

Australian

JUNE 2017 | VOLUME 69 NO 956 | \$8.40 (INC GST)

RAILWAY

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IN THIS ISSUE:

RAILWAY PUBS OF ORANGE

Their role in the 'Railway Story'

NSWGR DESTINATION SIGNS

Identifying suburban trains

QR's HUMPHERY ACCIDENT

The 1918 collision on the Monto-Gayndah branch

Journal of the Australian Railway Historical Society



S Class 4-6-4 No. 823 carries a 'HORNSBY' destination board as it prepares to depart from the old Milsons Point Station in 1893. ARHSNSW RAILWAY RESOURCE CENTRE, 008154. Richard Mathews' account of NSWGR destination signs and rolls commences on p14.



Teamsters are about to depart from the Orange goods yard with a large boiler brought into the town by goods train in this mid-1920s scene. Wright Heaton's produce store is prominent across Piesley Street with the Terminus Hotel—then displaying the name 'Railway Hotel'—is to its right. The trees to the left surround Wade Park. LA DORE PHOTO, COURTESY ROBERT BARTLETT COLLECTION

EDITORIAL

Some new topics

With this issue of *Australian Railway History* we introduce elements of the railway story that have seen limited coverage in the magazine over the years. The Australian 'pub' has been the subject of numerous books, but the relationship of hotels to railways has only seen passing coverage in *ARH* and the former *ARHS Bulletin*.

Euan Greer and Ross Maloney of the Orange District Historical Society lead this issue with their account of the 'pubs' in that city that have had a direct relationship to the Great Western Railway, which opened to Orange on 19 April 1877. They have identified seven hotels that were established in the period 1873 to 1879 which carried railway-related names and catered for railway travellers. Three of these are still existent, with two, the Great Western and the first Railway Hotel (now the Carrington Club) operating, but the Carrington Club was sold in October 2016 and closed as a pub.

Using the available material at the ARHSnsw Railway Resource Centre, Richard Mathews has documented the design and application of destination boards and roller-blind destination indicators used by the NSW Government Railways for suburban trains in Sydney and Newcastle

between 1891 and 1922. They were a far cry from today's 'electronic on-train destination indicators', but they played a useful role in advising passengers of the destination of each train.

Mike Quirk continues his assessment of railway accidents on the Queensland Railways with his account of the collision in heavy fog between No. 1 Special Livestock train and the rear of the regular mixed train at the small hamlet of Humphery west of Maryborough on Saturday 1 June 1918. While a number of passengers had time to leave the carriages before the accident, the carriages were severely damaged and five passengers suffered serious injuries, one of whom died in hospital.

The aftermath is examined in detail. The Departmental Inquiry found the driver and fireman of the livestock train guilty of negligence but were exonerated by the Appeals Board. The Magisterial Inquiry identified a number of issues relating to the QR safeworking rules that required amendment.

Robert McKillop

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Publisher:

Australian Railway Historical Society,
NSW Division ACN 000 538 803

Printing: Ligare Pty. Ltd. Print Post
Publication No. 10000887

Division and Branch Details: New South Wales Secretary: G Thurling Phone: 02 9699 4595 Fax: 02 9699 1714
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Subscriptions: Subscription is included in membership of the NSW Division, which costs \$95 a year for Australian residents. Rates for non-members are available on application. All are renewable on 1 May.

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Hours: Noon-4pm Tue, 10am-3pm Sat

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Letters: We publish a selection of letters depending on space allowances. Letters should be kept to around 250 words and preferably be sent via email.



Railway staff pose for the camera at Orange Station shortly after the opening of the Great Western Railway to that centre.
ARHSNSW RAILWAY RESOURCE CENTRE, 023828

RAILWAY PUBS IN ORANGE

Euan Greer and Ross Maroney

OVERVIEW

It is interesting how enjoyment of beer and an abiding fascination with railways can take you to hotels with railway related names!

Public houses, or pubs as they are known, are a feature of Australian life. And have been from very soon after European settlement. They were built for two purposes. Firstly, to meet the needs of travellers for accommodation, victuals and drink. Secondly, they proliferated to satisfy the thirsts of working men and women and provided venues for socialising.

As railways gradually spread throughout New South Wales from 1855 they provided a quick and affordable means of transport. In response many more people found they were able to travel to visit friends and relatives, for enjoyment, for business. Pubs followed the railways to provide for the increasing numbers travelling by train. Such hotels were generally close to or at least within easy walking distance of the stations in towns served by the railway. The railway became important to the economic life of country towns and villages and was welcomed and fought for. To mark this state of affairs many of the new hotels were given railway-related names, such as The Railway Hotel or The Station Hotel.¹

RAILWAY HOTELS IN ORANGE

The Central Western township of Orange was no exception. Around the opening of the railway to the town on 19 April 1877, up to seven hotels with railway-related names appeared over a short period. The railway's arrival may well have been the impetus for the building of other hotels in Orange, but we have restricted our research to hotels that carried railway-related names.

The Bathurst and District Directory of 1886 lists six such hotels, namely:

- Railway Arms;
- Steam Engine;
- Great Western;
- Terminus;
- Station House; and
- The Locomotive Hotel.²

To these, other sources (which also mention the above), add the Railway Hotel.

1 Railway Hotel (1873)

This was the first of three to carry that name in Orange. It started life as John Peisley's store on the north-west corner of Lords Place and Byng Street. Early sources (1918 and 1928) record that the double-storey store was Orange's first brick building and is perhaps the oldest to survive. The bricks

came from Bathurst and the sand to mix the cement was brought from the sandhill on the Ophir road by 'the father of Mr William Cantrill, of Borenore'.³

The date of construction of the store is not precisely known but a Spirit Merchant's Licence was issued to John Peisley at this address in the mid-1850s. It was certainly there in 1864 when Dr Henry Warren moved his practice to "Mr. Peisley's on the corner of Byng Street and Lords Place". A Merlin photo from the Holtermann Collection, taken in 1873, shows the building occupied by John Peisley and J C McLachlan, solicitor, as his offices.⁴

In the same year, 1873, it was converted to the Railway Hotel with Robert Stynes as the licensee until 1878-79.⁵ Stynes must have been confident that agitation to extend the railway from Bathurst to Orange would be successful as the name was bestowed four years before the line was opened. In the event the Orange Railway Station was built nearly a kilometre (800m) from the pub, so the name was not really indicative of the hotel's location.

This may have been the impetus behind the decision of the next licensee, George Watts, to change the name to the Belmore Hotel in 1879. Presumably this was to honour the Earl of Belmore who was Governor of NSW from 1868-1872. Colonial Governors were apparently popular with licensees

at that time because in January 1886, William Lee (although another record says it was Solomon Aarons in 1887) obtained permission to change the name to the Carrington Club Hotel, after the Right Hon. Charles Robert, Baron Carrington, the New South Wales Governor at the time.

Known licensees of the Railway/Belmore Hotel have been:

Robert Stynes	1874-1878
George F Watts	1879
Thomas Elliott	1883
William M Lee	1886
Solomon Aarons	1887
James Duncan	1890
Thomas Elliott	1893
Kate Boyle	1895
Jonathon Hicks	1899
William Pulbrook	1901
Jonathon Hicks	1904-1910
Joseph H Gillard	1913
William C Easdown	1914-1915
A A Young	1917
Emma Grace Shaw	1917
John Waldron	1920
J McLernon	1923
Sydney Wilson	1926



Map showing proximity of the 'railway' pubs to the station [8] at Orange. BASE MAP COURTESY OF ORANGE CITY COUNCIL, 3 JUNE, 2016.



Orange Railway Station in 1907–1908. Three of the railway hotels in Peisley Street are on the left of this fine photo collage, with the railway yard, station and locomotive shed dominating the centre, while East Orange is on the far right.

A PANORAMA OF ORANGE COURTESY OF MRS NEICH, ENHANCED BY DOUG SPICER, HELD IN THE ODHS ARCHIVES.

Keith Anderson 1983

David Mansell 1984

Local memories record:

The performer ‘Blondin’ walking a tight-rope from the roof of the Carrington Club Hotel across the street to a very high pole erected in Robertson Park c1880.

At least some court sittings being held in the dining room of the Belmore Hotel while the new Courthouse was being built in 1882.



Piesley's former store after conversion to William Pulbrook's Carrington Club Hotel, circa 1901-1904.

PHOTO: COURTESY ROBERT BARTLETT COLLECTION.

Mr. Hicks having a handball court built using the hotel's north end for the main wall with two added side walls. The handball court was promoted as attraction at the hotel by William Easdown. The White Hart Hotel, located just a little further north towards March Street and on the opposite side of Lords Place, also had a handball court.⁶

The Carrington Club was still trading as a hotel, 143 years after being converted to the first of the railway-named pubs in Orange, but following its sale in October 2016 it closed, Its future was uncertain at the time of publication.

2 Terminus Hotel (1875)

The Terminus was the southern-most of the three ‘railway pubs’ that stood between Moulder and Kite Streets on the western side of Peisley Street at Nos.105–107. It still exists, in a less attractive form, next to the building on the corner of Moulder and Peisley Streets.

The licence for the Terminus Hotel was granted to William Kinghorn in 1875, the year in which the survey for the extension of the Great Western Railway from Bathurst to Orange was carried out. The line did not open until two years later, suggesting that William Kinghorn could foresee that the railway would deliver a large number of passengers seeking board and lodging. Orange remained the terminus of the line for three years until the further extension to Wellington was opened on 2 June 1880. It was from this status as the terminus that the hotel took its name.



John Henry Davoren	1906 (formerly of the White Hart, Lords Place)
James Frost Fitzgerald	after 1906?
Thomas H Doyle	1910-? (said to have been 'the successor to Davoren at the Terminus Hotel opposite the Railway goods shed.)
William Rope	1913
Edward Courtney	1917
Sydney Ross	1920
George A Grange	1920
Edward Cockburn	1944
William Glennie Hadaway	1947
Horace and Sadie Holgate	1964

In August, 1920 George Grange (the then licensee) was granted approval to change the name to the Railway Hotel. The Terminus was the third hotel in Orange to bear the name Railway.⁷ We do not know when the pub closed but must have been after 1964 when the Holgates took over operation of the hotel. The building still stands and after various other uses as three shops was, in April 2016, partially occupied

The former Terminus Hotel (later the third Railway Hotel) in Peisley Street photographed in April 2013. EUAN GREER PHOTO.

While Kinghorn was the licensee, Council plans indicate that Mr J Kenna (possibly a son of Patrick Kenna, builder of the Great Western Hotel) owned the building. Known licensees have been:

William Kinghorn	1875-1891
Edward O'Brien	1891-95
William Francis Dargan	1899
Thomas Hogan	1901

(southern two thirds) by Spectrum Window Fashions. S Ristvej Pty. Ltd. had operated out of the northern one-third from circa 1975 up to 1995.

3 Railway Arms Hotel (1877)

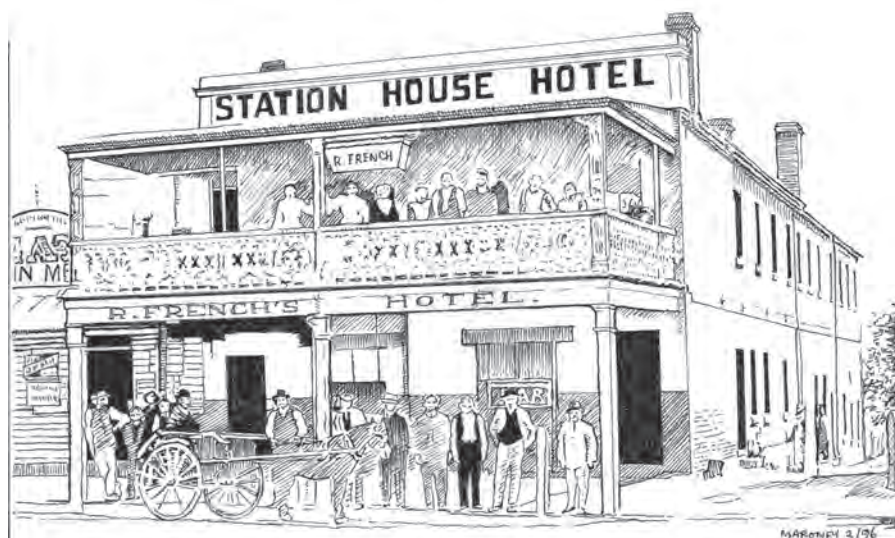
In Moulder Street, just around the corner from the Terminus Hotel and only half a block west of Peisley Street, was found the Railway Arms Hotel on the eastern corner of McNamara Street. It was almost opposite the middle entrance gate to Wade Park.⁸

Very little is known about this hotel. The earliest recorded licensee was Kate Mulvihill in 1877, suggesting the hotel was built around the time the railway arrived in Orange, or, at the very least, changed its name to take advantage of that arrival and the station's proximity to the pub. John Kavanagh became the licensee in 1880 by marrying the widowed Kate Mulvihill. There is some confusion about Kavanagh's tenure as there is a mention of him buying 'a chaff-cutting machine business which was attached' in 1886. By 1888 he had moved to the Green Gate Hotel. Other known licensees are:

James Jones	1883
John Gillespie	1886–1904
Thomas Donovan	1906–1910

The hotel was closed in 1911 (while Donovan was still the licensee) by order of a Special Court as a result of a Local Option vote (see Appendix 1).⁹

It is recorded that a circus was performing in a large tent at Wade Park when a savage storm struck. The tent



French's Station House Hotel as it was in 1906–1907.

ROSS MARONEY DRAWING, FEBRUARY 1996, BASED ON A PHOTO IN BARTLETT (1994), P21.

collapsed in the wind, badly injuring one of the audience. The injured man was extracted from beneath the tent and carried across the road to shelter in the Railway Arms while awaiting the arrival of a doctor.¹⁰

We only know of two images of this hotel. The first is an indistinct view in the original print of the 1908 panorama of Orange taken from the top of Dalton Bros' flour mill in Peisley Street. An edited version of the panorama shows a sign announcing it as the 'Australian Arms Hotel'. Whether the name was changed at a later date is unknown but seems unlikely as the pub closed in 1911. The edited image also shows other differences from the original.

The second image is from the

Sheridan Collection (Richard Sheridan was the founder of the Orange DHS). It shows the pub when John Cavanagh (note 'C' not 'K' on the sign) was the licensee. The site is now occupied by a restaurant.

4 Station House Hotel (1878)

This hotel was the middle of the three 'railway pubs' in Peisley Street at No. 125 between Moulder and Kite Streets. Like the Great Western (see below), it was very convenient for passengers alighting from trains, standing opposite the southern or Parcels Office end of the station building.

John McGlynn (or McGlinn) was granted the first licence for the hotel in 1878, the year after the railway opened to Orange. Known licensees have been:

John McGlynn	1878–1883 (died 1886)
Elizabeth A McGlinn	1887–1889
Marion Power	1890–1893 (died that year)
Cornelius J. Dempsey	1895–1899
Robert French	1901–1907
James T Pender	1910
James Frost Fitzgerald	1913–1920
James T. Pender (again)	1920
H D Ellison	1926

In 1907, Robert French advertised the hotel as: 'nearly opposite the railway station, Tariff one shilling per day,' while James Fitzgerald also highlighted its proximity to the station in 1914.

The Station House Hotel appears to have been associated with the



The Railway Arms in the early 1880s. Is the man with the little girl in his arms John Cavanagh? PHOTO: COURTESY SHERIDAN COLLECTION, MITCHELL LIBRARY, STATE LIBRARY NSW.

establishment of the first trade union branch in Orange. A meeting of boot trade operators was held at the pub in July 1890, which resulted in the formation of a branch of the Amalgamated Boot Trade Union.

In 1931 the licence was surrendered but the building continued to accommodate travellers as it became a guest house at various times. In 1914 it was known as the Federal Boarding House under Mrs E J Hines and was described as: 'Mrs Brooking's well-known residential' in 1945. By 1980, it was incorporated in Clifton's Guest House. Other recorded uses of the building were by P Madden, practical tailor in 1910 and Bowkett and Ryan, Stock, Property and General Commission Agents early in 1920.

The hotel building no longer exists, Clifton's Guest House being demolished in 1984. The empty space was later used for parking by Selwood's buses, and since then as a yard for farm machinery by Elders whose premises adjoined the Station House to the south. In 1996 Elders widened their building with an extension on the southern half of the open space.

5 Locomotive Hotel (1878)

Very little is known about this hotel. It was located on the eastern side of Peisley Street opposite the Wade Park sports ground, but its exact location was uncertain, although, like the three above, it was very close to the railway station and goods shed.¹¹ A local journalist (who was a boy at the time) wrote that the pub was on the site of Dalton Bros.' flour mill on Peisley Street and, anecdotally, as: "opposite Wade Park, where the Egg Board now stands".

The northern most section of the mill still exists and was used as wheat storage or the flour store.¹² It is colloquially known as the Egg Board after a previous tenant. Thus, it is a possible site of the Locomotive Hotel.

The first licensee of the Locomotive Hotel was Richard Peter Keay (1878-1879), the year after the railway line opened. The pub was later kept by Michael ('Mick') Kinealy for many years and later still by Sam Potter. Known licensees after Richard Keay were:

Edward Rowe	1880
Patrick Meehan	1880-81
Henry Tongue	1887-90
Michael Kinealy	1891-1901 or '02 (see



A view across Wade Park during the Uniformed Band Competition, possibly in 1897 with Michael Kinealy's Locomotive Hotel in the background. Note the locomotive water tank to the left of the hotel. PHOTO COURTESY ROBERT BARTLETT COLLECTION

below)

E A Davis	1904
Samuel Potter	1906-10

Bartlett, among other sources, states that the hotel was closed in 1911 after the licence was not renewed by Sam Potter in 1910.¹³ If this is true then the pub was not on the site of Daltons' mill which was built during 1907.

Only two photographs of the hotel are known, both are from the Bartlett collection. The first is labelled as 'Mafeking Day' and shows a gathering in Wade Park with just the parapet of the Locomotive Hotel visible above the heads of the crowd. Michael Kinealy was then the publican and the letters 'M. Kinealy' stand out. The Siege of Mafeking during the Second Boer War was relieved on 17 May 1900 and it had been celebrated at Morpeth near Maitland on 19 May. The warm dress of the Wade Park crowd certainly indicates a day consistent with weather in late May.

The second photograph appears on page 18 of Bartlett's 1994 book and is a detail taken from a larger image in the Bartlett Collection of an event at Wade Park. It shows the Locomotive Hotel opposite the park with two railway water tanks and the goods shed to its north, but one is cropped out.

The subject of this photograph is Band No. 4 performing in the Uniformed Band Competition. It is a warm day, as ladies are dressed in their summer finery, while many in the band are without their uniform coats and several people in the sun are using umbrellas and parasols to provide

shade. Attached to the bandstand and adorning the lectern are banners featuring the Union Jack bearing the face of Queen Victoria. Is this a celebration of an event during Victoria's reign? The Queen declared 22 June 1897 as the day throughout the Empire to celebrate her Diamond Jubilee, the 60th anniversary of her accession to the throne. June in Orange is not noted for warm weather. Perhaps British colonies in the southern hemisphere (or even just towns) elected to mark the Jubilee at a warmer more pleasant time of year. 1897 certainly fits Kinealy's tenure (1891-1902) as landlord of the pub very well.

Alternatively, Wade Park was the showground until 1908 and the headwear suggests the occasion may be the annual show in the early 1900s, possibly 1901-02 if Michael Kinealy relinquished the licence about then. On the other hand, Kinealy may have held the licence later than that or the new licensee had not got round to changing the sign. The photo is earlier than 1907 as there is no indication of construction work on Daltons' mill in the right of the image.

The best that can be said for the location of the pub is that it was to the south of the railway goods shed, perhaps on the site of the extant rail motor shed hard against the boundary of Peisley Street. Two cottages, in what is now Endsleigh Avenue, appear to the left (i.e. north) of the Locomotive Hotel. They also appear in the 1908 panorama of Orange which allowed their location on modern maps to be determined. The tower of Wolaroi man-



C32 Class 4-6-0 locomotive 3307 shunting cattle wagons in Orange yard with Dalton's flour mill dominating the background. ARHSNSW RAILWAY RESOURCE CENTRE, 005741A

sion can be seen in the background of the hotel photo, which allows the approximate site of the hotel to be estimated from Google Earth. The information gained from the cottages and *Wolaroi* support the suggestion of the rail motor shed as the site of the pub.

Two illustrations of the Daltons' flour mill in Peisley Street provide the definitive answer. The first is a photograph from a local newspaper marking the opening of the mill. It shows the mill was built without the flour store/Egg Board annex. Although this photo of the mill is of poor quality it shows what is almost certainly the Locomotive Hotel immediately adjacent to the north (left) of the mill. The subsequent 1921 illustration of the flour mill reveals the flour store/Egg Board then occupied the site of the former pub.

Thus both versions of the story of the hotel are correct. It was demolished to make way for an extension to the flour mill after the hotel closed in 1911, but not for the mill itself in 1907. At the same time, it reveals that the mill was built in two phases, not as a single entity as believed until now.

The Locomotive Hotel was very close to the first locomotive shed on the eastern side of the railway yards at Orange. We believe it was this proximity which gave the pub its name. There can be little question it was the watering hole for the locomotive crews as they came off duty (and in some cases before going on). Doubtless, it was very popular with all the other staff that worked in the railway yards—the shunters, wagon and carriage examiners, and staff from the locomotive depot, the carriage shed, the goods

shed, as well as the per way fettlers. It was almost certainly built to catch the trade of the railway employees. One can only surmise that the pub was a good little earner.

Unlike the other three 'railway' hotels in Peisley Street, the Locomotive was only single storey, although still brick-built. The building to the right of the hotel (also brick-built) may have been its accommodation wing as suggested by the similar fenestrations at the top of the facades. If so, the accommodation was only limited, indicating the primary purpose of this pub was to satisfy the thirsts of the railway workers.

Two deaths were associated with the hotel. On a very cold winter's night in July 1902, Margaret Kinealy (daughter of the publican) took a drum containing live coals to her bedroom, which resulted in her suffocating from the fumes during the night. Then in 1908,

when hotels were allowed to trade from 6am to 11pm, a Mr Barnes left the Locomotive one night to make his way home to William Street (on the opposite side of the railway) and was run down and killed by a train.

6 Great Western Hotel (1879)

The Great Western is the fourth of the hotels in Peisley Street (which runs parallel to the railway line), built to catch the railway trade. It stands on the south-western corner of Peisley and Kite Streets and is the closest of the hotels to the railway, being directly opposite the station.

The license for the hotel was granted to Patrick Kenna in 1879 when he was the Mayor of Orange. Kenna was not a novice to the operation of hotels, having built the Miners' Arms Hotel in 1865 (renamed Tattersall's c1885, and then the Parkview in the 1980s). At its opening, the Great Western was said to have one of the finest views of the town from its 12 feet-wide balcony. At the time of writing, we have no information on how the hotel was named, but given its name, location and building date it is not an unreasonable supposition that it was named after the railway.

Known licensees (L) and owners (O) have been:

Patrick Kenna LO	1879–90
William West L	1890–95
Frederick Wright L	1899–1901
William Robinson L	1906–10
Francis Quinn L	1910–13 ¹⁴



A street parade turns the corner at the Great Western Hotel from Peisley Street into Kite Street in the early twentieth century. ROBERT BARTLETT COLLECTION, FROM THE SHERIDAN COLLECTION, MITCHELL LIBRARY, STATE LIBRARY NSW



The Great Western Hotel viewed from Orange Railway Station, 15 April 2016. EUAN GREER PHOTO

Thomas Sloane LO	1914–20
C E Barry L	1926
John Forrest L	1932
M H Elders O	1932–33
William J Wills L	1936
Gregory Joseph and Sarah Ann Slattery O	1947
John Norman and Brenda Louise Davies O	1978
Harold Marshall O	—
Len Small O	—
Gary McMahon O	1984–85(?)

Another source records that from the 1920s to the 1950s successive licensees were C E Forrester (is this name confusing C E Barry and John Forrest as listed above?), Dick Burns, Ben Slattery, Bruce Doran, Sid Githave and, for almost 20 years to 1973, Brian Miller. Certainly in 1958, Mrs Lola Miller was advertised as ‘mine host’.

The Great Western, 137 years on, is still a popular and busy pub today.

7 Steam Engine Hotel (1873)

Despite its name we regard this hotel as a ‘ring-in’, an imposter. It has been included (out of date order) for the sake of completeness and to help other historians avoid the assumption that it was railway-related.

Located on the north-west corner of Summer and Sale Streets, the Steam Engine (like the first Railway Hotel of 1873) started life under another name. The first known licensee was Edward Bendon in 1869 when the pub was called Bendon’s Family Hotel. Bendon was followed by Patrick Fahy sometime before 1873, but it is said to have continued to operate as Bendon’s Family Hotel before supposedly changing the name to Fahy’s Family Hotel.

It is clear from the Merlin photo that by 1873, Fahy had

adopted the name of the Steam Engine Hotel, fully four years before the railway opened to Orange. Also clear from the photo is that the hotel had been extended up Sale Street no later than 1873. The date of the original symmetrical section is not known.

Known licensees:

Edward Bendon	1869
Patrick Fahy	before 1873
Anne Martin	1878, she has been noted as being the first to use the Steam Engine name – this is obviously incorrect.
William Gale	1879, only kept the licence for 12 months
Robert Stynes ¹⁵	1879, died while holding the licence
Mrs Rbt Stynes	1880, she married William M. Lee (a local policeman) in 1882 and he then became the licensee. He transferred the licence to William Hill
William M Lee	1883–1886, moved to the first Railway Hotel
William Hill	1887–1893
Eleanor Hill	1895–1901
C E Miller	1902
John Thomas	1906–1910
Mrs Elizabeth Thompson	1913–1920
L Christensen	1922, purchased from Mr. W Thompson in 1922
George M Thompson	1924,
H . Swan	192?
McAtamney family	1927–1937, known as McAtamney’s Hotel Orange
Bertram W P Webster	1937–1938
	1940s, known as Houlahan’s Orange Hotel



The Steam Engine Hotel, a Merlin photo of 1873. PHOTO COURTESY ROSS MARONEY/MITCHELL LIBRARY, STATE LIBRARY OF NSW

John Thomas Collins 1947, business manager

James Robert Rose c1962–1965, last licensee, assisted by his wife Carol.

The hotel closed in November 1965, having been sold to the Shell oil company. It was demolished and the present service station erected

In the early part of the 20th century, the Orange Town Band was a frequenter of the pub. Back then the band room was in Sale Street and Thomas Garret 'Gatty' Dalton was mayor and band patron, who rarely missed a practice. At the end of the session he would take the members across the street to the Steam Engine Hotel to quench their thirst.¹⁶

We said above our view is that the Steam Engine is not a railway-related pub. It is over a kilometre from the station and up a hill on the main street, a street that in 1873 was rutted and dusty in summer, muddy and slippery in winter; a difficult walk for passengers carrying luggage. We concede that the timing of the name-change may be deliberate and represent a degree of advertising elasticity in an attempt to attract some of the expected bonanza of passengers from the arriving trains, even though that was not to happen for another four years. The railway was a highly desirable asset in any town and news of its approval may have been welcomed prematurely by an enthusiastic supporter of this ultra-modern means of transport.

Far more likely, we believe, is an association with a much closer source of steam power. The term 'steam engine' was used widely by the public to mean

a steam railway locomotive, but, there were many other forms of steam engine in use at the time. Directly across Sale Street on the north-east corner, stood Dalton Brothers first flour mill.

From its opening in 1866 (not 1861 as often stated), the mill was regarded as one of the best in New South Wales and the town was justifiably proud of it. The mill was highly visible at the top of the hill with its tall chimney, the whistle marking the working and meal hours of the mill, and the steam issuing from the steam engine which drove the mill machinery. We are satisfied it was this engine after which the pub was named.

The third Railway Hotel?

We have noted above that Sheridan referred to there being three hotels

which had carried the 'Railway' name.¹⁷ The first was what is now the Carrington Club, which carried the name from 1874 to 1879, when the name was changed to the Belmore Hotel. The third was the Terminus Hotel until 1920, when it took the name 'Railway' by which it was known until closure some time about 1964. Since then there has not been a Railway Hotel in Orange.

Thus the second hotel to carry the 'Railway' appellation must have existed between 1879 and 1920. Sheridan mentions the first and third, but not the second. There remains the possibility he was counting the Railway Arms Hotel (1877–1911) as the anonymous second. Our research so far has not found another candidate.

CONCLUSION

Orange had its share of hotels with railway-related names. The very first (and the first of three so-named) was the eponymous Railway Hotel. All were opened within the period 1873–1879 encompassing the time the railway was opened to Orange in 1877.

Three still exist with two continuing to operate as hotels, the Great Western (under its original name) and the Carrington Club (the first Railway). One hotel with a railway name, the Steam Engine, was most probably named for the steam engine at the adjacent flour mill; we believe it unlikely to have had a railway connection.

Other hotels may have been built in Orange in response to the railway's arrival, but have not been considered as they did not carry railway-related names.



The Carrington Hotel, the first 'Railway Hotel' in Orange, continued as a pub until October 2016, as evidenced by this photo taken on 19 May 2016. EUAN GREER PHOTO

APPENDIX

LOCAL OPTION VOTING

From Sheridan (1951, p1)

By 1880, Orange boasted 33 hotels. The early publicans' licences were granted under the Licensed Publicans' Act of 1838. Licences were granted by the local Justices of the Peace who assembled annually for that purpose. Before a licence was granted it was necessary that the premises have "at least two sitting rooms and two sleeping rooms" available to the public.

On January 1, 1882, an Act 'to amend and embody in one Statute the Liquor Laws', came into force. By virtue of this Act, the Orange Licensing District was later proclaimed and Messrs. John Tom Lane, Police Magistrate, was appointed Chairman, and Messrs. Josiah Parker and the Hon. Andrew T Kerr, MLC, Js P, members. These gentlemen had exclusive jurisdiction on all licensing matters.

This Act ended the indiscriminate granting of publicans licences by the local Bench, a form of Local Option Voting being introduced.

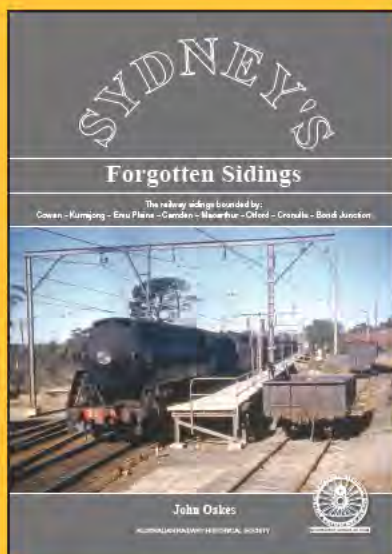
The vote of ratepayers was taken on the same day as the election of aldermen. Orange was divided into three Wards, namely, Young, Victoria and Wellington. East Orange, proclaimed a municipality in 1888, was divided into North-west, South-west and East Wards. ... the ratepayers of both municipalities were not in favour of new publicans' licences being granted'.

END NOTES

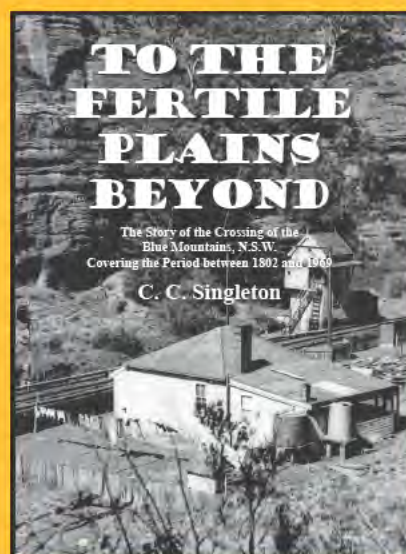
1. Much of the information in this article is contained in the archives of the Orange and District Historical Society (ODHS) and most of that has been compiled by Ross Maroney.

2. Middleton, Alex, and Bereford, Francis, *The Bathurst & District Directory and Tourist's Guide and Gazetteer*, 1866–67, p119 (J Virtue & Company, Bathurst).
3. *The Western Advocate* (Orange), 28 November 1918; Flynn and Leggo (Publishers), *Orange and District Illustrated 1928: Historical, Illustrates & Descriptive*, p45, (Flynn & Leggo, Orange).
4. Bartlett, Robert, *Orange and District: a history in pictures*, p91. Self-published, Orange, 1994.
5. Whittaker, Scott, *Railway Hotels of Australia, Vol. 2: New South Wales*, pp198–202, SRW Publishing, Melbourne, 2016.
6. Sheridan, R C, 'Orange Hotel History', *Central Western Daily Historical Supplement*, Thursday, 1 February 1951, p2.
7. Sheridan, R C, as above, 1951, p4.
8. Edwards, Elisabeth, *A Gentleman of the Inky Way: Orange through Joe Glasson's looking glass*; p243 (Self-published, Orange, 2011).
9. Sheridan, R C, 1951, as above, p4.
10. Edwards, E, 2011, as above, p262.
11. Edwards, E, 2011, as above, p46.
12. Ross Maroney, 'Peisley Street, east side notes'.
13. Bartlett, Robert, 1991, as above, p18.
14. Francis Quinn is said to have managed the hotel for many years, which does not tie in with the four years listed.
15. From RM's notes it is clear that publicans moved hotels frequently. For example, Robert Stynes was at the Railway Hotel from 1874–1878 and then moved to the Steam Engine, where he died in 1879. His widow married William Lee in 1882, who became the licensee in 1883. In 1886 Lee transferred the Steam Engine licence to William Hill and then moved to the 'Railway' and took over the licence there.
16. Edwards, Elisabeth, 2011, p153
17. Sheridan, R C, 1951, as above, p4.

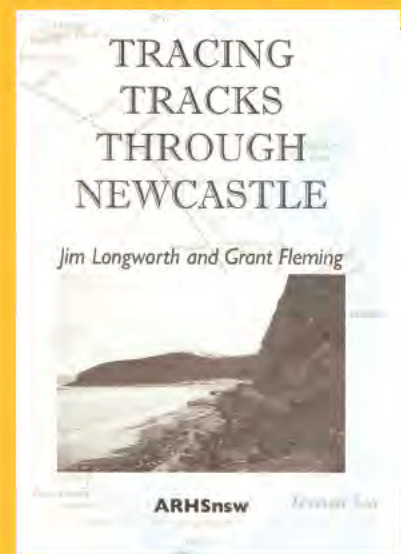
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NSW Suburban Passenger Train Destination Signs, 1891–1922

Richard Mathews



A round-boilered M Class suburban tank locomotive at the second Sydney Station circa 1894 with a suburban train showing a 'PARRAMATTA' destination board. ARHS RAILWAY RESOURCE CENTRE, 004035

BACKGROUND

Jim Longworth, in his article 'The Train Now Standing on Platform 2 Goes to ...', states (p14) that: 'Displaying destination boards on the front buffer beam of locomotives was tried around the second decade of last century, but did not become a generally adopted practice'.¹ In my opinion, this is apt to mislead, both as to timing and extent: there was in fact a well-established practice of carrying destination boards on the locomotives of most suburban passenger trains, in Sydney for 30 years from 1891–1892 and in Newcastle from late 1905 until 1922.

Noted historian C Corbet-Singleton, described the destination boards then in use on p277 of his article 'The Sydney Scene—1902':

The suburban tank engines carried destination boards showing their outer terminus in white letters on a black ground over the front buffer beams and fitting into slots which held three boards, thus having six destinations in stock on each engine. Nothing was shown for Sydney-bound trains for obvious reasons. In the absence of indicators on intermediate station platforms, these boards were much appreciated by rail travellers, particularly at busy junction stations. The engines of the R-class, however, carried the boards on the bunker where the slots were affixed, owing to their bunker-first working out of Sydney.²

EDDY'S INITIATIVE

The system used for destination boards was introduced by the E M G Eddy regime, with a series of Mechanical Branch Shop Orders which appear in the following form in the

Shop Order Registers:³

15 June 1891, P77: Making 40 train destination boards lettered as per list on one side, 'Sydney' on the other (Drawing No. 2413). [Noted complete 1 September 1891]

Clearly more boards would have been required to equip all Sydney suburban locomotives and including 'Sydney' on one side of each halved the number of useful destinations available. These boards were presumably experimental. Drawing No. 2413 has not been located.

27 August 1892, 3907: Fixing 44 destination boards on suburban tank engines, classes F M Q and R to CME's instructions. [Noted complete 22 September 1892 and 17 November 1892. Drawing No. 3462, signed by Thow on 5 September 1892, shows these boards and their brackets]

It was soon found that the F and R Classes of suburban tank locomotives required further attention:

16 November 1892, 4070: Making and fixing 16 dummy boards to protect destination boards from heat on engines class F. [Noted complete 13 December 1892. One dummy for each member of the class]

9 December 1892, 4112: Fixing destination board brackets on bunker end of suburban engines Class R. [Noted 'Completed. No date given. Order lost.' The reason for this Shop Order is given by Singleton, quoted above]

Guards were 'requested to look at these boards prior to starting of trains, and satisfy themselves that the proper boards are exhibited'.⁴

As Corbet-Singleton noted, the brackets in use in 1902 (the

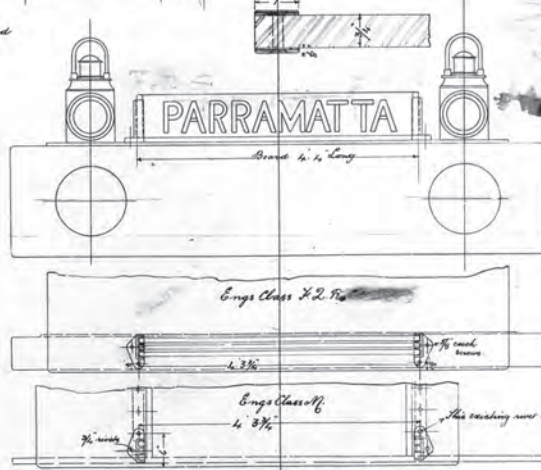
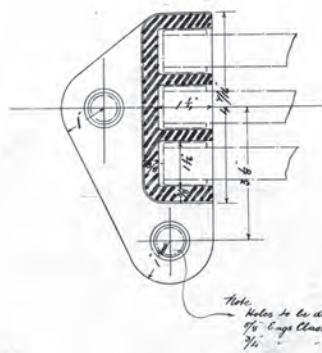
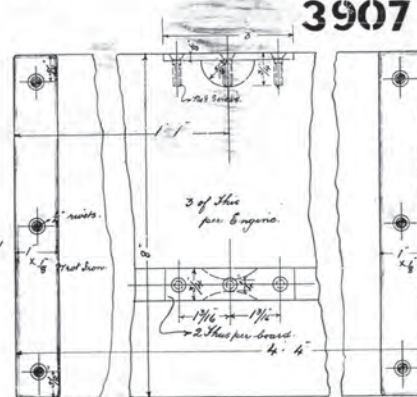
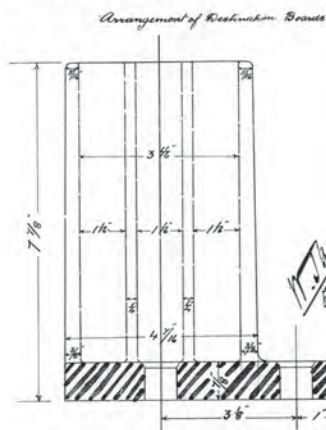
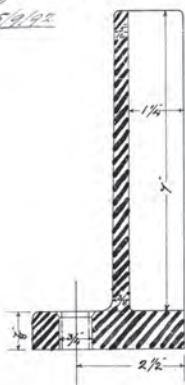
3462

NEW SOUTH WALES GOVERNMENT RAILWAYS

SHOP ORDER

ENG^S CLASS F M Q R

3907

Jan. 5/92*Full Size*

Scale 1/2" = 1 Foot.

Chief Mechanical Engineer's Office

Boulton 3-8-92.

68

Shop Order 3907 of 27 August 1892 was for 44 destination boards for use on Sydney suburban tank locomotives of the F, M, Q and R Classes. ARHSNSW RAILWAY RESOURCE CENTRE, 01348

first known form, shown in drawing No. 3462) on the front of engines carried three boards. To cover all required destinations (even after 'Sydney' was excluded), more than three boards would be needed. Presumably enginemen selected those most likely required when commencing their shift. It would be interesting to have a full list of destinations shown, and it is a pleasant exercise to look at old photographs (some of which illustrate this article) to identify them. From time to time new boards would be required, sometimes to show new destinations as new services or termini came into use. An example is:

25 November 1892, 4086: Making destination boards 6 for 'Rosehill' and 3 for 'Warwick Farm' for suburban engines. [Noted complete 14 April 1893]

THE 1908 UPGRADE

In 1908 a new style of bracket, to hold four boards instead of three, was introduced:

25 August 1908, 1608: Fitting Destination Board Brackets on 11 CC Class engines; 12 E Class engines; 15 M Class engines; 45 S Class engines; a total of 83. [Noted complete 9 December 1909]

This covered all the S Class 4-6-4 tank locomotives in service by mid-1908, and all the M Class, but not all the members of the other two classes noted, or other locomotives which might be pressed into passenger service from time

to time, such as the I Class saddle tank locomotives which, as Corbet-Singleton noted, were used on public holiday services, or the L (304) Class tender locomotives seen at the opening of the line to Bankstown.

The majority of engines in suburban use were, however, fitted. The F and Q Classes of tank locomotives had of course by this time been retired from passenger services.

Interestingly, the drawing (No. 11557, signed by Thow on 14 September 1908), also shows fixing details for brackets for P Class engines, although none are known to have been fitted with this type of bracket, and the Shop Order did not require it. P Class locomotives were, however, required to be fitted (with the earlier style of bracket) in Newcastle (see below).

In 1910, a new roller-blind type of destination indicator was trialled on locomotive S 829:

27 May 1910, 3004: Making one sample drum for destination station names for engines of suburban passenger trains, for trial purposes. [Noted complete 1 September 1910. Drawings Nos. 12547 and 12548, signed by Thow 30 June 1910]

Drawing No. 12547 gave a list of 17 stations to be printed on the calico destination roll, and noted six blank spaces to be left, in the following order:

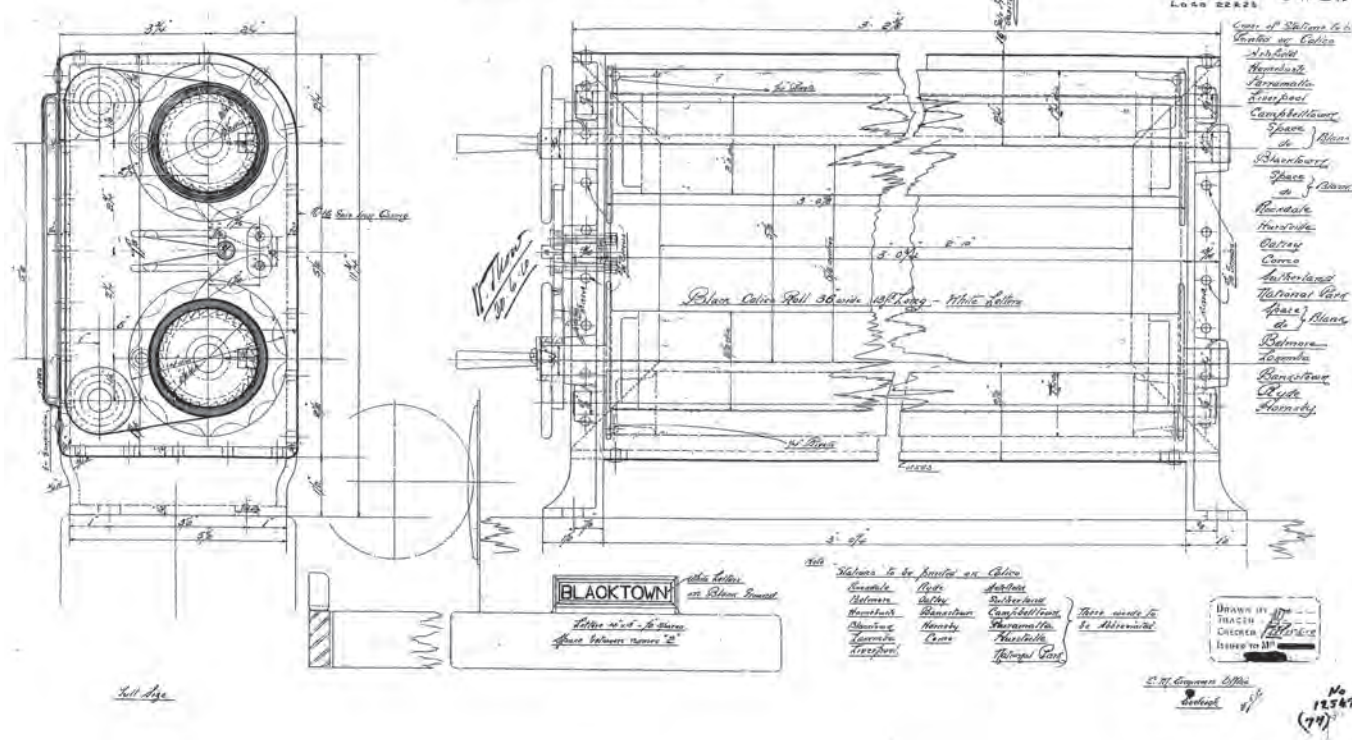
Ashfield, Homebush, Parramatta, Liverpool, Campbelltown, [two blank spaces], Blacktown, [two blank spaces], Rockdale,

12547

NEW SOUTH WALES GOVERNMENT RAILWAYS

One Destination Board for Trial

SHOP ORDER P 3004

L.C.O. 18,15 4020
L.O. 22,25

NSWGR Shop Order P 3004 was for a trial canvas roller-blind indicator for fitting to suburban tank locomotives.
ARHNSW RAILWAY RESOURCE CENTRE, 12547

Hurstville, Oatley, Como, Sutherland, National Park, [two blank spaces], Belmore, Lakemba, Bankstown, Ryde, Hornsby.

The names Sutherland, Campbelltown, Parramatta, Hurstville and National Park were to be abbreviated. The omission of any racecourses, and of 'Funeral' as a destination, may be noted. The roller-blind indicators would seem to have done away with the heavy work of moving and fitting the original boards, and the trial was evidently a success:

31 January 1911, 3530: Fitting 9 engines with destination boxes, of similar pattern to that fixed for trial purposes on engine 829 S Class. [Noted complete 25 September 1911]

18 September 1911, 4020: Fitting 70 Engines with Destination Boxes, similar to those already fitted. [Noted complete 25 October 1913]

16 April 1914, 6301: Making and fitting Destination Roller Boxes for 30 "S" class (B.P. & Co.) and 9 'M' class engines. [Noted complete 22 May 1915]

In 1915 the Epping Progress Association wrote to the Railway Commissioners complaining that the destination board on trains terminating at Epping indicated 'Ryde', which was misleading. The Commissioners replied 'that there were only two trains affected, and [they] regretted that the request [presumably to add 'Epping' to the destination roll] could not be complied with.'⁵ It is not known whether any further action was taken to address this problem.

An incorrect destination board on one occasion at least was a source of amusement to some. On Wednesday 24 March 1920 the *Evening News* reported:

The first passenger train to yesterday's Menangle Park races made slow progress to Campbelltown, being held up at several signals.

It left the Central Station at 11.25am, and did not draw in to the Menangle Park siding until just on twenty past one—being over twenty minutes behind time. The train was crowded, and several of the passengers noted with amusement that the destination board on the engine was 'funeral'. One remarked: "That's the limit: going to the races in the 'funeral' train'.⁶



This view extracted from a much larger circa 1905 image of the second Sydney Terminal Station focuses on an S Class locomotive with 'HURSTVILLE' destination board backing onto its train.
ARHNSW RAILWAY RESOURCE CENTRE, 432453B



S1238 prepares to head a six-car 'Bradfield' set out of Sydney No.10 Platform for Bankstown in 1921 or 1922. The roller blind indicator shows 'BANKSTOWN' and the white discs under the funnel and centre of buffer beam are the headcode at the time for Bankstown trains. ARHSNSW RAILWAY RESOURCE CENTRE, 009354

It seems clear from photographs of the M Class locomotives after leaving government service still carrying the old brackets that not all were ever equipped with roller-blind type indicators. Perhaps Shop Order 6301 only applied to those still in Sydney at this time.

NEWCASTLE DESTINATION BOARDS

Since all the M Class locos had been transferred to the Newcastle area by about 1916,⁷ the roller-blind type

indicators must have come into use there (and there would have been a 'Newcastle' roll) by that time, at the latest, unless they were removed when the engines were transferred. No photographs of engines in Newcastle fitted with roller-blind type indicators have been identified.

The system of destination boards had been introduced in Newcastle in 1905. Drawing 10363, signed by Thow on 20 September 1905, covered the work required by Shop Orders 2670 and 2671:

29 August 1905, 2670: Providing and

fixing Destination Board Brackets on 7 CC, 6 D, 6 E, 10 P and 4 Q class engines—Newcastle Suburban Engines. [Noted complete 19 October 1905]

29 August 1905, 2671: Providing Destination Boards for Newcastle Suburban Engines—4 Toronto, 2 Dudley, 2 Waratah, 2 Fassifern, 5 Maitland [*sic.*—the correct name was West Maitland until 1949], 2 Teralba, 2 Funeral. [Noted complete 14 December 1905]

1 October 1912, 4795: Making 12 Engine Destination Boards 8'4" [*sic.*—should be 4'4"] x 8". (4) Painted Maitland and Toronto, (4) Waratah and W. Maitland, (2) Waratah and Wallsend, (2) Toronto and Cockle Creek. [Noted complete 17 May 1913]⁸



Also from the large c1905 image, an E Class 2-6-4 tank locomotive stands outside the old Sydney engine shed with a 'HOMEBUSH' board and a CC Class 4-4-2 tank locomotive behind. ARHSNSW RAILWAY RESOURCE CENTRE, 432453D

Another destination known to have been displayed in Newcastle was 'Belmont', obviously after services were extended to that suburb at the end of 1916.

It is interesting to note that South Maitland Railways' (before 1914 the East Greta Coal Mining Company's) locomotives Nos. 15, 16 and 29, purchased new from Beyer Peacock in 1912 and 1923 respectively, carried destination board holders similar to those on the NSWGR, as did their ex-NSWGR engines Nos. 11, 12 and 21. Is there any evidence that destination boards were ever used on the private system?

The 1907 NSWGR General Appendix



E Class 2-6-4 locomotive No. 533 heads a Newcastle suburban train approaching the Market Street level crossing with a 'BELMONT' destination board as it passes steam tram motor No. 104A heading three trailers to Mayfield.

H H MATHEWS COLLECTION, ARHSNSW RAILWAY RESOURCE CENTRE, 011718

appears to have been the first to explicitly refer to destination boards. On p53 it provided that 'Engines working

Suburban Passenger Trains must, where necessary, carry Destination Boards in front.' The 1919 General Appendix



S Class 4-6-4 locomotive No. 1250 stands outside the Eveleigh Railway Workshops with 'LAKEMBA' on its roller blind indicator prior to travelling to Sydney Terminal Station to pick up its train. ARHSNSW RAILWAY RESOURCE CENTRE, 023312

(p92) provided that:

Suburban Passenger trains must carry a Destination Board on the front of the engine. The Driver must see that the proper Board is carried, and that it is in good order.

Weekly Notice 44, 26 October 1922, p18, advised the staff:

Destination Boards on Engines of Suburban Passenger Trains—With reference to the instructions in clause 10 on page 92 of the General Appendix, the Destination Boards on engines will be abolished, and the fittings will be dismantled as the engines pass through the Workshops.

CONCLUSION

What brought about this abrupt end to the system is not known. Were there union pressures? It was not the introduction of the new electric trains, which were yet to come into service and did not operate outside Sydney, and which (unlike those already running in Melbourne) carried no destination boxes. Combinations of marker lights on the leading electric car showed the route, although not the terminus of the train.⁹ But this was no more than a continuation of the system of 'visual train signals', made up of headlamps and discs, which had previously also informed the staff and others 'in the know'.

There seems to have been little reaction to the removal of destination indicators on suburban trains in 1922. Mr Mark Gosling, MLA, made representations to the Railway Commissioners in 1926 'concerning the necessity for placing destination boards on the front of electric trains', but the reply was only that 'it was hoped, at no distant date, to introduce an arrangement that would meet the requirements of passengers'.¹⁰ This may have been a reference to the new platform train indicators envisaged in signal engineer C B Byles' paper presented before the Institution of Engineers at Sydney in 1926.¹¹ Nevertheless, the Commissioners' optimism above does not seem to have had any other foundation. Letters to newspaper editors in 1927 and 1930 went without response.¹²

This brief essay is not intended to be the last word on its subject. It makes no attempt to cover such areas (noted in Longworth's article) as name boards on named trains, or carriage destina-



A round-top boilered CC Class 4-4-2 locomotive sports a 'FUNERAL' destination board as it is about to depart from the original station in Rookwood Cemetery.

ARHSNSW RAILWAY RESOURCE CENTRE, 433228.

tion boards. Nor does it attempt to cover, except to note in passing, the complex and very long-lasting system of 'visual train signals', including headlamps and engine discs.

It is hoped that enough has been said, however, and shown in the accompanying drawings and photographs, to show that the system of destination signs on NSW suburban passenger trains between 1891 and 1922 was widespread, long lasting, and had many interesting features.

END NOTES

1. Longworth, Jim, 'The Train now standing on Platform 2 goes to ...', *Australian Railway History*, Vol. 64, No. 911, September 2013, p14.
2. Corbet-Singleton, C, *Australian Railway Historical Society Bulletin*, Vol. 17, No. 350, December 1966, pp266–281
3. NSW State Records, NRS15261. Ian Dunn, *The Shop Order Book, Byways of Steam* 23, Eveleigh Press, Matraville, 2004, pp79–95, explains and shows the great value of this series of records for research into the activities of the Mechanical Branch.
4. NSWGR *Weekly Notice* 49, 1 December 1892, p6.
5. *Cumberland Argus & Fruitgrowers Advocate*, Saturday 23 October 1915, p8.
6. 'Today's Sporting ... The "Funeral" Express', p2.
7. G H Eardley, *Locomotives Beyond Recall*, Sydney, NSW Rail Transport Museum, 1976
8. When and Where of Railway and Tramway Events, SRA, Vol. 1, at ARHS Archives, notes at p282; [1913] 17 May. Destination boards for locomotives, 2540mm x 645mm, four—MAITLAND & TORONTO; four—WARATAH & MAITLAND; two—WARATAH & WALLSEND; two—TORONTO & COCKLE CREEK. Converted back to imperial measure, these boards would be 8ft 4in x 2ft 1½in! It seems clear that the compiler of this volume has misread Shop Order 4795, so that the original clerk's error of 8ft 4in instead of 4ft 4in has been reproduced, and two new errors (in the second measurement and in the omission of 'W.' before 'Maitland' (in one place only!) have been added.
9. Keenan, D R and Clark, H R, *First Stop Central*, Australian Electric Traction Association, Sydney, 1963, p9; J Beckhaus & S Halgren, *Sydney's Electric Trains*, Australian Railway Historical Society NSW Division, 2007, p25.
10. *Sydney Morning Herald*, Wednesday 29 December 1926, 'Electric Trains', p5
11. This paper was one of a series published by the Institution in 1927 and reprinted by the Australian Railway Historical Society NSW Division in 1987 as *Electrification of Sydney & Suburban Railways*, in which pp91–93 refer to these indicators.
12. *Sydney Morning Herald*, Monday 7 March 1927, 'Destination Boards on Electric Trains', p12; *Evening News*, Wednesday 9 April 1930, 'Destination Signs', p8.



The damaged carriage off Train 11B in the siding at Humphery following the accident on Saturday 1 June 1918. JOHN OXLEY LIBRARY

The QR 1918 Humphery Accident

Mike Quirk

The issue of Train Notice No. 342 by the District Traffic Manager's office at Maryborough set the scene for a tragedy that would call into question the railways' safeworking arrangements and operating procedures. This notice advertised the running of two livestock specials from Mundubbera on Saturday 1 June 1918. The first was due to depart at 7.00am, half an hour after the departure of the regular mixed train 11B, with the second following at 8.00am. No. 1 Special train was scheduled to overtake 11B at Gayndah.¹

BACKGROUND

What was to become the Gayndah–Monto Branch was constructed in stages over a period of almost four decades. The first section from Mungar on the North Coast Line to Brooweena opened on 29 July 1889 and was extended to Biggenden two years later. A further 16 years were to elapse before the line arrived at the township of Gayndah.

The line opened to Mundubbera on 3 February 1914 and this remained the

temporary terminus until the extension to Ceratodus on 26 April 1924. Excursion trains from Gayndah and Mundubbera conveyed passengers to witness Transport Minister Larcombe officiate at the opening of the final section at Monto on Saturday 15 September 1928.

Saturday, 1 June 1918

Mixed train 11B, crewed by driver Henry Watson, fireman A W Jarvis and guard Arthur Thompson, with a load of 183 tons, departed Mundubbera eight minutes late at 6.38am on Saturday 1 June 1918. The train was travelling on authority of train staff ticket and prior to departure, station master George Messer issued instructions to the driver and guard to shunt at all intermediate stations between there and Gayndah. The train duly arrived at Philpott Creek at 6.50am and after shunting and roadside work departed at 7.10am.

Meanwhile No. 1 special livestock train, Driver R S Murdoch, Fireman R J Bradshaw, Guard J E Baker, also running eight minutes late departed Mundubbera at 7.8am. This train of eleven vehicles conveying 160 head of

cattle consigned to Cannon Hill was worked by a PB15 class engine and was not timed to stop before Gayndah. In accordance with Rule 407, Station Master Messer advised the driver and guard that the previous train was shunting on ticket.²

The next stop for 11B was at Boomerang, 9 miles 48 chains (15.4 Km) from Mundubbera, where it paused only briefly to put off two bags of chaff. Despite the encroaching fog, the next three miles (4.8 Km) was covered in good time with arrival at Humphrey being recorded at 7.30am. Although Humphery later became an unattended staff station, in 1918 it had no fixed signals and was classified as a 5th Class Gate.³ An IC wagon was detached and placed in the siding before the train drew ahead to perform roadside work at the platform.

THE ACCIDENT

James Read, a lengthsman stationed at Humphrey, assisted guard Thompson with the loading of cream cans and the work was almost completed when they heard the whistle of an approaching

train. Thompson yelled to the passengers to alight while Read grabbed a red flag from the office and ran towards the approaching train. He had only covered 75 yards when the livestock special burst out of the fog and despite driver Murdoch's efforts to stop, his train collided with the rear of train 11B.

The force of the collision was lessened somewhat as driver Watson had released the brakes on the mixed train in preparation of departure. No vehicles left the rails but the impact caused the guards van to be forced 28 feet (8.5 metres) into the adjacent carriage and the leading carriage also sustained significant damage.⁴

Rescue and recovery

As the dust settled, railwaymen and locals worked frantically to release those passengers trapped in the wreckage. Many of them were severely shaken and bruised. The injured were placed onto makeshift stretchers made from planks and carriage doors.

They and the other passengers were then loaded into box wagons on 11B which set off on the 10 mile (16 Km) agonising journey to Gayndah where the nearest medical treatment was available. About a dozen of the 31 passengers had been able to respond to Guard Thompson's frantic call to leave the train before the collision occurred and it was considered had they not done so, there undoubtedly would have been an increased number of serious injuries and fatalities. The only damage to No. 1 Special was a smashed cow-catcher, bent buffers and broken headlight on the engine. Both train crews escaped injury.⁵

A breakdown train with Acting Traffic Manager Harvey departed Maryborough at 10.0am for the scene of the accident. Meanwhile at Humphrey, the damaged carriages had been moved to the siding and main line was cleared for the livestock train to proceed with its own engine by 11.0am.

When they arrived, the breakdown gang endeavoured to separate the guards van from the adjoining carriage but the latter vehicle collapsed completely. The bogies together with some metal components were salvaged and the timberwork was heaved to one side and set alight. The second carriage was roped together with its wrecked side supported by stays. There was no damage to the permanent way. The breakdown train returned to Maryborough at 4.30pm on Sunday afternoon bringing with it the damaged van and carriage together with a wagon containing the salvaged remnants of the destroyed vehicle.⁶

The Victims

Five persons suffered serious injuries and were admitted to Gayndah Hospital. One of them, Mr James Trigger, 66, of



Location Map, the QR Monto branch line

Hopewell, Lakeside, died as a result of his injuries shortly after admission.

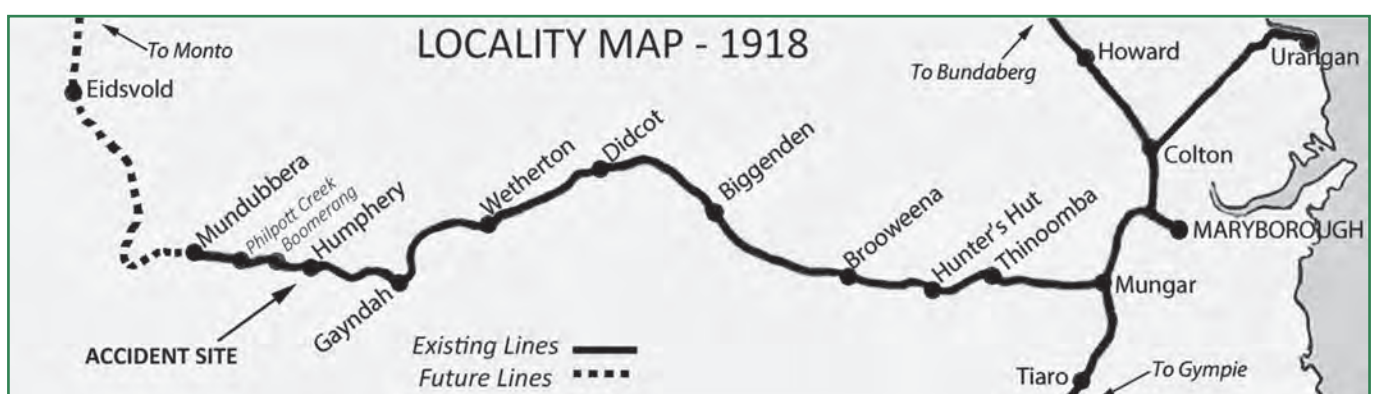
The other four, Mesdames Howarth of Philpott, Sallich of Binjour, Messrs J Ryan of Gayndah and C H Ellacraft, a returned soldier, sustained multiple wounds including bruises, cuts, fractured bones, head and internal injuries.⁷ They all eventually recovered.

James Trigger was buried in Gayndah Cemetery on Sunday 2 June 1918 with Major Harvey in attendance representing the Railway Department⁸. A memorial service was conducted for him at the Lakeside Methodist Church on the following Sunday afternoon.⁹

DEPARTMENTAL INQUIRY

The guard of Train 11B and the driver and guard of No. 1 special were suspended from duty. A special Board of Inquiry left Brisbane on the evening of 3rd June for Mundubbera to investigate the circumstances surrounding the collision.

The board consisted of Messrs A P Lloyd (District Traffic Manager, Brisbane), J Neville (Signal and Light Engineer), and J E Robinson (Chief Mechanical Engineer). They were joined at Maryborough by the Acting Traffic Manager (Major W C Harvey) and some other officials. The proceedings were conducted in camera.¹⁰





The breakdown train hauled by a B13 Class 4-6-0 locomotive stops at Biggenden to take water during its return journey to Maryborough in early June 1918. Note the damaged carriage at the rear. QR HERITAGE DIVISION PHOTO

MAGISTERIAL INQUIRY

The Magisterial Inquiry into the circumstances surrounding the death of James Trigger commenced in Gayndah on 21 June before Mr J Bracewell Police Magistrate.

Station Master George Messer gave testimony regarding the departure of the two trains from Biggenden. He said that his instructions were to despatch the special half an hour after the mixed train. During his time at Mundubbera the usual clearance had been one hour and the 1 June was the first occasion it had been reduced to 30 minutes.

Since the accident, the department had gone back to one hour clearance. He considered it would take Train 11B 50 minutes to complete station work between Mundubbera and Gayndah and suggested a better method of working would have been to have the special run ahead of the mixed train.

Four witnesses were called to give evidence regarding the running times of mixed train No. 11B and No. 1 Livestock Special. Eliza Cook, gatekeeper at Philpott, stated she could not say exactly when the mixed train arrived or departed but there had been no unnecessary delay. The livestock special challenged her signal about 15 or 16 minutes after the mixed train had left and she cleared the signal as she considered the mixed train had sufficient clearance¹¹.

Next was William Cook, lengthsmen and husband of the previous witness, who was working near Boomerang at the time. He saw the special pass him about twelve to fifteen minutes after the mixed but he did not stop the special as he considered that the mixed had sufficient clearance.¹² It was getting very foggy at the time and he could only see for about four chains (80 metres). He was about two or three miles (3.2–4.8km) from Humphery when the special passed.

James Reid, lengthsmen at Humphery, testified that the mixed train arrived about 7.30am, its usual time. It was very foggy at the time and he could only see 50 to 75 yards

(46–69 metres), not more than half way from the platform to the goods shed which was 450 feet (137 metres) on the Mundubbera side of the platform. From the end of train 11B to the goods shed was about 422 feet (129 metres).

There are about 30 chains (600 metres) of straight on a slight incline on the Mundubbera side of Humphery. He stated the train had been there between 10 and 15 minutes and that about three minutes before the accident guard Thompson said to him: "The livestock train must be getting close. If it arrives here before I've left, it will mean 10 minutes stop."

When he heard the whistle, he raced to the office, grabbed a red flag and ran down the line to meet the train. He said he was about 60 yards (55 metres) from rear of train 11B when the driver of the special saw his signal, but the train did not slow down quickly as the rails were very wet. Alice Reid, wife of the previous witness and gatekeeper at Humphery, stated she was unsure as to how long the mixed train had been standing at the station and that the first she knew of the approaching special was when her husband rushed into the office to grab a red flag.

Four passengers from the train, including James Edward Trigger, son of the deceased, also gave evidence. It was established that James Trigger (Senior) had gone to the lavatory about the time the train arrived at Humphery and was still there when the accident occurred. The Inquiry was then adjourned to Maryborough for the examination of further witnesses.

The hearing reconvened in Maryborough on 28 June. Guard Thompson testified as to running of mixed train 11B including the work performed at Humphery and other places. He stated that he was about to give right away when he heard a whistle and then saw the livestock train appear through the fog about 60 or 70 yards away from him. He considered that on a dry day, the train could have stopped

in that distance but not so when the rails were wet.

Thompson asserted that the rules relating to detonators did not apply as his train was not losing time. He also claimed that the driver of the special seeing the state of the morning and bearing in mind the shunting operations should have had his engine under better control. When questioned regarding why the night lamps were not lighted in accordance with Rule 154A which provided that in foggy weather signals should prevail in day as at night, Thompson stated that visibility had only deteriorated since Boomerang and admitted his lamps should have been lit but he never gave thought to the rule.

Driver Watson gave corroborative evidence as to the time and existence of heavy fog. He considered the whole set of circumstances, namely the fog, the loss of time in shunting and the unprotected stations, contributed to the accident and that the lights would not have been of any use owing to the fog. Guard Thompson was recalled and in response to questioning, stated that he saw the driving wheels of special's engine skidding and the driver and fireman jump off when about four yards from his train.¹³



The yard layout at Humphery was a very simple affair in 1918. MIKE QUIRK DRAWING

Driver Murdoch testified that although his train was timed to run express to Gayndah, he had intended to stop at Humphery to examine his engine as when coming up from Maryborough on the previous day he had had trouble with a hot big-end bearing. He stated he was aware of mixed train 11B ahead of him and had proceeded with caution and kept a lookout approaching Philpott, Boomerang and Humphery. He whistled both when climbing and descending the bank before Humphery and he made the usual service application of the brakes on sighting the goods shed.

When he saw the lengthsmen running towards him with a red flag, he made an emergency brake application and opened the sand. At that stage he could not see the station building. His train then appeared to skid on the greasy rails, so he released the engine brake and reversed the engine.

He first sighted the rear of 11B when it was approximately 30 yards away. The reversing of the engine checked the train and the sand was taking good effect.

According to his watch, the accident occurred at 7.45am. Although the train notice did not advertise a time for Humphery, he considered he was not ahead of time as he was allowed one hour and 35 minutes to reach Gayndah. He never left the engine before the collision occurred and attributed the accident to the fog saying he would not have seen 11B before he did even if it had a tail light burning. Fireman Bradshaw supported his driver's evidence and said that he attempted to apply the handbrake when the driver applied the brake in emergency but slipped when trying to kick the pawl and he fell off the engine.¹⁴

Permanent Way Inspector A Stewart gave evidence that he was a passen-



Locals inspect the damaged carriage from Train 11B at the rear of the breakdown train returning to Maryborough during its stop at Biggenden in June 1918. QR HERITAGE DIVISION PHOTO

ger on train 11B and had jumped out when he heard the alarm call. According to his watch, the accident occurred at 7.43am and as far as he could see, the driver of the special was doing everything he could to stop the train.

Cornelius Henry Thomas, acting Trains Clerk, stationed at Maryborough, gave exhaustive evidence regarding the preparation of train running times. He stated that the timetable for 1 June did not make an unusual allowance between trains and produced copies of eight similar instances where half hour intervals prevailed.

He admitted he was solely responsible for preparing train notices, but was under the supervision of the District Traffic Manager. In response to questioning, he claimed that the interval between trains had now been altered to an hour because of main line traffic and he considered running trains at half hourly intervals was quite sufficient even though 31 minutes had been lost in shunting. When probed, he conceded that he did not think he knew better than practical men such as drivers and guards.

Thomas also made the startling admission that he compiled train times without any knowledge of what work the train had to do and asserted that if a station master thought it was dangerous to give an order to shunt at stations then he had no right to issue such an order. Needless to say these statements resulted to the witness being subjected to further lengthy cross examination. The Police Magistrate closed the hearing at 6.15pm and intimated that the evidence would be forwarded to the Justice Department in due course.¹⁵

APPEAL BOARD

The Departmental Inquiry ultimately found the driver and guard of the livestock special guilty of negligence. Driver Murdoch was fined £5 (\$428 at today's values¹⁶) and reduced to the position of fireman. Guard Baker was reduced to shunter.¹⁷ Both men appealed the decisions. The Railway Appeal Board under the chairmanship of Mr J Bracewell, PM, commenced sitting at Maryborough Court House on Tuesday 22 October 1918.¹⁸ The Hon. J W Blair instructed by Mr C S McGhie, appeared for both appellants.¹⁹

Blair gave an impassioned address to the Board on behalf of the appellants, and reviewed the circumstances of the case.²⁰ He complained that Mr C S McGhie, counsel for the men, had been refused permission to appear on their behalf at the departmental inquiry. He pointed out Driver Murdoch had been reduced from the position of second-class driver at 15 shillings per day (\$63.25 at today's values)²¹ to fireman at 11 shillings per day (\$46.38 at today's values).²² He had been 13 years in the service, eight of which he had been a driver.

The decision of the department had been practically to reduce him four shillings a day, and he was not to be placed in charge of an engine without the authority of the Commissioner, fined £5 (\$428 at today's values)²³ as well as losing pay while under suspension. That, he contended, was a most drastic punishment.

With regard to guard Baker, that man had a wife and four children; he had been 10 years in the service, and been seven years a guard. He was reduced to the position of shunter, from 13s 6d a day (\$56.92 at today's values)²⁴ to 12 shillings a day (\$50.60 at today's values)²⁵. He asserted the decision was not arrived at on the facts of the case and that any negligence was on the part of the Department. He thought the Board would find that the Department more to

blame than the appellants.

Since the accident had occurred the Department had allowed one hour between the mixed train and the special, which proved that it was wise after the event. Scapegoats had to be found, and these men were penalised. A scrutiny of the evidence, he believed, would bear out what he said, and he also thought that the Board would find that the appellants had been penalised for the negligence of others.²⁶

Robert Murdoch, the driver of the cattle train, stated in evidence, he had not been on a train with only half an hour's interval either before or since the accident. Mr C Cosgrove, of the Crown Law Office, appearing for the department, claimed that Murdoch knew that train 11B was stopping at all sidings; knew that a shunting order would mean that he was to approach all stations cautiously and that he should have come into Humphery more cautiously still account of the fog conditions.

Murdoch responded that he knew that he was approaching Humphery when he came to the incline before there; he could not see the telegraph poles in some places and next indication was when he saw the goods shed and then he would have been travelling at between 10 to 15 miles per hour (16–24Km/h). He went on to say he applied the brakes when he saw the goods shed and his speed would have been reduced to six or seven miles per hour (10–11Km/h) by the time of the collision. He stated he could have pulled up the train in seventy yards under favourable conditions, but not under those prevailing at that time. He asserted that he was travelling cautiously approaching Humphery having had nine years' experience as a driver.

John Edward Baker testified he had been a guard for eight years, had an absolutely clean record, fulfilled all the rules for a guard and exercised all care that he reasonably could on that occasion. He had never previously worked on that line with a half hour interval. In response to questioning from Cosgrove, Baker stated he was not aware that the train was approaching Humphery as he could not see any landmarks while looking out through the window due to the dense fog. He asserted it was not necessary for him apply the brakes as he was only permitted to touch the Westinghouse brake in an emergency and considered that did not apply in this instance as the train was travelling at about 10–12 miles per hour (16 – 19 Km/h).

In concluding the case for the appellants, Mr Blair declared he didn't think there would have been an accident if guard Thompson had put detonators behind his train, nor if that train ran to times that did not prevent the following train keeping its schedule. He alleged there was nothing in the rules to indicate any action in such emergencies. The Police Magistrate responded: "It seems to me that the rules want amending" which brought outbursts of laughter from the court room.

Mr Cosgrove speaking to Mr Blair's address pointed out it was not in accord with the Department to allow a solicitor to appear at a departmental inquiry; however there was nothing to prevent the men being represented by a barrister or solicitor at an appeal. He asserted Mr Blair's comments were all "moonshine". He then addressed the Board and gave particulars of the running times of train 11B and went on to say that if guard Thompson committed a breach of the rules that did not exonerate the other men as each man was responsible for his own work.

Arthur Thompson, guard on train 11B, was the first called

to give evidence for the department. He gave an account of his work on the morning in question, and stated he had an order to shunt at all stations. When he left Philpott he considered he had sufficient clearance. He arrived at Humphery at 7.30am and at 7.40am saw the engine come through the fog when he was standing at the office door. He did not think it was necessary to put detonators down as he was due to arrive at Gayndah at 8.15am and would have done that. When cross examined by Mr Blair, Thompson admitted it was the worst foggy morning he had known there.

The cross-examination continued after the luncheon adjournment by which time the attendance in the public gallery had risen to 50 people. Continuing, guard Thompson confirmed he saw the engine of the special skidding along the rails when the brakes were applied. He reiterated that he did not think that half an hour was sufficient time as a protective interval between trains. The half hour time interval had since been altered to an hour. The impact caused his train, which weighed (including engine) 241 tons, to move forward about half an engine length. He conceded that the accident might have been avoided had Reid gone back earlier with a red flag.

Henry Watson, driver of train 11B on 1 June said they departed Mundubbera at 6.37am and arrived at Humphery at 7.30am. After the accident, he examined the remainder of his train that he was to take forward to see if it was in a fit state to travel. He did not consider they were running late. To travel from Humphery to Gayndah would require 33 to 35 minutes. The accident happened at 7.40am and he was ready to depart then which would have given him 35 minutes to run to Gayndah and arrive on time at 8.15am. When further questioned, he said in some instances it might be possible to pull up in 75 yards, but he did not like expressing an opinion. Responding to Mr Blair, Watson said he considered that half an hour interval between trains was insufficient. If he had been the driver of the special he would have expected protection for his train considering the fog that morning. He would expect a signal from a lengthsman that another train was just ahead.

Hill Richardson Graham, Locomotive Inspector stationed at Ipswich, was called as the next witness. He had 43 years' service with the Department and obtained his present position over 10 years ago. He testified that he had expert knowledge of the working of brakes on engines and trains and he had conducted tests to determine in what length an engine or train could be stopped with the Westinghouse brake. He contended that in ordinary circumstances, the colliding train should have pulled up in 20 yards but he would allow another 15 yards, that is 35 yards in all, for the slippery rails. His opinion was that the driver was running very much beyond the speed he quoted. Practical tests conducted by him on level ground at 15 miles per hour (24 Km/h) with a train weighing 250 tons, including the locomotive, resulted in the train stopping in 35 yards. Viewing the condition of the damaged coach on its arrival in Ipswich, he considered the speed of the colliding train at the time of impact was 15 miles per hour (24 Km/h).

The last witness for the department was Robert McArthur, District Engineer, who detailed the damage done to the coaches and stated that the van had been pushed about 28 feet (8.5 metres) into the adjoining coach.

Addressing the Board, Mr Cosgrove first dealt with the charges brought against driver Murdoch. The first charge

was that he failed to compare his watch with the station clock on the day of the collision and then that he had failed to exercise caution and vigilance. Both driver Murdoch and guard Baker had given different times of departure from Mundubbera, neither of which agreed with that stated by the officer on duty there at the time. No stops were made at intervening stations before they ran into train 11B standing at Humphery. The question was whether they were cautious and vigilant. Mr R H Fitzgerald, locomotive employees' representative on the Board, challenged Cosgrove saying the rules under discussion were applicable to stations with fixed signals and did not apply in this case.

Cosgrove said he disagreed and reverting to his original address claimed that had Murdoch driven at a proper speed to arrive at Gayndah on time, the accident would not have occurred as the special would have arrived at Humphrey four minutes after train 11B had left. That Murdoch had come into Humphery at excessive speed was shown by the fact that he was unable to control his train in the distance he should have.

Mr Blair responded firstly to the charge against Guard Baker of having failed to compare his watch with the station clock. He asserted that Rule 61 had absolutely no relevance in the case at all.²⁷ Murdoch was charged with a similar offence and it was also considered in the same light as the charge against Baker. He went on to refer to the other charges which he considered remarkable and said they may suit a comic opera. Caution was essential for the safety of the public and that was the only factor that the Railway Department had any grounds to appear in court. The evidence showed that the half an hour interval between these two trains was the only instance of its kind on the line.

In reply to the chairman's question as to what was the official interval allowed between trains, Mr Blair quoted Rule 227 which read:

Where the block, the electric staff, or tablet system is not in operation, a train must not be allowed to follow any other train within ten minutes, and on mountain ranges an interval of fifteen minutes must be maintained. At night the interval must be twenty minutes in both cases. Where the running time between stations is less than the regulation interval, stations in the rear must obtain "train arrived" by telegraph or telephone from the station in advance before despatching trains at less than the intervals stated above. In exceptional cases (in the day time), when the line is comparatively straight and level and a good view obtainable, a goods or stopping passenger train may be started five minutes after a fast or express train, but in every case the driver and guard must be advised how long the previous train has left in advance.

Continuing, Mr Blair said he agreed with the Chairman's statement in the morning that the rules needed revising and bringing up to date. He went on to say that the department on its own showing had made a half an hour interval but this had been whittled down by the stationmaster issuing a shunting order and yet the two appellants were being penalised. It appeared that the indictments were drawn up by someone who was totally unacquainted with exact conditions of the affairs but with the idea that: "if we don't get you on one charge, we will get you on another".

He claimed that if the statement made by Cosgrove that through their gross negligence the appellants caused the death of a man was true then they would have been charged



Another view of the damaged carriage from Train 11B in the siding at Humphrey following the smash on 1 June 1918. JOHN OXLEY LIBRARY

with manslaughter. Mr Cosgrove contradicted that statement but Mr Blair asked why were the two appellants saddled with the blame? If the train had been recklessly driven, it would have resulted in terrible havoc when it crashed into the other train but as it was only one old coach was destroyed. He argued that the Department should have seen that the half hour interval was maintained throughout the whole journey, but as it was it was gradually whittled away. Previously the interval between trains had been one hour and now it was back to one hour. What did that admission mean? There had also been failure to observe fog signal rules and he contended that from the evidence, it would be the Board's privilege as well as pleasure to annul the decisions of punishments that had been placed on the two appellants.

The enquiry then adjourned until the following afternoon so as the Board members could peruse the evidence.²⁸

THE FINDING

On 23 October 1918 and in the presence of a large group of railway men, Mr Bracewell, Police Magistrate, announced the Board had reached a unanimous decision. In the case of driver Murdoch, he was accused of six offences which were enumerated in the charges laid down. However, there was no apportionment of the punishment against each charge. He spoke at length on this matter and made a comparison with a person charged in the Police Court with three or four offences where each charge attracted its own penalty.

The first charge against Murdoch was that he failed to compare his watch with the time at the station from which he started. Rule 61 applies to stations other than telegraph stations. Mundubbera was a telegraph station so Rule 61 does not apply and therefore the Board found Murdoch not guilty of the first charge.

The second charge was that near Humphrey, he failed on all occasions to be vigilant and cautious. The Police Magistrate was critical of the wording and said it was supposed to be a breach of Rules 3 and 246.²⁹ The Board was of the opinion that as it was only a matter of signals and so found him not guilty of the second charge.

The third charge that he did not cautiously keep a look out was not proceeded with by Mr Cosgrove and Murdoch was found not guilty. On the fourth charge that the driver failed to keep a lookout at all times the train was in motion, a breach of Rules 3 and 255.³⁰ The Board was of the opinion that there was no evidence that he did not keep a good look out and on the fourth charge he was not guilty.

The fifth charge was that the driver failed to regulate the speed of his train approaching Humphrey which was listed as a breach of Rules 3 and 262.³¹ There were no signals in this instance and therefore the rule was not applicable and so the Board found Murdoch not guilty. The final charge was in connection with the contention that, as driver of the cattle train, Murdoch failed to take into consideration the condition of the weather and state of the rails when approaching

all stations, breaches of Rules 3 and 307.³² There was no evidence that driver Murdoch did not provide for the safety of the public and as regards the differences of speed, the evidence of Murdoch, his fireman and others all showed that he took every precaution. Accordingly, the Board found all charges against Murdoch not proved and he was completely exonerated.

With regards to the case of Guard Baker, he also was charged with breaches of Rules 3 and 61 as well as neglect of duty. The Board found there was no evidence to support the charges and the Board unanimously upheld his appeal and exonerated him from all blame.³³

Another matter that had been brought up was the interpretation of the concluding paragraph of Rule 405.³⁴ The question was: Was the station master within his rights to give an order to shunt at all stations? The Board found that the station master had instructions from the department to issue the shunting order and also had received a telegram ordering that the train be stopped at another place. Continuing, the Chairman stated that it seemed that these rules were framed by the department to meet cases where everything was favourable, but no provision was made for stations which were not protected by signals.

The Railway Department subsequently amended the rules relating to trains travelling on ticket stopping and/or shunting at places not protected by fixed signals and the whole rule book was subjected to a major review before the next edition was published.³⁵

This was the second serious accident to occur on the branch in 1918. On 18 April that year, a livestock train had derailed at Hunter's Hut Creek resulting in the guard being injured and 36 cattle being destroyed.

END NOTES

1. Except where otherwise noted, the source of information is from the transcript of the Magisterial Inquiry into the death of Mr James Trigger who lost his life as a result of an accident at Humphrey Siding on 1st June 1918
2. Rule 407 stated that when it is necessary for a train running on ticket to take water, to shunt or to unload goods at a siding not protected by signals, the station master at the preceding station must give the driver and guard an authority to carry out such work. He must also give the driver and guard of the following train

- a form advising them that the previous train is shunting on ticket and to approach such sidings with caution.
3. *Queensland Government Gazette*, No. 246 – 14 December 1917.
 4. *Maryborough Chronicle, Wide Bay and Burnett Advertiser*, 3 June 1918.
 5. *The Brisbane Courier*, 3 June 1918.
 6. *Maryborough Chronicle, Wide Bay and Burnett Advertiser* 3 June 1918.
 7. *Ibid.*, 3 June 1918 and 4 June 1918.
 8. *Ibid.*, 3 June 1918.
 9. *Ibid.*, 6 June 1918.
 10. *Morning Bulletin*, 5 June 1918.
 11. Rule 486 stated: 'At places where the block system is not in operation, the interval prescribed in Rule 227 must be maintained between all trains. If, however, any train should arrive before the proper interval has elapsed, the gatekeeper must, after having brought the train to a stand and verbally inform the engine-driver and guard how long the preceding train has left in advance, allow it to proceed'.
 12. Rule 513 stated: 'If a train approaches within ten minutes of another train where the line is not worked under block telegraph rules, the men repairing the line must give the engine-driver of such train a signal to go slowly'.
 13. *Maryborough Chronicle, Wide Bay and Burnett Advertiser*, 29 June 1918.
 14. *Ibid.*
 15. *Ibid.*
 16. RBA Inflation Calculator.
 17. *The Brisbane Courier*, 16 August 1918.
 18. At that time, James Bracewell was Police Magistrate and Mining Warden for the Maryborough–Gympie District. Until 1936 when the Railways Act was amended to provide for the appointment of a chairman for the whole state, the local PM also acted as Chairman of the Railway Appeal Board when it was sitting in his district.
 19. James William Blair (1871–1944), was admitted to the Queensland Bar as a barrister in 1894. At 30 years of age, he was elected MLA for Ipswich and within 18 months was appointed Attorney General. Later, at different times, he held two other portfolios but he lost his seat in parliament at the 1915 elections. He then concentrated in building up his legal practice until he was elevated to the Bench in 1922 and, just three later, was appointed Chief Justice, a position he held until retirement in 1940. In 1929 he was also appointed Lieutenant-Governor. He was created a Knight Bachelor in 1930 and was awarded a KCMG in 1935. During his lifetime he also held a number of other important positions including Chancellor of the University of Queensland. A Brief Account of the Life and Times of The Honourable Sir James William Blair, K.C.M.G. Chief Justice of Queensland by J. C. H. GILL, M.B.E., B.A., LL.B., F.R. HIST. S.Q.
 20. " ...if the need arose, especially in a criminal trial, Jimmy Blair could make a jury weep", *Ibid.*
 21. RBA Inflation Calculator.
 22. *Ibid.*
 23. *Ibid.*
 24. *Ibid.*
 25. *Ibid.*
 26. *Maryborough Chronicle, Wide Bay and Burnett Advertiser*, 23 October 1918.
 27. Rule 61 (in part) states: 'In order to uniform time being kept at stations other than telegraph stations, the following instructions must be observed. ... Every guard and driver must, before starting on his journey, compare his watch with the clock at the station from which he starts, and satisfy himself that it is correct; he must again compare with and regulate it, if necessary, by the clock at the station where his journey ends, and before commencing his return journey'.
 28. *Maryborough Chronicle, Wide Bay and Burnett Advertiser*, 23 October 1918.
 29. Rule 3 stated: 'The first and most important duty of every employee is to provide for the safety of the public'. Rule 246 stated: 'The engine-driver and fireman must pay immediate attention to and obey all signals'.
 30. Rule 255 stated: 'The engine driver must keep a lookout at all times the engine is in motion, and the fireman must also do so when he is not necessarily engaged otherwise, but when within station limits the undivided attention of both driver and fireman must be given to signals'.
 31. Rule 262 stated: 'Engine drivers of trains must regulate their speed in approaching stations, and when within station limits must have their engines under such control as to be able to stop clear of points and crossings, or of any obstruction there may be, should the signals the not be lowered for the passage of their trains'.
 32. Rule 307 stated (in part): 'He must carefully approach all stations which his train is required to stop, and must not stop short of or over-run, the platform; he must also exercise great care in passing stations where he is not required to stop'.
 33. *Maryborough Chronicle, Wide Bay and Burnett Advertiser*, 24 October 1918
 34. Rule 405(f) stated: 'When it is necessary for a train running on ticket to take water, shunt or to unload goods at a siding not protected by signals that has not been provided for in the Working Time Tables or a Special Train Notice the stationmaster at the preceding station must give the driver an order. Stationmasters issuing such orders must be careful to see that the train taking water, shunting, or unloading goods has sufficient time to do the work without the regulation time interval between it and the following train being reduced'.
 35. By-Law N° 102 and By-Law N° 167.

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Book Review

The Lines Behind the Front: The railways in support of the British Expeditionary Forces in the Great War, a photographic record, by William Aves

Lightmoor Press, Lydney, Gloucestershire, United Kingdom, 2016

Hard cover, 180 pages, 281 black & white photos, 16 drawings and maps, two colour images rear cover. Available ARHSnsw Bookshop, \$78.00 plus package and postage (members discount applies).

World War I was essentially a 'Railway War'. Railways, both standard and narrow gauge played an essential role in moving troops, supplies and heavy equipment to and from the front lines. This superb book tells the story of the role that railways played in supporting the Allied armies during World War I with its primary focus on the Railway Operating Division (ROD) which supported the British Expeditionary Force (BEF) on the Western Front between 1915 and the Armistice of 11 November 1918, but it goes beyond the ROD to cover a broad range of activities in its 22 chapters.

The ROD eventually comprised 67 companies manned by 18,400 men and running 1500 locomotives. The primary focus is on the broad gauge lines that carried men, munitions and supplies to receiving centres near the front, from where the narrow gauge networks carried them to the front lines, returning with the wounded and men being relieved. Early chapters cover the movement of locomotives from Britain to France as deck cargo on commercial freighters (Ch 3) and the role of train ferries that carried rolling stock and equipment from Richborough and Southampton in England to Dieppe in France (Chs 4 and 5).

The movement of ammunition and supplies from Dieppe to the railway yards near the front is covered in Chapter 6, while the next two chapters cover the 600mm gauge War Department Light Railways (WDLR) that carried ammunition, supplies and men onto the front lines (Ch 7) and the Railway Construction Companies that built the lines and repaired them after damage from enemy shelling (Ch 8).

The account then returns to the standard gauge ROD locomotives used in France, with Chapter 9 featuring

photographs of the wide range of British and Continental locomotives used by the ROD during the war, while Chapter 10 documents and presents images of the former ROD loco-

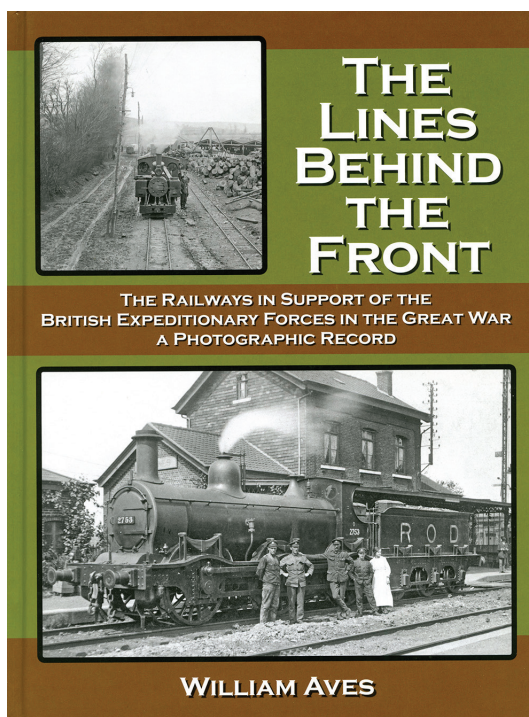
motives that returned to the United Kingdom after the war. The next chapter covers the ROD locomotives that remained in France after the war, notably locomotives built by the Baldwin Locomotive Works or Canadian builders. Of particular interest here are the ten New South Wales Government Railways TF Class 2-8-0s that were requisitioned by the War Department from the North British Locomotive Company instead of being shipped to Australia and sent to France. The large photograph of one of these engines as Nord-Belge No. 707 on p88 retains its unmistakable TF lines apart from the cab.

The 6th Australian Broad Gauge Railway Operating Company receives detailed coverage in Chapter 16, including images from the ARHSnsw Railway Resource Centre, the Australian War Memorial and others from personal collections supplied

by Trevor Edmonds. A wide variety of locomotives from United Kingdom, the United States and European builders are depicted, though several are of indifferent quality. Latter chapters cover specific topics such as the movement of army tanks, heavy rail-mounted artillery guns, the 6th Australian Company at Courtrai after the War, the ROD in Egypt and Palestine, the WD Light Railway during and post-War, Ambulance Trains; and Headquarters Staff Trains.

In summary, this is a well-researched and presented account of the significant role played by Railways during World War I, supported by an amazing range of good quality photographs. Highly recommended.

Bob McKillop



ARH April 2017 corrections

A reader has pointed out some errors in the April 2017 issue of Australian Railway History as follows:

- Page 5, col.1 line 4, 'Areican' should read 'American';
- Page 19, col. 1 line 8, 'canvas' should read 'canvass'

- Page 27, col. 2, par 2, line 2, 'to' should read 'from'
- The station named named Warrawong on page 21, col. 2, par. 2, line 2 should read 'Warrangong'.

Editor

Thomas Rhodes Firth Part 1

ARH 952, February 2017

The February 2017 issue of *Australian Railway History* stimulated my interest in the leading article when I saw the name Firth linked with Peto, Brassey and Betts. The name Brassey has significance in the fact that his eldest son, also named Thomas, who became Lord Thomas, came to Australia in 1877 with Lady Brassey, in his yacht, *The Sunbeam*. Lady Brassey attended first aid

classes in the newly founded St John Ambulance Association in England, and became a devoted disciple of first aid teachings. During their time in eastern Australia, Lord and Lady Brassey did much to promote the cause of first aid. This brings me to the topic of the New South Wales Railway Ambulance Corps and I am not sure as to whether this topic has been covered in previous

issues of *Australian Railway History*.
Vincent J Little, by email

Editor: Jim Longworth and John R Newland published an extensive and well-illustrated history of 'The NSW Government Railways' Ambulance and First Aid Corps' in the October 2008 issue of *Australian Railway History*.

NSW Railways 'O' gauge model railway

ARH 952, February 2017

Having read and enjoyed the article on the NSWGR 'O' Gauge Model Railway, I thought that I could add to the story.

I was an apprentice electrical mechanic with the NSW Railways Signal and Telegraph Branch between 1965 and 1971 and for two years, namely 1967 and 1968, I spent time at the Sydney Royal Easter Show working on the model train layout. Each year before the Show, the track layout, signalling and locomotives were assembled and tested in rooms ad-

joining Wynyard concourse below the Menzies Hotel. The rooms were filled with model trains and components. There was even a container full of steam engine numbers.

I worked at the Show operating the trains and enjoyed every minute. I worked shift work which was unusual for an apprentice and even better there was a steady supply of free biscuits while I worked at something that I enjoyed. I attach my 1968 Show Entry Card.

I enjoy reading *Australian Railway*

History.
Warren Heginbotham, by email

A detailed history of this model railway, and their other 'O' gauge scale model railways, was published in the *Australian Model Railway Magazine*, December 2008. A follow-up photo essay on the first of the layouts after it was relocated to Newcastle appeared in the *Australian Model Railway Magazine* of February 2014.

Jim Longworth, Cheltenham NSW

New Treasures at the RRC

ARH 951, January 2017

I have been inspired by the 'Lance Sharp Treasures' article in the January issue of *Australian Railway History* to send two letters in our family collection. They are held by my cousin, Patricia Keys (née Toby) and were written by her grandfather, Alexander ('Alec') Toby.

They provide an interesting insight into a railway man's appeal for justice from the Department of Railways over his problem 'counting the fruit' at Pennant Hills and 'sixpence a day underpayment! All over 100 years ago.

Hopefully these documents may be worthy of reproduction in your excellent magazine *Australian Railway History*. There is a photo of Alex Toby on p684 of *The Staff* magazine of 14 November 1930. You may pass on

the reproductions of the original hand-written letters to the ARHSnsw Railway Resource Centre.

Tim Ball, Kogarah NSW

Pennant Hills
4-12-12

Re counting fruit at Pennant Hills

Re above, I wish to state that it is an absolute impossibility to count the fruit as I cannot stand alongside the track all the time fruit is being loaded. I am called away every few minutes to attend to a delivery of inwards goods and collection of freight for which I am held responsible. This siding at Pennant Hills holds 27 trucks and generally has from 20 to 25 trucks in. One man is held responsible for all goods in these trucks and the only assistance I get is from 12 to 1 pm, when all the outwards midday

traffic is done. I then have assistance to roll up sheets and unload any trucks that require unloading. I am also called away to assist in shunting the 207 Goods and any other goods train that may shunt during my hours of duty, also to put banker engines and trams across the road when required. All the fruit has to be documented on fruit labels and this takes a lot of time as invoicing has to be done in the office out of sight of trucks loading. I have also to be responsible for the wagon-book. From this, it will be seen that my time is fully taken up during my hours of duty and if the dept think that I am not doing justice to the position, I must ask that a competent man be sent up to see if the job can be done. If I can, I beg to be removed as I am doing my best at present for the dept and can no man can do more than that. In

the busy time it takes one man all his time to regulate the traffic in the yard and keep carts moving. I am only in goods yard from 8 am to 1 pm, then I go to Ryde.
Toby Porter

To Dist Supt, Sydney, per SM
From, A Toby Pennant Hills
A Toby for extra pay while working block at Epping and Ryde from 22-12-11 to 28-12-12.
Re above, I respectively apply for sixpence per day for time worked as below. I took

charge of block working at Epping from 2.30 pm to 6pm daily from 22-12-11 till 31-5-12 and then at Ryde from 1-6-12 to 28-12-12 daily from 2.30 pm till 6.20 pm thus making 3 hrs 30 minutes continuous block working at Epping and 3 hrs 50 minutes at Ryde.

The award we are at present working under provides that block porters in charge of block working other than meal hours are to be paid signalmans pay for time so worked. This is being done at present at Rockdale where porter Hoad is paid on this

basis. I therefore consider that I am entitled to sixpence per day from Friday 22nd 1911 to Saturday Dec 28th 1912 inclusive, less 5 days holidays and 7 days off sick.

I trust that you will enquire in this matter and have it adjusted.

A Toby 7/
4/
13

Victorian N Class booster trials

ARH 933, July 2015

I am grateful to Philip Dunn (April ARH 2016) and David Slee (August ARH 2016) for their explanations of points raised in my letter in the April 2016 ARH, especially of how the booster was controlled and the trailing truck guided. I outline three points below.

Train Loads

In the steam age, it was not necessary to have a dynamometer car, an electronic calculator or computer to set engine loads, or even to spend a lot of time on calculations. Loads were either calculated or the result of trials. The calculations used figures of gradients, curves and rolling resistance of the vehicles concerned, of the internal resistance of locomotives experienced elsewhere and found in texts of the time, and tests of the rolling resistance on the railway itself. The texts included that by Henderson mentioned by Mr Dunn. The tests were based on preliminary considerations similar to the calculations, but if the engineer or inspector thought more could be hauled, more tests were done with heavier loads.

Calculated loads were often subject to tests, especially to allow for the steaming capacity of the boiler, and of train handling requirements, especially on curved and/or undulating lines. Such tests of one engine on one line often became the basis for setting the loads for all engines on all lines. If the traffic officers thought existing loads were an inconvenience, requiring more trains to be run for a little extra traffic, further tests might be run on some sections to see whether by extending the running times, and/or allowing higher speeds on the approach to banks, loads could be increased.

Terminology

My explanation on the meaning of loss of steam pressure and water level is the same as Mr Slee's. Not all readers of *Australian Railway History* knew of boiler management in the steam era and the terminology used, even fewer do so now. Many enthusiasts read the magazine to learn about how steam locomotives were managed. I explained the terms because I believe authors should explain at first mention anything likely to puzzle their readers. Consider the meaning of 'blow' in locomotive management, 'blowing up' to regain water level and pressure, or perhaps exploding, 'blowing down' to expel sediments and reduce the concentration of salts in the boiler water, which I mentioned in ARH for January 2015, p 29 and May 2015, p 30. I could have added 'blow off', steam escaping from the safety valves to prevent pressure exceeding the level set for a boiler, 'blow' generally for escapes of steam, eg at glands where piston rods leave cylinders and at the point where superheater elements are attached to the header, and plain 'blow' for one man to provide some relief to the other, especially the driver to the fireman.

Booster Exhaust

Neither correspondent commented on my point about the booster exhausting to the atmosphere, breaking the connection between a given quantity of steam per unit time passing a suitable exhaust system providing the correct draft for evaporation of an equal replacement amount. That would not have been of consequence had the exhaust system not had to provide even more steam than it did when the booster was in use, at times when the

engine was working near its maximum speed with a full load.

There were five classes of locomotive in Australia which had boosters. It is the VR X which provides the best evidence known to me on this subject. The source for the following is John Buckland's articles on the 'Heavy Freight Locomotives of the Victorian Railways' in ARHS Bulletins for April May and June 1966 (not 1963), a source used by Mr Slee. In May, John Buckland said that the booster exhaust was originally directed to the blast pipe. That resulted in turbulence in the smokebox, restricting steaming capacity with the booster cut in. I do not understand what the turbulence could have been. In June (p136) he said that after tests in 1930, the booster exhaust of the X Class locomotive was redirected to the atmosphere, in the way of the 500B Class 4-8-4s of the South Australian Railways. By 1938, the smokebox of the X Class had been modified to have a larger annular ported blast nozzle, the blast nozzle had been lowered and the chimney diameter increased, leading to heavier loads. After further tests in that year, the booster exhaust was redirected to the blast pipe, without appreciably increasing cylinder back pressure. That was then standard for the class until it was withdrawn, leading to further increased loads with the booster operating.

The hint is in the words 'back pressure'. The booster engine was small, but for every exhaust blast of the main engine, the booster exhausted 3.68 times (gearing of the booster engine 2.57 to 1, ratio of diameter coupled wheels of main engine to that of the trailing truck 1.43 to 1). For all that, I

estimate the volume of exhaust steam from the booster to have been only about 15 per cent of the total, or each booster exhaust beat contained only about four per cent of such a beat from the main engine.

Most booster exhaust steam was carried away with the major exhaust beats from the main engine. There was however the difficulty that some of the booster exhaust steam arrived at the blast stand (the space below the blast nozzle), when the piston of the main engine was in say the last tenth of its stroke after most of the steam in its stroke had been discharged through the blast nozzle, after which the pressure in the cylinder concerned fell to the low level of the exhaust line for the return stroke, or initially even lower.

Booster exhaust steam could then be at a higher pressure than that of the exhaust line in the cylinder of the main engine. That would cause it to flow into the main cylinder while the ports were still open to exhaust. After the piston came to the end of its stroke and the return stroke was in progress, it reduced the volume of any residual steam which had not been carried away in exhaust and raised its pressure (the exhaust line), then, when the exhaust port was closed, it compressed that steam into the clearance volume, the space between the piston at the end of the return stroke and the end of the cylinder. Indeed, additional booster

exhaust steam could flow into the main cylinder until the exhaust port closed and compression commenced. That booster exhaust steam would mean additional steam in the cylinder of the main engine during exhaust and higher compression in the last stage, ie, higher back pressure. It would be necessary to see any indicator diagrams taken at the time to confirm the extent of the increase in back pressure and its negative effect.

Peter Brown kindly responded to my enquiries about boosters on the South Australian Railways on the online steam.tech group. He remarked that back pressure was a problem on the booster fitted to the 710 Class of the SAR, until the booster exhaust was removed from the blast pipe to the atmosphere, as happened initially on the VR X Class. He also remarked that condensation occurred in the exhaust pipe between and booster and the blast pipe, and flowed back into the booster engine. He also pointed out that if the booster was to be engaged while the locomotive was moving, the booster engine had to be warmed up and idled at its running speed before engagement. The steam for that idling on the 710 Class was taken from the blast pipe stand, which was exhaust steam from the main engine at low temperature and pressure, which steam condensed to some extent before it reached the booster engine, which

prevented satisfactory idling. After the booster was engaged, and was then to develop its full effort, its steam supply was taken from the steam pipe to one of the cylinders on the main engine, at full pressure and temperature. From Mr Slee's description, the VR avoided this problem by using the main steam supply for this warming up and idling, in restricted quantity.

On the SAR, the exhaust from the boosters of the 710 class was (as above) diverted to atmosphere, and that on the 500B and 720B classes was always to atmosphere. For information on boosters used on those locomotives, see two books by Colquhoun, Stewien and Thomas, 700 and 500, published by the ARHS (SA Division), 1968 and 1969.

I am grateful to Benjamin Hern for correcting on the steam.tech site, my misinterpretations of the booster exhausts on the SAR engines so fitted. The secret of being able to pass the booster exhaust through the blast pipe without increasing back pressure, and preserve the connection between exhausting steam and its replacement, was therefore in freedom of exhaust, as finally found on the VR X Class. Freedom of exhaust was pursued in the 1920s and 1930s, for its effect on the efficiency of locomotives generally.

John Knowles, New Malden U K

In this month's **Railway Digest**

Gold Coast rail expansion on track for Commonwealth Games

The Commonwealth Games is scheduled to be held on the Gold Coast between 4 and 15 April 2018. As with all major sporting events the efficient transport of spectators, officials and participants is seen as essential. John Hoyle reports on the work currently underway on both heavy and light rail networks to ensure that they are ready for the challenge.

Impressions of The Ghan

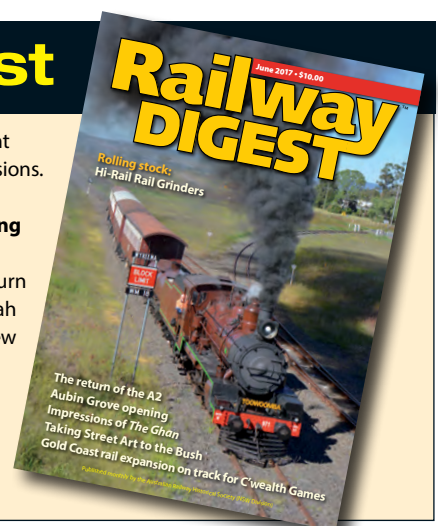
Running across Australia, from Adelaide to Darwin and return, *The Ghan* is an interesting train with

an interesting history. Ron Brown took a recent journey on the train, and recorded his impressions.

Impressions of Aubin Grove and the Opening Ceremony

Aubin Grove station, located between Cockburn Central and Kwinana stations on the Mandurah Line was opened on Sunday 23 April by the new Western Australian Premier, Mark McGowan. *RD's* man in Perth, David Whiteford, was on hand to witness the event.

Plus all our regular features





The Great Western Hotel in Orange is conveniently located opposite the city's fine railway station. Our feature article explores the numerous 'pubs' in Orange that served the needs of railway travellers. **EUAN GREER PHOTO, MAY 2016**

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