

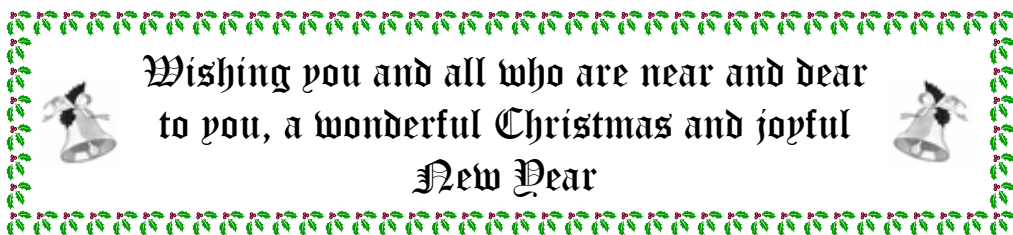


# Steam Scene

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

**“Preserving the past,  
enriching the future”**

**Volume 6, Issue 5  
December, 2009**



**Wishing you and all who are near and dear  
to you, a wonderful Christmas and joyful  
New Year**

## ITSRR and Us—An End to the Guessing Game ?

On October 11 (an operating day) we were paid a visit from ITSRR, represented by Gill Elliott and Grant Holliday. They came in particular, to have a look at our working operation and to bring us up to date with a lot of paper work that we had forwarded to them for advisement.

Chairman Craig and Assistant Works Manager, Steve Tolhurst attended the regulators and provided as much explanatory material as available. Needless to say, it doesn't seem to matter how many forests we make demands upon, whatever is submitted never seems to be quite right. It is a constant game of "hide and seek"- they know what they are looking for but it is up to us to discover it! One would have thought that after a ride on the tram hurtling along at 10 kph, the slight ramifications of our operations would have been obvious to them. Why it needs to be girded up with so much paper work beats me. If this is "scalability" in action I would hate to see what any larger operation has to put up with.

A major problem is that as the years roll by, successive auditors come and go making recommendations, with very little being ticked off and "completed". Sometimes, their notions are almost demeaned by their successors. In the meantime, we labour long into the night in pursuit of compliance that is an ever moving goal-post! In summary, our position is that we are better than some but not as good as others. We are perhaps 5/8ths of the way through in being fully compliant. On October 21, Craig, Peter and myself went into "ITSRR Castle" re our new accreditation certificate under the 2008 Act. Kevin Kitchen and Caroline Boden represented ITSRR.

We went through the proposed certificate point by point. Some small alterations will be made but substantially, what we are operating at present will continue. New rolling stock (e.g. LFA 179) will have to be submitted for approval when it is ready to hit the track.

Craig made the point that the pursuit of a finalized Safety Management System is much like playing poker, with the society second-guessing what hides behind ITSRR's hand. So much time and effort has been wasted in submitting and re-submitting proposals trying to fulfil ITSRR's requirements only to find out that some format or basic requirement was not followed. From our point of view, what is required should have been indicated to us at the outset of the process.

Kevin Kitchen promised to come out and see if we could not get some of our outstanding issues sorted out or at least, clear direction indicated as to where we should be going. This represented a change from the "poker game".

As good as his word, Kevin Kitchen and Grant Holliday came to Craig's home early November. On viewing the society's documentation to date and some of the stalled processes witnessed by E-mail records, the ITSRR reps took away a copy of our SMS to review it with new eyes. Within a week it was back with some small suggested amendments.

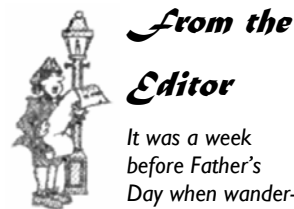
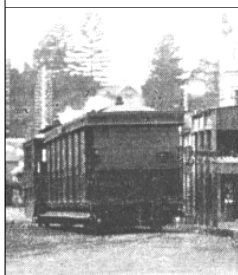
We are hopeful that we may now get some of the outstanding SMS issues finalized and bring to an end the never-ending guessing game that seldom saw anything finalized.

## The Curtain Goes Up on the Trailer (but it's meant mainly to come down !)

Our steam tram trailer car 93B, has been restored for some time now but there are still a few refinements to be added e.g. internal kerosene lighting. One refinement added during October was a curtain or blind for the trailing end of the car.

Blinds were occasionally used early in the steam era presumably to protect mail bags, parcels etc. against inclement elements. Few pictures survive of trailers so equipped but one we had

archived, was sufficient to estimate measurements and fixing. Because of the level of propelling in our operation, a clear panel had to be inserted in the blind for the Conductor to keep look-out. Supplied by the Hornsby Canvas Co. 93B's new blind came into its own on October 25 when steady light rain spoiled the operating day. Conducting staff were pleased with the new protection, especially when the tram was being propelled. Subsequent wet days proved the blind a boon. The blind is rolled-up in fair weather.



*It was a week before Father's Day when wandering through DJ's I saw them—Christmas decorations. Not decorating the shop thank goodness but for sale! Commercialism seems to be compacting our year more and more and forcing us to contemplate Christmas barely after the calendar has clicked over to September. (Let alone Christmas in July). No wonder we are quite jaded and really tired of it all when the 25th December comes along. You could well be feeling that way now and wondering "what does it all mean?" the gargantuan gourmet Christmas lunch, the decorations, the masses of presents. On reflection, it is perhaps like a big birthday party without the guest of honour turning up. So often we hear, "well it's for the kids really." The sad part is, Christmas is for everyone, not just the kids. If your Christmas has become "jaded", maybe you should be looking for the "guest of honour" to come in and give your celebration real purpose. You could start by looking for him at a local carols event, maybe even at a Christmas Eve midnight service at that church you haven't been to for years. If this is not for you, simply by acknowledging prior to having your Christmas meal, the birth of the Christ child, will put the rightful guest of honour before everyone, at the head of the table. You never know, a simple act like one of these, could start to give you a whole new perspective on Christmas enabling you to by-pass the peripherals and feel the real joy at the heart of the Christmas message.*

*Have a happy and holy Christmas and blessed New Year.  
Bruce Irwin, Editor*



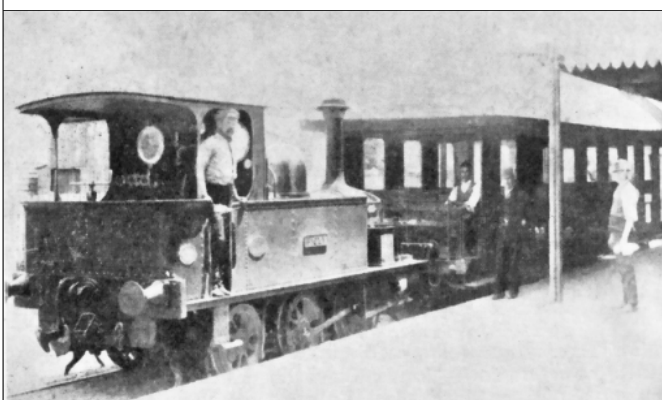
## Reminiscences, Illawarra Line 1896-1903.

(Article by Peter Stock)

Recently a copy of an undated manuscript came into my possession. Hand written in pen and ink, the manuscript, entitled "Reminiscence, Illawarra Line 1896-1903" unfortunately is not signed by the raconteur, nor does it have to whom his recounting was addressed. The notes are written in the third person but for better readability they have been changed to the "first person". It could be assumed that the manuscript was part of the papers from an old time steam tram historian and sentimentalist's collection. Thus because of the steam tram story, the late Gifford Eardley who lived in nearby Arncliffe, springs to mind in this instance. I will quote verbatim the prose from the notes referring to Mr. Thomas Saywell's privately owned and operated Rockdale to Lady Robinson's Beach steam tramway. Saywell built this tramway to service an entrepreneurial development at what is now Brighton-le-Sands. This quaint tramway comprised of small locomotives hauling tramcars built to Mr. Saywell's specifications. Though not strictly resembling the government tramway rolling stock in size and dimensions, they were in fact still "steam tram" in the true sense.

"I lived in Rockdale, largely bush in those days and, from 1901 to 1905 journeyed to school at Kogarah by train, travelling home for midday lunch returning for the afternoon lessons. This made four journeys by train each day

and the observations then made, though not perhaps understood at the time, are very interesting to look back upon. I still hear their sharp exhausts echoing from the houses and rocks as they climbed the Bay St. hill. One of the original cars and possibly two were fitted with electric motors if memory is correct, but I lost interest with the change.



(Above) Saywell's "Pigmy" and trailer at Rockdale station c. 1890. "Pigmy" served on the Lady Robinson's Beach line between 1885 and 1900 when the line was electrified.

and the observations then made, though not perhaps understood at the time, are very interesting to look back upon.

Probably the first interest, at that time dating back before school days started, were the trips to Lady Robin-

son's Beach (now Brighton-le-Sands) in the steam tram. This was then private and worked by either "Pigmy" or "Saywell" 0-6-0 side tank engines with large highly polished domes and copper capped funnels. They always ran bunker first to the beach, and pushing the cars before them on their return. Though there were loops I don't remember seeing them used except at the beach end when a coal truck with coal for the tram depot (railway wagon) had been attached in front of the engine and pushed to the beach, the car being drawn at the same time.

The engines frequently had 2 cars attached (they were somewhat similar to the city tram cars) and on race days and holidays three and possibly 4 cars were run. On race days I believe both engines were in steam at the same time but am not sure.

The spare engine and repair shed was at the beach end but the engine working was stabled at Rockdale sharing the shed at night with the cars. The car shed and platform were all covered in, in those days right from the railway station to half way to Rocky Pt. Road.

About 1900 the tramway was electrified on the two wire overhead system each car having twin poles. The equipment was secondhand from the English Midlands. The powerhouse broke down in late 1903, and was out of commission for some months. During that time a steam tram motor and cars were hired from the Govt. and ran as the original steam service the motor pulling to the beach and pushing on the return. Wooden blocks were jammed into the coupling pin opening preventing the coupling moving sideways when pushing.

Though the original engines were small they always seemed well able to handle the loads though and I can

still hear their sharp exhausts echoing from the houses and rocks as they climbed the Bay St. hill. One of the original cars and possibly two were fitted with electric motors if memory is correct, but I lost interest with the change. Returning to the railway history period 1896-8 trips to the city and to friends at Petersham were events not to be forgotten. There were diamond stacked American engines with cowcatchers, just like one in a treasured picture book, to be seen at Eveleigh. Numbers of withdrawn engines with tall domes and Salter safety valves lying in the yard (from knowledge since gained probably the old singles were in that row, but the wheels were hidden by the brick wall) and at Petersham there was one of the N class 0-6-0 tanks usually shunting. The brass numbers on the funnel and rounded tank sides fixed her in his memory distinctly. These engines carried their brass numbers on the funnel long after they had been taken off all other engine No. ??? having hers as late as 1913.

In those days there was a racecourse at the beach and the special race trains after unloading at Rockdale lay in the goods siding. These trains were always hauled by the R class with domeless boilers and G.N.R. type funnel. They were all marked with a large X under the number which they carried until they were rebuilt. There were also tender engines seen at times with the same large cross on them. These "R's" when hauling the race train always ran bunker first out of Sydney.

During the day, engines out on trial runs from Eveleigh were frequently seen and "J's" and "O's", with their stove pipe funnels can be distinctly remembered. They were painted a green colour and had polished brass boiler and dome bands. The "J's" also frequently worked the pickup goods seen shunting in the yard about 9.0 o'clock a.m. The coal traffic which was then beginning to be borne by rail was mostly worked by "J", "I" and "T".

Cannot remember either B or A class engines at that period on this line though can remember A's working regularly through Hornsby about 1900 and one was always in steam at Hornsby as late as 1910. Passenger trains were worked by F class, some with plain domes and funnels others with polished domes and copper capped funnels. To just mention a few trains about 1899 the one leaving Rockdale at about 8.10 am all stations came from Hurstville and was hauled by a F or Q class engine, while the 8.20 coming from Sutherland was hauled by an M with copper capped funnel and ran through from Arncliffe arriving less than 2 minutes after the former train.



One of these trains ran into the usual Illawarra platform (old Redfern) and the other crossed the yard and ran into a platform west side. The stopping train about this period had a remarkable experience through coming into collision with a light engine? One carriage lifted high in the air then fell over on its side but not a person was injured and not much damage done. The return evening traffic was worked by F & Q trains terminating at Hurstville or Como with M class for Sutherland. The evening South Coast business train was hauled by a D class except at holiday seasons when a P class was attached. The midday milk train from Wollongong with several cars at the end was always hauled by an H class engine.

After 1900 a change was noticeable. A CC class tank engine was hauling the train terminating at Rockdale at about 5.45 pm. It was No. 87 and had a brass dome and cast iron funnel. It was shortly afterwards followed by others some having painted domes others bright. Then after the withdrawal of the F class engines the L class worked many of the trains. They were all of the Scotch built L class and for months in 1903 the engine that hauled the train the writer returning to school in the afternoon was usually No. 444 (sic). The same engine hauled the homebound train after school.

The L class appeared to keep on the service until

the arrival of the S class engines, though in business hours a T class was not unknown and on holidays. The National Park traffic was then regularly hauled by them.

Our family removed to a Harbour suburb in 1903 so I did not have the opportunity to follow the Illawarra line working in detail since then. During the period under review, E class engines frequently worked passenger trains, their exhausts making them sound very fussy. These E class engines also worked the goods trains on the North Shore Line until about 1922, one being stationed at the Point for this purpose."

*When reading through the verbiage, the story is disjointed, but does lend itself to someone sitting down and recounting their life experiences. For ease of reading I have made alterations by paragraphing the text and changing it from 'third' to 'first' person.*

*How the Lady Robinson's Beach steam tramway operation is described, with a coal wagon in front of the engine, then the engine followed by a car or two behind, trundling down the steep grade of Bay Street is mind-boggling. One can only imagine how our regulators of today would react! With a penalty notice perhaps or an improvement notice?*

*Make what you will from this story.*

## The Changing Face of the Visitor

### The long and the short of it is, they are getting older...

It has become more obvious, the last couple of years. The little tackers, firm devotees of "Thomas the Tank" whom parents assure us, spend all their waking hours watching Thomas (with all the collisions and derailments that would make a regulator go into apoplexy) Yes, they are sitting up taking it all in. Sometimes they are not too sure about 103A (Rickety Dick) he makes so much more noise than Toby the Tram Engine, so much so, some littlies wont go anywhere near him. Once we get past the five and six year olds, the numbers of children begin to thin out. Where are the ten, eleven and twelve year olds that we used to have on board?

Intrigued with the disappearance of this customer segment, I went searching for statistics from some of our old records, including those from our Parramatta Park days. What I found confirmed my suspicions—the post "Thomas" child segment have largely dropped off our radar.

When we first commenced operations in Parramatta Park in 1964, children accounted for 69% of our customers. This percentage gradually declined over the years with child passengers amounting to the mid to high forty percentile range when we ceased operations in Parramatta Park in 1993.

Conducting from about 1968, I remember well, that parents were inclined to put their kids on the tram, then stand back and wait for them to return, pick them up and head off. I think perhaps, the tram was seen as an amusement ride, not much better than a fairground event. Here, the kids would be put on the merry-go-round or the ghost train with the adults too "grown-up" to partake in such nonsense. Gradually, more adults began to ride our tram. Was this commensurate with a slow community awakening to our heritage? I would like to think so.

This trend has continued with our transfer to Valley Heights, despite overall numbers not being anything like the Parramatta Park days. The last couple of years has seen the percentage of child visitors hovering around the 22% mark. The difference

has been taken up by adult and senior fares. The reason for the decline in children can only be guessed at but I strongly suspect that it relates to the explosion of electronic and interactive computerized games that are now available to kids. Add to this a greater participation in organized sporting and other activities than was the case years ago and I think a fairly reasonable assumption can be made to account for the decline in child fares. The future ramifications of this are quite serious.

I have mentioned at length in previous issues, the subject of youth v. rail heritage survival. Basically, I don't think much has changed. Older folk can remember steam trains and electric trams and are nostalgic about them. They are quite chuffed when handed a facsimile flimsy ticket for instance and memories come flooding back. "I remember when..." they will say to the Conductor. For children with no such memories, steam is a novelty for say, the "Thomasphile" but too old fashioned and slow for the older ones. (Continued on page 6)



**A school excursion receive their ticket from the conductor. Will their ride be just a short lived novelty or can we hope for an indelible memory that will spur them to participation in later years?** (Photo courtesy,





## It Could Only Happen on the Railways ! (Part 2)

Last issue saw the first installment of this series, featuring curious railway happenings from the very early railway days. This issue we continue with a fascinating true tale from the past.

### ~~Murder~~ on the Orient Express—1880

#### Love

He might have been Turkish or Greek or from North Africa. Certainly he had at least three, possibly four places of birth according to his own account, which varied according to time and circumstance. No one quite knew when he was born but Zacharie Zacharoff (who

also went under a number of pseudo-noms) was certainly born in poverty, probably in Constantinople during the 1840's or 1850's. He was by all accounts, born of doubtful parent-

age and raised in great poverty in the dusty streets of that crumbling city. Yet, half a century later he had been awarded one of France's greatest honours, the *Legion d'honneur*—after a life of extraordinary intrigue. The pivotal point of his life was, without question, an extraordinary journey on the *Orient Express*, that symbol of pre-Great War luxury that died slowly only with the coming of luxury passenger flying.

Zacharie spent his life living off his wits; that much is known for sure. After his earliest days in Constantinople where he may have worked as a waiter, he vanished until the 1860's when he emerged suddenly with a wife and another name— Manel Sohar. In the 1870's he began working for an uncle's general merchant business. He then vanished again before reappearing in England where he somehow developed a connection with an arms firm and began selling their weapons to various governments in Central and Eastern Europe.

When he travelled across Europe, he took the *Orient Express* and each time he did so, he contacted an Albanian pimp who supplied him with a red-head (it had to be a red-head) for the duration of the journey. He became very rich and spent more and more time on the *Orient Express*, travelling ever more widely and selling increasing number of weapons. Soon the railway staff grew so used to him that they bowed when he arrived at the platform and no official at any border crossing would dare ask to see his passport. He was treated as only the members of European royal families were treated.

Only once was he kept waiting and that was at the beginning of what was to prove a most extraordinary journey. He was held for a few moments while waiting to board the *Orient Express* while a young Spanish couple were allowed through. They were Don Francisco y Bourbon, a cousin of the Spanish king, Alphonso XII and his young bride, who were setting off for their honeymoon. Zacharie was astonished at how unhappy they looked but soon they had vanished into the luxurious

carriage that had been reserved for them and he thought no more about it.

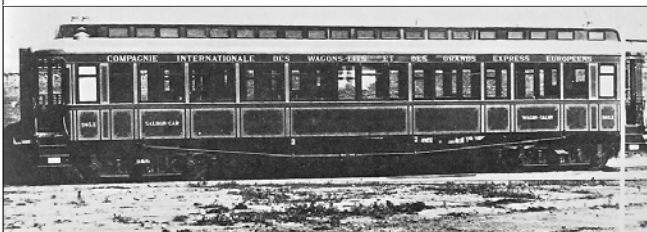
Late that night as the train hurtled across the dark landscape, Zacharoff heard loud and terrifying screaming. A few moments later, he opened the door of his compartment and discovered a torn, bleeding, half-dressed young and very beautiful woman. He instantly recognized her as the young Spanish bride he'd earlier seen boarding the train. She looked straight into his eyes and said in a desperate whisper "Save me! He will kill me!" Then Zacharoff noticed that a short way along the corridor, one of his servants wrestling a fearsome-looking dagger from the hand of a young man who lunged and kicked like someone out of his mind. Zacharoff invited the girl into his compartment, shut the door and made her comfortable. (*Was the de rigueur red-head still ensconced or was she jettisoned out elsewhere? Ed.*) It is said that by the time the train reached Vienna, some three hours later, Zacharoff was in love. It was a love that was to supersede all previous loves— including red-heads— and it lasted till the end of Zacharoff's life.

At Vienna, the young bridegroom was bundled away by a group of officials and taken to an asylum. The young woman went with them and Zacharoff may have thought that was the last he would see of her. Somehow, after the extraordinary events on the train, Zacharoff and the young woman (whom he knew as Dona Maria) managed to correspond with each other. Zacharoff soon discovered that the young woman's mad husband had been escorted back to Spain.

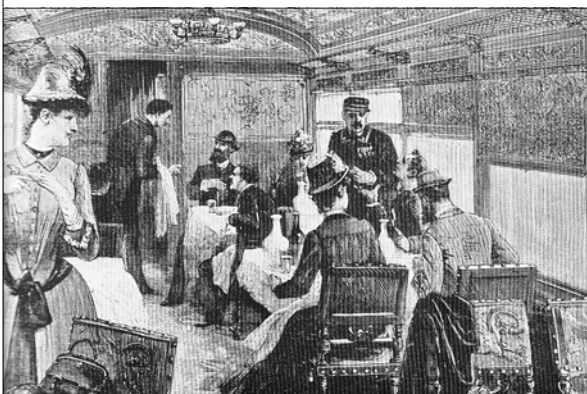
Soon Maria became an outcaste—nothing could be the fault of the Spanish royal family, so the young man's madness was blamed on the cruelty of the woman who had abandoned him. She was sent into exile and joined Zacharoff permanently on his long journeys across Europe, always on the train on which they'd first met.

As the years past, they had three children—all daughters. Zacharoff grew ever richer. Eventually he was employed as the arms manufacturer Vickers' top man in Europe. By 1922, Don Francisco, the mad bridegroom, was still in an asylum but he was 62 and in ill health. Zacharoff was in his seventies and his name was a legend.

Zacharoff astonished the world in 1923, by buying the Monte Carlo casino for the then unheard of sum of One Million Pounds. At last in 1924, Don Francisco died after a lifetime's confinement in an asylum. Then, after almost forty years to the day after they had met on the train, Zacharoff and Dona Maria were married. Two years later, she was dead. After her death, Zacharoff never again travelled on the *Orient Express*. He was fabulously wealthy but gradually became a recluse before dying in 1936. The evening following his death, in accordance with the strict instructions left in his will, two of Zacharoff's servants took the *Orient Express* from Paris towards Salzburg. At 2.30 am. Precisely—the exact time Zacharoff first met Dona Maria—one of the two took a photograph of Dona Maria and her three daughters from his pocket, tore them in pieces and scattered them out through the window of the speeding train into the cold night air.



One of the elegant coaches of the Orient Express.



A dining car on the Orient Express c. 1880



## News From Our Friends in New Zealand

- **No.100 for a Big Overhaul**
- **New drivers for 100**

Over the Labour week-end, steam tram motor 100, blew its whistle for the last time for immediate future at least. 100 is need of a substantial overhaul including, cylinder re-bore, replacement of safety valve springs and a host of other jobs commensurate with an "A" class overhaul. Not least of 100's problems is the fact that she is 12mm wide-of-gauge between the wheels. An engineering firm has been located who can press the wheels further onto the axles. Concomitant with this process will be to check how much adjustment has to be carried out on the linkages, crank pins etc. Slack that has developed in the eccentrics department will also have to be taken up. A decision to be made is whether to fit the motor with continuous air or vacuum brakes to accommodate a trailer car.

A huge amount of work is in front of the team who look after 100 but no doubt it will return service as

good as new. Our very best wishes to all concerned in the overhaul and don't forget Kiwis, sing out if we can help.

### **New Drivers for 100**

We note that two new steam tram drivers have been commissioned at Ferrymead, Christchurch

NZ. We have been trying for ages to get more drivers commissioned. Unfortunately, in NSW we are saddled with a dog of a system making trainers and examiners to be in short supply. The situation is not likely to become any better with proposals for Registered Training Organizations just around the corner.



**A photo of 100 taken some years ago at MO-TAT. It could be next out-shopped in original Wanganui maroon with gold lining.**

## Rail Heritage Industry Forum

On November 19, Peter Stock and your Editor attended a Rail Heritage Industry Forum at the Powerhouse Museum, Sydney. An interesting array of topics was on the agenda including an update of Office of Rail Heritage developments, 'Asbestos Awareness', 'Cataloguing the Collection' etc. An item of particular interest was 'Perspectives on attracting and keeping younger volunteers' The relative experiences of various organizations was given including a lively account from Michael Forbes of Zig-Zag. An in-depth account was given by Eamonn Seddon, CEO of Puffing Billy and formerly of Ffestiniog Railway in Wales. Once again, Peter and I were left wondering just how successful is it, trying to transplant overseas models of participation to Australian conditions and culture.

Conservation Volunteers Australia currently have projects underway or "completed" at various NSW's railway heritage precincts, including Valley Heights. At the museum they have painted one side of the turn-table. Library cataloguing by reps of this group is ongoing. What ever the project, it requires a lot of input by existing managers to set a job up and supervise it.

Much was made by the various speakers on the introduction of volunteers into the rail heritage arena, pointing out just how different 'generations X and Y are from ourselves' e.g. they have short attention span, easily become bored, know everything and are generally bullet-proof. Never-the-less, on the up-side, they can see outside the square occasionally. FUN is a big factor in their volunteering so is getting liberal pats-on-the-back.

## Santa Visits the Valley Again

Everything was planned for the Santa event; new banner purchased by the museum, extensive media publicity, lolly-packs for the kids, Santa's beard freshly groomed. Unfortunately, the weather was against us. A 'total fire ban' was declared and thus the tram didn't run. Extreme heat kept people away and Santa lost a few kilos. Thus the first Santa event on November was a flop. The second Santa event on December 13 was decidedly better, although the weather bordered on being hot.

CVA Involvement at various sites bore some reflecting upon. One site was obviously unprepared for the two that turned-up. Others sites had some progress made on an outstanding project. Whilst one or two projects were declared "complete", the finished product looked far from.

It appears that if we are to attract volunteers, we all have to amend our thinking as to how we treat, work and cosset them. Whether we are likely to gain any medium to long-term volunteers rather than 'spot-fire shooters' from the present programme or indeed from any other medium is a moot point.

'Succession planning' is and should be, high on the 'to-do' list of rail heritage management but what happens when there is no one prepared to take on the responsibility and commitment? If generation X and Y aren't particularly interested in long-term commitment who will pick-up the continuity?

SS has explored previously the problem of attracting volunteer members into an industry heavily into "the past". The present CVA programme is still being worked out and shouldn't be prematurely judged.

For our part, it is essential that we occasionally get the odd person ready to commit to the long-haul. But then again, are we seeing the advent of change that sees management increasingly overseeing an ever-changing crew of short-term volunteers without commitment, who quickly tire of what they are doing and move on ?

The Penrith press the previous week, treated us to an illustrated half-page spread covering the previous disappointing Santa Day. We were also mentioned in Saturday's Daily Telegraph. About 70 visitors came through the gate together with 50-60 ARHS members for their annual Christmas get-together.

It was great to see so many visitors and the excited looks on the kid's faces as they lined up to place their requests to Santa. Santa did a great job "working" the  
(To page 6)





## “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 2777

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

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) Inc.

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

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

**Works Report: 1308:** Commenced wheel crack survey. **103A:** Prepared for boiler inspection, inspected (passed) and prepared for steaming. **Safety:** “Clearance” and “Whistle” signs installed.

(Cont. from page 3) Whilst you do get the exception, generally speaking most would perhaps be rather tapping away on their “DSI”.

What will happen when this generation become adults? Will there be any interest in our relics from yesterday or will there be more enthusiasm for some primitive electronic game-ware from their past? Will steam power continue to evoke an interest and excitement for young people or will it be totally irrelevant to their lives and experiences? Let us hope our trams and trains still will kindle some excitement and imagination and not just be holed up in static museums with a few pathetic old blokes staggering around on walking frames, trying to keep the dust off them with feather dusters.

(From Page 5) crowd and putting the little ones at ease before the “request” sessions began. It was a novelty for the kids to “post” their requests in the tram letter box knowing that the tram would connect with the “Polar Express” later on. If we can get the weather on our side, from the feed-back we receive, the Santa event should grow from year to year.

PHOTO GALLERY



(Clockwise) 1. A letter to Santa. 2. Santa on the tram. 3. Frank Millier on a recent visit. 4. Santa having knee “load testing”. 5. New turn-out to tram shed.



## Last but not least....



It is with deep regret that the society records the passing of **Keith Charles Reynolds** on November 11, 2009. Keith had suffered from more than his fair share of ailments in recent years, the cumulative effect proving too much for him to bear.

Our sincere condolences are extended to Roslyn at this time of great loss and sorrow.



R.I.P.



Keith Reynold's funeral was held at Pinegrove Crematorium on November 18. Both the museum and the society were well represented.

Keith's presence around the depot, working on grounds maintenance in company with his partner Roz, was so familiar, it was easy to think it would go on forever. How easy it is to take one another's presence for granted. He was a gentle soul who loved rail heritage and although not himself a member, keenly supported our society. No matter what affliction he had at the time, he was always positive and cheerful. We will miss him deeply.

Life Member Frank Millier, has been in hospital recently for a bowel op. He is still in hospital recuperating. Keep on the improve Frank, our thoughts and prayers are with you.

### OTHER NEWS

#### AGM Results

The AGM was held on November 14 at the museum. It will go down as the shortest AGM to date with all business being disposed of and the meeting closed within 15 minutes!

John Webb, Craig Connelly and Peter Stock were all re-elected to office unopposed.

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#### Gift of Coal

When our very good friends from RTM stowed 3642 and 3526 at Valley Heights over the weekend of November 7-8, they very kindly left behind several tonne of coal as a 'thank-you' for the use of the facilities at Valley Heights. The motor has been running mostly on wood of late and the coal will be very welcome by the motor crew. Thank

### SAFETY ZONE



This issue's safety information is a little different to the usual. It was originally written in 1918 in the “NSW Railway and Tramway Magazine”. Even though it is over 90 years old, it is still as relevant today as it was back

in those times.

#### Ten Little Railway Men

Ten little railway men walking on the line— forgot the four-foot wasn't theirs, then there were 9.

Nine little railway men out rather late; didn't think of 'special', then there were 8.

Eight little railway men looking up to heaven; didn't hear the motor trike, then there were 7.

Seven little railway men, truck door in a fix; an extra tug, out fell the load, then there were 6.

Six little railway men all well alive; thought the trucks they wouldn't move, then there were 5.

Five little railway men, one pushing up the door; found the weight too heavy, then there were 4.

Four little railway men, a large sign couldn't see; didn't even look, I mean, then there were 3.

Three little railway men, tried the buffers to get through; train didn't wait for them, then there were 2.

Two little railway men, danger wouldn't shun; simply laughed at 'Safety First', then there was 1.

One little railway man along the line did run; a train behind was faster, then there was none.