



Eyre Peninsula Railway Preservation Society Inc.

PO Box 2736, Port Lincoln SA 5606

NEWSLETTER

November 2011

ANNUAL GENERAL MEETING

The Annual General meeting of the Society was held on 21st July. There were no changes to the Committee for the 2011/12 year. At the meeting, Peter Knife submitted the President's report for the 2010/11 year, and it is included here to place on record the contributions and achievements of the Committee during the year.

President's Report 2010/11

It is with pleasure that I present this report for 2010/11. The year has seen a bit of a transition to some 'new blood', taking a little of the load off the older members. But the Museum has continued as a viable entity only because of the efforts and contributions of all of the Committee members. Considering the small actual number of people actively involved, the achievements are quite outstanding and are a credit to those who have given their time.

Particular thanks must go to Murray Wright and Zac Nicolic who have continued with the restoration of artefacts and improvements to the Freight Shed displays. Les Walter has spent more days than any of us would care to count working on the photographic scanning and archiving project, and preparing the History Festival displays. Foundation President Bob Prout continues to man the Museum every Wednesday, and works his charms to sell more books and souvenirs that the rest of us put together! Trevor Hoskin provides the essential behind-

the-scenes support as Secretary, and Maggie Knife makes sure our finances are well under control.

Our Museum would not function without all those good people who give their time to open the Museum for the public. To those who are able to commit on a regular basis, I thank you! Staffing on opening days is always difficult in a volunteer organisation, as many members have other demands on their time. That is a fact of life which we must accept. I'll throw in the annual plea here – if anyone can help with increasing the pool of volunteers, we'd love to hear from you.

There have been quite a few highlights in the 2010/11 year. We began by electing the Society's first Life Member, Bob Prout. Bob agreed to take on the role of Acting President at the inaugural meeting, and continued as President for ten years. His Life Membership is well deserved.



Bob Prout talks to Ralph Holden at the History Week 2011 launch, while Murray Wright gives the displays a close inspection.

Two very successful field trips for members were arranged by Murray Wright. The first was to the site of Four Mile Quarry, a railway ballast quarry which operated in the 1920s and 1930s. Many remains were found, and some artefacts recovered for an interpretive display in the Freight Shed. The second outing was to Theo Modra's property where we inspected a number of old rolling stock bodies as well as Theo's extensive collection of old tools and equipment.

A History SA grant allowed us to have archive storage cupboards installed in the old barracks store at the railway station. Irreplaceable documents and photographs are gradually being transferred into this facility.

The massive exercise of scanning and cataloging the Museum's photographic collection has been an ongoing task.

A number of groups have visited the Museum. Perhaps the most exciting was the visit by the 'BCA girls' – former boarders at the BCA hostel who had travelled by railcar between their homes on the Peninsula and the BCA hostel in Port Lincoln so that they could attend secondary school.

Significant displays mounted in the year

included the steel sleepers and track display in the Freight Shed and the History Festival display featuring passenger services and railcars on EP. Another notable display is the 'paint beam' recovered from the collapsed remains of the old carriage shed.

Only one newsletter was produced during the year. It was a superb effort and raised the bar very high on production quality (thanks, Les!). This is one area however in which we do need to improve, and the recent very kind donation of a suitable second-hand printer will make it easier for us to produce a less ambitious product on a more timely and regular basis.

For the first time, a printed colour brochure was prepared and distributed, mainly through the Visitor Information Centre. There was a noticeable improvement in visitor numbers in the months after the brochure was available.

It has been a privilege to be involved in the Society as President this year. Maggie and I are very appreciative of the support and encouragement that we have been given as relative newcomers in town, and we hope that our contribution has helped in some way with the ongoing development of the Museum.



Portion of the track display in the Freight Shed, featuring the original steel sleepers from the early 20th century restored by Murray Wright and Zac Nicolic. This display was one of the achievements in 2010/11.

LIVE SHEEP EXPORTS

From notes kindly supplied by Murray Wright.

From 1968 to 1981 live sheep were exported from Port Lincoln to the Middle East (in particular Kuwait, Iran and Bahrain). Metro Meats Ltd were the exporters. They purchased the sheep from all over Eyre Peninsula and brought them to a holding property on Winter Hill, Port Lincoln. There they were shorn and innoculated prior to export.

Initially the sheep were walked to the GPD via Pine Freezers Road, loaded onto rail wagons there, and delivered by the SAR to Brennen's Jetty for embarkation. By the early 1970s the rail loading point was changed to the Duck Ponds siding (between the GPD and Coomunga) and the sheep were walked there from Winter Hill.

Three rakes of twelve SFN 4-wheel sheep vans were used for this traffic. When

a sheep ship was in port, one rake was at the GPD (later Duck Ponds) being loaded, one was in transit and the third rake was being unloaded at Brennen's Jetty. At first a T Class steam locomotive was used on the shuttle runs, but from the late 1960s an 830 class diesel-electric was used. Brakevans were not required on transfer runs between Port Lincoln yard and the GPD, but they were used for the movements to and from Duck Ponds. Loading of the trains would start at the GPD at 7 am, and within an hour the first rake of SFN vans would be at the jetty ready to unload.

Feed for the sheep on the 3 week voyage was also loaded aboard ship. This feed (baled hay) was trucked from all over the State into storage sheds in the Port Lincoln railway yards.



854 is about to depart from the GPD, headed for Brennen's jetty with a loaded rake of SFN sheep vans. It arrived with the empty rake at right. Photo: Murray Wright.



Above: Loading is under way at Duck Ponds siding in September 1974.

Below: On the same day, 850 shunts the loaded and empty rakes at Duck Ponds. Photos: Alex Grunbach.



Left: 855 climbing away from Port Lincoln yard with an empty rake for Duck Ponds siding in the late 1970s.

Photo: Denis Edlington.



Above: 854 shunts sheep wagons alongside the MV Petrel on Brennen's jetty. Photo: Murray Wright.

Below: Sheep are being transferred from the SFN vans to a ship via an OGN 'transition wagon'. In this 1974 photo the jetty extensions and overhead conveyors are nearly complete. Photo: Alex Grunbach.



100th CUMMINS SHOW

The 100th Cummins Show was held on 19th October, and the Museum mounted a photographic display focussed on the railways at Cummins over the years. The SAR workshops were located in Cummins until the late 1920s, and the town has continued as a major centre on the railways to the present day. Over the years, special trains were run to

the Cummins Show.

Nature turned on a warm, sunny day for Show Day this year, with a large attendance resulting. Unfortunately the Museum's display was located out of reach of the passing crowds, but those who did see the display were very interested and some interesting conversations took place.

The photographic display was well received at the Show.

Photo: Peter Knife.



WEBSITES AND BLOG

The Museum now has its own website, featuring a description of the Museum, opening days and hours, membership of the Society, and a list of publications available at the Museum or by mail order. The website can be found at:

<http://www.eprps.org.au>.

The Museum participates in History SA's Community Museums web portal, which can be accessed at

<http://www.community.history.sa.gov.au>.

The portal contains extensive information about History SA, information to assist with the running of museums, and details of all registered and accredited museums around the State.

The EPRPS also maintains a 'blog' (otherwise known as a 'web log') on the Community Museums portal. Items of interest are posted to the blog each month or so. These mainly relate to Eyre Peninsula but also cover railways generally around South Australia. Visitors to the website can leave comments on blog postings. We'd love to see your feedback on the blog!

Here are some direct links to pages of interest in the Community Museums portal.

Our museum: <http://www.community.history.sa.gov.au/organisations/port-lincoln-railway-museum>

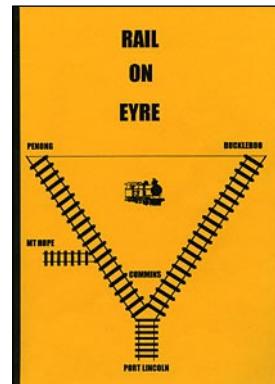
Blog: <http://www.community.history.sa.gov.au/museum-blogs/7058>

"RAIL ON EYRE" REVISED EDITION AVAILABLE

The Museum's publication *Rail On Eyre*, first released in 2001, has been revised and re-issued, and is now available at the Museum and by mail order (see <http://www.eprps.org.au> for details).

The new edition is printed with colour photographs where available. The 106-page desktop-printed publication is priced at \$15, and includes many anecdotes and photographs of the South Australian Railways and Australian National on Eyre Peninsula.

All profits from the sale of this book go to the Museum to support the preservation and display efforts of the volunteers.



MUSEUM GATES

Visitors to the Museum in recent weeks will have noticed the new fencing and gates along Railway Place. Some months ago, following a number of incidents, GWA decided that the time had come to erect fencing and reduce the number of people using the rail yard as a short-cut. Fencing has now been erected along the north side of the yard, from the London Street bridge to Liverpool Street.

The fencing abuts the sides of the railway station building, so it was also necessary to close off access through the breezeway. In cooperation with GWA, the Museum has installed gates to enclose both ends of the breezeway. Murray Wright was primarily responsible for the task, and the gates were chosen to fit in as best as could be done with the character of the heritage-listed building.

Right: The front 'breezeway' gate. While it is unfortunate that open access has had to be restricted, the new gates do enclose an area which can now be used for extra museum displays.

Below: The new fencing, looking towards the Freight Shed annexe. Visitor access to the shed is now only via the Museum's main entrance.

Photos: Peter Knife.



THEO MODRA'S COLLECTION

Theo Modra very kindly allowed us to visit his Little Swamp property in March, and inspect the vast array of old machinery and railway rolling stock that he has amassed over many decades. He has restored some of the old engines and workshop machinery to working order, and proudly demonstrated many items actually working.

Of particular interest to the historically-minded visitors were the bodies of a number of railway vehicles. These included two PP insulated vans, an RN insulated van, an ENOF bogie open wagon (AN-era), and an

almost-complete CX 4-wheel wooden open wagon built in 1889. Two FRN flat wagons were in use as heavy-duty shelving in one of his sheds. There was also the underframe of a former Newcastle (NSW) coal hopper wagon which had been used as a rail carrier during construction of the BHP Coffin Bay limesands line in the 1960s. Our tour ended with a viewing of his pride and joy, a Crossley engine from the Poonindie brickworks which he has maintained in superb condition. Those present were most appreciative of Theo's hospitality.



Above: Theo Modra and Bob Prout inspecting the 1889-built CX wagon.

Right: The RN and PP class insulated van bodies.

Photos: Peter Knife.



EXCESS STOCK

The Museum has excess stocks of a number of former SAR and AN publications, and these are made available for sale. Some are used, often with annotations and alterations inserted, while others are in mint condition.

SAR Rule Book (1947)	\$25
General Appendix (1973)	\$35
Instructions to Enginemen (1959)	\$20
Mileage Tables, Port Lincoln Div (1956)	\$10
Fare Tables, Country Lines (1965)	\$8
Fare Tables, Port Lincoln Div (1952)	\$10

A summary of the items available is shown below. Full details are on the Museum's website at <http://www.eprps.org.au/books.html>, and items can be purchased at the Museum or by mail order. All proceeds go to Museum funds.

SAR Goods and Livestock Vehicles (1957)	\$15
Private Sidings & Shunting Charges (1973)	\$15
Mileage Tables (various lines available)	\$10
Maintenance Guide	\$5
AN Track Maintenance Guide	\$5
ROA Carriage of Dangerous Goods	\$20

MEMBERSHIP RENEWALS

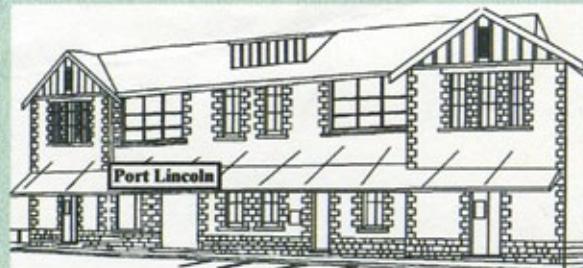
It's that time again! Membership renewals for the 2011/12 year are now due, and our Treasurer would love to add your \$10

to the Museum's bank account. If you have already paid (and some have), please accept our grateful thanks.

Eyre Peninsula Railway Preservation Society

Application for membership

name	<input type="text"/>	
postal address	<input type="text"/>	
street address	<input type="text"/>	
town & pc	<input type="text"/>	<input type="text"/>
phone h & w	<input type="text"/>	<input type="text"/>
fax	<input type="text"/>	
mobile	<input type="text"/>	
e-mail	<input type="text"/>	
website	<input type="text"/>	



I wish to:

Receive newsletters by e-mail

post

Renew my membership / Become a member

date

<input type="text"/>
<input type="text"/>

signed

Forward your payment of \$10 per member to:

Eyre Peninsula Railway Preservation Society
PO Box 2736
Port Lincoln SA 5606

Receipt. No.

Date

EPRPS Committee 2011-12

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