



Eyre Peninsula Railway Preservation Society Inc.

PO Box 2736, Port Lincoln SA 5606

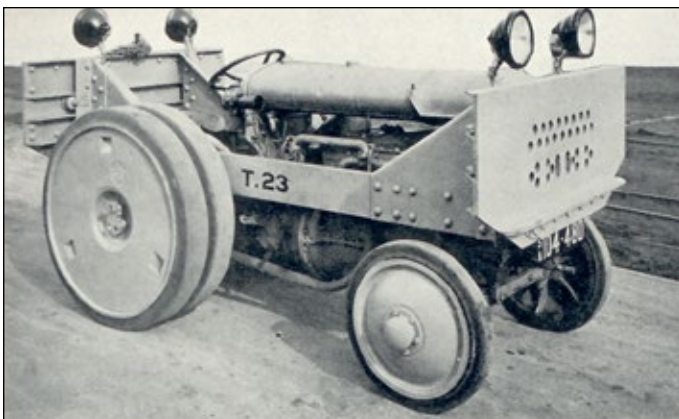
NEWSLETTER

July 2014

JETTY SHUNT TRACTOR

Shunt tractors replaced the much-loved horses on Port Lincoln's jetties in 1952. The earliest of these were based on the Fordson Model N, and a survivor of that group (SAR's T.27) was recently donated to the Museum by Malcolm Gardner of Karkoo. Murray Wright is doing a superb job of preparing it for display, scrounging replacement front wheels and rear tyres and stripping and repainting the tractor.

The 1946 photo below shows T.23 in its original condition. T.27 would have looked like this when first issued from Islington Workshops. The two photos at right show T.27 soon after its arrival at the Museum, and a recent shot of progress with restoration.



AGM COMING UP

The Annual General Meeting of the Eyre Peninsula Railway Preservation Society, Inc. will be held on **Thursday 24 July 2014**, at 4:30 pm in the J.D. Somerville Reading Room at the

Museum. Please note that ***this is one week later than the usual meeting date*** (changed for this month only). All members and friends welcome - do come along and have your say!

JOHN McGEEVER – LIFE MEMBER

While still employed by AN at Port Lincoln, John ('Skeet') McGeever worked quietly to ensure that representative artefacts and documents were set aside as the core of a potential future museum. John has been one of those most heavily involved in bringing the dream of such a museum to reality, and today's displays and premises are in no small part due to his commitment and tenacity.

This long and valuable service was recognised last year when he was awarded well-deserved Life Membership of the EPRPS.

John continues to give service as a committee member and active volunteer.



WEDDING PHOTOS

The beautiful stone station building at Port Lincoln has been a popular backdrop for wedding photographs for many years. Access to the rail side of the building was of course closed off when GWA fenced the north side of the yard a couple of years ago. Since then the Museum has provided a service to bridal parties, opening access to the platform area,

and the associated small donations are a welcome addition to Museum funds.

An unusual scene (below) was staged recently when newlyweds Jessi (Dunn) and Jamie Cummings brought their bridal party to the Museum. Photos were also taken on the platform. We're happy to share the iconic building with those making new memories.



LAST LOOK AT BHP's PROPER BAY SITE

Members had the opportunity recently to inspect the Proper Bay terminal facilities of BHP's former Coffin Bay Tramway. This was a timely visit as the site is expected to be cleared for redevelopment in the not-too-distant future. The current owner, Dean Lukin Jr., very kindly gave us access. The track was removed in 2001, and members were anxious to make a photographic record of the facilities and wagons before the site is disturbed.

We were able to inspect the extensive site, with wagons, bogies and infrastructure remains spread out over a wide area. The tracks are gone, but the huge sand wagons remain where they were run off the rails into the ballast as the rails were removed. The tippler building is virtually intact, allowing us to document this prime example of 1960s bulk handling technology.

A number of former Commonwealth Railways ballast hoppers, used during construction of the BHP line, are still present (Dean Lukin had donated one to our Museum in 2001).



Above: inside the tippler building, 21 March 2014.

Below: sand wagons standing where they were run off the track onto the ballast as the rails were removed.

Bottom photo: Dean Lukin Jr, Murray Wright and John McGeever with one of the ex-CR ballast hoppers during the inspection.



FROM THE ARCHIVES - WET FEET

Many telegraph poles along the Mount Hope line were located such that they were often standing in up to two feet of water. In July 1946 Electrical Fitter Parry asked the Port Lincoln Superintendent for a pair of knee length rubber boots. Simple request? Not likely...

The correspondence trail shows that the request for just two pairs of rubber boots needed to be passed all the way up to the Commissioner for approval! Mr Parry finally received his boots two months later, in plenty of time for the following winter (1947).

Superintendent's Office,
PORT LINCOLN
23rd July, 1946.

The CHIEF ENGINEER:

With application from Leading Hand Electrical Fitter G.F.J. Parry to be supplied with two (2) pair of knee length rubber boots for use when working in water, forwarded for your consideration.

Requisition 936/4214 attached.

SAR. 7378/46.

RUBBER BOOTS: Issue to Leading Hand Ele c. Fitter at Port Lincoln

The COMPTROLLER. to please note the Railways Commissioner's approval of the 2nd instant to the issue of knee length boots for use by the Leading Hand Electrical Fitter at Port Lincoln, and arrange for the supply of this equipment.

ACTING CHIEF ENGINEER.
7-8-46. H-4

Noted and forwarded to Supervisor Laundry and Equipment.

Please arrange supply early.

RAILWAY STOREKEEPER
8-8-46. S.9116/BT.

Railway Storekeeper

Rubber knee boots received from Chief Storekeeper this a.m. Two pairs waybilled to Supt. Port Lincoln today.

S.L.E. 10-9-46.

SUPERINTENDENT, PORTLINCOLN for his information.

COMPTROLLER.
11-9-46. S.9116/36.

S.A.R. 7378/46.

The RAILWAY STOREKEEPER:

The two pairs of knee boots have been received and issued to the Leading Hand Electrical Fitter at Port Lincoln.

PORT LINCOLN

11-16

16-9-46

SUPERINTENDENT

THE LIGHTER SIDE: 'PEACHNA DANCE'

This story is from the collection of the late Norm Hann, a former SAR steam driver. Twenty of his wonderful narratives have been donated to the Museum by David Richardson, who fired for Norm in the Murraylands. The stories will be available for reading at the Museum, and will be featured in future Newsletters.

Motor vehicles with steering and road wheels removed and replaced with fixed flanged wheels for rail transit (Motor Inspection Cars, M.I.C. for short), are driven by qualified firemen when used for inspection work, pay cars, or used for taking relief crews out to trains.

Mudrock and Chas had the job of tarpaulins and ropes count on the West Coast, and arrived at Lock, a small town on the summit of a large hill, to stable the car for the night on the end of the triangle, a line used for reversing engines. They eventually arrived at the pub for a few refreshing beers.

A few went to a few more, till after a while, Mudrock was chirping like a cricket. As always at these times Mudrock was capable of his best thinking, and catching sight of a poster advertising a local dance back twenty miles at a place called Peachna, he asked Chas, "How would you like to go dancing?" Chas reckoned it was a bloody good idea, but how in hell could they get there.

Mudrock looked at him, like he had either crawled out from under a rock or come down in the last shower, except that it hadn't rained there in God knows how long and the place was as dry and dusty as all hell. He says, "What's the matter with you, yer drongo, we've got a bloody taxi ain't we?"

After a few more beers, Chas, his fear of departmental authority washed away, loaded up his arms with a few bottles and said to Mudrock, "What's keepin' you? Let's go".

Cleaned, changed and charged, they

opened the switch points and, so that none could hear, pushed the M.I.C. onto the mainline and down the hill in the direction of Peachna, till, gaining enough momentum, they hopped aboard. When they were down the hill, out of sound range of Lock, they started the motor and made time expectantly towards the local hop.

Unfortunately, on a curve about halfway over the journey the M.I.C. derailed and headed through the sand for the scrub, one hell of a mess.

Misdemeanors or catastrophes affect individual blokes differently. This had the effect of sobering Chas, but all it did to Mudrock was to set his mind working faster. Always a good man in a tight spot. Chas voiced his fear of getting the sack. "Shut yer cake hole, and give us a lift with this, yer winja", says Mudrock grabbing hold of an old wooden sleeper. "What you doing?", asks Chas and Mudrock stands up to his full height, looks him square in the eye and very politely explains to him that he's gonna build a road under the b..... M.I.C. till he gets it back on the b....., rails of course, what else?

Three-quarters of an hour later the M.I.C. back on the rails, Chas asked, "What are we doing now?" Mud replied quite seriously, "we're going to the bloody dance, ain't we?"

Down at Peachna, the M.I.C. in the passing siding, the boys cleaned up at the rainwater tank back of the dance hall which, incidentally, was the only building in the locality, Peachna being a siding only.

A few dances and many grogs later, the two boys said goodnight to the blokes and sheilas they'd met and kept company with for most of the night and early morning hours. Mudrock telling a lovely looking blonde that he'd take her home, only he thought sixty miles was a bit far for him to hike back as his taxi only ran on the rails, and wasn't one damn bit of good on them country roads.

After goodbyes, Chas and Mudrock were left on their own, and set about to wind down the turntable gear under the M.I.C. to turn it back in the direction of Lock, when to their mutual dismay they discovered that the turntable was missing. Chas again did a panic. "What'll we do Mud?" he says. "Open the road", was his answer and Mudrock backed the M.I.C. out onto the main line and stopped. He stepped out and picked up a huge limestone rock. With the car's motor

not yet running he placed the stone over the accelerator and said to Chas, "You've got the back seat, wake me up when we get to Lock", and with these words he started the motor and slipped in the clutch. With reverse gear engaged, the car moved backwards. Mudrock lay down on the seat and closed his eyes.

The rest of the incident was told by the Station Master at Lock. "It was just breaking daylight and I was walking across the yard with a tin of wheat to feed my chickens, when I heard this Whir— Whir— Whir—, clickety clack, and I couldn't believe my eyes when I saw the M.I.C. coming up the hill backwards and not a bugger in it. It stopped me dead. Then I took off on an interception course, my tin of fowl feed going to the wind. Finally I was able to jump onto the running board and there was bloody Mudrock and Chas, dead to the world snoring their bloody heads off."



MIC 127 was photographed in more conventional circumstances on an inspection trip. Photo courtesy Peterborough History Group.

HISTORY SA WORKSHOPS

History SA ran two workshops in March which were attended by EPRPS members.

Don Atkinson, Les Walter and Murray Wright participated enthusiastically in a two-day 'Caring for Collections' workshop held in Port Lincoln. Some of this covered areas previously studied, but the three gentlemen came away with much new information and some new techniques.

Peter and Maggie Knife took part in the one-day 'Digitising Images for Preservation and Access' in Adelaide. This included a tour of the State Library's digital facilities.



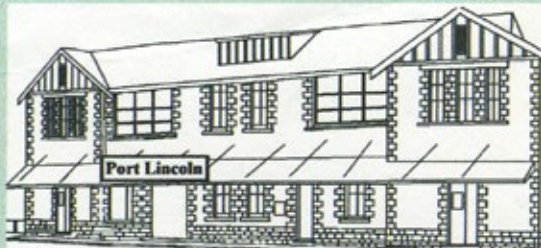
Les, Murray and Don engrossed in the Caring for Collections workshop. Photo courtesy History SA.

MEMBERSHIP 2014/15

Membership fees for the 2014/15 year will become due after the Annual General Meeting in July.

use direct bank deposit for renewals, the museum's bank account is: Bendigo Bank, BSB 633-000 and account 136921376 (please include your name in the details).

Please note that if you would like to

Eyre Peninsula Railway Preservation Society		
Application for membership		
name		
postal address		
street address		
town & pc		
phone h & w		
fax		
mobile		
e-mail		
website		
I wish to: Receive newsletters by e-mail <input type="checkbox"/> post <input type="checkbox"/>		
Renew my membership / Become a member		
date <input style="width: 100%;" type="text"/>		
signed <input style="width: 100%; height: 40px;" type="text"/>		
Forward your payment of \$10 per member to:		
Eyre Peninsula Railway Preservation Society PO Box 2736 Port Lincoln SA 5606		
Receipt No. <input style="width: 100%;" type="text"/>		
Date <input style="width: 100%;" type="text"/>		

EPRPS Committee 2013-14

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