



Eyre Peninsula Railway Preservation Society Inc.

PO Box 2736, Port Lincoln SA 5606

NEWSLETTER

August 2017

FAGEOL DESTINATION SIGNS

We were very fortunate to receive a surprise donation in May – front and side destination signs from Fageol railcar 109, the last to operate on Eyre Peninsula.

The bronze and glass front sign was one of two carried on the front of each Fageol, the other being the outward destination. The painted wooden side destination board was reversible (this one has PORT LINCOLN on the back).

After spending more than fifty years in Melbourne, the signs were donated by John Brady and hand delivered to us by enthusiasts Kevin Taig and Peter Bruce.

The Fageols themselves were scrapped before the preservation movement was under way, so we are excited to have these artefacts in our museum, the sole remaining physical reminder of the Fageols that we have. They are now displayed in the Porters Room alongside the railcar interpretive panels.



Above: Kevin Taig and Peter Bruce very kindly brought the Fageol destination signs from Melbourne to Port Lincoln to hand them over to the museum.

Peter Knife

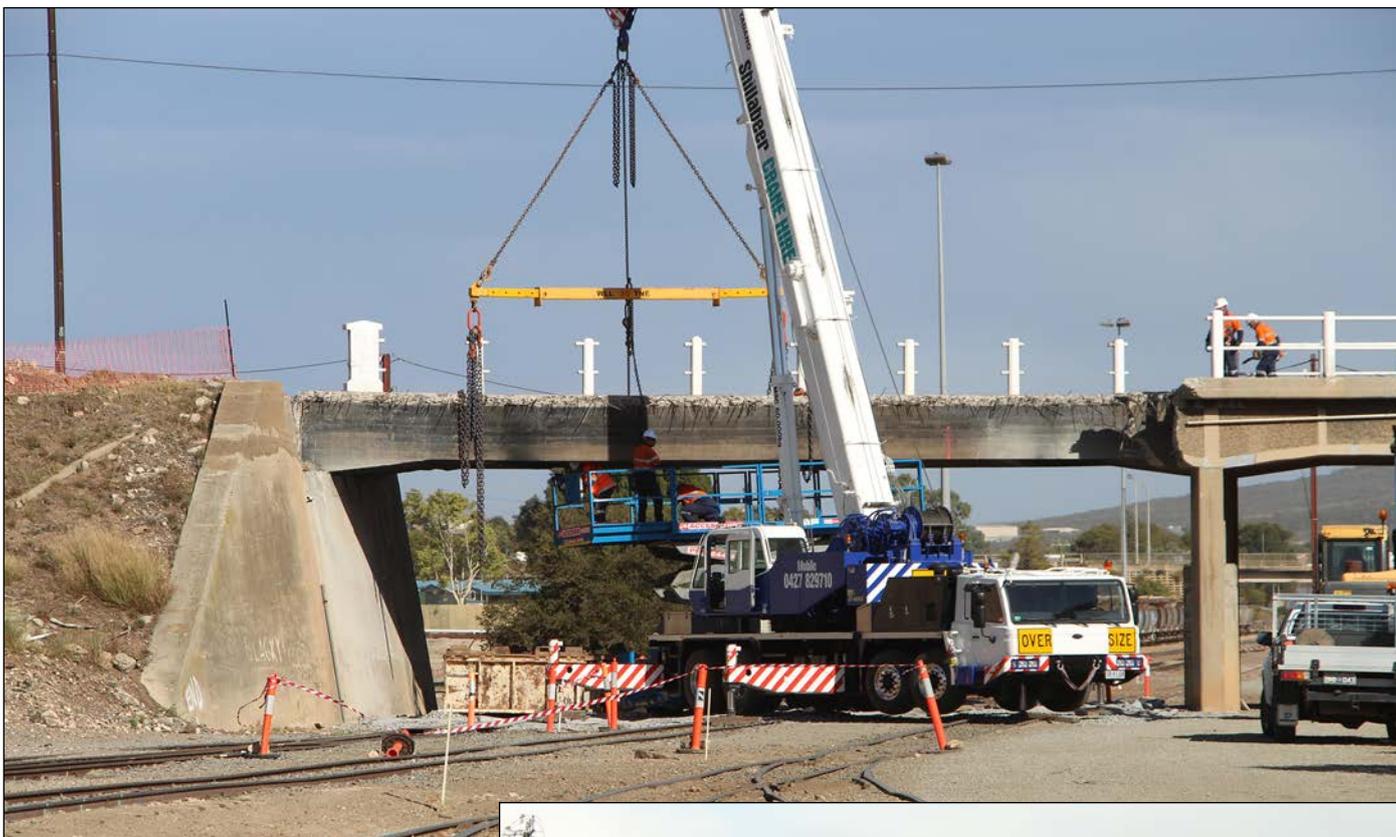


Above: Fageol 110 carried front and side destination signs as it departed Port Lincoln for Minnipa around 1951. SLSA: B58892/493



Left: The two signs on display in the Porters Room, adjacent to the Fageol railcars interpretive panel. Peter Knife

LONDON STREET BRIDGE REPLACEMENT



Work began on demolition of the old bridge in mid-May (above). The contractor was given a specific work window each day to avoid train times. By the end of May the old bridge was gone (right), opening up a view not seen for 91 years. By late July construction of the new western abutment was well under way, as seen below with an arriving grain train threading the worksite.

Peter Knife



90th ANNIVERSARY OPEN DAY

Our special opening on the afternoon of 7th May was very successful. We featured the 90th anniversary of the opening of the heritage-listed Port Lincoln station building, with a special display of photographs of the building over the years. Guest speaker was Michael Heath, a grandson of master stonemason Bert Heath who was responsible for the magnificent stonework of the building.

Over a hundred visitors came through the door that day, and many were locals who had never visited the museum before. GWA very kindly allowed us to take small groups for 'dungeon tours' to the basement of the building (normally off limits). These tours were very popular.

Special thanks go to Music World, Port Lincoln, for the loan of a PA system for the day. With the unexpectedly large crowd, it was very useful.

The old hot water boiler which provided heat to the building for many years is still in place in the basement.

Peter Knife



STREET SPRINT – EASTER 2017

The Port Lincoln *Street Sprint* car racing event meant that the museum was closed over the Easter weekend, with all access to the museum buildings shut off. The event organisers did however give us a donation which made up for our lost attendance income over the Easter weekend, and we do appreciate the gesture.

David Johnston delivered the Street Sprint cheque to the museum. In the background can be seen the red-and-white striped kerbing painted for the event.

Maggie Knife



THE 'GOOD OLD DAYS'

Here are a couple of reminiscences from Graham Carthew, a driver at Thevenard and Port Lincoln in the early 1960s.

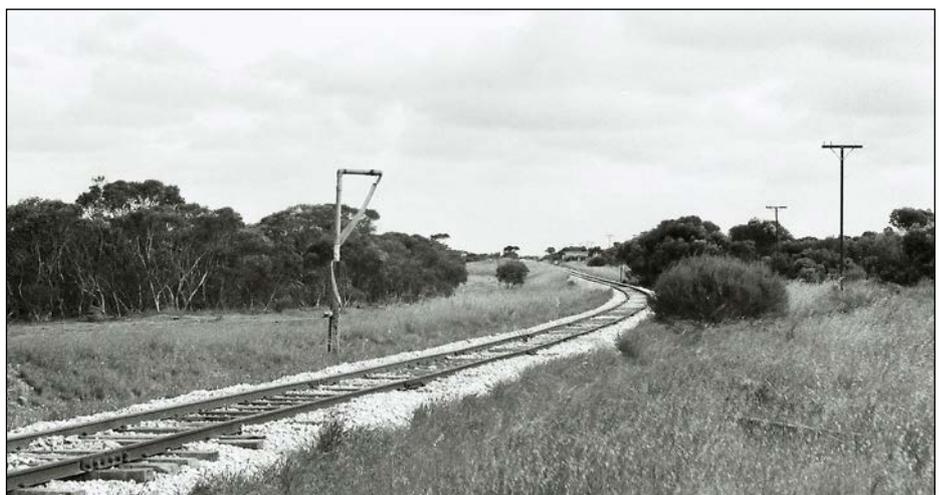
When working a train from Wharminda to Port Lincoln I had to take the siding at Mount Hill to cross another train. On entering the siding the wheat agent had left the elevator foul of the track. It cleared the loco and first couple of trucks but failed to clear the louvre van which hit the elevator and sent it hurtling across the floor of the wheat stack. Broke the cogs on the elevator. The wheat agent came with me when I rang the Train Controller to tell him what happened. The Train Controller at the time (can't remember his name) said 'serves the bastard right for leaving the elevator foul'. The wheat agent asked me what he said and I replied 'not much'. The agent should have had the line cleared half an hour before we arrived.

One memorable trip I won't forget was a wet drizzly night. Me and my mate (a fireman I knew from the South East) had a horror of a trip. Taking over from the Kimba crew at Wharminda at about 7pm (T class loco), we took 17½ hours to get to Port Lincoln. We left Wharminda with a full load. Because of slippery conditions, our drum of sand on the tender having holes in the bottom of it, and the sand being wet from the overflow of water from the tender, we had to halve the train approximately half way across the section, take half the train into Mount Hill, get some dry sand from the drum at the siding and go back and get the other half. After reducing the load at Mount Hill to a bank load we headed off to Butler but half way up the bank, due to the slippery conditions, we couldn't lift the load. I was about to go back and halve the train when my mate said we had no water left so had to cut the engine off.

I knew there was a standpipe at Butler but it had a few holes in the hose so we took a chance. My biggest fear was dropping the lead plug. We got to Butler with the water still in the sight glass and managed to fill the tender, get more dry sand and head back to the train. Still couldn't lift the load so had to halve the train and take half to Butler then go back and get the other half. Leaving Butler I thought nothing else could go wrong. Trying to make up a bit of time I had things wound up. Half way to Ungarra the air went. First thought was the train was off the track. On checking it was only an air hose that had come uncoupled. As we were between two hills I had to push back to get a run at the hill in front of us. We then made it to Ungarra where another train had been waiting to cross us for about 2 hours. By this time we were nearly out of coal so had to pull up alongside the engine of the other train and shovel enough coal onto our engine to get to Cummins. Train Control said we could have a break at the Cummins barracks but I said no, we would take a Wanilla bank load and go straight through to Port Lincoln, which we did without further incident.

The water standpipe just north of Butler siding, as it appeared in 1974. The siding (with loco sand available) is in the distance.

Alex Grunbach

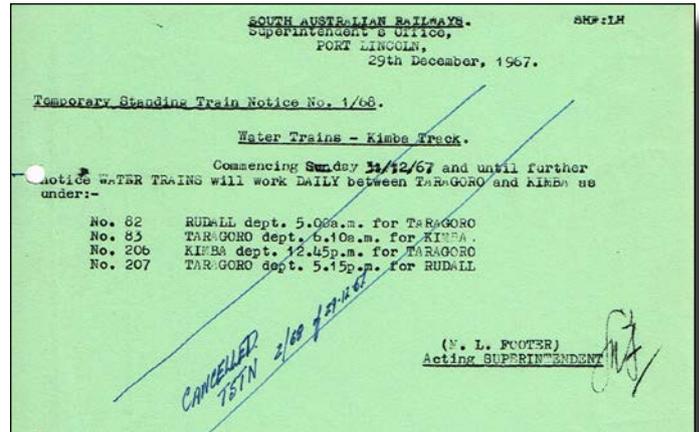


FROM THE ARCHIVES - KIMBA WATER TRAINS

Water trains were common on Eyre Peninsula in the early days, but as the Tod scheme was constructed and other communities developed local supplies, water trains became rare. However the township of Kimba was 'saved' by the railways in three serious drought years. In 1944 trains ran from Ungarra and Rudall to supply Kimba. The tank wagons were emptied into a trough alongside the main line opposite the triangle, thence into two large Lands Dept tanks.

By 1966/67 the pipeline being constructed from Lock to Kimba still only reached Taragoro, but once again Kimba was desperate. Multiple standpipes were erected at Taragoro and the dead end siding installed at Kimba in 1963 (for unloading rolling stock from road transports) was extended. Again, a long trough fed two large tanks.

A dedicated water train ran daily from Taragoro to Kimba. The Train Notice shows the loco and brakevan based at Rudall, with the crew based in the Barracks there. Each morning the loco and brake ran to Taragoro to pick up the tanks, delivered them to Kimba for emptying, then returned the tanks to Taragoro for refilling. The loco and brake then ran back to Rudall for the night. This arrangement began on 31 December 1967 and continued until 20 January 1968.

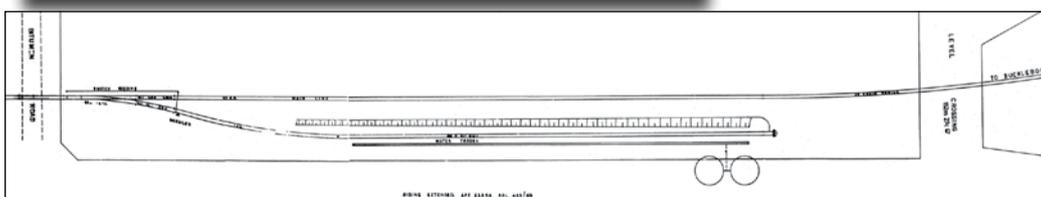
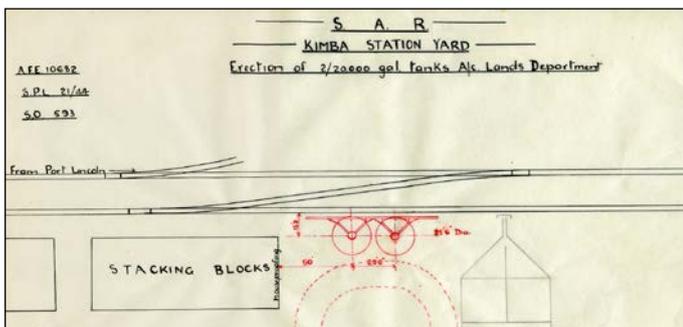


The railways again supplied Kimba from Taragoro in January 1971. Continuing drought conditions saw water trains run yet again at various times between September 1971 and January 1972.



Above: The 1967 water train emptying into tanks at Kimba. This train included redundant T Class tenders as extra water tanks.
Kimba & Gawler Ranges Historical Society

Below: The 1970s train was made up of conventional tanks. 872 is shunting it into the water siding at Kimba.
Sadie Coombs, courtesy Barry Marshall



Plans of the arrangements of troughs and tanks at Kimba in 1944 (above left) and 1967 (left).

PRESIDENT'S REPORT - 2016/17 REVIEW

The year saw very heavy investment in the infrastructure and displays around the museum. Some of this was essential work, including the replacement of deteriorated wooden sleepers with steel sleepers in the freight shed retaining wall, and erection of a permanent fence around the station platform. The retaining wall task has been a huge commitment of time and effort by Murray Wright and his team including Neil Lihou, Bob Prout and John McGeever. Well done, gents!

With efforts concentrated on this project, we engaged contractors to erect the platform safety fence. Kevin Couzner and EP Mini Diggers did the work for us at minimal cost.

We also had a low voltage solar lighting system installed in the freight shed, giving us interior lights in the displayed rolling stock as well as the tent and cottage displays. Sparks 'n Spanners did this work for us.

All of these projects were at our own cost, making it an expensive year, but we still have a comfortable contingencies reserve.

We were fortunate to obtain a \$3660 History Trust grant for a series of new interpretive panels. Twenty-nine panels were created, and these have been installed in various locations around the museum, mostly in rooms at the station building with others at the freight shed. The panels give a 'big picture' story of many aspects of the railways on Eyre Peninsula.

This year we were given access to another room off the platform at the station building. Bob Prout and John McGeever cleaned it up and repainted it, and we have set it up as a theatre. A wall-mounted screen plays two short movies in continuous rotation – Jim Cronin's bagged grain handling footage and Kim Bird's film of steam, diesels and railcars on EP in the 1960s. Also in the room are displays of survey gear, barley sampling equipment

and more interpretive panels. Jim Cronin's DVD is very popular with visitors!

At the beginning of May we had a special event to mark the 90th anniversary of the station building. Just over a hundred people attended, many of whom were locals who hadn't visited the museum before. GWA kindly allowed us to take small groups down to the basement for 'dungeon tours', and these were very popular.

Several disruptions have occurred which have affected our opening at times. GWA's reroofing and repainting of the building last year limited access at times, but the contractors worked with us to minimise disturbance. We were closed completely over Easter because of the Street Sprint event, but the organisers made a donation to cover our lost attendance. Then from the beginning of May the London St bridge replacement began, closing off London St access for six months. This has impacted on our attendance as we have lost the 'passing trade' which we picked up on open days.

We are delighted to have had some new volunteers join us. Neil Lihou has taken on opening and other tasks at the freight shed, and Cindy Ralph & Gina Shelton are now opening the museum once a month. Welcome to the team! Your efforts have made a big difference.

I thank all of you who have contributed this year. As well as those I have already mentioned, Des Wiseman has worked on several projects at the freight shed and continues to open regularly. Trevor Hoskin fills the Secretary role and opens (when he is home). The two Margarets (Watt and Tilsner) help on the committee, and Maggie Knife helps as Treasurer and with opening.

Health issues have forced Don Atkinson and John McGeever to limit their involvement. We thank them for their years of service to the museum, and wish them well for their recovery.

HISTORY TRUST VISIT

Amanda James from the SA History Trust was in town recently, and dropped in to the Museum to say hello and to see our recent changes. We had recently finished installing the interpretive panels which were largely paid for by a History Trust grant. We always enjoy these opportunities to discuss things face-to-face.



MEMBERSHIP 2017/18

Membership fees are \$10 per member, and renewals are now due.

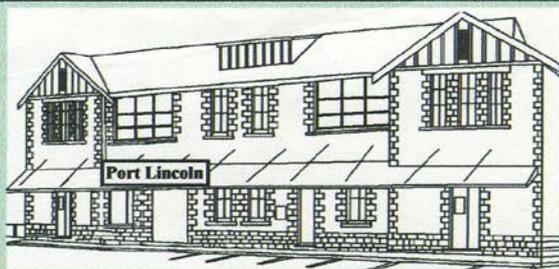
Please send your renewal to the address on the form, or if you prefer you can use direct bank deposit. The museum's bank account is: Bendigo Bank, BSB 633-000 and account 136921376 (please include your name in the details).

There is a place on the form to indicate if you would like to receive your newsletter by email instead of having it posted. We are trying to keep our costs in check, and postage has risen significantly. Don't worry, if you don't select email then we will continue to post out your copy.

Eyre Peninsula Railway Preservation Society

Application for membership

<i>name</i>	
<i>postal address</i>	
<i>street address</i>	
<i>town & pc</i>	
<i>phone h & w</i>	
<i>fax</i>	
<i>mobile</i>	
<i>e-mail</i>	
<i>website</i>	



I wish to:
 Receive newsletters by e-mail post

Renew my membership / Become a member

date

signed

Forward your payment of \$10 per member to:

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 PO Box 2736
 Port Lincoln SA 5606

Receipt No.

Date

EPRPS Committee 2017-18

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