



Friends of Archer Park Station & Steam Tram Museum Inc

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TRAM TRACKS

Date Claimers

- 2 April: *School Holiday*, 10:00 am to 1:00 pm
 29 April: *Family Fun Day*, 9:00 am - 1:00 pm
 6 May: *Mt Morgan Trolley Rides*, 10:00 am to 1:00 pm
 13 June: *Bush Poets*, 6:00 pm to 9:00
 24 June: *Family Fun Day*, 9:00 am to 1:00 pm
 25 June: *School Holiday*, 10:00 am to 1:00 pm
 2 July: *School Holiday*, 10:00 am to 1:00 pm
 26 August: *Family Fun Day*, 9:00 am to 1:00 pm
 5 September: *Bush Poets*, 6:00 pm to 9:00
 24 September: *School Holiday*, 10:00 am to 1:00 pm
 1 October: *School Holiday*, 10:00 am to 1:00 pm
 28 October: *Family Fun Day*, 9:00 am to 1:00 pm

Notes from President Phil

General

The new year has started fairly well – and the Tram is running like a rocket.

Visitor numbers are low as seems normal for this time of year but our figures for this year compare favourably with last year.

We've had a few functions so far: A birthday party in January, Legacy monthly meetings, a Department of Transport meeting and a Poets' Night on 7 March. We didn't get the numbers we hoped for that night – and it's a pity because it was a good program with new acts. We did have a good roll up of volunteers to help catering etc. – Thank you all.

The next big event is our Family Fun Day on Sunday, 29 April. Many volunteers will be needed to help make this day a success.

Friends' Association

We missed the January meeting due to lack of members but the February General Meeting tidied up all our administration matters.

The most significant issue for the meeting was the prior resignation of our Secretary Merv Edmonston. Merv's input to the Friends as President and Secretary, and to the Museum in promotion of activities and customer service, will be badly missed.

At this stage we are urgently looking for someone to act as Secretary until the Annual General Meeting – with the possibility of carrying on beyond into next year. Merv will make himself available to show us the ropes and hand over the books.

By the time you receive this Newsletter, the next meeting will be the Annual General Meeting of the Association on 2 May 2012.

All are reminded that the Association's financial year ends on 31 March so membership fees of \$10 for 2012/13 are due from that time. Only financial or life members may vote or nominate for office.

Take care – until we meet again.

Phil Augustine

Notes from Interview with Co-ordinator Dennis Sheehan

Visitors will note a new exhibit in the station area. The Queensland Rail Group who conducts their First Aid Competitions have arranged to display their trophies at Archer Park. The QR competition is held here every second year.

Some additions to the C17 should be coming through shortly. A chap from Mackay has agreed to lend us the headlight and transport is being arranged for that and the cow catcher from Ipswich. A quotation is being supplied by a local firm to build a set of steps to the cab.

Meanwhile the couple of people from Career Employment Australia continue painting the coaches when weather permits - note the white wall tyres on the GM's coach. They also help with mowing the heavy grass growth.

On the maintenance side – we now expect progress on the bird proofing in the next two weeks, but may have to wait a bit longer for action on the roof and down pipe leaking problems.

We've just signed up a new Volunteer – June Taylor – who has also joined the Friends. Dot Marshall is on the ball and has started training her in the kitchen.

We still need more people to help with tour or visitor guiding through the week. If you have any contacts amongst retired railway people, please check them out to see if we can get them interested.

The Purrey Tram had its inspections and maintenance completed and started operations as scheduled on 12 February. On that day all the crews including trainees were able to attend a tool box meeting to brush up on any changes in regulations and other issues.

Overall we must have done something right because since then crews claim the old tram seems to have a new lease on life.

An unusual item for the museum is a Gold Medallion awarded to Ron Lange for over 50 years' service in QR in the refreshment rooms, where he became manager at Rockhampton. Ron has passed on, but his daughter donated the medallion to us recently.

And finally, Dennis has a big thank you to all who have helped get us going again for this year.

Phil Augustine

The Riga Charter

The February 2012 ATHRA News (Association of Tourist & Heritage Railways Australia) carried an article on a new initiative to provide guidelines for operational railway museums.

The News indicated that the Museums Australia Constitution (2002) defines a 'museum' as an institution with the following characteristics:

A museum helps people understand the world by using objects and ideas to interpret the past and present and explore the future. A museum preserves and researches collections, and makes

objects and information accessible in actual and virtual environments. Museums are established in the public interest as permanent, not-for-profit organizations that contribute long-term value to communities.

While many of us might not always think of Archer Park in this way, it is an operational tourist railway, at least a few times per month, and it is a museum. However the Riga Charter suggests that...

A tourist railway that operates old equipment is not a museum unless, among other things, it manages its collection of railway rolling stock and infrastructure according to internationally recognised standards for the conservation of heritage objects and places.

The Riga Charter is a statement of principles which guide the conservation, restoration, maintenance and repair and use of historic railway equipment (including buildings, other infrastructure and artefacts in the collection), which is being operated.

Most significantly for our purposes, the Charter emphasises...

A heritage railway should reflect not only the importance of its own role as a transport system, but also when appropriate, its own historic origins and its impact on the community.

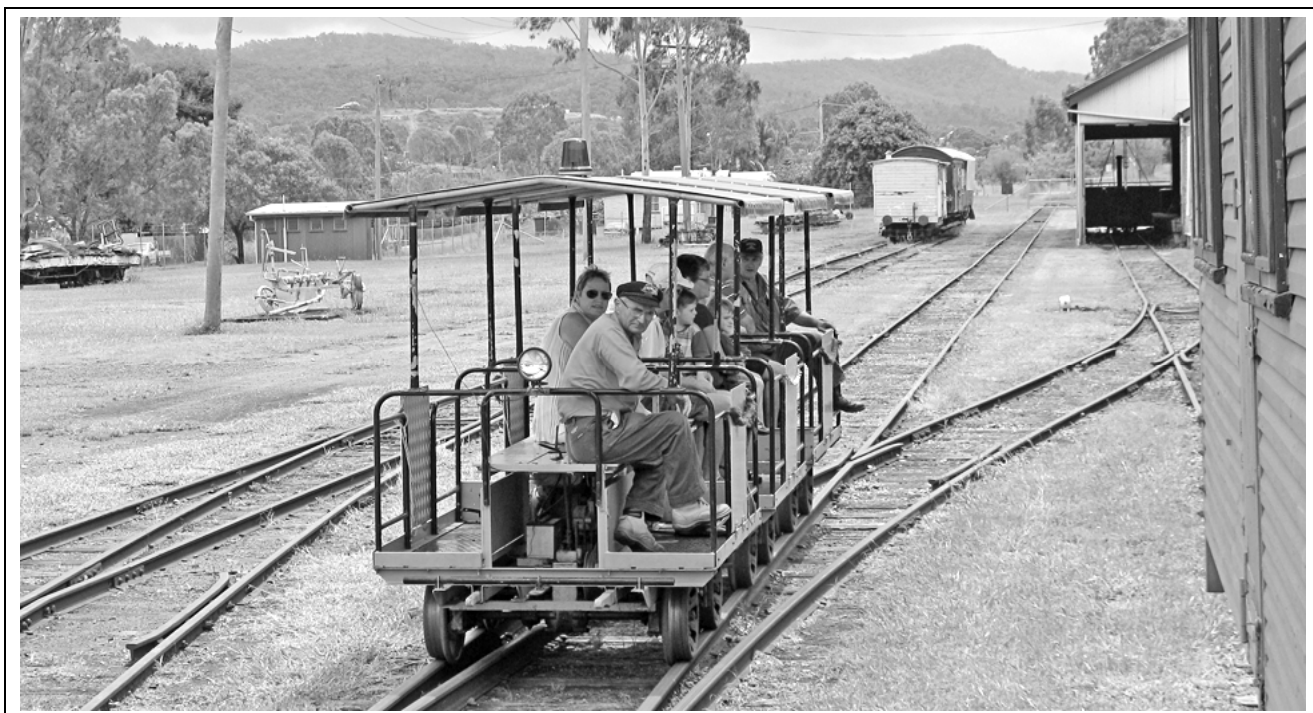
This includes recording the historical significance of every item in the collection, and communicating this to the public.

The final version of the Riga Charter was accepted by the Annual General Meeting of Fedecrail (Federation of European Museum and Tourist Railways) on Saturday 16th April 2005 at Graves-sur-Anse near Lyon (France). It is essential reading for anyone interested in the preservation of railway heritage. ATHRA recommends adopting the Charter and our Executive will likely be looking at how to apply the Charter's proposals.

[Editor's Note: A copy of ATHRA's article, 'The Riga Charter - A Significant New Initiative' by Arthur Brook, and a relevant extract from the 2012 ATHRA News can be found on our web site.]

Newsletter Changes

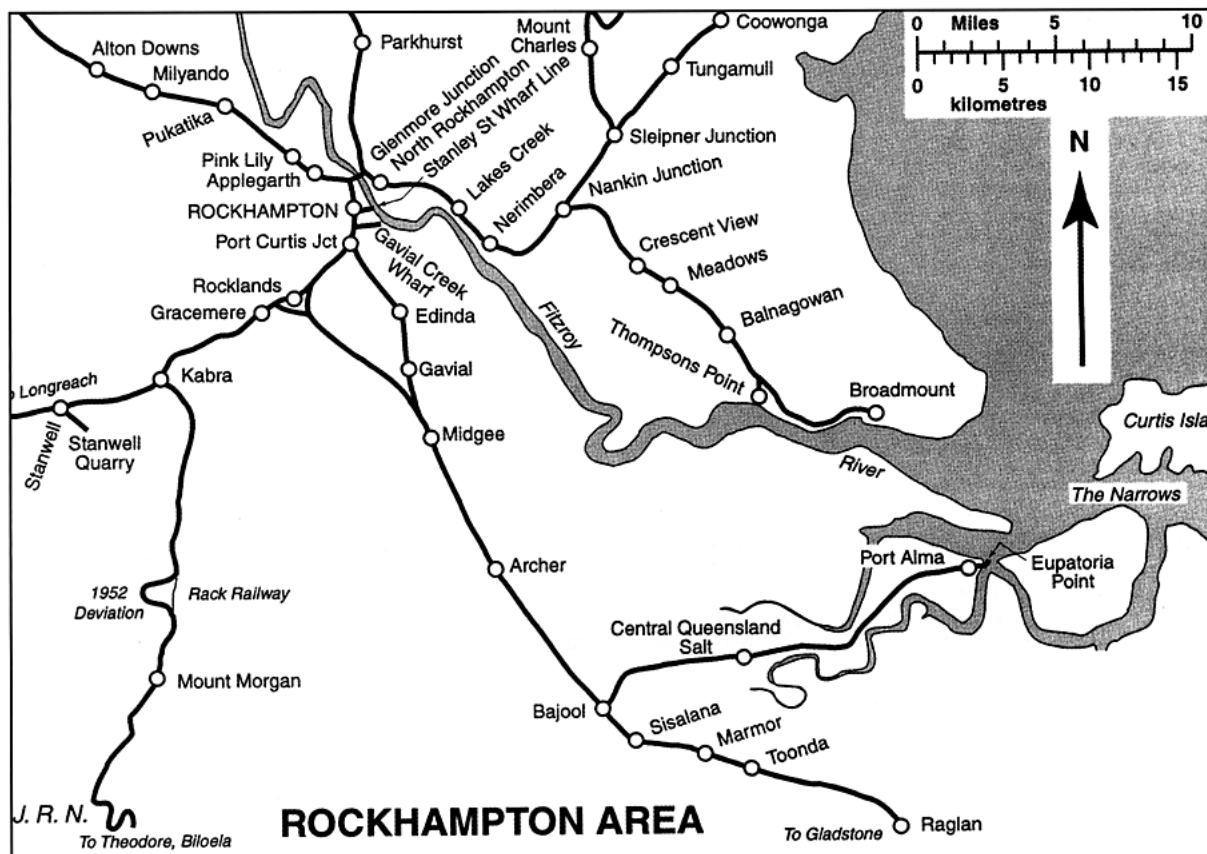
Alert readers will discover some minor changes in the format and content of the newsletter. We again considered doing the newsletter in colour but the costs and photocopier constraints remain too high to justify doing so... and many of the photos can be found in colour on our web site.



Only a few visitors braved the threatened rain, Sunday 26 February 2012, but everyone seemed to enjoy their ride on Mount Morgan's string of three trolley cars. Lynn Zelmer photographer [lz_9536].



Sunday, 7 June 2009 and some of the Purrey Tram Centenary crowd, Andy Plunkett photographer



Timeline*

- 1861: Tenders for first Rockhampton wharf called
- 1884: Port Alma screw pile wharf completed
- 1888: North Rockhampton-Emu Park railway opens
- 1892: Central Railway to Longreach opened
- 1898: Nankin to Broadmount Port rail line opened; coordinated rail-steamer service via Gladstone
- 1899: Alexandra Bridge links Emu Park Railway to Central Railway
- 1903: Rockhampton-Gladstone line opened
- 1902: Rail line to Gavial Creek wharf opened
- 1909: Yeppoon line via Mount Chalmers opens
- 1911: Port Alma wharf extended
- 1912: Bajool-Port Alma rail line opens
- 1921: Rockhampton-Mackay rail line opens
- 1929-31: Broadmount line closes and rail line from Nankin Junction removed
- 1961: Road to Port Alma completed
- 1965: Rockhampton river port closes
- 1986: Port Alma rail line closes

Rockhampton: The River Port

The amount of trade coming through the river port of Rockhampton grew to the extent that in the 1880s and 1890s it was the second largest port in the colony. Difficulties with shipping in the river port continued around the turn of the century, with many ships anchoring in Keppel Bay and offloading passengers and goods into lighters for

passage up the river. Broadmount and then later Port Alma were established and connected by rail to the city centre. [Allom Lovell Architects]

Broadmount and Port Alma

In the 1880s and 1890s, sea ports were established on the coast, adjacent to the mouth of the Fitzroy River. Broadmount was on the northern side and Port Alma on the south. Railways were subsequently constructed to carry goods to the wharves at these locations, the railway to Broadmount opening on 1 January, 1898 and the line to Port Alma opened on 16 October, 1911. [Wapedia]

References & Further Reading

- * Dates collated from QR Corporate, Webster, etc.
- Allom Lovell Architects (2000). *Urban Heritage & Character Study Final Document - December 2000.pdf*, Brisbane: Allom Lovell Pty Ltd, p 12.
- Kerr, John (2001). *Politics - Priority Over Practicality: The port railways of Rockhampton*, ARHS Bulletin, August, pp 283-306.
- QR Corporate. *QR History - Towards a unified rail system*, <http://www.corporate.qr.com.au>, downloaded 3 Feb 2009
- http://wapedia.mobi/en/Rockhampton,_Queensland, downloaded 3 Feb 2009
- Webster, Barbara. *A timeline of change on the Fitzroy River, 1855 to 1965, focussing on the Port of Rockhampton*, Rockhampton: Coastal CRC/CQU, FitzroyRivertimeline.pdf downloaded 3 Feb 2009.
- Larger handout on QldRailHeritage.com/ArcherPark