



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 3 Issue 2

April, 2006

What's Happened to the New Shed?

And that is a very fair question. So what is the present situation?

Though not much has happened on site, a lot has been happening off site. Detailed plans and specifications have been drawn up and a lot of pre-fabrication has been done off-site. For instance, the windows (with the appearance of multi-panes) have been made as has some of the roof venting.

A further delay has been occasioned by the consulting engineer. A couple of matters raised his concern. Taking into account the prevailing winds on site etc. he considered that some of the shed portal framework should be substantially strengthened. This entails mainly, substituting butted "C" channeling with "universal" beams.

A test drilling is to be done on the site to establish the bedrock situation. The results of this will determine the appropriate type of footings.

Naturally, all of this is going to increase the cost. Some of it can be off-set with savings in other areas

(e.g. it was originally planning to have motor driven roller shutters. These will now be "armstrong" chain pulley.) A greater input of society labour could also help, e.g. priming, fixing of panels and general builders labouring tasks.

When the time comes (and it is not far away) if you could lend a hand in some task, it would do much in reducing the overall cost of construction. You don't have to be a professional. There will be a host of menial tasks to perform. If you can help in any way, fetch and carry or even make the tea, you will be more than welcome. Come and go as you please or as your time permits. Please register your interest with our Works Manager Craig (phone number end page). The more we can save, the more that can be spent in areas such as shed security, utilities, fire prevention and the like.

Whilst it has been a long time coming, we are sure the end result will be a secure, well built and safe environment for our collection.

Random Drug and Alcohol Testing

It's not only happening on the roads

Under the Rail Safety Act, we have an obligation to ensure our rail safety workers are not under the influence of drugs or alcohol when on duty. We have a protocol in place for the testing of workers in the event of an incident. RSW's also declare they are free from D & A when "signing on".

ITSRR has now implemented a programme of random D & A testing. In effect, they can roll up at any time and are authorized by law, to randomly test

anyone involved in rail safety work for drugs or alcohol. Anyone who exceeds the prescribed alcohol limit of .02% or tests positive for drugs of addiction can incur penalties of \$1,000 or 6 months imprisonment. Penalties likewise accrue for refusing to comply with testing. So beware, a van could roll up at any time at the depot. Don't let a heavy night out set you up for a positive random test the next day. Keep your hangover at home!



A recent photo of Alan.

(Photo, courtesy Phil Longley.)

Alan McVay "Slings his Hook"

Alan McVay, Safety Officer with the Independent Transport Safety and Reliability Regulator (ITSRR) has retired (pending long service leave) from the Public Service. His last day was Friday, March 24.

During the early days of the accreditation process, Alan was a great help to this society in attaining accreditation. His advice and assistance were always invaluable. Alan's background with the Railways Department fitted him perfectly for the job and this knowledge benefited us greatly in getting to grips with the accreditation process. Likewise when the "health risk safety assessment" regulations came into play, Alan was again able to give us guidance through the fog. In all, I doubt if we could have made it without him. I know our late Secretary, Cliff Currell, another old "railways man" had a great rapport with him.

We wish Alan well in his retirement and many hours of pleasure with his stationary steam engines. His act will be hard to follow.

Our society and I am sure many other heritage operators, will be sorry to see Alan move into retirement mode.

From the Editor

Planning for the rail motor excursion to historic Carcoar is now completed. Hopefully all participants will have sent in their booking and fare to David Lewis. If you haven't yet, you could miss out! Interest in this trip has been beyond expectation with the result, we now have a waiting list. As previously, we are only interested in breaking even on this trip so the fare is as lean as it can be.

Steaming Days see us getting more and more positive feedback. The unhurried (time for a little chat) timetable works well. More of the crew are now attired in our black and white themed period dress. Wire-rimmed glasses and bowler hats abound! It all goes to creating a great atmosphere; one of pleasure for passengers and tram crews alike.

The wooden tables and chairs obtained by our Valley Heights colleagues and placed in the reception area, have been well received by visitors. They now linger longer in the shop area which can only be good for sales. Perhaps the time is ripe for an expansion in merchandise.

Hope you enjoy this issue.

Best wishes, Bruce Irwin.

Operating Days for April-May 2006.

- April 2 (trikes)
- April 16 (Easter Sunday). Steam tram.
- School holidays: April Wed 19, Sun, 23 Wed 26. Steam tram operating on all these days.
- May 7 (Sun) (Trikes)
- May 21 (Sun) (Steam)

Railways at War—The American Civil War

The American Civil War (1861-65) is often billed as the “first modern war”. When considering the huge toll in life and limb and the prescient developments in weaponry, strategy, administration etc. it is not difficult to see why this is so. It was indeed a “total war”. This article gives a very brief summary of the impact of railways in that terrible conflict.



Union troops at Alexandria waiting to go into action by train. The O & A Railroad has been taken over by the military.

During the 1830's the Liverpool and Manchester Railway conveyed a regiment of soldiers en route to Ireland, 54.7 km. in two hours. Had the troops marched that distance, it would have taken them two days. Thus began an association, the railway and the military, that would last until modern times. The notion of railway mounted war machines and armoured trains was written about as early as 1859 in a British periodical but it was the advent of the American Civil War that really saw a full scale development of the railways as part of the war machine.

The South, which had most need of good transportation, was handicapped because, having taken up arms on the principle that outside interference was intolerable, it was reluctant to impose much needed central control over the 113 different railroad companies in its territory. Thus companies that had long resisted the linking of their lines with adjacent railroads continued to do so. When soldiers laid line along city streets to effect such connections, they were abused by the companies and the local populace!

In the absence of central control, it was the confederate army officers who began to direct railroad operations. This added yet another obstacle to the efficient functioning of the southern network. The officers, overriding the advice of railroad managers, hindered operations by hoarding empty freight cars for their own possible use. This resulted in trains sent off in one direction without provision having been made for the return of locomotives and rolling stock. Railroaders who dared dissent were threatened with courts-martial.

The Federal Government did much better than the Confederates, setting a pattern for other governments in future wars. It did not impose army officers as managers. Instead, it gave railroad managers military rank so that they could not be intimidated by regular officers. They were more or less free to balance war needs against railroad necessities. The U.S. Military Railroads Administration was formed to operate those lines built or, as the vital Philadelphia, Wilmington & Baltimore, directly taken over by the government.

For the South, the cheap structural standards of the U.S. railroads, proved to be especially damaging. With practically no heavy industry in its territory, it was unable to replace worn-out rails and rolling stock. One Northern general, viewing a train proceeding along recently captured Southern track, compared the scene to a fly crawling over a corrugated wash-board! Both sides soon made raids to wreck their enemy's railroads.

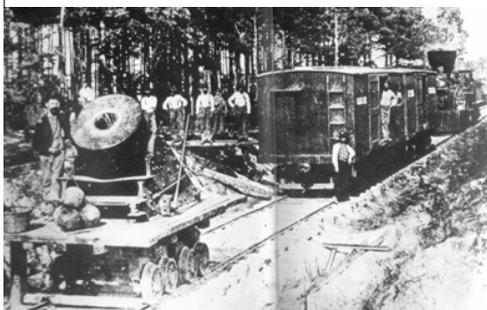
Unfortunately for the South, they had the most difficulty in repairing the acute damage caused.

The tactical importance of the railroads was recognized quite early at the first major battle. “Bull Run” or “Manassas 1” was won by the South after it had successfully brought up reinforcements by trains that ejected their complements virtually on the battlefield. The South too, was initially most successful in raiding enemy railroads. Stonewall Jackson once managed to surround 56 of the B & O's locomotives. He carried off about 12 of these as trophies, hauling them over the highway with horse teams. The balance were wrecked, thereby closing down B & O's operations for several months.

As the war progressed, the Northerners became more skilled in railroad destruction. Their Anderson Raid, which became famous as the *Great Locomotive Chase*, was foiled through the tenacity of a southern railroader. The resulting chase ended when the locomotive commandeered by the raiders, ran out of fuel. At first, to destroy railroads, raiders simply removed and bent the rails around nearby trees. This proved easily corrected however. A Northern officer was soon telling his men that rails should be rolled up like doughnuts. By the time General Sherman began his march through Georgia, he had been equipped with a machine that heated the rails and twisted them like cork screws. In this condition, they were almost impossible to rehabilitate.

Another Federal innovation was the Railroad Construction Corps, an army organization that had the responsibility to construct and maintain military railroads. This idea was noted from as far away as Prussia which in imitation, introduced railroad operating regiments.

Another “first” for the Civil War, was the introduction of armour-protected gun carrying railway trucks. The impetus for these probably stemmed from the iron-clad war ships, the Monitor and the Merrimac. Some armed trains carried sandbags or another form of shielding for the troops on board but this was always the case. In the first few months of the war, troops disdained cover since they were accustomed to tactics best suited to smoothbore musketry. They considered cowering behind cover during combat to be less than manly. As the war progressed and the lethality of rifled muskets became all too evident, the former attitude changed more to one of self-preservation. Iron-clad box cars soon became common. Light artillery pieces were fired from hatches in the “hull” whilst small arms fire in support, was effected through small apertures. These box-cars were only protected from small arms fire. Other trucks were formed with wall of timber over which old railway lines were spiked. Eventually the “railroad monitor” came into being. This was a more sophisticated vehicle with sloping iron sides capable of deflecting light artillery balls. These “monitors” were also equipped with artillery pieces.



A rail-borne mortar used by Federal forces. A forerunner to the likes of “Big Bertha” in the Great War.

Rifle cars or rifle “monitors” accompanied the former cars in a formation in which the locomotive formed the centre-piece of the consist. This march order distributed fire-power evenly, providing mutually supportive small-arms and artillery fire with some degree of protection afforded the locomotive. Because of the vulnerability of loco crews in their wooden cabins, the latter were also to become iron-clad.

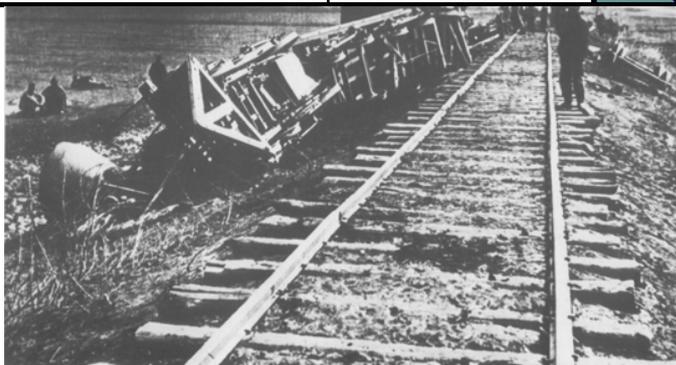
While armour might protect rolling stock from projectiles, explosive devices planted in the road bed posed serious threats to trains of all types. These torpedoes (known today as mines) included simple artillery shells with percussion fuses as well as specially constructed pressure-detonated devices filled with gunpowder. When buried in the roadbed under a sleeper, torpedoes could be detonated by a passing train. Some torpedoes, especially those using artillery shells, were capable of lifting locomotives completely off the track and shattering their box-car load. As a counter, some Federal trains pushed flatcars before the main body of the consist. Another method of preventing attacks on Federal Trains was to put Confederate hostages on their trains.

The humble hand-car also found a niche in the conflict. Because of their relative quiet in operation, they were used to transport important personnel, evacuate

the wounded, reconnoiter fluid tactical situations and so on. Some large varieties were capable of carrying armaments. In one instance a large hand-car carried a ten-pounder Parrott gun to duel with a much larger Confederate railroad battery.

The steam passenger car or all-in-one unit was a recently developed innovation that also gave valuable service in the conflict.

Civil War railroad operations were characterized by the wide spread use of locomotives and rolling stock to support armies tactically as well as logistically. Americans set precedents for a variety of modern armoured fighting vehicles, including tanks, armoured personnel carriers and engineer vehicles. Self-propelled artillery can also claim direct ancestry from primitive forebears in the Civil War.



A locomotive comes to grief on the long suffering Orange & Alexandria Railroad.

Dusk Tram to Sandringham

This piece of poetry was found by Peter Stock in an old exercise book. It was written in pencil and was possibly written in the late 1930's. It is possible it may have been written by either the late Gifford Eardley or Len Manny, however it doesn't quite seem to be in their styles. Some of it appeared a bit clumsy in verse and meter so some revision has been done to parts of it. The final stanza has been added by the Editor.

Dusk Tram to Sandringham

Bleak southerlies rage on the wintry street,
Beach folk scurrying with frozen feet.
Bulging parcels, stuffed string bags,
Friday night shopping—spirits sag.
And slowly, slowly creeps the queue,
Might still be room for a lucky few.
Conductor shouts, “Come along, come,
Standing room inside for maybe just one”.

I prised myself in and got hold of a grip,
To give support through lurch and slip.
Then groaning noises underneath,
Wild shuddering beyond belief!
A warning shouted, “Hold on tight!”
Metallic clanking in the failing light.
And then she moved—a steaming hulk,
A hissing, groaning, seething bulk.
With grinding wheels and singing steel,
Vibrations all aboard could feel.

Matrons, broad, take all the seat
The rest are jam-packed on their feet.
The southerly lashes the outside seated,
To conductor and all, its punishment meted.

The tram it storms around the Grey Street bend,
Spewing cinders and prime in oily blend.
Their fleeing motes into your eye,
Children awestruck, horses shy.

Onto Rocky Point Road she flew,
As if possessed by demons new.
Rocking, whistling, bumping clanging,
Folk like coffin clappers hanging.
Through points and joints we lurch to a halt,
I Loose my grip, “Sorry Ma'am, my fault.”
Standees, off balance, begin to stumble,
Those seated, glare and whinge and mumble.
Then off again with many repeats,
At last those standing, have some seats.
With screeching whistle and chiming gong,
Away we go with a lessening throng.
To soon it's time to disembark,
The young enjoyed the driver's lark.
Seeming driven through the gates of Hell,
We grind to a halt at the “Wales” hotel.

Midst swirl of steam and shaft of light,
I turn to watch it cleave the night.
Alas! 'twill shortly come to an end,
Trolley wires span around the bend.



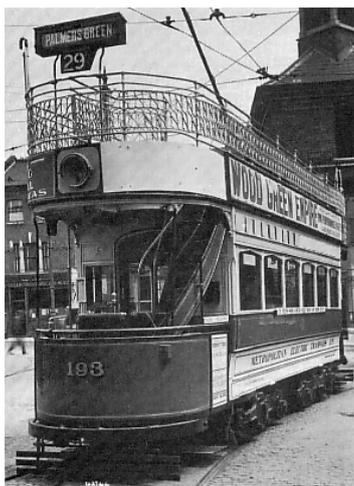
Motor and three trailers at Clareville Ave. Sandringham, 1937.

When Terror Rode the Trams

We tend to regard terrorist activities as a modern day occurrence. In reality, terrorism in one form or other has been with us for centuries. The incident that occurred at Tottenham (UK) 97 years ago last January, certainly brings home an important fact. Terrorism with all the violence and alarm we associate with it today, was in no less measure, present at that horrific event, nearly one hundred years ago.



❖
P.C Tyler and his funeral procession. The cortege is decked-out in full mourning as befitting the circumstance of the officer's passing and the times.
❖



A double and a single decker tram in vogue on the Metropolitan Electric Tramway Co. line at the time of the "Tottenham Outrage".



Paul Hefeld and Jacob Lepidus were two Latvian anarchists. Prior to arriving in England, they had attempted to blow up the President of France. Events unfolded quickly on January 23, 1909. At the Corner of Tottenham High Road and Chesnut Road Tottenham, Hefeld and Lepidus lay in wait, armed with pistols. Their quarry was a chauffeur-driven car carrying the wages destined for Schurman's rubber factory. The payroll was under the charge of a sole wages clerk. As the car drew up, the pair sprang into action seizing the wages bag, shooting at the driver in the process. A passing stoker tried to restrain Lepidus but was shot in the attempt. The shots brought reserve constables William Tyler and Albert Newman running from a nearby police station. With cash bag in hand, the pair of anarchists fled, closely followed by the constables. Tyler and Newman were later joined by other officers from the section house who pursued on bicycles. Thus began a chase that was eventually to cover over six miles.

At Mitchley Road Mission Hall, PC Newman urged the severely shaken chauffeur to try and run down the gunmen with the wages car. In response, Lepidus and Hefeld shot and injured Newman and the chauffeur. Ten year-old Ralph Joscelyne, caught up in the affray, attempted to seek cover behind the wages car. He was shot. Rushed to hospital he was pronounced dead on arrival. Back in the chase, the police (whose gun cupboard had been locked and the key mislaid) reportedly borrowed at least four hand-guns from passers-by in the street, while other armed citizens joined in the chase. Meanwhile, police at the station broke into the arms cupboard to bring official armaments into play.

At a railway bridge leading to Tottenham Marshes, PC Tyler took advantage of the wall cutting off the gunmen's view, to race over ground and catch them up. "Come on, give in. The game's up!" he shouted. Hefeld deliberately shot him in the face at point-blank range. Tyler bled to death in the scullery of a nearby cottage.

To look at the chase from this point in time, it took on an almost "Keystone Cops"

element except that the bullets, blood and death were a reality. In desperate flight, the two anarchists commandeered a passing tram.

A horse drawn tramway had reached Tottenham from London by 1881. In 1885, Merryweather steam trams were operating through Tottenham to Ponder's End. Horse power was reverted to in 1891 for various reasons. Under the auspices of the Metropolitan Electric Tramways Co. the line through Tottenham was electrified in 1904.

Returning to the chase, the tram conductor was forced to drive the tram on account of the driver having secreted himself upstairs. On seeing the hijack of the tram, the police promptly commandeered another tram which was approaching on another line from the opposite direction. Ordering the driver to reverse, they pursued the gunmen, exchanging a fusillade of ineffective shots with the fleeing tram. With quick thinking, the conductor of the first tram got rid of his unwanted passengers by warning them there was a police station just around the next corner. The two tumbled out of the tram and commandeered a parked milk van. This they immediately wrecked whilst trying to corner it too fast. Frustrated, they then stole a parked greengrocer's van. Desperately trying to lash the horse on, it could only manage the slowest of ambles. The pair, in their haste and panic had forgotten to release the brake! Abandoning this van, the two men then ran along a path alongside Chingford Brook. When the path petered out, they found themselves trapped by a high fence. Lepidus scrambled over but Hefeld was exhausted and not in the event of climbing over the fence. Seeing the futility of his situation with police officers in close pursuit, Hefeld turned his gun and shot himself in the head. Lepidus meanwhile, locked himself in the bedroom of a nearby cottage. Using his last bullet, he fatally shot himself as police officers were breaking down the door, firing shots through it simultaneously. Thus ended the "Tottenham Outrage" during which over 400 rounds were fired, two people murdered and twenty-one others injured. Hefeld, still alive, was taken to hospital, where he refused to speak until he died three weeks later. Just prior to his demise he made the uninformative remark, "My mother is in Riga."

A collection of £1,055 was subsequently raised for PC Tyler's widow. The King's Police Medal was instituted in recognition of the gallantry of those officers who had pursued the murderous pair. The outrage subsequently provoked considerable influence on public and police perception of immigrants and the international "left". It also inspired some misplaced anti-semitism.

Acknowledgement to: (1) Ferry Lane Local History Web site. (2) Jeff Cooper's Commentaries 2005. (3) London's Trams and Trolley Buses © 1977.

Small exhibits– a new initiative

The enclosed leaflet makes a plea for support funding to acquire small exhibit material.

Unlike many museums, our collection of ephemera, memorabilia etc. is almost negligible. Most of the items in the past were held by members as part of their own private collections or in trust for the society as we had no where suitable to display them. The depot at Parramatta Park certainly did not lend itself to small exhibit display and just as well as it turned out!

We do have the Frank Moag photo collection which is invaluable in itself but not a lot otherwise.

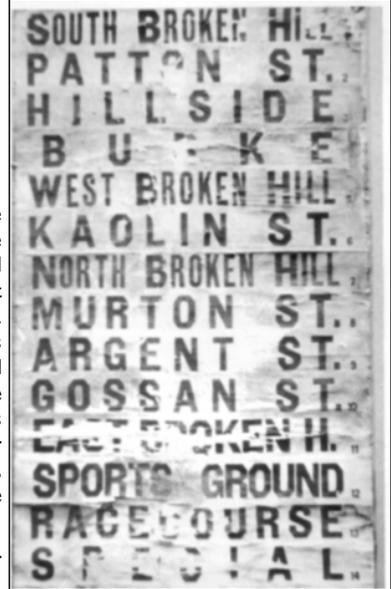
Recently we have been able to secure some items from a private collector, but it has cost money,

despite some substantial help from one of our members.

We would like to develop a small exhibits display in

a proper environment for the education of the public. It will not be a large display but we are aiming for it to be a quality presentation. This will be aided by the use of proper display cases that have been gifted to the Valley Heights museum. Appropriate conservation advice from our friends at the Power House Museum and Museums and Galleries (NSW) will be sought to make sure we get it right. After all, most paper and fabric items that we now have, range in age from 70 to over 100 years old. If they are not conserved correctly, they will not survive another 10 years let alone another 70 or so years.

If you have some item that would be suitable for display, get in touch and a suitable arrangement can be made, be it on loan or an outright gift. The item will be properly registered provenanced and acknowledged.



A Broken Hill system trailer car destination roll c. 1910. Very much a rarity. It will go nicely with our Kogarah-Sans Souci roll.

Through Braking on 93B

Everyone was quite anxious to see steam raised on the motor on our steaming day of February 19. The anxiety of course, was to see how well all the brake plumbing installed on the “B” car performed, when the vacuum brake ejector was applied.

We need not have been concerned. With the first application, the gauge on the motor registered just over 20 inches of vacuum (old scale). On checking the gauge installed underneath the car, a corresponding level was registering. When the new shut-off cock at the leading end was closed, the car gauge registered a very slow dissipation of the vacuum. The system was pronounced an outstanding success

and subsequent running showed just how effective the through brakes worked. Everything worked just as it should with no leaks. I know our Works Manager and team were congratulated last issue but this installation warrants another huzzza—congratulations men— a great achievement.



(Above) The vacuum brake diaphragm, pipe work and gauge on underside of trailer car 93B.

(Below) The late Len Manny collecting fares in Parramatta Park. Len was seldom happier than in this role, unless of course, it was to tell a great story.

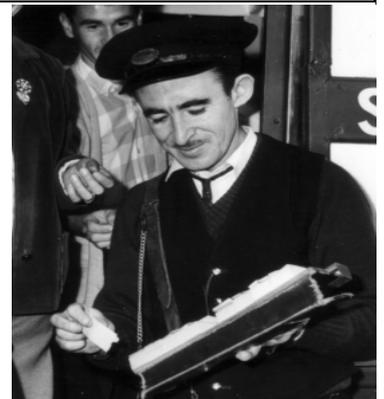
A Vignette from the Vault A tale of being “hampered”.

Following on from last issue’s article on Railway Dining Menus etc. Peter Stock related a story about railway hampers.

The late Len Manny was a member of our society and former treasurer. He was chaplinesque in appearance, a great railway traveller and raconteur. Despite his small stature and cheerful nature, he was not one to be dallied with or put “one over” on.

Len and Peter Stock did a railway tour of Tasmania some 43 years ago. Food hampers in those times were of the cane basket variety upon which you paid a deposit on receiving. This deposit was refunded at the next RRR you stopped at. Len and Peter bought

one each at a place called Paratta. At Bridgewater on their way back to Hobart, a pimply-faced young railway worker and four others (sent out from Hobart) presented themselves to collect any hampers and tickets. They had “conveniently” forgotten to bring the deposits. In his inimitable style, Len really dressed them down and determined to hold the baskets until they had reached Hobart. This he did. On arrival in Hobart, it was found that the door to the room where the deposits were kept was locked. The youths claimed that they didn’t have a key or have access to one. It proved to be one of the few times Len was bettered in craft and to his chagrin, by someone much younger than himself.



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enriching the future**

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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.



Works Report: 103A: Desto box repaired, painted, glazed, blind inserted and box installed on motor. **1022:** Axle box white-metalling commenced. **"S" truck:** De-corrosion progressing. **93B:** Further doors installed. A second desto box has been rehabilitated by member, Peter Butler. **Other:** Keeping the tram clean including, cleaning glass and brass etc. is taking up a lot of time. With a full compliment of doors fitted, the interior of the car at least, should not accrue quite so much dust.

Track Safety Awareness Course

Part of the obligation of being an accredited operator is to have our Rail Safety Workers satisfactorily complete a Track Safety Awareness Course. Much of the material in this is largely common sense however there was much more detail on this occasion than was the case when it was last conducted.

The course was conducted at Thirlmere on Saturday March25, under the auspices of the Rail Transport Museum. Our Secretary, Peter Stock and RTM Chairman, Peter Berriman had previously reached an agreement whereby it was deemed practical and desirable for the one course to be common to both organizations in view of our unique joint venture at Valley Heights.

Driver/Trainer, Frank Johnson conducted the course which included practical demonstration and a written and oral examination of candidates. Those participating from STARPS and Valley Heights included: Craig Connelly, David Lewis, Bruce Irwin, Ted Mullett, David Hunt, Jim Hall, Ted Dickson. All passed the examination.

For those who couldn't make this course, they will be able to go "through the hoops" at a later stage. Certificates of Competency (Track Safety Awareness) will be issued to all STARPS and Valley Heights participants by our society, as the local accredited operator. They will be signed off by the trainer.

It is worthwhile noting that extremely heavy penalties apply to persons found on non public railway property without the appropriate Certificates of Competency.

I hasten to add, that possession of a Certificate of Competency, does not give that person *carte blanche* to wander at will on railway property, where they have no lawful business.

Last but not least....



Weird Epitaph

Whilst travelling through Burra S.A. last year I came across this macabre epitaph in Burra Cemetery:

Ah! lovely appearance of death!

*What sight upon Earth is so fair?
Not all the gay pageants that
breathe,*

*Can with a dead body compare:
With solemn delight I survey,*

The corpse when the spirit is fled,

In love with the beautiful day,

And longing to lie in its stead.

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A Sincere Thank You

Members help out in all sorts of ways. Member Darren Stock, has recently painted the "Next Train" destination drop-downs. These feature a selection of past and present destinations. A photo of Ted Mullett and Peter Stock installing them featured on last issue's page 1. Member Ken Butt,

presented the complete "next train" unit to the society and museum some time ago. At that stage the destinations were painted out. Thank you Darren. A lovely job and one we would never have gotten round to.

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Work on the "S" Truck

Member Ralph Boesel has taken the "S" truck under his wing and has been doing some splendid work on it. Each wheel and associated assembly has been de-gunked and the frame is steadily being de-scaled. Badly corroded sections have been cut out and new sections will be welded in. There will be lots of "Penetrol" and primer spread around as well.

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Progressive Education

My daughter's doing well at school;
The teacher says she's tops,
At carving figures out of soap,
And making dolls from mops.

She doesn't know her tables,
but she's good at skipping rope.
She's socially adjusted and her future's full of hope.

My little boy is clever too,
although I always find,
He isn't learning spelling,
I am told I mustn't mind.
He's good at making mobiles
and he's learning the guitar-
Modern day accomplishments
are bound to take him far.

I'm a very lucky person,
that my children are so bright,
Although the answers to their sums
never come out right.
"Not to worry", says the teacher
"we're filling every need".
It's nice to hear her say it,
(but I wish that they could read!)

(Another snippet from the late Cliff Currell's papers) (Author unknown)



Chairman Craig found "moonlighting"?



Another "moonlighter"?

