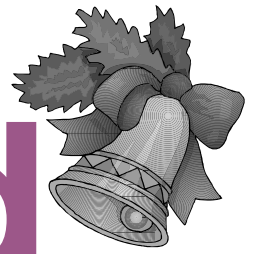




All Aboard



News from the Friends of the North Australian Railway at Adelaide River

December 2005

Birdum Alive in 2005

AN EVENT THAT BEGAN as a joint venture last year between the Larrimah Development Association and the Friends of the North Australian Railway at Adelaide River to celebrate the 75th Anniversary of the arrival of the first train at Birdum led to a bigger and better event for this year's return to Birdum for the 76th anniversary.

It was a fabulous weekend from every perspective and the flushing loo epitomised the quality of our venture.

Ann Kanters collected and displayed a new photographic exhibition on the wall of the Birdum dining room in the Larrimah Wayside Inn.



Official welcome dinner, Larrimah Wayside Inn

The formal welcome dinner in this room on Friday night was superb with many superb speeches and stories. Col Wain from Batchelor provided the vocal and keyboard entertainment.

The Old Birdum Hotel site was transformed into a stage for entertainment with the verandah being the designated dance floor illuminated by a generator which provided lights and power for the evening's festivities. Thanks to all the local ladies from Birdum who prepared the dance floor.

The Birdum crew arranged for a track to be bulldozed along the eight kilometres of rail line. They mowed, cut down saplings and flattened ant hills in preparation for the FNAR's *Oodnadatta*, a motorized fettlers trolley which transported our guests from Larrimah to Birdum.

Everyone gathered in the dining room of the old Larrimah Wayside Inn (formerly the Birdum Hotel). The menu for the night was Marinated Beef and Fijian Curried Barra.

Saturday morning began with a history tour of the heritage areas in Larrimah after which the *Oodnadatta*

began ferrying passengers and gear to the Birdum camp site.

The FNAR catering crew headed by Rilla Kerr and Nola Smith prepared the evening meal in a newly created bough shelter. Peter and Helen Bate provided the welcome signs to decorate the shelter.



The magnificent bough shelter that served admirably as the catering pavilion

Bob and Maris Petersen arrived in style at the Birdum camp site in their 1928 Chev (below). We were most impressed as some of the more modern cars became bogged in the loose sand.



Everyone was busy erecting their tents before nightfall and as the evening drew in and the lights blinked on, courtesy of Richard Luxton's generator, Birdum once again came to life.

After dinner, Master of Ceremonies Trevor Horman welcomed everyone to the Starlight ballroom of the Birdum Hotel. Dance music was provided by Megan Harvey and Peter the Painter from Daly Waters. Peter Bate also entertained with his very popular folk songs.



The entertainment pavilion

In the dim lights of the Starlight Ballroom, Tim Webb and Judy Richardson were soon gliding over the dance floor where Tim was heard asking Judy if she came here often. What a smoothie! They were soon joined by Bob and Maris Petersen.



Rilla in the catering pavilion - note the decor!

Tim Webb is a member of FNAR who travelled from Melbourne to join us. Little did he realise that he would soon be helping to dig out the track in conditions that were very different from Melbourne. Tim was a good sport and joined in absolutely everything and we were pleased that one of our distant members was able to join us.

Below is an extract from Tim's report after he had returned home:

Trevor emailed me and said: 'Now, Tim, I assume you are sitting down reading this as I have a radical proposal for you'. It was the beginning of a somewhat hectic period for me which culminated in my riding a fettle's trolley along 8km of the remaining track of the old North

Australia narrow gauge railway track between Larrimah and Birdum in the NT.

I was told to bring leather gloves, a torch, heavy shoes and a sleeping bag and warm clothing for a night under the stars and the people from FNAR would take me to Larrimah.

John Turner, another intrepid traveller was travelling on the Gulflander when he made a decision to join us. John started his trip from his home town of Adelaide and, after leaving the Gulflander, hot-footed it to Larrimah to join our merry group. Below is an extract from John's email:

Birdum is about 500 kms south of Darwin. It is the farthest point reached by the tracks of the 'Never Never Line' as the North Australian Railway, the forerunner of the recently constructed Adelaide-Darwin railway, was known. My interest in the line was aroused by a 'Hindsight' program on ABC radio. I contacted Trevor Horman (President of FNAR), who had contributed to the program, knowing that I was going to be in the vicinity (in outback terms) and he invited me to join Birdum Alive 2005. I rescheduled my itinerary and duly arrived at Larrimah where Trevor made me feel very welcome. The planning and organisation were top quality and I'm sure that everyone there will retain fond memories for a long time. I certainly will.

Part of the evening entertainment was a hypothetical Whodunnit - *Who killed Bill Jacobsen?* - which is one of the many mysteries surrounding the isolated frontier town of Birdum.

William Jacobsen was a railway fettle and owner of a store at Birdum. He was 33 years old when he died on the night of 24 January 1936 from a shot gun wound to the head. He was survived by his wife and two children. William Jacobsen is buried at the Pine Creek Cemetery. Special T-shirts were printed to commemorate the Whodunnit.

Many theories were pondered by our actors, but by the end of the night, we were no closer to solving the mystery. Thanks to Bob Petersen (Police investigator) Jared Archibald (Forensics) Mick Kent (Rail Expert) Marie Perrin (Floozy) who entertained us as actors in the mystery.



The headstone on Bill Jacobsen's 1936 grave at Pine Creek Cemetery. The headstone was erected by his daughters in the 1990s.

Just before *Birdum Alive*, Trevor had an interesting conversation with Ethel Webb who is the daughter of the slain William Jacobsen.

Ethel was brought up at Birdum and remembers her mother Dolly Jacobsen going across to change the points for the steam locomotives (the head of the triangle is near the Jacobsen house). Ethel recalled lush garden beds at Birdum and swimming in a dam with rocks around it. She wishes she could join us and may well do so next year. Ethel and her sister Rose organised a headstone for their father's grave at Pine Creek Cemetery.

Meantime, back at the camp site, the FNAR Committee had a quick meeting before asking Ann and Barry if they would be willing to care for the *Oodnadatta* for us. They vowed that they would guard her with their lives and will use her for ongoing maintenance on the track.



The formal handover of the Oodnadatta into the care and control of Ann and Barry.

As the night drew to a close, we made our way to our tents for a well deserved sleep.

Rilla and Nola were at work early the next morning and we woke to the aroma of bacon and eggs wafting through the camp.

Trevor and Richard Luxton then took us on a tour of the old township.

Sadly, it was soon time to return to Larrimah and then Darwin. Some people drove out along the rail line and others decided to trek across country to the highway. Everyone arrived back at Larrimah safely, although at one stage Helen Bate was on foot leading the convoy across the black soil plain.

Thanks to all the people who helped organise the trip and to everyone who joined us at Birdum. You helped make it a very successful event.

We plan to run *Back to Birdum* again next year in early September, so pencil it into your diary. It is an event that gets better every year.

Long distance awards must go to Tim Webb (Melbourne) John Turner (from Adelaide via the Gulflander) and Nigel Ridgeway from Adelaide.

The Larrimah Development Association raffle prize, a silver replica of the first steam loco to Birdum, was donated by Ann Kanters and won by none other than Richard Luxton.



Some of the Birdum Alive in 2005 contingent.

Donations even easier!

THE AUSTRALIAN TAXATION OFFICE has recognised us as a 'deductible gift recipient' (DGR), to use their jargon. What this means is that people and organisations who make donations and/or gifts to the Friends of the NAR can claim them as tax deductions on their own tax returns. This puts us in the same elite category as charities such as the Red Cross in terms of donors.

There are rules about the management of this status and these include establishment of a separate account for donations. We are required to provide donors with receipts marked 'Tax Deductible'.

The benefit to the Friends is that donors may feel more inclined to support us if they have the direct benefit of a tax deduction to accompany the donation - in addition to the knowledge that they are helping a most worthy heritage cause.

Our fund-raising committee sees this DGR status as a most positive assistance to their work.

Achievement of the status with the Tax Department was not easily achieved and we are most grateful to Kay Goon for seeing it through with the ATO and to Judy Richardson for managing the associated constitution changes with the NT Companies Office.

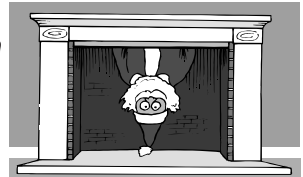
The marvels of heritage restoration



Internal walls have been removed and/or rebuilt as applicable to represent exactly how the station looked in 1888.



This has to be in the running for the best looking chimney in the Northern Territory (the mantle above it isn't bad, either). Does anyone think Santa will make it down? We DARE him!



Contrary to DIY home shows, restoration is not as easy, simple or cheap as a lick of paint. In our case, a heritage grant of \$36 000 from the Department of Natural Resources, Environment and the Arts was used to complete restoration works in the Refreshment Rooms. The work was completed in October and November, and did include a coat of paint. The station now looks drop-dead gorgeous.

New fans have been added throughout. At one stage, the station featured a punkah operated by Charlie Sack in the 1930s. New lights in the kitchen area are a major improvement.



Bamboo screens were very popular in the early 1900s, and we have retained this sample which provides a screen yet allows air to circulate.



Adelaide River briefs

Another gong!!

WE ARE DELIGHTED TO announce that on 9 December, we were awarded a Territory Tidy Towns award for *Outstanding Contribution to Heritage Conservation*, which was accepted on our behalf by Kyra of the Coomalie Council. It is wonderful news, recognition and a credit to all of our supporters. Thanks also to Kyra and Coomalie Council for escorting the judges to the property earlier in the year. In other TTT news, Adelaide River was runner-up in the Small Towns category and Batchelor was runner-up in the medium towns category. Overall, it is a splendid result for the Coomalie Region generally.

New Caretakers

WE WELCOME OUR NEW CARETAKERS, Mel and Jill Jobst who are now well into the swing of things: greeting tourists, helping to restore all the exhibits in the station and making cups of tea for passers by.

AR Station Restoration

THE REFRESHMENT ROOMS restoration is finished and we have returned our tourism information material to it until our restored carriages are ready to be transformed into our Tourist Information Centre. The wall boards have also been returned. There is now a beautiful mantle above our fire place. The station has been restored to its original state and has a new coat of paint, thanks to the Heritage Branch of the Department of Natural Resources, Environment and the Arts. See photographs opposite page.

NSW Carriage BC329

RESTORATION OF THIS 1936 carriage as our Visitor Information Centre is progressing well. Marty Spinks has done a wonderful job with the carpentry - nogging out the walls, lining the walls, installing the new floor, replacing the doors and installing the windows. The floor has been sanded back and two coats of Polyurethane have been applied thus far. We now need to complete the internal varnishing,

have the carriage wired, paint the doors, install door hardware and so on. This is the carriage we purchased at auction last year and collected it from McKinnon Road, Berrimah. BC329 was originally BS2079 and was built in March 1936.

NSW Carriage BC330

THIS IS THE SISTER CARRIAGE to BC329 in terms of its Commonwealth Railways number (post-purchase by Commonwealth Railways in 1975), but it was built in November 1939 at Clyde in Sydney and its NSW number was BS2171. This carriage was rescued from a rural site in Southport near Berry Springs. All the wood work had been either vandalised, burnt or eaten by white ants. It took a long while to clean it all out. We've had a new roof framework installed and new steel floor joists. We're waiting for the sandblaster and painter, after which the roof and windows will be installed. Both carriages are at Peter Cornell's yard at Berrimah and your inspection by arrangement is encouraged.

Pedestrian Crossing

UNFORTUNATELY, THERE HAS been no progress. It would appear that our Government has no interest in reinstating the crossing, which has existed for over 100 years. FNAR is a wholly volunteer organisation that is working to bring economic benefits to the township of Adelaide River by providing a place of interest for tourists to stop a while and explore all the area has to offer. It is incredible that the authorities are placing so many barriers in our way.

8 x 8m Demountable

OUR NEW SITE OFFICE is almost complete - thanks to Mick Kent who has slaved away joining the two halves and repairing the roof and installing a new verandah. Thank also to Peter Cornell (Darwin Container Services) who transported it to site for us. We are trying to think of a name for our new office. Suggestions welcome.

Adelaide River briefs

Darwin Amateur Radio Club Weekend

THE RAILWAY REFRESHMENT Rooms hosted a visit from the Darwin Amateur Radio Club in August. They had a wonderful time and were impressed with the salubrious conditions in the 'Radio Room'. They also enjoyed all our visitors who wandered in and out and took great interest in the workings of the old Radios. The special call sign for the day was V18VP.

Local Hero

THERE WERE GREAT celebrations at the NT Australia Day Awards when **Peter Cornell** was named NT Local Hero. Peter has been a marvellous supporter for us and carts all our heavy gear from place to place. We were terribly proud and chuffed when Peter's name was announced by the Master of Ceremonies who went on to list all the other volunteer work that Peter had quietly done during the year.

Volunteer Hours

FOR 2005, WE EXCEEDED 10 000 hours by a fair margin, which includes off-site work such as Barry Slingsby's on the Short Tom and compilation of the newsletter. Our annual report will be a story of achievement!



The dynamic Peter 'Porky' Cornell loading the Oodnadatta ready for the trip to Birdum.

VP Day commemorations

ON SUNDAY 14 AUGUST, a number of people gathered at Coomalie Farm for the annual VP Day Commemorative service, which takes place, appropriately, in a replica WWII Chapel. The chapel, friend on Richard Luxton's property, was comfortably full. The service was conducted by an Anglican minister from Batchelor, with a lay preacher delivering a very moving sermon about 'thin places'.

On Monday, which was the anniversary of VP Day, Richard Luxton again hosted comemmorations at Coomalie Airstrip along with the Mosquito Squadron. A highlight of the day was fly-pasts by FA18 Hornets and an old 9-cylinder Yak.

We note that VP abbreviates 'Victory in the Pacific' and that in the NT, the day is more commonly referred to as VJ Day, which abbreviates 'Victory over Japan'.



National railway heritage conference

ON SUNDAY 25 September, there was a major gathering of steam locos and rolling stock at Central Station in Sydney to mark the 150th anniversary of New South Wales Railways.

by JUDY RICHARDSON

Trevor Horman and I attended this historic event *en route* to the National Railway Heritage Conference, which was hosted by the University of New England, at Tamworth later in the week.

The steam locos made a very impressive sight sitting in close proximity to more modern trains.

Hundreds of people turned up to see all the heritage steam trains. We had a great day and relived the times when we used to get covered in soot and steam.

The following day at 1120 hours, a replica of the first train to Parramatta 150 years before steamed out of Central Station, followed by the famous 3801 and many others.

We then caught the XPT from Central Station to Tamworth. It was a great and very comfortable ride.

Mick Kent expressed his desire for a photo of a particular type of trolley, so Trevor jumped off the train at Scone to take a photo and was almost left behind!

He again leapt off the train at Werris Creek and wondered how they were ever going to be ready for the big opening the following Saturday.

aspects of heritage railways - from folklorists and historians to railway buffs, museum conservators, major tourism

train operators (ABT, Puffing Billy) and major museum operators (Port Dock, Powerhouse, Thirlmere, Ipswich and even people from the Midlands and York).

Tim Fischer opened the conference, declaring that every state in Australia was represented. He extended a special welcome to the people from FNAR.

Graeme Braydon from the very successful Puffing Billy pointed out that Australia has about 120 operational steam locos whilst America, with 12 times our population, has about 160.

We also caught up with some of our distant members, John Smith from SA Tourism Commission and Bob McKillop who publishes a directory of heritage railways in Australia. Both were very welcoming and had mountains of experience to share.

On Thursday evening, conference organisers arranged for the 1927 Buster Keaton comedy *The General* to be screened at the local cinema. It is a railway romance/drama set in the America Civil war in 1861. It was a great evening and a thrill to see this classic silent movie once again.

Werris Creek



The magnificently restored Tamworth Railway Station.

Saturday was the official opening of the newly restored Werris Creek Railway Station, which we reached on a 1927 vintage railcar, departing from the beautifully restored Tamworth Railway Station.

Werris Creek is about 40km south of Tamworth, and the locals really turned it on with beautiful weather, a street parade with brass bands, vintage cars and street markets.

To our immense surprise, displays in the former refreshment rooms were finished and were very impressive.

The Australian Railway Monument was complete and the walls contained the names of 2400 NSW railway workers who died in the course of duty.

Politicians were there in droves, including Tony Windsor, the local member. His home is visible from the station. His father was killed by a reversing steam train at Werris Creek in the 1950s.

Wednesday 28 September was the start of the three-day conference at the Tamworth Regional Entertainment Centre.

There were 102 delegates, some of whom presented a wide range of papers covering all



The Australian Railway Monument at Werris Creek.



Trevor inspecting the Werris Creek Dining Room Museum.

We counted 50 locomotives in the large railway workshops at Werris Creek and there were paddocks full of recently retired rolling stock, but were all the wrong gauge for us and a long way from our home.

On Sunday, we hired a car and checked out the local attractions in Tamworth, including the Powerhouse Museum (first electric lights in Australia) and other heritage buildings.

On the way to Dorrigo we came across a 100 year old bridge at Bendemeer that had just been plaqued by Engineers Australia. We then became immersed in Thunderbolt at Uralla, visited the magnificent National Trust Property at Samurez just outside Armidale, indulged in a Devonshire tea and finally arrived in Dorrigo at nightfall.

A wee work schedule

We contacted Keith Jones at the Dorrigo Steam Museum and offered our services for a couple of days.

We booked into the Historic Dorrigo Hotel, which is 1925 vintage, along with a group of Ulysses bikers. After a quick trip to St Vinnies to

get some work gear, we were off to the museum where we helped prepare a low loader for rego, descaled and painted an explosive van and helped clear a portion of the track, which was seven hours of hard slog.



If there's a railway, there must be a work gang. This is the Dorrigo work gang.



A line-up of steam locomotives, doused in sump oil for protection, at Dorrigo

Trevor said that we would do volunteer work for a day, but that stretched to three after he got into the swing of things. We tried every Restaurant in Dorrigo, visited the local museum and the sewerage works where they boast the world's only Lava-tree.

We departed Dorrigo and followed what seemed like a logging track to Glenreagh.

We were sad to see that the little railway stations along the way - at Megan, Briggsvale, Cascade, Bonnavale and Ulong - were all in a state of disrepair. Lowanna was the only station under restoration.

We finally arrived at Coffs Harbour from where we caught the midnight train to Brisbane and the flight home to Darwin.

Conference papers will be available in 2006.

Refreshment women

THIS PROJECT, which could simply have been a chronological account of the tea ladies who operated the Refreshment Rooms, has become a larger-than-life social history of the times, the people and the place.

What remains to be researched is virtually going back to the beginning to find more information concerning the very first tea ladies. From the late 1920s until the Refreshment Rooms closed in the mid-1950s, there is some interesting history, especially personal accounts of the period. Going back to the beginning will not be as fruitful, but is an area that needs to be researched further to complete the picture.

Here, however, is a summary of my research thus far.

1912

It seems that Widgee Nelson was the tea lady in 1912 when the Commonwealth delegation visited the Territory. She is the lady on the front cover of the publication *Early Days in Adelaide River*. Widgee was the wife of Ganger Graham. It was normal for the wives of fettlers to operate refreshment rooms.

Late 1920s

On 20 October 1928, the manager's report on "the working of North Australia Railway" stated that the Refreshment Rooms has been closed for a week as Mrs Campbell had been "ordered south on account of ill health." A Mrs Carroll had taken up the catering in the interim.

1930s

In October 1931, it was reported that a Mrs McKay, already operating the Refreshment Rooms, had made an application for a liquor licence.

Mrs McKay was the mother-in-law of Eve Sack who operated the rooms in the 1930s. Eve has provided a valuable oral history which is housed in the NT Archives collection.

When Mrs McKay was offered a position running a dining room in Darwin, she asked her son Charlie and his wife Eve if they would like to operate the Adelaide River Railway Refreshment Rooms and they agreed.

Eve Sack's oral history is full of little treasures and provides a great insight into the 1930s period

Kay Goon has been undertaking research on women who were tea ladies in the Refreshment Rooms. She has come across some wonderful characters and great NT history.

in Adelaide River, not just the Refreshment Rooms.

Some of the areas covered during discussions with Even include recollections such as:

- meals provided – corned beef, salads (using fresh vegetables from Eve's garden and maybe from Verburg's farm), "roast fowl" as she bred chickens, mutton (from the goats bred there), chops, cutlets, pies;
- no refrigeration. Lighting came from hurricane lamps, Clothes were boiled in kerosene tins and wash tubs;
- detailed description of the layout of the building indicating where the bedrooms were, storeroom, kitchen, use of the punkah fan, etc
- Aboriginal workers;
- garden;
- personalities who lived in the area at the time.

Eve's story has been enhanced by a visit from her son Charlie in September 2005. Trevor Horman and I had the privilege of talking to Charlie about his life at the Refreshment Rooms on 11 September 2005 for some two hours.



Photograph: Territory Images, Tambling Collection

His stories supported much of his mother's oral history, but he provided much more information not only about the Refreshment Rooms, but life at Adelaide River at the time.

He has a collection of photos together with the infamous tablecloth, which was used as a visitors' book and signed by travellers who visited the rooms during the 1930s. Before her eyesight failed, Eve embroidered in red thread over the

names on the cloth, thus providing a priceless piece of Territory social history. Charlie drew up a mud-map of the site and it will be used, together with Eve's description, to create a drawing of the premises during the 1930s. The lease of the Refreshment Rooms was taken over by Eileen Gribbon (later to become Eileen Fitzer) in June 1940.

War Years

Eileen and her husband Henry (Harry) Gribbon only operated the rooms for a few months before the Army arrived. They were evacuated in December 1941. Eileen has provided another valuable oral history which is kept in the NT Archives. She talks about the fun they had while there, including the many visitors they welcomed. She also gives a brief description of the building during her time there.

It appears that the Army took over the Refreshment Rooms once the Gribbons had been evacuated.

Post-war years

The lease was taken over by Eileen's sister Myrtle Fawcett and her husband Jim in 1946. They sold beer from the back of a truck, then moved to a Sidney Williams hut and finally into the Refreshment Rooms.

The Fawcetts

During the time the Fawcetts operated the Refreshment Rooms, they were planning to build an hotel across the river. There is much correspondence in the archives regarding this issue - especially the fact that the Fawcetts' lease of the Refreshment Rooms expired on 1 May 1951, but they refused to move because the new hotel had not been completed.

Their son, James William Hart Fawcett, has provided the archives with an oral history and described the Refreshment Rooms as "a funny little old place", dining room at one end, bar at the other, kitchen at the back, storeroom at one end for beer, a "little old fridge" and the railway line right outside the door.

He also provided boyhood stories of riding the *Sandfly* around the wharf precinct with an old engine driver.

The 1950s

It appears that the Fawcetts finally moved to their new hotel and the Refreshment Rooms were then taken over by Dorothy Seib. Dorothy and her son live in Palmerston, and I had the privilege of visiting her in May 2005 and listening



Mrs Tom Turner & an unknown lady outside the station in the 1930s. Photo: Territory Images, T&A Turner Collection

to her story of life at Adelaide River. She has a rich history to tell, which is another project.

Dorothy said she took over running the Refreshment Rooms on 27 September 1952, which would tie in with attempts to remove the Fawcetts in late 1951.

Dorothy has given a good description of the premises and life at Adelaide River. She talked about the crocodiles in the river and how they (the crocs) were frightened of people then, a flood in 1953, the race meetings and so on.

When Dorothy left, the Refreshment Rooms must have closed down.

Pictures of the building many years later reveal a very derelict looking place – quite sad compared with the life it used to house.

Life after the Refreshment Rooms

In 1994, the National Trust prepared a proposal for conservation works and interpretation of the building. The documents at the National Trust indicate that conservation works had previously been carried out in 1987.

Social History

While places and dates are important in any historical research, this project is more of a social history. As can be seen from the small snippets mentioned here, the stories of the people of the time are extremely valuable for our understanding and appreciation of those people as well as the places. Other oral history transcripts mention things like the Adelaide River picnic days and how everyone piled into cattle trucks to journey from Pine Creek and Katherine to Adelaide River. The Darwin train would leave around 8am and the Katherine train at midnight the night before. Bets would be taken on which train would get to Adelaide River first. The Darwin train was highly decorated for the occasion. All the kids received bags of sandwiches, cakes, lollies, peanuts and maybe some fruit. Overnight trips to Adelaide River were also popular once the new hotel opened.

2006 membership renewal now due

Name: _____

Address: _____

Telephone - Work: _____ Home: _____
Mobile: _____

Postal Address: _____

E-mail address: _____

I hereby enclose:

\$30 Individual \$15 Pensioner \$40 Family
\$_____ donation (tax deductible and gratefully accepted)

Please post to FNAR, GPO Box 3504, Darwin NT 0801

OR EFT details: BSB: 065 901 Account No: 1045 3230

2006 Calendar of Events

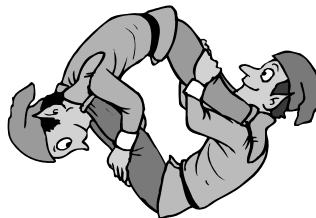
- **Bombing of Darwin Commemoration**
Sunday 19 February, Adelaide River Railway Heritage Precinct
- **ANZAC Day Services**
Tuesday 25 April, Coomalie Community Government Council
- **Adelaide River Races**
Saturday 3 June, Adelaide River Show Society
- **Adelaide River Show**
10-11 June, Adelaide River Show Society
- **Adelaide River Railway Heritage Precinct Open Day**
Monday 1 May, Railway Precinct
- **Murder Mystery Dinner (tentative)**
Saturday 27 May, Adelaide River Railway Heritage Precinct
- **Annual Railway Picnic Day**
Monday 7 August, Adelaide River Railway Heritage Precinct



Werris Creek Railway
Station, NSW

**FNAR
All Aboard!**

If undeliverable, please return to FNAR, GPO Box 3504, Darwin NT 0801



The President and Committee of FNAR extend to you and yours our best wishes for the festive season. We hope your Christmas and New Year are happy, safe and spent in good company. We look forward to seeing you in 2006.