

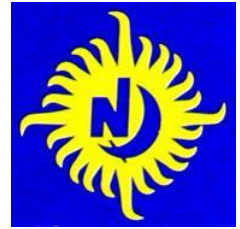
Newsletter of the

TOWNSVILLE MUSEUM & HISTORICAL SOCIETY Inc.

1/27 Barbeler Street Currajong Q 4812

February 2019

PO Box 785 Hyde Park Q 4812



Special Points of Interest:

- *Calliope Historical Village*
- *Story of Shunting in Townsville Part 2—Nick Shailer*
- *A Mysterious Acquisition*

A MESSAGE FROM OUR PRESIDENT

Happy New Year to all our members (I know it's February – better late than never). 2019 is going to be another busy one for the Museum. Heritage Day this year is now going to be held in June in a new location at ANZAC Park on the Strand. I think this is a good move by Council, the location is just perfect, the time of year even better and more parking is available. This year we are planning some new displays within the Museum. Interpretative boards on prominent people of Townsville are currently being planned. They will include the story of Philip Leong OAM. Philip's family donated family photos, his family history and 2 beautiful dresses worn by Edie Leong in 1931. The dresses are in immaculate condition and, sometime during the year, we will display them for a short time. Late in 2018, we also received 3 original pen and ink sketches of the Townsville Post Office, St. Patrick's College on the Strand and the Anglican Bishop's lodge in Belgian Gardens by local artist Diane Wickenden. Diane used these drawings in her book "A Touch of Townsville". Some more great acquisitions for the Museum.

The Townsville City Council's Kid's History Hunt program, which commenced in January, was well received by the Aftercare schools who participated. It was a fun activity for the children and each child received an activity book, stickers and coloured pencils. During the year there will be similar programs involving Museums, encouraging older students to participate and the possibility of a bursary being awarded. In November and in January we worked with Dr. Claire Brennan of JCU History on a display about World War One veterans of Townsville. The displays were held at City Library and MTQ.

As usual the Museum is always looking for more members and volunteers. We lost a few last year and this puts the pressure on the dedicated members who manage the day-to-day operations. If you have a friend or neighbour who enjoys meeting people, tell them about the Museum. It's a great place to work and you meet so many nice people visiting our area.

Until next time,

My best wishes,
Trish Cronin
President

Monthly committee meetings are held at the Museum on the third Monday of the month at ten o'clock. All committee members are notified a week prior to the meeting.



(1910). SS "Yongala".
Held in the State Library of South Australia

Accessed Trove
24/02/2019.

Inside this issue:

Knapp Street	2
Calliope Historical Village by Nick Shailer	3
Townsville Shunting Part 2—Nick Shailer	5
Our Mysterious Acquisition	6
Christmas Party 2018	8
Townsville Floods 2019	9

TOWNSVILLE MUSEUM AND HISTORICAL SOCIETY

BUSINESS HOURS

Monday to Friday

9:00 am to 2:30 pm

First and Third Sundays of the month

1:30 pm to 3:30 pm

ENTRY Adults \$2 Chn 50c

MEMBERSHIP FEES

(12 months from 1st July to 30th June)

Single \$ 11.00

Couples \$ 16.50

Corporate \$ 32.50

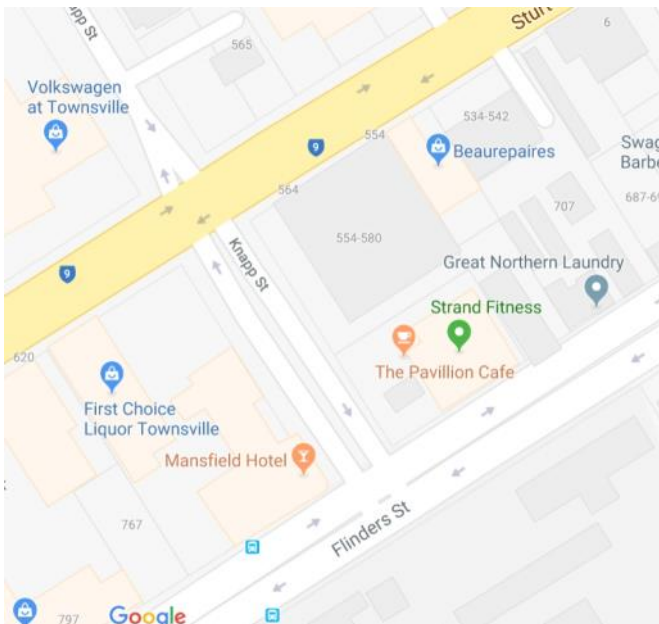
KNAPP STREET

Knapp Street, City: Named after Henry Knapp, a solicitor, practising in Townsville from 1872. An Alderman, he was dismissed from the Council in 1875 for non-attendance. Elected again in February 1876, he replaced S.F. Walker as mayor in August but resigned five days later both as mayor and as alderman on the grounds of ill-health. He stood again in March 1877 and was again elected as an alderman, but resigned on 6th June. On the same day, William Henry Norris, an engineer, sued him for larceny as an agent. Knapp was committed for trial for embezzlement and declared insolvent. On 1st June 1878, whilst still insolvent he was suspended from practice until he had at least paid some monies to his creditors.

At various times, he was a member of the Hospital, the School of Arts and the Albert Cricket Club committees and was also Treasurer of the Townsville Masonic Lodge.

His horse "Quartpot" beat P.F. Hanran's "Bay Squatter" in a race along the Strand Beach on 8th January, 1876.

Mathew, J. (1995). *Highways and Byways*. Townsville, Queensland: Townsville City Council.



Knapp Street, at the Flinders Street intersection, is bookended with the old Brewery building, currently Strand Fitness, and the Mansfield Hotel. Currently, there's a lot of road improvements occurring.

MUSEUMS IN REGIONAL QUEENSLAND—NICK SHAILER

CALLIOPE HISTORICAL VILLAGE

About an hour's drive south of Rockhampton is the Calliope Historical Village run by the Port Curtis Historical Society.

I had not visited it for quite a few years and did so while I was in Rocky for this year's swap meet.

It was started in 1989 and is set up as a small country town. There is a country pub, houses, a church, masonic lodge, railway stations (from Yarwun and Ambrose), a country hall from Raglan, a CWA hall and, of course, a school. The village is also home to the area's railway historical group, which has a very good display set out in a modern steel framed building that shows the development of the rail system though the area.

The village is well worth a stop. The entry fee is \$5 and you can get morning tea and coffee on site.

If you are interested in reading about the village, I have a copy of their book about it.

Nick Shailer



**Clyde Hotel at the
Calliope Historical
Village**

MUSEUMS IN REGIONAL QUEENSLAND—NICK SHAILER

CALLIOPE HISTORICAL VILLAGE



Rail Heritage Display at the Calliope Historical Village



Unidentified (1890). *British built locomotive used by Queensland Railways.* John Oxley Library, State Library of Queensland

TOWNSVILLE SHUNTING PART 2 —NICK SHAILER

The workshops in South Yard did most of the work associated with timber built wagons and coaches. There was also a small blacksmiths, timber racks, a paint shed, a wheel shop (for grinding and re-profiling wheels) and the trimmer's shop where tarps were made and repaired and coach seats recovered. When I started in the railway in the late 1970s the main building still had the remains of its WW2 camouflage paint job.

By the time I started work at Queensland Rail, the workshops in the North Yard handled the work on steel wagons. The rail motors were also serviced and stored here. There was a tinsmith's shop, boiler shop and the main blacksmith's shop. At one time, there were 20 fires operating. Both workshop sites also had large canteens for meals for those who did not duck over to the pubs.

Both the North and South Yards had very large push bike racks. Men leaving the North Yard at the end of shift on their bikes would block Flinders Street.

In the early years, there was the steam loco shed and coal stage, but these were gone by the late 1960s. There was also an overhead walkway over the North Yard from Flinders Street used by people going to and from South Townsville but this was knocked over by cyclone Althea and was never replaced. This led to the shunters having to chase people out of the yard as people still wanted to come through the yards to get to South Townsville.

The South Yard was to become the main shunting yard from the 1920s. There was also the goods shed. Later a second one was built, along with an office. When I started at QR, there were some 50 staff working there in the sheds, and there would have been about another 50 covering several shifts.

The shunters, goods checkers, number takers and examiners were housed in other buildings on site. All except the checkers worked around the clock. The shunt crews were divided into two groups and worked at different ends of the yard; the Town end and Jetty end shunts. The yard supervisor was in charge; two foreman shunters, one for each end, 3 shunters per crew, 4 drivers and a fireman, and normally four number takers at any time. This was to be my job for many years, as a record keeper, and we had to know the location of every wagon in the yard; where it was from and going to, its class, running number, contents and weight. We had to know what train it was going out on, check each train on arrival, and we would make up a train list for the guards and drivers of each train showing the destination of each wagon and its location on the train. We also had to remember each station so wagons were kept in the correct order on the train.

The Jetty station was, for most of its life, at the foot of Magazine Island, controlled by a Station master and with its own shunt crew. The main work here was the placement of fuel tankers into and out of the three main fuel sidings, shunting coal wagons into the power house and placement of wagons onto the wharf. In the early years, there was loading of ships, and frozen meat as an outgoing load. In season, bagged sugar and livestock were exported, and after Mt Isa started, there were wagons of lead ingots for export, and coal arrived in hopper wagons, which were unloaded into ships. One other product was zinc, which arrived first by small hopper wagons then by larger wagons, which were rotary dumped. Tipping the zinc was a job that could take most of the shift and was hot dirty work. By the 1960s, sugar traffic was in its own wagons and unloaded at the sugar terminal.

With the expansion of the port, the Jetty Station was moved up the yard to the end of Rifle Range Road. Magazine Island and the fort on it were broken up and used as fill. The old station building was eventually replaced with a much larger building which was abandoned several years ago with the transfer of all staff to Stuart.



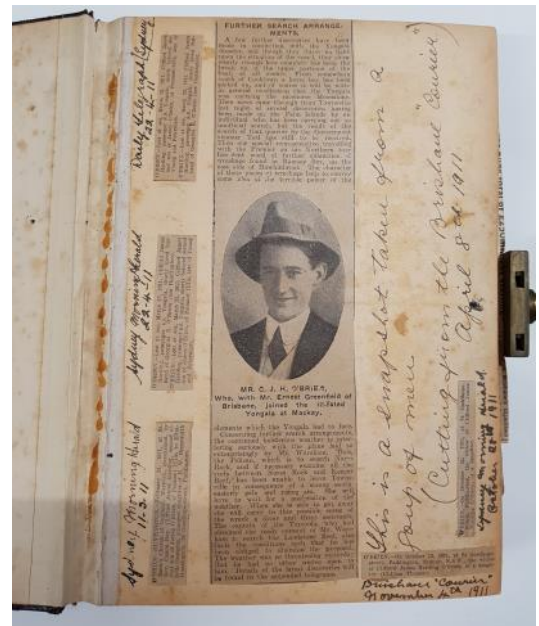
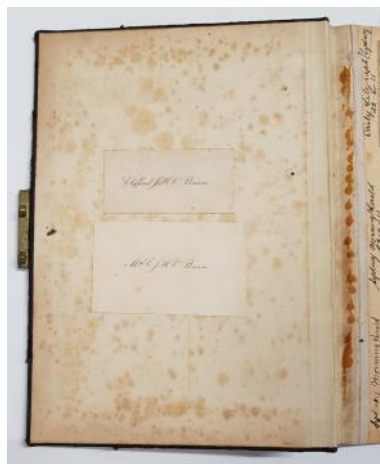
OUR MYSTERIOUS ACQUISITION

2019 arrives and the volunteers at Townsville Museum are in for a surprise. An unknown benefactor has sent to us, by parcel post, a journal. The envelope revealed no name of the sender, but a company based in central Sydney, so a search was begun to find out who would have sent us this wonderful piece of history. We had no success in locating the donor, and so therefore no way of thanking this person with foresight as to the interest and value to history of this item. Whoever you are, we wish you well and hope you can feel at ease that your treasure will be well looked after by Townsville Museum.

The Journal

Clifford James Harding O'Brien and Elizabeth Georgina O'Brien had recently married when Clifford set out on the ill-fated journey to North Queensland on the Yongala, a passenger ferry running between Melbourne and Cairns. The Yongala sailed into bad weather and sank south of Townsville, on or about 23rd March 1911, losing all those aboard to the Coral Sea. This journal faithfully records in detail, the life of Elizabeth Georgina, the birth of Clifford's baby named Cliffina Thersey O'Brien on 13th October 1911, and the grief which was carried through the whole of Elizabeth's life. This is a remarkable book and Townsville Museum is fortunate to be given the task of preserving it for the future.

Currently, a display is being constructed for this fine artefact and we will be holding an official launch to spread the word about this wonderful acquisition.



First row: Front cover of Elizabeth's Journal, Inside the front cover, Title page covered with clippings of the fate of the Yongala with Clifford's photo featured.
Second row: The envelope which arrived with precious contents to Townsville Museum.

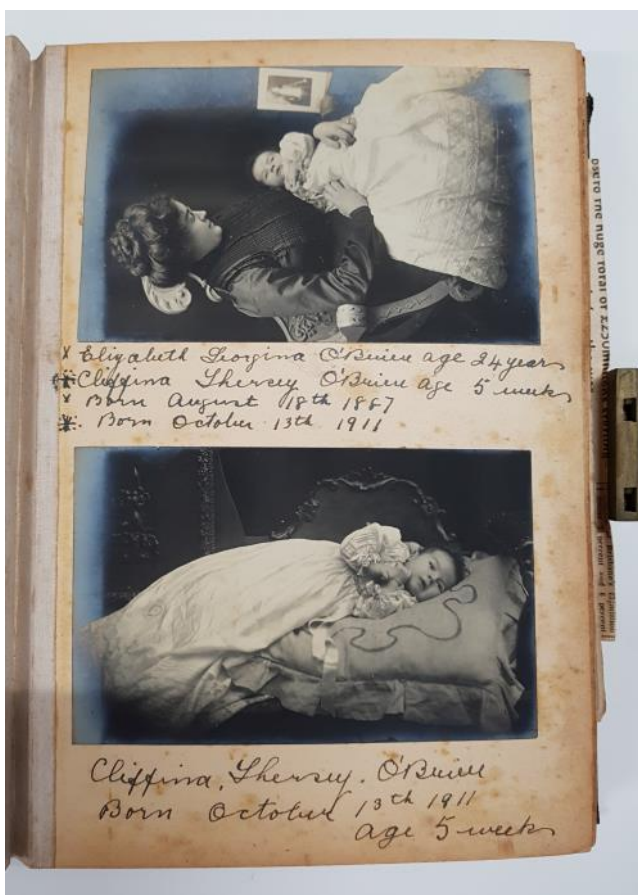
OUR MYSTERIOUS ACQUISITION



Above: Clifford James Harding O'Brien taken 14/01/1910, "Asleep in the deep", and Elizabeth Georgina O'Brien taken on 28/02/1911.

Left: Elizabeth and Cliffina who was born 13th October 1911.

Below: Cliffina at 6 months and 18 months.



CHRISTMAS PARTY—CARLYLE GARDENS 20 DECEMBER 2019

Thanks to Jan for organizing our meal at the restaurant at Carlyle Gardens this year. We had the place to ourselves mostly and it was enjoyable to get around the table to speak with everyone.

Clockwise from right: Geoff, Fay and Lyn, John and Nick, Wendy and Petra, Gary, Lydia and Sue, Jan, Noel and Trish, Harvey and Dell.



TOWNSVILLE FLOODS—4 FEBRUARY 2019

As you are probably aware, Townsville floated through a rather wet event, thanks to a Tropical Low now named Oma, from late January for about two weeks. Thanks to John and Gary, our collections were saved from most of the inundation, only having a minor problem in Hall 2 before the main event on 4th February. Below are a few photos in and around Townsville during that time.



Row 1: Gary sealing up the door to Hall 2, Ross Dam at 136% full on Thursday 31st January.



Row 2: Aplins Weir 31 Jan 2019, Choppers surveying flood, Ross River inundating Sutherland St Annandale.

Row 3: Soldiers in flood zone, Hodel St Rosslea, Damage at Aplins Weir.

Row 4: Street in inundation area, Fisherman at Aplins the day after the big flood.





Townsville Museum
 &
 Historical Society Inc.
 PO BOX 785
 HYDE PARK QLD 4812
 Phone: 07 4775 7838

Email: admin@townsvillemuseum.com.au

Website: <http://www.townsvillemuseum.com.au>



**TOWNSVILLE MUSEUM & HISTORICAL SOCIETY
 is looking for NEW MEMBERS**

**Please pass on our details or forward this newsletter on to anyone you know who has an interest in local history.
 We are happy to welcome new members to our Museum!**

OUR SUPPORTERS



Support
 The
 Groups
 That
 Support your
 Museum

