



# STEAM SCENE

Newsletter and Journal of the Steam Tram and Railway Preservation (Co-Op) Society Ltd.  
t/a Valley Heights Steam Tramway.

“Preserving the past,  
enriching the future”

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## Getting Ready for Re-Launch

Stepho last operated in revenue service on 6-12-2015. It was intended during the summer recess from Christmas to the end of January 2016, that the balance of the re-tubing programme would take place. Unfortunately, when the steam pipe in the smoke box was removed, it was found to have eroded mountings. Being a cast-fitting, it looked like an expensive job to be re-cast with moulds, castings and the like. Director, Ralph Boesel, was confident a new steam pipe could be fabricated. And this is exactly what has been done. With some artisan welding done by renowned welder, Dick Butcher, the steam pipe is ready for permanent placement as soon as the remaining 38 tubes are fitted. Once this is done, Stepho will be cold pressure tested and made ready for re-entry into revenue service hopefully, on Sunday, August 28, 2016. It will be great to have the “Valley Heights Mixed” back in service again and operating on 4th Sundays again. Congratulations to our works team including, Craig, Ralph, Stephen and Wayne for a mighty job done. I think we could tackle anything our locos throw at us now.

P.S. During re-tubing, Works Manager Craig discovered an ancient spanner firmly encrusted onto the base of the boiler. It is quite probable that it has been there from Stepho’s time at Portland. Unfortunately, because of its size, it can’t be retrieved from one of the tube holes; the dome will have to be lifted off to get to it.



(Above) Stepho’s 1st launch. (Lt top, Lt below) Tubes being extracted. The new steam pipe can also be seen on the ground. (Below) Steve Tolhurst peeps out of the firebox “Help, get me out!”. (Photos by P. Stock)

## Vale—Brian Dennis Rowling

17-11-1934 - 16-6-2016

Long time member, Brian Rowling, passed away quietly in hospital on 16th June 2016. He was cremated at Rookwood on Tuesday, 28th June, 2016. Brian had been a member of the society since 6th July 1985.

One can only say that Brian was an incredible man. He was undoubtedly a modern day ‘polymath’. His working life was spent with the Electricity Commission where he was a System Control Operator. Out side of this employ, so many other things stimulated his interest. To name a few : camera operator, sound engineer, movie director and editor. He was a railway, model railway and steam locomotion enthusiast. A magazine writer, journalist and editor. An inventor, handyman and parts recycler. Not least he was a son, spouse, father, uncle, cousin and friend.

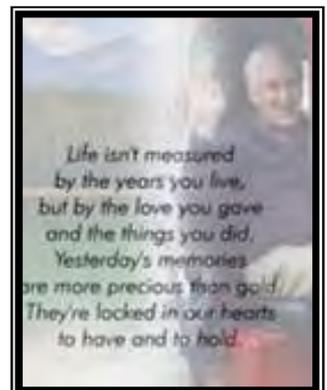
To most in the rail heritage industry, Brian was familiar as the owner/producer of “Rowlingstock” Video films. Brian managed to capture many occasions of significant rail transport events and make them available for public distribution via video and DVD medium.

Apart from significant events, Brian recorded many scenes that would have been considered mundane by most at the time. In these, Brian instinctively knew, they too, would pass and form an important part of the tapestry that is the continually evolving history of rail transport.

Heritage Rail is indebted to Brian for his dedication to preserving images from the past for the edification and enjoyment of people now and in the future. We as a society, are indebted to him for getting together a precious collection of historic steam tram movie film and committing it to DVD (“Steam Tram Nostalgia”)

Brian was also dedicated to his family, his wife and two children. They all have wonderful memories of past holidays to obscure places that invariably had some connection to railways at some time.

There is much more that could be written about Brian but I think you will now have some idea of the length and breadth of Brian, the man. Our society is the poorer for his loss. Our sincere sympathy to Judith and family—he will not be forgotten by us.



Rest in Peace



## STARPS—the first ten years of sixty plus (Part 4)

(By Peter Stock) Moving through 1957 the struggle of getting rolling stock together and obtaining insurance whilst strapped for cash, was daunting. Together with struggles in many other areas, it is amazing the society kept going.

### 1957

Members met on **3rd January** to prepare for the next year in the steam tram saga. The park progress was reported, but only unspecified works. Another railway excursion was planned, this time with 1301 to Cronulla on 2nd March, with a fare of 10/- (\$1) adults and 5/- (50 c) for children, later amended to 2/6 (25c). The major decision was a clarification on the colour scheme for 103A. It was . . . to be brown after 1905. (Ed. This didn't happen. It was painted an earlier colour scheme featuring mainly maroon and green).

A written report, presented to the **28th February** meeting by Frank Moag . . . on No. 100 and his meeting with Mr. Blake and that enquiries be made as to the possibility of returning No. 100 in complete condition . . . was tabled. Further . . . Mr. Blake be approached to see if he will act on our behalf in shipping from Wanganui direct.

We can guarantee two hundred and fifty pounds (\$500) and that Messrs Howard Smith be contacted regarding their vessels which call at Wanganui.

In the matter of **car 74B** . . . the A.R.H.S. be asked to confirm the donation of 74B in writing . . . but the reason for this note is still unclear as that



(Above) 103A being re-assembled at Parramatta Park

organization would not have had any connection with Parramatta Park.

Book I of the steam tram history had been printed.

Evidently concerns about **tidiness** around museums are not new as . . . Mr. Millier reported on the Park project concerning the moving of the Davenport, the appearance of the Depot and the dismantling of the SV. The nature of his concerns were not listed. By the **28th March** meeting, the status of the AETM apparently had now been resolved with correspondence. . . . advising of an open day at National Park.

The last rail excursion netted a profit of fifteen pounds three shillings and ten pence (\$30.39), and the members were invited to submit designs for a distinguishing **headboard** for subsequent railway excursions.

**General insurances** caused concern . . . anxiety on the question of insurance coverage and considered it should be explored prior to the installation of the main trackage. At this time a multi-gauge two-road depot fan was in the course of construction to accommodate the steam tram rolling stock and the 2' gauge Davenport locomotive. A long meeting of members occurred on **2nd May**. General business discussed the insurance proposal whilst it would appear considerable time was spent discussing No. 100. Attention of members was directed . . . the portion of a letter regarding the limit of the ship's derricks and the possibility of dismantling No. 100 for easier transport. .

Offering Blake's the boiler as compensation for labour. Mr. Macdonald stated . . . it may be possible to obtain a boiler locally to fit 100. It was decided . . . that Blake be approached on the question. Also that the local boiler situation be checked.

**Incorporation of the society** was discussed, but it was resolved that . . . no good purpose would be served by taking this step at present . . . and the matter be left till a future date. A new idea to raise finance was suggested . . . tendering for the delivery of telephone books in the suburbs.

The minutes contain a single column copy of a news item from the Sydney Morning Herald of 10/6/57. This article reported that . . . more than 500 people saw Australia's last working steam tram run in Parramatta Park yesterday. It made ten round trips - 70 yards from the depot to the end of the line and back. Later in the article the paper reported that . . . an engineer, Mr. Bruce Macdonald took Number 103A on its ten trips before fascinated crowds yesterday. There were no passengers to-day, but soon we hope to obtain an old carriage built in 1887. By the time we raise enough money to bring it down from Byron Bay, the line here will be lengthened to about a quarter of a mile. Our society is very grateful to the Park Trustees for allowing us to run the tram here and I think it's a good thing for the Park as well, said Mr. Macdonald.

This then may well be the first occasion the society officially operated the steam tram motor 103A for the spectators, although it would seem no passengers were carried. A photograph in the society's archives shows the motor being shunted, in steam, into the depot on or about 8<sup>th</sup> November, 1956, after delivery from Homebush.

Mention was made on **27th June** of correspondence from the Union Steamship Company being received . . . requesting more **details re No. 100**. No discussion was recorded.

The matter of **exhibiting motor 103A** was reviewed however and the safety of spectators to any subsequent steaming days was discussed. It was resolved . . . unescorted persons be prohibited from entering the shed and that the engine not be moved unless by authority of a meeting.

The **ownership of motor 103A** was also discussed and it was resolved after discussion . . . it appeared that Mr. Macdonald had proof of ownership and that in order to constitute matters it was requested that the Society should have outright ownership. Mr. Macdonald agreed to this . . . with certain reservations.

By the meeting of the **25th July insurance** was nearly resolved and all was in order subject to an inspection by the insurance company.

But more unspecified **correspondence** was tabled relating to **motor 100** and the Union Company, whilst correspondence was received from The Clyde Engineering Company relating to car 74B. These two matters had become interlocked as . . . M Millier spoke on the finance for 100 and 74b and after considerable discussion it was resolved that any money borrowed from the fund for 100 for cartage of 748 be replaced from operating recoupment.



The **dismantling of 13SV was clarified** . . . and the material be declared surplus . . . and that . . . 21 of the decking plates had already been placed and the meeting fixed a price of 2/- (20c) each. The state of the bogies was discussed and it was resolved that they be sold as scrap, together with off-cuts of rail that were of no further use.

The **tramcar 130B** was also discussed. Its possible disposal value must have been discussed . . . it was resolved to hold 130 until 74 was running. And lastly . . . the matter of a further exhibition of 103A was raised . . . and was referred to the next meeting.

By the meeting of **22nd August** the society's interest in motor 100 was becoming urgent. It was recorded that . . . correspondence from the Wanganui Model Engineers re dismantling 100 was read and the Secretary was instructed to notify them that we did not intend to pursue this course now.

The **ownership of motor 103A** again was further discussed as . . . Mr. Macdonald tabled the form of agreement re. 103A and after lengthy discussion it was passed.

Operating steam locomotives in Parramatta Park was in its infancy and the society was feeling its way following the initial steaming earlier in the year. In a quaint choice of words the minutes record . . . the matter of exhibiting the property at Parramatta was discussed and it was resolved that they be exhibited on Sunday, 22nd September. Safety-first precautions in the form of a single wire fence, signalled with flags and whistles, and the prohibition of passengers on the locos was to be observed.

Note: That safety fence would be for both the tram motor and the 2' gauge Davenport locomotive. The single clothes-line wire was supported by old 1" water pipes and was strung along the western side of the short dual-gauge tramline. This portable, roll and wind-up fence eventually proved to be a most vexatious task assigned to younger members on future operating days. This was due to the second-hand clothes-line wire used becoming frayed and the ends of the supporting posts becoming burred from the repeated beltings by sledgehammers to force the posts into the hard ground. Many a junior member's hand was gashed after being assigned the task to wheel this contraption out perched on a wonky wheelbarrow only to wrestle with the erection and later in its dismantling.

The Treasurer was pleased to announce that the society had from **19th September** successfully arranged a **cheque account** but went on the record that there was no accounts for payment at that meeting. This was necessary as . . . Correspondence was received from a Byron Bay company . . . quoting thirty-five pounds (\$70) to load 74B. After discussion it was resolved that . . . loan money be transferred and the transport of 74B be arranged.

The acquisition of motor 100 was again raised at the meeting of **24th October**. In the absence of records it appeared that the . . . Blake Engineering Company in New Zealand advised that delivery of the motor was required by 1958. Also correspondence from . . . Messrs Mellor and Stewart requesting purchase option of 100 . . . was read. These two gentlemen from New Zealand historical tramway circles were eager to obtain 100 and retain the motor in that country.

After more discussion . . . it was resolved that advice of sale to Messrs Stewart and Mellor be withheld until it is ascertained if a member was unable to assist in the immediate financial crisis. This resolution would appear to be caused by the immediate necessity to transport 74B

from Byron Bay and the limited resources available to the fledgling society.

(Editor: It is interesting to note that many years afterwards, a latter day benefactor to the society, Hermann Slade, said that he had been prepared to give/loan the money for the transportation of 100. He maintained he was a member but this is not borne out in existing records. Likewise, member

Ken Train, is said to have been prepared to lend the money for 100's transportation.)



(Above) 103A in steam. A tentative start to live steam operation. No rides just an amble along a couple of hundred yards of track and back. The public had to keep well clear thus, the dreaded wire fence which was the duty of junior members to unfurl and roll-up at the end of the day.

To add more questions to the society's story a letter . . . from the Illawarra Light Railway League asking for indication of this Society's support and enquiring on the possible purchase of the Davenport loco. Recorded comments indicate that the Davenport locomotive was serving the society as a shunting engine but . . . the secretary was instructed to invite their Committee to the next meeting to discuss their requirements.

The meeting discussed and reviewed the various jobs and work performed at the past steam tram exhibition at Parramatta but no comments regarding the day were noted.

The annual outing by train was discussed and destinations were suggested, being the J and A Brown lines, Gosford or Richmond.

The subject of membership it was finally resolved . . . that the **system of membership** entry would be by previously advised secret ballot at the fourth meeting after the candidate's reception. Two adverse votes would exclude the candidate . . . Minutes show that the society did not have a meeting during November, but met on the **5th December**.

The secretary notified members . . . of the **availability of car 115B** and we were requested to signify our intentions. This request was held over until an examination of the car was undertaken.

However the matter relating to motor 100 was raised again . . . regarding the failure of this Society to retain it.

Motor 103A may have been of some concern. Mention was made . . . suggesting the tramways Dept be approached for the loan of jacks. Whilst on the subject of the Tramways Department . . . a proposal to ask the dept. to tender for the laying of the track at Parramatta . . . was put on the agenda.

Probably the main matter arising out of that meeting was . . . For the remainder of the meeting Mr. Thomas read the manuscript of Book 2 of the series "In and Around Sydney with the Steam Tram" after which it was resolved to send the manuscript to the printer for a quotation. (Ed. I wonder how many were awake after the first hour?)



## THE TRAMWAY INQUIRY OF 1906

This came about as a result of mounting grievances from members of the Tramway Union. They included matters such as unfair hearings, loss of holidays, poor driving conditions and so on. 116 witnesses were called by the men with 14 being called by the department. Proceedings were far too lengthy to go into more explicit detail however, what follows is typical of the evidence given.

Monday August 13, 1906 saw the Tramway Inquiry Board meet for the first time in Vickery's Chambers, Pitt Street. No witnesses were called. The Board was Chaired by Mr. Wilfred Blackett, with Jacob Garrard and James Curley as members. Mr. Holman appeared for the union and Mr. Cargill for the Commissioners. John Kneeshaw Tramway Superintendent and H. Brown, Assistant Superintendent were

on staff, their making of reports and little or no chance by the men to defend themselves against allegations made. Men were called to account quite some time after some minor infraction had been reported and found they had little recollection of the event such was the trivial nature at times, of the infraction.

E.K. Perry of Rozelle depot was the first witness. The essence of his complaints were: (1) He was called before Mr. Brown—reported he was seen smoking near Bundy Recorder a week previous—informed not named—subsequently 'Cautioned.' (2) No interview—informed he had failed to call all stopping places—irrefutable evidence - "Warned". Perry subsequently learned that he had forfeited three good conduct holidays. Two half-crown fines were also given in respect of the offence near the Bundy Recorder. (3) Crossed Bourke Street at excessive speed—Reprimanded. (4) Leaving a tram at Anthony Hordern's—fined One day's pay. (5) Six infractions re a Bundy Key together with five other 'Cautions'. It would seem that Perry was subsequently dismissed. He was not averse to the usual Inspectors but was concerned about the 'unknown' ones.

P.W. Duffy—Conductor—reported for failing to announce stopping places and checking tickets at the commencement of a new section.

A.E. Bendolf—driver—had to report six days after a driving regulation offence—Cautioned,

E.P. Byrnes—Conductor—Had to see Assist. Superintendent (Mr. Brown) re failure to call stopping places—said he had a sore throat—Once charged with having 'dirty boots' - on denying this, Brown told him he was 'impertinent'. Byrnes said that Brown had treated him 'harshly and sarcastically'. It appeared he had been called-up on eight or nine occasions and had been punished three or four times.

T.W. McCrystal—learned a report had been made 12 months previous regarding him reading a newspaper whilst on duty. In defence to Mr. Brown, Mc Crystal stated that papers were often left behind - he might have one in his hand or it might have been a copy of the departmental "Weekly Notices". Brown said he preferred to believe his informant. Mc Crystal subsequently reprimanded. Mr. Cargill (for the Commissioners) asked, what did he object to—Mc Crystal replied "We are reported by pimps and spies." On being asked about reports made by passengers for not calling out stopping places, Mc Crystal said they considered them as 'special officers' be-

cause they were not forthcoming. Witness complained about Ticket-Examiner Hodge who had reported Mc Crystal for starting his tram too quickly. He was told not to dare question a Superior Officer's report and in the process was reprimanded. He appealed against the reprimand but had lost the appeal. When asked what was his objection to special officers, Mc.Crystal stated that he thought Ticket Inspectors should be sufficient. The appointment of Special Officers indicated to him that the Ticket Examiners were not doing their job. The system of Special Officers made the men not to care less whether they did their job or not. Mc Crystal objected to receiving double punishments—being reprimanded and losing good conduct holidays. Mc Crystal was turned down by the inquiry when he wanted an accuser fronted to the inquiry re other matters.

H.E. Levi—Conductor—Called upon to explain not calling out stopping places. He denied this stating he was in effect regularly complimented by passengers for his stop-calling and for his prompt collection of fares.

A. Hewitt—Conductor—Called to Brown's office regarding matter calling his honesty into question. Hewitt replied he knew nothing about it. Brown then remarked sarcastically "Of course you wouldn't. Very well, you will be watched in future." Hewitt asked for a full enquiry as he considered his honesty was impugned, Superintendent Kneeshaw subsequently informed him that he was 'exonerated.' Several attendances at Bridge Street Offices had cost him wages. Other misdemeanours cited were—not letting blinds down on sunny side of tram—his defence was that he could not do everything—warned. Calling "Fares please!" too loudly to the annoyance of passengers—Starting the car too soon—Using his whistle rather than the bell. A Special Officer had reported him. He thought his explanation had been received but evidently it had not. Called-up because a lady had fallen from the footboard having alighted from the wrong side.

Mr. Holman (for the Union) then stated that these events bore out his contention that they accumulated against a man. W. T. Johnson, conductor, said he was dismissed from the service two years ago on a charge by a ticket inspector. On appeal he was reinstated. He was then called down to see Mr. Kneeshaw. The superintendent looked towards a chair. Witness sat down in it. 'How dare you sit down before I tell you?' Mr. Kneeshaw exclaimed, and he spoke to him in a boiling way about his case. He seemed annoyed with the decision of the Appeal Board, and said witness would have to look to himself in the future, and show a decided improvement. He sent him into Mr. Brown. The assistant superintendent stormed at him about coming before him without his uniform on. Witness said that the mistake was due to Mr. Brown having failed to reissue his uniform.



(Above) Vickery's Chambers 80-84 Pitt Street Sydney where the inquiry was held. Building since demolished. (Below) Mr. W.A. Holman, counsel for the Union. He subsequently became NSW Premier.



also present as were Mr. H. Lawton, President of the Union and A.G. Warton, Union Secretary.

On Thursday August 16, Mr. Holman began his evidence in chief with respect to the two charges—espionage and

loss of good-conduct holidays.

In essence, Mr Holman cited that at present the men acquired six good conduct holidays a year. When the time came to take them, they found up to three had been denied because of trivial offences such as—standing at the incorrect end of the car; not wearing hat correctly; having sat down on tram; having dirty hands etc. Mr. Holman stated that if offences had to be answered, they should not be left for some days before they were required to respond. Mr. Cargill (department) responded that the department was working under a complete reconstruction of the system. Mr. Holman replied that it was the building-up of the offences that the men were most concerned about.

The first grievance to be aired was the use by the department of 'special officers' to check



He got a serious talking to from Mr. Brown, who said, among other things, *that he did not believe a word witness had said before the Appeal Board.*

Mr. Garrard: *Are you quite sure of what you are saying?* Witness said he was certain about it. Mr. Brown told him further that he had better be careful about his conduct in the future or he would be dismissed again. Before his dismissal he was living at Rozelle, where he had built a house. On his reinstatement he was attached to Waverley. He asked for a transfer to Rozelle, and had a man named Saunders to exchange with him. 'This could not be arranged, and he had to sell his house at a sacrifice. Saunders afterwards effected an exchange with a man at Bondi Junction. Since his reinstatement he had been reported about eight times on different matters. 'When I came into the department,' he remarked, 'I had to produce certificates as to character. Have these special officers to do the same? I should like to know, as they have the right apparently to make me out a liar.' To Mr. Cargill: *When his increment was due he did not get it, Mr. Kneeshaw saying that his record was unsatisfactory.* Mr. Cargill: *That was before your dismissal? I think so. You have got it since your reinstatement?* — Yes.

Many more drivers and conductors gave evidence which mostly impinged on the fact that many infractions were minor with a report being made to which they were obliged to make answer to, several days later. In this case, it was difficult to recall exact circumstances in defence. Many believed they were being reported by the so-called 'special officers' and that they were given no chance of a reasonable defence. Having either been 'warned' or 'reprimanded' for the alleged infractions, they then went on to suffer a further penalty with the loss of "good conduct" holidays.

During the process, the attitude of Mr. H.F. Brown, Assistant Superintendent, was considered by many to be harsh and sarcastic. At open stage during the inquiry it was alleged that shorthand notes taken during interviews, did not reflect accurately what had taken place.

A.C. Warton, Secretary of the Tramways Union took the stand. It was recited that an appeals board had been established in 1901. In 1904, the board refused in future, to consider Cautions and Reprimands. The constitution of the Board was criticized, in effect the union considered it was like 'Caesar judging Caesar'. Expenses and losses when appealing were cited as unreasonable.

**Newell Magnetic Brake**

Numerous drivers gave evidence where the magnetic brakes failed.

**Driver Protection**

Henry Lawton, president of the Tramway Employees' Union, was cross-examined by Mr. Cargill. He stated that when the deputation had waited upon the Commissioners in 1905 in reference to covering in the front of the cars for the protection of the drivers The Commissioners had said that the question of the cost was not the only reason for their not putting in glass fronts. They had also mentioned the difficulty of covered in fronts impeding the work of the driver. They had supplied oilskins, but some of these were not water-proof.



(Above) An open ended "J" class car at the STM, Loftus NSW.

In New Zealand the cars were being closed in, and he believed they were closed in also in America. He believed it was compulsory for conductors to qualify for drivers, and he said he knew of instances where conductors drawing the maximum wage of 7s 6d had been ordered to take up driving at the same rate. Some men did not care to be subjected to the exposure of driving.

Numerous witnesses came forward, including wives of former drivers, who attested to chronic poor health among drivers. A medico was also among the witnesses.

**The Inquiry's Findings**

*1. Refusal of Appeal Board to Hear Certain Appeals; Constitution and Procedure.*

The Board suggested that the Railways Act should be amended, to allow a representative of the tramway employees to be elected to sit when appeals by any of members were before the board. Recommended payment be allowed to witnesses properly called by the appellant, regardless of the result of the appeal.

*2. Refusal to pay increments.*

No grievance was proved under this head. It was alleged by certain witnesses that increments had not been paid to them when due. But, the records being produced, it was shown that the witnesses in every such case were in error in their dates and periods of service and the only instances we can find where the rules regarding increments have not been adhered to are in cases where the rules were relaxed so as to enable an employee to get an increase sooner than a strict reading of the rule would have permitted. Thus where an employee's appointment was dated July 25 his service was counted as from Juno 30, and he thus obtained increase of pay six months sooner than he was entitled to it under the terms of the bylaw. The Inquiry cited cases where increments had been refused because of misconduct and the Inquiry stood by these.

A request by the union that 'period of service' should be the only ground for incremental rise was denied, the Inquiry determining that good conduct etc. should also count.

3, *Good Conduct Holidays and "Espionage"* It was found that complaints re loss of good conduct holidays and of espionage, were not substantiated. 'Espionage' did not quite have the interpretation we give it today. It referred to the reporting of alleged offences by 'special officers' in particular. Much evidence was given by drivers and conductors under this head. In short, they felt there was 'an army of spies' abroad intent of 'pimping' on them. The Inquiry found that there was no such army and that there was only three such officers. Even so, they considered that in many cases, unreasonable delay had been occasioned between the making of a report and being called upon to make answer to it. They recommended strongly that not more than three days should elapse before the notice of the charge, with all particulars,



(Above) A driver attends to an enquiry by a small boy. Such would have been deemed "gossiping" in 1906. (Below) Circular Quay 1907. Trams show drivers exposed to the elements. (P.C. courtesy. D. Critchley)



was supplied to the employee against whom a charge was laid. It was necessary, however, to check the reports of special officers, to see that there was no persecution of any employee. Until the present year good conduct holidays were allotted by the Assistant Superintendent subject to appeal to the Superintendent: but in February of this year their allowance was regulated according to a fixed scale which apparently was somewhat more liberal than the system formerly in place.



## "Preserving the past, enriching the future"

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Web site: [www.infobluemountains.net.au/locodepot](http://www.infobluemountains.net.au/locodepot)  
(follow link to steam tramway site)

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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. Walk around to the signal box gate opposite the station. Our tram meets new arrivals from 10.45 onward and approx. every 30 minutes thereafter. No disabled facility at this point at present. Do not attempt to short-cut across the tracks.



**The Museum is open from 10 to 4 on the 2nd and 4th Sundays of the month (except May—4th Sunday only and December - 2nd weekend only). Steam tram or train rides on both days .**

## Last but not least.....



Pause to remember -

**John (Jack) Horace  
Midgley,**

former Works Manager for the society. "He could move mountains and if necessary, lash them up with fencing wire"

Passed away  
August 20, 1986



**Works Report: 1022:** Further work on assembling frame components and buffing requirements. **Stepho:** Further work on tube replacement, boiler wash-out etc. Manufacture of steam pipe. **103A:** Repairs to 'oil keepers'.

The terms upon which the holidays were based were not made known to the men until February 26, 1906. The inquiry was of the opinion that if this had been done earlier, a lot of the evidence and complaint before the Inquiry would have been obviated.

### 4. Newell-Westinghouse Magnetic Brake

It had been alleged that the use of the magnetic brake was a hardship; but the board found that no such hardship existed. The efficiency or otherwise of the brake was considered beyond their purview.

### 5. Preferential Treatment

It came to the conclusion that the charges of preferential treatment were not sustained. Several cases quoted showed the difficulty the department encountered in arranging transfers from steam to electric service; but no injustice was shown in the treatment of the men.

### 6. Promotion and Appointment Practice.

The Inquiry considered they could not make any recommendation regarding promotion by seniority and efficiency. The contention that promotion should depend upon seniority only is here mentioned only to show that we have not overlooked it.

### 7. Abuse of Authority

Superintendent Kneeshaw was accused by several witnesses of using 'harsh and abusive' language to them. The inquiry considered these complaints, not substantiated.

Assistant Superintendent Brown was accused of 'severity of language and tyrannical conduct'. The inquiry found that on 'some occasions', Mr. Brown expressed himself unjustifiably and unnecessarily to the circumstances and was indeed injurious to the maintenance of discipline. However, he was not considered harsh in his penalties and in mitigation of some circumstances, had shown extreme patience with repeat offenders. They considered he was not treated with respect and courtesy by some in their expression.

### 7. Protection to Drivers

The Inquiry accepted the evidence of professionals, widows, drivers and others that exposure to the elements was injurious to the health of drivers.

*From a trial of experimental car No. 354, which is fitted with a shield of glass depending from the awning, we are of opinion that it does not effectually remedy the evils complained of. While recognising that there are difficulties in adding glass fronts to the existing cars, we think it necessary that some protection should be provided for drivers.*

*Whilst the drivers and conductors received some small gains out of the inquiry e.g. expedition of report hearing. Much was left pending by the Department. The inquiry reflected the social system whereby the 'lesser orders' should not challenge their 'betters'. Their 'betters' new best. There was very light remonstrance given to Messrs. Kneeshaw's and Brown's bullying tactics which today would not be tolerated under any circumstances. Again, we take for granted 'fair hearing', proper court or inquiry constitution; adequate defence and right of appeal. Such was not always the case and indeed this article demonstrates that it was a long hard battle to get recognition of the things that we normally take for granted nowadays. Every concession had to be fought for inch by inch. As it turned out, little was done to remedy the perceived 'spy system' or improve 'driver protection' and with certain other issues, became subject of the abortive tram strike of 1908.*

References: Several issues of SMH, Evening News bet. Feb-Dec, 1906

## PERSONAL

Had a mail from Barbara Stent, Leila Moag's daughter. Leila (Frank Moag's wife) is still residing in Warrilla with her twin, Concie.

They take care of one another with a fair amount of help from outside. Barbara is coming from W.A. shortly for an extended visit. Our best wishes to Leila. Several of us have very fond memories of Leila as the consummate hostess at 20A Vista Street.

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## OTHER NEWS

### Tour to Boree Creek

The "Strange Modellers of Universal Trains" (S.M.U.T.) is organizing a tour to Boree Creek from Cootamundra over the weekend of 1/2 April 2017. LVR's 'P' class loco will be the motive power with the usual carriage set as consist. Tim Fisher (former Dep. P.M.) will give an address at Boree Creek at lunchtime and overnight will be spent in Wagga Wagga. Details are not finalized yet but make a note in your diary.

This year's trip to Lake Cargellico was splendid and much like what steam rail tours used to be.



(Above) Chairman Craig presents another 'Tool Box Talk' to keep RSW's abreast and up-to-speed of the latest operational procedures.



## INVITATION

Rail Safety Workers and members in general are in constant and ongoing invitation to bring to the attention of the society's management, any matter that they see as improving on the safety practices of the tramway operation. If you see anything that you think could be detrimental to the safe working of the society, speak out !

### Re Turntable Operation

Please note that only qualified RSW's are authorized to operate the turntable. You might be tempted to help but unless you have completed the necessary training, please don't infringe the rule.