

RBDM Family History Journal



RBDM's *Family History Journal* is a free newsletter for anybody interested in Queensland's history; particularly genealogists and people researching their family history. The newsletter is written and produced by the Queensland's Registry of Births Deaths and Marriages (RBDM), part of the Queensland Government's Department of Justice and Attorney-General. It is distributed quarterly in an electronic format to a list of registered subscribers.

To subscribe go to the Family History Research pages on the Queensland Government website under Birth's Deaths and Marriages, in the Your rights, crime and the law section (<http://www.qld.gov.au/law/births-deaths-marriages-and-divorces/family-history-research/>).

Issue 5: October 2014



Welcome to the fifth edition of Registry of Births, Deaths and Marriages (RBDM) Family History Journal, the quarterly newsletter which keeps you up to date with the latest developments in our family history research service.

In this issue, Adrian Harrison gives us some insight into the Camp Mountain train tragedy and the Amberley Liberator crash. There is also a piece about our ANZAC Commemorative certificates, and how our

team came up with the designs.

We are putting the call out to our readers to contribute to a new segment of the newsletter by sharing their family history story and asking for volunteers to help us make it easier for you to search our historical records.

Since the last issue, we have digitised a further 500,000 historical records. There are now more than 1.5 million historical images in our database for you to search, order and download

I hope you enjoy reading the newsletter and please feel free to [forward it to interested friends](#) and encourage them to [subscribe](#) to receive future issues and news updates.

David John
Registrar-General

In this issue



Digitisation update--More than 1.5 million historical images now available

More historical images are now available online.



Be the first to share your story

We are starting a new article! Each issue we will be featuring a story submitted by you!



New commemorative birth certificates

There are two new commemorative birth certificate designs which you can now buy online!



Help us make it easier to search our historical records

We need your help to make our site the best it can be!



Camp Mountain train disaster

Adrian Harrison tells us about the 1947 Labour weekend train disaster on Camp Mountain and about some of the victims of the disaster.



Royal visit remembers 1945 Liberator tragedy

The recent royal visit to RAAF's Amberley base brought to light a tragedy which many have forgotten or didn't know of. We learn some more about that fateful day in 1945.



ANZAC Commemorative death certificates

August marked the centenary of the outbreak of the first World War. The Queensland Government are commemorating this event by offering ANZAC design death certificates. Read more about how the certificates were designed.



Queensland State Archives spring update

Check out what Queensland State Archives has coming up this spring and read their interesting articles around the First World War and the settlement of Lebanese in Queensland.

More than 1.5 million historical images now available

RBDM is continuing to upload more historical images to the online registers. There are now over 135 million historical images available for you to [search, order and download](#).

Below is a comprehensive list of image releases since the start of the digitisation project. We are about to start digitising our Marriage records so many more will be released soon. Date ranges highlighted in yellow are new, i.e. they have become available since the release of edition four of RBDM's [Family History Journal](#).

	Category	Prefix	Date Range	No records
Births	Existing early birth records		1829-1890	236297
	Brisbane births	B	1891-1901	22396
			1901-1915	40023
	County births	C	1890-1892	38272
			1893-1895	37326
			1896-1899	44473
			1900-1902	37651
			1903-1906	46908
			1907-1908	24597
			1909-1912	55915
			1913-1914	31220
			1914-1915	17264
	Marine births	M	1856-1912	1623
Deaths	Existing early death records		1829-1890	10462
	Brisbane deaths	B	1891-1916	32503
			1916-1927	33040
			1928-1938	37004
			1938-1944	26999
			1944-1947	10000
			1947-1953	36944
			1959-1964	35999
			1966-1971	40999
			1971-1975	40495
			1975-1979	40411
	Country deaths	C	1890-1898	38118
			1898-1906	37602
			1906-1914	38506
			1914-1915	6635
			1916-1923	37313
			1923-1930	37729
			1931-1938	37451
1938-1945			36935	

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			1945-1952	31855
			1959-1964	43000
			1965-1970	42934
			1971-1975	38790
			1976-1979	30954
	Marine deaths	M	1865-1916	3284
	WW1 deaths	F	1922-1923	9591
	WW2 deaths	S	1941-1956	6409
Marriages	Existing marriage records		1829-1889	47595

Be the first to share your story

We all love a good story, don't we? Since the Family History Journal started, we have read some fascinating stories about interesting events and persons in Queensland which were researched by our very own Adrian Harrison.

In March we sent out a survey to help us understand what you wanted from the Family History Newsletter. Results showed that you want to read stories from other family history researchers and learn about their successes in finding information. There is also a lot of interest in reading any hints or tips other researchers might have which could help you in your research.

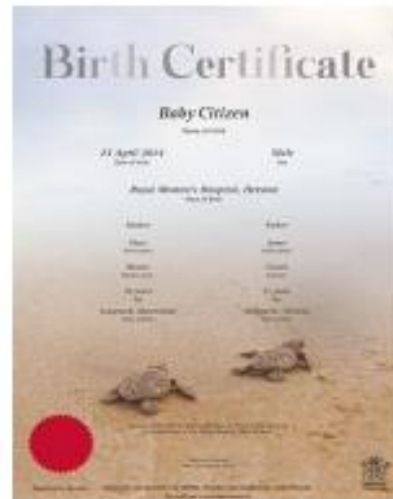
Do you have any stories, hints or tips you could share with fellow readers?

If you do, [email](#) us your story in a Word document, and we will contact you.

If you have any queries, about submitting a story, please do not hesitate to contact us via [email](#).

New commemorative birth certificate designs

It has been a very exciting year for RBDM with the release of two new commemorative birth certificate designs which were chosen by Queenslanders.



Our first new design was chosen through a competition which was held during the 2014 State of Origin series. Queenslanders could vote for their favourite from four different designs then enter a competition to win 2 tickets to the third State of Origin game held at Suncorp Stadium. The Chevron certificate was the winning design gaining 38% of the votes.

Our second new design was chosen by visitors to our stand at the 2014 Ekka. Visitors were able to vote on their favourite out of three designs. The Hatchlings certificate was everyone's clear favourite with 49% of the votes.

You can buy either of these new commemorative birth certificates [online](#) for yourself or your child if the person you are buying for was born or adopted in Queensland. The certificates cost \$22 (including registered post).

You can also buy our commemorative birth certificate designs as part of a [commemorative birth certificate package](#) which includes a standard birth certificate.

Help us make it easier to search our historical records

Thank you to everyone who has provided feedback on our family history research website. Your feedback helps us identify changes that could make our website easier for you to use.

We are able to make changes to certain things, like the search fields and the layout of the page. However, we can't change everything; for instance, the access dates, as these have been put in place to diminish the likelihood of a person's information being used fraudulently.

Part of the process to make our website easier to use is to do some research with you, our users, to see what is and isn't working for you when searching for records.

Are you interested in taking part in this research? If so, please [email](#) us your name and contact details and we will be in touch.

Disaster on Camp Mountain

Story by Adrian Harrison

Despite a post-war boom in the late 1940s, Samford Valley to the city's north-west remained an unspoiled rural idyl. Creeks spilled from mountains cloaked in verdant rainforest to swell the South Pine River as it meandered through a patchwork of rich pasture dotted with livestock. Not surprisingly it was a favourite picnic spot for the city's growing army of workers. The easiest way to get there was by train along the winding branch line to Dayboro which climbed up from Ferny Grove, over the Samford Range and down into the valley beyond. On a sunny morning in early May 1947 this was the scene of Queensland's worst rail disaster.

It was the Monday of the Labour Day long weekend and workers were streaming out of the city to enjoy the public holiday. The Department of Customs and Excise social club had chartered a special 'picnic train' to take workers to Closeburn for the day, five kilometres further up the valley from Samford village. It was just one of a procession of special trains bound for the Samford Valley that day.

At 8.50am the Customs and Excise picnic special pulled out of Roma Street station on time. However, stopping to pick up passengers along the way, it took 50 minutes to cover the short distance to Ferny Grove and was now running late. The locomotive heaved asthmatic sighs as it pulled out of the tiny station and began its slow crawl up the range, six rickety carriages of World War One vintage clattered along behind, packed with excited families looking forward to their day in the country. The fireman feverishly shovelled coal and the driver opened the throttle to drag the heavily laden train over the summit of the climb; it was barely managing 10 kilometres per hour by the time it reached the top at Camp Mountain Knob.

Once over the crest it quickly picked up speed and, rather than brake for the winding descent into the valley, the train continued to accelerate. The flimsy wooden carriages began lurching from side to side, luggage spilled from the overhead racks and the carriage wheels screeched with every twist and turn in the tracks; one survivor described it as like being on a roller coaster at Luna Park. Panic spread amongst the passengers as the train careered ever faster down the incline.

As it approached Camp Mountain station—an unmanned halt used by railbuses about halfway down the range—the train hurtled into a narrow cutting and took a tight left-hand bend at between 60 and 70 kilometres an hour, more than twice the recommended speed for that section of track. The locomotive jumped the rails, ploughed into the side of the embankment and overturned. The first carriage slammed into the wreckage and the following carriages telescoped into the back of each other.

The guard—George Evans—who had been thrown against the wall of the brake van by the impact, clambered down onto the track, dazed. Unable to see past a derailed coach skewed across the narrow cutting in front of him, he scrambled up the embankment to find out what had happened.

He was greeted by a scene of utter devastation. The front coach had disintegrated and was now little more than a pile of matchwood and shattered glass. The first two compartments of the following carriage had also been totally destroyed in the impact, the wooden coachwork had sheared from the metal chassis and the twisted remains lay on their side under a pile of debris and the front of the derailed third carriage. Smoke was billowing from the funnel of the upturned locomotive, steam hissed from the boiler and the train whistle was jammed on; its incessant wail mixing with the screams of the trapped and injured.



Left: The scene that greeted guard George Evans when he scrambled to the top of the embankment on the morning of 5 May 1947

John Oxley Library Negative Number 102670



Left: The same scene from the top of the embankment today, looking down on McLean Road South. The cutting was widened and the embankment lowered when the road was built. In the centre of the picture is the calm marking the spot where the crash took place.

Adrian Harrison

Battered and bloodied passengers were already emerging through upturned doors and broken windows. The shocked guard checked his watch; it was 9.50am and he estimated the crash had happened about two minutes earlier. He quickly pulled himself together and scrambled back to the brake van, threw the train's medical kit to the nearest survivor, and rushed back up the line just in time to stop the following train from ploughing into the wreckage*. A shaken survivor from the third carriage—Edward Hart—staggered into Samford Station about 30 minutes later, blood streaming from a gash over his right eye, to raise the alarm.

Eighteen ambulances were rushed to the crash site where they joined locals who were already dragging bodies from the mangled wreckage.

*George Evans was initially hailed a hero for preventing further tragedy; however, he was heavily criticised at the subsequent enquiry for not using his own brake to slow the runaway train.



John Oxley Library Negative Number 102560

Above Rescue workers carefully pick through the remains of the shattered front carriages looking for survivors.

Fourteen Killed, 60 Injured In Big Rail Smash In Queensland

BRISBANE.—At least 14 persons were killed and 60 injured when a train was derailed near Camp Mountain, about 20 miles from Brisbane, this morning. It was a special laden with members of the Customs and Excise Department in Brisbane on a May Day picnic excursion. The engine left the line when going down a steep grade and three carriages were badly telescoped. The engine overturned and was embedded in an embankment, killing both the driver and fireman.

Fourteen ambulances and all available doctors and nurses were rushed to the scene from Brisbane and adjacent places.

There were harrowing scenes as rescuers, assisted by doctors, harked their way through the badly smashed carriages in an endeavor to reach the stricken passengers. As fast as the injured could be released they were sent to Brisbane General Hospital.

debris and became derailed. Many in the first two carriages were badly injured.

Above A news report from Broken Hill's Barrier Miner newspaper published on the evening of the crash, Monday May 5 1947.

It was late into the evening before the army of rescue workers finished picking through the splintered carriages; the last body—that of 20 year old Daphne Cochrane—was removed at 7.15pm. Incredibly, considering the mangled state of the train, they had managed to pull scores of survivors to safety—it was estimated there were well over 200 passengers crammed on board—but still 15 lay dead and a further 38 were injured; 8 seriously. Most of the dead were from the shattered front carriage and included three members of the Kitchen family from Morningside—father William, mother Olive and their 9-year-old son Trevor. Their eldest son, 19-year-old Neville, was among the injured. Trevor's young friends from Morningside, George Brown aged 9 and Michael Kearney aged 11 were also killed.

5 May 1947	Richard Kitchen	William Kitchen	George Brown
5 May 1947	Trevor Kitchen	William Kitchen	Michael Kearney
5 May 1947	William Kitchen	William Kitchen	George Brown



Above George Brown's worn and now largely illegible headstone in Dutton Park Cemetery. At just 9-years-of-age George was the youngest victim of the Camp Mountain train crash. He was on the picnic as a friend of Trevor Kitchen and lived nearby in Morningside.

Above The consecutive register entries for members of the Kitchen family from Morningside. All the entries say Railway Accident Camp Mountain as the cause of death. William—the father—like many of the killed and injured is listed as a customs officer.



Above Although the couple died and were registered together, Francis was buried in the family plot in Toowong Cemetery

Above The register entry for 20-year-old Daphne Cochrane who was attending the picnic with her boxer boyfriend, 18-year-old Francis Delaney. He was also killed and they are entered in the register side by side. The couple worked together in a leather factory near Newstead. Daphne was only on the picnic because she had previously worked as a switchboard operator at the Customs Office, a job she was forced to leave after being seriously injured on V-J (Victory over Japan) night when she was run over by an American lorry.

Above Daphne Cochrane's grave in Lutwyche Cemetery, the headstone has an oblique reference that she was 'accidentally killed'. Daphne lies just a few metres from fireman Augustus Knight whom the inquiry held principally responsible for the accident

There was initial speculation that the train's breaks had failed on the winding decent down the range; however, the subsequent inquiry ruled out any mechanical failure, concluding the disaster was caused by human error. Quite simply the locomotive's crew were trying to make up time and were not familiar with the track. The driver had made a last ditch attempt to slow the train as it headed into the cutting—an inspection of the wrecked engine showed the emergency brake had been applied—but this had only contributed to the locomotive jumping the track and tipping over.

Neither member of the crew was able to defend themselves at the enquiry. The fireman—Augustus Knight—had been thrown from the footplate in the initial collision and died instantly, while the driver—Charles Hind—had been trapped for five-and-a-half hours under a mass of twisted metal in the locomotive's shattered cab. He was rushed to hospital with multiple injuries including severe burns caused by steam escaping from the locomotive's boiler; he died the following day bringing the disaster's final death toll to 16, making it Queensland's worst ever rail disaster. In the affluent 1950's rail transport gave way to the motor car. Traffic on the Dayboro branch line declined and it was finally closed in 1955. The track was ripped up and a sealed road—McLean Road South—was built on much of the route of the old permanent way. In 1988 Pine Rivers Council erected a memorial cairn in the cutting where the disaster took place.



Above The memorial cairn on McLean Road South at the entrance to the cutting where the disaster took place.

Left: One of the deep narrow railway cuttings further up the range on what is now a picturesque walking track.

You can walk the route the doomed train took from Ferny Grove station up over the range to the crash site. The line out of Ferny Grove is now a housing estate and the railway line ran along what is now Lanita Road. Where the road ends the track crossed Kedron Creek by way of a trestle bridge and the remainder of the route up over the range is now a walking track which winds through dense eucalyptus forest, still cut by the deep narrow railway cuttings. A remembrance plaque has been placed at the summit of Camp Mountain Knob where the train began its fateful decent, and the track leads down to McLean Road South where the memorial cairn marks the spot where the locomotive left the track.

Royal visit remembers 1945 Liberator tragedy

Story by Adrian Harrison

During the recent royal visit by the Duke and Duchess of Cambridge, the couple planted a eucalyptus tree in the memorial garden at RAAF Amberley southwest of Ipswich. The memorial garden commemorates the men and women of the RAAF who died serving their country, particularly those who were based at Amberley. The royal visit prompted me to look into the stories of some of those remembered in the memorial garden, and I uncovered this tragic story from 1945.

During wartime, service men and women are constantly haunted by the spectre of an untimely, sudden and often violent death. It's therefore particularly tragic when young men and women of the armed forces are killed on home soil just as peace is declared. Sadly, this is what happened to some of the passengers and crew of an RAAF Liberator bomber that crashed at Amberley at the very end of the Second World War.

The first weeks of August 1945 were a time of increasing optimism in Australia as it became evident that, after six long years, the war was finally drawing to a close. Germany had surrendered back in May, and although Japan had fought on in the Pacific and South-East Asia, things were becoming increasingly desperate for the Japanese Empire. On 15 August, Emperor Hirohito made a radio broadcast to the Japanese nation announcing his agreement to the allies' demands for unconditional surrender. Formal V-J (Victory over Japan) day celebrations were planned across Australia.



Above 16 August 1945 soldiers and sailors crammed on the roofs of store fronts watching the V-J Day parade in Brisbane. A detachment of soldiers march down the street led by an army band. On the left of the picture a Red Cross van is parked behind a section of the massive crowd.

Celebrations in Brisbane were particularly grand and marshal with military bands leading columns of marching troops through the city. In the late afternoon of 16 August, the highlight was to be a low level formation flyover by allied aircraft including a flight of nine B-24 Liberator bombers from Amberley airbase.

The American built B24 Liberator was the only heavy bomber used by the RAAF in the Pacific War. Bristling with guns, it was capable of dumping some 3500kg of high explosive onto the unsuspecting Japanese below. However, it was widely regarded as inferior to the older B17 'Flying Fortress' which was the mainstay of the United States' air war in Europe and the larger B29 'Super fortress' which dropped the atomic bombs. The Liberator was cursed with a series of design flaws so serious aircrews dubbed it the 'flying coffin'. There was only one small exit near the tail of the aircraft which made it difficult to bail out if the plane was damaged or on fire and the Liberator was particularly dangerous in emergency landings as the fuselage had an unfortunate tendency to break apart on even a minor impact with the runway.



John Oxley Library Record 183071

Above Another crashed Liberator bomber. This one overshot the runway at Rockhampton in April 1945. In this case the plane stayed in one piece and all on board survived but the difficulty of only having one door at the back can be seen by the ladder which has been used to get the crew out.

THREE KILLED AT AMBERLEY

Crash In Take-Off

BRISBANE, August 16.—When a Liberator bomber failed to take off and overshot the runway at Amberley this afternoon, a flight sergeant and two members of the WAAF from a southern State were killed. Another WAAF was seriously injured.

The machine crashed into a creek 25 ft below the runway. The injured occupant was given a blood transfusion tonight.

The names of the victims have not been released so far. Six other service personnel aboard the plane received minor injuries and were treated for shock. The Liberator, an RAAF plane, was to have taken part in the victory parade.

Above An account of the V-J day crash that appeared in Rockhampton's Morning Bulletin Friday 17 August 1945.

On 16 August, as the aircraft were not going to be armed for the victory flypast, the Liberators' crews—which typically comprised 7–10 men—were swollen by as many as 13 passengers each. Non essential service personnel had been given 12 hours leave to join the V-J day celebrations and some had managed to inveigle their way onto the victory flight for a unique view of Brisbane from the air. Many were young women from the WAAF (Women's Auxiliary Air Force) who the flight crews were particularly happy to welcome on board and were very keen to impress by giving up their seats on the flight deck.

Things didn't start well for the Liberator flypast when the lead aircraft veered off the

runway while taxiing for take off and got hopelessly bogged down in mud. It was decided to proceed with the remaining eight bombers which then had to be towed to the opposite end of the airfield so they could—in theory—take off safely away from the stranded plane.

The new lead aircraft—the A72-306—commenced its run at 3.50pm; however, just as it was about to take off the nose-wheel collapsed (a subsequent investigation found this was caused by the plane's breaks being applied too soon). With no front wheel, the aircraft skidded out of control down the runway, sparks shooting from the nose and engines as they scraped along the concrete. Unable to stop, the plane shot off the end of the runway at between 110 and 130 kilometres per hour and careered down an 18 metre deep ravine, coming to a halt nose down in a creek. The Liberator broke in two as it slid down the bank and one of the engines caught fire. The flight deck, located above the plane's nose and into which 10 passengers and crew had been crammed, was badly damaged in the crash, particularly the port—left hand—side where the co-pilot, navigator and radio operator were usually seated.



Left Close-up of shattered B-24 Liberator A72-306 lying in the gully at the end of Amberley's runway. You can see the plane broke in half behind the wings. The small exit door at the back of the fuselage is open which allowed the passengers and crew in the rear section to get out relatively unscathed, those at the front of the plane weren't so lucky and had to be cut from the shattered flight deck.

The airfield's emergency crews rushed to the scene and were able to extinguish the fire before the plane exploded and began cutting open the mangled fuselage to pull out the survivors.

There were a total of 19 people on board, 8 crew and 11 passengers. Three died in the wreck. These were Edith Sharpe and Jacqueline Row, two 25-year-old WAAFS and Flight Sergeant Arthur Clausen, navigator for the bomber's crew. Arthur was just 20 years old and had been sitting on the floor having given up his seat to the two WAAFs. Another WAAF, who was in the radio operator's seat, was seriously injured in the crash.



Above: Co-pilot Eric Carlson's death registration



Above the Ipswich register which records the two dead WAAFs buried together in Ipswich Cemetery.

While the pilot escaped with nothing worse than a broken arm, his co-pilot—Warrant Officer Eric Carlson, a father of three young children from New South Wales—was less fortunate. He had to be cut from the shattered remains of the flight deck suffering multiple injuries and died two days later in Greenslopes Hospital. He was buried two days later in the military section of Lutwyche Cemetery. The other three victims were buried together in Ipswich General Cemetery in Graves B292/3/4. All are remembered on a plaque in Amberley air force base's memorial garden recently visited by the Duke and Duchess of Cambridge.



Above The grave of the Liberator's 27-year-old co-pilot—Eric Carlson—in the military section of Lutwyche Cemetery. The cemetery contains the graves of 389 Australian service personnel who died in Queensland during the Second World War.



Picture courtesy of the OZATWAR website.

Above: The plaque on the Wall of Remembrance at the front of Amberley's memorial garden which lists the four victims of the Liberator crash on V-J day 1945

The Liberator's passengers and crew are just a few of the service personnel who died on Australian soil during the Second World War. Thanks to Bob Livingstone for giving us permission to use one of his historic pictures to illustrate this story and Peter Dunn from the [OZATWAR](#) web site which has some great information about the history of Amberley air force base, as well as much more detail about this and other wartime air crashes in Queensland.

Lest we forget—RBDM ANZAC commemorative death certificates

Story by Adrian Harrison

August marked the centenary of the outbreak of the First World War, a conflict in which 58,000 Queenslanders fought and more than 10,000 died. Over the next four years the Queensland Government will be commemorating this momentous event and remembering the sacrifice of our forebears.

As custodians of Queensland's family history, the Registry of Births, Deaths and Marriages (RBDM) will be a focus for DJAG's contribution to the commemoration. RBDM holds comprehensive death registrations for service men and women from both World Wars who enlisted in Queensland and died on active duty, as well as registration records for the thousands more who served. To mark the centenary, RBDM has released two very special [commemorative World War One death certificates](#), with some of the proceeds going to Soldier On, a charity which supports the current generation of wounded service personnel.



Left: Frank Hurley's haunting picture taken on 5 October 1917 of troops from the 1st Australian Division moving up to the front line around the rim of a flooded shell crater during the battle of Passchendaele

Australian War Memorial ID number: E00833

The commemorative certificates were produced by DJAG's Communication Services team and I chatted to designer, Scott Zurvas, and project manager, Peta-Mary Hassad, about how they were developed.

"RBDM had the idea for a commemorative certificate and after discussing the project with Peta-Mary I came up with two concepts", said Scott. "I themed one on 'Remembrance' and the other on 'The spirit of ANZAC'. When I presented the ideas no one could choose between them; so the decision was to make both certificates available, which is great".

"For 'Remembrance' I combined the silhouette of Aussie troops with an image of poppies, synonymous with the sacrifice of The Great War. Soldiers often wrote home about how blood red corn poppies sprang up in the disturbed earth of the battlefields, particularly around the makeshift graves of their fallen mates, and poppies really became a powerful symbol of remembrance after a Canadian officer called John McCrae wrote the famous poem 'In Flanders Fields'. It opens with the lines 'In Flanders fields the poppies blow, Between the crosses row on row...', so I wanted to work that imagery into the certificate.

"In the background I used a stylised version of a picture by legendary Australian war photographer Frank Hurley. It shows soldiers moving up to the front-line during Passchendaele, a battle that came to represent the war's suffering and futility". Frank Hurley took some of the most iconic pictures of the First World War but his work was later discredited as he often retouched the negatives by hand and superimposed multiple images—taking the sky from one photograph, an image of soldiers from another, aircraft from another—to make a composite image that was visually very dramatic. The original of this picture is reversed and the soldier's silhouettes are hauntingly reflected in the water of a flooded shell crater. It's quite fitting I used a Frank Hurley picture as his work was a sort of early form of PhotoShop.

"The Third battle of Ypres (July—November 1917), better known as Passchendaele after the little Belgian village which was its main objective, advanced the Allied line just six miles at the cost of 275,000 casualties, of which 70,000 lay dead in the mud of Flanders. Just six months later the Germans recaptured all the ground taken during The Third Battle of Ypres.



Left: RBDMs World War One commemorative death certificate 'poppies'.

Registry of Births, Deaths and Marriages

"For the second certificate I combined a number of images which represent 'The spirit of ANZAC'. In the centre is the reversed out silhouette of a digger, head bowed over an upturned rifle; it's the sombre pose you often see sculpted on war memorials around Queensland. On the left I've blended a photograph of Australian Troops charging across no-man's land at Gallipoli with a picture of men packed into one of the landing boats as it's towed toward the shore on 25 April.

"For the background I've used a letter sent from an Aussie soldier at the front; which is very poignant. During the war letters were a vital link to family and friends back home and the soldiers were prolific letter writers. At the height of the war twelve and a half million letters were delivered every week to allied soldiers fighting on the Western Front and 30,000 letters were returned unopened each day because the recipients had been killed. The post office had to ensure that returned letters didn't arrive before the official telegram telling the family that a father, son or brother was dead."



Left: RBDMs World War One commemorative death certificate 'soldier'.

Registry of Births, Deaths and Marriages

"The team at RBDM was very involved in the project, we spent a lot of time looking through the original records to find out what information was held in the registers and how best to present it. "We got RBDM to swap some fields around on the certificate to better present the story of each soldier and their sacrifice. For their 'occupation' the registrar entered the soldiers rank and the unit they were serving with, and some records even mention where and how they were killed. We wanted all this to be properly presented on the certificate. "I think what we have ended up with looks really good and is a fitting way to remember these brave soldiers."

RBDM has recently digitised its entire archive of World War One and World War Two death records and they can now be [searched, ordered and viewed online](#).

You can [order the commemorative World War One death certificates](#) for \$28 with a \$5 donation from every certificate going to Soldier On.

Queensland State Archives autumn update



What's on at Queensland State Archives this spring

Queensland State Archives in Runcorn is a great resource for the family historian or anyone interested in Queensland's history. The State Archives have some great free events available this spring.

Upcoming QSA Seminars

- 8 October 2014 [First World War records](#)
- 14 October 2014: [Using microfilm and indexes workshop](#)
- 30 October 2014: [Loveday Finn - a family history case study](#)
- 30 October 2014: [Deciphering old handwriting skills workshop](#)
- 4 November 2014: [Find your First World War soldiers](#)
- 6 November 2014: [Records of trades and professions: Your ancestors' life on the job](#)
- 12 November 2014: [Loveday Finn - a family history case study](#)
- 12 November 2014: [Maps for local and family history research](#)
- 16 December 2014: [Basic catalogue search](#)

[New QSA webinar: *Getting started with research*](#)

In August, Queensland State Archives presented a *Getting started with research* seminar as part of National Family History Month. The seminar was filmed as a live webinar for researchers who were unable to visit us and attend the session.

The [webinar](#) is available on YouTube for easy access by researchers seeking help

on how to get started with their research at Queensland State Archives.

If you have a specific research question not covered by the *Getting started with research* webinar, please send an email enquiry to Queensland State Archives at info@archives.qld.gov.au.

New QSA historical essays on the First World War

As part of Queensland State Archives' series of First World War essays, the following historical essays are now available online:

- [Queensland at the outbreak of First World War](#) written by historian Brian Rough
- [Queensland and the declaration of war in 1914](#) written by Professor Kay Saunders

In these essays, the historians have looked at a number of primary and secondary sources to explore what life was like in Queensland just prior to the First World War and events surrounding its outbreak.

[Multicultural Queensland: Settlement of Lebanese in Queensland](#)

The heritage, diversity and contribution to Queensland of cultural communities was celebrated during Queensland Cultural Diversity Week, 30 August to 7 September.

To coincide with these celebrations, Queensland State Archives released an article by Dr Anne Monsour on the [settlement of Lebanese in Queensland](#) and her research using records from our collection. Dr Monsour is the President of the Australian Lebanese Historical Society and has spent many years researching the immigration and settlement of the Lebanese community in Australia.

Queensland State Archives has also put together a selection of photographs in a new *Flickr* album titled [Exploring cultural diversity in Queensland](#) to highlight some of the cultural groups in Queensland represented in records from the Archives' collection.

More information

Want more information on Queensland State Archives' events? Visit our website at <http://www.archives.qld.gov.au/Whatson/Pages/Default.aspx> to find out more about Queensland State Archives' internal and external events program.

Join our Twitter followers



RBDM has its very own Twitter account. To keep you up to date with the latest developments in family history research follow us on Twitter at <https://twitter.com/RBDMQLD>.

Note this item was not a story but a link to RBDM's Twitter account.

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