



Eyre Peninsula Railway Preservation Society Inc.

PO Box 2736, Port Lincoln SA 5606

NEWSLETTER

August 2019

THE MUSEUM TURNS 20!

The Port Lincoln Railway Museum was officially opened on 2 September 1999. We will be celebrating the 20th anniversary of the opening on Sunday 1 September.

The Museum will be open from midday to 4 pm on that day – gold coin entry. The Port Lincoln Lions Club will be running a sausage sizzle, with steak sandwiches and sausage sandwiches for sale. Tea, coffee and juice will also be available, along with a birthday cake for all to share.

Peter Treloar MP will be saying a few words to mark the occasion.

The date is also Father's Day, so what better way to entertain dad than to bring him along to the Railway Museum!

Dedicated Committee

We have been fortunate over the last twenty years to have had a dedicated core of active members, some of whom have been there right from the start or very soon after. Those still involved today include Don Atkinson, Trevor Hoskin, John McGeever, Bob Prout, Margaret Tilsner, Des Wiseman and Murray Wright. Without their untiring efforts the Museum would not exist.

Right: The opening of the Museum was reported in the Port Lincoln Times on 7 September 1999.



• Member for Hindes Liz Ferisid, who opened the Railway Museum on Thursday night, Port Lincoln Railway Station head clerk of 29 years John McGeever, and Eyre Peninsula Railway Preservation Society supporter Margaret Tilsner with some of the historic items displayed at the Railway Museum.

Rail history on show



• Port Lincoln's first railway station, which was located about 110 yards south-west of the new building, built in 1856. Photo from Eric O'Connor Collection.

THE Port Lincoln Railway Museum was opened at the Port Lincoln Railway Station on Thursday, September 2.

The Eyre Peninsula Railway Preservation Society had laboured to open the museum for some time, and was thrilled to have Government support for the museum, according to president Bob Prout.

"We're very happy we've got it open at last, we've been waiting awhile," Mr Prout said.

"We've been fighting bureaucratic red tape

for 20 years to have it opened.

"It's taken 22 months of solid work, with everybody working reasonably hard, to get the museum opened at this time."

Mr Prout said the museum contained memorabilia from Port Lincoln's railway past.

"Lots of memorabilia was buried at the dump around 1966," Mr Prout said.

"We managed to salvage some things and store them in the basement of the station, and now they're displayed in the library."

"The library has as much memorabilia as unbelievable, there's something interesting for everybody, even the older generation."

"I'd like to see school kids come through and do projects in the library, and it will be good to see people come through and

have a look at all the memorabilia."

In addition to the library, the Railway Museum contains several other rooms full of memorabilia and historic items.

The Museum will be open every Wednesday, Saturday and Sunday from 2-4pm.



• Eyre Peninsula Railway Preservation Society president Bob Prout with a hand signal lamp which was donated to the Railway Museum by the member of the station, John Perisid.

LAST GRAIN TRAIN TO PORT LINCOLN

As advised in the last Newsletter, haulage of grain by rail on Eyre Peninsula came to an end on 31 May. March, April and May saw a huge influx of photographers from far and wide, capturing images of a unique operation while they could.

The Museum attempted to arrange a suitable way of marking the significance of the last train, but in the last few weeks the running schedule was revised multiple times. At one point it was likely that the last train would arrive in Port Lincoln in the small hours of the morning.

The Cummins community and school children gathered to welcome the second-last grain train during the day on Thursday 30 May, and presented the drivers with gift hampers.

The last empty grain train left Port Lincoln at 11:30 pm that day and proceeded to Cummins to load. It returned to Port Lincoln, arriving at 7:30 on the morning of 31 May. Only a handful of people witnessed the occasion.

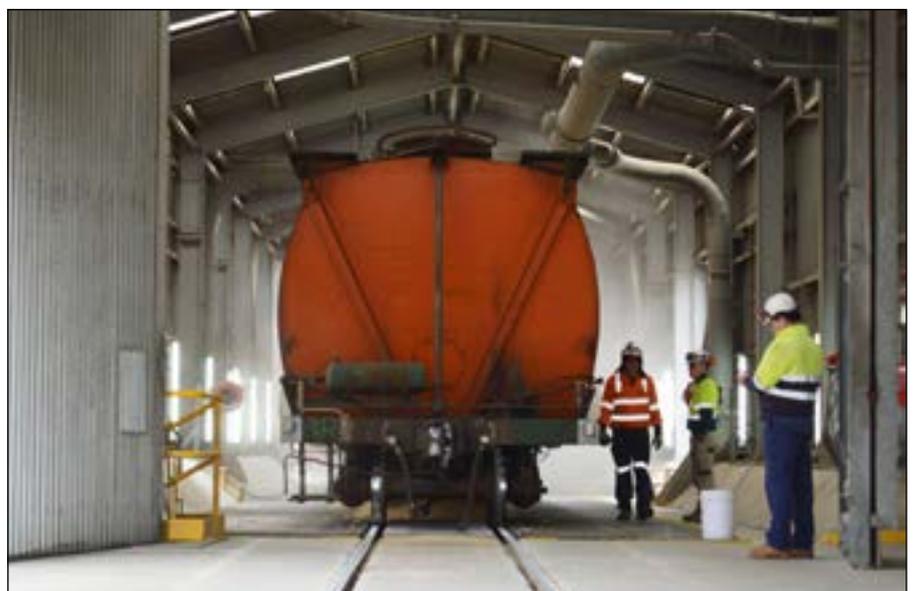
By 11 am it was all over, as the last hopper of grain was emptied.



Above: The last grain train rolls down the grade into Port Lincoln at 7:30 on the morning of 31 May behind 1203-1204-850-1603, as 906 waits to shunt the hoppers.

Right: AHGX24 was the last grain hopper to be unloaded. It was 11 am on 31 May.

Both photos: Nathan Dunn



FINAL RAIL MOVEMENTS ON GRAIN LINES

Date	Train #	Locomotives (ex Port Lincoln)	Significance
20-21 Dec 2018	5BG1/2	906-850-1204-1203	Last train to Kimba
18 Apr 2019	5CE1/2	905-850-1204-1601	Last grain train to Warramboo
10 May 2019	6CP1	1601-902	Light engines Port Lincoln-Minnipa
	6CP2	873-1606	Light engines Thevenard-Minnipa
11 May 2019	6CP1	1601-902	Light engines Minnipa-Thevenard
	6CP2	873-1606	Light engines Minnipa-Port Lincoln, crossed 7CD1 at Coomunga
	7CD1	905-850-1204-1203	Lock grain, crossed 6CP2 at Coomunga
21 May 2019	3CP1	906-873	Light engines Port Lincoln-Minnipa
	3CP2	1603-851	Light engines Thevenard-Minnipa
22 May 2019	3CP1	906-873	Light engines Minnipa-Thevenard
	3CP2	1603-851	Light engines Minnipa-Port Lincoln, crossed 4CD1 at Cummins
	4CD1	905-850-1204-1203	Lock grain, crossed 3CP2 at Cummins (last cross)
25-26 May 2019	7CG1/2	1603-850-1204-1203	Last grain train to Wudinna
28 May 2019	3BC1/2	1603-850-1204-1203	Last train to Rudall
30-31 May 2019	6AE1/2	1603-850-1204-1203	Last grain train to Cummins
24 Jun 2019	2AE1/2	1606-1603-851-905	Light engines Port Lincoln-Cummins, added ESF1 for return trip
26 Jun 2019	4CP1	1606-1603-851-905	Light engines Port Lincoln-Minnipa (last train from Port Lincoln)
	4CP2	1606-1603-851-905	Light engines Minnipa-Thevenard (last train south of Penong Jn)

Right: On 24 June 1606-1603-851-905 ran to Cummins, and returned with the Cummins Bunker shunter's float. 851 was on test after receiving workshops attention.

Below: Two days later the same locomotives were passing Tooligie en route to Thevenard for the last time.

Both photos: Peter Knife



THE MUSEUM'S FUTURE

For the past twenty years the Museum has enjoyed considerable support from our landlord – Australia Southern Railroad, then Australian Railroad Group and now Genessee & Wyoming Australia. The high degree of co-operation and support shown has enabled us to grow into the extensive Museum you see today.

Implications of grain rail shutdown

With GWA no longer operating trains out of Port Lincoln, they are rapidly scaling down their activities here and will ultimately be withdrawing all staff from town. As a consequence, the Museum needs to have our tenure placed on a more sound footing, and that includes a formal lease of our premises. Negotiations are under way, and again GWA are being very supportive, but the implications for the Museum are significant:

- On the positive side, it will give us a more secure future and will ensure an ongoing community use for the heritage-listed station building.
- Financially, the EPRPS will be faced with ongoing expenses which we will have to cover. Our Committee are assessing the situation, and as a first step have already agreed to increase our membership and admission fees.
- The unfortunate reality is that if we are not able to make the necessary changes to our circumstances, the ongoing viability of the Museum would be threatened. It would be a tragedy for Port Lincoln to lose what is both an important historical repository and a popular tourist attraction.

850 and grain hopper

GWA have very kindly agreed to donate locomotive 850 and one of the grain hoppers to the Museum. 850 was the first diesel-electric locomotive on the Port Lincoln Division, and in fact was the first narrow gauge diesel-electric on the SAR. It has worked on Eyre Peninsula since it was delivered new in 1962.

HAN3 was one of the 68 aluminium bulk grain hoppers built at Islington Workshops specifically for Eyre Peninsula. Delivered between 1969 and 1973, the HANs spent their entire lives here. All are currently being scrapped, except for one reserved for us.

We hope to have 850 and HAN3 placed near the station in the near future. We greatly appreciate GWA's generosity in making them available to us, and together they will provide a permanent reminder of the vital role played by the railways over 111 years in moving Eyre Peninsula grain to port.

Once they are in place, the Museum will then be faced with providing a protective housing for them. We have a preliminary design ready, but will need to raise a significant amount to pay for it. Such important historical items need to be protected both from the elements, and from vandalism. We will be running a fundraising campaign, as well as applying for grant support.

How you can help

- Renew your membership, or join up if not already a member.
- Encourage others to join up.
- Make a donation – specifically for building the new shelter, or to support ongoing operations.
- Volunteer to help out. This can include opening the museum once or twice a month, working on exhibits and restorations, or assisting with fundraising.

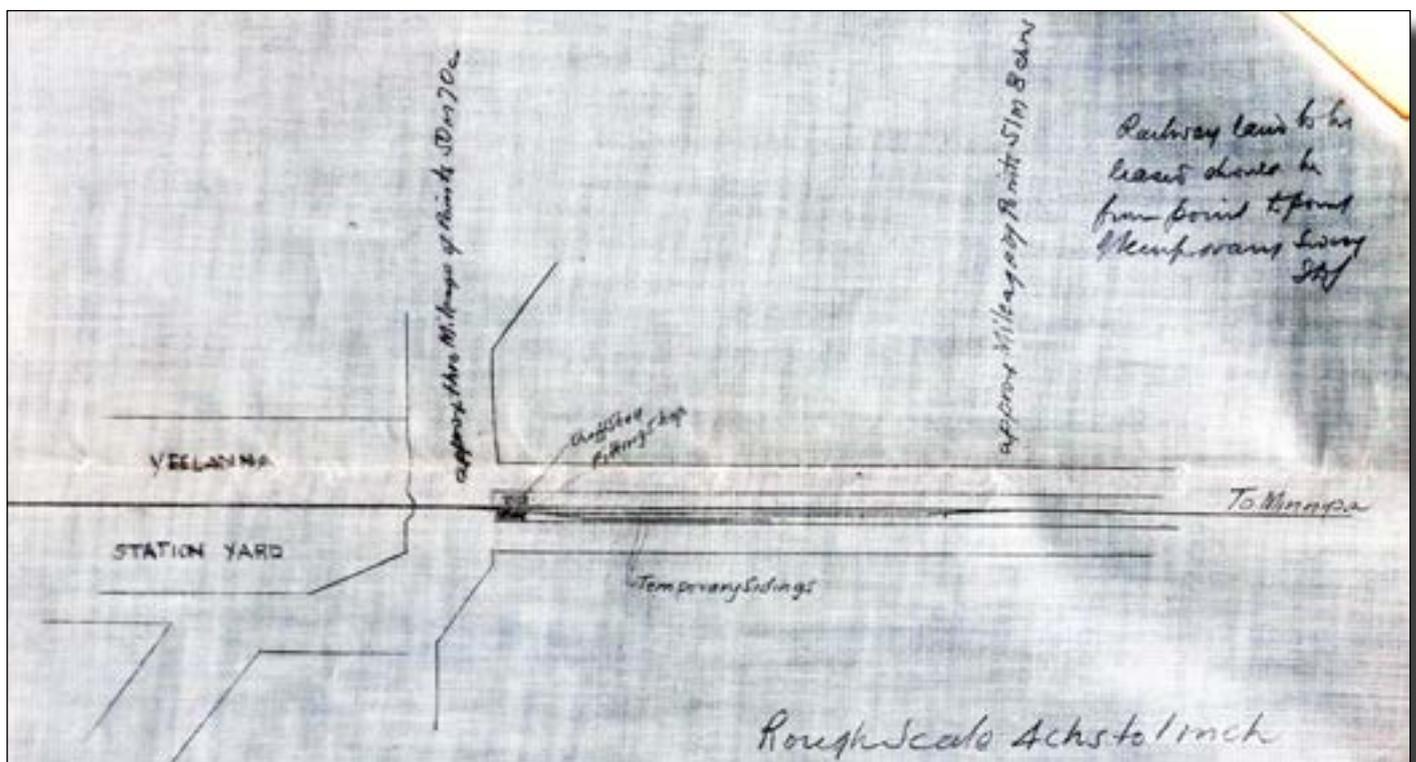
FROM THE ARCHIVES - YEELANNA CONSTRUCTION SIDING

Very little documentation still exists giving any details of the construction of the Yeelanna – Minnipa Hill line in 1912-13. While searching the Chief Engineer for Railways' 'dockets' (correspondence files) in State Records, one docket (CER 2897/13) included a plan of the construction sidings which existed for several years at Yeelanna.

The plan shows a long loop siding and a

shorter dead end siding just north of the level crossing at the north end of Yeelanna station yard. The plan was drawn by JD Somerville, then Resident Engineer for the construction project.

An inspection of the site of the sidings in 2016 didn't reveal anything apart from a couple of old 'tee' dogspikes which may have dated from the construction period.



Right: Looking from the north towards Yeelanna yard in June 2016. The construction sidings occupied the flat area to the left of the main line, where the trees and bushes are now growing.

Photo: Peter Knife



PRESIDENT'S REPORT 2019

There were no significant changes around the Museum during the year in review, however the outlook for the coming year is quite different. After 111½ years of continuous grain haulage by rail on Eyre Peninsula, Viterra chose to switch to an all-road arrangement and as a consequence, the last grain train arrived in Port Lincoln on 31 May. This presents two challenges for the Museum:

- It is now more important than ever that we continue to maintain and operate the Museum, but
- The staged withdrawal of GWA from Port Lincoln means that it is no longer 'business as usual' for the Museum.

As we close out what has actually been a very successful year, our future is far from assured. The incoming Committee will need to make some very difficult decisions.

A series of minor amendments to our Constitution were made during the year.

These are intended to support our application to the Australian Charities and Not-for-Profits Commission for registration, and then to the Tax Office for 'deductible gift recipient' status so that we can accept tax-deductible donations*. This may be an important step as we face our new reality without GWA support.

Looking to the future, with GWA approval we were able to mount small cameras on the nose of the lead locomotive on a couple of grain trains, and record the journey from Port Lincoln to the outskirts of Cummins. We hope to be able to put together a suitable display incorporating some of this footage.

Special thanks go to the hard-working Committee for keeping the Museum ticking along nicely over the year, and in particular for covering for Maggie and myself during our ten week absence. Despite the advancing years catching up with most of us, the enthusiasm and commitment shown hasn't diminished, and for that I am most grateful.

TREASURER'S SUMMARY REPORT 2019

The 2019 financial year was a good year with income of \$6,766 and expenditure of \$3,479, resulting in an operating surplus of \$3,287.

Attendance income was significantly better than last year as were book and souvenir sales whilst donations were lower. In particular, July, August, September and April and May attendances were well up on the previous year. The increase in April and May is probably due to the publicity relating to the closure of rail.

Expenditure on regular items was

considerably lower than last year and there was only a small amount spent on irregular items such as the re-conditioned computer for office use.

In summary, the Society is in a reasonably strong financial position although we are facing a possible increase in costs related to our continued occupation of the station building which could quickly erode our 'nest-egg'. An increase to our membership fee should probably be considered whilst a boost in numbers would be very helpful‡.

* Since this was written, the ACNC registration has been achieved but our application for deductible status has been withdrawn, as further significant organisational changes would be required.

‡ The AGM subsequently agreed to increase the membership fee to \$15.

ADMISSION FEES, ANNUAL MEMBERSHIP INCREASE

Faced with our new financial reality (see earlier in this Newsletter), it was decided at the AGM to increase our regular admission fees and our annual membership fees. The admission fees have not increased since 2016, and the membership fees have remained the same for twenty years — what a bargain!

The **annual membership fee** is now \$15, and renewals are now due. The membership form below is also available online as a fillable PDF which you can complete and submit. It can be found at <http://eprps.org.au/assets/membership-application-form-2019-07.pdf>.

The new **admission fees** took effect from 1 August:

- \$7 adults
- \$5 concessions
- \$2 children 12-17
(under 12 still free)

In our brave new world we need your support more than ever! Membership gives you two Newsletters a year, free admission to the Museum for the year, and the satisfaction of knowing that you're supporting a vital community link to an era which is now past but which was central to the lives and livelihoods of thousands of people across Eyre Peninsula.



Application for Membership

Name I would like to Become a member
 Renew my membership

Postal Address

Postcode I wish to receive newsletters by:
 Email Post

Phone

Email Date

Payment of \$15 per member is attached
 has been credited to the Society's bank account
 A donation of is also included

BSB: 633 000 Account: 136921376

Please post this form to:

The Treasurer
 Eyre Peninsula Railway Preservation Society
 PO Box 2736
 PORT LINCOLN SA 5606 **or email to:** treasurer@eprps.org.au

Office use only
 Receipt No _____ Date _____

EPRPS Committee 2019-20

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	John McGeever	(08) 8682-2002	0416-069-035	
	Margaret Watt	(08) 8682-1361		
	Des Wiseman	(08) 8684-6122	0428-846-122	
	Murray Wright	(08) 8682-4628		

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

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