



**Friends of Archer Park Station & Steam Tram Museum Inc**

URL: [QldRailHeritage.com/ArcherPark](http://QldRailHeritage.com/ArcherPark)

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# TRAM TRACKS

## Annual General Meeting

Merv Edmonston took over from Blair as President at the AGM on Wednesday, 28 April. All other positions remain the same.

President: Merv Edmonston

Vice-President: Dot Marshall

Secretary: Helen Hansson

Treasurer: Ross Carter

## 2009 Annual Report Highlights

Again the current economic climate has had a bearing on both visitor numbers and trading for the 2009/10 financial year.

Our visitor numbers for 2009/10 were 5498. For comparison 2005/06: 7266, 2006/07: 7833, 2007/08: 7816 and 2008/09: 5538.

General income was \$15,928.87, expenses \$16,332.67, giving us a net loss of \$403.80. This was boosted by \$634.04 received as interest on the investment account for a profit of \$230.24 for the year.

Some notable items comparing this year's Profit and Loss account with last year are:

- Fundraising was up on last year with catering for functions, most notably the monthly Rockhampton Legacy group and the 100th Anniversary Celebration. Thanks to the ladies who worked the kitchen.
- Soft drink sales were down again (\$1026.00 in 2007/08, \$928.95 in 2008/09 and \$763.81 in 2009/10).
- Merchandise sales were on a par with last year but profits were down due to the necessity of selling obsolete stock at cost or below.
- Restoration expenses were up due to continuing activity of JCS 1007 and other projects.

Equipment purchase for the year amounted to \$2,988.24, the major item being the installation of lighting into the carriages (still ongoing).

Stock to the value of \$3,809.65 is currently held.

## Notes from the President

I would again like to congratulate all outgoing executive members (and Aurilea) and thank my fellow Friends of Archer Park for their support in my new role as President. I trust that I can positively fulfil the obligations of the position for the betterment of the Archer Park Rail Museum.

Visitor attendance numbers have been gradually declining over the last couple of years, so initially I would like to see the 'Friends' focus their attention on reversing this trend.

I welcome any suggestions or ideas to improve the publicity or portrayal of the Archer Park Rail Museum as 'must visit' on the tourist calendar.

Our 'Carriage Shade Capers' days are a great opportunity to display what we have to offer so I would like to see a small sub-group of members to help Dennis maximize the benefits from a wide range of stalls and attractions. Please give consideration to helping out on this sub-committee.

I am looking forward to working with Dennis and all the 'Friends' to make volunteering at Archer Park as productive and enjoyable as possible and will provide a President's Paragraph as a regular item in future editions of 'Tram Tracks'.

You can always contact me at Archer Park, by email ([medmonst@bigpond.net.au](mailto:medmonst@bigpond.net.au)) or home phone (4928 1930).

*Merv Edmonston*

## Notice of Special General Meeting

There will be a special general meeting **Wednesday, 29 June, at 3:00 pm** to consider a motion to amend the Rules and Guidelines with the Office of Fair Trading **regarding financial reporting requirements**. This arises from the recent recommendations of our auditors who

noted that the Associations Incorporations Act QLD has been amended so that an audit is not now required for Associations such as ours with minimal turnover and assets

The auditor's suggestion was that a complete audit be performed every 3 years and that a less rigorous independent review of the financial reports be undertaken by the auditors in the intervening years.

### **Condolences**

The Members extend their sympathies to Dennis Sheehan and his family on the recent death of Dennis' mother.

### **Volunteer Activities**

The volunteers have clocked up 745 hours of volunteering for the month of May up to the 18th at Archer Park. This doesn't count what the Executive of the Friends and the editor of this Newsletter do after hours.

A little more woodwork on JCS 1007 and we will move Special car 434 down to JCS 1007 and lock them together. Then we will have both carriages with all their natural lights blazing. Locking both carriages together will help the elderly, etc., by not having to negotiate two lots of stairs.

May is proving a difficult month for volunteers as we have several vollies away on holidays: Peter and his wife are in the Bahamas, Ross is in Sydney, Pat is in Sydney, and Dot is in Canberra. We have lost Peter, who has now retired, and Liz, who has taken a year off the roster. Young Mick has found a job and won't be full time during the week, but will still come on a Sunday as he is dead keen to get his driver ticket on the Tram.

### **Notes from the Coordinator**

Archer Park volunteers are very disappointed that Council decided not to find the funds to bring the steam engine and tender up from Ipswich. We all know this is what Archer Park needs to meet public demand. But I will be pursuing other avenues to get this loco to Rocky; the word no never comes into my thoughts and I will work hard to see this project come to fruition.

The Rocky Rockers are trialling Tuesday night for an hours session of learning to dance.

The Get Set for Life organisation each Wednesday brings seven to eight teenagers to

Archer Park and puts them to work for three hours doing a bit of everything around the museum. It's a big help when we have so many volunteers away.

The Carriage Shade Capers Day held in April was a huge success with three hundred and thirty four visitors coming to take part in the day and this was all before one o'clock, This was the second best day in three years the other Carriage Shade Caper Day which was very successful was in the middle of 2009 when we scored four hundred visitors all before one o'clock,

The first Bush Poets Night was a disaster with only thirty people turning up, likely because the Council's advertising for us wasn't done until the very day the show was on and this never seems to work for us.

The next Bush Poets Night will be held during Show Week on Tuesday, 8 June. Here's hoping we have a better night than the last one.

John and Mick are trying to get the old batteries on DEL 1614 charged up. They have the rectifier on the batteries but I don't think they will get the batteries charged up enough to start the old girl. The loco will need 110 volts to even get a kick out of her.

We have an order in at Redbank for batteries but so far they have only got six for us and that was over 12 months ago. We require 12 batteries in all, a tall ask I think. I got a quote from Exide for new batteries and that came out at \$6,000.00 for six batteries, I cannot see us finding that sort of money to buy new batteries.

The boys have been working on Tampa 6 No 016, they have got inside the vehicle painted, a new grill, new seats and some of the brake rods undercoated. Looking good chaps.

Jacko and Colin have been painting the underframe of JCS 1007 with a flat black paint, looking good.

Two bookings for functions at the museum have been cancelled; the Aspley State School because of the lack of numbers and a Premier's Department function wanting a venue more under cover. As they say you can't win them all.

The week of 17 May has seen an influx of visitors and caravaners. We hope visitor numbers will pick up now the cool weather has started to hit Central Queensland. This is the

time of the year that people migrate to Queensland to escape the cold weather down South.

The CQ Chevy Club of Queensland are holding a night at Archer Park on Saturday, 17 July and they expect over 300 members to turn out.

### **Carriage Shed Capers, April**

We had more than 300 visitors for the April Carriage Shade Capers with extra activities ranging from bush poetry and karaoke to modelling (sugar cane railway museum and war gaming), heritage autos and community group handicraft sales.

### **Disabled Access**

The Rail Industry Safety and Standards Board (RISSB) has released a draft National Code of Practice for Accessible Rail with potentially far reaching implications. While the period for review and comment has passed, the following background information is provided for the information of volunteers.

The Australian Human Rights Commission leads the implementation of the Disability Discrimination Act. The AHRC position on heritage buildings can be found on their web site:

[http://www.hreoc.gov.au/disability\\_rights/standards/Access\\_to\\_premises/premises\\_advisory.html/](http://www.hreoc.gov.au/disability_rights/standards/Access_to_premises/premises_advisory.html/)

8.4 Heritage buildings: Any heritage buildings or premises to which the public has a right of access are subject to the DDA. A failure to provide access to, or use of, premises to people with disabilities could result in a complaint. Registration of a heritage building on the Register of National Estates, or the need to comply with national, state or local conservation laws or regulation, do not in themselves amount to an exemption from coverage by the DDA.

In the event of a complaint consideration of a defence of unjustifiable hardship would include an assessment of the effect any alterations or additions would have on the features that give a building its heritage value.

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### **Rail Heritage Modelling**

The Brisbane Model Train Show was again held on the May long weekend and provided an opportunity for several thousand visitors to explore model building from very small to garden railway scale.

The *Capricorn Sugar Rail Museum* layout was likely the only display featuring Queensland's shire and sugar cane tramways. It's a "What If?" layout, showing what might have resulted if the

Rockhampton area sugar mills had lasted into the Twentieth Century or beyond.

The *Modelling the Railways of Queensland Convention* (<http://qldrailheritage.com/mrqc/>) is every other year and focuses on Queensland's rail heritage. 28 August 2010, Evans Deakin Building, Mt Gravatt Showgrounds.

The *Australian Narrow Gauge Convention* also occurs every other year and will be at the Workshops Rail Museum, Ipswich. 23-24 April 2011. [[info@theworkshops.qm.qld.gov.au](mailto:info@theworkshops.qm.qld.gov.au)]



Three young visitors inspect part of the *Capricorn Sugar Rail Museum*, an On30 model layout on exhibit at the April 2010 Carriage Shade Capers.

### **Official Launching of the Purrey Steam Tram 5th June, 1909**

An Extract From **The Morning Bulletin**, Rockhampton, Monday, 7th June, 1909:

"The Rockhampton Tramways were officially opened on Saturday forenoon by the Premier, the Hon. W. Kidston, M.L.A.

"A little after ten o'clock about 200 ladies and gentlemen, including a number of visitors, boarded the two cars and trailers in William Street. The first car was drawn up abreast of a decorative arch near the intersection of Bolsover Street, across which was stretched a silk ribbon bearing the words "Success to the Rockhampton Tramways".

"Mr. Kidston, on his arrival, was greeted with cheers.

"The Mayor (Alderman J. Edgar) after briefly apologising for some delay at starting, which had arisen through Mr. Kidston having to meet a deputation, called upon Mr. Kidston to declare the tramways open.



"Mr. Kidston, who was again cheered on stepping on to the platform of the car, said that the Rockhampton Council had done him a great honour in asking him to be present to start the new tramways. It was difficult to speak from that position and as he understood there would be some speechmaking later at the School of Arts, he would content himself with removing the last obstruction out of the way of the trams and let them go on. (Cheers).

"Mr. Kidston then reached forward and pulled down the ribbon. At the call of the Mayor, further cheers were given for the Premier. The cheering was renewed by the crowd of some 2000 people as the cars moved off along William Street. The run to the Botanic Gardens terminus occupied twelve minutes and was a pronounced success in every way. Despite the heavy loads, and the unfinished state of the track in places, each car, with its trailed attached, ran smoothly and evenly and without a hitch of any kind. The return journey was made in eight minutes.

"Subsequently, the passengers were the guests of the Council at the School of Arts where luncheon was spread for about 200 people. The Mayor presided, having the Premier and Mrs. Kidston on either hand. Others who occupied seats at the principal table were the Minister for Mines (the Hon. J.G. Appel), The Hon. A. H. Parnell, M.L.C. and Mrs. Parnell, Mr. G. Fox, M.L.A., the Mayor of Brisbane (Alderman T. Wilson), the Mayor of Maryborough (Alderman C. Raaba) and the Aldermen of Rockhampton.

"After the toast of "The King", the Mayor said he had very much pleasure in proposing the toast of the Premier. He thought the thanks of the Council and

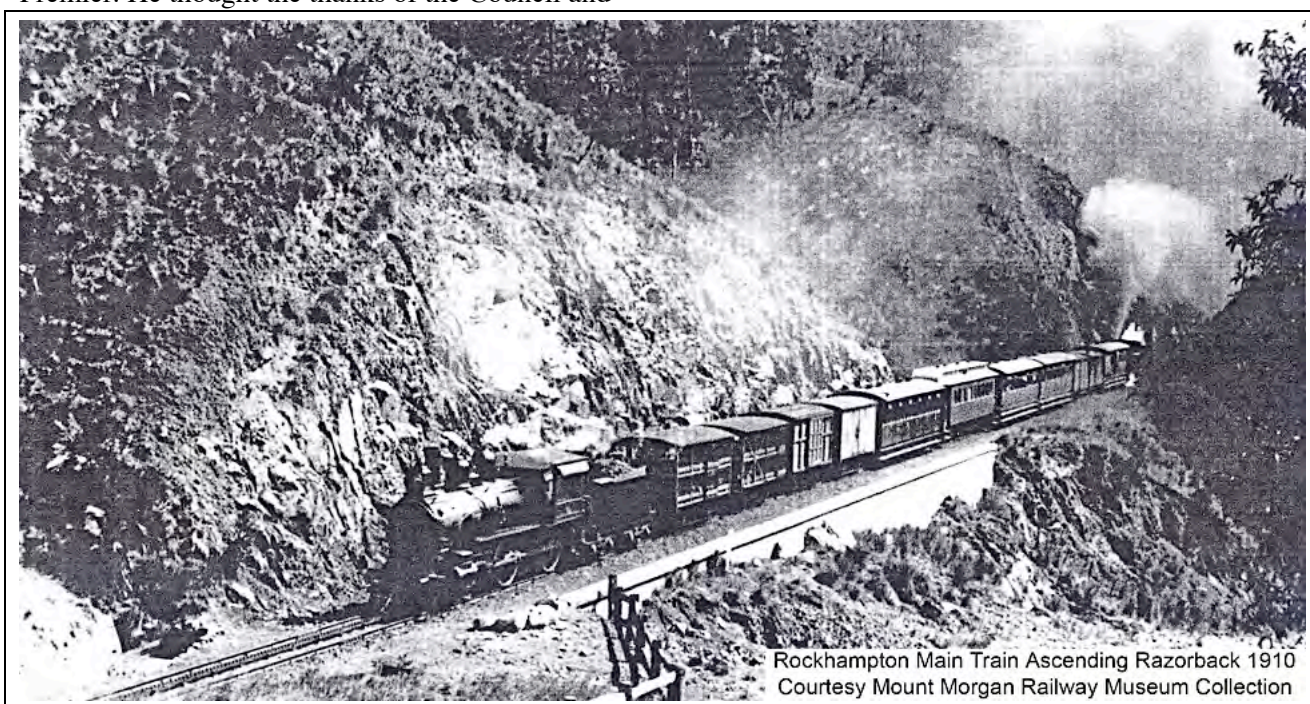
ratepayers of Rockhampton were due to the Premier for his promptitude in granting a loan for the construction of tramways. (Hear, hear). If it had not been for the Premier coming to the rescue, there would have been no trams in Rockhampton. He was sure they were all pleased that the Premier, who was their senior representative, should have had the honour of sending the first car on its way. This would be a red-letter day in the history of Rockhampton. He thought the people of Rockhampton could congratulate themselves on the successful running of the cars.

"He did not know whether the Premier had had any experience as an engineer, but from what they had seen that morning, Mr. Kidston seemed to be an adept at engineering either politically or with respect to motor cars. (Laughter and applause).

"Mr. Kidston, who was received with applause, said it was very gratifying to one who was a member for Rockhampton to have his health proposed and received so heartily by the representatives of the people who had gathered that morning. As there were a great many other speakers to follow, and he understood that the very important business of a race meeting had to be started about noon, it would be highly improper for him to take up time by making two speeches, and as he had to propose the next toast, he would content himself with thanking them. Let him just say this with reference to what the Mayor had been good enough to say about "

[extract ended here]

Transcribed from typescript in the Archer Park Rail Museum Collection, June 2009. E&OE



Trolley rides have resumed at the Mount Morgan Railway Museum and full operations will again be possible once the bridge has been repaired. Image courtesy the Mount Morgan Railway Museum Collection.