



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).

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

Volume 8 Issue 3

June 2011

Just When We Thought it was Safe to go Back Into the Water.....

Just as we have got our noses above the water line after an attempted drowning of us in SMS by ITSR, now Work Cover is lining up to have a go to see if they can stifle the volunteer movement.

New OH & S legislation is due to come into effect on January 1, 2012. At present, volunteer organizations, apart from some general application, are exempt from this legislation because of their innate nature. From January, these organizations will be gathered up into the legislative net and be subject to certain onerous responsibilities.

Whereas once, volunteer organizations were outside the legislative definition of "employer" and voluntary workers outside the definition of "employees", these two categories will be replaced by "PCBU" (persons conducting a business or undertaking) and "worker" respectively. This will effectively include all persons working, including volunteers.

I am sure no volunteer organization has any quibble with the basic concepts inherent in O.H & S. We are all familiar for better or worse, with the concept of 'duty of care' although some of us might wonder what ever happened to the notion of 'self responsibility' Even so, I think most organizations will be able to accommodate the central thrust of the legislation but there are some areas of concern.

- Because volunteers and volunteer organizations will be caught up in the new regulations (550 pages worth), their impact will be mandatory including all sanctions and penalties attached thereto.
- The amount of administrative time to be spent by volunteers in getting to grips with their
- The current 'reverse onus of proof of guilt'
- The criminal and civil penalty sections

As has been said many times before, volunteers are the glue that holds our society together, be they Meals on Wheels, SES, Volunteer Fire or any of the other host of organizations that fill in the gaps that government doesn't or can't. Heritage organizations are of course another ranking dedicated to community improvement and education. Governments need to tread lightly with this sector lest it starts to seriously unravel.

Development of the Proposed Act and Regulations

for the National Rail Safety Regulator is proceeding to the stage where it will be available for public consultation in July 2011. Some outstanding issues remain to be finalised and fully agreed upon. Following the period of Public Consultation and advice to the stakeholders, the Act and Regs are scheduled to be completed by November 2011 for approval by the Transport Ministers prior to going to the SA Parliament for enactment.

Some of the outstanding industry issues are:

Railways to which the law does not apply – amusement railways and others. Currently those regulated by Rail Safety Regulators will continue to be so. There is some question regarding those not currently regulated whether they will be included in the future.

Private sidings – this does not generally apply to T&H railways, however this needs to be monitored.

Interface coordination with public roads, level crossings and other issues with other non-rail users.

What can be published by the Regulator in relation to investigations and other matters.

Finalisation of the clauses relative to Drug and Alcohol and Fatigue Management.

Deletion of the SFAIRP in relation to Medical Assessments.

Definitions used in the Act – for example the definition of a Rail Safety Worker.

Inclusion of the concept of Safety Culture within the requirements of a SMS.

Methodology for changing Network Safety Rules (Safeworking Rules)

Disclosure of train safety recordings (all those electronic records, CCTV etc) that may be kept; when this can be done and not.

Duties (safety) in respect to Loading and Unloading of Freight. Workers undertaking this work will not be considered as Rail Safety Workers which was a potential outcome. Some clarification to be provided.

Although largely complete, the clause regarding Competency Assessment needs some checking in relation to the scope of its application. It is proposed to allow operators to have alternative methods to assess worker competency if it's not reasonably practicable to use a Registered Training Organisation, but that they must satisfy the Regulator that they do have alternative methods and that they are in use and that the worker is competent.

Public Consultation is scheduled to occur between July 19 and August 12 with public information sessions between July 21 and August 4 throughout Australia. Evening sessions which will be aimed at T&H railways have been provided for. Attendance at these sessions is encouraged. An ATHRA Alert will be published when this document is released.



From the Editor

If it were not a difficult situation now, all we need is yet another plethora of paper, threats of penalties and humbugger to further frighten away any person in a volunteer organization to take on an administrative or executive function. Why would anybody put up their hand to take on the responsibility in retirement when they have been the subject to all the aforementioned, all their working lives? Now we have O.H. & S management issues expanding and threatening to gobble up even more volunteer time.

It could be said, 'oh, but you said that when the ITSR regime came into force'. And yes we did. The thing is, that was only a few short years ago. I suspect that the people who had the responsibility within an organization to implement those changes are still the ones to get to grip with the new OH & S regulations. As has been remarked before as well, we joined railway heritage organizations to contribute and make a practical difference to items that were disappearing before our eyes. In stead we have been hijacked into playing never-ending administrative paper games of 5 yearly cycles that has really done very little for practical outcomes and probably could have been achieved with far less doctrinaire and proscriptive format.

Bruce Irwin. Editor



**Membership
subscriptions
for 2011-12 are
due and payable
by July 31.**

**Have you forwarded
yours yet?**



(Continued from page 1)

Funding and Cost Recovery – FEES – is yet to be settled. Watch this space, it is hoped that T&H will not have to pay any fees as such, as is the current case in most jurisdictions.

Expert Panel Report on Drug and Alcohol and Fatigue Management was accepted in principle by the Transport Ministers at their meeting on 20 May. Operators will not require to undertake evidentiary testing, no level of random testing will be specified, but post incident testing for Category A incidents will be required. In relation to Fatigue Management, a matrix of working hours for critical safety workers is being developed. Until this detail is made known, it is hoped that for most T&H operators, no additional work will be required. It has been requested that this report be made public.

Transitional arrangements – yet to be developed, but it is known that re-accreditation will not be required, however, what other actions in relation to update SMS for changes in the Act and Regs etc and timing to do this, is unknown.

Maintenance - During the period of Public Consultation, the NTC will be commencing the review of

items in the existing Act which have been listed for "Maintenance". These include:

- Data Loggers – prescription vs co-regulation
- Train Communications systems – prescription vs co-regulation
- Train Safety Systems – additional drivers/crews
- Review of Sections 10 and 21 of the SMS schedules
- Review of the definitions of:
 - Rail Safety Worker
 - Rollingstock Operator
 - Railway Operations

Summary

Overall the development of the Single Regulator for Rail Safety is proceeding to timetable. Many of the sector concerns, particularly in relation to competency and the provision of possible exemptions have been addressed. However there are a few issues as noted above, still outstanding.



A selection of photos taken by Peter Butler of Dave Torr at work at Valley Heights.

Vale—David Victor Torr OAM

As recorded in the 'personal' column, David Torr passed away suddenly on 22 June. Dave's funeral was held at Macquarie Park Crematorium on Monday June 27. The society was represented by Chairman Craig, Peter Stock and Bruce Irwin.

Dave would have been well know to members attending the Museum. He was a native of Punchbowl and was born in 1937.

Dave was a bit sceptical about we "trammies" when we first arrived at Valley heights in 1997, with our motley collection of broken down tramcars and burnt-out rolling stock. When trailer 93B arrived he wondered how we would ever restore it. Later, after it was restored, Dave said to me, that he 'took his hat off to you blokes' on doing a fine job. This was no small praise from a person like Dave with his perfectionist approach to timber and paint work. Dave also had a sneaking regard from the tradesmen we engaged to work on the double-decker and the CBI car. This was especially so of Frank Huxtable.

Dave was a skilled perfectionist in everything he attempted. He had a steely focused, no-nonsense approach to any project. Everything was thoroughly planned and detailed. Preparation was as important as the carrying out of an actual task. These attitudes made him a natural leader and it was not surprising that David led the 'retirees project group' at Valley Heights, which was and still is, the largest work grouping at Valley Heights.

David of course, was heavily involved in the early development and building programme at Thirlmere.

When one looks at the Valley Heights depot building today, it is hard to imagine the decrepit state it was in, when it and the complex in general, were taken over by the NSWRTM. The reconstruction of the heavily damaged and termite infested roof together with the reinstatement of the depot windows, will be a lasting memorial to Dave's presence at Valley Heights. One of Dave's biggest regrets in his association with the Museum was as he said, on viewing our completed trailer car 93b one day, "I wished I could have restored something like this sometime, instead of always being lumbered with building projects." Never-the-less, he approached whatever he had to do with thorough mindedness and a will to see it through to completed perfection.





Standard Gauge Rules !

The following article was forwarded by our New Zealander friend, motor 100's chief maintainer and guardian, Ian Mison. Not sure where he got it from but it makes a good read and is food for thought.



The most modern railways are of 'standard' gauge i.e. 4 feet, 8.5 inches. That's an exceedingly odd number and was adopted from English practice.

Why did the English build them like that?

Because the first rail lines were built by the same people who built the pre-railway tramways, and that was the gauge they used.

Why did 'they' use that gauge then?

Because the people who built the tramways used the same jigs and tools that they had used for building wagons,



which used that wheel spacing.

Why did the wagons have that particular odd wheel spacing?

Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in



England, because that's the spacing of the wheel ruts.

So who built those old rutted roads?

Imperial Rome built the first long distance roads in Europe (including England) for their legions. Those roads have been used ever since.

And the ruts in the roads?

Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels.

Since the chariots were made for Imperial Rome , they were all alike in the matter of wheel spacing. Therefore, the United States standard railway gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot. In other words, bureaucracies live forever.



So the next time you are handed a specification/procedure/process, and wonder, 'What horse's arse came up with this?' , you may be exactly right.

Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses. (Two horses' arses.)

Now, the twist to the story:

When you see a Space Shuttle sitting on its launch pad, you will notice that there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah.



The engineers who designed the SRBs would have preferred to make them a bit larger, but the SRBs had to be shipped by train from the factory to the launch site. The railway line from the factory happens to run through a tunnel in the mountains, and the SRBs had to fit through that tunnel. The tunnel is slightly wider than the railway track, and the railway track, as you now know, is about as wide as two horses' behinds.

So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's arse. And you thought being a horse's arse wasn't important?

So, horse's arses control almost everything...

...Explains a whole lot of things, doesn't it?





Rare Tickets Purchased

It really amazes me, the variety of items available for sale on "E-Bay". What did we do before this medium became available? Just advertise in newspapers and journals I suppose. It seems to me that so much more of the rare and quirky has become available from world-wide sources that previously one wouldn't have know existed let alone be able to purchase. These tickets are a case in question.



(Above) Photo depicting the historic tickets.

Recently, Chairman Craig on behalf of the society, purchased some rare tickets. They are from the Kogarah-Sans Souci line and were issued during the last days of service in July 1937. What makes these tickets unique, is that the obverse of the ticket notes in a spidery hand, particulars of the consist and crew for the journey upon which the ticket was issued. Who originally purchased the tickets is unknown but they certainly had a sense that the passing of an era was nigh.

The tickets, five in number, consist of one "Two penny" ticket and four "Three penny" tickets. The particulars listed on each ticket is as follows:

Ticket # 84528—three penny green : Inscription:
"6A 82B (3 cars) Kog to Doll's Pt. 11/137 Billy Stokes" Billy Stokes was a driver.

Ticket #81741—three penny green: Inscription:
"1A (last trip) 181B 2/7/1937 Charlie Macgraw Arthur Winney"

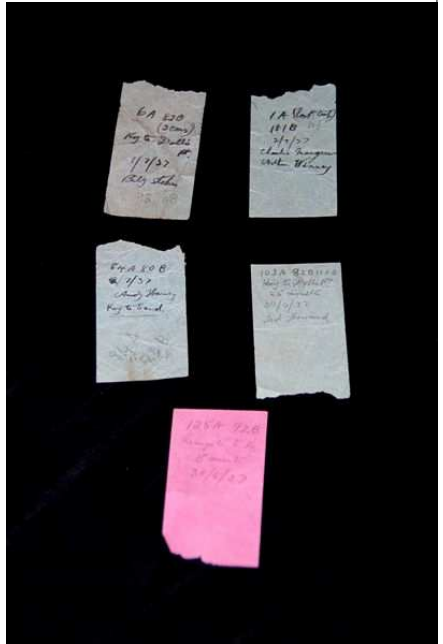
Ticket # 84585 —three penny green: Inscription:
"84A 80B 2/7/37 Andy Harvey Kog to Sand"
Andy Harvey was a driver.

Ticket #91638 —three penny green: Inscription:
"103A 82B 110B Kog to Doll'sPt 25 minutes 30/6/37 Ted Howard"
Ted Howard was a driver

Ticket 23123—Two penny pink: Inscription :
"125A 92B Ramsgate to Kg 5 minutes 30/6/37"

Ticket 81741 is interesting in that that it tends to confirm that motor 1A was indeed withdrawn from service two days before the rest of the system closed.

The tickets, unfortunately, cost more than we anticipated owing to some 'spoil sport' pushing up the bid on the ticket



(Above) The back of the tickets is featuring the 103A inscription. depicted in this photo.

Even so, the tickets are an invaluable adjunct to a small but growing collection of memorabilia and ephemera related to the steam tram era.

Vignette of a Driver—Alfred John Longstaff

Back in the February 2010 issue of Steam Scene, we surveyed the life of steam tram driver Samuel Wyche. During his career he was dogged by tragedy. He had the misfortune to run over two people in separate incidents and eventually was crushed to death when his motor capsized after de-railing near Miranda in 1924.

Alfred John Longstaff had an interesting career that to some extent, mirrored Sam Wyche's but with a major difference.

Longstaff was born April 2, 1866. He commenced employment with the 'Tramways' in Sydney on 24-3-1885, progressing to fireman in 1889 and to driver in 1893. Following a five-year stint on the Newcastle trams, he transferred to Baulkham Hills depot on 24-3-1908. On March 21, 1911 he was driving a late after-

noon tram from Parramatta station to Castle Hill, he was approaching Ross Street, North Parramatta when a family of small children began to run across in front of the tram. Two hesitated but two ran on. The youngest aged 2½, went underneath the motor being almost cut in half. The child was Albert E.B. Dennis whose father was the long-serving conductor on the George Street Parramatta tramway. This story has been related in Steam Scene previously, when covering the career of Conductor Gabriel Dennis. Alfred Longstaff continued at the Baulkham Hills depot until it was transferred to Northmead when the Castle Hill line was truncated back to that point on 28-1-1923. Alfred remained at this depot until the line was closed on 31-12-1926.



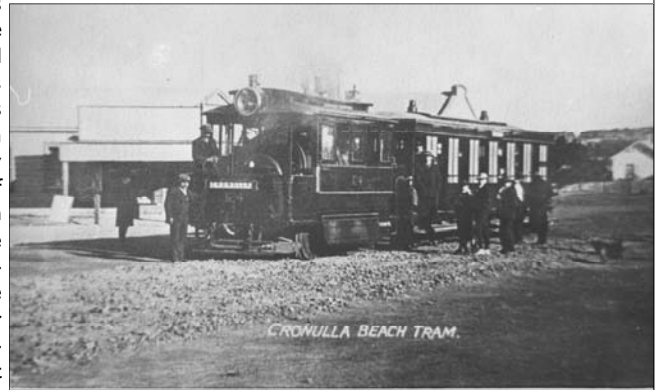
On February 1, 1927, he was transferred to Sutherland Depot. On March 3, 1927 he was driving his tram from Cronulla to Sutherland when shortly before 6 p.m. his motor left the rails. The motor turned to the right and fell over on its side. Passengers on the crowded two-car tram were jolted about but the cars remained upright. Some went to the aid of the driver, expecting to find him crushed. Miraculously, he was still alive sustaining only a cut to his right arm. How lucky he was for so many drivers in a similar situation had lost their lives, including his fellow Sutherland line worker, Sam Whyche, three years before.

The cause of the accident was said to be the life-guard accidentally dropping onto the road surface and digging-in.

Longstaff appears to have been placed on light duties after the accident, taking a month's long service leave from 10-10-1927 to 9-11-1927. On March 13, 1928, he was granted retirement, it being found he was unable to continue light work.

Notwithstanding his inability to continue 'light work' Alfred Longstaff did not pass away until 1952! By this time, all the steam tram lines had passed away with only a couple of motors employed in shunting duties here and there. A few people however were concerned about their passing and were beginning to think that something should be done to preserve one or two of them. There begins the society's story.

References: SMH.4-3-1927, Author's 'Penny-A-Section...' (1996). Service record, State Archives.



(Above) Cronulla Beach tram with motor 124A in

Train with a Brain

Members and friends will recall the article in SS on February 2011 covering this topic. In concluding, it appeared that the electrically triggered device sunk without trace after initial demonstrations however, it appears that this was not the case. In L.T.C. Rolt's book 'Red for Danger' a reference is made to a certain electrical device to stop engines after passing a red signal. Could it have been our Mr. Angus's device?

The accident that occurred at Ais Gill in UK in 1913, could be said to a classic SPAD. An mis-alignment of circumstances, including a driver and fireman wrestling with a cranky injector, not noticing 'signals passed at danger' was just one factor in a tragic rear end collision with another train. At the enquiry into the accident a Colonel Pringle made a number of suggestions for reducing the risk of a train passing a 'stop' signal. He referred to a system of automatic train control (ATC) that had been developed by the Great Western Railway Company and considered that this system deserved wider notice and trial.

To quote from Mr. Rolt's book: "The Great Western invention to which Colonel Pringle referred was first tried out experimentally on the company's Henley branch in January 1906. It consisted of an insulated steel bar mounted on a baulk of timber and laid centrally between the running rails in the form of a ramp at each distant signal. The bar made contact with a spring-loaded shoe on the locomotive and so raised it. When the signal stood at 'clear' the bar became electrified and the current, passing through the shoe, rang a bell in the engine cab. If on the other hand, the signal was at danger, the ramp remained dead with the result, that when the locomotive 'shoe' was raised, it broke an electric circuit on the engine and by so doing, caused an alarm whistle to sound. It thus possessed the essential virtue of all railway safety devices in that if the signal or the ground current failed, the danger signal was automatically given.

So successful was this Henley experiment that a year later (1907) it was decided to give it a more extended trial on the 22 miles of branch line from Oxford to Fairford. In this case, the visible distant signals were removed

and reliance was placed entirely on the audible warning system. Only locomotives fitted with the device were allowed to work over the branch. Subsequently in 1908, some of the main-line locomotives were suitably equipped and ramps were laid beside all distant signals between Reading and Slough. In 1910, the ramps were installed between Slough and Paddington. The visible signals were not of course removed. Shortly afterwards, the apparatus on the locomotive was modified so that it not only gave an audible danger signal but at the same time, it opened an air valve and so applied the automatic vacuum brake to the train unless, or until, it was released by the driver. The invention ceased therefore to be merely an audible signaling device, it became as well, a positive system of automatic train control (ATC). In this improved form it was introduced progressively on all the main lines of GWR."

On reading the account of our Mr. Angus, we see that his experimentation with virtually the same device, was done in NSW in December 1910. He took his device to UK and evidently demonstrated it in July 1912, in the presence of the GWR Chairman, Lord Churchill. It would seem on balance, that GWR were well aware of the principle involved and had in practice, a device very similar to Mr. Angus's.

Mr. Rolt tells us that the 'ATC' was progressively introduced on all the main lines of the Great Western Railway. Despite its success, the ATC failed to attract other railway companies to its benefits. As a result, although its introduction was recommended by successive inspecting officers following accident after accident, it would be another forty-six years before their persuasions met with success.



"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
operation both days.

Works Report: 103A: Tone-up of LHS Korting injector (was leaking). **99DD:** Cross bracing to No.1 end sandwich board manufactured and installed. Longitudinal Sanding back of 'stopping' and other painting preparatory work. **S4360:** Reconditioning of axle boxes continues. Wheel sets cleaned and painted.



A Boiler Tube Fix

Recently, we had some boiler tube problems with our motor 103A. In times past there were some classic ways to stop leaking tubes when an engine was far from home. The following tale is from Patsy Adams Smith's *The Desert Railway* and was related by an old construction loco driver. It is purely coincidental that it is in the same issue as 'Standard Gauge Rules' Thanks David Lewis for this contribution.

"As the line moved further out, we began to run coal and water trains for the engines. Soon, as the line got well into the desert lands, we were full time trying to keep coal and water up to them. The further out the line got, the harder it was on our old engines, and we rarely got them out and back without trouble. The stables along the line for horses came in handy. We always carried a bag of horse manure or sawdust and, if the tubes started to leak, we forced manure and water into the boiler through the injector and it would force the leaks to take up and help get the train home to Port Augusta. The maintenance fellows worked around the clock to keep our worn-out locomotives on the rails. I've seen them standing on a pile of bags because the engine was too hot to stand on, but they had to get it out on the track pronto."

If we were to establish our own horse stables to meet these sorts of contingencies, would the droppings have to meet an Australian Standard and the collection, storage and discreet placement thereof, need an SMS. What do you think? David Lewis



The Valley Heights Publicity Officer, Andrew Tester, had it all in hand though. Tour guides were on hand, the school group was split into sections (complete with section identifiers pinned on their shirts), the tram was ready to roll and off it all went like a well-oiled machine. Both groups were impressed by the treatment they received and we are sure of the word spreading of what a great place the Valley is to visit for day trippers and school excursions alike. Congratulations to Andrew for a magnificent organizational job. Sincere thanks too to all those folk who assisted on the day with guiding, shop assistance, tram running etc.

It has expanded so that it is now a volume containing details of operations, safety initiatives, internal reviews and a host of other material derived from the current Rail Safety Act and regulations. It was a difficult job to assimilate even though ITSR providing a training session. To assist operators in completing their report. Our Chairman Craig, compiled and completed the report and duly forwarded it to ITSR. Never over effusive in a job well done, we received advice (2-6-2011) that it 'adequately addresses' the requirements of the Act and Regulations. Interestingly enough, one or two other small operators have used our report as a template for their own. Thank you and congratulations Craig.

We'll Get There Yet

Dual member Ted Dickson is quietly beaver away, knocking on doors, telephone calling and generally leaving no stone unturned in his endeavours to get (1) Railcorp to sign off the track to the signal box over to the Asset Management Agreement held by Valley Heights Museum (2) ORH to approve safety and security fencing to the passenger terminal/signal box area. Ted's terrier like persistence will win the day.

An Unexpected Visitor

Following the Katoomba Winter Festival steaming event on Sunday June 12, **3642** limped into the Valley Heights depot with a fire grate burn-out and remained there until repairs were completed. Valley Heights thus again proved its worth as a retained invaluable piece of infrastructure.

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Annual Performance Report

This used to be the Annual Safety Report that has been forwarded annually since we were first accredited, way back in 1993. Back in those days it was one A4 sheet. Naturally, as with everything else connected to Rail Safety,

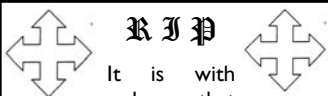


Safety Zone

The Board of Directors of the society maintains a zero tolerance policy towards the presence of alcohol and illicit drugs consumed and present in the blood of RSW's engaged in the activities of the society at Valley Heights. Beware—you could be randomly tested at any time by authorized officers.

Last but not least.....

PERSONAL



It is with sadness that we record the passing of dual member, **Dave Victor Torr, OAM** on June 22. The Board of Directors on behalf of the society's members convey our sincere condolences to the Torr family at this time of deep sadness.

There are quite a few members of the museum and a couple of our members/supporters who do quite a lot of work to make money for the society I speak of the counter-staff in the shop. I would like to record the society's appreciation of the work done by **Steve Corrigan, John Carter, Megan Tolhurst, Robyn Stock, Heather Dickson and June Grundy**. There are others of course, mostly members of the museum that I

don't know the names of nevertheless, we are sincerely appreciative of all your efforts in helping to serve refreshments and make sales on behalf of STARPS.

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Long-time member **John Withers** paid the Valley a visit on Sunday May 22. John is battling severe respiratory problems at the moment and his effort to make the visit was no mean feat for him. Despite this, he is always bright and cheery.

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Valley Heights Museum Chairman, **Ted Mullett** recently had a further hip replacement. He is now convalescing. Our thoughts and best wishes to you Ted, for a speedy recovery.

NEWS IN BRIEF

Charter Day

We had a charter day on Wednesday May 25 at the Valley. Two groups, one from Pegasus Tours and one from Sacred Heart School arrived pretty much together making a combined number of about 80.