



Friends of Archer Park Station & Steam Tram Museum Inc

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TRAM TRACKS

Date Claimers

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

Fourth Wednesday each month, 3:30: Friends monthly meeting

Friends of Archer Park Executive

President: Dot Marshall

Vice President: Wilma Coghlan

Treasurer: Ross Carter 07 4922 2774

Secretary: Phil Augustine 0429 094377

Were you there???

Regular monthly meetings have been poorly attended recently, with the result that normal business cannot be conducted!

Meetings of the **Friends of Archer Park** are on the fourth Wednesday of the month in the refreshment room, so the **next meeting is 3:30 pm, 22 August 2012.**

Museum Activities

The June Family Fun Day was disappointing with only 242 visitors; a normal Family Fun Day sees almost 500 visitors. Being a rainy day some exhibitors didn't turn up and the public may have stayed in bed rather than venture out on a miserable day, weather wise.

Vandals smashed another museum window. We are lucky in that all the windows facing the street are laminated, so even though a window may be severely cracked entry isn't possible.

The recent School Holiday Programme was well attended with the first Monday seeing 81 adults and children visit, and the second Monday was an extra good day with 178 visitors. This was the best School Holiday Programme attendance since records began being kept in 2007. The previous record was 153 in 2010.

The headlight for Steam Loco C17 988 is currently being sanded by one of the volunteers and will be painted and bolted to the loco. The cow catcher will be collected this week from the Ipswich Workshops Museum by another volunteer who is going to Brisbane on other business.

The metal steps for the steam loco are nearly finished being made and only have to be welded together, this will be great to have them in place so children can get up into the loco.

Painting of the carriages has stalled at the moment because of all the rainy weather.

The Tampa Six rail vehicle is currently being prepared for painting and undercoat has been sprayed over much of the fibreglass body work. A new half front window has yet to be bought and fitted to the vehicle.

'Byways Coach Tours' from Brisbane will be visiting Archer Park twice this year, with their first visit 11 July and their second 29 July. The Tram was to have a special run for the first tour but the float in the boiler filled with water and the fire had to be dropped. The second visit is on a Sunday and the tram should be running as usual on this Day.

A second coach company, 'Network Coachline', brought a tour to Archer Park on Thursday 12 July but did not request the tram to be running on that day.

The Blind Club have booked a tour of Archer Park on 19 September and have requested the tram to run for as many as 50 people.

The Friends of Archer Park have bought a new two bay chip cooker as hot chips are very popular with children on our big days. The microwave has given up the ghost in the kitchen and will be replaced..

June was a bad month for volunteers working at Archer Park with five volunteers being on holidays. Volunteers are still hard to find, and most have other commitments, so it isn't always possible to substitute for those who are away.

Unfortunately a few safety problems were found when a Hazard Inspection was done recently. Please remember:

- Do not store liquids in any containers without putting a label indicating what's in them.
- Do not place anything in front of the fuse boards.
- Make sure any electrical equipment used at Archer Park is tested and tagged before use.
- Make sure all tools are stored correctly after being used and if any tools are taken out of the office please advise the coordinator when taken and when brought back.
- Do not leave poisons in spray bottles. Either use up or dispose of properly.
- Place drip containers under taps on poisons and fertilisers.

Queensland Transport have given Archer Park the thumbs up on the boiler inspection and safety valve inspection on the tram.

Tram crews need to be very vigilant when crossing the road crossings. While the tram has right of way it doesn't help if members of the public or tram crew are injured in a level crossing smash with an automobile.

Conductors are doing a great job in warning passengers to keep seated while riding on the tram and advising parents to sit their children under the age of thirteen in the middle of a seat between adults.

Submitted by collaborators Dennis and Phil

Model Work Health & Safety Regulations

All the states have been involved in revising and updating work health and safety regulations

since 2009 and major changes took effect this past January.

These changes will have an ongoing effect on the museum and its tram operations... regular volunteers may receive appropriate training but more casual volunteers (including Family Fun Day exhibitors) need to be aware of changes before beginning work. The problems identified by the recent Hazard Inspection highlight the need for everyone to be aware of safe working.

Puffing Billy 50th Anniversary

Saturday, 28 July, the Puffing Billy Preservation Society celebrated the 50th anniversary of the re-opening of the railway between Belgrave and Menzies Creek.

Puffing Billy is the oldest Heritage Railway in Australia, and is believed to be the second oldest in the world.

Yeppoon/Emu Park Railway History

Back in 2009 the Capricorn Coast Historical Society published two A4 booklets on the history of Yeppoon and area. Book 2 is of particular interest to the Friends of Archer Park as it provides a pictorial record of rail services to Yeppoon and the Coast.

1888 Emu Park Railway opened

1898 Broadmount Port Branch opened

1909 Yeppoon Railway opened

2004 Last train on line

Bevis, Mary & Cook, Peter (2009). **Yeppoon, A Portrait Past and Present: A pictorial record of Yeppoon's hospital, post office and railway**, Yeppoon: Capricorn Coast Historical Society.

Proposed 2013 Events

6 March, Wednesday, Bush Poets Night

8 April, Monday, School Holiday Activity

28 April, Sunday, Family Fun Day

12 June, Wednesday, Bush Poets Night

24 June, Monday, School Holiday Activity

30 June, Sunday, Family Fun Day

1 July, Monday, School Holiday Activity

25 August, Sunday, Family Fun Day

4 September, Wednesday, Bush Poets Night

23 September, Monday, School Holiday Activity

30 September, Monday, School Holiday Activity

27 October, Sunday, Family Fun Day



Even the cooks needed to be 'rugged up' at the last [cold and damp] Family Fun Days, 24 June 2012.



The fate of the heritage listed Yeppoon station, shown here in 2009 from the track side, is undecided with calls for it to be turned 90 degrees for commercial development of the site. Lynn Zelmer photographer.



Here is the street side of the Yeppoon station in 2009. It has been the object of some vandalism and would lose its heritage listing if moved. Lynn Zelmer photographer.

QGR Loco Men in the 1950s, Part 2

[These recollections, by an unknown author, were received from the ATRQ and are included to recall Queensland's railway history.]

The irregular and uncertain work patterns were a major disruption to family life and being a railwayman involved many factors that a loco man just had to accept. A man with a good work record possibly could gain employment opportunities for children as an apprentice, clerk or as some other position within the railway. This was a worthwhile incentive as many work opportunities were scarce. (These railway family members sometimes became an advantage for others. An example might be that a shunter's daughter lived at home and had an important position in the General Manager's office. When that shunter was nearby, the railway men would arrange a discussion about something they hoped would reach higher levels, thus avoiding appeals and protests. Some people are all ears and don't realise they are being used!)

Many enginemen were fearful of being given a demotion; driver to fireman or to a cleaner, or fireman to cleaner. This could be for failure to follow a comprehensive list of instructions, and be for a period of 6 to 12 months. Apart from a salary reduction, pride and dignity were sorely tested, especially if an old driver had to do the duties of a fireman.

While there were penalties for misdemeanours, by far the harshest seemed to be for men who developed minor chronic health problems and as a result were permanently reduced to the lowest level, such as a cleaner. Being given a temporary suspension was always a possibility at some depots and there were instances of depots where the men in charge were ruthless. When going to such a depot, local enginemen would be calling out, "Have you got your return fare?" Because when under suspension there was no concession fare and full fare had to be paid to return home. While the matter was being settled, it usually amounted to a week or more without pay. However, railwaymen always got their man home without paying any fare.

Loco men had a world of their own making. When waiting for a train to return home, they went to the barracks; upon entering they noted on the bench tucker boxes with hat or cap on top. Some men might be sleeping so they had to be quiet, this would not lessen their excitement, "Look Joe's here and Tom, too", might be a response. They were always interested in who was working other trains.

Men, in the distance, were recognised by their clothing and habits; some wore double breasted coats, others single breasted coat and vest, some had a hat and others a cap. Body shapes and a particular stance, coupled with borrowed different headwear and coat could, when seen from a fast passenger train, create an illusion of a new man at the depot.

There was always a lot of talk about amusing things that had happened. Like a time when a fireman was cleaning his fire at an intermediate station along the way. Every minute had to be accounted for and as only 15 minutes was the allowed time, it had to be done in a hurry. Often the guard came and took water and if he did not, the driver did this task for the fireman. It once happened that nobody took water and they ran out of water. The fireman got a 'bluey' and had to explain. It just happened it was a circus train, and he wrote that an elephant was in the first wagon and it must have got its trunk into the tender and drained much of the water. The incident created much amusement for everyone including staff in head office.

The fireman received a letter of reprimand that advised him to be more thorough in the future. (A response that was original and had not been used before gained more credibility.) That fireman many years later became a senior Loco inspector. Even that did not lessen older men in his presence looking in the distance for elephants and any circus trains.

The 1950's was a time when people were fearful of future health problems. If a young man sat on a damp log or a wet or dry concrete step, someone would be warning of the dangers of lumbago, rheumatism and

serious back and joint problems. They always knew of someone who had been a victim with much suffering as a result of thoughtless behaviour.

Being a fireman was often simply hard work; the type of loco engine and the hill climbs determined the amount of work to be done. He had to do his best with heavy loads, crook engines, inferior coal and some drivers that nobody wanted to work with. Snap firing up many of the steep inclines caused profuse amounts of body sweat and at the end of the day, every bone and muscle of the body seemed to ache. All drivers and firemen must have had these experiences. It was called copping a hiding.

Old drivers concerned about future health issues warned new fireman not to wear a belt on trousers because sweat remains between the belt and the skin of a person's back. They stressed the need to wear braces as a protection against future chronic ailments of the back region. Young fireman often wore white broad strapped braces while drivers aware of the need to be less conspicuous tended to wear dark blue or black narrow strapped braces. While these notes about the wearing of belts and braces might be a bit exaggerated and possibly they are, it was noticeable that in some depots a lot of loco men did wear braces.

Many Loco men in the 1950's, like workers in other industry employments, strived to help and support their fellow workers. Men make mistakes, sleep-in and are late for work, a few drink alcohol occasionally while on the job, others try to do cover ups and as a result, the one who is assisting is often the one who ends up in trouble. A useful trait, was not seeing on purpose, avoiding particular questions and discussions, in short, not being a dobber, because people who do this are disliked, it seems, for ever.

Workers know the lesson of the Good Samaritan story and to an extent strive to show compassion and concern for others they are capable of helping. An example would be a crew who arrived at a station on ticket when they should have been on staff. A line clear could not be arranged and as a cover-up the driver, fireman and guard were

asked by a Night Officer to proceed without a staff. Nothing could go wrong, it was branch line. But the train to be crossed arrived first and its guard who was not a regular for the region, noticed the staff for the next section was already there. He rang Control for an explanation.

Well, how did it end? The crew who made the original mistake were not reprimanded, while the people who tried to cover for them each received a reduced classification for 6 months. They became a fireman, cleaner, shunter and lad porter.

Some employees were people who frequently slept in, and lad porters or cleaners were sent to get them to work. It was hard not to have some sympathy for them because work hours and start times were irregular, making it difficult to establish a work pattern. On arrival, the caller would stamp his boots on the steps and shout out "Railway, you are late for work". Then he would wait for a reply and lights to be switched on. If necessary, call out again and threaten to throw a handful of small pebbles on the roof. It was very effective on corrugated iron roofs. Others at the depot or station were doing tasks to get the train away on time because every minute lost had to be accounted for.

The railway had a one line phone system; wind the handle a series of short and long codes to make contact with a particular station. Crossing loops were also on this system and the driver or guard could report any abnormalities or needs. For curiosity alone, everybody near a phone listened in.

[To be continued]