



Friends of Archer Park Station & Steam Tram Museum Inc

URL: QldRailHeritage.com/ArcherPark

PO Box 573, Rockhampton, Qld 4700 Australia

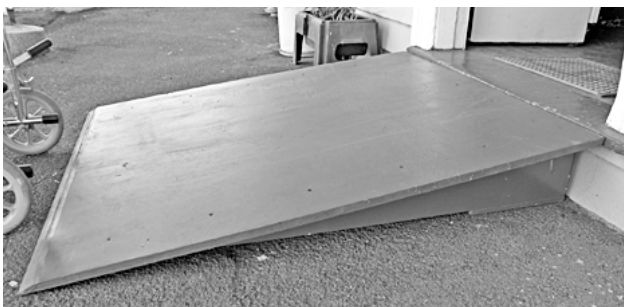
Ph: 07 4922 2774 Fax: 07 4927 0120 E-mail: archerpark@rrc.qld.gov.au

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TRAM TRACKS

CQ Regional Meeting at Childers

The CQ Combined Rail Groups Network met at the Childers Historical Village on 20 June. This was the group's first time meeting at Childers so there were visits to the town's several museums and historical sites.



Show & Tell: New portable timber ramp for wheel-chair access to displays at Bundaberg Railway Museum. Graham Hibberd photographer.

Norm Anderson, Chairman of the Isis Mill, gave an interesting presentation on the mill and its rail operations. The Isis Sugar Mill had its first crush in 1897, with 7918 tons of cane from 30 suppliers yielding 800 tons of sugar.

The last surviving mill in the region, Isis Mill now has roughly 200 suppliers from 13,000 hectares of cane land. Some cane is carried by road transport for at least part of its journey, but all cane is delivered into the mill by rail, with 103 km of track overall.

One of Isis Mill railway's visual features is that their previously under-utilised 6 ton bins have had their ends tipped out with side extensions for an extra 30 cm (12") at each end.



Isis Mill 6.5 ton chopped cane bin showing the ends tipped out, often making an extra 40% capacity.



Childers Historical Village locomotive and wholestick cane truck display, 20 June 2009. Loco #4 (0-6-0T John Fowler, 1896) was recently restored with a National Cultural Heritage grant. The well-maintained museum has a number of exhibits, including a local store, post office, and ex-Isis Mill office.

Emu Park & Broadmount Branches Tour

The Capricorn Coast Historical Society hosted a tour of the Emu Park and Broadmount Branch lines on 23 June with stops at the Mt Chalmers History Centre, Joskeleigh Museum, Thompsons Point and St Christopher's Chapel.

Most of the rail has been removed beyond Nerimbera Siding but a few bridges remain and parts of the Broadmount Branch formation are still clearly visible. Access to Broadmount is restricted to 4WD vehicles but Thompsons Point provided some glimpses of derelict river boats/barges and wharves.

The Yeppoon line should become a bike track, however the future of Yeppoon's station is unclear. The Lakes Creek station is now located at Rockhampton's Heritage Village.

Bookings for your Calendar

Thursday 30th July: Victorian Passenger Transport Group; tour and tram ride; 30 people 9.30 am. Organised by Bill Kingsley.

Wednesday 5th August: The Mayors Civic Reception 6.30 pm to 8 pm; Archer Park.

Friday 14th August: The Dennis Binnion Coach Tour; 20 people 11 am.

Sunday 30th August: Carriage Shade Capers Day (Gold Coin Entry).

Tuesday 1st. Sept: Mt. Archer Scout Group (joeys 6 to 8); Ross to come in and do tour for them.

Saturday 5th Sept: Bill Head (volunteer) 80th Birthday Party.

Sunday 6th Sept: : Bowen Garden Club; 30 people; tour of Archer Park and tram ride.

Sunday 26th Sept: Motor Home Rally People; numbers unknown.

Wednesday 30th Sept: School Holiday Programme and tram rides.

Sunday 18th October: Rockhampton Orchid Society; tour, lunch and tram rides.

Friday 30th October: Gladstone West State High School; tour 70 students.

Friday 11th December: Archer Park's 110th Birthday Party (Could be held on the Sunday after).

Volunteer News

The volunteers clocked up 759 hours of work at Archer Park during June, this doesn't include a

similar number of hours for executive and other duties including the Newsletter.

Visitor numbers for July have been excellent and up till the 27th we have had 705 visitors and 409 passengers on the tram.

Volunteer John Cole has put together a VCD on the history of the Purrey Steam Tram with:

- rare footage of the trams running in the streets of Rockhampton in 1838
- running of the restored tram in Denison Street in 1988
- footage of the tram running at Archer Park from 2008.

John has created a special cover for them and hopefully RRC will give us the ok to sell them for around \$15.00 each. John's next project is to record the Archer Park soundscape at as many visitors ask for a recording of it.

Visitors to the FRIENDS' web site (url on the masthead) will have noticed a number of changes. The Photos section now includes the presentation from the Centenary and photos from both the evening reception and the 100th Anniversary Carriage Shade Capers. There are also links to colour photos of items in the collection, restoration projects, etc.



The new Archives section includes transcripts of the social history audio recordings, newspaper clippings, articles and unpublished papers from the Museum's archive collection.

The Archives also has a number of short hand-outs on the area's rail heritage, including Rockhampton's Tram System, Archer Park Railway Station, Railway Pioneering and Rockhampton's Ports. Other items are being developed.

Newsletter/web editor Lynn Zelmer is currently scanning images and documents in the Archer Park research collection. Where possible copies

will be available from the web site so that the region's rail heritage is more accessible. The tram tickets above, the last two photographs (pg 5), and William Morrow's recollections (pg 3-4) were all scanned as part of this project.

From a visitor during the July school holidays:

The boys [5 & 6 years old] enjoyed their rides on the tram. They thought it was great being able to ring each other up & then being able to move the signals. They were fascinated when the dog barked - the hen cackled - the man snored - the cat purred, etc.

The tram driver showed them the fire box and how to put the coal into it. We had a delicious afternoon tea in the refreshment room.

I would like to thank each volunteer working that afternoon for your patience and tolerance with the boys. Without volunteers things like the [Museum] don't happen. Keep up the good work.

Personal Notes From the Coordinator

The recent School Holiday programme run on Wednesday afternoon between 1:00 and 4:00 saw 103 visitors through the doors, this was one of the best visitor days for school holiday since running the programme in 2006.

Visitor numbers have picked up substantially since the beginning of June with Sunday July 5 seeing over one hundred visitors visit the museum and ride the tram.

During the week visitor numbers have picked up also with days of twenty-fifty visitors not uncommon. Coach tours have also picked up.

Sixteen people travelled to Childers for the Central Qld Combined Rail Groups Network meeting. The volunteers at the Childers Historical Complex made us feel really welcome and prepared a beautiful morning tea, lunch and afternoon tea. Childers is a beautiful little town with a lot of history to look over, my thanks to Graham Hibberd for arranging the trip. My thanks and that of the members who came to Childers for the day must go to the volunteers from the Historical Complex for a wonderful day, and we wish them well for the future.

It was great to be at Archer Park at around 4.30 pm on Wednesday the 24th June when the Q150 Steam Trains went past. BB18 1/4s 1089 and 1079 pulling around six wooden passenger coaches made a beautiful sight and it was great to see the passengers on board waving to us as they travelled past.

Something which has disturbed me is the disappearance of a donated DVD of the Savanahlander. I realize it has been over six months since it went missing but it was a complementary gift by the film production crew in Port Douglas that did the DVD. If any volunteer knows or can remember anything about it please let me know.

During one School Holiday programme we had a visit from two representatives from Queensland Transport who also visited Mount Morgan on the same day. It was panic stations because we were very short of volunteers that day and some who were on duty that day were sick.

It is good to see a roundabout going in at the intersection of Cambridge & Alma Streets, this will slow traffic down for motorists coming up Cambridge street to the level crossing in Denison Street and will also be a bonus for Archer park when running the tram across the level crossing in Cambridge Street because it will give motorists time to slow down and stop for the tram. While the roundabout is in construction traffic flow up Cambridge is blocked off.

Dennis Sheehan

Regional Rail History

These notes are from William R Morrow's personal recollections of his railway life. The full extract is available from Archives section of the web site.

Railway Pioneering: My Fifty-Eight Years as a Railway Man by William R Morrow

As one of the very few railway men who can claim 58 years service it was my lot to lay down or actually work on some 1,100 miles of railway and 60 miles of tramway... [including] Rockhampton - Emu Park....

It was in the year 1864, when a boy of twelve years, that I started my first of many years as a Railway man. My home being in the Walloon district, I heard of the projected commencement of the first section of the Southern and Western Railway. This line was from Ipswich to Bigge's Camp (now Grandchester). I was engaged as a nipper, my occupation being to hold up sleepers whilst they were being spiked to the 3'6" gauge. ... North Rockhampton to Emu Park was the second line in Queensland to be built to a watering place, -- Sandgate being the first. Fountain Bros were the contractors; Ned Bowden constructing engineer and George Forbes

Government Supervising Engineer. Running through 32 miles of very poor country very little earth or bridge work was found necessary along its length. During the building of this line very wet weather set in and washed away many of the banks in low-lying places, this causing the engineers to raise the formation levels four feet higher, bringing the whole above flood level. The railway bridge between Rockhampton and North Rockhampton was not built at this time, all trains for Emu Park starting from North Rockhampton.

... Another portion of the main line to be commenced was from Gladstone to [unreadable hand-written insert] Bundaberg for a distance of 28 1/2 miles. This line was built with the object of meeting the line from Brisbane and thus linking up Brisbane to Gladstone. Overend, Paterson & Burt were the joint contractors and George Forbes the supervising Government Engineer. My position was travelling ganger in charge of the whole section.

Country of a very poor nature surrounds the line until reaching the Boyne River where the only serious problem to be overcome was the bridging of the river. The bridge is a handsome structure with two steel spans resting on concrete piers at both approaches, supported by iron cylinders built in the river bed. Unhappily the building of this bridge was marred by an accident in which a workman lost his life. Crossing the bridge he slipped a distance of 48 feet and was killed instantly. Over the river we meet with a better class of country than previously although the

whole country divided by the line is good grazing country. One helpful feature on this construction was the presence of a good ballast pit, which served this and several other sections which were built later. Little did we think when we were constructing this line that in 30 years we would form a link that was to connect North Queensland with Central West Australia.

[Editor's Note: The North Rockhampton-Emu Park Railway opened in 1888, The Alexandra Bridge, linking the Emu Park Railway to the Central Railway didn't open until 1899.]

Local History Correction: The Blackwater reference in Bill Head's interview last newsletter should have been to Blackall.

Local Rail Heritage Books

The Capricorn Coast Historical Society has recently published several spiral-bound books of local history, including *A swamp to a town: Yeppoon 1865 to 1890* by Anton Schnich. This includes some information on the Yeppoon branch line and photos of the Farnborough Sugar Mill. Details: qldrailheritage/lib/cchs.htm or PO Box 1900, Yeppoon 4703.

Mount Chalmers resident, Trevor Schneider, has written *Emu Park Railway: Its story and its stations*. You can often find him at local markets selling this and other self-published local history publications.



Lakes Creek Station in 2004, prior to its removal to Rockhampton's Heritage Village.



Q150 Train on the Drummond Range, 2009. Bob Homann photo. This photo was Bob's 'Show & Tell' at the recent regional rail heritage meeting in Childers.



Archer Park Railway Station with a C17 under the shed and an earlier, prior to restoration, paint scheme, June 1990. Darryl Baker photo from the Archer Park Rail Museum Collection.



QR train and banking engine on the climb to Mount Morgan. n/d, Archer Park Rail Museum Collection.