



Eyre Peninsula Railway Preservation Society Inc.

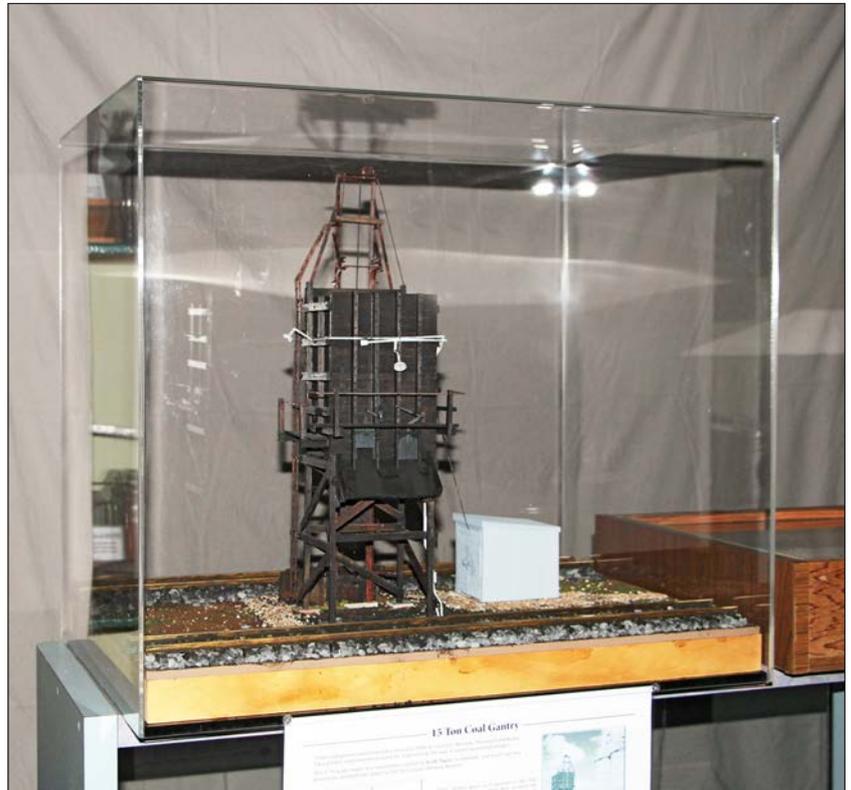
PO Box 2736, Port Lincoln SA 5606

NEWSLETTER *September 2018*

COAL GANTRY MODEL

Scott Taylor, a resident of Adelaide, spent two years building an exquisite model of an SAR 15 ton coal gantry. Built to a scale of 1:15, he has done an amazing job with every detail reproduced as accurately as possible. He tackled the project simply as a personal challenge, and decided to donate it to the Port Lincoln Railway Museum for permanent display.

We are delighted to be able to give such a high-quality model a home. For protection against dust and damage, we had a clear acrylic cover made. The model is now on display in the old parcels office, positioned so that it can be viewed from all sides.



Continued on page 2

Above: The finished model in its display case in the parcels office.

Peter Knife

Left: Two years ago, Scott made a start by cutting out the various timber planks needed.

Scott Taylor



Right: Scott Taylor.

Peter Knife

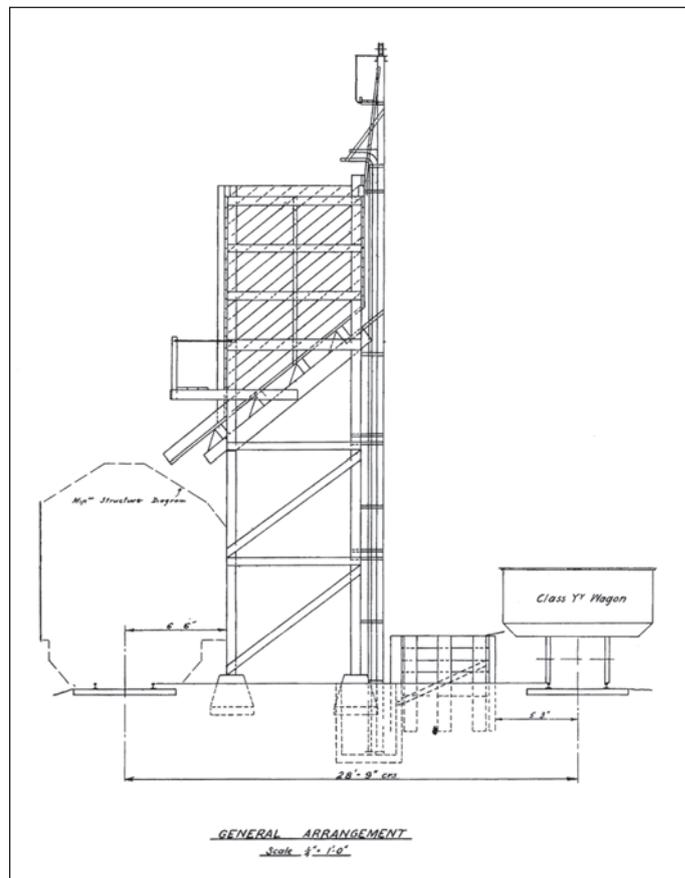


15 TON COAL GANTRY

Four of these coal gantries were used on Eyre Peninsula, installed at Cummins (1953), Thevenard (1954), Minnipa (1955) and Kimba (1960). Previously coal was shovelled by hand from wagons onto various coal stages beside the track, and then hand shovelled again when needed from the stages into loco tenders.

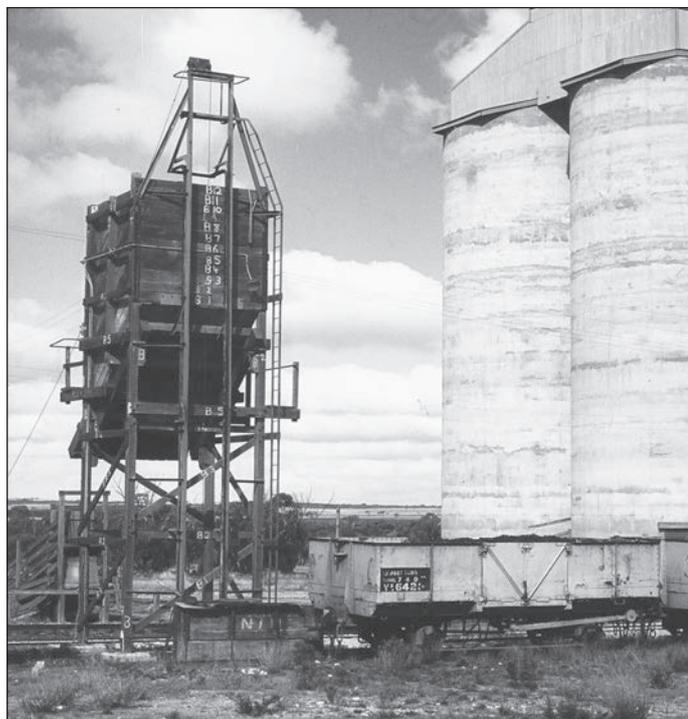
The new gantries made life much easier. Coal was emptied from wagons into a bucket which was then raised by electric winch and emptied into the main hopper. From there, it was gravitated down a chute into the loco tenders. See the diagram at right.

The coal used was predominantly high grade Newcastle black coal, brought by ship to Port Lincoln. It was then railed in open wagons to the various refuelling points across the Peninsula.



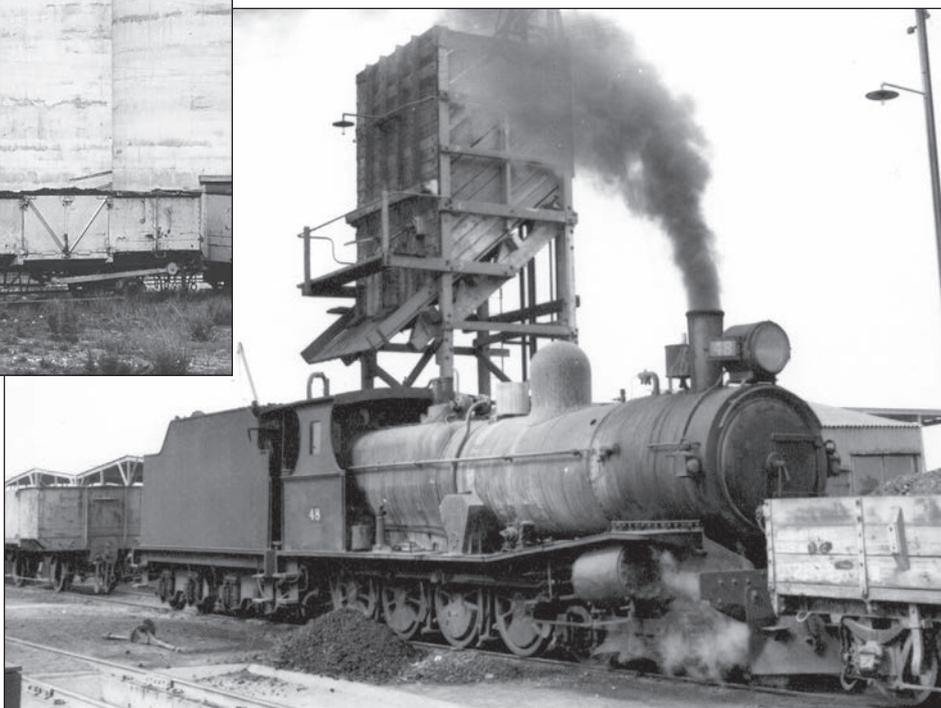
Left: The coal gantry at Kimba in 1967. The numbers painted on each piece of timber to assist with assembly have not yet worn off.

Alex Grunbach



Right: T48 is positioned under the coal gantry at Thevenard, ready to have its tender replenished.

JG Southwell, NRM Archives



NEW READING ROOM CABINETS

At the end of 2017 we were given a grant of \$5000 by the SA History Trust to provide new display and storage cabinets for one wall of the Reading Room.

Up to now this wall has been home to a rough set of open shelves, unsuitable for displays and offering no protection for books,

documents and small archived objects. The new cabinets were custom built for our needs, and were arranged with the generous help of Forbes Furniture.

The top sections have glass doors, the centre section allows for open displays and below that are lockable storage cupboards.



CAN YOU HELP?

We have a dedicated but very small group of volunteers who staff the Museum on opening days, but age, infirmity and some travels mean that we are often stretched, and at times simply cannot open as scheduled.

If you live on lower Eyre Peninsula and could give even one afternoon a month to help fill the roster, we'd love to hear from you!

You don't need to be knowledgeable about the SAR, just willing to open up, greet visitors, collect admission fees and hand out

our visitor sheets. Perhaps you and your spouse or a friend could come along – you'll have plenty of time to chat.

We can also use people who don't want to "front" the Museum at the railway station, but who would be happy to open up the Freight Shed during opening hours and simply be there when visitors wander through.

We open on Wednesdays, Sundays and most Public Holidays from 1 to 4 pm. Any help will be greatly appreciated!

JETTY SHUNTER VENTURED FAR INLAND

When the Port Lincoln railway first opened, a contractor's horse was used for shunting in the yard and on Kirton Point Jetty. In 1909 the Superintendent requested a small shunt locomotive to cope with busy periods. V12 was the result of that request.

The V Class 0-4-4T locomotives were tiny, weighing just 16 tonnes, with only half the tractive power of the also-small W Class 2-6-0 locos. The V Class were introduced in 1877 to replace horses on the Kingston-Naracoorte line in the South East. V12 later went to Port Germein, Port Pirie and back to the South East before being condemned in 1904. It was saved from scrapping in case it was needed for the Port Broughton-Mundoora line.

Reinstated and repaired, it arrived in Port Lincoln in June 1910. It was finally condemned in March 1940, although it may have been out of service well before that. It

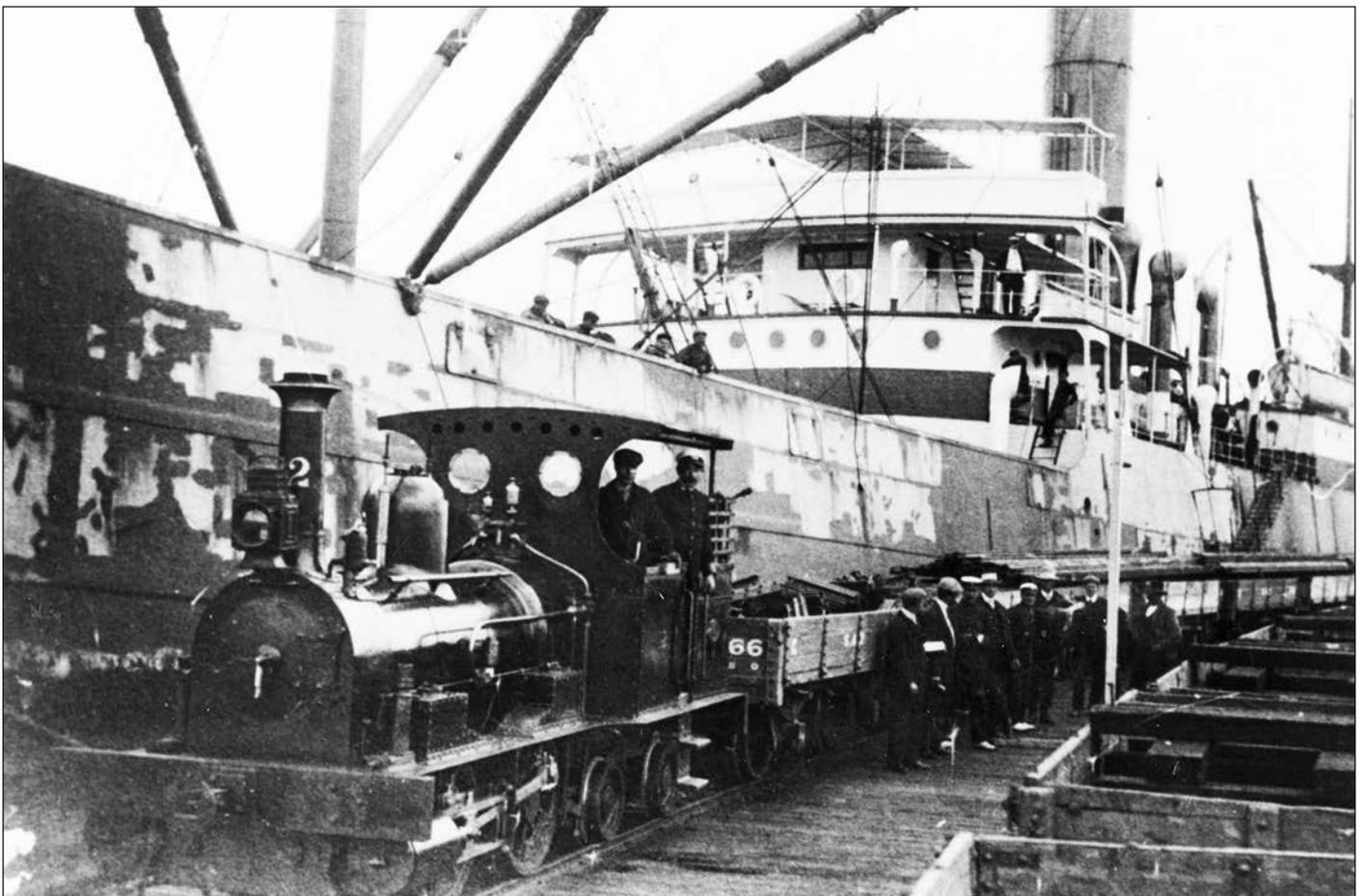
has been assumed that it spent its remaining life around Port Lincoln, possibly also visiting the workshops then located at Cummins.

Documents recently unearthed in State Records show that V12 was hired to Smith & Timms to cover a contractor's loco shortage during their construction of the Minnipa Hill line. V12 was handed over at Yeelanna on 12 October 1912, and not returned to the SAR until 5 February 1913.

While with Smith & Timms it was based at their work camp at Tooligie, working water and materials trains each day to the head of the line. By February 1913 construction had reached somewhere between Yaninee and Minnipa, so this tiny little engine certainly covered a surprising amount of Eyre Peninsula track.

Jetty shunter V12 in its usual environment, shuffling wagons between the Kirton Point Jetty and Port Lincoln station yard.

EPRPS Archives



FROM THE ARCHIVES - 1921 BUNORA DERAILMENT

Heavy rains on 5 July 1921 resulted in floodwaters over the line in several places between Taragoro and Kimba, with track repairs required. Advised of this the next morning, JD Somerville (Resident Engineer & Superintendent) set out from Port Lincoln in a Motor Inspection Car (MIC). He overtook the down Kimba Mixed at Wharminda before successfully proceeding through to Kielpa where he waited for the arrival of the Mixed.

The ganger there was advised by phone from Kimba that the line was clear through to there, the Kimba ganger having traversed it. Somerville continued to Kimba, and the Mixed followed.

At mileage 140¾, just north of Bunora, the line crosses a small depression. After the MIC had passed, the embankment at this point was washed out, leaving the rails suspended over a gap of three to four metres. Somerville reported that

when the train arrived there the rails were sufficiently strong to carry the train over the gap, but became derailed in the process, with the result that the engine partly capsized, lying at an

angle of 45 degrees. The tender and travelling tank were upright; the following five empty trucks were piled up practically at right angles to the line; the sixth truck (loaded with sleepers) and the louvre van were parallel with the line but piled up. The front wheel of the carriage became derailed and the carriage stood over the wash-out; the brakevan was not derailed or damaged.

This was 8 pm on 6 July. Somerville and the MIC came down from Kimba, and the next day the 6 or 7 passengers (all unhurt), mails and some of the bread were taken on to Kimba in the MIC. The accident train arrived that day at 1 pm, the remaining bread was taken to Kimba on 8 July, and everything was rerailed and the line reopened on 10 July.

The Mixed train consisted of loco Y22, water tank 885, four C and two E trucks, louvre van 3401, coach 74 and brakevan 4884.

1204/873/1203/905, heading for Kimba with empty grain hoppers, roll through the dip just north of the site of Bunora on 24 June 2018. The Waddikee silos and Darke's Peak are in the distance. Interestingly, there is a Temporary Speed Restriction through the dip 97 years after the washaway derailment!

Peter Knife



PRESIDENT'S REPORT - 2017/18 REVIEW

This has been a fairly quiet year. Attendances for the first four months were impacted by the closure of the London Street bridge, but an increase in cruise ship visits (nine for the season) kept paid attendances in line with the previous year. New signs were provided by the City Council on Railway Place and at Porter Street as part of the bridge project, and these give an ongoing benefit.

Don Atkinson and Trevor Hoskin were awarded Life Membership of the Society, well deserved in both cases.

We had new portable signs prepared for cruise ship visits, replacing the earlier ones which were fading badly. The new ones were ready for the last ship of the season and attendances that day were significantly higher, which may have been helped by the new signs. Next season we'll be challenged with thirteen ship visits scheduled.

A superb 1:15 scale model of the 15 ton

coal gantry (as found at Cummins, Minnipa, Thevenard and Kimba) was made by Scott Taylor of Adelaide. Scott very kindly donated the model to the Museum. We have arranged for a clear acrylic cover to give it protection from dust and prying fingers. *[See story on page 1]*

We were fortunate to receive a History Trust grant to replace the old wooden shelf unit across one end of the Reading Room, and the new cabinets are now in place. These provide both archive storage space and proper display space.

I would like to thank the Committee, as well as regular helpers Cindy Ralph and Gina Shelton, for all your efforts and commitment through the year. We're a small group, with many of us feeling the effects of age and infirmity, but the frequent positive feedback from visitors show that the effort is worthwhile and appreciated. Thank you all!

AGM 2018

The Society's 2018 AGM was held on 19 July, and office holders remain the same.

Annual subscriptions (\$10) are now due — please see next page for details.

THE LIGHTER SIDE

Our archives include many old handwritten record books. This little extract is the final entry (1988) in the journal recording Authorities for Expenditure (AFE) related to the Electrical Section in Port Lincoln. A sense of humour, even at the end!

AEC 3211	30/5/88	Stage 4 TUD Yard Lighting upgrade. replace switch board TUD Loco Workshop upgrade Main Service to local.	
		Job transferred to Elect Know Alls Port Augusta on 17/9/88 due to a death in the family ie. Pt. Lincoln ELEC section -	

THE LIGHTER SIDE

Graham Carthew recounted this tale:

A crew had a few ales before clocking on for work. The fireman apparently had too many. When the train got to Wirrulla the driver went back to help the guard with some takeouts. The fireman took off with the train, leaving the guard and driver behind. They had

to get a local with a car to catch him at the next station. When the report was made the Superintendent at the time was quoted as saying 'we have to make an allowance for the boys at Thevenard, we can't get anyone to go there'.

MEMBERSHIP RENEWALS NOW DUE!

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

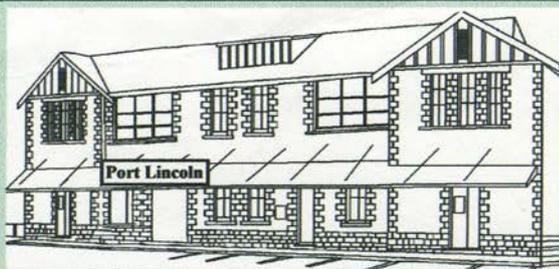
Please send your renewal to the address on the form, or if you prefer you can use direct bank deposit. The museum's bank account is: Bendigo Bank, BSB 633-000 and account 136921376 (please include your name in the details).

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:

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

Receipt. No.

Date

EPRPS Committee 2018-19

President	Peter Knife	(08) 8684-3647	0428-119-287	president@eprps.org.au
Vice-President	Bob Prout	(08) 8682-2914		
Secretary	Trevor Hoskin	(08) 8682-6669	0428-826-669	secretary@eprps.org.au
Treasurer	Maggie Knife	(08) 8684-3647	0417-401-364	treasurer@eprps.org.au
Committee	Don Atkinson	(08) 8682-4077	0427-824-077	
	Neil Lihou		0412-340-134	
	John McGeever	(08) 8682-2002	0416-069-035	
	Des Wiseman	(08) 8684-6122	0428-846-122	
	Margaret Watt	(08) 8682-1361		
	Murray Wright	(08) 8682-4628		

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

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

Postage
Paid
Australia