



# STEAM SCENE

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

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

**Volume 4 Issue 2**

**April 2007**

## First Display Comes On-Line

The first of the display cases, gifted by the National Museum, has had a display mounted. The very tall cases are divided diagonally into two cases and feature spot-lighting and LED lighting.

Our first display is entitled "Ticket to Ride" with one side featuring the ticketing system of the steam tramways ("Fares Please!") and the other side, the

ticketing system of the railways ("Tickets Please!"). Both sides have a 1.6 X 1.15 background. The tramway display features a c.1910 photo of a steam tram on the Baulkham Hills line. The railway display has a full colour display of one of our ticket cases together with an original ticket office window. Both displays avoid complexity and are designed to

give visitors a very basic but accurate explanation.

Various memorabilia and

ephemera accompanies each display. The trick has been to explain the respective ticketing systems simply and effectively without getting bogged down in too much detail. We believe the public will leave the display with a reasonable, basic knowledge without overload.

Further detail regarding the "Edmonson" system will be displayed on a supplementary wing unit. For a first effort, without the input of specialists, we think it has come up quite well. A further display featuring the 70th anniversary of the closure of the Kogarah-Sans Souci steam tramway is in the pipeline.



**The tram side ("Fares Please!") side of the display. It features a cash bag, ticket case, ticket samples etc. and a brief regime of tram ticketing.**



**Member Dave Torr, at work renovating part of the railway ticketing display.**



**The "Tickets Please!" or railway ticketing side of the display. Items to be placed will include a ticket stamp etc.**

## New Water Tank Received

On March 30, a new water tank (40,000+ litres) was delivered to the new shed site. This was provided by Bushman Tanks of Orange at reduced price. You will recall, a concrete plinth was previously reported as being in place to receive the tank.

The catchment area for the tank will be the entire roof surface of the new shed. Dependant on rain fall of course, this area will give us sufficient water for our loco needs reducing considerably, our demand on the mains system.

And what of the shed? The site was levelled during March in preparation for digging out of the footings. The contractor visited the site on Sunday, April 22 and took some final calculations. The site will be compacted on April 24, in readiness for the laying of the concrete footings. We understand that the steel supports will be ordered this week (w/e 28/4)



## From the Editor

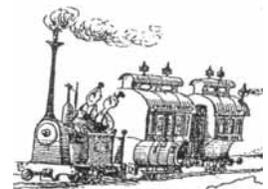


The recent tragedy of four deaths on Sydney Harbour, involving a pleasure cruiser and a ferry, culminated fourteen ferry accidents in three years. Fortunately, most of these did not involve deaths. Without official blame being apportioned for the tragedy at this early time, there is of course, the usual rant about what has Sydney Ferries done to lift their game over the last three years. The trucking industry has its problems as well, with a truck careering over a bridge recently and several other accidents, with at least one involving a death. These accidents, apart from the aspect of tragedy, cause a tremendous amount of lost productivity with their immediate and flow-on effects. When I travel on the highways and see trucks careering past me doing 110-120 kph, I wonder what ever happened to the "100 kph speed limited" regulation? Indeed, how much enforcement of regulation generally is there? Here we are (the Heritage Rail industry) at the other end of the transport spectrum, with minimalist activity, subjected to all manner of regulation, external and internal audits, reporting etc. One wonders, would we have the same number of accidents in industries where most of the trouble is occurring, if a like manner of supervision were in place for them?

Seems to me, the government's resources could be better utilised catching the big fish that plunder their nets rather than setting traps to catch minnows.

Till next time.

Bruce Irwin, Editor.





## The High Cost of Volunteering

An article that appeared in a recent issue of "The Senior" will strike a chord with all people who are in the front line of volunteering, not just seniors. We are told that rising costs are taking their toll on Australia's estimated six million volunteers. "The Cost of Volunteering Survey" found that 88% of volunteers faced annual out-of-pocket expenses averaging \$693 each. The Costs of Volunteering Taskforce came up with some interesting statistics, some of which I will quote:

- 6.3 million Australians 836 million hours a year in volunteering. (132 hours per week on average.
- 41% of Australians volunteered in 2005 compared with 31% in 2000 and 24% in 1995.
- 47% of all people aged 35-44 volunteer— the most active group.
- 46% of women and 36% of men volunteer.
- 30% of young people (18-24) volunteer
- The value of volunteering equates to 1.4% of GDP (2002)

It is obvious that volunteering is something that the nation cannot do without yet volunteers are being asked to shoulder an increasing burden of costs. These can be in the form of providing their own uniform and equipment to the cost of traveling extensive distances. Volunteering Australia CEO, Ms. Sha Cordingley is stated as saying that increasing out-of-pocket expenses are making it more difficult for people to volunteer. In short the Task Force is urging from government, some assistance for volunteers or their organizations. This could take the form of tax offsets, grants and the like either for individuals or organizations.

*An additional factor not mentioned in the article, is the documentation, accreditation and all the other "tations" that now impact on volunteering. It is no longer just enough for a volunteer to put up his hand and say "I'll do it". There are training courses, inductions, protocols et al to go through before you can strike a blow. This is not necessarily a bad thing but unfortunately, the threat of litigation and liability attendant to not doing these things, has pushed the bar higher than a lot of people are prepared to go. It is just too much like work is for them!*

*To equate the situation back to our own organization; our Rail Safety Workers could have been faced with a hefty medical bill in the vicinity of \$200 each recently, for their Health Assessments but for the generosity of our appointed medico. The cost of wearing the right safety gear is one that is usually borne by the volunteer. Tools and equipment are frequently supplied by volunteers to save the society expense. One could argue that the cost of volunteer worker insurance is an expense factored into a volunteer's costs by way of membership subscriptions. There is an annual Federal funding round for volunteer "comfort" equipment. This however is on a competitive basis and does not touch upon the expenses outlined previously.*

*The future of volunteering vis-à-vis rail heritage has been discussed previously in Steam Scene.*

*Although the present level of volunteering in this country looks strong, the expense and attendant protocols of doing so, could take its toll eventually.*

*Looking at another facet. Time was when I and no doubt many others, thought that being a member of an incorporated body gave you protection against any claim that may be made on the body corporate. This would appear to be not so bullet-proof as may have been thought in former times, especially if you are a director. There are all sorts of dire consequences for a director under the Rail Safety Act for example, for certain acts or omissions. We have been advised "you could even loose your house!" No wonder there is a marked reluctance in members prepared to take on executive function. Mind you, I think it would be a brave court that took away the home of a volunteer for some act or omission done to the best of one's ability and without criminal intent.*

*Another factor militating against the future of volunteering is the changing face of Australia. Our "baby boomers" are a substantial back-stay of volunteering. They have the time and to a large extent, the where-withal. Despite the figures quoted before, I'm not so sure that generation "X" and those that follow, will be necessarily as blessed with resources of time and spare money to carry on the baton. Add to this, the cultural differences and slow integration of our later migrants and I'm not too sure that volunteering has all that bright a future to maintain what we have come to expect. (Comment in italics by Editor.)*

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Whilst on the subject of volunteering. Our Secretary, Peter Stock and your editor, went to an ITSRR sponsored seminar on Thursday 8th March 2007. The seminar was to bring us up to speed with the implications of the new Rail Safety Bill, due for presentation to parliament this year. Fortunately, our present work on re-writing our Safety Management Systems is based on the proposed legislation, so we do not expect any great impact. The new legislation is based on the national model. Previous to the seminar, COTMA, of which we are a member, alerted us to the fact that the New South Wales legislation makes no mention of legal indemnity for volunteers. This is despite the national model containing the provision with it being mirrored in the legislation of Victoria and S.A.

Whilst we intended to raise the issue, we were beaten to the punch by the SPER representative. We are pleased he did. Being a retired Judge of the District Court, he very convincingly pointed out the omission and the implications for heritage and tourist operators. The ITSRR reps were quite attentive to the matter and appeared surprised that the omission had occurred.

Now I don't know whether the omission of such an important implication for heritage rail, was by forces deliberate or dilatory but it certainly cannot be allowed to go through without protest.

Secretary Peter, along with ATHRA and COTMA, has written to ITSRR confirming our concern at the omission and requesting that the full protection for volunteers as expressed in the national legislative model, be transferred to the NSW Bill.

It all goes to show that life (as a volunteer) was not meant to be easy.



## Fares Please!

### The Story of the Sydney Tram Ticket

*Continuing the story of early ticketing development. In the last issue it was seen that the earliest ticketing involved mostly pre-purchase of fares at agencies. These were bought at a cheaper rate than fares paid by cash to the conductor. With no possible check being made of tickets sold, it did not take long for a scam to evolve whereby tickets were re-circulated by crooked conductors to agencies, who then re-sold them to the public.*



Widespread fraud was abroad. In short the method was as follows:- When a ticket was given to a dishonest conductor, the ticket was not torn-up by him but pocketed and although the Bell punch was activated and a chime heard, interference with the mechanism did not allow activation of the counter. Subsequently, the shifty conductor would on-sell the still evidently valid tickets to an equally shifty agent for a price. The agent would then sell the ticket for its standard price to an unsuspecting traveller. This fraud was not "chicken feed" either. During the course of a sixteen month period one agent netted close to £2,000 (\$4,000). A very sizeable amount of money when one takes into account today's values and the fact that he was dealing in Penny or Two-penny fares.

To further gauge the extent of the scam, it was said that one conductor had a bag containing 5,000 second hand tickets! The exchange rate between a crooked conductor and his agent was something like £1's (\$2) worth of tickets sold for 15/- (\$1.50)

In the latter part of 1894, the Commissioners determined that an experiment in ticketing issuing by conductors should take place. Each conductor was supplied with a small box holding 20/- (\$2) worth of tickets in slips of six. The emphasis still lay in passengers pre-purchasing their tickets from agents. This was re-enforced with the conductor limited to selling a minimum of six tickets on any one sale. The purchase of tickets on the trams was intended to be the exception, not the rule. As requested by today's ticket sellers, passengers were sought to tender the correct amount of money. Sales on the trams amounted to about £250 (\$500) per day with agent sales amounting to £450 (\$900). It was noted that the new system was working smoothly and without difficulty for conductors and with great satisfaction to the public.

Despite the scandal that resulted in the Royal

Commission of 1888, conductors were still rorting the system. On the 30-12-1895, seven conductors from the city steam trams and one from the North Shore electric lines, received termination notices.

In January 1896, the Bell punch system was abolished on the North Shore electric tramway and the Ocean Street and North Shore cable tramways. "There is no case containing tickets-except the check tickets- no two bells hanging round the conductors' neck, no tearing up of tickets and the other little duties incidental thereto. The uncertainty as to who have not paid their fares is done away with. Passengers must show the check ticket when requested or pay another fare." Different coloured tickets were now issued for various points of travel. On the Ocean Street line, a yellow check for first section travel was issued; for a second section (King St to Roslyn St.) a red ticket issued; from Ocean St to Victoria St- a white ticket issued and for the through journey—a blue ticket. A Child's fare was covered by the yellow penny-section ticket.

Under the new system, conductors kept a revenue journal of tickets issued and the trips they were issued on. Accordingly there was no opportunity for a person to ride on an old unnumbered ticket as was previously the case.

On presenting himself for duty at the depot, a conductor signed for his ticket case and issue together with a small amount of change. Likewise at the end of his shift he was accountable for the tally of his cash and pre-paid tickets vis-à-vis his ticket issue. This was to be the procedure (albeit it with electronic ticketing devices), for virtually the next hundred years!



**Further samples of early tickets from the society's collection, issued before the advent of the butted numbered type tickets.**

## Replacement of Pit Track Timbers

On Sunday, May 27, a series of steam shuttles will be operated by RTM, between Penrith / Valley Heights and Penrith / Blacktown. These are to commemorate the centenary of the rail bridge over the Nepean River.

The Valley Heights depot site will be providing facilities for both 3801 and 3526 locos at various times. Essential to this plan is that all track work is up to standard. A lot of work has been done to date just inside the depot main line connection however, it appears that the timbers supporting the track in par-

allel to the pit on the arrival road, may not be of sufficient integrity to support the axle loadings envisaged. Timber has been sourced (over \$5,000!) and work will proceed at pace after our school holiday running. The work will be carried out by VHLDHM members with some assistance from STARPS. Financial assistance has been indicated from the RTM. It will be a big job and if you could help (even just keeping up the drinks) it would be appreciated. Contact Chairman Craig for details.

P.S. The light axle loading of the tram and Stepho pose no problem to the present timbers.

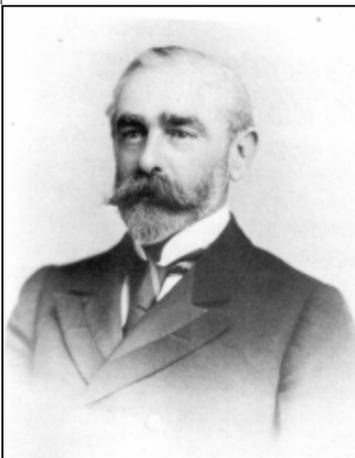


## Biting Off More Than You Can Chew...

The following is a story gleaned from an old government file. It illustrates the wisdom of the old adage when it came to contracting for building tram cars in Sydney's expansionist days of the steam tramways. Readers will recall that the society was gifted by member Vic Solomons, some original documentation from the 1880's re tram motors and cars. At the time, I thought there might be some good material to interest readers amongst the following pages and I have not been disappointed.. The following is the first to be gleaned.



**Henry Vale car, 72B presently in store at Valley Heights. It will be moved under permanent cover on completion of the new shed building down on the Ash Roads.**



**Chief Commissioner, Charles Oliver. He presided at the meeting with Messrs. Vale, Senior and Junior on 19-11-1890.**

During the 1880's the steam tramways of Sydney were in a rapid growth spurt. With the rapidly expanding mileage of track work, there was a dire need to keep pace with rolling stock. Since the earliest tentative imports of rolling stock from USA, the State government was now contracting to local manufacturers. These now eagerly sought to gain contracts to manufacture and supply, steam tram motors and trailer cars. Sydney at that time, had a well developed manufacturing industry considering the young age of the colony. There was very little local suppliers would not turn a hand to once they had guideline to work to. Large erecting shops, producing high quality wood and metal products abounded, providing solid wages for working class tradesmen and labourers. Tramcar builders of the period included Hudson Brothers, B. Carne and Son, Morrison Bros of Strathfield, Pearcall Bros, Thomas Wearne and others. Henry Vale and Co. was a large locomotive and tramcar builder situated in Auburn. Whilst they were not a major

supplier of cars, they had a spasmodic involvement with car contracts over the years. It would appear however, they began to overreach themselves, as the following story reveals.

On the 23rd June 1890, the enveloped tenders were opened for the supply of 25 standard 70 seat trailer cars. Four suppliers tendered as follows:

Hudson Bros	£10000	the lot, 11 mths to supply
B. Carne	£8500	the lot 12 mths to supply
Pearcall Bros.	£9125	the lot, staggered delivery
H. Vale & Son	£8562-10-0	the lot 9 mths to supply

B. Carne was the obvious choice insofar as price was concerned however as can be seen, Vale's appeared to be the superior supplier time-wise. Perhaps this was the reason for Vale and Son ultimately being the successful contractor. An additional factor may have been that at the time, Vales were also in the process of supplying 20 other cars. The contract for the latter 25 cars was let on 26-6-1890.

On the 5th November 1890, a progress inspection was made on the trailers (totaling 45) under the two contracts. Five cars were painted and varnished. It was observed that no less than 39 panels were split displaying bad workmanship and the use of unseasoned timber. The inspectors deduced that these defects would only become worse when the

cars were introduced into traffic, necessitating early replacement of the defective work. To match any new panels, all of the vehicle would require re-painting. Some 36 similar defects were noted in cars currently under construction with a total numbering 75. The cost of renewing the panels was estimated to the 50/- each, making a total of £200 to be borne by the contractor. It was noted that timber from departmental stocks supplied to Vales when they were working on cars at Randwick, had displayed no defects. "...we cannot believe that the defects in Messrs. Vale's work have occurred in timber supplied by the Department." It was also noted that the paint work done was not good and the joints in the roof were not "close". The latter was considered of minor importance. On the 17th November 1890, a departmental official, George Downe reported to the departmental secretary, that on an inspection at H. Vale's work, 20 cars, the subject of the first contract, was not proceeding satisfactorily. "Comparatively little progress has been made with 10 of these...not half of the material was on the ground.." Regarding the second contract for 25 cars, five months had elapsed since the letting of the contract, "...a very small portion of this material is on the ground and what is there, is principally iron work for the undergear, including work for the bogies." Downe considered that as the want of additional cars was so great, the second contract should be cancelled. As a rider, he noted that the iron work produced so far by Vales was very good and that fair value should be given to them by any contractor taking over.

Vales responded on November 14, asserting that the defective timber had indeed been supplied by the department. What was further, the inspector saw the timber being worked and by saying nothing at the time, permitted unseasoned timber to be introduced. It was reasoned that if both Vale's and the inspector did not detect the unseasoned nature of the timber then surely neither of them were to blame. On the 18th November 1890, Vales dispatched a telegram to the Commissioners seeking an audience with them on the following Wednesday.

The 19th November saw Messrs. Vale Senior and Junior meet with the Commissioners, together with Messrs. Roberts, Downe and Neale. The Vales were informed by the Commissioners that the failure to deliver the first 20 cars on time had cost the department revenue. The Commissioners laid it all on the line to the Vales. The second contract for 25 cars would be cancelled, save for 5 cars for which materials had been prepared. A new contract for the balance was to be called immediately. Vales undertook to replace all the defective panels and make a special effort to deliver as many cars as possible by the Christmas holidays



The new tender was called for the 20 outstanding cars on November 21st. B. Carne was evidently the successful tenderer, submitting £6900 for the job lot. (These cars may have been nos.154 to 173 and subsequently delivered between March and June 1891) The supply of the five cars by Vales still caused concern however.

During July 1891, the tramway authorities at Randwick must have enquired how the remaining five cars were progressing. Henry Vale Snr. Replied on August 1, that he was unaware that he had to supply 5 cars under the second contract. He evidently had not picked up on the determination of the previous year's meeting. In any case, he advised that they would use "all dispatch to deliver on time." In reply to Vale's letter, George Downe responded with a terse little note: "...you must have been fully aware because you have proceeded with the ironwork since that decision was given and you should in order to have properly seasoned timber, have had such on hand re this as your contract for their delivery expired on 25/3/1891. P.S. You appear to forget you applied for brake fittings for the cars of your contract and were supplied with all necessary for these 5 cars in addition to your first contract of twenty."

George Downe reported in the following October that progress with the outstanding five cars "...is very slow." Vales had intimated that the cars would be ready by the end of the year. Despite the contract date having expired in March 1891, "...all material is not on the ground.....there is no doubt if Mr. Morrison or Mr. Carne had been entrusted with the contract, the cars would have been delivered long since." Downe recommended that Vales should be informed that unless the cars be delivered by the first week in December, then they should not be received and no payment on account be made." Clearly, George Downe had lost patience with Vale and Co. and was prepared to jettison them. His course of action was approved by the Departmental Secretary. Henry Vale Snr. Was not going to "cop it sweet" and made reply on October 17, 1891. In this he stated that having notified the department on September 2 that Vales expected dispatch of the cars by end of year and having received no reply, they assumed that the department was satisfied with their progress and in no hurry for them. Their excuse regarding materials is a little hard to make out however insofar as the wheels and axles were concerned, Vale Snr. Stated that they had been out to Randwick twice to pick them up without success. Regarding the time frame for completion, Vale Snr. thought this unfair as he considered Downe's letter as the first intimation that they were required at the beginning of December rather than the end. He claimed that initially, there was no fixed time for the completion of the five cars however, they would do everything possible to deliver as required. Vale could not understand why they were being complained of, especially as they had had over 20 years in dealings with the government. It appeared to Vales that they could not give "ambient satisfaction" despite the fact that they had agreed to forgo £50 on the previous contract, for any defects.

On October 28, 1891, the departmental secretary,

Mr. McLachlan, replied to Vale Snr's account and advised so far as the request for wheels and axles was concerned, that as the bogies had not been prepared to receive them, there was little point in supplying them to lie in store. He also brought into question some of Vales dating of the facts.

Vales had clearly had a rocket put up them for on November 13, Henry Vale advised Mr. McLachlan, that four cars would be delivered in successive fortnights with the final car being delivered end of the year. It eventuated that one car was delivered on November 28, with a second on December 3. The third car arrived on December 12. It is not recorded when the final two cars were delivered.

In the scheme of things, Henry Vale and Son were not big suppliers of trailer cars. The other big builders of the time, Hudsons, Ritchie Brothers, Morrisons etc. supplied many more tram cars to the department. If the correspondence referred to is any guide, this is not surprising. They obviously over-reached themselves when tendering for a second batch of cars, knowing that the first batch was far from completed. Browsing through these ancient pages, most handwritten, one is put in touch with the day-to-day problems of the participants and on reflection, little seems to have changed in dealings throughout the ages.

Academically, it would be nice to know the numbers of the last five cars they supplied. Perusing lists of cars/suppliers this is a difficult task. Vale's cars came into service in dribs and drabs. There appears to be no cars brought into service from Vale's works, later than December 1891, when one car (No.12) is recorded as having done so. Noting that the original contract specified a date of March 1891 for supply, the car listing shows nos. 91,94,95 and 118 entering service. No. 90 is shown as entering service in the February of that year. Could these be the outstanding cars? Could the contract supply date be shown in the listing as "entry into service date"? The list I use appears to have originally been compiled by former society member, the late Revd. Cedric Thomas. Cedric was meticulous in getting his car numbers right, never-the-less....

Finally, members will recall that one of the trailer cars retrieved from the Berowra site was No.72. Of all the cars to have survived, this is a Henry Vale manufactured car. It was brought into service in January 1891 and retired in 1932. Its story, together with No. 93 has been recorded previously in Steam Scene. Checking 72 out recently I noticed, amongst other things including old termite damage, a few cracks in the side panels, I wonder if there is still any warranty left?



**An internal view of trail car 72b. On the other side of the partition was the bathroom when the car was formerly part of a house at Berowra.**

*"...if Mr. Morrison or Mr. Carne had been entrusted with the contract, the cars would have been delivered long since."*



## "Preserving the past, enriching the future"

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The museum is located in Tusculum Road, Valley Heights. Ample parking is available. A train service is available to Springwood. Valley Heights station is accessible for museum visitors but you must walk around to the Tusculum Road entrance and not attempt to short-cut across the tracks.

The museum is open between 10 and 4 on the 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.

### Wedding Photo Shoot

#### Cancelled

The wedding photo shoot that was planned for Saturday, March 10, was cancelled. This was on account of the participants not being able to supply the hire fee despite a discount being offered.

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### Thank You, Bob Debus

Mr. Bob Debus recently retired as the Member for Blue Mountains in the state parliament.

Mr. Debus will be contesting the federal Seat of Macquarie which is presently held by another supporter of the museum, Mr. Bartlett MHR.

Members will recall that Bob was the patron of VHLDHM and as such was extremely helpful in assisting the museum. Bob Debus was instrumental in obtaining funding for a new shed for the STARPS collection, following the destruction by fire of trail car 44B

on Christmas Day 2001.

Secretary Peter has recently written to Bob, thanking him for his past interest and assistance and wishing him good fortune in his future pursuits. Bob has replied with best wishes for our future at Valley Heights.

In retrospect, it is a shame we didn't have someone of Bob's calibre backing us up in the old Parramatta Days, particularly after the fire.

The Hon. Phil Koperberg, formerly of the RFS, is the new Member for Blue Mountains. With many members of VHLDHM being active and past members of local Bush Fire Brigades and with Phil previously heading up the RFS, we look forward to a good rapport and continuing great relationship with our local Member.

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### Sick List

VHLDHM Chairman, Ted Mullett



**Works Update: 93B:** Wheels and axle replaced following detected wheel movement on axle. (Incident reported to ITSRR) **99DD:** Bogie removed and car end placed on blocks. Bogie being renovated. **Other:** Several days working on update of Safety Management Systems,



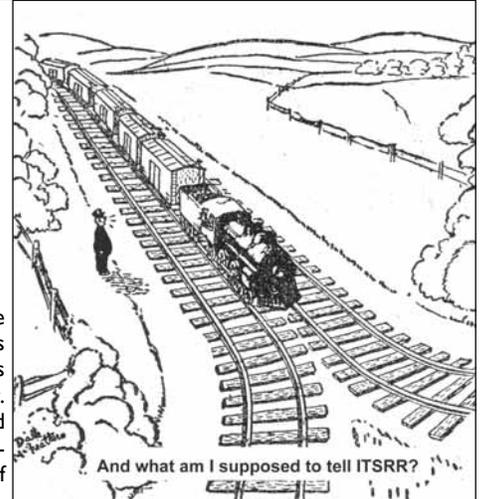
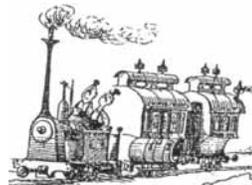
## A Berry Nice Rail Motor Trip

Our annual rail motor trip is in the planning stage. It will be a little later this year, being scheduled for Sunday, August 26th. Our destination will be Berry, returning via Robertson and the South Coast line. Berry is a delightful town on the South Coast hinterland with the township in easy walking distance from the railway station. There are plenty of cafes, craft and novelty shops. There is something to interest everybody especially, the ladies. As previously, self-catering will be the order of the day. Departure will be from Valley Heights with a probable pick-up and set-down at Westmead. We have been successful in holding the price since the inception of the trips however, costs such as rail access charges, fuel etc. have blown out. We expect the adult fare to be around \$110 and children \$60. Seating will be limited to no more than 70.

To indicate interest, e-mail or telephone David Lewis. David's telephone number is 02 9630 6304. His e-mail address is: floozie2@bigpond.net.au

For this trip to eventuate, it is essential that David obtains sufficient expressions of interest NOW. Please him know straight away if you intend going. Send no money now. Booking forms will be forwarded later if sufficient expressions of interest are received.

As usual it promises to be a good day out so don't miss out, contact David, TODAY.



And what am I supposed to tell ITSRR?

has recently undergone surgery. Valley Heights member Ken Rudd is not too good either. Our best wishes to Ted and Ken from the Directors and members of STARPS.

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### Calling all R.S.W's



Peter, our Operations Manager, has noted there are still some Rail Safety Workers who have not lodged with him, a copy of their photo from a current driver's licence or passport. The society currently has exemption from placing photographs on R.S.W's Certificate of Competency, subject to a prescribed photograph being lodged with the Manager's records. If you are a R.S.W who has not at yet complied with the requirement, please give the matter your urgent attention and save the society any embarrassment with ITSRR.

### New Boiler Attendants:

#### Progress—At Last!

After a lot of "blind alleys" contact has finally been made with an examiner for potential boiler attendants. Potential candidates have completed much of their theory work and have been progressively logging their hours in practical boiler attending, in the mean time. The examiner will be at the museum in mid-June to give the candidates a briefing.

