



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"**

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Visit by COTMA Executive

The Society has been a member of the Council of Tramway Museums Association (COTMA) for many years. The association is a highly respected grouping of tramway museums from across Australasia. Annual conferences provide an invaluable forum for the exchange of information, work-shopping and an opportunity to sample the host museum's tram stock and local transport.

Apart from the conference the executive of COTMA meets annually. This year, it has been our privilege to provide a venue to host an executive meeting. The meeting was set for Saturday, February 9.

Arriving by train at Springwood, the reps were met by Secretary Peter Stock and yours truly. Donned in period gear, there was no possibility of our visitors missing us! Representing the various tramway museums were, Warren Doubleday, Clinton Pearce (Western Springs, Auckland NZ) Ian Seymour (AETA, Adelaide) Henry Brittain (WTM, NZ) Howard Clark (SPER) and Rod Atkins (TMS-Victoria).

Following their meeting, a luncheon was had, then it was time to sample "our wares". With a ride on our tram and an inspection of the museum, it was time



for our visitors to leave to catch their train. Our visitors expressed their pleasure at what was being achieved at the museum. Thank you COTMA for the privilege of being your host on this occasion. (Pictured above: the old tram crew on the footplate with COTMA reps either side).

Seminar at the Power House

- New Rail Safety Regulations- Accessing the broader market place.

On December 17, yours truly attended a seminar at the Power House Museum. Part one featured an update from ITSRR re the forthcoming new regulations. These are attendant to the new Rail Safety Bill that hasn't been before parliament yet but is due for implementation by July 1, 2008. The seminar invited comments on the regulations, additional to those sought previously in writing. The time allowed for written submissions was extended to January 15. There will be some relief able to be afforded to some heritage operators in some compliance areas of the new regs. Whether that will translate into useful actuality, remains to be seen. ITSRR also want to help heritage operators gain access to available funding. Whilst this appears nominally helpful, I suspect they would want to suggest "strings attached" by the gifting body, such as standards compliance, incorporated in any grants that may be given.

A second session was sponsored by the Office of Rail Heritage. This was conducted by the head of that office, Ms Marianne Hammerton. The year past was reviewed and the year to come viewed in prospect. An exciting development will be the expanded RTM site at Thirlmere, moving from a concept to a planning stage.

Of particular interest was the announcement that ORH will shortly release a suite of brochures featuring the various rail heritage precincts (those under the ORH charter) of which Valley Heights is one. A generic brochure covering all precincts will also be available.

These brochures will be stocked by the various precinct museums and as a result, cross advertise other museums. The aim is to gain a flow-on effect of visitors. It is an interesting concept and one that we will be anxious to pick-up on as soon as they are released.

A valuable session was conducted by Tracey Cain of Strategic Campaign Associates. Ms Cain's session addressed "Practical Communications and Marketing". This gave the audience some valuable insight into how to attract things such as free publicity, broadening our market appeal, developing key messages etc.

The ORH is to be applauded for these initiatives. N.S.W is years behind other states in the presentation of its rail heritage. The near future now looks considerably brighter for a lot of catching-up.



**From
the
Editor**

A perennial problem that bedevils most museums is the accumulation of junk. When we came to Valley Heights from Parramatta Park, we brought with us quite a bit of iron mongery that had been through a literal "baptism of fire". In the intervening period, a small proportion of some of these items has been reused. The majority however, continues to rust away with no prospect of reuse. It is time we seriously re-assessed the burnt-out remnants that we brought with us, with a view to scrapping what will never be brought back into use. The importance of public presentation can never be overstressed. Junk lying around in areas where the public should be gaining some interpretive knowledge, fragments and confuses the message. This problem has been raised before in S.S. No matter how many clean-ups we have, slowly but surely the "couldn't pass this up" things come back again. It wouldn't be so bad if they were ready to go but invariably they need resources of money and time to bring them up to scratch. The depot area has recently been purged by Jim Hall (not without some angst) however, slowly but surely no doubt, it will once again be choked up with questionably valuable items. If we are to "tell the railway story" it must be done in a cohesive and disciplined way. People come to see a museum that tells a story, not one that confuses that story with things "that might come in handy later on". If we aim to be the "premier museum of the lower Blue Mountains", we must rigorously discipline ourselves to ensure the public can readily discern whether we are a junk yard or a museum.

Go kindly,
Bruce Irwin, Ed.



Don't forget....

Steaming days are now on the 2nd and 4th Sundays of the month !



The Sydney Tram Strike of 1908

July 2008 will see 100 years since the first tram strike took place in Sydney. There must have been some contagion in the air, for 1908 saw tramway strikes around the world including Ireland and North America. Unions were beginning to flex their muscle, no longer content to be satisfied with just holding a job and copping whatever was handed out to them by management, they saw withdrawal of their labour as the only means of redress for many pent-up grievances.



(Above) The open-ended tram in the background of this photo was one of the grievances that precipitated the tramway strike of 1908.

The tram strike of 1908 was unique in that it was the first to be held by public servants or “servants of the Crown” in NSW. As such, it was a watershed and the progenitor of many such strikes in the future. The nastiest of these, insofar as rail transport was concerned, was the railway and tramway strike of 1917. This lasted for many weeks and had repercussions for literally decades. That however, is another story that might be visited at another time.

Like most strikes, it was a relatively small matter that snow-balled into an avalanche. Leading up to the strike, it had been the custom of the Department of Railways and Tramways to employ “special officers” whose job it was to observe and report irregularities. To the employees, they were simply spies. The men on the job, loathed and condemned them and had sought previously to have them withdrawn. Matters came to a head when two special officers (who were also commissioned as special constables) reported on a conductor by the name of Croucher, over an alleged ticket scam. He was subsequently dismissed. The Tramway union, being convinced that Croucher was an innocent victim of a spy system that they condemned, dispatched a delegation to see the Chief Commissioner. Their aim was to have Conductor Croucher reinstated and to have the special officer system abolished. Their meeting with Tom Johnson, the Chief Commissioner, did not produce sufficiently firm results. In the meantime, Croucher had appealed to the

Chief Commissioner. Johnson dismissed his appeal however, in view of his excellent previous conduct, determined that he could re-apply for his job at the expiration of six months. Accordingly, the union reformu-

lated their demands which included redress of the delay in fitting-out trams with weather-proof fronts. Chief Commissioner Johnson rebuffed the union’s demands with the result that a ballot of unionists was taken to commence strike action. At first, it was announced that the men would cease duty at noon. The tramway authorities gave instructions that all electric cars should

be stabled in their respective depots by 11 o’clock, with the idea that the electric service could be in part, substituted by steam services for the duration. The union officials were a wake-up to the advantage the administration would have in possessing clear roads on which to work a limited service. They decided to bring the commencement of the strike forward with all-out at 10 o’clock. So it was that at the stroke of 10, on Thursday, July 23, the Sydney tram drivers and conductors ceased duty leaving their trams as and where they were on the network. This caused no end of frustration to the travelling public who were left stranded in mid-journey.

Fortunately the drivers removed their controller handles on deserting their cabs, lest rowdies in the gathering crowds made off with the trams. Where trams were left on an incline, the drivers remained until relief came. The action of the drivers and conductors took officials by surprise. George Street was the worst effected with blocked traffic. Between Campbell and Bathurst Streets, huge crowds gathered at the outset but with little disturbance. When an attempt was made by an inspector and a conductor in mufti, to remove some of the trams, the crowd let loose its pent up emotions. They made a rush for the tram and spat on the would-be conductor whilst throwing missiles at him. Amid yells and hoots he was struck and thrown bodily off the tram. A policeman came to his rescue but could prevail little against the angry mob. Other members of the mob tore the trolley pole rope off its fastenings with the result the pole shot up into the air and bounced around the catenary. Others took to the inspector, spitting on him and jostling him until he had to quit the tram. By lunch time a large mob had gathered around Haymarket. The authorities made provision for some of the trams to be towed to the depot by utilizing steam motors. The task was made nigh-on impossible as the mob crowded round the motors making it impossible for any progress to be made. Eventually, twenty mounted police arrived and cleared the way for the motors. Another angry mob at Railway Square surrounded a steam motor. The police had to resort to drastic measures before the mob speedily scattered. One can rest assured there were several sore heads amongst their retreating number. Several arrests were made during the day, however only one or two were tramway men. A posse of police was dispatched to Queens Square to quell an outburst of the mob there. This was speedily brought under control, no doubt



(Above) Tramway men coming from a meeting in the new Masonic Hall, Castlereagh St. Sydney.

(Below) The scene in Elizabeth Street Sydney, shortly after the trams in that location stopped. Stranded passengers had to now walk to their destination.





by the same methods employed at Railway Square.

The Commissioners managed to progressively reinstate some semblance of service by means of "black-leg" labour.

By 4 p.m. on the first day of the strike, an electric tram service had been re-instated from St. James Road to Ocean Street and between Darlinghurst and Bondi. On the North Shore, all traffic to Mosman and Willoughby was suspended at 6 o'clock.

The Trades and Labour Council endeavoured to settle the dispute by negotiation with the Premier, Mr. Wade. The Council sought re-instatement of Conductor Croucher and the appointment of an independent board to enquire into the men's grievances. Mr. Wade played hard-ball and would not agree to either request. Assuming the high moral ground, Mr. Wade asserted that before he could be asked to make any promise, it was the strikers' bounden duty, to themselves, the law, the Commissioners and to the public, to return to work. The strike was indeed contrary to the law as it stood, specifically, the Industrial Disputes Act, Section 42.

By Saturday, the department had managed to man trams sufficient to service most lines to some extent, despite the best efforts of depot picketers to discourage new recruits.

During the morning, another mêlée took place at the corner of George and Goulburn Streets. Here unionists were in groups awaiting further information from the Trades Hall. For nearly two hours, not a tram was seen in George Street but suddenly, two appeared on the horizon coming from the Western suburbs. As excitement and tension rose, a move was made to block their progress. Police were on hand and drove the strikers back off the carriageway to allow passage of the trams. Two young men hooted a driver resulting in them being promptly arrested by plain-clothes officers. When the crowd saw what was happening, they surrounded the arresting police as someone yelled "Mob them!" The plain-clothes men were jostled to one side of the road, being finally knocked down, Uniformed men came to the rescue. Even so, one of their number was knocked down, his helmet trampled upon, belt cut and his revolver stolen. Regaining his feet, he lashed out right and left and with the help of his fellow constables eventually drove the crowd back. Three further arrests were made. This had a "wholesome effect upon the crowd who were then scattered in all directions."

Shortly after lunch-hour, picketers at Circular Quay persuaded two new conductors to abandon their trams. One of them bolted up the street "as hard as he could go with his bag and tickets and all other departmental belongings..." The other new conductor was hoisted onto the strikers shoulders and carried about. A collection was taken up for the two would-be conductors. The picketers tried to persuade other new men to abandon their strike-breaking employment however the police made a swoop and drove the strikers back from arriving trams.

By Tuesday, July 29, the strike was beginning to collapse. Between 160 and 170 trams were back in service when nearly 100 strikers gained re-instatement together with the some new recruits.

A conference between the Parliamentary Labor Party, the Tramway Union executive and the executive of the Sydney Labor Council, resulted in the Parliamentary

Party calling for a cessation of strike activity. This was supported by the majority of the Tramway Union executive. The Sydney Labor Council still held out for a general strike however. Continued strike action was to be voted on the next day at a meeting of the rank and file. The promised support of the Trades and Labor Council did not materialize with the result that the involvement of other associated unions did not materialize. Even so, 250 employees of the Ultimo Power House went out in support of the trammies. Unfortunately for the 250 strikers, fifty workers remained on duty, thus enabling power to be generated. An attempt to involve the Locomotive Engine Drivers ended in fiasco.

On Wednesday, July 30, the strike collapsed. At a mass meeting, a continuation of strike action was voted on and carried. Immediately after the meeting, the Tramway Offices were besieged by a thousand strikers seeking reinstatement!

Wednesday night saw a humiliating return to the Bridge Street offices. Here, the Tramway Traffic Superintendent, Mr. Kneeshaw presided. It was besieged by trammies seeking re-instatement. It was of course a splendid opportunity to weed out undesirables. Those men who had offences recorded against them were not re-employed. Officials worked throughout the night processing applications. Tramcar loads of ex-strikers were carried back to the depots to start work again.

Ninety men from the Power House at Ultimo together with about 330 other strikers from various depots sought reinstatement at the Phillip Street office of the Tramways Electrical Engineer. They were informed that most of their places had been filled, with any still existing, to be filled by married men.

Had the strikers gained wider support, their action might not have collapsed so dramatically. As it happened, pre-strike conditions continued to prevail, with the strike achieving little. Those who had remained "loyal" and did not go on strike qualified for a reward. Those who had abandoned their trams were officially considered as "not to escape punishment". About 40 were not to be re-employed.

(Reference: (1) Pictures and basic article from Town and Country Journal, July 29, 1908. (2) Sydney Morning Herald 23/31-7-08. (3) 'How Labour Governs' by V.G. Childe)



(Above) Members of the Tramway Union Executive. Not a blue sweat-singlet in sight!



(Above) A procession of strikers and sympathizers enter the Domain. A crowd of 70,000 made up the mass meeting at that place.



(Above) A plume of steam denotes a steam tram motor surrounded by a crowd of strikers and sympathizers in Railway Square.



My Heritage.....Your Heritage

- Can we join the dots?

We in the heritage railway industry work damned hard to keep the wheels turning. It's great to have visitors coming through our gates to see and experience our handiwork.. Most of us however, would like to have many more of them. But what do they see? Do they see what we see? How can we get more of them in and are fewer relating to what we are trying to conserve.?



Can exhibitions like this continue to attract people who are relating less and less to railways?

There is a wide spread problem with museums and exhibitions around the country—static or declining visitor numbers. The interest in museum presentations isn't what it used to be. Rail museums are sadly, part of this phenomena. The reasons for the decline are many and varied no doubt. I don't know of any magic bullet to cure the problem but I would like to share some thoughts with you so that we might all do a bit of thinking about the problem and maybe edge towards a solution.

At Valley Heights, our visitor numbers are only steady. They are not growing and appear to have plateaued. We are trying various strategies to expand the numbers. We try this, we try that but nothing seems to get us a momentum of steady growth. Is better marketing the answer? No doubt it will to some extent but I think there is a deeper fundamental problem.

I think a large part of the problem lies in one's personal experience and heritage connection. There is a big difference in my experience and heritage to that of a child or young person today. I am in my middle-sixties I have vivid memories of steam trains in action with all the variety in consists that were about from the middle fifties to the demise of the steam loco. I saw the first mainline diesels and though they didn't impress me as much as steam, I fondly remember the unique sound and whistle of a 40 class.

Let us move on to an average person in the rail heritage movement in their 40's. They probably have a faint memory of steam just before it finished but they have strong romantic memories of 44, 48 and all the other classes of diesel locos that still hauled a variety of trains perhaps even with a goods-van trailing behind. Infrastructure in rapid decline features for them, particularly after 1984.

Someone in their twenty's: their memories are probably mostly of long and boring trains. A few old time diesels still getting around, used by the smaller private operators. Much of the former infrastructure has been closed.

For a child nowadays, except if rare cases, I think railways are probably not much thought about after a certain age. As I have said before in SS, the movement has a lot to thank "Thomas the Tank Engine" and to a

lesser extent, "Hogwort's Express" for the early interest shown by kids in trains. This tends to wane from about 4 years of age as they graduate to "Dora the Explorer", "High Five" and maybe "Bindi Irwin". In any case, exposure to "Thomas" leaves young kids quite unprepared for the real sight and sound of a live steam engine—they are so big and noisy! Many is the time when we have had kids quite enthusiastic to ride on our tram only to quake and hide behind their parents in terror, when confronted with the reality of steam power. And we only have a "tiddler" of an engine! For many young children, their ride on the steam tram is their first ride on any railed vehicle. Their parents don't ride on public transport and thus their kids are not exposed to railways other than via "Thomas" on TV.

For we older blokes (and blokesses) we have a wonderfully variant bank of fond memories of railways as they were. For us, steam was the forefront of power and integrally bound with our lives be it for transport or whatever. Who didn't have some member of the extended family employed in the railways? Further, steam trains were part of an unbroken heritage link all the way back to Stephenson's "Rocket". The impact of railways in general on succeeding generations, has progressively lessened to the point whereby now, railways barely register with youth. It is a different world now. Computers, ipods, so-called reality TV and all manner of electronic wiz-bangery now feeds the imagination of the young. They will mature with the things they experienced in their growing-up as the basis of their heritage connection. For us oldies, their world and thus their experience, is a largely unfamiliar, incomprehensible world that has little or no substance. Their link to the heritage of railways is far less palpable, far less experienced in every-day lives, than it was for us.

We still however, expect children and young people to be as enraptured as we were with the sight of a steam engine. Indeed most still are, but generally only for a short time. Their interest will quickly become jaded and they will want newer, faster entertainment. As Secretary Peter Stock has said, "What is the ideal length of a steam train ride for kids? - as long as a packet of crisps lasts!" Live steam will hold some interest for a child but a dead engine holds very little interest. The same applies for their parents. It is a big lump of steel that doesn't relate to their experience or the world as it once did in our day.

The young are only a portion of the general population we have to win over. A very large percentage of people today were born overseas. First generation migrants are too busy making a life for themselves. They don't have the time to visit railway museums. By the time the third generation comes around, there



Every body loves a "live" engine in steam but how much attraction for the "post Thomas" young do they have when they are laid up in a "locomotive mortuary"?



might be some interest expressed but then our museums don't really represent their heritage except for perhaps, rare immigrant displays in some of the larger museums. Were railways a part of their former heritage? Like our young, in many cases probably not.

If we want visitor numbers to increase, we have to be visitor savvy when setting up museums and exhibitions. Heritage and experience are linked. One goes with the other. If our senses experience something out of the past, be it from the telling of a piece of family lore or to touch something from the past that entrances us, a link is made. The link may lie dormant or flourish. The trick in the rail museum business is to not only provide the tangible link but to provide the fuel for the initial spark to ignite.

Here's a thought. There is a segment of visitors to museums that seldom rate a mention other than "Adult"—they make up over 50% of the population—women folk. What would they like to see in a rail heritage museum? Whilst we males might think there is a Freudian attraction for them with steam locos and that should be enough for them and all, I suspect the many jobs women did in the railways could be better emphasized and thus become an attraction for women visitors in their own right. Displays featuring the role of a fletlers' wife living lineside could be a good example. Their services in the refresh, barrack keeping, gate keeping and their sundry other roles, cry out for a larger telling in the railways' story. This is just not tokenism. Women's contribution to the making of the railways is almost as important as the contribution made by men. Behind every male rail worker was a good woman, bringing-up his family, keeping his house clean and his crib-bag full, sometimes in appalling circumstances. Rail museums are largely run by blokes. It is high-time the women's railway experience was demonstrated together with many other facets other than

just the "big black engine".

In doing so, we could well see, by reason of their own association, women keen to lead the family to the museum and not just go for the kids' or Dad's sake. What we might like to think is something the general public and particularly the younger generations, will lap-up, is not necessarily what they are interested in. You must serve the public what they want, not just what you like.

We seem to be at the beginning of waning interest in museums. It is going to be a trial and error experience to discern how to attract visitors, how to spark a personal experience and then fuel it into passive or active support. The challenge is to do this with a subject that is rapidly receding in recall, experience or even relevance for them. Unfortunately, we don't have the time to run with too much error.

We, the exhibitors are getting older and the numbers visiting are faltering. In any case, the economics of our existence demand we pull a "rabbit out of the hat" and quickly. It is no longer valid to throw a few dead engines and faded carriages (not to mention the junk) into a shed and expect people to go into orgasms over them. I suspect that for the "spark to ignite", more sophisticated, live, varied, interactive experience now and in the future, will be required. The matter of our attitude and enthusiasm for our product has been touched on before in S.S. In any case, time is running



The life for a woman lineside was hard, living under canvas for years on-end. It may look like rustic bliss in this photo but mostly it was hard slog, with little opportunity for dressing in the "Sunday best".

Back to the Future

Peter Stock recently came across a 1990 issue of an American railway enthusiasts magazine "Trains". The following article reads very much like what the rail heritage industry in this country is presently going through—a mammoth upheaval in the regulatory requirements for compliance in safety, operations and standards. The article has been suitably condensed and occasionally paraphrased. Direct quotes are in italics.

As the summer of 1991 looms and America's tourist lines awake from Winter dormancy, they begin to look forward to a tourist influx. Increasingly, another visitor will be on their thresholds—the Federal Railroad Administration (FRA) inspectors. The Rail Safety Improvement Act of 1988 provided the FRA with broader powers of inspection that enabled them to cover operators and areas not previously touched upon. These included tourist-lines operating both steam and diesel locos, safety appliances, rulebooks and training. Curiously, track inspection was omitted. Inspections were not new to the industry. Prior to 1988, FRA inspections were limited to standard gauge lines that touched upon the regular network. Lines that did not fall under FRA's umbrella, were regulated by the States.

FRA's new stance has triggered some alarm in the tourist and museum field. There was generally no argument per se over safety; the industry generally has an excellent accident record and most of its members exhibit a strict concern for safety.

Certainly, it is in everyone's interest to weed-out unsafe operators or "renegades" in FRA's parlance. But some complain that the rules and procedures adopted for the use in the Class 1 railroad world don't always apply on a light-density tourist line.

The operator of one Midwestern tourist line ran into problems with the FRA on air brakes. The rules regarding inspection of passenger-car air-brake systems were designed for common-carrier equipment in regular use, usually at high speeds. The wear and tear inflicted on brakes by an Amtrack Horizon Fleet coach running off 10,000 miles a month in corridor isn't going to be the same as that inflicted by an open-window Herriman car trundling along at 15 mph down a 5 mile branch three times a day of weekends. This operator said he formerly used his own crews to tear down brake systems at minimal cost. Now, in order to meet FRA requirements, he has to send the same system to a certified shop at a cost of at least \$4,000, this, out of a total equipment budget of \$30,000. (Continued on Page 6)





"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 2nd and 4th Sundays of the month. Steam operations on both days.



Last but not least.



February 4, 2008, saw the 10th anniversary of the last item of rolling stock (our "S" truck) transferred from Parramatta Park to Valley Heights. In the following December, the National Parks and Wildlife Service began tearing up the track.

Was good to see Frank and Leila Moag and family visit us on Steaming Day, January 26. After a good dose of coal smoke and oily steam, Frank and Leila should keep in good fettle for the next 12 months at least!

Works Report: 93B: New brake shoes fitted and brakes adjusted. Four roof drains repaired. **99DD:** No.1 bogey rebuild continuing. Old plywood end-panels removed and replaced. **102Z:** Further work on axle boxes. **103A:** Brass hasp and staple fittings to timber wheel flaps.

(Continued from Page 5) out. We need to get cracking and check-out what is working both locally and overseas, in an attempt to gain some sound direction. We need to "join the dots" to make a meaningful link between what we have experienced and count as heritage and what we would like the newer generation to experience and count as their heritage. If we do nothing or procrastinate, we will all be left with economically unsustainable heaps of iron and wood, ever seeking hand-outs from government to survive.

(Continued from Page 5) As another museum officer says, 'We need carefully crafted regulations, not something intended for mass-production railroads.' In some cases, inspectors have ordered cosmetic changes on historic locomotives, such as installing modern step-ladders. The article goes on to make the point that with FRA's expanding role, some tourist railroaders did not have a chance to respond.

Our immediate problem is one of transition, said one museum officer. Regardless of the reason for standards, its unreasonable to expect organizations to immediately comply in time for the upcoming operating season.' The article continues by citing compliance difficulties encountered by operations in amusement parks etc. One operator commented, "What we are most concerned about is a uniform application of policy."

The industry's complaints were apparently heard by the FRA and a new policy was under review. What outcome eventuated is not recorded as the magazine subsequently ceased publication. Even so, on reading the article, there are some readily apparent similarities to the situation that has developed in this country. Following on from national legislation, all heritage operators, were lumped in with the mainstream. Fortunately, through the agency of umbrella organizations like ATHRA and COTMA, representations have been made addressing the peculiarities and limitations of heritage operators. We understand that many of these representations have been taken on-board. As a result of these representations and others, ITSRR are still in the process of "cutting and pasteing" their proposed regulations. The further we progress down the road of Rail Safety legislation, the more it is becoming apparent there was a raft of matters inherent to heritage operators that were not contemplated from the outset. Most operators continue to be plagued by a plethora of compliance, more suitable for mainliners operating over tens of thousands of kilometres than those voluntarily struggling with piddling little operations perhaps less than one kilometre in length.

In Steam Scene's opinion, the whole regulatory scene was flawed from the outset by including heritage operations in the overall legislation. To repeat what has been said before, heritage operations should have been dealt with as a separate division of the relevant Acts and Regulations. When one reads the experience of the heritage industry in USA in 1990-91, it reads remarkably like the experience in this State since 2002. Let us hope the authorities can get it right when the legislation is eventually reviewed.



Four New Members

We are delighted to welcome on-board the good ship "STARPS", four new members, Andrew Tester, Noel May, Frank Licastro and Tom Weber. Great to have you in the family as members No. 170, 171, 172 and 173 respectively.

Sick List

Dual member, Bruce Coxon is now convalescing at home following a stenting procedure. We wish you a speedy recovery Bruce. Our thoughts and prayers are with you.



Valé, Ken Rudd

It is with profound regret that we record the passing of VHLDHM member and RTM Life Member, Ken Rudd on Thurs. Jan 31. He was a great asset to the museum. R.I.P.



Year's Mind

Remembering our former secretary, Cliff Currell who passed away January 20, 2004. Fondly remembered— sorely missed.



The safety of the public and members at Valley Heights is of paramount importance to us. If you have a suggestion that could improve safety or if you have noticed a practice that could pose a threat to someone's safety, bring it to the attention of the Operations Manager (Peter Stock) or the Chairman of the Board, Craig Connelly.