the last four or so years of my working life was the opportunity to drop into 20A Vista Street, Sans Souci. My area for field-work included Sans Souci and when the going got tough I was always assured of a warm welcome. A cup of tea, some of Leila's home-made cake, witty conversation and a look at Frank's latest historical research spread out on the dining room table! At Vista Street there was a room designated "the tram room". Within its portals an amazing collection of engineering drawings, historical photographs and other memorabilia of steam trams and local history was stored. Whenever a question was asked Frank could usually find the answer immediately. To be invited into this treasure trove was indeed an honour. Frank was always generous to the nth degree when someone would contact him requesting information. But the time came to downsize into a smaller residence. Frank generously passed on this treasure trove to his society to establish an archive of steam tramways. Even as we meet here today there is currently two enquiries from sources who wish to include images from Frank's collection into their writings. I know Frank you look back with satisfaction to all the trials and tribulations you and others were prepared to contribute in the preservation of a Sydney steam tram. Those archival records indicate a considerable amount of physical effort expended even before the official establishment of the society. You were, and still are, part of this great adventure. You will be pleased to know that the steam tram is alive and well. Only a few days ago, the 16<sup>th</sup> September, our tram motor and car were presented for the initial compliance inspection and were not found wanting. Since then the steam tram has operated on three occasions in conjunction with the 150<sup>th</sup> anniversary of NSW railways.

Thank you Frank for the opportunity to work and serve with you for many, many years in steam tram preservation. Enjoy your day. Its yours and you earned it. Your friends at the Valley Heights Locomotive Depot wish you well and look forward to the day in the immediate future when you visit to renew associations and once again climb up onto 103A cab, throw a fire into it and drive it out of there. Happy 90<sup>th</sup> birthday!