



Steam Scene

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

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

Volume 11, Issue 2

April, 2014

Our Double-Deck Car—Moving Steadily Along

Members will be aware that we have two major re-building projects underway at the moment. One entails our double-deck car “DD99” and the other, the ‘stabilization’ of trailer car 92B. Our bi-monthly works report gives an update on these projects from time to time but they don’t give a lot of detail of work and considerations behind the scenes.

I thought it would be a good opportunity to bring members up-to-date on progress on our double-decker.

To re-cap, this car was de-accessioned to the Society by the Power House Museum in 1997.

The car was a mixed blessing. It was a replica of a Sydney double-deck car but not a very good one. It was built on the frame of a “K” class electric car and as a result is about two compartments short of an original car length. The steps to the upper deck are

and cinder emissions being as they are. This was no doubt a consideration by the Tramway authorities, when they adopted a solid roof for the original cars, not long after their introduction. Further, a timber roof together with additional strutting, for our purposes, would give extra stability and strength to the car. The addition of end weather panels to the top deck would also lend strength and stability. To go to the extent of adding doors to the lower deck was considered to be impractical for us. We thus have decided that on balance and for all practical purposes, the double-decker will be based on the first modification of the originals.

Following its receipt, an early flurry of activity took place basically, to strengthen the car and make it suitable for use on rails. It will be remembered that this car was made to be towed along a street on a once-a-year basis. Work included renewing head-stocks, installing tramway tow-gear and footboard replacement.

Owing to other commitments, work slowed on the project with only intermittent attention given to the car. Even so, further work included manufacture and placement of needle beams, seat backs, replaced ceiling arch supports, strategic bracing and bogey re-building.

A most generous gift from the Millier family has enabled work to be resumed. Later work has been under the care of director David Lewis. A timber top-deck roof has re-placed the former canvas, using tongue and grooved roof timbers from an old “N” car. ‘Sandwich boards’ have been

manufactured and fitted. End weather panels have been put in situ and original (replica) railing cleaned, primed and re-installed. Floor slats have been fitted. The end platform railing has been replaced by more original looking railing from no less than our old KA car. Specially molded guttering for the top deck has been purchased and awaits tailoring and placement. Vacuum braking, in similar format to that on the “B” cars will eventually be set-up. We are presently waiting for wheels to complete the bogey sets.

With no extant examples to work from, some of the work that has been done or is pending, has been dependant for detail, (such as can be gleaned), from old photographs e.g. where to place water spouts?

This has been only a brief précis of what has been done to date. Although much has been achieved there is still a lot more to go. Even so, we are making serious inroads into what will be a rare attraction.



FROM THE EDITOR

Being the year of the Museum’s Centenary we will be involved in a lot of extra activity which we hope will bring us further to the fore in the community’s consciousness. Not least also, we hope that it will be a profitable time seeing we lost the open days in both September and October last year.

This time of year (as we are reminded in the ‘year’s mind’ column) brings many members to mind who have passed on. There are no doubt others that we don’t have a record of. As their memory recedes further into the past, we owe it to them to keep ‘the flame alive’. They maintained a long association with us in true belief that we were making a worthwhile contribution to a particular niche in rail heritage. It is up to us to keep building on their effort and achievement to ensure they did not labour in vain.

*Till next issue,
Bruce Irwin*



(Above) DD99 on the turntable en route to the Tram Shed. A motley collection of free-loaders ride on the top deck.

in reverse order to the original. Only the front bogey pivoted, the rear one was fixed. Overall, it was a light weight construction unsuitable for regular use on rails without substantial re-construction. With the car not being an original vehicle, we did not have so many inherent conservational restraints upon us from the outset. Despite its inadequacies, and the fact that it was a replica, in the absence of anything better, the car had the potential to give people an very close idea of what travel was like on a double-decker in Sydney during the 1880’s.

So far as adopting a ‘type’ for the car, we have been largely governed by practical operational needs. As the development of these cars progressed, solid roofs, end weather panels and the provision of doors to the lower deck were eventually adopted. To what extent did we need modify our basic ‘pretend original import’ to make it a practical operational unit ?

The original roof of the replica was canvas as were the prototype cars imported from USA. This was considered impractical to perpetuate, with smoke



(Above) DD99 is being shunted back into the tram shed. The new end panels and solid roof on the top deck can be readily seen.



Heritage Railways and Community

(By Bruce Irwin)

An article appearing in the magazine "Heritage Railway" (August 2013) drew attention to the role UK heritage railways played in local and wider economies. Apart from the economic benefit, their benefit in providing social outlet for older folk and training for young people was also brought into focus. Monetarily, it was estimated that heritage railways contribute £250 million to the UK economy (presumably, annually).

Some other interesting facts were:-

- More than 750 steam locomotives survive in heritage environments.
- Benefit to local economies equalled 2.7 times the railway's turnover (larger operators).
- Provide employment for 3,700 staff
- Provide outlet for 18,500 volunteers.
- 108 heritage railways operate in UK and Nth Ireland.
- 510 route miles are covered.
- 400 stations preserved.

This was the result from a parliamentary study group investigation over a period of six months. Of concern though, were red-tape issues that ranged from operational regulatory issues to simple construction projects. So what does this all mean for us down here in Oz, you might ask? Are there any studies abroad here that might quantify the benefits of heritage rail operations? There are none that I know of. Most of us in the industry have a 'gut feeling' that we give a substantial 'flow-on' effect locally and further afield but to the best of my knowledge, there are no figures we can point to in say, arguments seeking assistance from local and government agencies—the ones who hold the 'purse-strings'. Needless to say, a study, similar to that undertaken in the UK would be an extremely beneficial tool for the rail heritage industry here.

Whilst there are some similarities between operators here in Australia and in the UK, there are also marked differences. The lower population base here and the fact that many operators are situated in low population centres, has a marked impact on the potential survival of any rail heritage project either now existing or contemplated for the future. With the population in the UK being more evenly distributed, a greater level of base support is available for heritage railways not necessarily adjacent to a major city. Funding of heritage lines in Australia has always been difficult with the majority of lines having a 'hand-to-mouth' existence devoid of any substantial state recognition of their relative contribution to the local economy and beyond.

Lack of assistance, poor visitor numbers and aging memberships are one thing but frustration encountered in the regulatory sphere is quite another. This is something we share in common with our confreres in the

UK. Again the main problem here, be it in Safety Management, food purveyance or minor works, is recognition of scalability. Legislation persists on a basis of 'one size fits all' dogma.

Recognizing that heritage operators are an essential part of the community in which they are situated, it is imperative that we interact in a positive way with the community to enable positive outcomes for all.

The spate of bush fires last October in the Blue Mountains area and beyond, resulted in a loss of over 200 homes (not far from our site), areas of bushland and not least, caused severe damage and loss to the Zig-Zag railway. The media gave extensive coverage to the fires and in the 'camera lens view' and sensationalized edits, the average citizen outside the area could be forgiven if they thought the Blue Mountains area was ablaze from end to the other. Local authorities at the time requested folk not to come to the mountains at the time of the emergency or indeed immediately afterwards for the sake of gaping. With the media coverage of both aspects, folk dutifully stayed away and unfortunately, have continued to do so. Visitor numbers to the Blue Mountains, from all reports, are down considerably and not least, those to our museum.

On January 31, 2014, the museum celebrated the 'Centenary of the Roundhouse'. Museum members, particularly Andrew Tester, put in a monumental effort to bring it all together. Not least was the canvassing of local business by means of a business plan, seeking support for the event and beyond. Not surprisingly, in view of the down-turn in business since the fires, very little sponsorship was received. Nevertheless the event went ahead and proved to be a great success. The State Governor, Premier, Minister for Transport, local members and the heads from metropolitan and country rail services attended the event along with many other dignitaries. Such a gathering of State officials would be unlikely ever to be co-ordinated again, save perhaps for the Bi-centenary of the depot.

Apart from the centenary event itself, we saw the proceedings as a 'curtain raiser' for a re-invigorated visitor renewal not only for us but across the Blue Mountains region.

Well-run, community minded heritage railways have the potential to enhance and invigorate communities. As examples, the 'Mary Valley Rattler' (with operational problems at the moment though) breathed new life into the various Mary Valley communities along its line. Local sales of produce and services soared in the wake of steam and smoke. Puffing Billy and the "Victorian Goldfields Railway" are other examples. Before the coming of the heritage operations, line-side communities near these lines were largely moribund. Get away from the main population bases or off the main tourist trails and the going gets a lot harder. The critical mass is just not there. That is why it is impossible for every community to save their local branch line. You cant run a railway with sentimentality as its main source of income.

At Valley Heights, we are fortunate in being situated well within the range of a Sydney 'day visitor'. (To page 6)

Old Dad Stock and the Troubadour





Steam Tramway By-Ways (Part 2)

Burke Ward—East Broken Hill Line

After Sydney and Newcastle, the Broken Hill steam tramway system was the largest in NSW and had a route mileage at its greatest extent of 11 miles, 50 chains (18.6 km). The following is the story of a branch line(s) that came into being in 1909, seven years after the commencement of the main North-South line.

With a burgeoning population of some 26,000 residents and a vigorous mining industry at hand, the time was ripe, accordingly to municipal authorities of Broken Hill in 1900, for the town to have a modern public

The Burke Ward extension continued round to Western Oval thus making a complete loop of the western side of the city.

The East Broken Hill line terminated in a standard loop arrangement at McLeod's Store, Jabez Street. A siding was laid in at Jubilee Oval in Silver Street and this was able to accommodate up to two trams with four trailers cars each. There was no run-round facility at the oval which necessitated trams backing out, thence to proceed to the East Broken Hill terminus to run-round. The reverse procedure was necessary when a game was over and crowds were returning homeward.

Both the East and Burke lines were opened for traffic on Saturday, 28th

August 1909. They were operated as a through service and to commence with, operating on a half-hourly timetable. Together with the North/South trams and some of the West trams, Argent Street business centre now had a 15 minute service. By April 1910, the 30 minute service gave way to a general hourly service. There were variations to this in the morning and evening peak periods.

The 1913-14 fiscal saw the zenith of the Broken Hill tramways. There after, a series of events impacted Broken Hill whereby the city and by implication, the tramway, would never be quite the same as in its halcyon days. These events could be summarized as follows:

Aug 1914—Production drop at mines.

Oct 1914—Services reduction. These were never fully recovered.

Aug-Oct 1917 - General strike. Service suspended.

May-Nov 1919 -Miners Strike. On May 1, 1919, a miners strike broke out and lasted for 18 months.



Below) Map of part of the Broken Hill tram system showing in highlight the route of the Burke-East Broken Hill tram.



(Above) A tram en-route to Burke (Ward) travelling along Argent Street not long after the commencement of the route service. The destination sign on the motor is a temporary one.

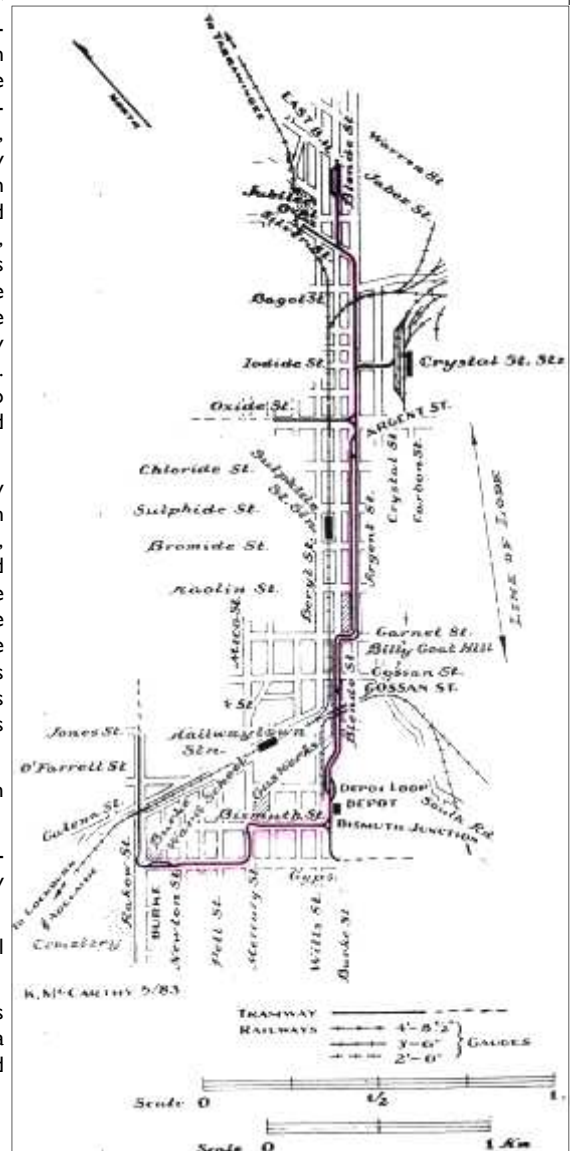
transport system. On a visit to Broken Hill by the Minister for Public Works, Mr. O'Sullivan, in that year, a solid and convincing case was put to him for a government tramway and at the conclusion of his visit, he left the authorities with the promise that the government would build the sought after tramway. Whilst an electric tramway would have been the ideal, the Public Works Committee in Sydney would go no further than a steam system using surplus stock from the Sydney system that was rapidly being electrified. Despite some local opposition, and a lot of lobbying both locally and in Sydney, the building of a steam system was commenced on 28th March, 1901.

The first length of line went from Oxide Street in the city centre to South Street in South Broken Hill. The length of line measured 3 miles. Notwithstanding delays in both construction and the supply of rolling stock, the tramway opened to the public on 15th February 1902.

Over the ensuing years between 1902 and 1907, the line was extended further South (Whitaker Street), North, (Murton Street) and to West Broken Hill, thus covering major areas of population.

The line extending east as far as Jubilee Oval, had been planned in the initial survey but remained on the drawing board. Intensive pressure from residents culminating in lively meetings in 1907. These eventually paid dividends and saw a Government commitment for the 1908-09 fiscal year to include the sought after line extension to East Broken Hill and Burke Ward, the latter continuing on to Western Oval. This was in addition to the duplication of the Argent Street trunk line.

The East tramway was commenced in May 1909 and completed June 22, 1909. The Burke Ward/Western Oval extension was commenced after this and completed by the end of July/early August 1909.





Steam Scene

The letter event severely impacted tram services which were likewise severely curtailed. All weekday services save for a very limited Friday service, between East and Burke were suspended.

Although the miners' strike finished in November 1920, coal shortages impacted the mines thereafter and also the tram services.



(Above) The first tram to Jubilee Oval, Saturday, 28-8-1909) A three-car tram disgorges its load for the oval. (Photo: Barrier Miner 4-9-1909)

Burke to East actually commenced at Western Oval finishing at Burke School. Thereafter, a further three sections divided the journey. The Broken Hill fare sections in general were only half the length of Sydney sections. The line between Bismuth Junction and Western Oval was divided into two staff sections whilst the Oxide Junction to East terminus was one staff section.

A Fatality at East Broken Hill Terminus

On Saturday, at about 11 p.m. 20 November 1915, a two car tram was in the process of being 'run-round' at the East terminus. The motor had been separated and as was the custom on weekends, the Conductor took advantage of the grade to allow the cars to move forward onto the motor by 'gradation'. On checking both sides of the cars, the Conductor proceeded to let the cars move. Unbeknown to him, Thomas Salkeld Sutton, decided to get off the second car just as the cars started to move. He stumbled and

Sections and Fares

The first section of the journey from



(Above) The intersection of Argent and Oxide Streets was a busy interchange between trams heading North, South, West and for a period, East.

went under the wheel set sustaining terrible head injuries. He died shortly afterwards.

A Bad Accident on the Burke

Ward Line

On Tuesday, 2nd September 1913, William George

Crowder, was looking into proceedings at the Burke Ward hall, from a position between the tramline and a fence. As the 10.57 p.m. tram swung round the bend into Gypsum Street, Crowder tried to extricate himself. He was struck by the motor, rebounding off a wire fence, his legs going underneath the trailer car. His left leg was crushed below the knee. It was subsequently amputated in hospital.

Service Reduction

Be it industrial strife, coal shortages or industrial down-turns, the first tramway casualty was generally the East-Burke line service, the main centres of population and industrial activity being in the other directions. By December 1917, service on the East-Burke line was reduced to nil during the morning but with

an hourly service during the afternoon and evening.

Despite tramway patronage improving after the war, the losses on the system continued to mount. A general reduction in services from February 1921 was introduced. In this, the Burke—East Broken Hill service was suspended save for Friday evening workings. These Friday evening trips were also withdrawn from 12 October 1922. This left a rudimentary service to Burke at night via Western Oval. 'East' services were entirely abandoned, except those special sports services to Jubilee Oval. A very limited service to Burke via Western Oval took place on Sunday afternoons, no doubt for the benefit of cemetery visitors.

Although the western area covered by the tramway including, Oxide Street, the hospital, Western Oval, Burke, Gossan and Argent Streets, formed a belt, this was very seldom used as such for circular services. The section of line between Western Oval and Burke loop saw very infrequent use.

The Road to Closure

During the first thirteen years of the system's operation, the spectre of water shortages resulting in curtailed services were never very far away. Water shortages also impacted on mine production and thus employment levels. These events had repercussions on the tramway system. A drought in 1925 led to a suspension of all trams at Broken Hill on 27 February 1926. They did not resume service until 24 March 1926. In the meantime, to cover the vacated tram services, the Council authorized the use of private buses, taxis and other jitney forms, over the various tram routes. Buses had in fact plied over the suspended East-Burke line and adjacent areas since 1922 and had made substantial inroads into tramway revenues due to the relatively unregulated mode of their operation. With the resumption of the tram services, some bus operators were very reluctant to relinquish their limited operational agreement with the council. By 1926, four bus services were operating in competition with the tram on the South route alone.

Closure of the System

The line to East Broken Hill had been out of service since the latter part of 1923 it only seeing use on shunting trips from Jubilee Oval. These were described previously. By 1926 Burke Ward only had a desultory weekend service left.

Such was the financial plight of the steam tramways in NSW by 1926, the Railway Commissioner determined to close the Maitland, Parramatta, Arncliffe and Broken Hill lines at the end of the year. This left only the Kogarah-Sans Souci, Cronulla-Sutherland and two Newcastle lines left of the original steam tramways. Despite local pressure to retain the service until suitable alternative transport could be properly arranged, the four systems mentioned, including Broken Hill, were closed after the last tram on New Year's Eve 1926.

Track lifting of the Burke line commenced in May 1926 and the East line in June. Virtually all of the system had been dismantled by the end of August 1926.

As with the other tramways, unregulated competition played havoc with revenue. The Broken Hill system in particular, was subject from the outset by higher running costs and events peculiar to the city. Early promise was thus blighted from that start.

(*"Steaming Down Argent Street" by Ken McCarthy, is still available at specialist outlets.*)



A Tram Tragedy at Broken Hill

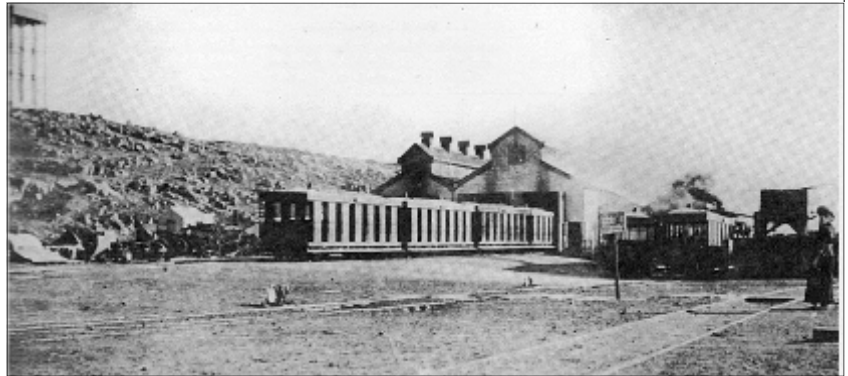
In the previous article on the East Broken Hill—Burke Ward tramway, extensive use has been made of the late Ken McCarthy's laudable book, "Steaming Down Argent Street" © 1983. Ken covers virtually all relevant facts about the Broken Hill tram system however apart from one or two instances, made no reference to the accidents and incidents that happened on the system and of these, there were many, including fatalities. For some reason, Ken determined that this aspect was best left to the reader to follow up privately. The article on the Burke Ward-East Broken Hill line, touched upon two accidents as related to the extensions but this one I thought, was of particular interest and poignancy. I considered it worthwhile recounting more fully as it has particular bearing on one aspect of what we do regularly in operations at Valley Heights and the necessity to maintain sound practice therein—the propelling of trams.

In 1923 John Thomas Travers was the Superintendent of Railways and Tramways in Broken Hill. He had commenced his tramway career in Broken Hill in 1902 as a clerk and worked his way up through the ranks to eventually succeed Mr. W. Shelverton as Superintendent of Broken Hill on 1st July 1922. John Travers was married to Jessie Makepeace Travers and on his appointment, took up residence at the manager's cottage adjacent to the tramway depot. The manager's cottage appears to have been on the same side as the depot but 100 yards distant there-from. It was separated from the running lines by a fence. Mr. Travers was to hear the shouts and screams attendant to the accident and made his way to the terrible scene.

George Patrick Molloy was an acting tram driver. On October 24, he commenced duty at 12.15 p.m. He was the driver of motor 20A. He had come in from the "South" at 5 p.m. and had been relieved and taken charge of the other tram that was standing on the loop opposite the residence. After the "South" tram had passed, it was usual to push back onto the main line. With the passing of the "South" tram, the driver said that he rang the gong to alert the conductor to give the signal. The driver said the conductor was standing on the footboard on the opposite side to the tramway buildings at the rear of the car. On receiving the signal from the conductor, the driver sounded his gong twice and proceeded to move backward. On hearing a scream, he stopped his tram having traveled about 12 to 13 feet. He got off the motor and proceeded to the end of the tram.

On examination he admitted that three whistles were the signal to set back but he was not sure how many he actually heard. He was also unaware the three chimes of the gong were the indication for setting back, not two as he had given.

Jessie Makepeace Travers had an only child, a four month old daughter, Mary Hepburn Travers. At about 4.50 p.m. on the day in question, Mrs. Travers placed her child into a gondola perambulator and proceeded to leave the house with the intention of walking to a Railwaytown shop. This entailed walking across the running lines that plied the depot. When she reached the lines, she waiting for a tram that was proceeding to Argent Street (ex South tram) to pass. Mrs Travers then began to walk to the end of a stationary tram. On reaching the end she began to cross the rear of the tram when half-way across the track, the tram suddenly began to move. The tramcar caught the perambulator and proceeded relentlessly to enfold it and its infant contents under the rear end and bogey. The baby girl was crushed to death instantaneously. Mrs. Travers let out a scream upon which the tram came to a halt. In evidence, Mrs Travers was not sure as to the position of the conductor on the tram nor if the engine sounded any whistle. In his evidence, the conductor came to Mrs. Travers assistance, she having sunk to one knee. He caught her by the shoulders, asking her "What's



(Above) Broken Hill tram depot c.1915. Foreground track belongs to the Silverton Tramway. The tram to the left of the water tank is taking on water before continuing south bound. It is interesting to note the woman standing extreme right.

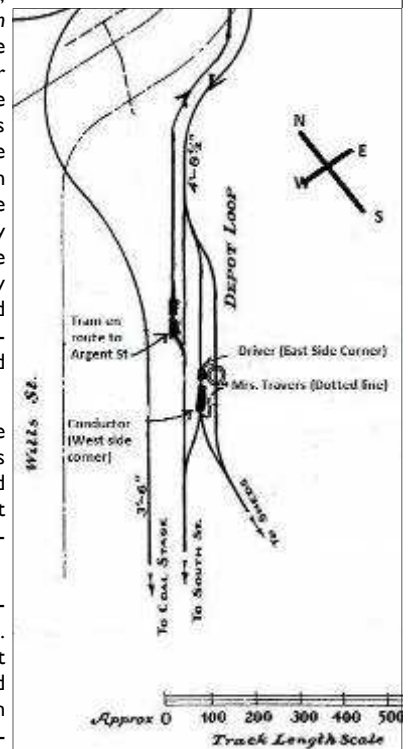
wrong?" she replied, "My baby". Not realizing that the child was under the tram he looked nearby for the child then discovered the gruesome scene under the second set of wheels of the car. With the aid of a lifting-jack off the tram, the car was raised sufficiently to retrieve the child which was obviously deceased.

George Octavius Dalby was the tram conductor. He started work on October 24 at 3.45 p.m. He was in charge of car 31B. In coronial evidence, he stated that the car was standing on the loopline opposite the tramway cottages. When he gave the signal of three sharp whistles for the driver to proceed back, he was standing on the extreme end of the car on the footboard. He didn't look back to the driver but was looking to the rear of the car and had a clear view of the line on his side. He stated that he could not see Mrs Travers as she was bending over the perambulator. The height of the car also prevented him from seeing her. He gave his signal from the side opposite the driver, the position normally assumed in traffic. He was not aware of the regulation that required him to be in full view of the driver on the driver's side. Dalby stated that to see anyone coming in from his opposite side, he would have had to have looked right around. He was looking ahead.

In further evidence Dalby stated, that he had only been at the depot for seven weeks after two years experience in Sydney. He had received a copy of the Working Orders but had not read all of them. He was also somewhat ignorant of hand signals

Oscar Spelman Bradshaw, was a car examiner who had just signed off duty at 5.00 p.m. He was about 100 yards from the accident but had a full view of the rear of the tram. He did not hear Mrs. Travers scream but looked in that direction. When Mrs. Travers was between the lines, he saw the tram start to move off. He heard no signals and did not see the conductor. Bradshaw assisted in lifting the car. (Continued on page 6)

It would have been very close to this scene that the tragic fatality took place. (Photo K. Magor collection)



The above map is conjectural and has been made up from witnesses evidence. It may not be accurate. (Original map by late K. McCarthy 1983)



"Preserving the past, enriching the future"

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Web site: www.infoblue-mountains.net.au/locodepot
(follow link to steam tramway site)

Proudly associated with Transport Heritage NSW, (Blue Mountains Division).

Affiliated with the Council of Tramway Museums of Australasia and Rail Heritage Australia (NSW) Inc.

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The museum is located at 17b Tusculum Road, Valley Heights. Ample parking is available. A train service is available to Valley Heights station. Walk around via the overhead bridge to the gate at the signal box, which is opposite the station. Trams meet train arrivals. DO NOT attempt to cross the running lines.

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....



We extend our sincere sympathies to Chairman

Craig and his family on the passing of his mother
Enid Amy Connelly, on
April 5, 2014

Dear's Mind

It is with affectionate memory we recall the passing of the following members

Roger Francis (Frank)

Moag

(Past Chairman and Life Member)

Obit. April 16, 2012

And

Leon Bruce Manny

(Past Treasurer)

Obit. April 8, 1993

OTHER NEWS

Terminus Platform

The former tram platform that was at the roundhouse terminus, has been replaced by a superior model. The old one has been transferred to the



From the Work-front: LA 179: Further work on cleaning down, checking parts, painting of No.2 bogey. **103A:** Two "A" end doors re-varnished. **93B:** Brake diaphragm, brake blocks "B" end replaced. Turn-buckle brake adjustor to B end.

In piecing the evidence together, it is unlikely Dalby, the conductor, was at the extreme end of the car before he gave the signal for the driver to set back, otherwise he should have seen Mrs. Travers and her perambulator. In support of this conclusion, Car Examiner Bradshaw stated he neither saw the conductor nor heard his signals and he had a full view of the rear of the car. He did not though, hear Mrs Travers scream. Mrs. Travers was uncertain as to where the conductor was. If he was at the extreme end, as he stated, surely one or the other would have seen him. I suspect he may have been near the end of the car but one or two compartments back. The driver was not sure how many whistles he had heard from the conductor and in any case did not have a clear view of him. To make matters worse, the driver gave two chimes of his gong which could have indicated to anyone around, that he was going forward.

These individual errors of judgment compounded to bring about the tragedy. It would seem that neither Driver nor Conductor had a full working knowledge of the Regulations or Working Orders, despite their period of service.

In his evidence, the local Traffic Inspector, Edgar Gray, recited the procedure necessary for setting back but even he got it wrong when it came to the number of gong chimes, namely, saying that two were necessary rather than three. He was correct though when he recited the Working Orders (page 164) that the Conductor was to have both a clear view of the driver and the road ahead before setting back. It was not stated though, exactly where the conductor should be placed.

It is strange that neither the driver nor the conductor saw Mrs. Travers approach the back of the tram if they were placed (as they indicated) they were in effect on diagonally opposite ends. The driver did say however, that the tram was on a bend and that he did not have a clear view of the line.

Obviously a certain slackness had crept into some of the procedures undertaken at Broken Hill depot, so much so that the Coroner was quite critical that regulations for the safe and proper working of trams had been neglected very much in this instance. Had they been carried out properly, he considered there was a possibility that the accident would not have occurred. Even so, he found that the child Travers had died accidentally.

John Thomas Travers stayed on as Superintendent until the trams had finished and the lines pulled-up in 1927. He then went on to become a local Land Agent. He died in 1943. His wife, Jessie, died in 1946. Not surprisingly, George Dalby the conductor, appears to have left the tramways and went to work in the mines. He only worked there for about 12 or so months before leaving on Workers Compensation in 1928. He died 2nd November 1931, aged 65.

References: *Barrier Miner* 25-10-1923;13-11-1923. Births, Death & Marriages NSW records. "Steaming Down Argent Street" K. Mc Carthy © 1983

outer terminus at the Signal Box. It received a good work-out of Wednesday 26 February 2013, when a Probus club group came from the railway

station and around to the signal box for a tram ride and museum day-out. A trickle of people seem to be taking advantage of the convenience of catching the tram to or from the Signal Box after alighting from, or desirous of catching a train. It is a feature we would like to promote, providing the terminus with more purpose.

ooo0ooo

No Litter Please !

A lot of hard work was done prior to the Centenary celebrations, the clean the depot up and make it more presentable to the public. Please continue to take responsibility for your own litter and stow it away properly!

ooo0ooo

(From Page 2) We are building our connection with the Blue Mountains community for our mutual benefit. The dynamic of the museum and our society is one whereby in mutual support

we can continue to progress and be able to ride out the occasional down-turn.

Heritage railways can be an invaluable asset to their local community, conversely, the local community can be an invaluable asset to a heritage railway.

ooo0ooo

Blayney- Demondrille Line

My spy at Blayney tells me that there is further movement again in the proposal to re-open this line.

The Minister for Roads and Ports, Mr. Duncan Gay announced recently that the Government will be shortly calling for tenders from the private sector, to reopen and operate the "Cowra Lines". This includes Koorawatha-Greenthorpe. This follows on from expressions of interest previously received from industry in the area. Looks like Mr. Gay is putting a "put your money where your mouth is" approach to the matter.

The Government thought seems to be that a private enterprise venture would have a greater chance of success than the Government being the basic provider of the service.

My spy keeps his ear to the ground.

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Do you have Email?



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Unfortunately when colour photos are reproduced in B & W they quite often print-out on the dark side, despite tone adjustments. If you switch to Email for your SS, you will see colour photos as they are and on the whole, a much clearer production. Mail your editor now with your Email address and receive your next SS as good as the original. Oh yes.....and the postage savings help make your subscription go further too!

Cheers, Your Editor