

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 9 Issue 3

June 2012

Valley Heights Yard Up-grade on road to Completion

Railcorp has been hard at work, particularly over the weekend of 5-6 June, re-configuring and upgrading, Valley Heights Yard. The first part of this project was the re-laying of the Coal Storage Siding down to the signal box in 2010. This is the section of the yard that we now operate over, the “Coal Storage Siding”.

The “D” frame and points leading into the museum, have now been disconnected. Rail entry to the depot will now be via the track we operate over with access from the ‘down’ line not far East of the signal box. A “Thompson” lever has been put in place to operate the points from the ‘Tangara’ siding to the ‘Coal Storage Siding (our running line). This will be locked denying access until required. The general arrangement will make train access from the main line into the depot a more complex operation than previously however, Railcorp considered that in view of the very limited number of movements in and out of the depot, the expense of upgrading the original connection was not value for money. The Relief Road has been upgraded with new point work laid in. Where the old troublesome point work was taken up, the track base was dug out to a depth of nearly two metres and then re-filled and consolidated. It was interesting to see that the lead-work came in pre-fabricated and already fixed on concrete crossing sleepers.

The next stage of work will take place during August 2012, when the ‘Tangara’ siding (adjacent to our running line) will be upgraded. The ‘on again off again’ situation regarding the taking up of the track connected to the old D frame, appears to be resolved.

Valé—Bill Kingsley *(Courtesy Warren Doubleday, COTMA)*

You may have already know of the sad passing of Bill Kingsley on Wednesday 3 May in the evening due to Cancer. Bill was essentially the creator of COTMA and although no longer an office bearer, still took an active part in COTMA activities such as the Conferences. Bill joined the then Ballarat Tramway Preservation Society in 1971 and was an active participant in the construction of the track work and then driving trams which he enjoyed. He had just spent his normal Easter break driving trams in Perth which he said gave him great pleasure.

Bill along with other members of Ballarat arranged the first tramway museum conference in 1975 and subsequent to the formal formation of the Council of Tramway Museums of Australasia, became its first Executive Officer, a post he held for many years. Prior to myself taking over the position of Chairman in 2002, Bill was the Chairman.

The line will now be straight-railed into the depot. Close liaison between the Museum (Ted Dickson) and Railcorp has been a feature of the work .



(Above) A panel of point-work being moved into place.



(Above) Centre right is the de-commissioned “D” frame and lead. This section will be straight-railed from this point to the Ash Road connection.

I saw Bill in Hospital on Saturday 21 April, where he was in good spirits and planning to attend the Adelaide Conference. I spoke to him again on Tuesday 24 April, just before leaving for a six week trip in Europe. He said he was tired, but had just commenced a new round of treatment and was looking forward to going home in a couple of days. Sadly, just over a week later, Bill had passed on.

Bill's work in founding COTMA and his subsequent vision is why COTMA is a successful organisation. He was 76. We all thank Bill for 40 years of support and work for the tramway museum sector in Australasia.

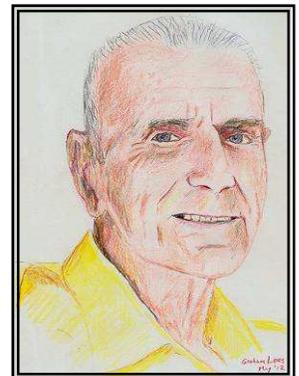
Bill was always keenly interested in the work of the Society, particularly in the re-building effort after the fire. He support and encouragement was sincere and appreciated. Bill was host to at least two tour groups to visit Valley Heights. *(Drawing adjacent courtesy, Graham, Lees)*



From the Editor

The recent shut-down of the Zig Zag Railway gives all railway heritage organizations, something to ponder so far as their own vulnerability is concerned. Zig Zag was (is) a major tourist attraction operating seven days a week. Which ever way you look at it, this is a mammoth commitment for basically a volunteer organization supplemented by paid labour. Recent serious incidents had alarm bells ringing loudly. Reading only what has been published in Digest and reading snippets from the media, it would appear that HR deficiencies in Operations, Maintenance and Administration led to short cuts and ad hoc decision making, as a means of coming to grips with various problem areas. Zig Zag now have in excess of 180 Safety Management issues to address before coming back into full operation again. Some of these have been labeled ‘insurmountable’. There are several lessons in this ‘shut-down’ for all of us. At least two are (i) There is a scale of operation that demands a level of expertise that cannot always be thrown up from a management model based on volunteers. (ii) We have Safety Management Systems for the safety of ourselves and our customers. It is probably out of scale for a lot of operators and an outright pain in the neck but if nothing else, in adhering to it, it encourages us to think and work safely and not be ‘gung-ho’ on the risk front.

Till next time, Bruce Irwin (Ed)





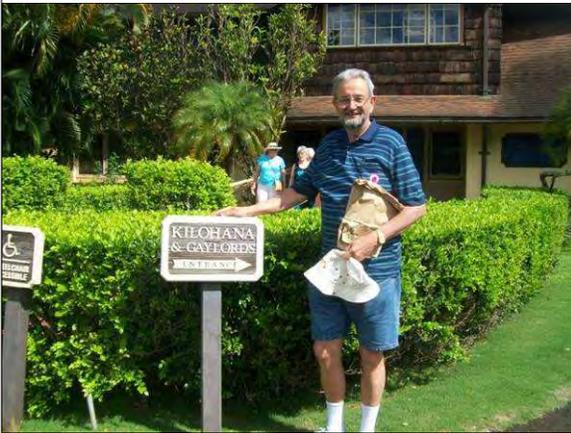
Gaylord, the Kilohana Plantation Railway & Valley Heights



(Above) The motive power to haul the mahogany trailer cars.

One of the pleasures of travel is stumbling into names, places and events with connections to home. Robyn and I were most fortunate to visit the island of Kauai in the Hawaiian group during our recent Pacific cruise. Here we opted for a shore excursion to a local attraction with the name of The Kilohana Plantation, which by a very, very strange coincidence, offered a train ride!

From here the driver of the train could be observed and a comparison with our operation at Valley Heights could be made. After a quick and short tropical rain shower dampened down those sitting against the open windows the diesel locomotive was started and the journey began, now in full sunshine. Prior to departing, the conductor read out the do's and don't applicable to the ride. As part of the do's they even advise and point out where tips can be securely left! To paraphrase the plantation's advertising leaflet. It invites visitors to *climb aboard "Ike", an authentic 1939 Whitcomb diesel train engine pulling elegant mahogany coaches on your way to Kauai Plantation railway's train adventure*".



(Above) P.S on his way to Gaylord's (Lt) Our very own 'Gaylord'

This island was spectacular as are all those in the Hawaiian group. This island emerged from volcanic activity millions of years and boasts of lush forests, tropical fruit/vegetable plantations, swaying palms, beautiful tropical trees in flower (hibiscus flowers as big as dinner plates) and of course the mandatory shopping malls with Maccas, etc. But another of their claim to fame is an abundance of "wildlife on the hoof" so to speak. Wherever you went there could be heard the sounds of roosters crowing, hens cackling and chicken peeping coming from the undergrowth. Along with domestic pigs on the loose the island in all probability is as a supermarket for white meats

The railway winds around the plantation through an ingenious layout, passing through a series of demonstration plantations relating to local tropical climes. Eventually, we wound our way back to where we boarded.

The railway is designed to minimise point work by often crossing over itself through spring-loaded trailing or facing points. Slow run-bys are made a various locations for the telling of stories, tall or true, about plantation life, the tropical fruits, the vegetable patches and sugar cane cultivation.

The most unusual activity though, was off the train. The train abruptly stops in a paddock and passengers are encouraged to detrain. Even those who are physically challenged can join in. Again no platform provided, but within a fenced-off circulating area. Egress from the mahogany carriages is by way of a series of strategically placed wooden stairs that line-up perfectly with the arriving train. Once everyone is on the ground all train crew, including the driver, circulate with baskets containing lumps of day-old bread and buns sourced from, you guessed, Gaylord's various eating places.



(Below) Living life on the edge is all worth it for these chooks looking for hand-outs.

for the table. But Gaylord? Valley Heights members from both groups know Gaylord. Gaylord is that well-dressed shop dummy that stands tall guarding the "ticket room" at Valley Heights. He doesn't have much to say, but his presence is one of friendliness to any visitor who ventures there and it is also true that he does not have anything to do with catering. But as our coach entered into this attraction primarily to ride on the plantation train one of the first things we noticed was a van, a trailer, direction signs then a café/souvenir shop displaying the name . . . Gaylord's this and Gaylord's that.

On alighting from the coach we kept well clear of the mandatory visit such tourist attractions deliberately promote. This is entering the attraction by way of the souvenir shop, something similar to what is practiced at Valley Heights!

Then, on cue, everyone is encouraged to throw their bread over the wire fence to, or mostly at, a bevy of snorting, salivating pigs who just seem to know when to arrive and what is about to occur! This activity was enthusiastically embraced both by young and old alike, with even the two Stocks chucking their fair share of yesterday's bread towards the inking hoards.

But the lesser attraction at this point were the resident, half-wild chooks. They were everywhere, except inside the "pig parlour". They didn't seem too keen to be in there at all. Interestingly those of the poultry fraternity, the roosters, the hens and chickens, were pecking and scratching their way behind us under the mahogany coaches, standing along the rails with some even perching in the bogies! They, too, must have a notion of what is to come.



But the pathway we used also led us directly to the railway loading place (no platforms as is US practice) and bypassing the retail area. With great and nimble dexterity we claimed the front seats of the first car of the plantation train—not unlike the front seat in our tramcar.

(continued on page 5)





Memoirs of a Mangler (Part 3)

Of course, not all of the "Mangler's" victims were fatalities. Some occasioned serious injury and some not so serious. The following story is one of the latter although it did result in a court case for compensation.



At around 11 p.m. Christmas Eve 1904, Henry St. John Ball, an accountant by profession, was waiting with three other people for a tram at the intersection of Liverpool Rd. and Hercules Street. He was returning home to Enfield and was accompanied by his small dog. As the steam tram came around the bend, he noticed it was fairly crowded and decided to board the tram at the end open smoking compartment on the last trailer car.

What happened next became the subject of a court case with a judge and four jurymen.

According to Henry Ball, as soon as the tram stopped, he caught hold of the stanchion on the end of the car and got one foot onto the footboard. He almost got his other foot onto the platform of the car when the tram allegedly started off. At this same time, somebody at ground level, picked Ball's dog up and hoyaed it into the compartment. Ball claimed the tram moved with a sudden jerk on a downward grade and he was unable to enter the compartment. The forward momentum of the tram, swung him around, leaving him dangling by one hand for 25-30 metres when he fell off onto the road. Shortly after he fell, the tram stopped. Allegedly, the tram conductor, Robert Bowrie, walked back towards him to within three or so metres and after looking around, left Ball where he lay without making any enquiry as to his injury. Other witnesses for the Plaintiff were called one of whom said that he had heard no starting whistle from the driver. He did however, hear a whistle on the tram coming to a halt after Ball had fallen out.

Henry Ball sustained injury to the tissue of his right knee, numerous contusions and general shock. He was subsequently treated by a doctor and confined to his bed for about a month. Afterwards, he graduated to crutches and then walking sticks. Ball subsequently sued the Railways Commissioners for negligence in that those in charge of the tram had started it before Ball had reasonable opportunity to take his seat. He claimed \$4000 in damages.

How Henry Ball had boarded the tram and the actions of the tram crew were the subject of some divergent evidence.

On taking the stand, the Conductor in Charge of the tram, Robert Bowrie stated that on receiving the 'all clear' from the Assistant Conductor on the leading car, Bowrie whistled to the driver to go and then proceeded to collect fares from the footboard. When the tram had gone about 50 metres, he saw Ball fall off or "shoot" off the tram. He stated that he whistled for the tram to stop immediately and on stopping, he walked back to where Henry Ball was lying. Taking him by the arm and with the assistance of another man, Bowrie said they assisted Ball to the footpath. The Plaintiff, Henry Ball said, "I'm done for this time" and enquired as to the whereabouts of his dog. The conductor told him it was running about the road. Someone else at the scene allegedly said to the Conductor, "You got very smart off the mark." Bowrie returned to his tram, leaving Ball in the care of some friends.

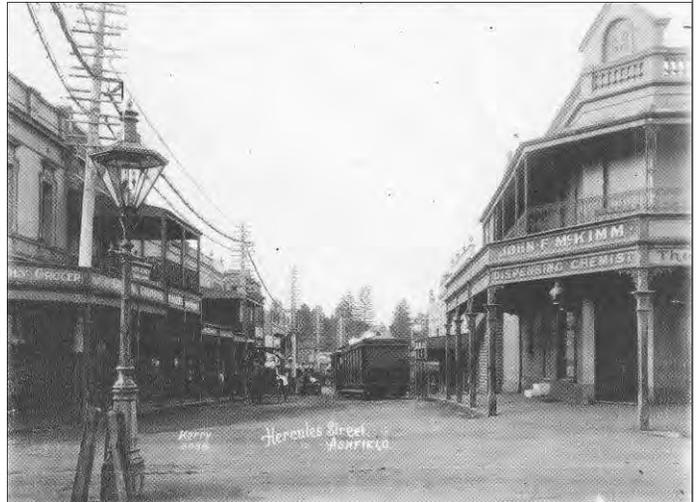
William Forbes the Assistant Conductor, stated that Ball was not hanging out of the tram before he fell and that he would not have given the 'clear' to the conductor if anyone was in a dangerous situation. Edward John Betts, the driver, said that before the starting whistle was sounded, he saw Ball getting

into the back compartment and someone passing a dog from the street to someone in the tram. When Betts had called out "Right", all the passengers from the stop had boarded. George Balley, a fruiterer who was seated in the end compartment, stated

that when the dog was thrown into the compartment, Ball had one foot on the footboard and the other on the floor of the car. Balley said that Ball had plenty of time to get into the tram and that Ball had fallen because of his attention to his dog. There was no jerking of the tram to cause him to fall off. Another witness for the defence, who was also a passenger, stated that Ball was 'standing on the car' and on looking out of the car, fell out.

In all, the preponderance of evidence favoured the Commissioners, even though some collusion in evidence, was possible between the crew. There was a suggestion that Ball might have been effected by alcohol and thus contributed to the accident by his own negligence.

If Henry Ball had thought he was going to make money from his accident he was mistaken. The jury took 3½ hours in deliberation, finding in favour of the Commissioners. There was no mention of costs.



(Above) Hercules Street Ashfield.



(Above) A tram at the intersection of Liverpool Rd. and Coronation Parade.

Although a poor copy, it gives some idea of the 'far flung' nature of the area during the currency of the steam trams.



The End of an Era —Goods Traffic on the Sutherland– Cronulla Line

Unlike say, the Parramatta-Castle Line, the Cronulla—Sutherland Line was purpose built to be able to carry goods traffic in railway vehicles as well as passengers in standard tram cars. The line was built in 1910-11 to light railway profiles. Rolling stock was fitted with railway profiled wheels. Perhaps Railway Officialdom had learnt something from the goods fiasco attendant to the Castle Hill line. The following particularly refers to the end times of goods traffic.

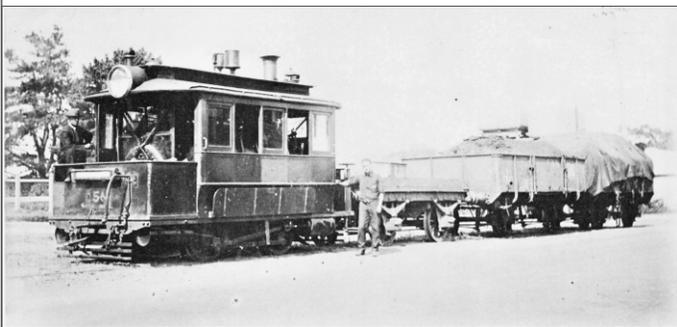
The development of Cronulla as a popular venue for sea-side recreation and residential address impelled



(Above) A well-loaded goods tram 'all stops' to Cronulla. Even the dummy truck has a load on.

local agitation for a tramway connection to Sutherland rail head. Success in lobbying saw the tramway laid in and opened on

the 12th June 1911. It was constructed to light railway standards which enabled railway goods trucks to be hauled over the line to various works en route.



The last goods tram pictured at Miranda. (Orig. Photo by A. Stell)

Whilst the passenger carrying service is an interesting story in its own right, the attention of this article is with the goods service that operated over this line.

Goods traffic over the Sutherland-Cronulla line developed quite rapidly following the opening of the line. Over 2,000 tonnes of loading was handled each quarter. Revenue thus gained, almost paid for the operation of the line. Motor 5A was especially designated for use in hauling goods trams. This motor was fitted with air brakes (Westinghouse) enabling railway stock attached to be through braked. A dummy truck was used as an intermediate wagon to match-up the railway couplings on the railway wagons to the tram motor 'link-and-pin system'. This truck was also used from time to time for the carriage of small consignments and trailed behind the passenger cars.

The goods service ran on an 'as required' basis but generally consisted of two goods trams per day. Three loaded four-wheeled "D" or "S" trucks together with the 'match truck' usually made up the consist. Bogie vehicles, such as the "G", "BD" and "E" classes were also hauled but limited to two such wagons per tram.

Less bulky goods such as groceries, milk, meats etc. could be taken in the end compartment of a passenger trailer car. Here they were secured from pilfering by portable wire screens across the openings. With the development of goods traffic, another motor was fitted with air brakes and designated for

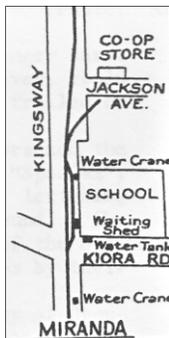
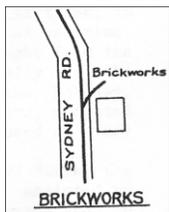
such traffic. It was No. 101A. Between them they handled up to 33 wagons daily. Both these motors were fitted with kerosene headlamps. With the development of electric headlamps both these motors were withdrawn and replaced by 75A and 103A, these having been equipped both with air brakes and electric headlamps.

Goods and passenger trams were not permitted to be on following grades at the same time. This effectively meant between Miranda and Kareena Rd, Cawarra Rd. and Woolooware Loop, Woolooware Loop and Woolooware Road. In the Up direction, between Curranulla St. and Beach Road (Now Connells Road). The speed limit along Curranulla St. Cronulla, was limited to 6 mph. and motors were not to be loaded to the extent of requiring a running charge at gradients.

All good things come to an end and the goods traffic on the line was no exception. By mid 1932 goods traffic had receded quite substantially compared to previous years. The reasons for this were manifold. The Great Depression had reduced the material demands of industry and what freight traffic there was, was eagerly sought after by more powerful trucks taking advantage of improved roads. When the line was first inaugurated in 1909, roads were unsealed and in appalling condition. Trucks were low powered with small capacity. Added to these factors, fuel was extremely expensive. Things began to change quite markedly however after the First World War with surplus ex-army trucks becoming available.

With the cessation of passenger traffic on August 3, 1931, it was determined that the goods traffic remain for the time being. It consisted of a thrice weekly service. Around June/July, 1931, the line's Officer in Charge, Mr. Fred Skelton was instructed to prepare a report on the usage of the line for goods traffic. Being well into the Great Depression, tonnages on the line had obviously slipped. Mr. Skelton's review is summarised as follows:

- There was no outwards traffic on the line, only inwards.
- No business had been done at the Brickworks siding for the past three years.. Management had changed hands and business had declined. Carrying was done by trucks. (Coal inwards and pottery and bricks outwards.)
- The chief consignee over the line at the time, was the Miranda Trading Co-Op Society. During 1930-31, the society had received a total of 460 trucks with a tonnage of 5,674¾ tons for a revenue of £594-13-8. Other consignments on behalf of customers, had been placed at Port Hacking and Woolooware Sidings. Management assured Mr. Skelton that even though consignments had slackened during the previous four months, they were confident business would pick up.





- In former years, the timber firm of A.J. Hands, was the principal consignee using Gunnamatta siding. The business had now re-located to Sutherland and their freight was now carried by truck.
- The Port Hacking or Caringbah siding chief user in former times had been W. Burns Ltd, timber merchants. During the last year (1931) they had only received three railway truck loads of cement. Demand for timber was now very low owing to depressed economic times.

The Sutherland Shire had been a periodical user, having road metal and cement transported over the line. Works had now decreased markedly owing to rates being £40,000 in arrears.

The Water Board had been another user of the freight facility but their reticulation work through out the shire was now complete and the requirement of the tramway, thus largely at an end.

Mr. Skelton concluded that business offering for the line's sidings, with the possible exception of Miranda, did not warrant a continuation of the goods service. With the Miranda Co-Op being virtually the sole consignee, revenue received was far out-weighted by line expenses. In the event of the line being closed, Mr. Skelton was convinced that the business concerned would still be able to operate.

Mr. Skelton also made enquiry of the local carriers W. Campion and C. Poole. They indicated that in the event of the goods tram closing, they would have capacity to carry goods offering between Sutherland and Cronulla

Continued from page 2

Once the bread throwing experiences with the pigs became old hat, the crew brought out more lumps of Gaylord's old bread. The crew stirred everyone into another bread-throwing frenzy. This time the bread was thrown under, and by some with a cock-eyed aim into the mahogany carriages, for the chooks' daily dietary intake.

Alas the allotted time for this activity concluded, the paying passengers being shooed back on board their mahogany coach for the final "rush" back to the terminus (exiting via the souvenir shop and past the tips bowl of course). Meanwhile the pigs retreated to their sty to lurk-in-wait for the afternoon train, whilst the chook fraternity fluttered and scattered about only just avoiding the wheels of the now moving train. Peace returned to the feeding frenzy location, now attracting birds of the air scrounging for the remains.

On the operational side the operation was well run. It was pleasing to note that the locomotive driver had to complete a running sheet, the various car conductors did checks on their carriage and one person watched over the proceedings like a meerkat. Seems to me that railways world-wide are deemed to need constant supervision and documentation, even on the island of Kauai. Made me feel quite at home watching the paperwork being done!

This railway operation is of a tourist nature, being a

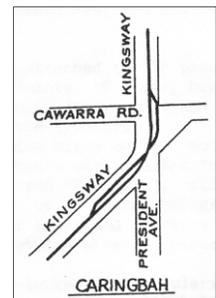
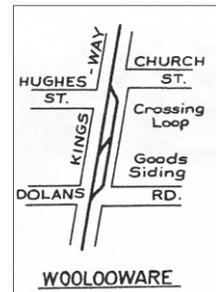
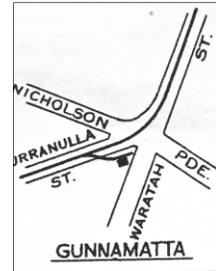
and points in between for 4/6 per ton except for chaff, hay and firewood. These last commodities would have to suffer an increase of 50%. The 4/6 per ton rate was favourable with the tram rate, if one took into account the cost of cartage from whatever goods siding to the consignee. Whilst the tram rate was 2/1 per ton, an amount varying between 1/9d. And 2/6d. Per ton for cartage from the rail head. The carriers indicated further, that rates could be reduced for contract consignments.

Mr. Skelton indicated that very little parcels traffic occurred over the line as there were daily deliveries from the city to the area by such firms as Grace Bros. Mark Foys and Anthony Horderns.

The vacation of the tramway facilities at Sutherland Station would enable trucks to utilise the area for loading and unloading of railway trucks.

On Friday, 12th February 1932, The last goods tram operated over the line. Subsequently, the motors and rolling stock were transferred to Randwick. The goods traffic on this tramway had started out vigorously and developed strongly however, in keeping with other short-haul railways, better roads and better vehicles became the more efficient way to handle goods.

References used: (1)ARHS Bulletin No.314—December 1963 (G.H. Eardley). (2) Copy of Report (undated but c.1931) by F.J. Skelton.



modern representation of the sugar plantation railway that existed there many years ago. With the downturn in sugarcane growing in Hawaii, the old ways became a curiosity, hence revamping and rerouting the railway in this manner. And with added attractions such as an on-site rum distillery, cafes, restaurants and tours around the old plantation home it was a most interesting visit.

The concept of feeding pigs and chooks as part of an overall museum-style experience is a novel concept. Perhaps there is a lesson for Valley Heights! Can one imagine a similar activity near the signal box with our Gaylord standing stiffly at the door, distributing stale meat pies and hot dogs from the shop for our passengers to throw into a pig pen whilst keeping an eye on a dish for tipping the staff.

One never knows
(Peter Stock)



(Above) Feeding the pigs from the Kauai Plantation Railway. Could this have possibilities at Valley Heights?



“Preserving the past, enriching the future”

Steam Tram & Railway Preservation (Co-Op) Society Ltd.

t/a Valley Heights Steam Tramway
ABN 46 193 707 109

P.O. Box 571, Springwood NSW 2777
www.infobluemountains.

Chairman and Works Manager, Craig Connelly
02 9729 3536

Secretary and P.E.O. Peter Stock
(02) 9587 9051

Treasurer and Editor “Steam Scene”
Bruce Irwin

(02) 9651 1707. Email: hukandi@gmail.com
Membership Secretary, David Lewis

(02) 9630 6304

The museum is located in Tusculum Road, Valley Heights. Ample parking is available. A train service is available to Springwood station. From there, it is advisable to catch a cab to the museum.

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

Works Report: LFA153: Overhauled bogey replaced, No.2 bogey withdrawn for overhaul. Draw gear and 'short' buffers removed. **72B:** Sole-bars reinforced, body lifted and moved over track **99DD:** 'Lazy-backs' installed to seats. **93B:** 'A' end brake diaphragm replaced.



Latest News from Yesterday

“A. Sufferer” was a frequent correspondent to ‘The Editor’ over many years during the late 1800’s He was particularly verbose on the subject of perceived tram mismanagement. The

THE TRAMWAY WHISTLE NUISANCE

TO THE EDITOR OF THE HERALD.

Sir,—I take the liberty of calling your attention to the abuse that drivers make of the steam whistle, and I do not expect it will be rectified until more human lives are sacrificed. There are about one-third of the trams running whose drivers are as careless with the whistle as a child would be with a new toy. Should a horse be frightened, although clear of the rails, they as a rule sound the whistle, and smile at the trouble the driver is in to avoid a smash up. I have been informed that the Commissioners have already issued instructions that the steam whistle should not be sounded unless the track is obstructed, but that order is abused every day. The only way I can see to rectify this abuse is for the Government to appoint an inspector, not to ride in the trams, but meet them at the intersection occasionally of the different streets unobserved, which can easily be done by such officer going into a shop or hotel and watching them through the windows, which would soon stop their fussing. It is my misfortune to live at the corner of Hunter and Elizabeth streets, and from the first thing in the morning to the last at night about a third of these drivers are a nuisance to the neighbourhood by their playfulness with the steam whistle. Hoping, Mr. Editor, you will find space in your valuable paper.

I am, &c.,

A SUFFERER.

80 Years On...

It may not look much but pictured here is a shot of trailer car 72b which was recently braced and lifted onto bogies. It is 80 years since 72b last had a set of wheels under it. Getting the fragile car sufficiently stable to allow it to be jacked and braced, was quite an exercise for the team led by Works Manager Craig. The strategic placement of reinforcement and the placing of the car on bogies will allow the car to be carefully moved (i) to allow repairs by Railcorp to the adjacent retaining wall and (ii) to make the car sufficiently mobile to move to undercover storage in the new tram shed.



Last but not least.....

PERSONAL



It is with sincere regret that we note the passing of **W.T. (Bill) Kingsley** on May 3, 2012. Bill was a good friend of the society and very supportive of our rebuilding after the fire. He was integral to the setting up of COTMA and was well known throughout tramways circles in Australasia.



Long time member **John Withers** is having quite a battle at the moment with health problems, so much so that he was in hospital for a spell shortly after Easter. Hang on in there buddy!

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SNIPPETS

Shunter Prosecuted

A Shunter was convicted in the Port Kembla Local Court on May 9, 2012. He was fined \$2,000 plus costs, for **refusing to supply a urine sample** when lawfully required by an Authorized Officer from ITSR. The offence occurred at Port Kembla yard on Oct 11, 2011. The offender had developed a 'system' for avoiding routine testing by managerial staff but he couldn't dodge the ITSR hounds. The magistrate considered the offence more serious than if the offender had been tested and registered a prescribed substance.

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Coal Supply

The society has recently taken delivery of between 20-30 tonnes of gifted coal. It is good sized coal and is sure to last us for some time to come—firemen permitting! Many thanks to dual member Ted Dickson for his contacts in

getting the supply and also getting the load bunkered after delivery.

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Revised Running Route

With the opening of the line extension to the Signal Box, the running pattern has been revised. Formerly the tram went to the Depot rail corridor gate and from there, ran twice up the coal stage road before returning to the depot loading platform. The pattern now is to operate directly to the signal box, return to the corridor gate, proceed up and down the Coal Stage road, then back to the loading platform at the depot. The time taken for this trip is on average 12 minutes. This is about the same length of time as the old trip but is far more satisfying. With the development of passenger loading facilities at the Signal Box, it is anticipated that the tram will then run on a timetabled service, coordinated to meet both Up and Down trains at Valley Heights.



New Members

Two new members have recently joined the society. They are **Philip Isepy** and **Anthony Sneddon**. We welcome you both to the society and hope that your association with us will be a long and satisfying experience for you.



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.

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Think “Safe”
Work “Safe”
Play “Safe”