



# Eyre Peninsula Railway Preservation Society Inc.

PO Box 2736, Port Lincoln SA 5606

## NEWSLETTER

October 2022

### GRANTS ENABLE IMPROVEMENTS AT MUSEUM

We have been fortunate to receive a number of grants this year to improve facilities around the museum.

#### Access Ramps

The Port Lincoln Railway Museum was delighted to receive a grant under the Commonwealth Government's Stronger Communities Program for portable access ramps. These will make it much easier for visitors who may struggle to negotiate the steps in and out of our display rooms.

Special thanks to Grey MP Rowan Ramsey for facilitating the grant.

The ramps are suitable for walking frames and wheelchairs as well as simply walking on, although space for wheelchair manoeuvrability in the rooms is limited so we suggest leaving them by the ramps if possible.

We would appreciate advance notice, whenever possible, if you wish to use them. They require time for our volunteers to set up.

#### Donation Tap Point

The Museum has obtained a donation tap point device which will, we hope, encourage more donations to museum funds. Many people no longer carry ready cash, so we hope that the ability to tap a credit card will make a difference. The device allows a choice of amount: \$2, \$5, \$10 or \$20.

Purchase of the device was supported by Bendigo Community Bank Port Lincoln, and we thank them for their assistance.



*Above: The new donation tap point at the museum.*



*Left: The access ramps set up along the station platform, giving easy access to museum display rooms.*

## Grants Enable Improvements at Museum

### New 'MUSEUM OPEN' Flags

The four Port Lincoln Museums have again co-operated on a project, this time with matching 'open' flags. The Port Lincoln History Group applied on behalf of the four museums for a Commonwealth Government 'CHART' grant, and this was successful. The History Group then purchased a batch of matching signs for each of us.

The new signs incorporate the logo we adopted for the Port Lincoln Museum Trail, giving a common visual cue to visitors that they are at the right place. The flags and poles are high quality, and present a more professional first impression for visitors.

Thanks go in particular to Jackie Johnston at the History Group for managing this project through from application to completion.

### Wide Format Scanning

Back in 2015 the museum received a History trust grant to rent a wide format scanner for six weeks. This enabled us to make digital copies of most of the plans in the museum's collection, many of which are irreplaceable and the only copies remaining in existence. This was important for two reasons: as backup in case of damage to or loss of the originals, and to make it easier to access the plans.

Since then quite a few additional plans have been added to the collection, and



the Port Lincoln History Group also have a growing collection of large format plans and documents. In another co-operative effort, the EPRPS successfully applied for a History Trust grant to repeat the process, sharing access to the scanner with the History Group. This work is about to commence.

### Lions Club Donation

The Port Lincoln Lions Club has supported the Museum for many years, and this year we were privileged to receive a \$500 donation from the Club to assist with our ongoing projects and operations. Thank you, Lions members!



*Left: The scanning setup of 2015. This year we will be using a separate work room for the project.*

**ANOTHER PLANS SET AVAILABLE**

Adelaide member Henry Pattenden has completed another set of superb plans, this time covering the brakevans and passenger cars which ran on Eyre Peninsula. The new set contains 18 meticulously-drawn plans, and is available in A3 or A4 size printed sets. Henry has gone to considerable effort in preparing the plans, including measuring surviving vehicles where possible (Pichi Richi at Quorn have given Henry assistance with this).

The SAR were renowned for rebuilding and repurposing rolling stock over the years, and these plans reflect that. Plans cover both the original and rebuilt forms of a number of vehicles, one of which (car 114) went through multiple changes over six decades.

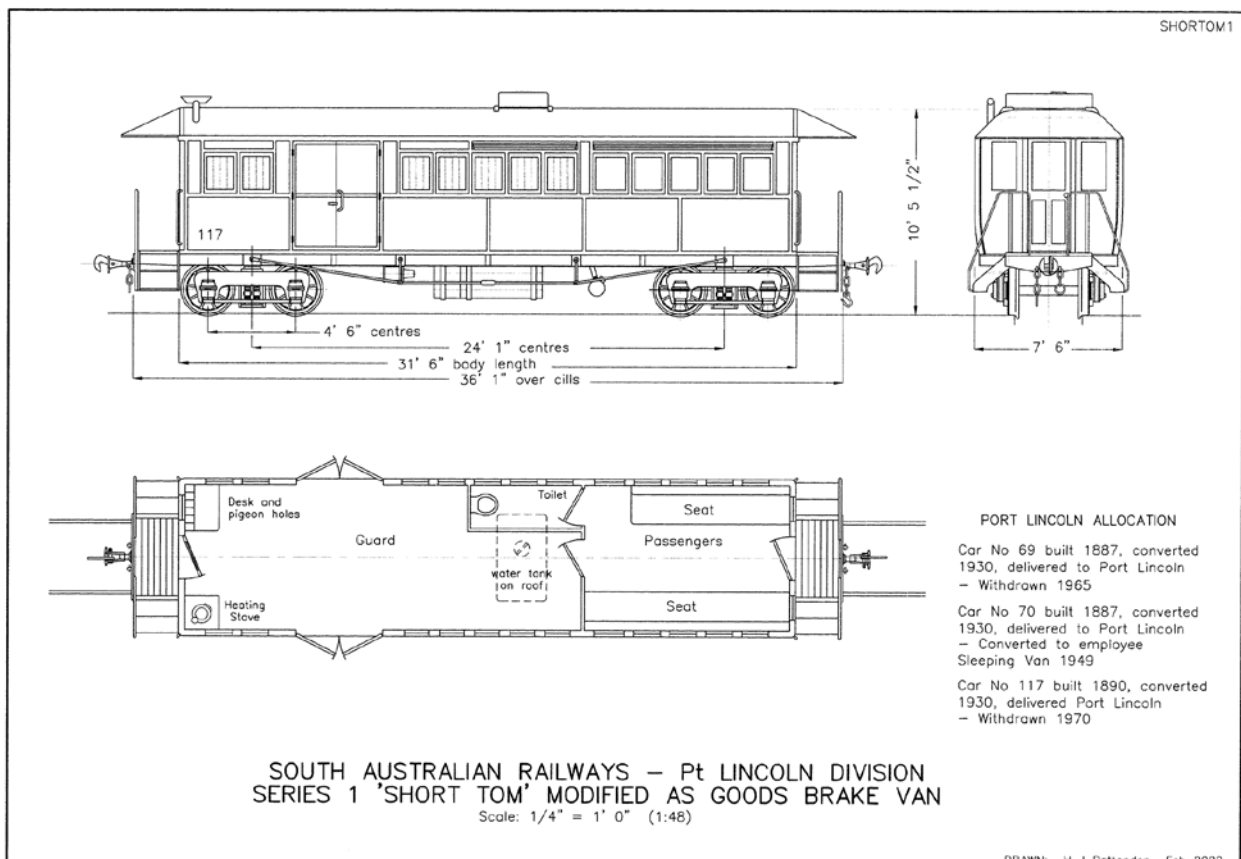
Henry has very generously made these plans sets available to the EPRPS for sale, with all proceeds going to the Museum. We greatly appreciate Henry's very kind support.

The plans are printed on separate sheets with clear front and black back covers, and



*Above: Henry Pattenden visited the museum in September, and is seen proudly holding his two sets of plans.*

comb binding to allow them to open flat. Both sets are available for purchase at the Museum (\$30 per A3 set, \$25 per A4 set). They are also available by mail order — contact the President for postage cost.



**SOUTH AUSTRALIAN RAILWAYS — Pt LINCOLN DIVISION**  
 SERIES 1 'SHORT TOM' MODIFIED AS GOODS BRAKE VAN  
 Scale: 1/4" = 1' 0" (1:48)

**PORT LINCOLN ALLOCATION**  
 Car No 69 built 1887, converted 1930, delivered to Port Lincoln — Withdrawn 1965  
 Car No 70 built 1887, converted 1930, delivered to Port Lincoln — Converted to employee Sleeping Van 1949  
 Car No 117 built 1890, converted 1930, delivered Port Lincoln — Withdrawn 1970

## ALMOST — BUT NOT QUITE

After months of waiting for the right combination of circumstances, 26 August was the day that 850 and HAN3 were to be lifted across to their final positions. This would then allow the erection of our new display shed to take place.

Two cranes and a couple of Aurizon staff were on hand. 850 was lifted, then the careful process of swinging it across to its waiting bogies was begun. Unfortunately ground movement under one of the cranes triggered an abrupt cancellation as the crane operators quite rightly avoided further risk. 850 was promptly returned to its temporary bogies.



We are now in the process of obtaining geotechnical advice as to what is needed to complete the task.

## A LOVELY STORY

The museum's archive collection includes many photographs without captions or dates. Occasionally we can be lucky. Earlier this year Trevor Hoskin recognised the couple in this photo and contacted their son, John Lovegrove jnr, who replied with this story:

*"It is John F Lovegrove and Betty M Letton when they first started courting in 1950. They met at the Cummins railway station when mum was working at the refreshment room for her sister-in-law Doris Letton (nee Harder). Dad was a Porter based at Port Lincoln but was at Cummins for a stint as acting Guard. After meeting mum he transferred to Cummins as a Porter. They married in 1953. He had been living at the barracks in the railway yard, but when married we lived in the railway cottage with the old date palm in the front yard.*

*"Dad resigned from the SAR in 1958 to try sharefarming at Warrambo. He enjoyed his time in the railways and loved telling us about those days. Dad and mum wanted to be farmers."*



## NEW DISPLAY ITEMS

### ***Nugget's Horseshoe***

Bill Oliver recently donated this massive shoe from *Nugget*, the last SAR shunt horse at Kapunda. When shunt horses were replaced by tractors at Port Lincoln in 1952 some of the remaining horses were sent elsewhere. This included *Nugget*, the youngest of the Port Lincoln horses according to surviving records.

It is highly likely that this shoe came from 'our' *Nugget*, and we thank Bill for entrusting this link to a now-gone era to us for display.



### **Platform Trolley**

Ian Harris alerted us recently to the badly-deteriorated remains of an original platform trolley which were awaiting disposal by their owner. The extent of work required seemed beyond the museum's current capabilities, but not those of the Port Lincoln Men's Shed!

A group of men with complementary skills at the Men's Shed banded together to do some outstanding restoration and reconstruction work. The wheels are modern



substitutes, but otherwise it represents what was a common sight on station platforms.

## PENONG SCHOOL VISITS MUSEUM

The Museum recently hosted a visit from the two senior classes at Penong Primary School. The students enjoyed exploring the displays, asking many questions and engaging in good discussions.

We were delighted to be able to share our museum with the group, and introduce them to some aspects of rural life which are now long gone.

*Photo courtesy Penong Primary School.*



## ANNUAL REPORT 2021/22

The Society's AGM was held in July, and selected highlights of the Annual Report are included here.

### President's Report

The year has seen a continuation of the museum opening every Wednesday along with most Sundays in school holidays. We still rely on just five regular volunteers to keep the doors open for visitors. Attendances have held up reasonably well despite the ongoing Covid pandemic. We look forward to the return of cruise ships later this year, as these always provide a worthwhile boost to our attendances.

The seemingly never-ending saga of our new display shed continued this year. One Rail very kindly renewed the track through the shed site in December; the steelwork for the shed was delivered in January; the SES removed 850's tarp in February; and signage to go around the new shed was delivered in April. Frustratingly, we are still waiting for the necessary cranes to be available to shift 850 and the hopper wagon across to their final positions before the shed is erected. *[See page 4 for subsequent developments]*

In July last year we set up a new permanent display of the late Reverend Ralph Holden's models of Eyre Peninsula trains. These superb models bring the subjects to life much better than just photographs, and we are very grateful to Mary Holden and her family for deciding to entrust them to us.

In September 2021 the 'Port Lincoln Museum Trail' was launched as a collaboration between the four museums in town. A brochure was prepared featuring all four, and offering a small discount for visiting more than one of these.

Once again, my heartfelt appreciation goes to those volunteers who keep our doors open, in particular Bob Prout, Trevor & Di

Hoskin, Neil & Julie Lihou and my wife Maggie. Thanks also to Margaret Watt, Margaret Tilsner, John McGeever, Des Wiseman, Faye Davis and Peter Treloar for their 'behind the scenes' contributions.

I still hope for 'new blood' to come in and relieve the 'oldies' while there is still time!

### Treasurer's Report

The Society has ended the financial year with a healthy bank balance. Nearly \$25,000 of that balance is made up of grant funding not yet spent on the 'Going Loco' project which unfortunately is still not complete. There's also a further \$6,500 still to be spent from other grant funding.

It should be noted that the \$28,978 shown against Grants in the Profit & Loss Statement reflects grant revenue taken into account when expenditure is made from grant money previously received. This method of accounting for grants is required by the Australian Taxation Office.

Income from attendance, book and souvenir sales and membership subscriptions was pretty much on a par with last year. Donations were in line with those usually received but boosted by a \$500 donation from Port Lincoln Lions Club.

On the expenditure side, \$19,312 has been spent on the 'Going Loco' project and \$6,052 on equipment for the new interactive display. Bookkeeping expense of \$165 is a new item this year and comprises a subscription to Xero accounting software which replaces our previous Excel spreadsheet. This has made the reporting and tax compliance much simpler for the Treasurer.

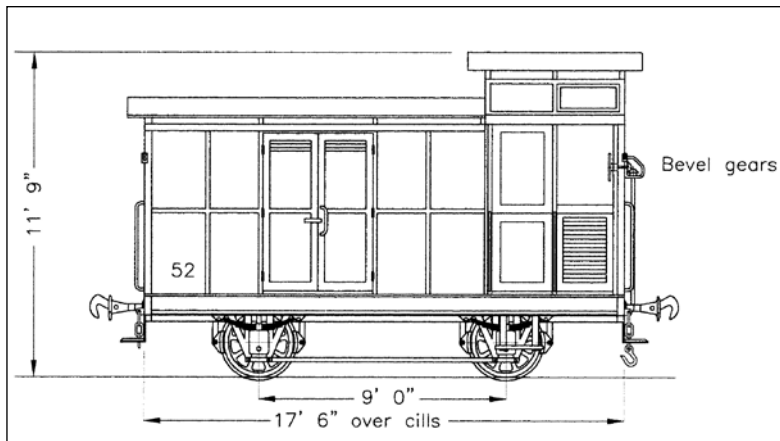
The small surplus of just over \$1,500 for the year increases our retained surplus to \$35,305, therefore the Society should not experience any difficulties in meeting its ongoing financial obligations.



## EPRPS Office Bearers 2022-23

<b>President</b>	Peter Knife		0428-119-287	president@eprps.org.au
<b>Vice-President</b>	Bob Prout			
<b>Secretary</b>	Trevor Hoskin	(08) 8682-6669	0428-826-669	secretary@eprps.org.au
<b>Treasurer</b>	Maggie Knife		0417-401-364	treasurer@eprps.org.au

Website: <https://www.eprps.org.au>  
Facebook: Port Lincoln Railway Museum



*Early passenger brake and luggage van. Plan drawn by Henry Pattenden.*

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

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