

Quorn Mercury

Recording Quorn's History while it's Being Made

July 2021

Established 1895

Number 25/278

Running into Quorn



Marathon Entrant
Alice Feibig



Marathon Entrants
From left:
Elissa and Neil Bartlett



Marathon Entrant
Peter Potsogious



On 5K Run
From left:
Brenda Rogers, Bradie Wilson



On 5K Run
From left:
Kristie and Seb Crabtree



On 5K Run
Wonder Woman -
Victoria Letheby

Inside this Month

Bring back the Show
Crows Group celebrates

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\$2.50

Let's Get Tricky

FREE MAGIC SHOW

FEATURING **MICKSTER THE TRICKSTER**

(SA'S OWN MICHAEL WILKOP)

SATURDAY 31 JULY 2021 • 11AM-12PM

QUORN TOWN HALL

Join us for this exciting, funny and high-energy magic show especially for children, but fun for the whole family.



Book your ticket via EventBrite

*Bookings essential.
Limited tickets available.*

Enquiries:

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FRRR

Foundation for Rural
Regional Renewal



**The Flinders
Ranges Council**



Flinders Gin



THE LAST FEW WEEKENDS have had the Flinders Gin team run off their feet with events, sales, and local support.

On the 5th of June, Tickle Belly Hill hosted our grand launch party! Whilst Jas Kimber got the beats bumping, Flinders Gin got the cocktails flowing. On arrival, guests were invited to relax with our gin tastings and Sacha's mouth-watering canapes. Then they were treated to gin themed mains and desserts!

The success of the launch was not only based on the amazing efforts of the Flinders Gin and Tickle Belly Hill teams, but mainly on the support from the community (local and Adelaidean). It was the open acceptance and interest in sharing our passion that really drove the night, and our spirits, to an all-time high!

After a week of recovering and distillation, it was time for the Mobile Cellar Door Launch. Howard the van was parked outside of the Pichi Richi Railway Station in hopes of attracting locals and train enthusiasts alike.

At 12pm we set up shop and were instantly serving tastings, G+T's, cocktails, and bottles to local supporters! As the Pichi Richi whistle bellowed in the distance, our crew squared up and prepared for an astounding rush of very thirsty passengers.

Ernie, our distillery dog/COVID marshal, was kept busy supervising social distancing and getting cuddles from whoever looked his way. He was so tired that he chucked a sickie the next day to sleep in!

As for Alby, the demand for gin keeps him locked away in his distillery. For good measure, we locked him to a ball and chain to keep up with the rapid flow of online orders!

To check us out, visit www.flindersgin.com.au and have a squiz at what's in stock. Alternatively, you can head to our socials @flindersgin to keep up-to-date on all our events and promotions. ■

Stay Thirsty!



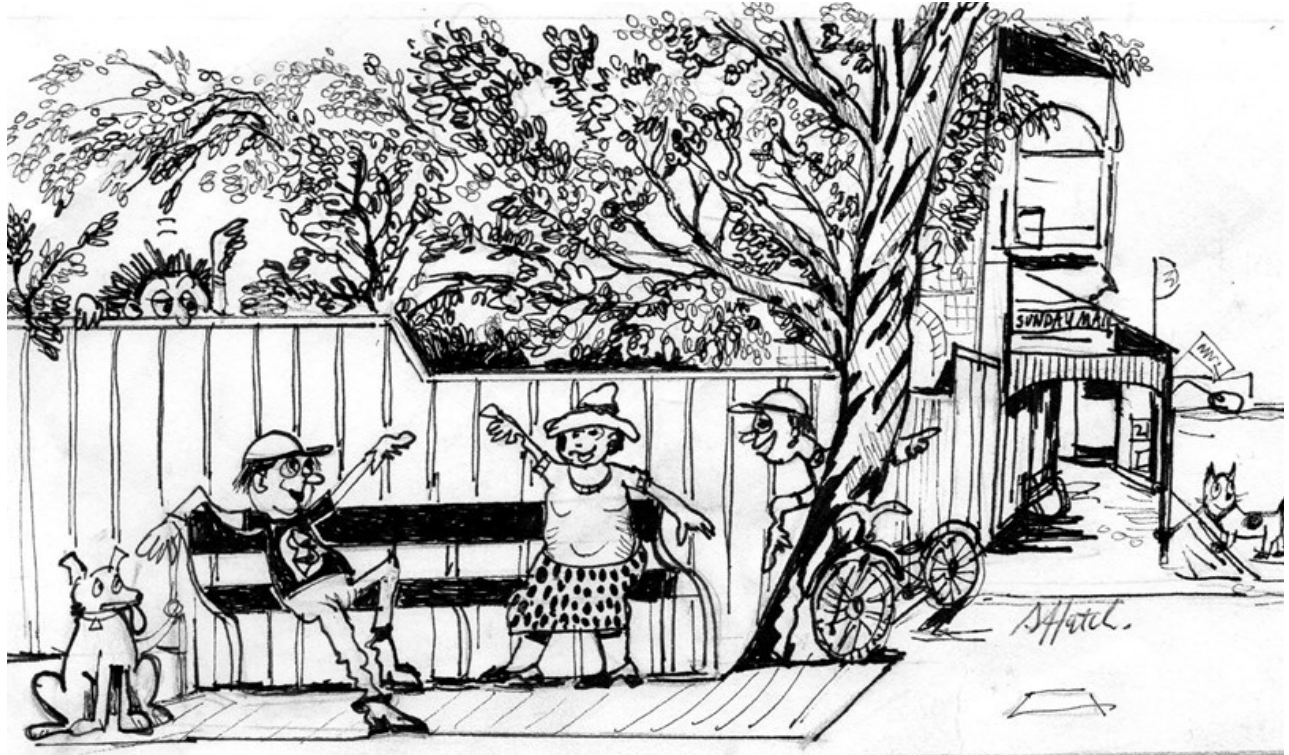
The Team L-R—Hayden Butcher, Hannah Stampke and Trotta family members; Olivia, Aaron, Albie, Leah and Max with Ernie the dog



Guests at the Tickle Belly Hill launch on 5.6.21

Chat with a Quornie

Susan Carn



I WAS BORN in Adelaide, the youngest of three daughters. Dad worked for the RAA. When I was three we moved to Clare. I loved my four years there, and my two living in Mt Gambier.

Ours was a very happy childhood. We walked to school, and rode our bikes around town helmetless!

I learned to swim in Clare pool. I remember eating bush biscuits when the news came through that our Prime Minister, Harold Holt, had disappeared.

At Mt Gambier we swam in the Valley Lake on summer weekends, or Dad drove us to the sea, with icecreams on the way there. In 1970 we moved back to Adelaide, where Dad was RAA Country Superintendent.

Mum was a Girl Guide leader and loved the outdoors. In about '74 she took my sister and I to the Flinders Ranges, which I loved. The hills were covered in red hops.

Fancy me ending up here! I'm a country girl at heart because of those formative years.

A Love for Music

In Grade Four I was chosen for the music program and given a violin. For the rest of my school years I played it (though not very well).

I enjoyed annual May music camp and playing in the Secondary Schools Orchestra. Music was my sport! I spent so much time on it, rather than other studies, I didn't pass Year 12.

All my friends wanted to be teachers, so I thought I might teach music. I didn't want to repeat the year, so I put the violin away and looked for something else to do with my life.

First Career

At the time, the government put out an A-Z Guide to Careers. Mum and I went through the guide till we got to 'Woolclassing'.



Susan Washington at work sorting wool
at Dalgety Bennett Farmers

I remembered that my eldest sister's friend had done a Woolclassing course in Victoria. Mum grabbed the phone and said 'Ring her!'

It sounded great, so I rang Marlestone School of Wool and Textiles. They said that girls had never done the course, but, another girl had just expressed interest. So Stephanie Jones and I became the first female Woolclassers in SA.

We had some great times together. I'll never forget *rouseabouting* in our first shed, *Oakden Hills*. It was lucky we started on a Thursday, because we had the weekend to recover!

Picking up and throwing big fleeces was hard work for a small person like me, and someone once said I looked like a fleece with legs.

Glimpse of the Future

I worked in sheds like *Roxby Downs*; east of Burra, and south to Millicent. Working in the South-East I met a shearer from Quorn, Ben Carn (real name Bernard, nick name 'Carnie').

The Quorn boys were lots of fun. One morning my car started and revved but didn't move. Mystified, I was about to use the owner's phone to call my father, when the boys started laughing. They'd jacked the car up, leaving all four wheels just above the ground, so that I didn't notice.

Despite the practical jokes, Carnie (as I've always called him) and I became good friends. We kept in touch for many years.

After being freelance for three years I got a job at Port Adelaide Woolstores. I worked in Receivals, and the Interlotting department. My job was matching together samples from many different properties.

In my annual holidays I travelled to Canada, USA, UK, France, Scandinavia and China.



My last overseas trip was to China

I hit 'the glass ceiling' after five years. My boss wouldn't train a woman to be a Valuer. As he said, 'You'll run off and get married'.

Then one day out of the blue, Carnie rang to invite me to Quorn for a visit. The rest, as they say, is history!



Wedding party. From left—Mark Carn, Claire Swan, Stephanie Brooker-Jones, Susan, Bernard, Kathryn Crisp (nee Carn), Lindy Le Cornu, Ken Wright

For the first two years of our marriage I was Carnie's right hand man—helping fence, water runs, cooking at shearing time, and of-course classing the wool. Often my classing skills would be traded to neighbours—'Susan, for a loan of your tractor?'

Then came my worst year. When I was pregnant with our first child, I was diagnosed with MS (Multiple Sclerosis). I was assured it was 'life changing and not life ending', which has indeed proved to be true.

At 30 weeks, I developed very high blood pressure, which meant flying to Adelaide and having a *prem* baby, James, born in 1988, weighing a mere 670 grams.

For the next 10 weeks I lived with my parents, spending my days at Queen Victoria Hospital Neonatal Unit, until James was big enough to go home, weighing just 1,800g.

He is now a Civil Engineer in Perth, and has just become engaged to a lovely girl, Hazel

Luckily there were no dramas when our second boy, Ben was born in 1991. In fact my MS went into remission for eight years.

Second Career

From 1991-99, in my time of good health, I became a counsellor for Australian Breast-feeding Association (then Nursing Mothers).

I loved meeting Quorn/Port Augusta new mothers and babies. I became a Counsellor Trainer, and wrote a section for the manual. I also wrote the newsletter for SA and NT regional and remote members.

Carnie and I lived in Quorn for the first seven years of our marriage, then moved out to *Coulter's*, 6 kms south of Quorn.

The two boys loved living on the farm. Both learned to ride a motorbike. James went very fast and had no regard for fences. Ben was more cautious but rode with skill. When he was about 24 he rode in the Finke Desert Race.

James was a bookworm, and although he loved the farm, we knew he wasn't destined to be a farmer. But, Ben, was always going to follow in Carnie's footsteps, and shear.

We continued to buy properties that joined us whenever we could. Our philosophy was that in marginal country like ours you needed to be big. I'd noticed that seasons were changing, and began to educate myself on climate and weather patterns.

Weather or not

At a climate seminar for farmers I heard about the Indian Ocean Dipole. This is the climate driver responsible for north-west cloud bands—where our best rain events come from. Long-range weather predictions had become more accurate by then, through watching this and other climate drivers.

Armed with this knowledge, I began to have a say in our cropping decisions. I even wrote a monthly weather newsletter for Upper North Farming System members.

In 2010 I was approached to become a Climate Champion, in a nationwide program for farmers who were changing their farming methods to cope with the changing climate.

For four years I had twice yearly trips to visit farmers in our group, and heard from scientists involved in projects to help them.

I shared the information with farmer groups around the north and west. I had a great time and made some good, likeminded friends. The highlight for the *climate* phase of my life, was being asked to speak at a Meteorology Bureau conference in Melbourne. The subject was how long-range forecasting helps farmers,

In 2010, Carnie, Ben, Ken and Greg Wright and I, did a road trip to Tocomwal on the NSW/Vic border for the *Shearing of the Rams* re-enactment. Both of my boys took part.

117 shearers including 72 blade shearers shore in the huge, 72-stand historic shed. There were 15000 onlookers. Over the two days I met many old shearing friends.

Broadening Horizons

Twelve years ago Carnie took me for a camping trip, to look at a very rundown pastoral property, north-east of Leigh Creek, called *Umberatana*.



Umberatana Station

I fell in love with this ruggedly beautiful place (which, of course, he hoped I would). We started the very slow process of buying, by leasing it for three years. *Umberatana* became ours in 2019.

The station has a very interesting history. The first lease was taken up by James Thomas in 1857. He married his first cousin and had fourteen children.

In 1864 it was sold to Thomas Elder and Samuel Stuckey. Stuckey went to Pakistan and bought back camels and Afghan Cameleers, but Elder took the credit!

There was a bad drought from 1864-5, when the station was running 13000 ewes and 4000 cattle. In 1866, they only mustered 70 cattle, as the rest had perished.

The station had a 26-stand shearing shed then—a six-stand one now. There are several very long and wide troughs, that we assume were built for bullock teams.

Initially, we destocked to just a few cattle, as a result of drought, kangaroos and dingoes. Luckily, this year, things have turned around, and we've taken sheep and more cattle up there.

The station and our Quorn properties, are a four hour drive apart, but complement each other. We stock or destock from one to the other depending on rainfall.

There's a mystery about the place that I'm trying to solve. A huge, man-made dry stone wall (*pictured below*) goes up and over four hills. Is it a holding paddock, or a rabbit proof fence...?



My big question is, ‘Who built it’? Maybe Afghan cameleers after camel work ceased; or Cornish miners, when their work at Blinman mine finished (The wall **is** similar to some English walls). Or perhaps Chinese workers, who built sections of the Pichi Richi Railway line may have built it.

‘Changing of the Guard’

Our son, Ben, is now boss of our operation. But that hasn’t meant Carnie has slowed down. Just the opposite in fact.

During the drought we took up earth-moving, and do jobs for Council and stations. We move rubble, clear fence lines and build dams.

My favourite contribution to the farm is picking the rams each year. I love the thrill of the auction, and like to buy rams with a high comfort factor (softness), plus as few wrinkles as possible to make shearing easier.

I’d always done the bookwork for the two properties—almost a full time job with so much red tape and compliance needed these days. Lately, I’ve hand balled most of it to Ben’s partner, Connie, so as to concentrate more on our *Horseshoe* tourism business.



The Horseshoe Range with the original Carn cottage in the foreground

The original Carn family cottage was built in the 1870’s. It’s been restored, and is used by family members and friends. Many a good party or reunion has been had out there.

In 1990 we built a holiday cabin, in the most picturesque part of the property in the Horseshoe Range, east of Quorn. We also have a 4WD, self-drive track there.

Since we opened the cabin, some of our visitors have been coming back to stay there regularly. It’s a lovely spot and we don’t stay there often enough.

The Carn family has owned property in the Horseshoe for five generations. Ben’s daughter, Annie, will be the sixth.

I love my final career as a grandmother! Quorn has been a great place to live.

My favourite days start with summer morning lap swimming in the local pool, with a lovely bunch of ladies (And the occasional man). I just wish it were open all year round. ■



Carn family gathering. From left—Annie, Susan, Bernard, James, Connie, Hazel, Ben. 2020

In last month’s issue, *Chat with a Quornie* was with Robert (Bob) Crombie, the son of Ken Crombie, the hero of the following story.

An Epic Ride

In 1926 WILLIAM CROMBIE, of *Mungerannie Station* on the Birdsville Track, died on the land he’d taken up in 1888. William, born in 1867, had endured the death of two of his children, two floods, which washed away his homestead, and severe drought for well over ten years.

He was mustering cattle at Lake Hope, when he developed pneumonia. His 14 year old son, Ken, rode a horse 84 miles (135kms) back to *Mungerannie Station* to obtain help.

He rode ‘non-stop between suns crossing 150 sandhills’¹ followed by his older brother driving a four-in-hand buggy that was carrying his dying father. William died only hours after they reached the station. He is buried in the family cemetery at *Mungerannie Station*. ■

Litchfield, Lois *Marree and the tracks beyond in black and white*

Vale Bob Finlay

In Loving Memory of



— “Bob” —

ROBERT THOMAS (BOB) FINLAY was born on the 2nd of August 1937 at Quorn, to the late Thomas and Ellen (Nell) Finlay, local farmers. He is the brother of Myles, Carmel and John (all deceased) and Maureen, Barb and Monica.

As everyone knows, Bob (or Fingers as he was known by many) was a larger than life character. A better known person in the local area would be very hard to find. He wouldn't think of himself that way, but he is a local Quorn icon without doubt. That said, it's time to reflect on Bob's life, and celebrate his fantastic life of 83 years.

Bob's Sister Barb has given us some insights into Bob as a kid. He was a quiet lad who caused no trouble, was always agreeable, and had a loving nature. Maybe the larrikin came out a little bit later on! Everybody knew of his cheekiness and wicked sense of humor!

And of course we all know about his kind and generous nature. It was something that would never change throughout his life. He was very caring towards so many people in his community and of course his family.

An example of this is that he would often visit people he knew, and even people he didn't know all that well in hospital or in

Flinders House, just to say G'day and see how they were going. He did it quietly and without fuss. That was just Bob's nature.

He had a way about him. People relaxed around him – Of course only after he first kept them on their toes with a bit of his trademark stirring.

But back to Bob's childhood—Barb tells a story from when Bob was just four years of age, when a whirly wind blew the roof off a shed and pinned Bob to the ground and broke his leg. He was laid up in bed for six weeks but he bounced back pretty well of course, as he always did.

Barb also recalled being tasked with the job of taking him to school for the first time. He was quite timid at first but it didn't take him long to settle in. No surprises there! His character was obviously starting to shine through at that young age!

At home on the farm as a youngster, one of Bob's main jobs was milking cows for many years along with Barb. There were many other jobs to do as well like tending to calves and washing the separator, among other things.

Some of these jobs weren't his favourite things to do in life, but it was no doubt a big part of building Bob's strong work ethic. There was a lot expected of young Bob and his siblings back then.

Bob spent the last three years of education at the Quorn High School, leaving school after completing his Intermediate Certificate. While at school he showed some very impressive athletic ability. He was quick, and without knowing specifics, we believe he set athletics records that remained for quite some time. There doesn't seem to be all that much evidence of dedication to study though!

Without doubt one of the most significant parts of Bob's life revolved around horse racing. This came about through his Father and his Uncle Bill's horse training, followed by Brother John also taking up that pursuit. Bob was to ride trackwork for 30 plus years until physically he couldn't do it any more. There were many early mornings riding a number of successful horses such as Royal Zeit, Valentino, Regal Moss, Sir Ralph,

Crucible, Silent Switch and Man of Vision to name a few.

There were some very successful times for the family in horse racing. The greatest success was winning the SA Derby with Royal Ziet in 1962. No doubt there would have been a big celebration following that win. Bob was to remain heavily involved in racing, transporting horses to race meetings far and wide and spending a lot of time in the mounting yard and stables with the horses.

Bob's horsemanship became well known, and led to a role standing in for well known actor David McCallum in all horse riding scenes in the film Robbery Under Arms. The film was being shot in the local area in 1957. He then spent another three months in NSW continuing as a stand in for David McCallum. He was one of the early stunt men! Maybe that's not a big surprise to many here.

It's a wonderful achievement to have been awarded Life Membership of the Quorn Jockey Club, for which he worked tirelessly for many years.

As a young man Bob also managed to squeeze in some other activities, mainly cricket and football. He played in four premierships for the Quorn Football Club in two different associations between 1951 and 1962 as a speedy wingman, and in cricket he was also a handy fast bowler by all accounts.

He wasn't all that flash with bat in hand though. It's been said that he probably took a lot more wickets than scoring runs in his cricket career! The first problem was probably that he stood on the wrong side of the bat! He must have concentrated on honing his bowling we reckon.

We have a story from Bob's nephew Ian Finlay who couldn't make it today.

Ian says—I'm guessing that the date would be around 1963 or 1964 (I was eight or nine years old), the time when the EH Holden came out. I can remember that Bob was single at the time.

It was a Saturday morning and Bob and I went into the Holden Dealer (McHugh's I think) because he had issues with the locking/unlocking of the boot lid on his new EH (I think) Holden.

Bob and the mechanic were discussing the issue and Bob offered to get into the boot with a torch and for the mechanic to close the boot so that your Dad could see what the issue with the locking mechanism was.

The problem was that Bob had the car keys in his pocket when he got into the boot, and hence he had no way of getting out of the boot—he was locked in !!!

I can remember conversations between Bob and the mechanic and that, after a period of time, some-one decided to take the back seat out of the car to get to Bob. They could only get the back seat loose, so Bob had to pass his keys through a very small gap around the back seat to the mechanic. The mechanic was then able to open the boot and get Bob out. I don't know if the issue with the boot was ever resolved.

Anyway, we reckon that might have prompted some vehicle design changes at Holden!

Of course Lawn Bowls came along later. Bob enjoyed his bowls, but really wasn't that fussed about the result, or trying to reach the highest level. It was very much a great way to catch up with people.

He maintained a strong interest in these pursuits throughout his life, and loved to talk about the footy and cricket at all levels with anyone who was interested. Having said that, he really was happy to chat about anything you wanted!

Of course there was a very important part of Bob's story to come. As a young man Bob was to meet Adrienne Chapman, (best known as Pud to all of us) at a Race Cabaret in 1966. Their romance blossomed and they married on 10th June 1967 at this very church.

Bob and Pud went on to have four children, David in 1968, Kylie in 1972, Cleyton in 1973 and Michael in 1974. They have all gone on to have their own families and continue the legacy. Bob is also survived by 15 Grandchildren, and 4 Great Grandchildren.

Bob loved his family very much, and his love was unconditional and forgiving. He was always proud of their accomplishments, and of course was there to see many happen.

He always said to his kids who loved their sport, that 'Bloody sport will never keep ya'. He probably said that to many a grandchild too. But he still loved them to be part of it.

Along the path of his life Bob was fiercely loyal and dedicated much of his time to helping the Ward family of Willochra—they had a very strong bond with Mabel and Darcy Ward who were to later leave their land to Bob following their passing. 'Wards' was a place he held a strong connection to for most of his

life. Right up until going into hospital in May, he was out there checking on his sheep several times a week. He just loved being out there.

He was also a very supportive and caring husband to Pud since she had her health issues over the past number of years, running errands like shopping, putting on a couple of bets, grabbing the paper. Whatever Pud needed him to do, he would see that it was done.

Health issues also came and went for Bob, including three hip replacements, a cancer scare and arthritis among other things. He didn't complain and would often say "there's always some poor bugger worse off than me".

He always saw the best in people. He was kind and generous with his time. Of course he's best known for stirring anyone and everyone up for a bit of fun, and for his love of a beer and a chat with anyone. It didn't matter who it was, they got the same Bob treatment.

A recent example of his kindness was when a film crew was here, wanting to get access to his land for filming of some scenes. He refused to be paid, all he asked was that they put fences back in place if they had to take them down. It's just the way he thought.

Everyone knew when Bob was around, and he often was—he seemed to be everywhere! If the distinctive, and very well known BBFF-37 number plates didn't give him away, his dogs barking in the back of the ute, or him yelling out as he drove past usually did.

It was always this way—Bob loved to go for a drive around town, chat to locals, mates and strangers. It didn't matter who it was. He was always keen to give a bit of curry, and then ask how things are going like he'd known them all their lives. And he'd call them all "JOE".

He loved Quorn of course too. He was fiercely loyal to local businesses and never even wanted to leave the place for a holiday! He knew the value of shopping locally, helping to keep jobs in Quorn.

Over the past few years Bob spent a bit (NO, let's say a LOT) of time at the local cafes including Teas on the Terrace where daughter Kylie worked.

So much so that he earned a new nickname, COFFEE SHOP BOB. Who would have thought???? You can blame Colly for that Bob! He just loved the social interaction, and would very often catch up with his closest mates like Des and Colly for a coffee and a chat. He had a great bond with his mates, but nobody would be surprised by that now would they?

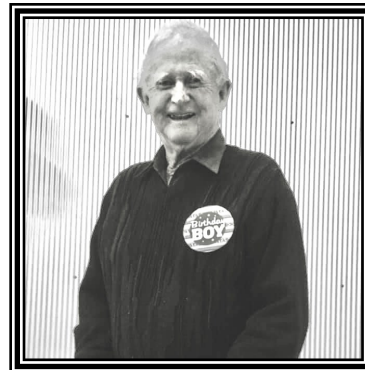
Just yesterday Des relayed his appreciation for the support he received from Bob when his wife Joy passed away eleven years ago. That was the start of a tradition that lasted until now, which saw them catch up for a meal most Friday and Saturday nights. Des was part of the family, and always will be.

It was great to see Bob send us a bit of rain in the last 24 hours. He knows we need it, so hopefully he'll keep it coming in just the right amounts at the right times. We all know what he'd be busting to do about now. He'd be heading out to Wards at the first opportunity to measure the rain. Of course pretty soon after there's a really good chance he'd be on the phone asking for someone to come out and help..... because he's bogged!

Well now Bob has moved on, so let's hope he has a ripper of a holiday wherever he chooses to go. Fair chance that's a version of Quorn.

We all hope he's being looked after well. But he'll be right, dishing up his normal cheek whoever he comes across.

Rest in Peace Bob. Know that you are loved and missed so much.



RIP
08/06/2021

An Open Letter

TO THE RESIDENTS OF QUORN, to the friends and families who travelled far and wide, to our amazing Dr Tony Lian-Lloyd, to all the healthcare staff at Quorn Hospital, to the ladies of the Hospital Auxiliary, our Flinders Catholic Parish Priest Father Harold, the staff at Quinn Funerals, and finally, to everyone else we may have failed to mention.....

HEARTFELT THANKS AND GRATITUDE for making Bob Finlay's funeral and "send off" such a memorable event.

You have all left indelible memories in our hearts and minds.

Thank you one and all,
The Finlay Family

Bringing Back the Show



ABN: 69643697465

Save money by purchasing a show membership!
Contact Jillian at the VIC for details



Proceeds from memberships help with preparation and planning costs incurred in lead-up to the event.

See Membership Fees Below



Admission:

Adults :	\$10.00
School age Children:	\$ 2.00
Concession	\$ 5.00

<u>Membership 2 Adults</u>	<u>\$15.00</u>
<u>Family Membership</u>	
<u>2 Adults, 2 Children</u>	<u>\$20.00</u>

CONTACTS:

President :- Amanda O'Loughlin

ph 0488580148

email: a-oloughlin@hotmail.com

Secretary:- Bronwyn Filsell

ph: 0488 506 569 or 86486286

email: bronf@aapt.net.au

Treasurer:- Jillian Wilson ph: 0428855519

email: jkw@frc.sa.gov.au

Trade Spaces:- Karina Eckert: ph: 0429091353

email: jkeckert@hotmail.com

Address:- P.O. Box 380 Quorn SA 5433



The committee has secured a range of attractions and activities at the show that will interest a wide range of age groups.

It is not too early to plan and prepare your own entry for judging at the show. The show book will be available soon.

The categories are:

Horses in Action, Poultry, Wool,

Plants and Flowers.

Dairy Produce and

Vegetables,

Jam & Preserves,

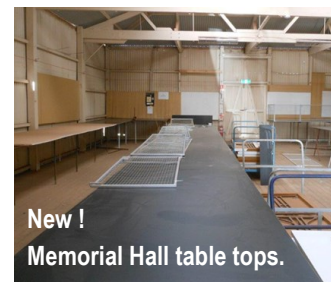
Handicrafts &

Needlework,

Cooking,

Art & Craft and

Photography.



Lets look forward to an exciting Show this September! ■



Tim Boulderstone Wood Carver - coming to our show!

Quorn Agricultural Show
Sunday September 26th 2021

Next Committee Meeting:
FRC Council Chambers - 7:30pm
Wednesday July 7th

[Quorn Agricultural Show | Facebook](#)

Quorn AutoPort

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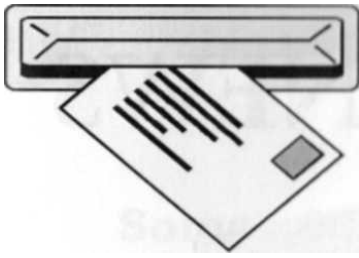
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Contact Luke
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*Letters must be
no longer than
200 words, or
they will not be
published*

Letters to the Editor

Sunday June 27th 2021

WE WERE SURPRISED to find the wonderful “Sound and Light” show at the Quorn Silos! Most impressive and excellent choice of the main “movies” with their range of interesting themes.

The many slides of local art-work, photos and movies also kept our attention well into the COLD evening of perhaps 4°C. Thank you for the lovely surprise, and your well stocked Information Centre.

*I and I Grevis-James
Stanthorpe QLD*

THIS LETTER HAS been written to comment on the article in the June issue of the Mercury:- **Saving up for Your Old Age.**

Ray, for an educated ex schoolteacher your knowledge of old age is sadly lacking. At age 84 your turn is quickly approaching and you will join the group of ‘oldies’.

We who live alone try to stay independent by choice. Old Folks homes are full of the less fortunate with disabilities and dementia.

With very little help we try to do our own housework, gardening and shopping with the help of aids, walkers etc.

I aim to get as close as possible to shops, as walking and carrying groceries are health hazards.

Chance of a trip or fall must be avoided at all costs.

I do not see your name on any volunteer lists. Meals on Wheels, Lions Club and the 200 Club are always in need of help from people as fit as you.

Live and let live and stop criticising us.

Shirley Hughes



Home Recipes



Tropical Raisin Loaf

Ingredients

- 1 x 450g can crushed pineapple
- 125g butter chopped
- 3/4 cup chopped raisins
- 3/4 cup chopped dried apricots
- 1/2 cup caster sugar
- 2 eggs, lightly beaten
- 2 cups self-raising flour
- Extra butter to serve

Method

Preheat the oven to 180 degrees C Cooking Time: about 1 hour and 10 mins

1. Lightly grease a 15cm x 25cm loaf tin, line base with paper, then grease.
2. Place undrained pineapple, butter, fruit and sugar into a large pan. Bring to a boil, stirring.
3. Reduce heat and simmer uncovered for 3 minutes. Cover and cool mixture to room temperature.
4. Stir in remaining ingredients except extra butter. Spoon mixture into prepared loaf tin.
5. Cook in oven for about 1 hour, or until cooked when tested. Stand for 5 minutes before turning out on to a wire rack to cool.
6. Serve sliced with butter.

Loaf can be made a week ahead, or frozen for up to 2 months.

Woman's Day ■

Pictures — From the Past

TWO MORE PHOTOS have turned up of early but now defunct hotels in the Quorn–Hawker–Cradock region. These hotel/inn photos in *Pictures—From the Past* for May, June, and this issue have attracted quite a lot of interest. Wonderful if any readers could discover old photos of the **Great Northern** [‘Blackjack’], **Itali Itali**, and **Hookina** Hotels for us to complete the *Mercury*’s photo coverage! The one early hotel in our region that *still* exists is the Cradock Hotel, and so we thought we would celebrate its longevity, its survival against all odds, by adding it to our list, as we have below, with both a past, and a (well, somewhat) present photo, too.



THE EURELIA HOTEL (?–1880–1941). First publican John Fielder (?–1880). Last, Michael Patrick Riordan (1941)—20 years old and maybe SA’s youngest-ever publican up to that time. Photo undated, from Muriel Shephard, *Ups and Downs : The Story of Eurelia 1876–1976*, p 88. The hotel had five publicans in its first five years, and this page says, ‘It must have provided a rather meagre income for its owners’ at that time!



THE WIRREANDA HOTEL (?–1882–1910) at Cradock. First publican G.W. Holderness (1882), last Mrs S. Harris (1899–1910). Later called ‘Harris’s’ Hotel. Photo early 1920s, from *Cradock Heritage Trail* (undated), which says it ‘was licensed in mid 1881, with stables and a well behind the main building...’. Demolished, 1935.

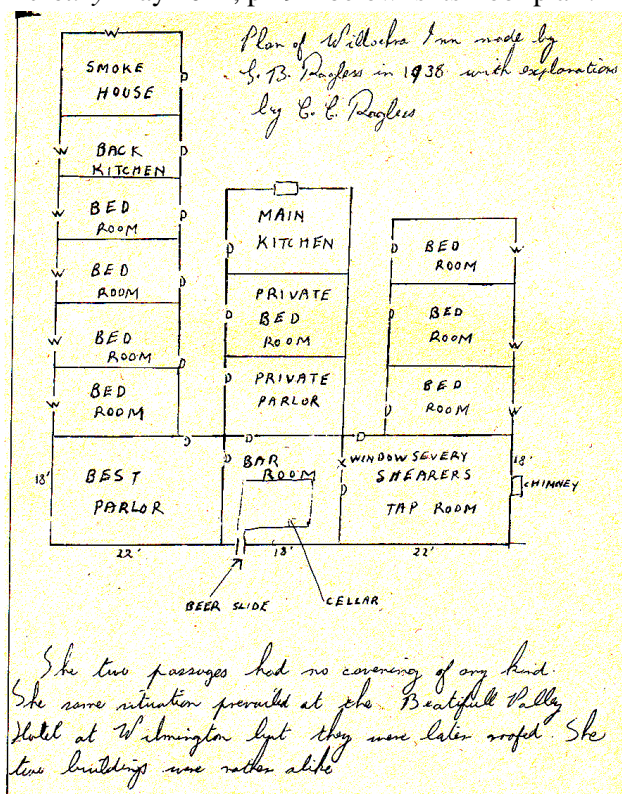


THE CRADOCK HOTEL, (?–1882–present). First publican C. Thompson (?–1882). Photo c 1920s. From *Cradock Heritage Trail*, which says that it opened in 1881, and ‘in early years was known locally as “Heartbreak Hotel”’, because of early settlers’ repeated crop failures. These days it’s Cradock’s only surviving business.



THE CRADOCK HOTEL, November 2001. *Today the last survivor of our regional hotels.* Present publicans are Dave & Amy Wallis as from Wednesday 16th June 2021—we wish them well. Standing in front of it is Tony Gale (ex Royal Navy), one of three visiting from Quorn, England. Our exchanging our *Mercury* with our namesake Quorn's *Quorndon* magazine, led to a number of visitors like Tony coming here from the UK.

HARKING BACK TO the Willochra Inn (1860–1906), *Mercury* May 2021, p 29—below is its floor plan :



The top text is : *Plan of Willochra Inn by G.B. Ragless in 1938 with explanations by C.C. Ragless.*
The bottom text is : *The two passages had no covering of any kind. The same situation prevailed at the Beautiful Valley Hotel at Wilmington but they were later roofed. The two buildings were rather alike.*

In fact, many outback hotels *were* U-shaped, with a line of main rooms across the front, and two wings, one each side of an unroofed courtyard at the back. But some courtyards *were* roofed over later on.

These wings contained the bedrooms that opened into the courtyard. So on hot summer nights you'd leave the bedroom door open with the flywire door shut, and therefore your room cooled down fast. Some courtyards contained an underground water tank, which helped cool the bedrooms too.

List of Regional Hotels Ranked by Date

In the **MAY 2021 MERCURY** :

1. Willochra Inn (1860–1906)
2. Gordon Hotel (1880–1942)
3. Buffam's Hotel (1881–1904)
4. Gillick Arms Hotel, Wilson (1881–1942)
5. Bruce Hotel (1896–1950)

In the **JUNE 2021 MERCURY** :

6. Saltia Hotel (1859–1905), the earliest
7. Edeowie Hotel (1864–1897)
8. Pichi Richi Inn (1866–1893)
9. Hammond Hotel (1877–1972), last to close

In this **JULY 2021 MERCURY** :

10. Eurlia Hotel (?–1880–1901)
11. Wirreanda Hotel (1881–1910)
12. Cradock Hotel (1881–to the present day)

NO PHOTOS FOUND :

13. Hookina Hotel (1862–1900)
14. Great Northern Hotel (1864–1891)
15. Itali Itali Hotel (?–1878–1895)

Not counting the larger towns, are there any regional pubs you know of that we've missed?

SOURCE for dates & publicans' names : J.L. (Bob) Hood, *Hotels and Publicans in South Australia 1836–1984*, Australian Hotels Association (SA Branch), Adelaide 1986. (Copy, Quorn Archive) ■

Pt Augusta Railway Station



First Pt Augusta Railway Station, Tassie Street

IN 1871 THERE was much discussion about a railway from Pt Augusta to Government Gums. (In April 1879 'The Gums' was named 'Farina' by Governor Jervois, believing it'd be a land of flour and corn!) To take such a railway outside or within the Flinders Ranges was also discussed.

If the mineral character of the country east of the Flinders Ranges justified the formation of a railway, I think the line might be taken (though at great cost) through the Pichi Richi Pass on to the middle plain.

H.C. Mais, Engineer-in-Chief, 3rd August, 1871.

And talk of the kind of freight there might be :

Probable Traffic.—the three principal items of which the traffic may be expected to consist, are—wool, station stores, and copper. I have placed them in the order of their importances. Taking the first two items together. I have to point out that the intermediate traffic between stations south of the northern terminus and Port Augusta must, of necessity, be very trifling. For 120 miles [192 km] the line will run through a narrow strip of country, bounded on the east by the lofty Flinders Ranges, and on the west by almost interminable sandhills and the salt swamps known as Lake Torrens. From 120 miles [192 km] to 155 miles [248 km] the line will be in the low ranges, between the main range and Mounts Deception and Scott; and from 155 miles [248 km] to the terminus, the narrow valley of Leigh's Creek is followed.

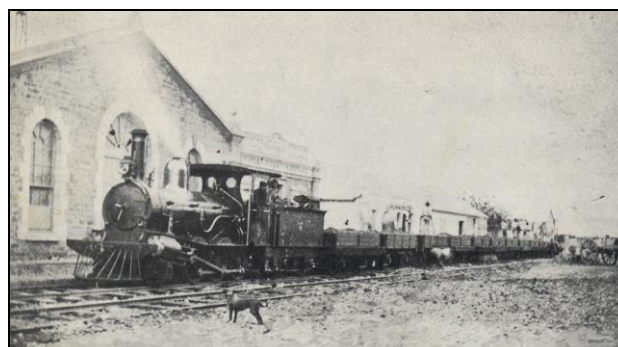
Pt Augusta, *South Australian Advertiser*
5th August, 1871



Fettlers in 1878 laying the narrow-gauge track from Tassie St past the flour mill to the roundhouse. (Photo vandalised)

You should remember too, that in 1863, the Northern Territory became part of South Australia. In fact, of all Australia's colonies, only SA went all the way from one side of the continent to the other. And in the north the French and Dutch were sniffing around to colonise.

So at first SA tried to settle the NT from the north by sea. Then in 1870 construction began of the Overland Telegraph across Australia from the south to the north. It was finished in 1872.



First train to traverse Tassie St passes Tassie's Store in 1879. J. McCallum was the driver, and J. Harrison the fireman

Many of the OT's repeater stations became townships, such as Alice Springs, and interest in the NT grew accordingly. Rushes to mine gold in the NT began in 1872 as well, and through the 1870s its cattle industry also boomed.

All of this meant that there was a lot of talk about connecting Pt Augusta by rail across the continent to the north, perhaps along the OT's route. (And don't forget that SA did not transfer the NT to the Commonwealth until 1911.)

So tenders were invited for the construction of such a railway line. It was a major and very optimistic undertaking for the sparsely-settled colony. But it was one which, it was anticipated, would be great for SA economically.

While the planning and construction of the line were important, there was a problem where to site the terminus. It had to reflect the import-

ance of this huge endeavour, as well as to be a major hub for Pt Augusta's community.

PORT AUGUSTA RAILWAY.
Proclamation reserving a portion of the waste lands of the colony for the purposes of the Port Augusta and Government Gums Railway Station.

The proposed site was near the beach, which residents thought was most unhygienic. So—

A public meeting was held in the Institute Hall on Friday evening, August 2nd [...]. The following resolutions were unanimously adopted by the large number of inhabitants there assembled:—1st.—That,



Looking down Tassie St towards Commercial Rd, 1880. Alex Mackay's new Flinders Family Hotel is at the back to the left

having been informed that the passenger station [...] is intended to be erected near the beach and adjoining to Section 126, Port Augusta, this meeting is of the opinion that the site chosen will not be suitable for the building or convenient for the inhabitants of the town. 2nd.—That this meeting is of opinion that the most convenient site for the passenger station would be near the south-eastern end of Commercial Road, on the corner of the railway reserve. [...]

And a deputation met the Engineer-in-Chief shortly after, and prevailed. The station *was* after all built at the upper end of Commercial Road—the building shown at this article's start.



Great Northern Railway station staff & a Class V locomotive in the Pt Augusta railway yard. See the dog on the cabin roof?

This railway station was completed by 1881, and became the focal point for the town until the construction of the standard gauge Trans-

continental railway from Pt Augusta to Kalgoorlie in Western Australia, to rendezvous with WA's narrow gauge line to Perth.



The original railway yards in 1912. State Library [30822]

Ironically, the great ambition to link both sides of the Australian continent with the Great Northern Railway was forestalled by this Transcontinental line instead! What happened was that WA refused to join the Federation unless the new Federal Government built it.

So the survey for that line began in 1908, and construction started in Pt Augusta on 14th September, 1912. Its urgency meant that work on it continued *during* the 1st World War so that it opened for traffic on 22nd October 1917. What it also meant was that a new railway station had to be built because of the different rail gauge.



New Pt Augusta Railway Station, 1914. State Library [B61429]

The irony is that *our* first SA transcontinental train didn't set out until almost ninety years later than this 'Transcontinental' did. *Our* first freight train left on 17th January 2004, and *our* first passenger train on 4th February 2004.

— Lisa Southon, Archivist

Sources: *Adelaide Observer*, Sat 19 May 1877; *Australian Encyclopaedia*, The (The Grolier Society of Australia, Sydney, 1965), Volume 6, under 'Northern Territory'; *Australian Railways Wiki*, Port Augusta Railway Station; Manning, Geoffrey, *Manning's Place Names of South Australia* (published by Author, 1990); Mayes, Reg J., *Pictorial History of Port Augusta* (Rigby, Adelaide, 1974); *Port Augusta Dispatch*, Saturday 10 Aug 1878; *Port Augusta South Australian Advertiser*, August 5 1871; *SA Heritage Places*, Database Search; Sallis, R., *Australian Preservation of Narrow-Gauge Railways* (Peacock Publications, Hyde Park, South Australia, 1st edn 1979). ■



MEMBERSHIP BENEFITS

- Provide advocacy, development and networking opportunities to the Quorn and District Business community
- Support sustainable business growth and make it easier to do business.
- Share information on what is happening in the community i.e., events, activities, visiting groups.
- Current information on training, funding, and grant opportunities
- Information evenings with expert guest speakers
- Network with other local business owners

Quorn Business Group Executive Committee

President – Kevin Woolford

Secretary – Sharon Hooper

Treasurer – Stuart Hackett

Committee Members – Pat Gilbert, Mel Bowman, Hamish Gibson, Eric Brown

Next Meeting – 2 August 2021

See Quorn Out and About for venue

Quorn Aged Care News



Jeff, Jenny, Des and Betty



Doug and Daph



The whole group



Heather

THIS MONTH we celebrated Italy with a lunch full of garlic, pasta and gelato. We also had Margaret teaching us how to make her delicious damper. The 15th of June was Elder Abuse Awareness Day. This is highlighted by the colour purple. The kitchen baked purple cupcakes and we had a delicious morning tea while going on a virtual hike through Italy. ■



Betty, Ollie and Ken having morning tea



Maureen and Margaret, baking



Andrew Fairney preparing mixes of native perennial grasses that were direct seeded into the Quorn Parklands in May. Once established, these grasses will provide a seed-bank for farmers and landholders in the district wishing to improve native pasture structure



Ken Fuller watering his magnificent show of Sturt Desert Peas growing in the Quorn Bush Food Garden. This patch of flowers has been attracting tourists and locals over the past month in Quorn.
Below—Direct seeding



**Quorn
Market Day
27.6.2021**



Sue Kelly and her new kitten enjoy reading the Mercury together



Quorn Busy in June



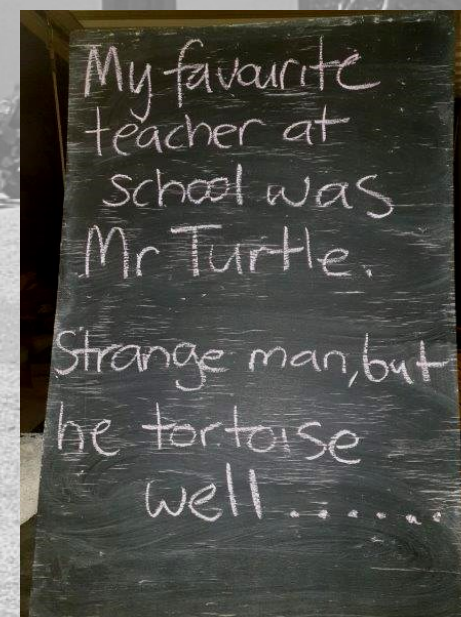
Year 9 student Geri Tschirner has been progressing quickly through her assessments and has now attained a Red Belt. Geri attends the Quorn Karate and Self Defence Training held weekly in the Uniting Church Hall.



Above—Good luck to everyone competing in the Pichi Richi Marathon
Perfect mode of transportation to get to the 10.5km starting point
Facebook post from Paul Keen



Right—Wonder Woman stopped by the BBQ to say G'day to Nic and Ruby raising \$\$ for their Navy Cadet unit.
Facebook post from Rubiann Meyers



Crows Group 21st



THIS IS THE 21st year of the Quorn Crows Group. Each year we meet together either in South Australia or Interstate for a Crows match. (Covid has put a stop to interstate trips these last two years). This year we all met at the Glenelg Pier Apartments for a two night stay. We dined in the first night; caught the tram into the markets on Saturday morning.

Some of us travelled to Prospect Oval in the afternoon to watch North Adelaide vs Sturt (we caught up with Karl Finlay who was playing seconds that day.) The other part of the group went to Glenelg Oval to watch the Crows SANFL team vs Glenelg. Saturday we had dinner at the Watermark Hotel. It was a great catchup with special friends for a weekend. ■



From left—Leigh Lewis, Dianne Skull, Kym and Bev Dutschke who turn 70 this year. Julie Lewis made the cake.



From left—Julie Lewis, Karl Finlay and Jenny Crisp at Prospect Oval. B Grade lost.

Photos from the Past

The following photographs are from the J. L. Pope collection. They are of Quorn and residents from 1930's through until the 1950's.

Ashy



In front of the Grand Junction, at the bar door
This photo taken in 1940



Catholic communion in October 1950



Old Folks Party
Photo taken in December 1949



Both of the above photos are the RSL Christmas Dinner
Photographs taken on Tuesday 10/12/1946

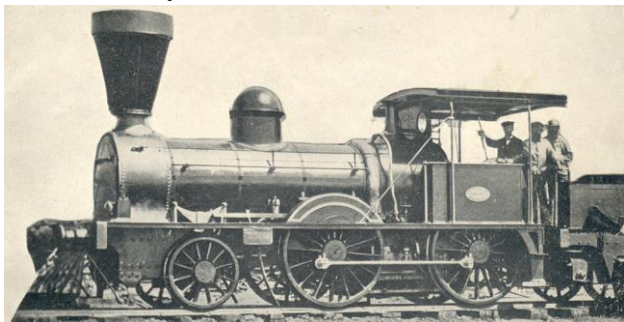


Ford V8 in Show Room. (This is now the council depot.)
Photo taken at the SPHINX MOTOR GARAGE in 1949.

Machines, Then and Now

SOME ARGUE THAT the Industrial Revolution began in England around 1700—the ‘Age of the Machines’, you might say. Whenever, it sure took off and gathered speed recklessly fast!

When I was a small boy before the 2nd World War, as for most children then, one of the mightiest symbols of this ‘Age of Machines’ was the steam railway locomotive.



SAR 2-4-0 Locomotive No. 1, the ‘Adelaide’, in 1856

My father often walked me down in Broken Hill to the Sulphide Street Station, to watch the Adelaide Express depart. What a sight that was!

People think wrongly that when as a child, and only half as tall as when an adult, the world looks twice as big. But you have to think about this in three dimensions. It’s *four times as big!*

So how stupendously big was a steam engine’s five-foot driving wheel when a three-foot boy was urged right up close to it!—and with steam belching all around the hissing monster that those giant wheels were going to drive!



Britain’s Queen Adelaide (1792–1849)

The first locomotives for the new private SA railway companies were imported from England in 1855. No. 1 was named like the city, after Queen Adelaide. No. 2 was the ‘Victoria’, and No. 3 ‘Albert’, after Queen

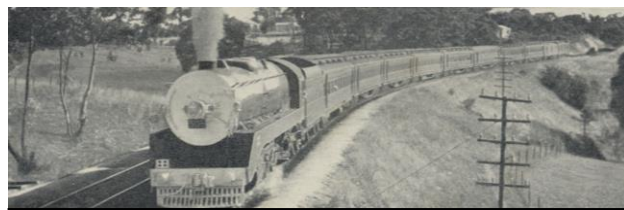
Victoria’s Consort. They inaugurated the Adelaide, City & Port Railway, on 19th April, 1856. They each weighed 23 tons, and burned wood and coke. With a boiler pressure of 80lb, they reached the vast speed of 17mph on their trial

The first locomotives for the new private SA railway companies were imported from England in 1855. No. 1 was named like the city, after Queen Adelaide. No. 2 was the ‘Victoria’, and No. 3 ‘Albert’, after Queen

runs. Their cylinders were 15ins and driving wheels 5ft 4ins in diameter.¹ (Conversions at end)

Only 80–90 years later, steam locomotives had become huge compared with those. And only 100 years later, diesel locomotives were already taking over from them. To the lovers of those magnificent steam locomotives, how dull and uninteresting the diesel locos were!

Think how disappointed passengers are to find instead of one of the PRR’s great W-Class locos hauling their train, a diesel loco has had to be substituted for it instead.... But back to steam. Look at the difference over only sixty years in the Overland Express from Adelaide to Melbourne:



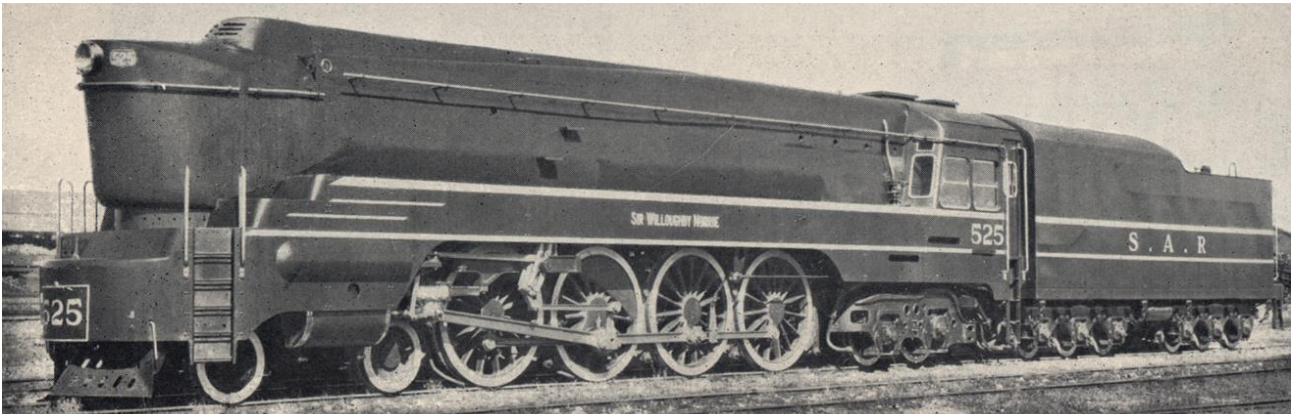
Overland Express 60 years apart. Top, SAR ‘N’ Class 4-6-0, 1881, Baldwin Loco. Co., USA. Bottom, SAR 4-8-4 ‘500 B’ Class ‘Mountain’ type Loco, 1929–63, Armstrong-Whitworth Co., UK

Now, contrast the dimensions of that No. 1 Loco ‘Adelaide’ with that ‘500 Mountain Class’ loco just above: weight 232 tons, length 84ft, driving wheels 5ft 3ins, tractive effort 59,000 lb.²

My family travelled on the night-time Broken Hill Express to Adelaide and back many times, up to when I was 11 and we moved to Adelaide to live. (I think its name might have been the ‘Adelaide Express’ going one way, and the ‘Broken Hill Express’ going the other.)

It was an erratic Express, especially the narrow gauge part from The Hill to Terowie. There, you left it around midnight, and crossed the platform to board the broad gauge train to Adelaide.

I remember once, when not far from The Hill the engine whistled almost continuously, and slowed right down. We looked out the windows and saw an emu pounding along *between* the rails with the loco just behind it. It continued racing us like that for a long way despite the engine driver’s tooting at it to get it off the rails.



SAR '520' Class 4-8-4, Islington Workshops SA. Weight 200 tons, length 87 ft, driving wheels 5ft 6ins, tractive effort 32,600 lb.³ Named after SA State Governors, here 'Sir Willoughby Norrie' (1944–52). No. 520 was 'Sir Malcolm Barclay Harvey' (1939–44)

Another time the train stopped at Whyte-Yarcowie for the rest of the night and into the day. It seemed the line ahead had been washed out. My Godmother was taking me to Adelaide that time, and we spent much of that day and the next night and next day in the Yarcowie Hotel, until the line ahead of us was repaired.

But my fondest memory of that Express during those years is of shortly after the 2nd World War. The narrow-gauge train from Broken Hill was very late getting to Terowie.

Passengers rushed across to board the SAR broad-gauge Express, hastily buying food and hot drinks from the narrow canteens down the centre of the platform. They were grumbling about how very late we'd arrive in Adelaide.

I'll never forget that train was hauled by a '520' Class 4-8-4, as shown in the top photo, yet I don't remember which one. The coaches on the Adelaide train were eleven steel ones like the '500' Class that's shown opposite.

Apparently, the crew decided they'd get us to Adelaide on time, no matter how late we were.

Now in those days there were advertising signs along the fences beside railway lines, saying '[So Many Miles] to Griffiths Brothers Tea'. I think they were every two miles apart back then, but maybe it was only one mile.

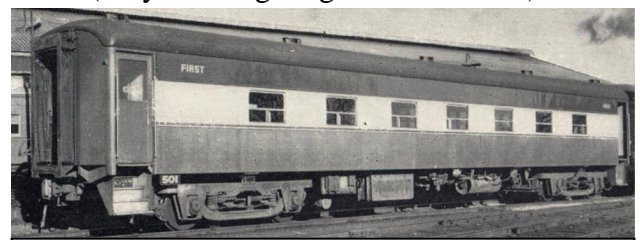
Anyway, if you had a watch with a sweep second hand, you could time how long it took a train to get from one sign to the next, and then calculate the speed you were travelling at. And people calculated we were going over 90 mph.⁴

I do remember reading somewhere that those '520' Class locos *were* capable of reaching over 90 mph. And SA's railroads *were* in the best condition in Oz during the 2nd World War as well.

The train was rocketing along! And banging and rocking violently, too. Passengers were braced in the corridors talking about it, and timing it. Some were thrilled, and others were scared. It wasn't the usual train speed back then.

I have no idea how dangerous it was, but it sure seemed stunning to me. Anyway, our train pulled up in the Adelaide Railway station dead on time. (And 'dead' might have been an appropriate word because of the speed of it!)

As we walked down past the locomotive, we saw excited passengers crowded around the loco's cab, talking to, and congratulating the crew. (Maybe castigating them as well?)



'500' Class 1st Class steel passenger car, seating 42 people

I've often wondered if the crew broke some kind of railway rule doing what they did. Perhaps there were far fewer safety regulations back then? Perhaps the just-ended war made people more reckless? Whatever! But for me, it's my most precious memory of all, of the days of those tremendous and awesome locomotives.

*WE WERE TAKEN from the ore-bed and the mine,
We were melted in the furnace and the pit—
We were cast and wrought and hammered to design,
We were cut and filed and tooled and gauged to fit.*

— from Rudyard Kipling, 'The Secret of the Machines' (1911)

*Some water, coal, and oil is all we ask,
And a thousandth of an inch to give us play:
And now if you will set us to our task,
We will serve you four and twenty hours a day!*

(Continued)

Major Sources:

HISTORY IS A matter of compromise between differing dates, facts, names, and events, depending on your sources. For example, we found the date for that inauguration of the Adelaide, City & Port Railway in 1856 as 19th April, but *also* as 21st April—*both* from ‘reliable’ sources. And the weight of the ‘500’ Class loco is 222 tons in one source, but 232 tons in another. And how often do you check them in a third ‘reliable’ source, and find yourself with not two but three different figures?

The world speed record for *steam* locomotives was set by the UK’s ‘Mallard’, No. 4468, on 3-7-1938. It’s 124 mph (201kph), set at Stoke Bank, Rutland, England.

These are a few of our major sources:

The Australian Encyclopaedia (The Grolier Society of Australia, Sydney, 1965), Volume 7, under ‘Railways: South Australia’;

Cockburn, Rodney, *South Australia: What’s in a Name? Nomenclature of South Australia* (1908, reprinted 2007, Axiom Publishing); Kipling, Rudyard, *The Complete Verse* (Kyle Cathie Ltd, 1990)—for the full poem: this is only its start;

Locomotives and Rolling Stock, South Australian Railways (Vardons Print, undated, but from the 1950s);
South Australian Railways: Locomotives—Steam and Diesel Electric—and Rolling Stock (W.L. Hawes, Government Printer, Adelaide, January 1964).

Conversions:

1	23tons	23·5tonne	2	5ft 3ins	1·6m
	80lb	0·36kN		59000l	263kN
	17mph	27km/h	3	200tons	204tonne
	15ins	0·38m		87ft	26·5m
	5ft 4ins	1·62m		5ft 6ins	1·68m
2	232ton	237tonnes		32600l	145kN
	84ft	25·6m	4	90mph	145km/h

The raised numbers 1 to 4 in the article refer to the table above. Tractive Effort, or ‘Force’, is measured in Newtons, so a ‘kN’ is a thousand Newtons. Numbers rounded. ■

An EarlyYudnamutana Mines Photo



THIS PHOTO is in a 1916 SA Department of Mines booklet, *Geological Survey of South Australia/Report No. 3/The Yudnamutana Mining Field*. It’s especially interesting because it was taken by SA’s great Antarctic Explorer, Sir Douglas Mawson himself. The ten mines then were: Yudnamutana, Pinnacles, Wheal Gleeson, Black Queen, Cockscomb, Daly (Lyndhurst), Knoll, Sir Dominick, Junction, & Wheal Frost. There are maps & plans of six of them. Few today know the original pronunciation is Yoodnamutana—‘Yooda’ for short. ■

What is the PRR?



THE PICHIRICHI RAILWAY is a family friendly, heritage railway, which operates between Quorn and Port Augusta in the beautiful Flinders Ranges.

Originally running on the Old Ghan railway line, the Pichi Richi Railway Preservation Society has been operating since 1973 in 'keeping the history alive'. We are fully volunteer run.

Our restored steam and heritage diesel engines and immaculately restored timber carriages haul our passenger trains.

In volunteering with the Pichi Richi Railway you will have an opportunity to target your particular passion, whether it be front of house, behind the scenes, catering, on the trains, ticketing, or driving. Maybe you see yourself as a Car Captain (like a tour guide and assisting the passengers), or aspire to becoming a driver, or guard?

Even within our workshops there are roles with a variety of projects on-going, such as timber carriage restoration and general rolling stock maintenance. Outdoors we always have track maintenance, weed control and gardening, to name a few. All these roles help keep our railway on the rails.

We have all sorts of people join us with a broad range of interests and skills. No matter what experience and skills you might have to bring to the PRR organisation we can find a role for you and appreciate your contribution.

The Pichi Richi Railway (PRR) organization is a member of Volunteering SA/NT and the National Volunteering week

was in May and the theme was *Recognise. Reconnect. Reimagine* with encouragement to use the red colour scheme. You may have seen some of our social media posts.

As a member of Volunteering SA/NT we exhibited at the Connecting Communities Expo in Port Augusta in May, kicking-off National Volunteering Week 2021.

Our amazing volunteers, contribute to the smooth running of the railway, whether they are physically working on the railway or helping remotely from afar. Every single person and their contribution, big or small is appreciated.

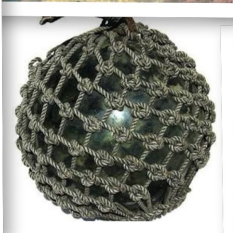
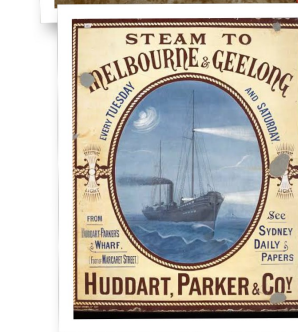
If you are interested in expanding your interests, making new friends, learning new skills and broadening your horizons, on the railway then please call our Volunteer Hotline on 08 8641 1527 and have a chat.

You're sure to fall in love with the PRR and be excited you are playing an important role in the preservation of this important historic railway.

More information on volunteering is available on:

<https://www.pichirichirailway.org.au> ■





WANTED TO BUY

CASH PAID ALL ANTIQUES -
VINTAGE - RETRO ITEMS
PH ME BEFORE YOU HAVE A
GARAGE SALE - DOWNSIZE -
CLEAN AN ESTATE
DONT SELL YOUR ITEMS TOO
CHEAP - I PAY GOOD PRICES



ALL OLD SHOP OR GARAGE SIGNS
OLD TINS - OIL BOTTLES - PETROL BOWSERS
TIN TOYS - PEDAL CARS - OLD BICYCLES - COMICS - MONEY BOXES
WAR TIME MEMORABILIA - BADGES - MEDALS - UNIFORMS - HELMETS -
HATS
COINS - OLD WATCHES - WORKING OR NOT - CLOCKS - RADIOS - PHONES
RABBIT AND DINGO TRAPS - TRAP SETTERS - FUMIGATORS
CAST IRON - CAMP OVENS - BOOT SCRAPPERS - PLOW SEATS - COMBINE
ENDS
VINTAGE MOTORCYCLES - SCOOTERS - MINI BIKES - TRAIL BIKES
ANVILS - SWAGE BLOCKS - TOOLS - WOODEN WORK BENCHES
OLD SHOP FITTINGS - DISPLAY CABINETS - PIGEON HOLE UNITS
T H BROWN FURNITURE - BAR STOOLS - MID CENTURY ITEMS
OLD LAMPS - LIGHTING - COIN OP RIDES - ONE ARM BANDITS - PIN BALLS
CHINA - GLASSWARE - SILVER ITEMS - OLD COPPERS - DIP TINS - WASH
TUBS
OLD FARM GATES - CAST IRON - WROUGHT IRON - SHED CONTENTS
ANYTHING OLD OR INTERESTING - SINGLE ITEMS - COLLECTIONS - ESTATES

PH ROB NOW

0418391084



WANTED TO BUY ANTIQUE. VINTAGE. RETRO. RUSTY. MID CENTURY ITEMS. SINGLE ITEMS. COLLECTIONS. ESTATES

Regular buyer in area. Good cash prices paid for. All old. Advertising signs. Shop or garage signs. Station name signs. Shut the gate signs. Sheep dip signs. Old petrol bowlers or parts. Oil and grease tins. Oil bottles. Dingo traps. Camp ovens. Cow bells. Combine ends. Military and railway items. Old toys and comics. Badges. Coins. Old watches. Anvils. SWAGE blocks. Old stone or glass bottles. Antique and vintage motorcycles or parts, old iron gates. anything old or interesting. Shed contents. Farm dumps. Also any items on my list. Please ph ROB now. 0418391084.

On this Day in Quorn

WHAT HAPPENED in Quorn and District 100 years ago this month as appearing in the Mercury from years gone by: The first find below is not in chronological order but is probably the most relevant as it is winter after all!

Ashy

Snow at Quorn

FOOT DEEP IN RAILWAY TRUCKS

Empty coal trucks from Peterborough, which arrived at Quorn on Friday, contained snow to a depth of a foot.

Snow fell at Mt Brown and Woolshed Flat. Although no rain has fallen, all creeks are flooded as the result of the snow thaw. Many people in the district admitted that they had never seen snow before.

As appeared on Friday, 26th July 1951

Proposed New High School for Quorn

The following is an extract from the Governor's speech at the opening of the State Parliament: — The Government had approved of certain administrative changes in connection with the educational system, aiming at a general extension and improvement of educational facilities throughout the State. Provision would be made on the Estimates for building new schools and for providing additional accommodation where considered essential. The remodelling of old and out-of-date buildings would also be systematically continued. It was proposed to build new high school premises at Quorn, Kadina and Jamestown, in each of which centres the local residents had made liberal contributions in land money for high school purposes.

As appeared on Friday, 29th July 1921

To the Editor

Sir, — On the 1st day of December, 1909, the Mayoress of Quorn, Mrs Robert Thompson, declared the Savings Bank open for the transaction of business. Mrs Thompson was the first depositor in the new branch, and received passbook No 1, his worship the Mayor receiving book No 2. The accounts were opened by a deposit of five pounds in each account, and they have grown to number 3898 accounts, with a balance at credit of £273821 10s 3d. The Penny Bank Department was opened in 1909, and there is today 619 depositors, with a balance of £1067 17s 2d. These figures show what can be done by the young and old in regards to saving, and it points that with a little care every person can have an account which may help to tide them over when hard times knock at their door.

As appeared on Friday 22nd July 1921

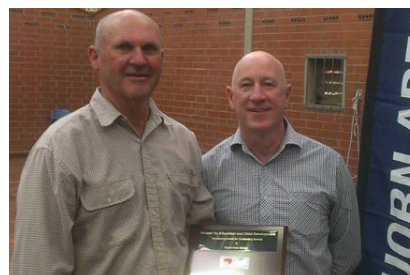


New immigrants at Quorn on the 10/07/1950

I have been the Member for Giles since 2014 and was appointed Shadow Minister for Primary Industries and Regional Development in 2018.

Giles is the largest South Australian state electorate and covers Whyalla, Quorn, Hawker, Kimba, Cowell, Roxby Downs, Coober Pedy and the APY Lands reaching all the way out to the Western Australian and Northern Territory borders.

Please contact my office if you require assistance with State Government-related matters.



My office can help you with

- Community or individual advocacy, engagement and consultation
- Provide advice and assistance on State Government matters relating to the Giles electorate and Primary Industries and Regional Development
- Refer you to the appropriate service provider or Government agency if we cannot provide the service
- Assist community organisations and sporting clubs with grant applications
- Provide advice on possible funding sources for community projects
- Assist with the preparation of petitions and table them in State Parliament
- Justice of the Peace Services



Eddie Hughes  **MP**

Member for Giles

Giles Electorate Office

Westland Shopping Centre

PO Box 2465, Whyalla Norrie SA 5608

FB | www.facebook.com/EddieHughesGiles

E | giles@parliament.sa.gov.au

P | (08) 8645 7800

PICHI RICHI • RAILWAY •



WELCOME to the July edition for the Quorn Mercury with the latest news from Pichi Richi Railway

We continue to be busy for tourists

It is great to see so many are continuing to make the journey to the Flinders to enjoy a ride on the Pichi Richi Railway. Trains remain fully patronized even though COVID is continuing to frustrate travel from other states resulting in some last-minute ticket opportunities.



Fixing of sheeting to Car 470

Locomotives, Carriage & Rolling Stock:

Volunteers were busy in the latter half of June continuing many activities including the Car 470 restoration, bogie repairs and maintenance to several carriage underframes and fixing NM25 drive bogies.

Mill Level Crossing Commissioning: The level crossing was successfully commissioned over 17 and 18 June. Final road works are expected to be completed in the coming weeks.

Training and Assessment: There is always the need for more members to become trained in some of the critical railway activities. In June, several members achieved some key milestones including Darren "Spoon" Palmer who became a qualified fireman and Bronwyn Ingram who become a qualified trolley driver.

Would you like to learn more about #teamPRR? Why don't you give our Members Services Manager, Bronwyn Ingram a call to chat about the range of roles that may suit your availability, interests and physical capabilities. Bronwyn can be contacted on 0412 618 945.



Ongoing repairs to NM25

Scheduled Trains in July

Saturday 3 July Afghan Express – dep Port Augusta 10:30 AM, return PA 16:30
Sunday 4 July The Pichi Richi Explorer – dep Quorn 10:30 AM, return Quorn 14:30
Tuesday 6 July The Pichi Richi Explorer – dep Quorn 10:30 AM, return Quorn 14:30
Thursday 8 July The Pichi Richi Explorer – dep Quorn 10:30 AM, return Quorn 14:30
Saturday 10 July Afghan Express – dep Port Augusta 10:30 AM, return PA 16:30
Sunday 11 July The Pichi Richi Explorer – dep Quorn 10:30 AM, return Quorn 14:30
Tuesday 13 July The Pichi Richi Explorer – dep Quorn 10:30 AM, return Quorn 14:30
Thursday 15 July The Pichi Richi Explorer – dep Quorn 10:30 AM, return Quorn 14:30
Saturday 17 July Afghan Express – dep Port Augusta 10:30 AM, return PA 16:30
Sunday 18 July The Pichi Richi Explorer – dep Quorn 10:30 AM, return Quorn 14:30
Sunday 25 July The Pichi Richi Explorer – dep Quorn 10:30 AM, return Quorn 14:30
Saturday 31 July Afghan Express – dep Port Augusta 10:30 AM, return PA 16:30

Fixer Upper North

Carpentry and General Maintenance
Fly and Security Screens, Built in Robes
Based in Quorn

Contact Stu Hackett

Ph: 0475 410 127

Email: stu@fixeruppernorth.com.au

ABN: 58623603361

BLD 280721

Quorn Newsagency & Gift Store



**Lotto
Keno
Scratchies**
Gamble
Responsibly

Help Line:
1800 858 858

Hours: Monday — Friday 8am—5.30pm
Saturday & Sunday 8.30—2.30pm
Stationery, Papers and Magazines
Giftware, Quilts, Embroidery, Haberdashery and
more

Call in and see Alan and Leslee
EFTPOS AVAILABLE
5 Sixth Street
Phone: 8648 6042

LANDMARK Port Augusta-Quorn



See the team at Landmark Port Augusta-
Quorn for all your Merchandise, Insurance,
Livestock, Real Estate and Finance needs.

Tim Wooley 8648 6048
0427 086 020
Port Augusta 8642 4344



in
partnership
with



Enjoy a night out at the Flicks
BOOK NOW—Numbers limited



THE DRY

Based on the bestselling novel

Friday 23 July (rescheduled)

6.00pm for 7.00pm start

Est 10.00 pm finish

MEAL TICKETS \$15

Includes coffee/tea pot

**And remember to leave
your donation to**

Flinders Flicks on the film night

BOOKINGS ESSENTIAL

ABOUT THE MOVIE:

Fed Agent Aaron Falk returns to his home town after an absence of over twenty years to attend the funeral of his childhood friend, Luke, who allegedly killed his wife and child before taking his own life—a victim of the madness that has ravaged this community after more than a decade of drought.

Falk reluctantly agrees to stay and investigate the crime, and opens up an old wound—the death of seventeen year old Ellie Deacon. Falk begins to suspect these two crimes, separated by decades, are connected.

Starring Eric Bana

RATING MA 15+

Strong themes and violence

**THE AUSTRALIAN & SYDNEY
MORNING HERALD**

RATING—4 STARS

August 27—The Mountain Between Us





ALL WELCOME

QUORN MEN'S SHED
 10 Seventh Street
 PO Box 108
 Quorn SA 5433
 ABN 80 684 435 275



PH: 0429 977 015 Andy Smith (Chairman)
 PH: 0488 069 943 Terry Smith (Tres)
 Email: quornmensshed@gmail.com



Daniel cutting pavers



Restoration of a 150 year old rocker finished by Jeff



Ian painting sink stand



**Australian
 Men's Shed
 Association**
 SHOULDER TO SHOULDER

AMSA Registration No. AMSA100844

Shoulder to Shoulder

Patron: Dr. Tony Lian-Lloyd B.M.B.S, Dip, R.A.C.O.G, F.A.C.R.R.M



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 PH: 0488 069 943 Terry Smith (Tres)
 Email: quormensshed@gmail.com



Coffee and Bullshit



Shed breakfasts at 0900hrs on 8th
 & 22nd July.

Andy does Steak sandwiches for
 workers lunch,
 on 1st, 15th & 29th July, only \$4

Left—Paul sorting collected cans and bottles



**Australian
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**Do you or your children
need Motor Vehicle
Driver Instruction
(MVDI) Training??**

- Just got your *Learner's* and want to learn how to drive or have a Pre-test?
- Auto or Manual Vehicle training available
- Do you have an *International License* that needs to be converted to an Australian License?
- Want to get your *4WD Training* done ready for possible employment opportunities?

I can train you here in Quorn (to get you started) and in Port Augusta in our new modern SUV, using the VORT method and get you ready for your Driving Test.

Contact **Norman** on: **0410 511 633** for more details



- Certified MVDI and member of the Australian Driver Trainers Association of S.A.
- Nationally Accredited 4WD Trainer & Assessor (for over 20 years)

See our *Website* and *Facebook* page for 4WD Courses and loads more info!

www.pindantours.com.au and www.facebook.com/PindanToursAnd4wdTraining



'Homemade Produce'



- * Relishes
- * Chutneys
- * Lemon Butter
- * Pickled Onions

Kylie Finlay ~ 0448 658 720



Classified Adverts

Quorn Social Lottery Drawn Saturday 12th June 2021

1st Geoff Williams
2nd Amanda O'Loughlin
3rd Sandra Everett

Rainfall 2021

Jan	10.2mm
Feb	1.4mm
March	5.2mm
April	Nil
May	26.8mm
June	36.0mm
YTD	79.6mm

Lawrie Fitzgerald

Invites you to join him for afternoon tea at the Quorn Town Hall to celebrate his 90th birthday.

On Sunday 1st August from 2pm to 5pm

No presents thank you.

Quorn Meals on Wheels

Annual General Meeting

Will be held at the Quandong Café at 10am on Monday 19th July 2021

Please let Kath or Anne know by Thursday 15th July if you will be attending for catering

Kath Phone No 86486058

Anne Phone No 0429486586

Coad Mervyn

Dear loved brother of Dot,
Uncle to Debbie, Pauline, Julie and Craig,
Karen.

Great Uncle to six Nieces and Nephews and
one Great Great Niece.

Deep in our hearts loving memories will be
kept.

3RD SUNDAY 2:30-4PM - QUORN UNITING CHURCH
KIDS 4-11: STORIES, MUSIC, CRAFT, FUN & FRIENDSHIP

21 FEBRUARY

21 MARCH

18 APRIL

16 MAY

20 JUNE

18 JULY

15 AUGUST

19 SEPTEMBER

17 OCTOBER

21 NOVEMBER

12 DECEMBER

FOR MORE INFO PLEASE CALL OR SMS 0407816210

SUPPORTED BY QUORN CHURCHES TOGETHER



July 2021

Contact Quorn Hospital 8648 7888 for dates

Podiatrist
Diabetes Education
Dietitian
Physiotherapist
Occupational Therapist
Speech Pathologist
Social Worker

Country Health Connect 8668 7706



July

Anglican Church of St Matthews
3rd Sunday of month 10am
Contact Number
Ph: 047711056 or 8648 6763

Catholic Church
Flinders Ranges Catholic Parish
Parish Priest: Father Harold Camonias
Mass Times:
Weekdays: Tuesday— Fridays 9am Quorn.
Friday 11am Hawker
Saturday Carrieton 4pm
Sunday Quorn 8.30am Hawker 10.30am
Leigh Creek 5pm 1st Sunday of the Month

Flinders Christian Fellowship
Sunday Church 10am
Monday and Thursday lunch 12pm
Tuesday Bible Study 12pm

Uniting Church
Sunday Services 10am

Quorn Mercury 2nd July 2021

Published—First Friday monthly, except January,
Quorn South Australia 5433

Address—Town Hall, Sixth Street, Quorn

Postal Address—PO Box 367, Quorn, SA 5433

Email—mercury@frc.sa.gov.au

Public Officer—Tarla Kramer
7th

Next Issue's (August 6th 2021) Deadlines:

- Submissions preferred as email attachments using Microsoft Word or Publisher
- Other submissions to Visitor Information Centre, Quorn Railway Station before 4.30 pm 30th July
Classified Ads on Visitor Information Centre form provided.

Must be paid for when submitted.

Guidelines for Submissions:

- Text on white A4 with 2cm margins all sides, Times New Roman black type 12pt min 11-pt
- Photos jpg. w. caption info giving peoples' first and last names, what's happening, where & when (where relevant). Nicknames may be included
- Submissions must include separately: author's name, with address or phone number

Contacts

- **Coming Events**—Jillian Wilson, Visitors Information Centre, 8620 0510
- **News in Brief**—Peter Sandles, 8648 6768 or mercury@frc.sa.gov.au

Charges

- **Annual Subscription**—12 months (11 issues) \$40 including postage
- **Major Adverts**—

	Single	Year	Discount
Full Page	\$30	\$250	\$80
Half Page	\$15	\$130	\$35
Quarter Page	\$ 8	\$ 75	\$13
Eighth Page	\$ 5	\$ 50	\$ 5
- **Classified Ads**—\$1 per line or part line, on the form provided at the Visitors Information Centre

All views & opinions expressed in the Quorn Mercury are those of the authors and contributors. The Quorn Mercury is not responsible for these views & opinions, and publication in the Quorn Mercury does not in any way guarantee their accuracy.



Quorn~Hawker~Cradock Events July 2021

Regular Events

Quorn

Quorn Book Club

20 July 7.00pm

Phone Sam Nester for info
0456 129 870

Women's Fellowship—

3rd Wednesdays

see poster in Laundromat
window or Facebook for
details.

Quorn Men's shed breakfasts

9.00am 8 & 22 July

Quorn Play Group

Monday's 10-12 at the Quorn
Kindy. Gold Coin Donation

Probus

1st Tuesday of the month
10am 6.7.21 at Town Hall

Line dancing

Tuesday nights, 7pm, Town
Hall. Cost \$10

Quorn Business Group

Meetings are quarterly
Next meeting 2.8.2021
See Quorn Out and About for
details

Hawker

Community Group—Tuesday
fortnightly

Development Board—

2nd Monday of the Month

Friendship Group—

3rd Wednesday

Hawker Community Singers -

welcomes everyone to sing
Friday 3.30pm to 5.00pm
Hawker Hospital Community
Room

Quilting Group—Friday
fortnightly

Events

Pichi Richi Railway

Afghan Express – A full day trip from Port
Augusta to Quorn and return. Departing at
10:30am from the Port Augusta Railway
Station on the 3rd, 10th, 17th and 31st of
July.

Pichi Richi Explorer – A half day trip from
Quorn to Woolshed Flat and return.
Departing the Quorn Railway Station at
10:30am on the 4th, 6th, 8th, 11th, 13th, 15th,
18th and 25th of July.

Collect your copy of this year's timetable
from the Flinders Ranges Visitor
Information Centre in the Railway Station.

Quorn Ladies Golf Open Day

Tuesday 6th July

Pinehurst Competition. Tee Off 10:00am
Registrations By 3rd July \$15

Contact Sue Smith- Mob: 0438382347
Kath Altman- Ph: 86486065

Flinders Flicks

25 July "The Dry" 6pm Emily's Bistro

Quorn Product and Craft Market

Quorn Town Hall

Homemade goods, fresh local produce,
handmade knits, crafts, cards and so much
more!

25th July 8:30am – 2:30pm.

QUOTE OF THE MONTH

*Knowing others is wisdom. Knowing
yourself is superior wisdom.*

Lao Tzu

Regular Events

Quorn

Aerobics/Walking Exercise

Monday and Thursday
Anglican Church Hall 6pm. Cost \$2

Boot Camp

Tuesday & Fridays 6.30am
Quorn Oval

Yoga

Thursday nights 6.30pm
Uniting Church Hall

Quilting/Sewing/Knitting Group

1st and 3rd Friday of the month at the Lions
Club Rooms.
Everyone welcome

Quorn Bowling Club

Interested in playing social bowls?
Tuesday 1:00pm
Saturday 1:00pm
Everyone is welcome to join in the fun

Pilates

Wednesday mornings at 9am and
Wednesday evenings at 7pm at the Quorn
Town Hall. \$15 per session \$10 concession

Suzanne's Dancers Quorn Tuesday at
Quorn Parish Hall for children

Austral Inn Hotel

Sunday Night Pizza Night and Wednesday
Night Schnitzel Night

Transcontinental Hotel

Tuesday Night Schnitzel Night

Meditation Classes with Asharnaye

Held every Tuesday at the Catholic Church
Hall on Railway Tce. 6:30 – 7:30pm.
Cost is by donation

Quorn Pioneer Machinery Society

Wednesdays from 9am at the Lions Park
Everyone welcome



PO Box 2, Quorn SA 5433
P: 08 8620 0510 Free Call: 1800 220 980
E: vic@frc.sa.gov.au W: www.frc.sa.gov.au/tourism

SEE YOUR PHOTOS HERE—
Email to:
mercury@frc.sa.gov.au



June in Powell Gardens
Photos—Barb Walker

