



All Aboard

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

May 2010

Finally! A draft Heritage Bill

IT'S BEEN EIGHT YEARS in the making and one could have been forgiven for expecting a policy and legislative masterpiece.

Sadly, our collective crest fell.

In March, the government released its draft Heritage Bill, which makes little advance on the existing legislation, other than the delete the Palmer amendment and provide for serial heritage listing - the latter a move which the heritage community generally applauds.

Missing

However, it does not reflect the input of the heritage community (and that input was sought in 2003) and certainly doesn't provide 'best practice' in heritage management, as it promised to do.

Specifically, the bill fails in these areas:

- parts of it are difficult to read and interpret;
- the definitions are not listed in a central place, so the bill is even more difficult to read;
- the Heritage Council remains advisory only - and this was one of the greatest issues with the existing legislation;
- the draft bill does not provide for the legislation to have precedence over other legislation in the event of a conflict (which is the case with the current legislation);
- delegation of heritage work to expert organisations has disappeared, and this will make undertaking routine heritage work (such as maintenance) a nightmare for organisations such as the National Trust (not to mention FNAR);
- damage to, vandalism and theft of heritage

places and objects is listed as an offence *however* ignorance is an acceptable excuse.

This is one of the most ludicrous parts of the draft legislation. The latter ignores the fact that organised crime is responsible for stealing entire railway bridges in the Northern Territory (presumably for resale of the metal) and that three state police organisations are investigating. If these bridges were serial listed, as the new legislation anticipates, they would theoretically be protected, but provides that a single man with a small tuck (with HIAB truck-mounted crane) and an oxy-torch who, in the middle of the night, removes an entire railway bridge could stand in court, hand on heart, and say: 'I didn't know it was illegal'.

That has no credibility at any level.

If the same bloke stood in a court, hand on heart, and said: 'I didn't know killing him was illegal,' it is fanciful to assume a judge would say: 'Right, then, boys, that's a reasonable excuse. Now off you go - but don't do it again'.

Heritage fund

The draft legislation makes no provision for an increase in the Heritage Fund. It has been \$200,000 per annum since the existing legislation was introduced in 1993 (and remained at that level in the NT Budget, which was brought down earlier this month).

Without factoring in how many properties have been added to the Heritage Register since that time, to maintain its currency on inflation alone, the Heritage Fund should presently sit at \$306,529.68.

The year 2009 in retrospect

Caretakers

WE WERE DELIGHTED to welcome Gordon and Myrlene Wilkinson to the precinct last year. They were outstanding Caretakers and they're back for Season 2010!

We couldn't resist this e-mail report from Gordon soon after their 2009 arrival and suspect it will give you a chuckle.

Hailing from the North Antarctic (Dunedin, NZ) and sometimes fascinated by our fauna, Gordon related this experience:

Must tell you what happened last night. At 2.15 this morning I awoke to something cold landing on my head. First thought was it was a frog and then I thought it could be a cold spider. Anyway I shot out of bed and turned on the light but couldn't see anything. In reply to the sleepy question from the other side of the bed I said I thought a frog had landed on my head. That got an 'Oh, really?' sort of response. I thought whilst I'm up I might as well go to the toilet. There was a terrible scream from the bed and Myrlene shot past, the frog had landed on her head! Well, of course this event turned the situation immediately into one of extreme urgency. Disbelief had gone. Had to find this frog. Turned the light on and there was a little green frog sitting on the bed scared stiff. Picked him up in my hat, thought about getting Myrlene to give him a kiss, just to test the story, decided that might not go down very well and let him go outside and then of course sleep was near enough to impossible. How he got in I have no idea.

Gifts

JIM HARVEY GIFTED A commemorative sliver of railway line in January this year which came from stock that Chief Minister Paul

Everingham was handing around as he campaigned for the new railway in 1983.

The sliver of railway implores governments to commit to the completion of the north-south railway by 1988, which was Australia's Bicentenary. As we know, it should have been a commitment to complete the north-south railway coincident with the centenary of the completion Palmerston and Pine Creek Railway in 1888-89. The artefact needs very careful restoration.

JEFF McALPINE ANNOUNCED late in 2009 that he is working on the finishing touches to a large dial indicator from a set of weighbridge scales, similar to our NAR weighbridge.

EARLY IN 2009, BRIAN HAMMOND presented us with port bottle (empty) which was a souvenir from the last *Ghan* service to Alice Springs in November 1980. The label says that it is Ghan port and Brian apologised that he had to drink it when the cork popped inwards (the cork is still there). This is a high quality artefact which we will mount and store properly (no touching and only sporadic exposure to light).

Anniversary

IN CONJUNCTION WITH THE National Trust and the Pine Creek Community, in June we celebrated 120th anniversary of the completion of the Palmerston and Pine Creek Railway by Charles and Edwin Millar.

The track work was completed on 15 June 1889 and the official contract handover was on 30 September 1889.

In those three months the Millars completed infrastructure along the way including the Adelaide River Refreshment Rooms.



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Caretakers' Shelters

WE CONSTRUCTED TWO more caretaker shelters in 2009. In fact, caretakers Gordon Wilkinson and Harcourt Phillips played a large part in the works. At one stage, we took a breather and added the number of years experience represented by the three workers involved: it was well over 200 years. One shelter is sufficiently high to accommodate a mobile home. All three shelters will be used in 2010.



A day in the country...

CARETAKERS MYRLENE AND Gordon had a hectic day opening the station at Pine Creek in conjunction with the celebration of the 120th anniversary of completion of the Palmerston to Pine Creek Railway in 1889. We wondered, therefore, about this report from Gordon:

Today we were sitting on the verandah of the station and a minibus with 7 or 8 guys in it arrived. They wandered over to the station from the car park and two of them came round to where we were. One had a walking stick, but the peculiar thing about him was that he was wearing a large Band-Aid (about 50 mm square) and it was attached to his face from one side, not the top or the bottom or all round but from back side, under his ear. It looked like a flap but I couldn't work out a reason for it. Anyway the little fellow with him bounced up and told Myrlene that if he was any fitter he would be tap dancing. When she enquired what the monogram on his shirt meant he said it was from an organization of people from around the world trying to get nations to live in peace and look after space. He then proceeded to tell us he had been on a star ship, in fact he was a navigator on a star ship. Well, I can tell you we were pretty impressed with that. When asked if any of the other guys had been on a star ship he said no, just him. When Myrlene asked him how big the crew is on a star ship he put his head down in deep thought and then said 'Ahhh, one thousand, Ahhh seven hundred Ahhh and five'. Myrlene gave them a tour of the station later and in what was the kitchen there is an old wood stove and the little man said something about the stove to which she replied that she wasn't sure if it was the original but he told her that it was, that he had seen it here in the 18th century!



*Myrlene (centre) and guests
at Pine Creek Railway Station*

Locomotive Shed Progress

WITH THE HELP OF former Chief Surveyor, Trevor Menzies, we marked out the layout of our Locomotive Shed. The shed to be erected was formerly the Wheel Lathe shed at the

Parap Railway Workshops and was new in 1970. It was dismantled by Power and Water Corporation in 2007 as part of its site redevelopment and was gifted to FNAR. It will accommodate three roads, has an overhead travelling crane and is 120ft long. Impressive!

Annual Rejex Rally

IN AUGUST, WE PROVIDED lunch for 140 people for the annual Rejex Rally, a much needed fund raiser for our organisation, which occurs on possibly the busiest weekend of the year.



Rum Jungle Rail Trail Walk

LATER THAT DAY, OUR SECOND event was the Rail Trail Walk at Rum Jungle as part of the Batchelor's *Linga Longa* Festival.

The advance party sprinted over to Batchelor to install signs at Rum Jungle station and Batchelor station. Wolfgang volunteered to drive the Coomalie Community Government Council bus out to the start point and to operate his own vehicle as the sweeper. All together, 17 people participated in the walk with many coming from the National Trust, Aviation Historical Society and our own FNAR.

A special participant was Steve Allen who had flown in from the MKT airfield at Noonamah - and then flew back after the walk (now *that's* dedication). We were very

fortunate to be joined at the last minute by Joey Flynn, grand-daughter of ganger Tom and Nellie Flynn. We passed the site of the legendary Nellie Flynn's house during the walk.



Walkers en route to Batchelor



Joey Flynn at the finish line

Annual Railway Picnic

WE BACKED THIS UP THE following Monday (Picnic Day holiday) with the annual railway picnic. The day was a great success and we estimated about 400 people passed through on Picnic Day.

It was a very successful weekend which left everyone exhausted.

Graeme and Darryl who, after a very busy weekend with the *Linga Longa* Festival, came over from Batchelor to run the barbeque for us, which resulted in another successful event despite of several competing forces.

We must mention again the extraordinary efforts of our caretakers, Gordon and Myrlene Wilkinson and Harcourt Philips (who had joined us again), in preparing for the weekend with the two big events.

These three wonderful people have more than two centuries of experience between them they threw heart and soul in to the weekend events. We are indeed fortunate.

Continued on page 6



Darryl and Graeme from Batchelor who, after Lingerin Longa, belted over to Adelaide River for BBQ duties.



ALL ABOARD FOR RAILWAY REFRESHMENTS

Devonshire Tea will be served on the last Sunday of each month of the Dry Season between 11am and 3pm. The cost is \$5 per person.

Drop in to say hello, enjoy a Devonshire Tea and inspect the latest exhibits and works at the Adelaide River Railway Heritage Precinct.

2010 Dry Season Dates:

Sunday 30 May

Sunday 27 June

Sunday 25 July

Sunday 29 August

All our labour is voluntary and all proceeds go toward the continued improvement of the precinct.



Seniors Month - August

WE SERVED DEVONSHIRE Teas and precinct tours for three groups of seniors. Below is a thank you from Darryl and Graeme (featured cooks on page 5) from the Batchelor group:

We enjoyed our morning tea at the Rail Heritage precinct very much. Myrlene and Gordon did a great job of making us feel welcome and valued as a group. I was impressed with Myrlene's grasp of the facts that she spoke about without notes and the informative way in which she told the stories.

Other construction

WE BUILT A BARBED-WIRE stock fence along our southern boundary in October to discourage buffalo and pigs. It worked, and also seems to have kept elephants at bay. Wallabies *are* welcome.



OUR NEW CARPARK was completed in mid-2009 and held up well during the Wet Season. The large culvert we installed under the carpark served well to fill the reservoir. To our delight, the trees that we preserved in the carpark have survived and are enjoyed by our visitors.



Roll of Thanks

- Peter and Estelle Cornell for things too numerous to mention;
- Leo Izod, Tom Bertenshaw, Barry and all the helpers at Qantas Hanger, Parap;
- Finlays who donated hay for our gardens;
- Al Hockseimer for drilling the holes for the old railway house that we hope some kind soul will deliver from Katherine;
- Murray Fuller who does battle with our weeds;
- John Smith for the Trifor;
- NT Government for the Kubota;
- Alan Adams for the 1920 drilling machine;
- Geoff and Brenda Fleming for shed frames;
- GSR for the Toyota Tug;
- Geoff Rutherford for his cabinet making skills;
- Rex Hale for communication help; and
- Jim Richardson and Paul Carrigan for donation of Camp Kitchen.

**2010 Events are now
up on our web site
(we took a little while to
update it this year -
sorry about that).**

Go to:

www.northernexposure.com.au/rail

Hudswell Clark

WITH ITS 99TH BIRTHDAY on 13 December last year (its delivery date from the factory in

Leeds), Mike Bowman and his small team of volunteers made rapid progress in reassembling ex-Mt Isa Mines 0-4-0ST (Hudswell Clarke 928 of 1910) at the FNAR Darwin works base in order to have it looking good for the occasion. The saddle tank has been re installed (LR 209, pp. 30-31) and the steam dome and the chimney restored to 1910 appearance and refitted. Subsequently, Mike manufactured and installed bronze copies of the original builders' plates on the cab sides and completed the lining on the cab faithfully following the 1910 appearance, the missing clamps for the smoke box door have been fabricated and the four dogs secured, a coat of black has been applied to the whole boiler. Peter Cornell welded up the connections for the face plates on the boiler front and trued the new plates up on his facing machine, Tom Bertenshaw and Leo Izod have proved to be incredibly resourceful in sourcing numerous special fittings required for compressed air running, like 'in-line oilers' and high pressure control valves. A \$50 bid on Ebay secured a chime whistle that looks and sounds great mounted on the cab spectacle plate. A slightly higher Ebay bid produced a superb pair of complete boiler water level sight glass gauges, to be installed shortly. A contemporary pressure gauge and steam stand are being currently being fitted in the cab following original arrangement drawings and advice kindly supplied by Ronald Redman, the Hudswell Clarke guru and Chairman of the UK Light Railway Society.

It is planned to operate the locomotive at Adelaide River, running on compressed air. On 28-29 November, Mike and Peter Cornell installed the equipment and piping to supply compressed air to the regulator and cylinders. A compressed air hose can now be connected at the boiler face in the cabin and the loco's speed controlled by the original regulator, the new arrangement also permits the installation of an air braking system in addition to the original manual brake. Mike and Peter eagerly trialled the new motive power system at 120 psi for a short run and report that it was a great success. Subject to the provision of a mountain of paperwork for the local Rail Safety regulators it is planned to have 928 operating at Adelaide River in

2010 and there will be a big celebration there for its 100th birthday in December!



Surprise Visit in August

A FULLY LOADED 7000 TONNE iron ore train pulled up out the front and the drivers detained. The air-conditioning in the cab was cactus and they'd advised train control that they were going to stop for 30 minutes to recover. They came in for a coffee and told our visitors all about the train and its operation. Some Victorians were very impressed. The drivers were keen to mention that when they stopped a couple of weeks ago that Myrlene had plied them with Devonshire Teas.

Now we know how to get trains to stop at AR. The sound of 10,000 horsepower across three locomotives getting that load rolling again was a thrill to experience.



Restoration work

THE HERITAGE BRANCH carried out restoration works on the heritage listed railway refreshment rooms in October. This included replacing rotting timbers, adding a missing internal wall, installing a white ant protection system, replacing old wooden window shutters and straightening a wall. This work was greatly appreciated.



The shutters under restoration

Some time off

AFTER SIX MONTHS OF DEDICATED service at Adelaide River, Gordon and Myrlene returned to New Zealand to see family and friends in October. They confirmed their safe arrival at North Antarctica:

Trevor, we arrived safe and sound on Tuesday afternoon. Unfortunately it was 11 degrees and the customs were so slow, the plane we arrived on was getting ready to take off by the time we got to the carpark. We feel that we are the luckiest people to have had the experience of the last five and a bit months and to meet and make such good friends was a real bonus.

Now we have come home and there are no flies, mosquitos, snakes of any sort (legless or otherwise), toads, frogs in toilets, magpie geese, crocodiles, kangaroos and wallabies, tiny little wasps, ants of any sort, pandanus fronds with sawtooth edges to watch out for and we don't have to be careful where we put our feet.

We just love the little missives from our favourite Kiwis.

Adelaide River Beautification

LISA WAIN (former CEO of Coomalie Council) got the money, our President project managed and Adelaide River won a Tidy Towns Award for the best small town. The project ran for more than 12 months and included beautification of DORAT Road frontage to ARSS and FNAR, improved drainage, repairing the breach in the reservoir wall, the carpark, levelling under the 1888 bridge to facilitate mowing, walkway lighting in DORAT Road and many minor components. The pad for the loco shed and the pads for the caretakers' shelters were peripheral benefits whilst the contractors were on site.

New Caretaker

WE RECEIVED A NEW CARETAKER, Graeme Stuart, who hails from Geelong. Graeme arrived in December (brave boy!) to mind the precinct during the Wet Season - his first! He was quick to rush out to buy some Wellies and regularly reported on matters such as rainfall and visitation.



Kitted out for the Wet: wet weather gear and brand new wellies!

Clean Up Australia Day at The Narrows

IN RECENT YEARS WE have spent *Clean Up Australia Day* at The Narrows cleaning the only remaining segment of the North Australia Railway within 100 kilometres of Darwin.

In 2010 we did it again, along with members of the Landcruiser Club and Engineering Heritage Australia.

Great progress was made with a signal plate

being installed, sleepers coated in sump oil, the site cleaned up and a start made on painting the steel bridge. Our thanks to Peter Poole, Nola Smith, Di Lunn and Estelle Harris for organising things.

We have formed a good relationship with the Landcruiser Club through this annual project.

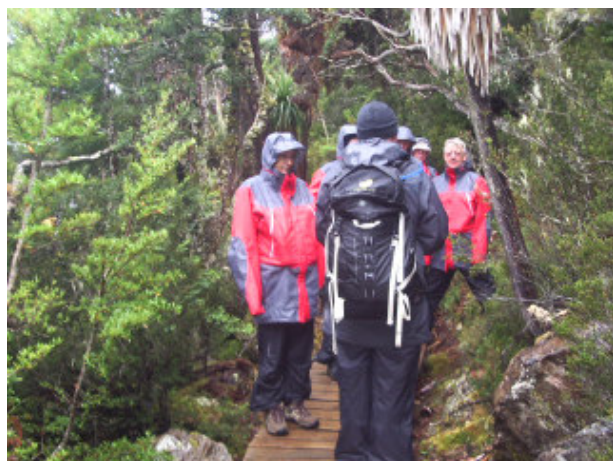
ATHRA Meetings in Tasmania

THE AUSTRALIAN TOURISM & Heritage Rail Association (ATHRA) Board and General meetings were held in Sheffield, Tasmania, on March 13-14.

Each state has representation and the NT delegation was comprised of Mick and Sue Kent, Judy Richardson and Trevor Horman. We learned heaps from other delegates and hopefully contributed an NT perspective

Leading up to the Meetings, Tasmanian Chris Martin had organized a substantial

touring program which kicked off with the Launceston Tram Museum and Sheffield Steam Festival on Sunday 7 March. After this incredible event, we went to Don River Railway (fantastic workshop to emulate) Cradle Mountain, Wee Georgie Wood fired steam railway, Zeehan Rail Museum, Strahan where we did two transits on the 1896 ABT railway, Mount Lyell Mine, Lake Margaret historic hydro power station, etc, etc.



Lovely morning for a brisk walk - Dove Lake



Trevor, Mick and Sue at Sheffield

FNAR 2010 AGM

Darwin Sailing Club Committee Rooms,

6.30pm, Wednesday 19 May

All welcome.

In brief...in brief...in brief...in brief..in brief

Yet another gong for Estelle

ALLORA GARDENS NURSERY in Berrimah has won Australian Nursery of the Year for several years running. This year, Allora was inducted into the Nursery Hall of Fame. Congratulations to Estelle Cornell and her team at Allora. Estelle and her husband Peter (Porky) are great benefactors of our precinct so we are delighted for them.

Morning tea

AND ON ALLORA, the Northern Territory hosted the annual Nursery conference in April. Estelle was good enough to think of the precinct and asked us to provide morning tea on one morning, which proved a really good fund raiser. See photographs, page 11.

Reminiscing

JUDY RICHARDSON WAS minding the Station in February this year when she came across a lady in the dining room gazing wistfully at one of our story boards. When Judy approached her to see if she would like any information, she said: 'That is me there in that photo'. It was just like a Kodak moment so Judy had to take her photo. Pat Walsh was her name, and the photograph was a group of four people in front of the Refreshment Rooms in 1946 (the group included a very young Creed Lovegrove).



Mrs Walsh and the storyboard

Guard change

OUR GOOD FRIEND LISA WAIN has left Coomalie Community Government Council to take up retirement in Queensland. Lisa's replacement as CEO is John Hughes with whom we have established contact and an excellent working relationship.

A distant gong

ESTELLE HARRIS IS a great worker for FNAR. She was more than a little chuffed to learn that Number 2 son Kelvin was named in the Australia Day Honours list Military Division. Kelly (as some of us know him) was gonged with an OAM on the following basis:

Chief Petty Officer Kelvin Harris, for meritorious service to the Anzac Class ships and as the Chief Petty Officer in charge of Propulsion Systems onboard HMAS Toowoomba.

Congratulations to both Estelle and Kelvin for this wonderful recognition.

Another great ANZAC Day

THIS YEAR'S EVENT AT Adelaide River was again a massive success. The Dawn Service is becoming so crowded that additional infrastructure will be needed for crowd control and conservation of the War Cemetery. The same young lady (a 12yo from Howard Springs) acted as bugler and played the *Last Post* and *Revellie* like a seasoned professional. Once again, we held a short service for railway workers who fell during the war years and led a tour to the Hole in the Hill, which was well attended.

ABC Radio Darwin

CONGRATULATIONS TO ABC Radio Darwin (105.7) who have put together little features on different parts of the Northern Territory. The piece on Adelaide River is very good and features our own Trevor Horman giving an explanation of the station and the precinct.

Morning tea in the gardens....



Delegates to the 2010 Australian Nursery and Garden Industry National Conference in April were treated to both the majesty of Allora Gardens Nursery and the attention of our 'tea ladies': Estelle Harris, Del Cowells, Margaret Kirkup and Yvonne Burgess. Estelle Cornell was, as ever, very thoughtful to consider us and she offered the opportunity as a fund raiser for Adelaide River. It went very well and the delegates were very happy, indeed. Check out our state-of-the-art 'urn' (bottom left picture). It was a ripper!



The Narrows bridge

YOU MAY RECALL THAT THE BRIDGE at the Narrows has been treated with Rust Converter and a start was made with metal primer on Clean-up Oz Day.

In March 2010, Peter Poole, who is a very busy bloke, offered that if we gave him a pot of paint he would complete priming the bridge over Easter. That was an offer worth pursuing and the paint was delivered on Easter Thursday.

The colour is similar to the original Red Lead that was used by Dorman Long who supplied the ironwork from the Newcastle UK (they later supplied the steel for Sydney Harbour bridge in 1932).

Chris Renehan has kindly volunteered to touch up the Bridge Identification Number "4" on each abutment.

Thank you very much to Peter Poole for executing this significant project by himself. It is not quite apparent in this image but the drain under the bridge means that the bridge beams are about 3m above water level. Peter is tall, but he must have used long ladders and moved them often.

Fettlers trolley shed is named after Great Uncle Len

PETER AND ADINA POOLE assisted us with funding for the first fettler's shed built in the Territory in over 50 years (March to May last year), so we have named our shed in honour of Peter's Great Uncle Len.

Peter relayed the story of Geat Uncle Len's life:

His name was Charles Leonard Brown aka Len Brown, born Seymour(?) Victoria Nov 1910; his father worked for VR at Seymour.

Len went to Katherine during WWII working in administration with the railway.

After the war he spent time in Katherine and Melbourne, in 19?? took up lease on a block in Second St, then lived permanently in Katherine till he died in 1998?

He was Depot Clerk with the PMG in Katherine for 15-20 years.

The PMG used to use fettlers trolleys to carry out maintenance on the telephone lines beside the NAR. I think more often to the north of Katherine than the south; to the south the railway and road were parallel and close together so Land Rovers were used; to the north the railway was some distance off the road with only a dry weather track following the railway so quads were used.

The Uncle used to accompany a Linesman, (for safety reasons), when they went out on the quads to carry out maintenance, this happened fairly frequently.

The framework of the shed was designed and fabricated off site to replicate as closely as possible the wooden frame of the original shed on the same site.

This work was performed superbly by PDQ Enterprises (Geoff Fleming) who delivered the frame to site and then announced that it was a gift to the precinct.

Corporate support of this scale is indeed valued and we thank Geoff and Vanessa for their continued generous support.

Oh, the name? It's the Len Brown Memorial Fettlers Trolley Shed.



Kerry Moran barrowing the concrete to the foundation holes on 16 May 2009.



Peter Poole and Judy Richardson on Peter's fettlers trolley



The Fettlers adding a little pomp to open the Len Brown Memorial Fettlers Trolley Shed

2010 Membership now due



BECOME A MEMBER!

Simply complete the form and post it off to us with your cheque or money order. We have Deductible Gift Recipient status, too, so your donation is tax-deductible (in Australia).

Name: _____

Address: _____

Postal address: _____

E-mail: _____

Telephone contacts: Work _____ Home _____

Mobile _____

I/we hereby enclose \$ _____, being:

- \$40 Family Subscription (12 months)
- \$30 Individual Subscription (12 months)
- \$15 Individual Pensioner Subscription (12 months)
- \$ _____ donation (ALL gratefully accepted!)

PLEASE POST THIS FORM TO FNAR, GPO BOX 3504, DARWIN NT 0801

Thank you for your support.

EFT PAYMENT IS ACCEPTABLE. DETAILS ARE:

BSB: 065 901

ACCOUNT NO: 1045 3230

PLEASE ENSURE THAT YOU INCLUDE YOUR SURNAME IN THE MANDATORY FIELDS ON THE BANKING FORM SO THAT WE KNOW WHO HAS PAID US.

Gear required for the precinct (we can collect!)

- bondeck sheeting to make a new fireproof floor for the shipping container
- 1.8m star pickets (aka Waratahs)
- outdoor pavers (paving stones) typically 150mm square
- steel railway sleepers
- a windmill
- a piano (operational)
- public address speakers (100 volt line working)
- step ladder (2.1m)
- concrete blocks to build stumps for NAR house
- mannequins and railway uniforms
- pre-loved banners (for creating signs) - any size up to 10m long
- large shade cloths (black)
- buckets of cash from wealthy benefactor - we'd break all sorts of speed laws to collect!

Telephone: 0417 838578 • E-mail: rail@northernexposure.com.au

**FNAR
All Aboard!**

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

Positions vacant at FNAR

ARE YOU INTO:

- carpentry • cabinet making • glazing
- signwriting • painting • bituminous roofing
- electrical work • mechanical work (bogies - new bushes, etc)?

IF SO, we have *jobbies* for you.

FURTHER, there is *lots* of unskilled work including rubbing back flaking paint, cleaning, storing spare parts, making stencils, photographing parts before dismantling and recording progress, etc.

Hours are flexible to suit yourself - & the work isn't all in Adelaide River; some is can take place in Darwin.

Remuneration? Actually, there isn't any - *HOWEVER* we can guarantee you plenty of laughs, a great sense of achievement and reward, a little sense of learning and historical appreciation and a diverse network of friends.

Can money buy that? We don't think so.

Please contact us with your skills rating and we can put you to work - pronto!