

98 FILM NO

RAILWAY STATION MUSEUM, 73-77 ELLEN ST. FROM WEST

PORT PIRIE 20-7-79



FILM 98

FORMER RAILWAY STATION FROM NORTH EAST

PORT PIRIE 20-7-79

20-7-79 FILM 99 VIEW NORTH FROM PAILWAY STATION NO 2 TOWER WINDOW



FILM 99 No 3

VIEW SOUTH UNDER FORMER RAILWAY STATION VERANDAH

PORT PIRIE



FILM 97 No 7 ELLEN ST. VIEW NORTH TOWARDS MUSEUM AND CUSTOMS HOUSE PORT PIRIE 20-7-79



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Port Pirie

Flinders Ranges & Outback, SA

Things to see

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Port Pirie Large industrial centre on the shores of Spencer Gulf

Located on the eastern shore of Spencer Gulf 229 km north of Adelaide, Port Pirie economy is driven by the huge silver, lead and zinc smelters which process the raw ore brought from Broken Hill and the large port which provides transportation for both the metal and rural industries which dominate the town.

Port Pirie proudly announces itself as



The Railway Station Museum with floral display in the median stri

'The City of Friendly People' although the first sight one has is not of people but of the huge oil tan on the outskirts of town and the grain silos and the chimney at the sm It would be easy for the traveller to feel that here was a big smelly industrial city and keep driving but this would be to miss some fascin buildings and a genuinely beautiful and gracious main street.

Prior to European settlement the district was known as 'tarparrie' (pos meaning 'muddy creek') by the local Nuguna Aborigines. The area w first explored by Matthew Flinders who came up the Spencer Gulf in 1802. In 1839 Edward Eyre led an expedition from around Port Augu north to Lake Eyre and in 1846 J. A. Horrocks discovered a pass (Horrocks Pass) through the Flinders Ranges and down onto the coas plain.



The muddy creek upon which the town's port was based was originally known as Samuel's Creek after its discoverer, Samuel Germein. Around 1845 the schooner John Pirie (it was owned by John Pirie one of the directors of the South Australian Company) made its way up the creek and managed to take on board a flock of sheep which is transported across Spencer Gulf to near Port Lincoln. It was as a result of this that Governor Robe named the site Port Pirie. In 1848 some 85 acres were sold in the area for the modest sum of £85.

Settlement of the town was slow and it wasn't until 1871 that the town was surveyed and five years later it was declared a municipality.

The critical event in the town's history was the construction of the smelting works in 1889. This ensured the town's continuing future. It was greatly compounded by the completion of the Broken Hill Associated Smelters Pty Ltd smelting works in 1915. By 1934 it was the largest single-unit lead-smelting works in the world.

Around the turn of the century the connection between Port Pirie and Broken Hill was so strong that the author Ion Idriess recalls 'lucky families from the Silver City enjoyed their Christmas holidays at Port Pirie ... Dad somehow managed nearly every year to scrape the few pounds together and send us entranced kids and harassed Mum by train to the long-dreamed-of fairy land by the shore of the sea'.

In 1937 the broad gauge railway line to Adelaide was completed and by 1953 Port Pirie was declared South Australia's first provincial city. Today it is South Australia's second largest port and is characterised by a gracious main street and some interesting and unusual historic buildings.

Things to see: **(1)**

Port Pirie Regional Tourism and Arts Centre

Located on the corner of Ellen and Mary Elie Streets the Port Pirie Regional Tourism and Arts Centre is an ideal starting point for anyone wishing to explore Port Pirie and the surrounding region. It has plenty of tourist information as well as galleries which have good examples of local, national and international art. It is possible to get a Heritage Walk brochure here which provides a map and information on the town's major historic sites. For more information contact (08) 8632 1080.

National Trust Historic and Folk Museum

By any measure this is an extraordinary building. Located in Ellen Street in a combination of buildings which include the old Customs House, the Victorian pavilion-style railway station and the Old Police Station. It is a good quality National Trust museum which interesting displays of local history and memorabilia.

The old Customs House (1882) has been developed so it looks like a house from around 1900. the old Railway Station (1902) contains a



The Customs House

scale model of Port Pirie's smelters and a blacksmith's display. And the old Police Station (1892) has been developed so the south side is a series of miniature shopfronts.

Carn Brae

Located at 32 Florence Street 'Carn Brae' was built in 1905 for W. H. Moyle who named it after Castle Carnbrae in Cornwall near where the Moyle family had lived. It has a number of unusual features including valuable stained glass windows and a tall widow's walk dominating the roof line. Carn Brae is full of memorabilia. It is quite an experience. You could easily spend a day going through it and not do it justice. It is open to the public each day from 10.00 a.m. to 4.00 p.m.

Memorial Park

Located in Norman Street, and with the anchor of the 'John Pirie' (after which the town was named) as its centrepiece, the Memorial Park was dedicated to veterans of recent wars - the Korean, Malayan,



Port Pirie looking towards the bulk handling facilities

Borneo and Vietnam wars. It is believed to be the first Memorial Park in Australia to commemorate those battles.

Family Hotel

Located at 134 Ellen Street There is a great deal of charm about the small Family Hotel (built in 1904) in the main street. It has some very attractive with well preserved lace ironwork on the verandah.

Port Pirie Festival of Country Music

Each September/October Port Pirie is host to one of Australia's largest and most successful Country Music

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Railway Station & Customs House





The Railway Station, built in a striking Victorian Pavilion style in 1902, and former Customs House form part of the Port Pirie Historic and Folk Museum. Features include the narrow gauge steam shunting engine Port Pirie and Diprotodon bones found in the area.

Location

Ellen Street, Port Pirie (2½ - 3 hours from Adelaide).

Open

Monday to Saturday 10.00 am - 4.00 pm, Sunday 1.00 pm - 4.00 pm

Admission

\$3.50 Adults, \$1.50 Children, \$2.00 Unaccompanied Children, \$8.50 Family

Enquiries

Phone:

(08) 8632 2272

Fax:

Email:

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Port Pirie



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Introduction

The redevelopment of the former Port Pirie Railway Station to create a multi-award winning Regional Tourism and Arts Centre is the jewel in the City of Port Pirie, and the Region's tourism crown. The Centre was officially opened on 29 May 1994 and reflects Port Pirie's heritage by incorporating within the design of aspects of the City's industrial, maritime, transport and agricultural history. This has been achieved through the Centre's interpretive artworks, unique shape and decorative features and can be experienced by visitors to the Centre through the self-guided walk.

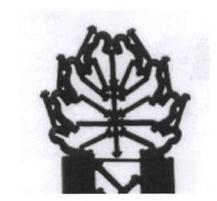
Building Entrance

The dramatic extension, shaped like a ship's bow, is reference to Port Pirie's maritime history and also serves to give the building a strong presence on the street. The colour - Ayers Rock - reflects the colour of a ship below the waterline. The steel mesh covering the window represents the bowsprit of a ship. The front of the building is an ochre yellow with a steel mesh canopy which represents a railway platform, reflecting the former use of the building as a railway station. The entrance ramp represents a train bridge. It is constructed exactly the same way as if a train was to use it - a concrete entry and followed by steel beams in the middle. The best way to view the bridge is to stand in the car-park, taking a side-on view. The four slate lines running up the ramp indicate the three gauges of rail that came into Port Pirie. The City was one of only a few across Australia which had the three gauges of rail.

A further reference to the former use of the Centre is the hand rails located on the entrance ramp re constructed from dog spikes which were salvaged from the railway sleepers when the railway track was removed from the station.

Fence Line

A notable feature of the Tourism and Arts Centre is the 1.5km fence, incorporating 140 sculptured bollards constructed from scrap railway line, dog spikes and rail anchors, again making reference to the its previous life as a Railway Station.



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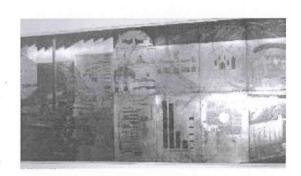
Inside the Centre

Copper Panels - Front Counter
The front counter of the Tourism and
Arts Centre is decorated with copper
panels which form a spectacular

showpiece. The panels were donated by the Port Pirie Lead Smelter to showcase the diversity of the products produced by the Smelter.

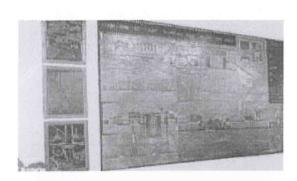
Zinc Panel Mural - Olga Sankey

Artist Olga Sankey was commissioned to design the 24 zinc panel mural that dominates the Auditorium wall. The panels depict scenes from Port Pirie's transport, agricultural, industrial, sporting and cultural heritage. The images were drawn or etched onto each polished panel, etched in nitric acid and then inked up. Imperfections, such as the pitted surfaces and curved indentations, occur naturally during the zinc production process and have been incorporated into the overall design. In addition to the hand drawn elements, several historical documents have been reproduced photographically onto specially treated zinc plates and positioned within the artwork.



Embossed Lead Panels - Diane Longley

In producing the lead panels, artist Diane Longley carved a design into lino. The lino sheets were then inked and printed onto lead foil under heavy pressure through an etching process. The lead foil was attached to wood backing boards to enable the panels to be hung. A preservative metal lacquer was then sprayed over the metal. The central panel describes the lead smelting process at the Port Pirie Lead Smelter. It follows the transformation of iron ore into lead, sulphuric acid, silver and gold. The side panel comprise images which refer to the workers and their involvement with various processes and pieces of machinery.



Mural Panel - Barry Goddard

This mural was created to indicate Port Pirie's 'Time and Place' through the use of aerial photographic and cartographic representation. It is divided into north, south, east and west and depicts early mapping and sign systems, including animal track in the sand and Aboriginal rock



engravings.

John Pirie Schooner - Model

In March 1846 The John Pirie, under Thompson, sailed Captain Samuels Creek (now known as the Port Pirie River) and loaded cargo of sheep and gum tree timber for transportation to Port Lincoln. By the late 1840s The John Pirie was also transporting goods to Brisbane, Fremantle Mauritius. and Unfortunately, however, the schooner came to its final resting place in Bass Strait in 1850.

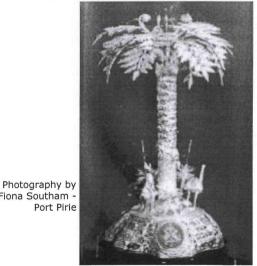
The Mini Train





The Silver Tree Fern

Tree Fern was originally presented to John Dunn Junior Esq, by his co-partners in recognition of the valuable services rendered by him in designing and erecting the Engine and Machinery of their Port Pirie Steam Flour Mills in 1877. In 1965 the it was presented to the Pasminco Port Pirie Smelter from the estate of A.C. Dunn, son of John, and in 1994, the Tree Fern was permanently loaned by the Smelter to the City of Port Pirie. Measuring 60cms in height by 27cms in diameter, the model is made from silver, patinated metal and ebonized wood. The silver work was crafted entirely be hand by the jewellery firm Wendts.



Fiona Southam Port Pirie

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The Gardens

Women's Keepsake Garden

The 'Keepsake' theme is carried through the mosaic tiled wall with its variety of pictures and quotations, and through the bed of Esmeralda (Keepsake) roses. The arch was designed by a local artist, and features a draped female figure. Another local artist designed the 'mermaid' paving - an appropriate motif for a port city - with the mermaid's form lending itself to a series of winding paths. The Soroptomists' Sundial is a focal point of the garden and suggests the importance of time in a town where shiftwork is common.

Remains of the historic Overland

Telegraph are located at the entrance to the Keepsake Garden, and the symbolic telephone dial and seating around the table in the garden suggests conversation, and draws on yet another link with history.

Storyline Landscape

Leading from the Keepsake Garden is the entrance to the Storyline Landscape, representing scenery and vegetation typical of countryside between Port Pirie to Broken Hill. The significance of this section of the garden area is the industrial linkage of the two cities, as Broken Hill supplies the Port Pirie lead smelter with Iron Ore. Two prominent features of the Storyline Landscape are a windmill and water tank, familiar sights on the agricultural properties between the two cities, and reminding us of the farmers' reliance on rain and bore water.



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The Platform

The platform that runs parallel to the gardens is claimed to be the second longest in the southern hemisphere.

The locomotive GM 22 - The Hubert Opperman - is a permanent feature of the platform.

The Junction Express

Three Club Car carriages of the Trans Australian have been converted into a hospitality training facility The restaurant is open daily for lunches.





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Page last updated 05 Aug 2002

QUORN AND DISTRICT CENTENARY

1878 - 1978

BY

THE BOOK CENTENARY COMMITTEE

LYNTON PUBLICATIONS PTY. LIMITED

ABORIGINAL

There is a delightful place in the district which is said to have significance to the Aborigines — 'the rock hole' at Kanyaka. One interpretation of the name 'Kanyaka' comes from the Aboriginal words 'agnia' meaning a big stone or rock, and 'ka' signifying surprise or wonder. Another theory is that the name is a corruption of 'Anyaka', meaning 'the stone'. Yet another interpretation is the corruption from the native word 'Udenyaka', meaning the place of the stone.

J.B. Austin's, *The Mines of South Australia*, 1863, speaks of his visit to Kanyaka, as follows:

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Towards evening we approached Kanyaka, and saw a very remarkable rock, which at a little distance, appears to rise abruptly from the plain, but where the earth has been washed away on the creek side, it is fully ten feet higher, and is about 30 feet long and 18 or 20 feet through. There is a water hole in the creek so nearly corresponding in dimensions to this rock that many persons fancy it was by some extraordinary convulsion thrown out of the bed of the creek. It is a hard kind of granite rock. The natives in the neighbourhood appear to attach some superstitious notion to the rock, for they manifest an anxiety, when at the point of death, to be brought and laid down to die under its shadow. I was informed that their wishes in this respect are not merely attended to by their companions, but that the course pursued by them is by no means unlikely to hasten the desired end. The unfortunate native is laid down under the big rock, with his blanket or opossum rug, and a very small supply of provisions, his comrades then retire to the distance of a mile or more, where they encamp, and come to the rock about once every twenty-four hours to ascertain if the sick man is still living; if he is, a little water and food is given him, but scarcely sufficient to support existence, so that before many days he attains his wish, his death no doubt having been expedited by exposure and insufficient food.

It has also been stated that 'The Rock' may have been a boundary mark between tribes. It has been called 'The Death Rock', but the place is now locally known as 'The Rock Hole'.

GREAT NORTHERN RAILWAY

In 1861, officials from the Great Northern Mining Company sought a railway to overcome the heavy cost of transporting ore to the south. They sent north George E. Hamilton to inspect the country, and he reported that a railway would be necessary, recommending a western route.

Following this and other such representations, an Act was passed to enable the Government to enter into an agreement with any company willing to undertake the building of a railway north-bound from Port Augusta in exchange for two square miles of land for each mile of line constructed.

In 1863, Mr. J.R. Goodier roughly surveyed a line along the western plain. Together with Port Augusta merchant, A.D. Tassie, he began negotiations with English promoters. Although the Government doubled the land grant, nothing eventuated due to the drought conditions in the area, and the strong demand for capital.

With the lifting of the drought conditions in 1867, the Government again put forward an offer to any company willing to build a railway for about 200 miles north from Port Augusta — again without success.

In October 1870, Robert C. Patterson, Assistant Engineer, and a team of surveyors, set forth to lay out a line along the western plains, terminating at Gum Water Hole (later called Government Gums, and now known as Farina), 190 miles from Port Augusta. He returned via Blinman and Pichi Richi to assure himself of the impracticability of that particular route, which already had a number of advocates. It is interesting to note that the survey he made coincides with the route of the new broad gauge line through Brachina, completed in May 1955.

There was much debate and discussion both inside Parliament and out, regarding the proposed railway. Some sought a horse-drawn railway, whilst others preferred locomotive power.

In 1872, Mr. H.G. Mais, the Engineer-in-Chief, tabled a further survey and report which influenced thinking towards the eastern side of the Ranges. Altogether, six separate routes were mapped, with deviations varying the routes as they pushed further north.

On June 27, 1876, the Governor A. Musgrave assented to Act 26, with the advice and consent of the Legislative Council and House of Assembly for the Parliament of the Province of South Australia. This Act provided for:

'The Construction of a line of Railway from Port Augusta to Government Gums . . . The Gauge of the said Railway shall be 3 feet 6 inches and the rails to be used in the construction thereof shall be of iron, and the weight of not less than 40 pounds to the yard.'

'Trains carrying goods or goods and passengers shall not travel at a greater speed than Fourteen Miles per hour; and trains carrying passengers only shall not travel at a greater speed than 20 m.p.h.... Tolls for the use of the Railway shall be:

For wool, measurement goods, fruit and furniture one shilling per mile. For every horse, mule, ass or other beast of draught or burden shall be sixpence per mile. For every person conveyed in or upon any such carriage being a First Class carriage or compartment, fourpence per mile.

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For every person conveyed in a Second Class carriage or compartment, threepence per mile.

For every calf, sheep, lamb, pig or other small animal, one halfpenny per mile.

Parcels not exceeding 28 lbs in weight, one penny per mile. etc. '

In July 1877 tenders were called for the actual construction. Six were received, and that of D.M. Barry & Co. of Melbourne was accepted. It is understood that later financial difficulties brought assistance from Messrs. Brooks and Fraser, thus the construction was carried out by the company — Barry, Brooks & Fraser.

By November that year, work was under-way and large amounts of railway equipment, previously ordered by the Government, were arriving at Port Augusta. The value of the contract was \pounds 578,944.0.0 for the building of the railway from Port Augusta to Government Gums. The route the railway was to follow was through Pichi Richi Pass to the eastern side of the Flinders Ranges, through Quorn, and continuing along that side of the ranges to Hawker, where it would cross back to the western side.

On Friday, January 18, 1878, the Governor Sir William Jervois turned the first sod of the Great Northern Railway, but the first rail was not actually laid until July of that year.

Owing to the shortage of labourers for the construction of the line, the company sought help from the Government which arranged to loan between 150 and 200 Chinese workers, most of whom were under indenture to the Victorian Government. These men were to be returned to Victoria when the Railway reached Quorn. The Chinese and European men were housed separately, due to nationality conflict. They helped with the formation of the track bed, building of embankments, track laying, and the quarrying of stone from large cuttings.

The unique stonework of the bridge abutments and the picturesque mortarless stonework in the retaining walls in Pichi Richi Pass and other parts of the line can still be seen today. It was the work of stone-masons and stone-dressers from the British Isles, who were clearly identified as having been so by their nicknames of 'Paddy', 'Mick', 'Taffy', or 'Jock'.

As the track progressed, the men camped in tents at various locations. Some of their families lived in Quorn, and the men would return to town at weekends.

Camping equipment at the time was very primitive — a billy can, camp oven, enamelled plate and mug, etc. A hole in the ground housed either a wooden case, or a tin box, which served as a cooler. The space between the cooler and the walls of the hole were filled with straw or charcoal, and water was poured around the outside of the 'cooler', with maybe a wet bag and a leafy branch covering the lid. The cooking was done over an open fire in a fireplace surrounded by a low wall of stones. Water was carted in drays or wagons from springs or wells, whichever was nearest, and then distributed to the various camps.

Tools were simple — crosscut saws, adzes, axes, picks, shovels, hand-drills, jumper-drills, 'Gympie' hammers, lever bars, sledge hammers and spalling hammers. Mechanically operated tools have replaced these today as labour saving devices. The old type 'block and tackle' is, in the main, replaced by mechanical cranes with adjustable jibs. The construction of the bridge abutments, would have meant large blocks of stone being hauled into position with block and tackle gear, which would have been rigged at the top of a large tripod.

It is reported that Barry, Brooks & Fraser were the first employers to pay in gold and silver; before this, people used I.O.U's — commonly called 'shin plasters'. These could be taken to a store and exchanged for goods in much the same way as a cheque is used today.

The first 24 mile section of railway from Port Augusta to Quorn was completed by July 19, 1879. The first shipment was 300 bags of flour. The line was opened, without ceremony, on December 15, 1879.

The next 44 miles to Hawker was opened for traffic on June 28, 1880, with the section

from Hawker to Beltana, a further 79 miles, being opened for traffic on July 1, 1881. The last 55 mile section, under contract to Barry, Brooks & Fraser — from Beltana to Government Gums — was opened on May 22, 1882.

When the line from Terowie was extended to Quorn in 1882, Quorn became a 'rail junction'. One leg of the rail went west to Port Augusta; another to the north towards Government Gums, and the third was to Terowie.

On May 16, 1882, a special train from Adelaide brought visitors to Quorn for the opening of the line. Champagne and drinks of all descriptions were in plentiful supply. At Terowie, a splendid lunch was provided at 2.00 p.m. The train arrived at Quorn at 7.20 p.m., and some of the travellers went on to Port Augusta. About 250 bunks were provided for the guests at Quorn, with some preferring to stay at an Hotel.

To quote a correspondent of the day, 'Quorn was en fete, with flags flying.'

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The following day, the Governor Sir William Jervois arrived from Port Augusta at 12.45 p.m. and declared the lines opened — from Port Augusta to Farina, and from Orroroo to Quorn. After the official ceremony, 300 invited guests were entertained at a banquet, held in the goods shed.

Free rail passes were provided, and a number of guests visited Farina, leaving Quorn at 9.00 a.m. the following morning. They arrived back in Quorn the next evening and, after spending the night in Quorn, began the return journey to Adelaide at 9.00 a.m. on Saturday, May 20.

The Railway continued on from Government Gums (Farina) to Hergott Springs (Marree) — a further 33 miles, which opened on February 7, 1884. The contractors for this section were Moorehouse, Robinson and Jesser. The remainder of the line from Marree to Oodnadatta was built under a day labour scheme for the relief of the unemployed.

The Marree to Coward Springs section opened on February 1, 1888; the section to William Creek on June 1, 1889, and to Warrina on November 1, 1889. The final section of line to Oodnadatta was opened on January 7, 1891. The railhead at Oodnadatta was 688 miles from Adelaide, and 478 miles from Port Augusta.

On January 1, 1911, the Commonwealth took over the line from the South Australian Railways, under the terms of the Northern Territory Acceptance Act, but it was not until January 1, 1926, that the Commonwealth actually assumed control and operation.

Oodnadatta remained the railhead until the building of the Oodnadatta to Wire Creek section, construction of which commenced on January 21, 1927. It was not until August 2, 1929 that the Rumbalara to Alice Springs section was completed for traffic.

The first and third freight producing trains out of Stuart (known now as Alice Springs) were cattle trains booked by Northern Territory resident, Jack Bonning, while the second and fourth, also cattle trains, were booked by S. Kidman & Co.

With the eventuality of rail, the population of Quorn rapidly increased. Engine drivers, firemen, cleaners, guards, porters, and clerical staff were needed, as well as all the depot staff. Quorn can be proud of the number of men descended from these early inhabitants, who have attained important positions throughout Australia. Among these were the son of one guard, and the son of an engine driver, who both became Chief Mechanical Engineers at Islington. Others became Superintendents, Firemen and Inspectors in the various Railways, whilst others employed in the Postal and Education Departments, gained important senior positions.

The railway was responsible for the greater part of Quorn's progress from 1879 onward until the 1950s. It served Quorn and district, as well as the pastoralists and graziers of the Far North. It was a great blow to Quorn when the decision was made to re-route the railway, with the subsequent loss of half the population.

The railway traffic was diverted from Quorn to Stirling North along the western side of the Flinders Ranges to Parachilna, and was deviated at several places between there and Farina, where again it was routed west of the original railway to Marree. So it was in 1956 that Quorn

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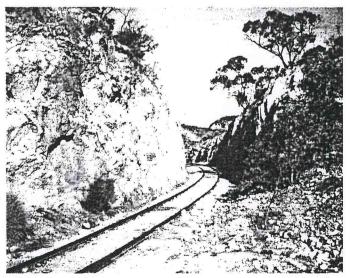
Iteturn Tickets are available for seven days, including day of issue. Children under three years of age, free; above three and under fourteen, half fare. Dogs will be conveyed at owners' risk at the following rates:—Not exceeding 10 miles, 6d.; exceeding 10 miles, but not exceeding 25 miles, 1s.; exceeding 25 miles, but not exceeding 50 miles, 2s.; exceeding 50 miles, 3s.

First-class passengers will be allowed 120lb., and second-class 100lb. weight of ordinary luggage, and any excess will be charged for at parcel rates. This Department will not be responsible for any luggage unless it be specially booked and paid for, and the name of the owner and its destination be distinctly marked thereon.

Above: Copies of timetable and prices, Port Augusta and Government Gums Railway.

shed Flat.

Right: Railway cutting in Pichi Richi Pass.



was closed as a railway depot and most of the staff were transferred to Stirling North or Port Augusta.

The introduction of the standard-gauge railway line to Brachina in 1955; the 'piggy back' concept of conveying coal trains, brought about the loss of the Hookina Bridge on the narrow gauge; and the steady tread of progress, all contributed to the gradual demise of this section of the line, which was officially closed on June 1, 1972, having until then remained as a service line for the locos at Stirling North.

The Hawker to Brachina section was closed on March 7, 1957, and the Brachina to Leigh Creek section closed on July 17, 1958. The Stirling North to Hawker section was all that remained after the removal of the third rail for 3' 6" between Port Augusta and Stirling North in 1966-67, thus isolating the Pichi Richi Railway for the first time.

In 1973 the Pichi Richi Railway Preservation Society Inc. was formed to preserve as much as possible of the scenic railway between Quorn and Stirling North. The Society has been responsible for attracting many people to Quorn since they commenced running their trains between Quorn and Pichi Richi in 1974.

There is now talk of closing the Peterborough to Quorn section of railway since it has become uneconomical to continue its operating costs and maintenance. Goods are received once a week, and parcels and passenger traffic comes by road bus from Gladstone. The Australian National Railways assumed control of what was the South Australian Railways on March 1, The Guorn station ceased to be manned from that time.

The first railway station at Quorn, built in 1879 by J. Wishart for £ 895.0.0, was of wood and iron, and stood between the site of the present station and the railway tracks.

The present station building was erected by F. Fricker of Queenstown, for £ 2,862.0.0. It was commenced on July 27, 1914, and was occupied before Christmas 1915. However, it was not officially opened until early in 1916. Plans for this building were produced by Mr. Frank Yeomans who was the Resident Engineer. The excavations for the foundations were started on July 29, 1914; the masonry work completed by June 15, 1915; the plumbing and painting being completed soon afterwards. The white sandstone of the walls was from A.C. Williams' quarry located 1½ miles from the station, and the majority of the red bricks were from Harradine's Clay Pit and Brick Kiln located about 1 mile NE from the station. The stone was quarried and carted to site by Messrs. Bill and Owen Reid of Quorn, using two horses and a tip dray. They also supplied the lime from the lime kiln on Foster's property, about 4 miles from Quorn on the Arden Vale road. Sand and gravel were provided and carted by G. Prettejohn & Sons, general carriers in Quorn, from pits in local creeks.

Contract No. 2168 was let by the Commonwealth Railways to Mr. P.A. Ryan of Greenacres for the removal from Quorn and re-erection at Alice Springs of the loco-shed buildings. The tender price was \pounds 6,592.0.0, and the contract was accepted on November 6, 1957, with work completed on May 4, 1958.

As well as the 'railway years' contributing to the happy times in Quorn, there were some sad occasions too. One shunter slipped from the steps of a vehicle, fell underneath it, and died as a result of his injuries; another shunter tripped and fell across the line in front of a moving vehicle, resulting in both legs being amputated at the knees. Both accidents happened in the Quorn Station Yard.

At Lyndhurst while shunting, a guard was crushed fatally between two vehicles. There was also the incident when an engine of a double-headed coal train burst its boiler on Cudmore's Hill, near Port Augusta and, whilst there was no fatality, the crew suffered severely from shock.

The 'Beltana Mixed' (which later became the 'Oodnadatta Mixed') train operated on Tuesday, Thursday and Saturday and returned to Quorn on Monday, Wednesday and Friday. On one occasion a van loaded with explosives caught fire and exploded near Brachina.

Washaways caused a number of accidents too. A train driver was killed and the fireman

had one arm amputated as a result of a capsizing engine caused by a washaway. On three occasions the Motor Inspection Car became derailed and overturned down embankments. The first time a Divisional Superintendent was fatally injured. This accident happened at the Ockenden Creek, about 3 miles south of Mount Dutton. The second time, the car was derailed near Pole Creek, and somersaulted down the embankment killing the Loco Superintendent. The Superintendent of Ways and Works and the car driver were involved in both accidents but were only slightly injured on each occasion. The third derailment happened during a dust storm a few miles south of Gordon — sand drift was responsible, and the car driver was killed with a senior roadmaster being permanently crippled.

A collision by a goods train with a military personnel train — both travelling in the same direction near Emu Creek, between Beltana and Copley — is believed to have been the worst tragedy on the line. Several soldiers were killed and a number were injured.

In the 1930s an engine capsized into the Alice Creek — the driver suffered a broken leg, and the fireman was thrown from the vehicle and almost smothered in the creek mud — the bridge had been washed away by floodwaters.

The railwaymen at Quorn gave nicknames to vehicles, such as 'Leaping Lena' for a sleeping car, and the 'Old Grey Mare' for one of the oldest engines; the 'Beltana Mixed' mentioned earlier, and 'The Ghan' which is perhaps the best known of all, having retained its name to this day. It was firstly called the 'Afghan Express' on the first trip that the train worked through from Adelaide to Oodnadatta without stabling overnight at Quorn or Marree. When the train arrived at Quorn, an Afghan was the first to alight and, heading for a secluded spot, said his prayers at eventide. A railwayman remarked that if the Afghan was the only passenger on the train for Oodnadatta, it should be called the 'Afghan Express', which was shortened to 'The Ghan'.

While the South Australian Railways had control of the line, there was never a dining car attached to 'The Ghan'. Passengers were required to eat at Railway Refreshment Rooms between Adelaide and Quorn, and at the Parachilna, Marree and William Creek Hotels. When the Commonwealth Railways assumed control of the line from Port Augusta to Oodnadatta in 1926, they provided a dining car on 'The Ghan' between Quorn and Oodnadatta, and eventually to Alice Springs, when the construction of the line through to that town was completed. The first 'Ghan' express travelled through Quorn from Adelaide via Terowie in August, 1923; the last, via Port Pirie and Port Augusta, on August 11, 1956.

In 1905 the South Australian Railways purchased a steam motor capable of carrying 22 passengers (9 1st class and 13 2nd class) and this vehicle was mainly used from Quorn to Hawker, carrying passengers, mail and perishable goods. It was also chartered to convey sporting bodies to neighbouring towns, such as Carrieton, Eurelia, Hammond and Port Augusta. The first three places mentioned were flourishing little towns at the time. In 1928, it was necessary to provide extra water on this vehicle. The Commonwealth Railways had the cylinders re-bored and the pistons fitted with over-sized rings, and added a tank inside the passenger compartment, which eliminated the long, bench-type transverse seat which accommodated four passengers from the second class compartment. This vehicle was taken off traffic in 1932-33, and it stood in Quorn for many years, later being taken to Alice Springs as a museum piece. In 1975, it was returned to Quorn into the care of the Pichi Richi Railway Preservation Society Inc. The Society intends to restore this 'little gem' of transport into its original working state.

Here again is the wit of the railway man — the steam motor, which had an official classification of N.J.A.B. No.1 had appended to it the title of 'The Coffee Pot'. This name came about shortly before the extra water tank was added, when two large casks of water were carried — one on each side footplate — and someone had chalk-marked one cask as 'Coffee' and the other, 'Cocoa'.

Today, we look back with nostalgia on the 'railway' years. Quorn has not become a ghost

APPENDIX A

Some Contracts by S.A. Railways with James Martin & Co., Gawler

Information supplied by Mr. J. Ansell

Contract No.		Date
10/1866	Black Swamp Bridge, Wrought Iron girders	21.12.66
5/1870	Roof over Platform Gawler Station	10.10.70
39/1881	24 Platelayers trollies 3' 6" gauge	11. 7.81
50/1881	Track for Robe Jetty	1. 8.81
91/1882	Four turntables 13' 0" Diameter	5. 2.83
15/1886	Hydraulic Rams forcepump valves for Robinson swing bridge	9. 3.86
57/1886	Signal fittings and signal point connections	14. 2.87
31/1887	Special steam pumps and boilers	7.10.87
38/1888	Signal and signal interlocking gear and fittings	17. 9.88
50/1888	Construction and delivery of Ironwork for bridges and flood openings between 204 miles and 223 mile Peake and Angle Pole Railway	
73/1889	Boilers for steam pumps	28.10.89
27/1892	Ironwork, Timberwork, Bridges over Rocky and Broughton Rivers	26. 4.92
57/1892	Iron castings 1892 - 1893, Stores	1. 7.92
83/1892	Steelwork for bridge Broughton River	15.12.92
28/1904	R. Wakefield Division Steelwork for Bridge	6.10.04
13/1909	Boiler for Dredge No. 5	3. 6.09
48/1909	Machining Valve casings	6. 0.09
63/1909	Superstructure for Rosetta St. Subway Croydon	14. 1.10
70/1910	Superstructure for Bridge 9.64 m Laura - Booleroo	8. 8.10
75/1910	3/60' x 5' 3" Turntables	11. 7.11
47/1911	Three signal bridges	11, 7.11
37/1909	Steelwork for Bridge over Torrens	Stores

It is believed that Jas. Martin & Co. supplied replacements for lost or broken parts of Murray Bridge in about 1876 and steelwork for Strathalbyn - Goolwa line in 1883.