



GUSTAV'S NEWSLETTER

From

THE EUDUNDA FAMILY HERITAGE GALLERY
BRUCE STREET, EUDUNDA

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Hey - have you noticed the improvements to the Gosling Cottage? The wrought iron treatment on the windows, the beautifully cleaned stonework at the front of the Cottage, the painted window and door surrounds, the newly installed old fashioned outdoors galvanized iron loo donated by Rex and Elaine Leditschke, the galvanized iron fence enclosing the minute backyard, the picket fence, the little round galvanized and corrugated tank, the verandah, the cottage interior - everything!! **A multitude of Thanks go to Keith Dunstan, Terry Carter and Jim Reese.** They have battled on in all types of winter weather. The Busy Bees inside the Gallery have seen the relocation of many Displays and the creation of the Research area. A Special Launching Day will be held 2 p.m. Sunday 13th October. Please come along and say "Oooh" and "Aaah"!!!!

PAST WEATHER

The late Clem Loffler kept an eye on the weather 1953 to 1977-

1953-Fair	1966-Fair
1954 - Fair	1967 - Drought
1955-Good	1968-Good
1956-Good	1969-Fair
1957-Fair	1970-Fair
1958-Good	1971 -Fair
1959-Drought	1972-Drought
1960-Good	1973-Fair
1961-Good	1974-Good
1962-Good	1975-Fair
1963-Good	1976-Fair
1964-Good	1977-Drought
1965-Drought	

EUDUNDA RAILWAY DAM

The Railway Dam was excavated in 1878 and its purpose was the provision of water for the Steam train engines on the newly constructed Rail line to Morgan. The dam when full held almost 4 million gallons of water. It was fed

by concreted drains on the surrounding hillsides, and by a large open drain which began on the southern side of the Kapunda Road, circumnavigated the Lookout Hill, edged along the northern side of the Golf Course (which was non existent in those days) and finally gravitated to the dam via a beautifully stone lined drain which emptied into a concrete channel. Water was pumped through cast iron pipes to the overhead Railway Tank in the Railway Yard. When the dam became dry, water was brought by rail from Gawler, Morgan or Freeling. 9 March 1908 - "To haul water from Gawler means that 50 trucks of merchandise per week are unable to be brought to the township of Eudunda."

22 November 1911 -"The Government Railway Dam is empty." 3 February 1912 -"The spring has nearly given out, the Dry Creek Government Dam is empty, the only other reservoir in the district known as Pfeiffer's Dam has only 4 weeks supply in it. The railways are not only out of water for locomotive purposes, but also drinking water. Last Wednesday during the hot spell the passenger train arrived and immediately a rush was made by the passengers for the water bag, which they found empty." 20 February 1912 -"The railways have been hauling water for the local locomotive supply. On an average 10 trucks, containing 12,000 gallons of water are needed daily. The cost of haulage only, is about One Thousand Pounds a year."

14 February 1913 -"Floodwaters brought down scores of mice." 4 March 1913 -Heavy rain and the Railway Dam was overflowing. The dam banks, being undermined by crab holes, began oozing water and eventually two huge holes allowed the escape of half of the water. Rain fell in

October 1913, and in August 1914 Tenders were called for clearing the dam of 12 or more years of silt - which was estimated to be 2,300 cubic yards, "the contractor will be required to have fairly large teams and scoops." "Bountiful rainfall" in June 1915 and regular winter rains meant that the Railway Dam was reaching capacity and once again its dry, crab holed walls began leaking. A tarpaulin placed inside the dam on the bank, stopped the leak and 18 months supply of water for railway purposes was saved. 20 June 1916 - "A step forward in the Eudunda and Murray Flats water scheme has been made, and cast iron pipes are being stacked in the Railway Yards." The Railway Dam eastern banks form the backdrop for the residences at 11, 13, 15, and 17 Morgan Road, the Pre School and the BMX Raceway. Portions of the concrete slab, which supported the pump sending the water to the overhead Railway Tank, are visible at the end of Eyre Street, on the Golf Course. The handsomely constructed drain and a , floodgate are very evident north west of the dam, and the dam itself is extremely impressive. It has been modified to become an integral part of the Golf Course. The area is well worth a look.

(Quotes are from "The Adelaide Advertiser", further information from the Rawolle interviews in "Hills, Valley and Plain" and Lurline Freund.)

MARGARET ROOKE

Margaret (nee Marston) spent her childhood years at Mintaro. Her Grandfather, Norman Marston, was a skilled quarrymen employed at the Slate' Quarry there. Norman and his wife Ivy lived in the home built in 1872 by Norman's father, Francis, and this home truly represented Mintaro and its product - there were - a slate bath, two slate wash troughs, a slate water tank, a slate cool safe and an outside slate toilet. The slate bath was 5 feet long x 2 feet wide x 2 feet deep. The slate was 1 inch or more thick and the whole of it was bolted together and then sealed with very fine cement. Margaret says, "It was very solid and very cold, and was a pleasure to use in the summer months." The water tank, which is still in use, is 6 feet 8 inches long x 5 feet high x 4 feet wide and is bolted and sealed in the same manner as the bath. The outside toilet was constructed of large slabs of slate.

For comfort, the seat was made of wood. And the door was wooden. The cool safe is approximately 5 feet high x 2 feet deep x 2 feet wide. It has a wire mesh screen door, and its top is slate - the top is recessed in order to hold water to assist in the evaporative cooling process. Margaret and her husband Glenn have the wash troughs at their Robertstown home where they are used thus -the double trough is a water trough for the horse and the single trough holds water for the pet sheep. Francis Marston also built a sturdy slate and stone reading/writing room behind his home; a room approximately 15 feet square x 10 feet high with a window; a cellar is beneath this room. Access steps to the room are slate and their edges are rounded and smoothed. The lintels above the doors and windows of the home and the reading room are slate. Francis was employed for 30 years at the Mintaro Slate Quarry, as a blacksmith, and his son, Norman, worked there too for 48 years. This family home is still standing and is now occupied by Norman's and Ivy's son Jack, and his wife Sophie - Margaret's parents.

ERIC DULDIG (continued)

After the cream was emptied from the cans, they were rinsed with hot water and this water was drained into one of the wells which were continually being dug when required behind the Cream Factory. These wells were manmade, as the greasy residue from the cream can water clogged up the porous capabilities of the walls of one well, another was dug. The usual depth of each well was 18 feet, some were brick lined, some were not. When Eric walked home at night after work (no light on his bike) his heavy work boots echoed hollowly on the pavement adjoining Wiesner's Emporium (Railway Parade frontage), reinforcing his feeling that there was a huge cavity beneath his feet. He also remembers Bert Aesche, who lived at 57 Bruce Street, remarking how wet **his** back yard became underfoot, from a subterranean source, after heavy rains. The boiler in the factory was very well maintained. It was cleaned out regularly with steel brushes. Eric had to climb inside it, and to get in, the door had to be removed. Inspectors came around / every 12 months to check the maintenance of the Boiler, because if it became corroded it was in danger of exploding. Some cream came by train to Eudunda (there were farmers

Mount Mary who sent cream) and this was left at the Railway Station for the S.A.F.U. men to collect. In the early days butter was made at the factory. Eric recalls seeing the wire apparatus used for cutting these blocks of butter into one pound sizes. The wire cutter is in the S.A.F.U. Museum at Mile End. The butter was suitably packaged in boxes for the train trip, and the well-known carrier Otto Post took the butter from the Eudunda Factory to the train. In later years the eggs went to Gawler on the daily cream truck, and from there were sent to Mile End for grading and testing. Eric began as a driver and during his time there were other S.A.F.U. drivers - Clem Helbig, Robert Pfitzner, Paul Geister, Leon Williams, Percy Radloff, Arthur Jenke, "Shrimp" Gerlach, John Jenke, Herb Anderson, Malcolm Schiller, Ken Jaeger, David Loechel, Geoff Devlin. After almost 40 years with S.A.F.U. Eric retired. He then did counter relief work at the Eudunda Bakery, barman relief work at the Eudunda Club, and gardening at the Eudunda Hospital and for individuals. In 1979 Eric became the efficient and well-respected Secretary/Treasurer of the Eudunda Agricultural Society and, in this he was lovingly assisted by his wife Wilma.

PETER'S HILL GOLF

In the mid 1930's Golf was enthusiastically played on Sunday by the male population of Peter's Hill. Correct golf balls and tees were used and the clubs were manufactured on the farms. The clubs were made from any available iron or steel lengths on hand; these lengths were heated at one end in the home blacksmith forge until white-hot and that end was then hammered on the anvil into the required shape. There were two lots of golf links. The first links were on Ern Krugers property, on the crest of the Range, and the golfers hit their way around that hilly terrain. The golfers could hardly wait for the Sunday midday meal to be over so that they were able to embark on their game. They played for the full afternoon and then went home to their evening chores. The second lot of golf links was created some years later on Ben Duldig's property.

(Lois Zerner - nee Kruger.)

THE DUNSTAN FAMILY

In the 1841 census the Dunstans are recorded as residing in the Hundred of Kerrier, Parish of Wendron, County Cornwall. The *Rajah*, a

barque of 352 tons, arrived at Port Adelaide 24th September 1847. It carried John Dunstan, wife Ann and children Grace, Thomas, Richard, William, Ann, Edward, Priscilla and Jane. John Dunstan Junior and his wife Eliza who had emigrated in 1846 met them. Edward - "From Port Adelaide we proceeded to Kapunda where my father worked as a miner on one of the properties being developed by the Reedy Creek Mining Company at a place called Alien's Creek, near where Mr. David James' residence now stands." (near the bridge over Alien's Creek on the Kapunda/Eudunda Road.) Their first settled place of abode was Alien's Creek. A family story recalls that Edward Dunstan on his first Tuesday at Alien's Creek was taken for a walk by his father John Dunstan Snr. and they climbed Mount Alien which was an odd shaped hill 4 miles North West of David James' residence. At the time of the Dunstans arrival, the Reedy Creek Mining Company was searching in Section 1514, Hundred of Kapunda, for the main lode "in a field of copper." Its discovery in December 1847 was "exceedingly promising". This was the Wheel Rothschild mine. It appears, though, that this mine was abandoned at some time between 1849 and 1851. In later years other companies searched in vain for this lode. John Snr. and his sons William and Thomas purchased land in the Hundred of Kapunda (1851) and the Hundred of Light (1854). The Hundred of Light property remained in the Dunstan family until 1951. John Snr. Died in 1857 and his wife Ann died in 1860..

(From "The Dunstans in Australia.")

The very abbreviated history, which appears here, recounts only the beginnings of the Dunstan Family in South Australia and its pioneering contribution to a new colony. These Dunstans were the forebears of the Dunstan Families in this District.

POINT PASS SPEEDWAY

In March 1961 moves were made in the local car club to build a Speedway track locally, due to the number of members becoming interested in T.Q. racing. The Speedway project got off the ground when an agreement was reached with the Point Pass Park Committee. This was a body which looked after a piece of crown land set aside as the Point Pass oval, which was only used for

playing cricket in summer. The committee agreed the Car Club could build a Speedway track, and a fence around the outer perimeter of this piece of ground, provided the centre could still be used for cricket. The actual building of the track is almost a story in itself when you consider the club had very little money, and perhaps 30 to 35 members. The outer perimeter fence was to be four sleepers - . high, with the sleepers lying on edge, and lashed to posts set into the ground. This was then reinforced with an earth bank. From memory there were something like 800 sleepers in the fence. The track length was , about 420 yards, measured one yard out from the "pole line" (the inner perimeter of the track.) The sleepers were purchased as firewood by the Club, and donated by various people, from the Railways. All work was voluntary. Clarry Launer, a Robertstown truck operator, won a contract to "lop" the trees around the oval, and donated posts cut from these trees for the track fence. A judge's box was constructed. We put some posts in the • ground and a local storekeeper/school bus owner family, the Elliots, gave us the box from an old school bus. We placed this on top of the posts, and it served us well. Extra toilet facilities were required, so this need had to be filled. I recall we had a new toilet on the farm, so our old toilet was no longer used. The old toilet was a timber and iron structure. I cut the posts of the old unit off at ground level, loaded the complete unit, wooden board seat and all, onto the Holden ute, and took it to the new Speedway. We dug a hole, placed the toilet over the hole, and drove pegs into the ground to hold it down. Early meetings, with the track not totally complete, were held for go-carts, which were all the rage then. They were undertaken to raise money to complete the track. Jim Reese's father, being the local Council overseer, was pressed into service to lay the track surface. He was able to provide some Council equipment for this purpose, which assisted greatly. He did an excellent job, and the track gained a very good reputation for its surface when full-scale racing got underway. Initial meetings were run during the day with reasonable crowds, but it became evident that night speedway would bring better crowds, so moves were made to install track lighting. All this occurred over a period of probably two years.

As Murray Both's family was connected with the S.A. Gas Company we installed some gaslights. They were very large units and 20 lights were used. The lights were mounted on steel poles made from scrounged material. We used to go around at the start of each meeting and light each one individually, using a long stepladder to reach them. Unfortunately, the gas lights did not have enough illumination. The Elliott Family came to the rescue with an interest free loan (gift, actually) and a decision was made to install 240 volt lighting. So we started preparing to put 41x1000 watt lights around the track. We needed 21 new poles and couldn't afford them. Murray Both and I did a lap around the farmers who supported us, with Dad's farm truck, and amazingly gathered quite a bit of pipe of varying sizes and found we had sufficient material to complete the 21 additional poles. Jim Reese's brother, Leon, was an electrician, so he obtained the necessary switches, wiring, globe holders, globes and light shades and put in a lot of work installing the lights. It was a proud moment when our new lights were turned on for the first time, and to everyone's relief they worked, and worked well. This gave the track excellent lights which were as good as those at any track I raced on. (From "The Tracks of my Life" by Brian Latz.) Brian raced at Renmark, Crystal Brook, Murray Bridge and Rowley Park Speedways. Other Eudunda Drivers were Kevin Kurtzer, Clarry Launer, Jim Reese, Jeff Holding, Rodney Pfitzner, Malcolm Warner. Point Pass Speedway closed in 1969.

A SHORT DRIVE IN SPRING

Travel 5.8 km along Eudunda to Truro Road. Turn Left along Foote Road for 2.4 km. Turn Left, drive 100m. Park your vehicle just before the Left turn onto the "Dry weather only" Track (before the concrete culvert). In the corner of the paddock on your Left is an OLD wooden trough. Drive onto the Dry weather track, which is a little rough, and head toward Von Rieben Rd. At the intersection is the Shelford Chapel and School site (circa 1871), marked with a Gustav Marker, in the triangle of the paddock on your Right. Turn Right and drive along von Rieben Road, you come to the old Main Road to Neales Flat. Turn Left, drive toward the Morgan/Eudunda Road.

Margaret Dreckow Rogers - Editor.