





THE KENNEDY BUGLE

February 1989

CO's COMMENTS

From the Commanding Officer
LT COL I.B. Flawith:

The programme of planned activities for 1989 has been finalized and published; so too is my Training Directive for 1989. The Training Directive is a fairly lengthy document (12 pages) however your platoon staff will have a copy and I encourage you to read the Directive. In essence we will concentrate on individual and section level training in the first half of the year, emphasising fundamental military skills and teamwork. In the latter half of the year we will work at platoon level, practising patrolling and ambushing techniques and the platoon attack.

I want our training to be challenging and worthwhile, and I have made this point to the officers and senior NCOs. By challenging I don't mean dangerous, or that we break the safety rules, but I do expect realism in our training and I want to see you all pushed hard, both physically and mentally. If our training does not present a challenge to the individual then we will soon lose the soldier, and this is not what I want. To be worthwhile our training must be well planned and prepared, so that we get the maximum value from the limited number of hours which we have available for training.

To achieve this aim I have made some changes to our training routine and parade requirements. I have increased the number of weekend training activities, to enable us to spend more time in the field, training for war. To compensate, I have reduced the level of Tuesday night training activity, particularly for the soldiers. Officers and NCOs only will be required to parade twice a month on Tuesday nights, to conduct planning and preparation for the weekend activities. I have agreed that the company canteens can trade on these Tuesday nights and that soldiers may engage in social or sporting activities (voluntary of course), to be joined by the officers and NCOs when they have completed their work. Such arrangements will be a matter for your company commander to co-ordinate.

So that you are aware of the training programme, and to assist your planning, I have included the training programme for the first half of 1989 with this copy of the Kennedy Bugle. If you have any queries in this regard speak with your platoon staff.

You may recall that in the last issue of the Bugle for 1988 I emphasised the need for us all to be battle fit. I repeat this and remind you that to attain the level of fitness, particularly endurance fitness which we demand, will require a constant effort on your part and to a large degree in your own time. I assure you that if you make the effort to keep fit, you will get the maximum value and enjoyment from your training activities. In the end, it's up to you!

We have a demanding and challenging year ahead of us, which will require a good deal of effort from each and every one if we are to achieve the goals which I have set for the Battalion. I believe that we are up to it, and that by the end of this year there will be no doubt in the mind of anyone as to the premier Battalion in 11 Brigade. Let's go to it!

TRAINING NEWS

Courses Camp at Shoalwater Bay Training Area, 4 Mar to 19 Mar 89. There are vacancies on the Regimental Signals course and the Mortar course. If you are IET qualified and wish to attend either one of these courses speak to your platoon staff immediately. Similarly, if you are not IET qualified there is an IET course being conducted as part of the Camp; move now to get your name on the list.

The next IET Course after the Course Camp, will be held in Townsville, 22-28 May 89. This shorter course may suit those who have difficulty in getting away from work for a long period.

The Annual Camp, Exercise CLOS ENCOUNTER, will be held at the Land Command Battle School, Tully, 12-27 August 1989. Start planning now, and let your employer know that you will be seeking time off in August to attend the Camp.

31 RQR TRAINING PROGRAMME

FEBRUARY - JULY 1989

FEBRUARY:

- 18/19 - Coy Range Weekend
Pre-Course Trg Subj 2 CPL
- 28 - Offr/NCO Pde

MARCH:

- 4-19 - Combined Courses Camp
4 Tpt Sqn Ltd Drivers Course
- 14 - Offr/NCO Pde
- 18/19 - Company Training Weekend
- 28 - Offr/NCO Pde

APRIL:

- 4 - Battle Procedure for Ex DAWN BUSTER
(all soldiers to attend)
- 7-9 - Ex DAWN BUSTER III
- 11 - Offr/NCO Pde
- 14-16 - APC Training Weekend with B Sqn 3/4 Cav
at High Range
- 22-23 - Pre-Recruit Course Trg
- 25 ANZAC Day - Ayr (Concentrate Ayr 24 Apr)
- 29-30 - Pre-Recruit Course

MAY:

- 2 - Offr/NCO Pde
- 6 - Company Training Parade
- 6-21 - 11 Trg Gp Courses
(Recruit/Subj 1 & 2 SGT/Clerk)
- 6-21 - 4 Tpt Sqn T109 Upgrade Cse
- 16 - Offr/NCO Pde
- 20/21 - Company Training Weekend
- 23 - State of Origin Match, Lang Park
(voluntary)
- 22-28 - TET Course
- 30 - Offr/NCO Pde

/JUNE

JUNE:

- 3 - Company Training
- 4 - Battalion Church Parade
St James Cathedral, Townsville
- 13 - Offr/NCO Pde
- 17-18 - Company Training Weekend
- 17-18 - Pre-Recruit Training
- 20 - Offr/NCO Pde
- 24 Jun - ARA Stand-down
- 2 Jul

JULY:

- 1-2 - Pre-Recruit Course
 - 4 - Offr/NCO Pde
 - 8-9 - Battalion Military Skills - Training Weekend
and Battalion Barbeque
 - 10-21 - Junior Leader Course, Tully
 - 15-29 - 11 Trg Gp Courses - Subj 1 CPL/Recruit
 - 25 - Offr/NCO Pde
 - 29-30 - Bn Range Weekend, RSL Trophy Shoot
-



SPECIFIC QUESTIONS:

The contents of this report are true to the best of my knowledge and belief.

Please let me know if you desire clarification of any aspect of this report or if I otherwise may be of further assistance.

Yours sincerely,



SUNLANDER DERAILED

Lucky Escape for 47

Modern steel carriages and lots of soft ooze and mud could be two of the factors that saved many of the forty six passengers in yesterday's southbound Sunlander from serious injury.

At 12.55 p.m., just as many of the pensioners making up the passenger list were returning to their carriages from the dining car, the massive diesel locomotive hauling the Sunlander Express crashed over the western side of the track just north of El Arish.

As the western side of the rail subsided into a culvert, the power car, and the two leading sleeping cars followed into the ditch and the mud.

Several of the following cars left the track, but did not end up in the zig-zag pattern of the leading cars.

The driver of the train, Mr. Bill Wotherspoon, of Townsville, and the fireman, Mr. F. Caldwell of Oonoonba had a lucky escape as their locomotive plunged off the track.

Mr. Wotherspoon ended up deep in mud and eye-witnesses say that they had held great fears for his safety.

Together with three women passengers, the locomotive crew were taken by ambulance to Tully Hospital.

After treatment they were allowed to leave.

(Motion Page 4)

FIVE people were taken to the Tully Hospital yesterday after the Sunlander train was derailed near El Arish.

The driver, Mr. William Wotherspoon, of Townsville; the fireman, Mr. Stewart Caldwell; Mr. William Morris of Townsville; Mrs. Cecilia Walsh of Cairns and Mrs. Georgina Johnson of White Rock, were all treated and discharged.

The derailment occurred between Silkwood and El Arish at about 1

locomotive, power car, four coaches, dining car and club car left the line when the train hit a section of track which subsided due to heavy rain in the area overnight.

General manager of the northern division of Queensland Railways, Mr. C. V. Walton, said last night the southbound Sunlander had been held at Innisfail for about four hours because of the flooded Banyan Ck north of Tully.

The Sunlander left Innisfail about noon carrying 44 passengers, he said.

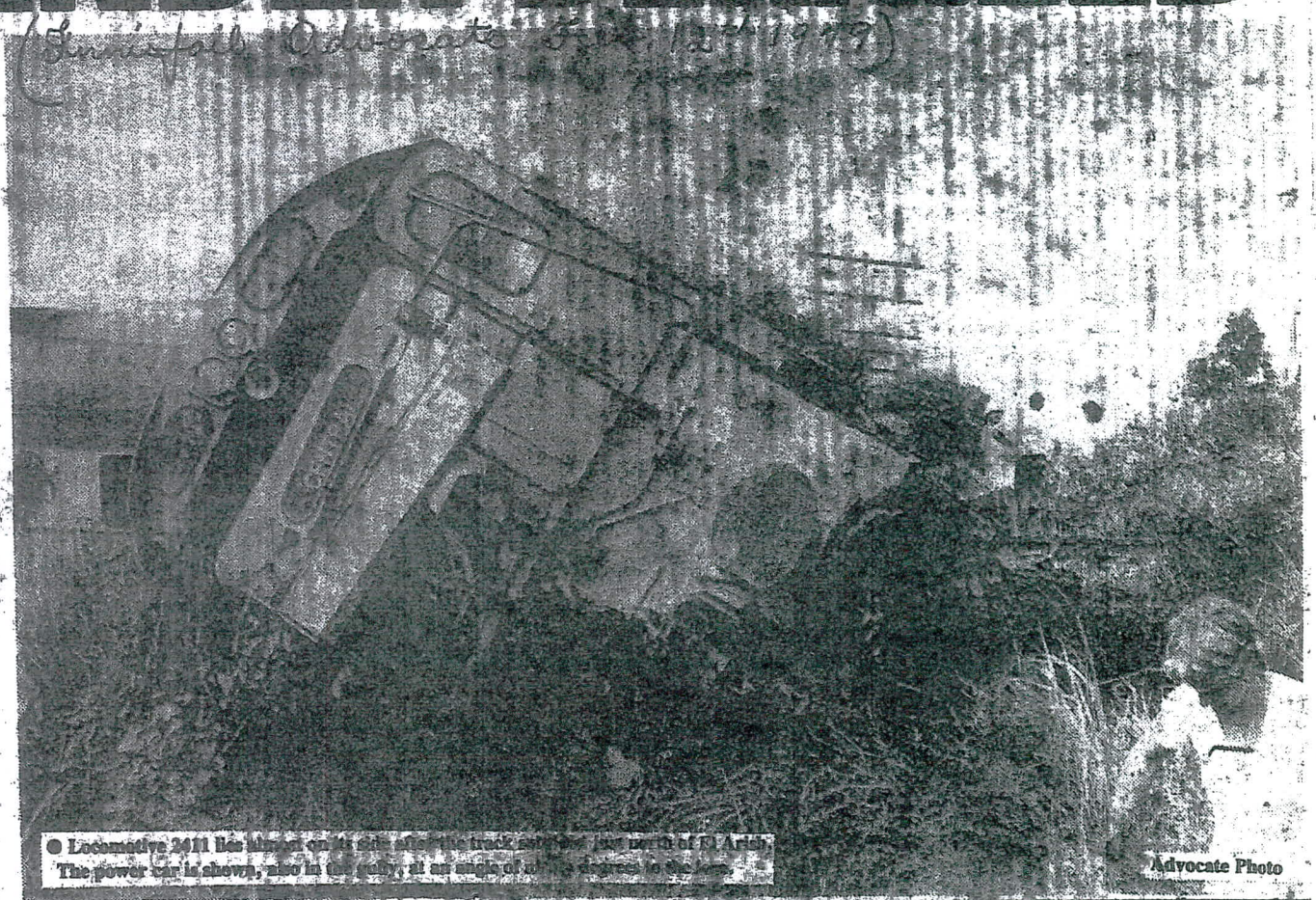
to take the passengers from El Arish and Tully to Townsville.

He said the northbound Sunlander would stop at Townsville then return to Brisbane.

"I expect buses will be used to transport passengers north from Townsville to Cairns," Mr. Walton said.

Breakdown crews from Cairns and Townsville have been called in to clear the track.

Mr. Walton said he expected services between Cairns and



● Locomotive 2411 lies on its side after the track subsided just north of El Arish. The power car is shown, also in the ditch, at an angle of about 45 degrees to the track.

Advocate Photo



Rail route open today

RAILWAY work crews were expected to have lines clear at El Arish by 7 pm yesterday.

The line had been blocked since about 1 pm Sunday morning following the derailling of the southbound Sunlander express.

General manager of the northern division of Queensland Railways, Mr Ces Walton, said heavy rain fell in the area overnight and crews were working in very difficult conditions.

By noon only two coaches remained to be rerailed.

Mr Walton said the engine, one coach and power car were clear of the track and would be left until two heavy cranes could be brought to the site tomorrow.

"Our main concern is to get traffic moving," he said.

Passengers from the derailed Sunlander were taken by bus to Townsville and then by train to Brisbane.

Northbound passengers were brought from Townsville to Cairns by bus, arriving here at 7.25 am yesterday.

Mr Walton said a non-airconditioned train to Townsville would replace the normal Sunlander service leaving Cairns at 10 pm yesterday.

This was to be linked with an airconditioned train to Brisbane leaving Townsville early this morning.

Goods services have also been disrupted.





SUNLANDER DERAILMENT (From Page 1)

The injuries were very crazy angles. limited to cuts and bruises and minor shock.

Ambulance officers from Silkwood and Tully checked other passengers at the scene.

BOGIES TORN OFF

The third carriage had the rear bogies torn completely from their mounting, but all the carriages, along the the locomotive remained were juddering as the semi-vertical, even if at train left the track, but what could be termed because it was in the

PRAISE FOR CWA

Many of the passengers were loud in their praise of the guard, the other passengers and police and railway officials.

Mr. Don Lawie, of Babinda, who was heading south on holiday, said there had been absolutely no panic.

There had been some severe juddering as the train left the track, but what could be termed because it was in the

early stage of the trip, the passenger list had been light.

He said the ladies of the El Arish C.W.A. had been on the spot almost immediately, offering cups of tea and comfort to the stranded passengers.

Other passengers joined Mr. Lawie in speaking up in praise of the El Arish ladies.

Passengers walked down the line to El Arish station where they were later collected and taken by bus to join another train to continue their journey south.

By 5 p.m. Tuesday, a locomotive had arrived on the scene to take those carriages still on the rails back to the nearest siding.

Passengers in the train said that the Sunlander had been travelling at normal speed for approach to El Arish at the time of the accident.

WOMEN HELP OUT AFTER DERAILMENT

While the news of the Sunlander derailment hit the headlines in many parts of Australia one of the behind-the-scenes events which deserved recognition was slightly ignored.

Moments after the train had come off the tracks and its 47 passengers transported to nearby El Arish, a group of women came forward to help.

Although their work may not have been quite as "newsy" or sensational as other events their willingness to help others will be remembered by the unfortunate passengers of the Sunlander.

On first news of the derailment secretary of the local CWA, Joan Garner opened the association's hall near the railway line and began preparing tea and biscuits for the alarmed travellers.

Before long other local women, Sylvia Martin, Lorraine Platen, Thelma Williams and Alice Green went along to help.

For five long hours the women offered friendly words and refreshments to the passengers, many of them elderly pensioners.

Local police officer Russell Crook said the women had been marvelous in their response.

He said the local women contributed greatly to the passengers being surprisingly calm and organised after the derailment.

"It kept them very busy

looking after so many people at such short notice but they did a magnificent job," Senior Constable Crook said.

Mrs. Garner said the staff of the train were most helpful to their work after the accident and that it was a pleasure to see the way everyone chipped in to help.

"From my point of view it was just a pleasure to offer the service. It felt good to help people in that situation," Mrs. Garner said.

— JOHN INCE.



● CWA secretary Mrs. Joan Garner.

Well-known to them, Mr. Bill Bagshaw was among the many passengers travelling in the Sunlander. He was high in his praise of the El Arish CWA and of the train crew.

(Advocate Photo)

the derailment.

COMPLICATED

Mr. Walton said the job would be further complicated by heavy rains and the soft, sloppy condition of surrounding land.

It appears the sunlander locomotive, which is several metres from the now repaired line, will be the most difficult operation.

All the derailed coaches except for the remaining three sections have been re-tracked and await repair work.

When The Advocate revisited the derailment scene on Monday, railway fettling and flying gangs were frantically working to restore the track, which in some parts had been torn like paper.

The tracks were completed yesterday and the

doubt as to whether the section of track where the train derailed had been inspected as ordered.

"The information at this stage leads us to believe that the section of track was not examined although arrangements had been made for it to be examined," Mr. Goldston was reported to have said.

DERAILED

The Sunlander derailed approximately 1.6 kilometres north of El Arish railway station.

The commissioner has been reported to have said that in 1968 rules for inspecting the track on weekends were revised and it was decided to discontinue inspections on Sundays.

But apparently

kins.

Mr. Tomkins would then decide whether findings would be made public.

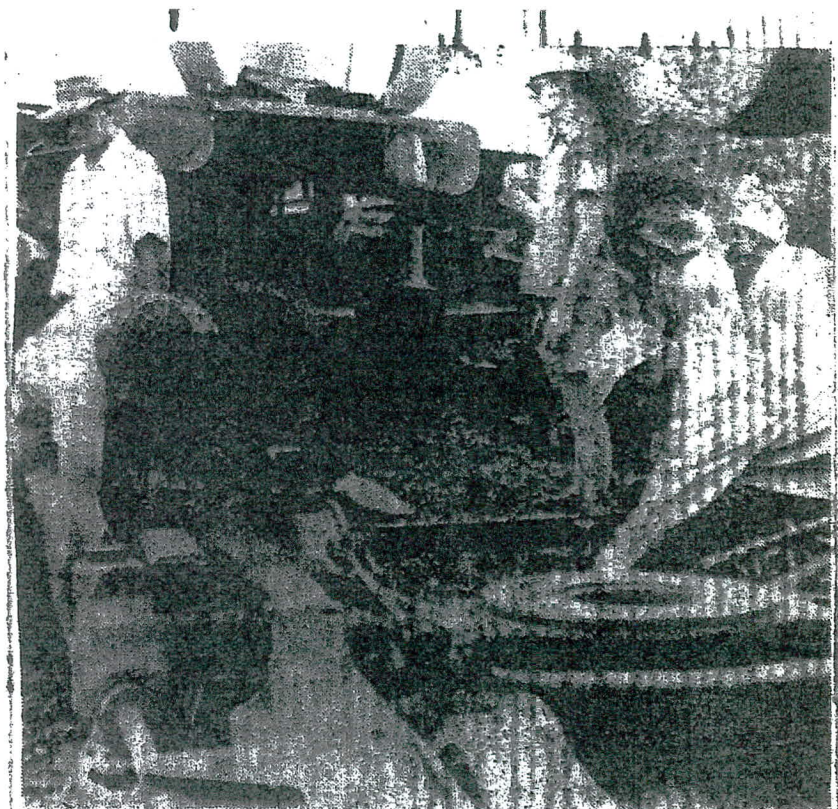
It has also been reported that the State Opposition transport spokesman Mr. Davis, has called on the Minister to refute allegations that the track had not been inspected.

Mr. Davis claimed he had obtained information from a reliable union source that a check on lines of Sunlander was held because of the extra wage bill.

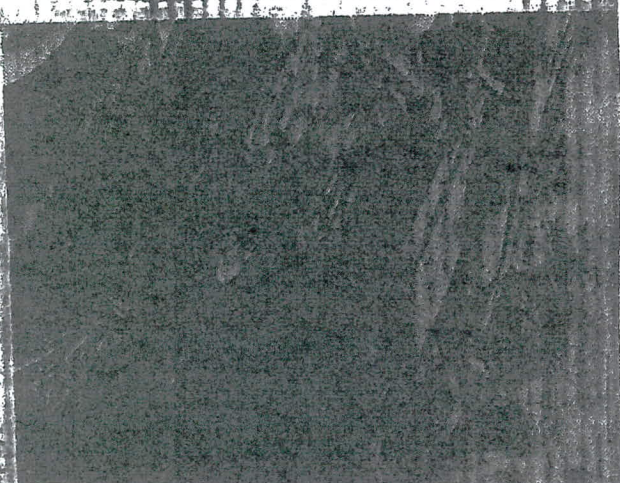
Women behind the scenes

work frantically to repair the damaged track and Sunlander carriages. A severely damaged bogie while to the left men re-lay new line. Also one of the sleeping cars from which the bogie had been torn in the accident is from the district converged on the rail section near El Arish to ensure repairs. To clear the carriages and re-open the line took only two days. Laying sleepers in preparation to laying a new line, which had to be completely where the Sunlander had uprooted the track.

More pictures pages 4 and 5.



The locomotive is being moved to the track in the background after leaving the scene. Please read the full report on page 4.



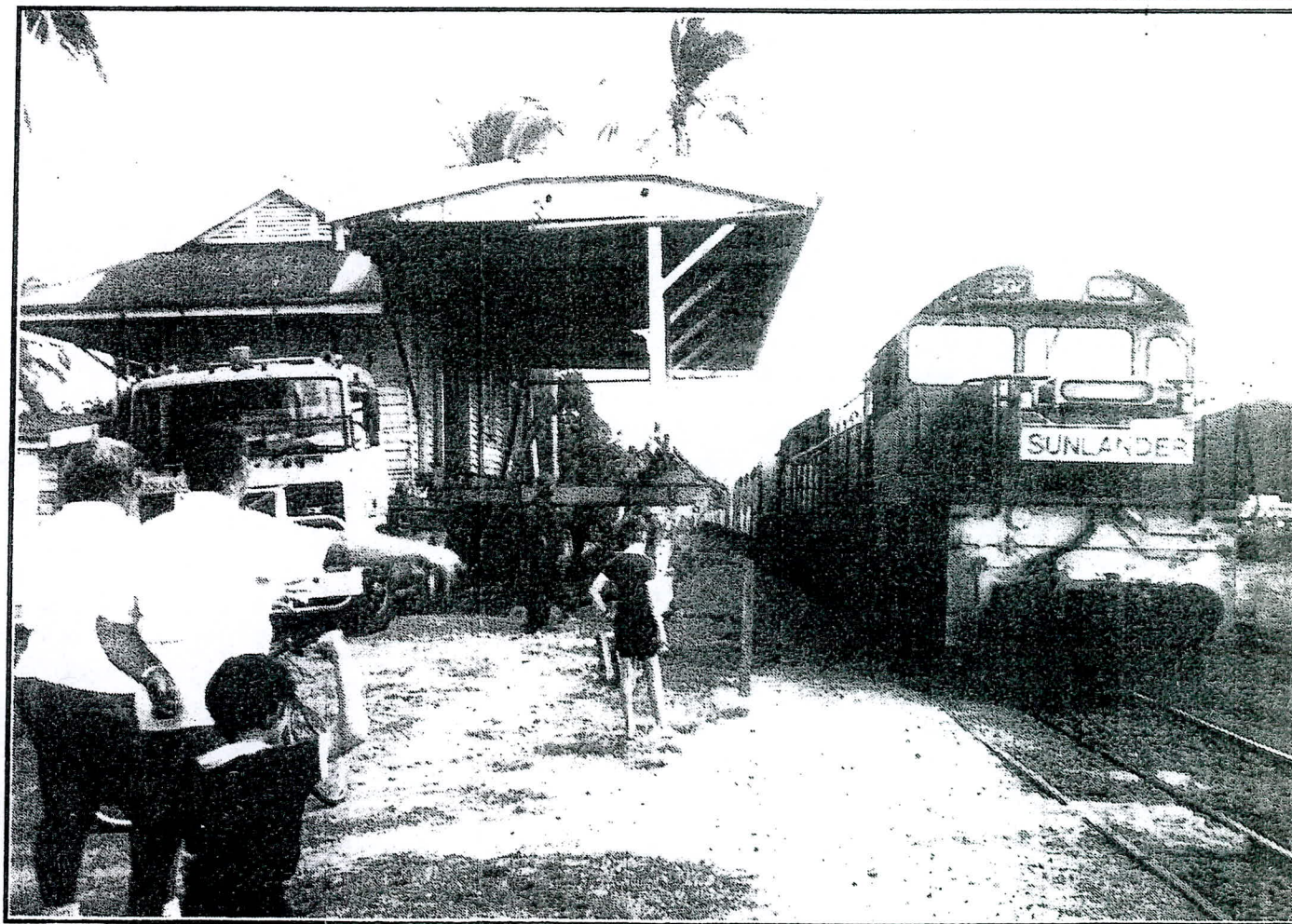


The train's leaving and so is the station!

The El Arish railway station was built about 1924. The old station was to be removed a few years ago, but was saved because of a well supported community petition.

Queensland railway has relocated, restumped, and put it on a new site, which Queensland railway have agreed to give to the community. The building was moved on Wednesday June 17 after weeks of preparation done by railway workers from both Cairns and Townsville.

With continued support from the whole community, the resited station will become an historical centre for the El Arish district. Anyone in our community wishing to support these wonderful people of El Arish can contact 685 259.



1992

10-10



The First Stage of a Museum for El.Arish



On Wednesday afternoon of this week the old El.Arish Railway Station, pictured, was moved to a half acre block of land on the corner of Chauvel and Royston Streets, opposite the state school. The land was made available by Queensland Rail, under the control of the Johnstone Shire Council and the building, which has some historical significance itself, will be turned into a historical museum. El.Arish is rich in the history of the early pioneers and no doubt, when the time is right, there will be no shortage of memorabilia to be housed in the museum. Indeed, it will make a splendid tourist attraction.

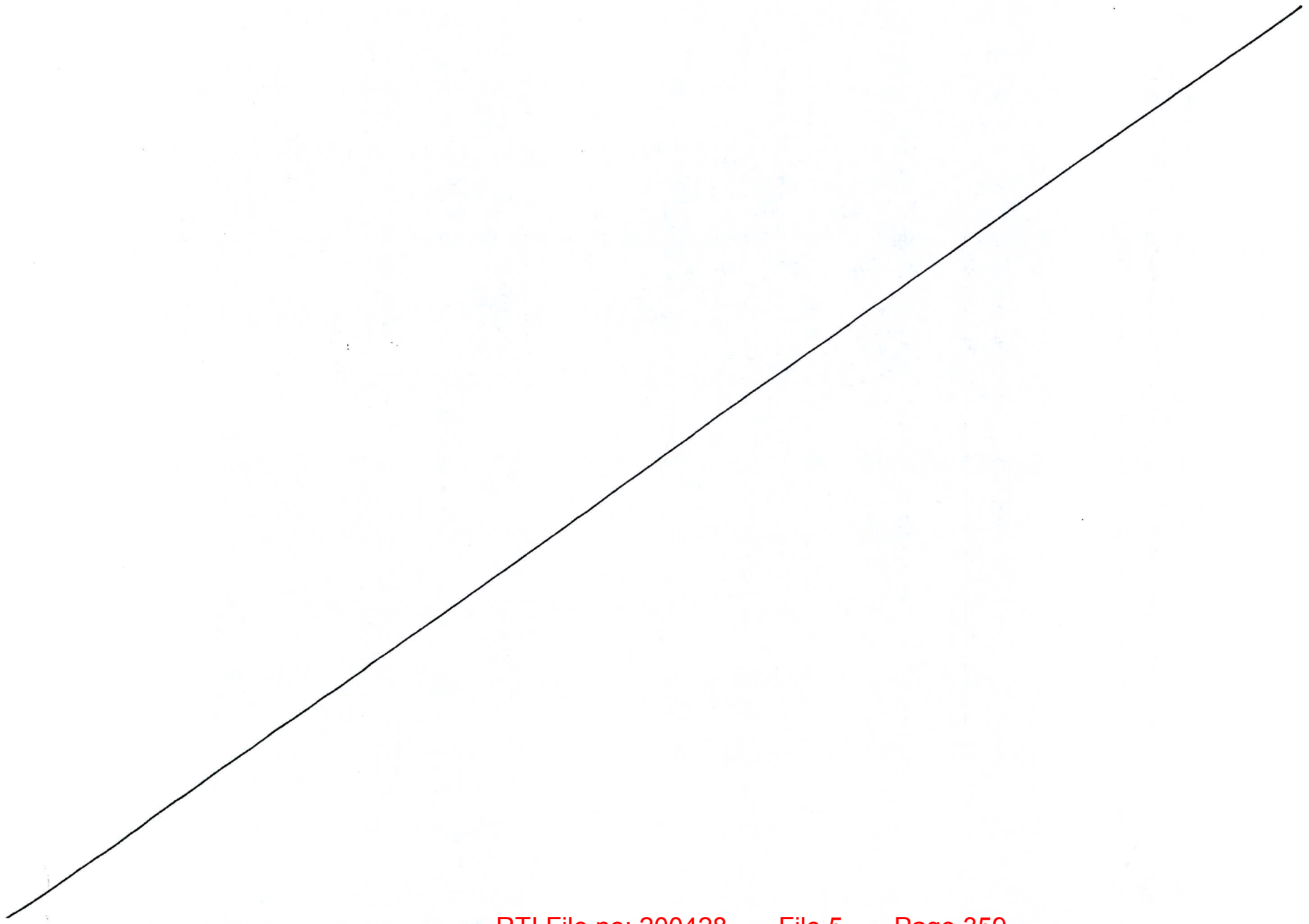
There is certainly a lot of work ahead for the eager committee and supporters, who have planned the museum and most of the work will be, we are told, of a voluntary nature. However, El.Arish folk are reknown for getting together and achieving what they want and establishing a historical museum in their town should prove no different from the many other projects they have embarked on in the past.





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