



Eyre Peninsula Railway Preservation Society Inc.

PO Box 2736, Port Lincoln SA 5606

NEWSLETTER

February 2017

STATION BUILDING 90th ANNIVERSARY

Port Lincoln's magnificent heritage-listed station building celebrates its 90th Anniversary in May/June, and the EPRPS will be marking the occasion with a special afternoon at the station on Sunday 7th May.

We will be launching a special display on the station building for History Month, and it will also be an opportunity to showcase the many changes and improvements which are currently taking place around the museum (*see other articles in this Newsletter*).

As a special feature on this day only, GWA

will allow us to conduct small group visits downstairs to see the 'dungeon' (basement) and the still-intact boiler for the building's original heating system.

The Guest Speaker on the day will be Michael Heath, grandson of Bert Ernest Heath, the stonemason who created the superb building stonework we see today.

The museum will be open at our usual times, from 1 pm to 4 pm, with the formalities taking place at 2 pm. Entry on the day will be by gold coin donation.



This was how the station building appeared around 1979. Note the AUSTRALIAN NATIONAL RAILWAYS sign on the wall above the breezeway, and the absence of the garden area in the car park. The paintwork is very different to last year's 'heritage red' colour scheme. Many photos of the station in its various guises over the years will be on display at the 90th celebration and for History Month.

Tony Carey

PLATFORM FENCE INSTALLED

The platform area between the station building and the yard tracks has up to now been enclosed with a rope and flags, and we have made it clear to visitors that they must not go past it. Despite our best intentions, from time to time children have wandered beyond the rope, and even worse, occasionally an adult has ventured out — 'I just wanted to take a photo' being the usual excuse.

To solve the problem, we decided 18 months ago that a fence was needed. It took months to obtain the necessary Heritage

approval, and by then GWA's building refurbishment program was under way.

Work was finally carried out in November to erect an aluminium boundary fence. Gates have been provided at each end of the platform, but these are normally kept closed.

We are grateful to Bunnings Port Lincoln for supplying the fencing materials at a discount. Erection was carried out by Kevin Couzner with post holes dug by EP Mini Diggers, both at heavily discounted rates. Their support is very much appreciated!



The new platform fence is surprisingly unobtrusive. We initially proposed a cream colour, but the Heritage people insisted on black. Seeing the result, they were right.

Peter Knife

EASTER AND BRIDGEWORK DISRUPTIONS

This year will see some significant disruptions to our usual arrangements.

The Port Lincoln Auto Sprint is a street racing 'time trial' (one car at a time) to be held over the Easter weekend this year. As the race track includes Railway Place and the station car park, all access will be blocked and we will be unable to open on Easter Day or Easter Monday. The race organisers will be

compensating us for lost attendance.

Work should begin soon on the replacement of the London Street bridge over the rail yard. The old bridge (which is now 90 years old) will be removed, and a new bridge constructed on the same alignment. This work will take most of the year, and while it is under way the only access to the museum will be via Liverpool Street and Railway Place.

SOLAR LIGHTING IN FREIGHT SHED DISPLAYS

The only power we have had in the Freight Shed up to now has been generators, and these are too noisy to run while visitors are around. On sunny days lighting has been reasonably good, thanks to skylight panels installed by our volunteers several years ago, but dull days are difficult particularly in the rollingstock displayed under the shed canopy.

To help ease the problem, we recently purchased a 12V solar lighting system. A small solar panel mounted on the roof of one of our VFN vans keeps a battery charged, and this runs LED lights inside the rollingstock on display and also in the tent and replica cottage interior.

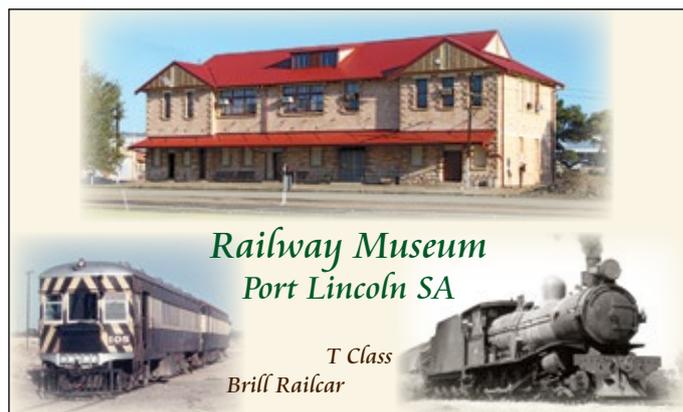
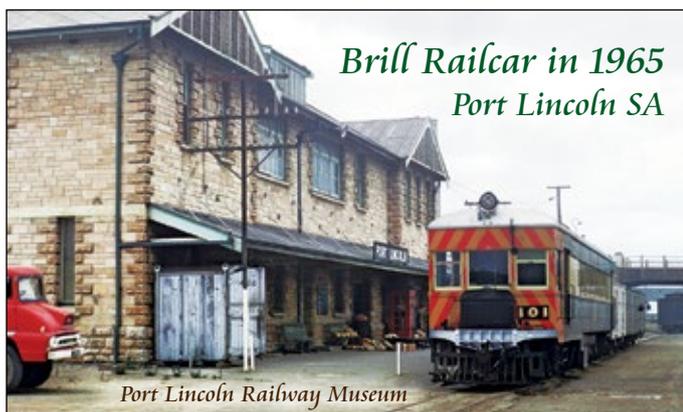


MUSEUM FRIDGE MAGNETS

Our range of souvenirs has expanded with the addition of two designs of fridge magnet. They are on sale for \$3.50 each or two for \$6.00, and a good number have been sold already. They can be purchased at the

museum, and we can arrange for mail order if desired - please contact the Treasurer for this.

Our thanks go to member Dr Ian Cutter for allowing us to use his lovely photo of a railcar in front of the station building in 1965.



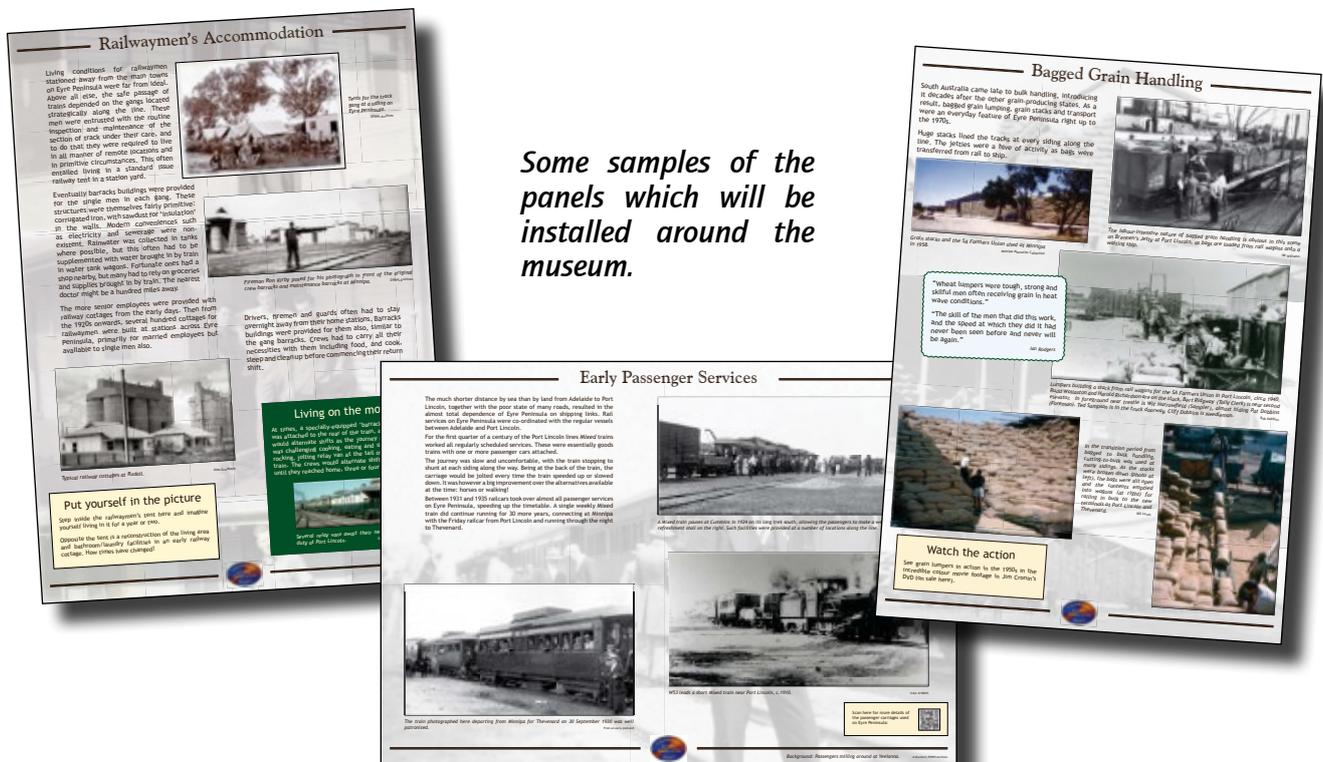
GRANT FOR INTERPRETIVE PANELS

We were delighted to be given a grant by the History Trust of SA for a series of interpretive panels around the museum. Twenty-nine panels are being prepared, and will be placed in many locations in the museum's various rooms and at the freight shed.

Up to now most of our signage has been focussed on specific objects. The new panels add a "big picture" story to many aspects of

the railways on Eyre Peninsula.

They are being printed and mounted on lightweight aluminium by Impact Signs in Port Lincoln. In the station building rooms we are taking advantage of the picture hanging rails installed by the SAR when the building was constructed in 1926. The use of nylon droppers to hang the panels means that the walls are not damaged, and displays can be easily rearranged at any time.



MUSEUM 'THEATRETTE'

After several months of preparation, an extra display room will be open very soon. It is accessed off the platform, between the Reading Room and the Photo Gallery.

It is being set up as a mini theatrette, with a large wall-mounted screen. Two videos will play on a continuous cycle, alternating with each other:

- Jim Cronin's amazing colour footage of bag sewing and grain lumping around Cummins district in the 1950s (20 minutes).

- Kim Bird's movie film of steam and diesel locomotives and railcars at work on Eyre Peninsula in the 1960s (15 minutes).

Other displays in the room will include the barley handling and sampling equipment display, and collection of surveying and drafting equipment.

Our special thanks go to Christopher McGeever for help with mounting the flat screen, and to Harvey Norman Port Lincoln for supporting us with a great purchase price.

FROM THE ARCHIVES

The track leading down to Thevenard jetty from the station yard descends through a deep cutting. When the gypsum and plaster works were established in the 1920s, the cutting formed a barrier for pedestrian access to the works from Thevenard Road.

Around this time the 'Western System' of the SAR (the narrow gauge network based on Hamley Bridge and including the Moonta line) was being converted to broad gauge. A footbridge had spanned the tracks at Kadina, and this was removed to allow for the gauge widening.

The main span from the Kadina footbridge was then sent to Thevenard and

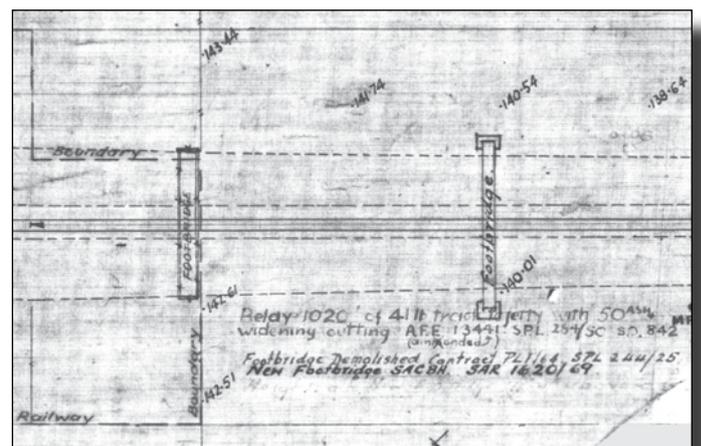
installed across the cutting directly opposite West Terrace. This work was completed in December 1926.

SACBH erected their first Thevenard silos in 1961, and the footbridge gave convenient access to the silo complex also. In 1964 a project was undertaken to widen the cutting down to the jetty, and the old Kadina footbridge was removed. A new bridge was erected 100 ft further along towards the jetty. The old bridge had served the SAR for over 80 years, so was written off.

The jetty line was closed in 1985. Since then the cutting has been filled in, rendering the new footbridge redundant.



Above: Taken in 1962, this photo shows the old footbridge (the rusted girder at ground level in the centre of the view) still in place across the cutting. The first SACBH silos are beyond the cutting, and the track in the foreground curves around and into the CSR Siding where salt trains were unloaded. Lister Coop



Right: An extract from a Thevenard yard diagram showing the original and replacement footbridges across the jetty line cutting. EPRPS Archives

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