

NEWSLETTER OF THE VALLEY HEIGHTS LOCOMOTIVE HERITAGE MUSEUM BLUE MOUNTAINS DIVISION OF THE NEW SOUTH WALES RAIL TRANSPORT MUSEUM ABN 25 000 570 463 ADDRESS ALL CORRESPONDENCE TO THE SECRETARY, VALLEY HEIGHTS LOCO DEPOT HERITAGE MUSEUM, P.O. BOX 484, SPRINGWOOD, N.S.W., 2777
Web Site: www.infoblue-mountains.net.au/locodepot

All Advertisements in this Newsletter are free, in recognition for the people and companies who have helped us in our activities.

1. MODEL T FORD CLUB VISIT

Our Museum is an ideal venue for visits by groups such as Car Clubs for a social outing. We have had many Car Club visits in recent years and the Model T Ford Club made a recent return visit. On Sunday 14th June 2009, members of the T Ford club visited with 9 cars.

As with past car club visits the historic vehicles were parked up in the Museum grounds giving visitors the opportunity to closely inspect the cars on display. The Museum was asked to carry out the judging for the best dressed owners while standing in front of their prized possessions.

Competition was tough but the judges awarded the prize



for best dressed to Harry & Pauline Power with their 1926 Model T 'Tourer'.

Left: Harry and Pauline Power with their 1926 Model T (Photo: Peter Butler).

At the completion of the judging the winners posed with their car and club members under controlled conditions beside the Steam Tram in a staged level crossing setting.



Above: Club Members pose for a staged Level Crossing scene under controlled conditions. (Photo: Peter Butler).

Club members were then invited aboard the tram to test the springs out before enjoying the rest of the day which included a guided tour.



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Above: The collection of Model T's that were on display on Sunday 14th June 2009. (Photos: Andrew Tester and Peter Butler).

2. INTRODUCTION OF PENALTY NOTICES

The Independent Transport Safety and Reliability Regulator (ITSRR) have issued notice to all Rail Heritage Operators of their intention to start issuing Penalty Notices.

Effective 1 July 2009 Rail Safety Officers with ITSRR will start to issue on the spot Penalty Notices where they have evidence to substantiate that a breach of the Rail Safety Act 2008 has occurred.

Penalty Notices can be issued to Individuals and Legal Entities with obligations under the Rail Safety Act. Penalty Notices will be issued in the form of a Fine ranging from \$100 to \$5,500 depending on the severity of the offence. Improvement or Prohibition Notices may also be issued in addition to the Penalty Notice.

Although STaRPS are our Heritage Operator, the Museum has obligations under the Rail Safety Act for which Penalty Notices can also be issued. As such, all accredited STaRPS Rail Safety Workers and Museum volunteers should become familiar with the Penalty Notices Facts Sheet and accompanying documentation, copies of which are provided on the table in the Members Meal Room.

3. ROUNDHOUSE WINDOWS

You will recall the article on the retirees group in the last edition of the Roundhouse and the work they were doing in the restoration of the Roundhouse windows.

Since the last report the retirees have continued this work and have made some significant progress with the reinstallation of the windows to bays 6, 7 and 8.

When the sashes were removed they were in very poor condition. Years of neglect, no maintenance and exposure to the weather elements had resulted in the timbers deteriorating. The effects of termite damage were also evident in many of the sashes.



The funding assistance provided courtesy of the NSW Heritage Office has been of great assistance to support this work.

Left: Newly installed windows in Bay 7 receive their final coat of paint.

Led by our master craftsman Dave Torr the group members, most of who are unskilled in the trades required, has produced outstanding results with the work to date. Although the work has not been completed at the time of writing, all necessary paper work that had to be lodged with the Heritage Office has been submitted, who have complimented the project leader on the documents and record keeping for the project.

By the time you read this article all window sashes that have been restored to date will have been repaired, undercoated, reglazed with safety glass, installed and painted in a final coat, probably for the first time in 90 years.

Below are some images of the condition of the windows soon after the depot's closure in 1989. Compare these with the images of the work completed so far and you can easily see the achievement of the retirees group.

Well done retirees.



Above: In 1989 soon after the closure to the depot the condition of the windows and the rear wall was derelict. (Photo: Andrew Tester) Below: Today, One could be excused to think that the Roundhouse is a new building nearing completion. (Photo: Peter Butler)



4. OBITUARY: TONY BROWN

It is with a great deal of sadness that we mourn the passing of Museum patron Tony Brown. Tony passed away in St Vincent's private hospital on Sunday 14th June 2009 after battling cancer.

Tony had a long association with the locomotive depot, being employed there for a period of time before becoming an earth moving contractor. Even as an Earth Moving Contractor, Tony's association with the depot continued.

Tony has been a long term friend of Museum Chairman Ted Mullett. Ted would often visit Tony on a Friday evening for an end of week social gathering.

For many years Tony had supported the Museum, supplying fuel, and performing work around the Museum complex for little or no remuneration. Our Chairman would often have to remind Tony for an account for work completed and even to this day I am sure we are still waiting.

Some of the contribution Tony made to the Museum included the loaning of tools, supply of material and fuel. Tony was also contracted to reconstruct the retaining wall adjacent to the Ash Sidings which has ultimately led to the commencement of the construction of the new Tram

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Shed. In recognition of Tony's support, the Museum invited him to the privilege of being named a Museum Patron, an honour he was proud to accept for many years.

Tony also served 10 years as a Councillor on Blue Mountains City Council, representing the residents of Warrimoo to Linden the Ward 3, from 1981 to 1991.

As Councillor, Tony represented his community with pride and passion. When the Wran Labour Government sent a hard hitting minister up from the city to tell rail workers that the loco depot was to close, it wasn't long before the Minister and Tony clashed. Tony felt strongly about retaining jobs for local workers and wasn't going to let the loco depot close without putting up a fight. The Minister became so irritated that he threatened to have Councillor Brown removed from the outdoor meeting. However, Tony stayed and played a big role in seeing that the depot's ultimate closure was put off for some years.

To Tony's family we pass on our sincere condolences for your loss. The Museum will be all the poorer for Tony's passing but like his family, will be forever enriched for having known him.

Farewell "Boss"!

(Thanks to Mick Ticehurst, Editor, Blue Mountains Gazette – BMG, for permission to reproduce content from an article published in Wednesday 17th June 2009 edition of the BMG).

5. MEMBER'S RAILMOTOR TOUR

This year's Member's Railmotor Tour is currently being planned and expressions of interest are currently being taken from Members wishing to book seats on the tour. Details of the tour are brief at this stage but we can reveal the following:

Date - Sunday 29th November 2009

Destination – Newcastle

Numbers – Limited to 70

Cost – This is still to be determined and will be dependent on the charter costs. Past tours have been around \$100-00 and we are aiming to keep the cost to the price.

Any one interested in joining us on our tour this year please leave your name, phone number and the number of seats required by contacting our tour organiser David Lewis on (02) 9630 6304 or by email on floozie2@bigpond.net.au.

6. EXHIBITS

BL356 - For a number of years now Ted and Peter Sage have been devoting their voluntary commitments to the restoration of passenger carriage BL 356. Brief reports on work performed on this project have appeared in past editions of the Depot Diary but there has been nothing in



recent times. This report will bring the membership up to date on the progress made so far so that the membership does not think that the project has stalled.

This project was always going to be a long term project with the scope of works planned for this vehicle.

Work began focussing on one bogie, the carriage frame and undercarriage where years of road grime and grease had accumulated and solidified. Many months of chipping, scraping and wire brushing was required before primer and a final coat of black could be applied to the cleaned surfaces.

With the completion of this work their attention turned to the carriage body which when it arrived was clad in Marine Ply Board. The restoration plan includes replacing the Marine Ply Board with Tasmanian Oak matchboard timbers. As at the time of writing the matchboard timbers had been affixed to the western side of the carriage from the turntable end to the middle doorway. A start has also been made on the same end of the carriage on the opposite side but fixing of these matchboards is not as advanced. Painting of these timbers has been partially completed as seen in the attached photos.

Should all go according to plan it is hoped to have the match boarding completed to the middle doorway by this time next year.



Above: Detailed photo of the match boarding and crown lights. Photo: Andrew Tester.

Getting the match boarding completed to this stage has not been without its challenges.

The team has been hampered by problems with timber quality in the form of its actual shape. The timber we are using used to be kiln dried but that is no more. Despite protestations by the staff at the hardware store where this

is purchased to the timber merchant, no successful outcome has been achieved to date. The wood arrives in a "flat" condition but as soon as it has the strapping removed it warps or twists and sometimes does both, making it unsuitable for our requirements. We are now reduced to taking potluck on finding a flat piece when we go to purchase timber.

Crown light windows have been reinstalled in the first two groups on the Western side of the carriage and associated woodwork has been carried out to bring it up to painting stage.

Matchboards on the Eastern side of the carriage have also progressed at both levels and a start on installing cover strips has begun on this side as well. Replacing rotted sections of upright seems to be confined to the groups of windows at either end of the carriage or next to the entrance door on either side. This is a time consuming and patience-trying job, as is the complete renewal of window guides for each and every window.

Some minor work has also been given to the interior of the carriage, which requires almost as much work as the exterior of the carriage.

If you are interested in becoming involved in this project we are sure both Ted and Peter Sage would welcome your offer of assistance.

5461 - In June 2008 work commenced on the removal of asbestos that coated the boiler of 5461. It was common practice for the railways to use asbestos as insulation around the boilers of steam locomotives before the dangers of asbestos become common knowledge. The ORH (Office of Rail Heritage) implemented a program which was to see the removal of asbestos from some nominated exhibits of which 5461 was one. Professional asbestos removal contractors were engaged to complete the asbestos removal process which was to include the dismantling of the many components and the sheeting off the boiler, remove the asbestos from around the boiler and the cylinders and reassemble the locomotive. Unfortunately, the ORH were not happy with the quotes received and declined to put the locomotive back together. This left Valley Heights in an unenviable position of having our only large steam locomotive looking like a massive incomplete wreck. This was not a satisfactory situation for us at Valley Heights so we changed our priorities and took the volunteers off the 5711 project and started the long process of repairing 5461. Tim Ball, Rod Hawkes, Stephen Dive joined forces to assist and work with our Exhibits Manager, Bruce Saunders with the goal of restoring the locomotive to pristine condition. After the asbestos was removed a great deal of rust was located on the exposed boiler and before reassembly of the locomotive commenced the decision was made to needle gun the rust to remove it. The boiler was then treated with rust converter, painting and fish oil before the process of refitting of the boiler sheeting and components started. The original sheeting was in a deplorable condition and required massive repairs. All repairs had to be done using tradition repairs (*rivets and welding*) and materials. Stephen Dive put up his hand to offer to do all the sheet metal repairs which he has now almost completed. Rod Hawkes has focussed on the reassemble of the cab and other components as well as

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being instrumental in painting and refitting the new and repaired boiler sheeting.

The job of reassembling components is ten times harder when you did not pull it apart yourself and it was not correctly marked by the contractors.

The locomotive is now largely been completed with only the front boiler sheeting ring and air compressor to fit.

Additionally this team has been collecting the relevant internal items missing from the locomotive from Thirlmere. These include superheater elements, blast pipe, spark arrestor and grates which were stored in the tender currently behind 5595 for eventual fitment so as to make the locomotive complete.

Twelve months later we have spent 664 man-hours and over \$3000 in materials on this locomotive alone. The work required by our volunteer resources has put other restoration projects back considerably. We are putting in a claim with the ORH for compensation to some extent.

Our congratulations and thanks are extended to Bruce Saunders, Rod Hawkes, Stephen Dive and Tim Ball for their considerable effort on this project over the last 12 months.



Above: Stephen Dive shapes the final sheet of Boiler Cladding for 5461 prior to it being painted and fitted to the Locomotive. (Photo: Rod Hawkes).

7. TRACKWORK

On Friday 26th June 2009 Museum representatives met with RailCorp delegates on site to discuss our plans to restore the track work outside our boundary gate so that we can access the Ash Sidings and the new Tram Shed.

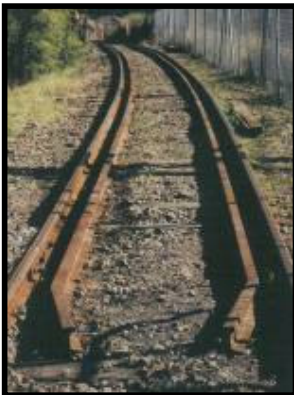
The meeting discussed our requirements including access to the Coal Storage Siding so that we can operate to the Signal Box. The future maintenance of the siding once the siding has been bought back into service was also

discussed and at this point in time, RailCorp have indicated that they will perform the ongoing maintenance. While the discussions were fruitful the outcome is still to be advised.

Those RailCorp delegates in attendance were sympathetic to our request but stressed that the bureaucratic process that is required to be followed after this meeting is what will delay progress. Museum Executive in conjunction with our Rail Transport Museum contacts will escalate the issue should no progress be forthcoming by the end of July.

In the meantime a lot of work has taken place to prepare point timbers for use in the reinstallation of points in the yard. This work has mainly centred on the removal of bolts, spikes and plates that were fixed to the timbers.

The Coal Stage Siding has seen some improvements to comply with a safety issue raised in an Audit conducted by ITSRR (Independent Transport Safety & Reliability Regulator). These improvements have seen the installation of check rails over the last 50 metres of the western end of the siding to the buffer stop. These rails will serve as a safety measure, preventing a tram or train from rolling down the coal stage embankment, should it in the unlikely event derail in this section while travelling at no more than 10kms/h as it prepares to stop at the siding terminus.



Left and Below: Two views of the check rails installed in the Coal Stage Siding. Photos: Andrew Tester.

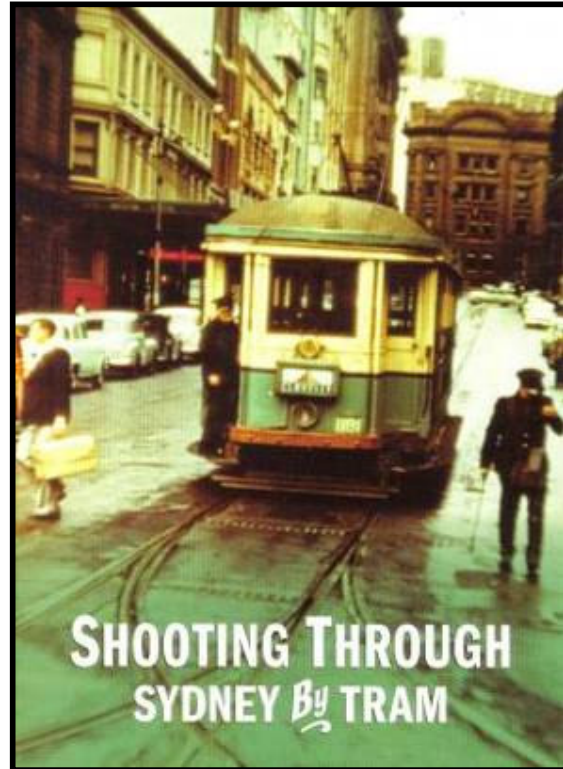


8. JOINT OPERATIONS COMMITTEE

The Museum's Joint Operations committee comprising of representatives from the Museum, STaRPS and the Springwood Historical Society has recently reconvened after not meeting for some time. The Committee meets to discuss Safety and Operational issues of the Museum and Tramway together with planning of events. Where necessary recommendations to the Museum's Executive Committee are submitted in cases where funding is sought. This group is an important channel to maintain two way communications between all occupants on the site. We are seeking the services of two new members to represent the Valley Heights Museum on the committee. This is an ideal opportunity for someone who would like to get involved in the administrative side of the Museum who is aiming to perhaps becoming involved with the Executive Committee in the future. Should you be interested in joining the Joint Operations Committee please express your interest by contacting Andrew Tester on ph: 0414 732 675.

9. SHOOTING THROUGH SYDNEY BY TRAM EXHIBITION

The Sydney Museum located on the corner of Bridge & Phillip Streets in Sydney presents "Shooting Through Sydney By Tram", an exhibition depicting the 100 year history on Sydney's Trams from 1861 to 1961. The Exhibition opened on the 4 April 2009 and runs until 18 October 2009. The Museum of Sydney opens daily from 9:30am to 5pm and Admission costs Adults: \$10, Child/Concession \$5 and Family \$20.



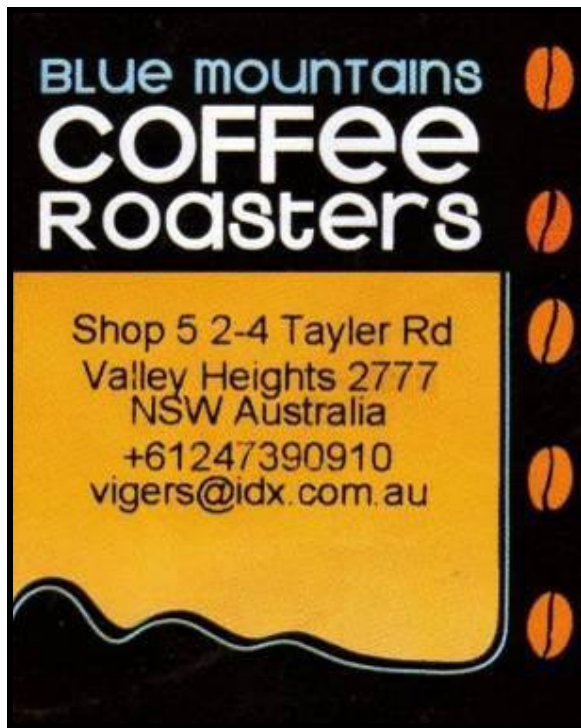
10. RETAIL REPORT

Refreshment Sales – Our retail team are slowly expanding on the range of refreshments available for customers and this is proving to be very popular for our visitors. We are keen to expand on our range of refreshments to include Devonshire Teas, Raisin Toast, etc, however to be able to do this effectively we realistically need the services of 2 people in refreshment sales at any one time. One of these is to operate the Coffee Machine while the other is to assist with serving and the handling of food. This is in addition to the two people who work on admission ticket and retail sales. The sale of Pies Sausage Rolls and Hot Dogs has also started from the Shop and have been very popular.

Coffee Machine - We would like to thank those who have offered their services to assist in the operation of our Coffee Machine. To date Glenn Hargrave, John Voytas, Robyn Stock, Ted Mullett, Megan Tolhurst and Heather Dickson have been trained in the use of the machine and have made themselves available to be rostered. This has proven to be very popular to visitors particularly on cooler days. If you feel you can assist us in this aspect of

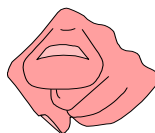
our operation, our Retail Manager, Steve Corrigan would welcome you with open arms to his rank of helpers.

Stock List – A full list of the retail stock available for sale will be included with the next edition of the Depot Diary.



SHOP ASSISTANCE

"We have a need for more people to assist in the shop, so if you like dealing with people, or you think that you would like to work in the shop area, your help would be very gratefully appreciated. No retail experience necessary. Interested persons will be trained by experienced staff and depending on numbers volunteering, be rostered once every couple of months or so. Please contact our Retail Manager Steve Corrigan on 4759 1980 or email: sjc_alco@pnc.com.au."



YOUR MUSEUM NEEDS YOU

11. WORKS REPORT

Work Hours – The following hours have been logged by our volunteers for the months of April, May and June 2009.

Activity	April	May	June
Services	8	14	10
Buildings	436	350	474
Model Railway	3	17	1
Workshop	38	17	0
Exhibits	124	186	113
Landscaping / Grounds	122	130	93
Publicity	0	2	6
Retail	232	64	113
General / Admin	69	66	66
Perway	5	201	157
Total	1037	1047	1033

Reminder – Attendance Register

All members please ensure that you register all details relevant to your attendance at the Depot, in the Attendance Register. This enables an accurate record of your time spent on each project to be established. Workers Concession hours are calculated from these records.

It is also a requirement for Insurance purposes, should anything unforeseen happen to a worker while on the site.

12. NEW MEMBERS

We welcome the following new members who have joined and trust that they have a long and enjoyable association with the Museum.

Name	Membership Number
Stan HUCKEL, Hazelbrook	521
Greg VANCE, Winmalee	522

13. EMAIL

Do you have email access and would like your copy of the Depot Diary emailed to you? Please let us know of your email address. If you already receive the Depot Diary by email, please ensure you advise us of any changes to your email address. If you no longer wish to receive the Depot Diary by email please advise. This will ensure you continue to receive your copies of the Depot Diary. Please contact the Museum's Membership Officer, at our Postal Address with your revised details.

What are the advantages of getting the Depot Dairy by email? Receiving Depot Dairy by email, you will not only get it quicker than through the conventional mail system, you will also receive a colour copy of the Newsletter.

14. CHANGING ADDRESS?

Are you moving home or changing your contact details? Please ensure that you keep us informed of your correct details. This will save the Museum money in postage and will ensure that we can continue sending you copies of the Depot Diary.

15. MUSEUM ADMISSION FOR MEMBERS

Just a reminder for the benefit of members of Valley Heights, the RTM, STaRPS and the Springwood Historical Society, in order to gain free entry to the Valley Heights Museum on Open Days, please have your current Membership Card / Badge ready for presentation to shop staff when asked to do so.

Failure to present your Membership Card/Badge when requested will require payment of the Admission charge applicable.

Visiting members of Valley Heights, RTM and Springwood Historical Society are advised that while your Membership entitles you to unlimited free Admission to the Museum this **does not** include Tram/Trike Rides. Unlimited Member's rides cost – Adults: \$6-00, School Students \$4-00, Seniors/Concessions \$4-00.

16. FUTURE DEPOT DIARIES

If any members have any features that they would like to include in the Depot Diary please contact our Publicity

Officer to submit an article. These can be reports of work carried out at the Museum to items of Railway Interest in general.

17. PUZZLE

In our last Depot Diary we disguised the names of our volunteers in a Find a Word Puzzle, challenging you to identify the hidden message. The hidden message was the name of a train that once travelled across the mountains. How many of you identified the name of the train as the:

WESTERN ENDEAVOUR.

The Western Endeavour crossed the mountains in 1970. This was a special train organised by the NSW Rail Transport Museum that coincided with the bi-centenary of Captain James Cook’s voyage of discovery in the Endeavour and the opening on the Trans Continental Railway line from Sydney to Perth. The train was hauled by steam locomotives 3801 and 3813. 3801 hauled the train from Sydney to Perth and return while 3813 assisted 3801 from Sydney to Port Augusta in South Australia. The train departed Sydney on Saturday 22 August 1970 arriving in Perth one week later. 3801 stayed in Perth until Sunday 6th September before commencing the return journey arriving back in Sydney on Saturday 12th September 1970.

The Blue Mountains Line

H J A I R O T C I V T M H N O
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 K A T O O M B A T T H I E N R
 V I A D U C T S O S F T R H E
 E G D I R B N O C L U A F P N
 S A R R U B A L L U B W G R S

Listed below are 23 names of stations and items of infrastructure synonymous to the Blue Mountains Railway Line. Once you have found all the words below see if you can identify the hidden message using the unused letters in the puzzle.

BLACKHEATH	BLAXLAND	BULLABURRA
FAULCONBRIDGE	GATE KEEPER	GLENBROOK
HAZELBROOK	KATOOMBA	LAPSTONE
LAWSON	LINDEN	LITHGOW
LOCO DEPOT	MEDLOW BATH	MT VICTORIA
SPRINGWOOD	TEN TUNNELS	VALLEY HEIGHTS
VIADUCTS	WARRIMOO	WENTWORTH FALLS
WOODFORD	ZIG ZAGS	

The Hidden Message:

OH&S AND MEMBER’S SAFETY

As you can appreciate, Occupational Health and Safety (OH&S) is very much a part of our daily lives particularly within our working environment.

Even as a volunteer organisation we (as a Museum) have a duty of care to our visitors and working members who offer their services to ensure that their Safety is not at risk at any time while on site.

The Museum has a Joint Operations and Safety Committee (JO&SC) that is made up of members of the Museum, STaRPS and the Springwood Historical Society whose job it is to ensure that operational issues and items of safety are discussed and addressed accordingly.

Members are advised that when working onsite it is important that you sign on for duty in the Sign On book located in the member’s Meal Room at the rear of Road 5 of the Roundhouse. Likewise at the end of your time, please ensure that you remember to Sign Off before you leave for home. This is important for Workers Insurance purposes, as it is a record for when you were on duty at the Museum should something unforeseen occur.

Important Safety for all Members to be aware of when on site.

• **General Safety**

When you are the only person working on site, a phone call should be made to a Museum officer, to advise them that you are on site and an approximate time that you will be leaving. A list of Museum contacts is in the Ticket Office near the phone. When you have finished make another call to the same officer to tell them you are locking up.

No heavy work (*including heavy lifting, track work*) is to be performed when on site alone.

If you know that you are going to be onsite to do any form of heavy work or need to use certain tools or pieces of equipment ensure that you make prior arrangements for someone else to be on site with you.

• **Mobile Plant and Tools**

Use of heavy machinery such as mobile plant (*tractors, forklifts, compressors, ride on mowers*) and certain tools

(welders, oxy acetylene) are not permitted unless there is a second person on site at all times.

Tractors and Forklifts - Authorised Tractors and Forklift operators are to ensure that a second person (*preferably another authorised operator*) accompanies the operator at all times when the Tractors and Fork Lifts are lifting and transporting loads.

- **Safety Clothing**

We ask that when you come to work for the Museum that you come appropriately dressed for the work that you intend to do. If you are working with or near any operating plant we ask that High Visibility clothing (Tee Shirt or Vest) is worn. Like wise if you are working on track work particularly in close proximity to the Main Line that orange High Visibility clothing is worn. (Red clothing must **NOT** be worn).

As volunteers we cannot enforce what clothing we want you to wear but have listed below items of minimum protective clothing we recommend members wear while working onsite. These include:

- Work Boots (preferably steel capped).
- Overalls or appropriate full length work clothes
- High Visibility Tee Shirt or vest (when required).
- Gloves

When working in the workshop or around noisy machinery we ask that members wear suitable ear and eye protection. While the Museum does have a limited supply of goggles, ear muffs and dust masks we recommend you consider supplying your own for your personal use.

If you suffer from an injury while working onsite, please ensure you report the injury to a fellow worker onsite and that the nature of the injury is recorded on an Injury/Incident Report. These are located in the Member's Meal Room.

The Safety of our Members and Visitors at Valley Heights is of paramount importance. If you are concerned over any aspect of onsite safety please ensure that you inform the Duty Officer at the Museum or any member of the Museum's Executive on the day you notice the potential safety risk, so that corrective action can be implemented as soon as practicably possible.

RAIL SAFETY WORKERS - REMINDER


All Rail Safety Workers (*those who have been accredited by STaRPS and issued with Certificates of Competency*) and members of the Museum involved in track work and the movement of rollingstock should make themselves familiar with the Penalty Notices Facts Sheet and accompanying documentation, copies of which are provided on the table in the Members Meal Room.

CLEANING ASSISTANCE

Member June Tester has been cleaning the Museum's Toilets and Meal Room on regular basis for a number of months now and is doing an excellent job which is very much appreciated by our volunteer workforce. However, June would appreciate some help. Your commitment would only be required on two half days a month. Please

contact Col Burne on Ph: 4739 2423 or Andrew Tester on Ph: 4735 8601 and they can arrange to meet with you to discuss and show you the ropes. All equipment provided.

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How can you help restore 5711?

\$\$\$ 5711 RESTORATION FUND \$\$\$

You can contribute to the restoration of 5711 by making a Donation to the 5711 Restoration Fund.

Donations of \$2.00 or more are Tax Deductible.

Cheques should be made payable to the **NSW RTM — 5711 Restoration Fund** and can be sent to the:

**Blue Mountains Division
 NSW Rail Transport Museum
 PO Box 484,
 Springwood NSW 2777.**

Stay tuned and thank you for your support.

UP COMING EVENTS

2009	
AUGUST Open Days	Sun. 9/8/2009 & 23/8/2009
Retirees Work Week	Sat. 8/8/2009 Mon. – Fri. 10/8 to 14/8/2009
VH Museum AGM	Sat. 29/8/2009
SEPTEMBER Open Days	Sun. 13/9/2009 & 27/9/2009
Retirees Work Week	Sat. 12/9/2009 Mon. – Fri. 14/9 to 18/9/2009
OCTOBER Open Days	Sun. 11/10/2009 & 25/10/2009
Retirees Work Week	Sat. 10/10/2009 Mon. – Fri. 12/10 to 16/10/2009

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