



RAIL HERITAGE WA

Members Newsletter

September 2020



FOR YOUR CALENDAR

Sat 12 September **Entertainment meeting 2pm**

Kevin Pearce will speak about the decade of excursion/hired specials in the 1980s.

Sat 19 September **Minnivale Heritage Open Day** 11am to 4pm.

Sun 20 September **Greenhills Heritage Trail** (including the railway) 2pm

Details for both at the end of this newsletter.

Sun 27 September **South-West Rail and Heritage Centre Open Day** 9am to 2pm

Saturdays 3 & 10 October from 10am **Museum Work Days** (no meeting on 10/10)

Sunday 11 October **RAILFEST** 10am to 4pm

FROM THE PRESIDENT (Brian Williams)

At the last Management Committee meeting it was agreed that the Museum opening hours for Sundays will revert to the 5.00pm closing with effect from Sunday 13th September 2020. In addition, it was agreed that the Wednesday openings would recommence as from 30th September 2020, primarily because of the closure of the Perth Royal Show, and to allow parents and children a means of enjoyment.

Volunteers are sought to assist in the operations of the Museum on Wednesdays and Sundays. I have not updated the Museum roster for this Newsletter as I would appreciate a response from the membership in this regard. It has been said before that the more people who volunteer to assist the less you are rostered.

RAILFEST 2020 is going ahead on **Sunday 11 October 2020**, between 10.00am and 4.00pm. I am seeking the assistance of members to help in setting up, cleaning, for Railfest on the day itself as well as Saturdays 3rd and 10th October. The ticketing arrangements for Railfest will allow a controlled orderly access of the public into the Museum.

We are aiming for a smaller event than the past couple of years and, if the COVID-19 situation remains as it is at the present time, are confident that with timed entries and a target of 1200 people, it should be both a viable and fun day as well as a much-needed boost for the Museum. Management of attendance will assist in the maintaining of sensible safety precautions including good hygiene, additional sanitisation, and physical distancing.

if any member would like a stall at Railfest to dispose of any unwanted railway related items, they should contact Graham Watson on grahamrwatson@hotmail.com

ANNUAL GENERAL MEETING (from the Secretary)

Rail Heritage WA's Annual General Meeting was held on August 8th, 2 months later than usual due to the Covid 19 restrictions still in place earlier in the year. A quorum was achieved and exceeded, so a big thankyou to all members who made the effort to attend. The business of the meeting was conducted in good time and the Annual Report and Annual financial report were accepted by the meeting.

The following Committee members were re-elected unopposed:

Brain Williams – President

Dominic Bennett – Vice President

Ian Studham – Secretary

Philippa Rogers – Committee Member

Bernard Horton – Committee Member

The outgoing Treasurer, Kerry Ayerst, has since been co-opted back into the position of Treasurer for a further term. Similarly, Andrew Grayson has been co-opted back into one of the vacant Committee positions until he leaves for overseas study later in the year.

The final business of the AGM was the awarding of life membership to 2 of our members, Jeff Austin and Ian Studham.

Jeff Austin's contribution has been widespread including greeting visitors to the museum, painting museum items, writing books and articles, working in archives and his extensive research that is most willingly shared with the many community organisations and individuals who ask about railway history.

Ian Studham's contribution has been to both the Committee where he has been the Secretary for many years and has an important role in our accreditation, in our tour operations and also hands-on in the restoration and maintenance area – and often seen up a ladder fixing carriage roofs. Like Jeff he freely shares his knowledge and experience with community groups and individuals around the state.



Left: President Brian Williams with newly appointed life member Jeff Austin (left) standing beneath the plaque on the Archives door that bears Jeff's name. (Photo: Graham Watson)

Right: Ian Studham on site at Bassendean earlier this year.

We are fortunate to have such people in our team and thank them both for their contributions over the decades and congratulation on becoming Life Members.

A welcome is extended to recent new members Tracey Buttell and Noah Greenfield. We hope you enjoy being members of Rail Heritage WA.

VALE Fred Membrey (information from Laurie Evans)

It is with regret we record the death of member Fred Membrey on 26 August 2020. Formerly Station Master at Gwalia, West Perth and Maylands as well as serving at Narrogin and Mullewa. He was Flight Sgt. Wireless Operator / Gunner, at RAAF Bairnsdale / Sale WWII. He went on to become General President and Life Member WA Railway Officers' Union; Founder, Managing Director and Life Member WARO Credit Union and Founding Member WAROU Retirement Club.

Rest in peace Fred and Rail Heritage WA extends its sympathies to his family and friends.

MUSEUM

Graeme Bradley reports that:



Recently the fence along top of our raised garden wall at Bassendean museum was extended an additional five sets of fence panels and posts. The fence now extends just past the front of the Exhibition Hall and provides additional security for children playing on the lawn area between the picnic area canopy and the Exhibition Hall.

Material for this project was delayed for several weeks, attributed to Covid-19 transport issues from east coast. Good news was, it only took a few hours to erect thanks to assistance from Tuesday volunteer, Laurie Whittington.

Exhibition Building Development (Geoffrey Higham)



Member Bruce Keay is fabricating the new doors for the west side of the Exhibition building in his home workshop. The doors are strongly built so that they will not only hide the storage racks behind them but permits new displays to be mounted on the doors faces. Dominic Bennett has been helping to truck the completed doors to site, and here is a typical door being moved into the building on a small trolley which Bruce built for the purpose.

The doors are supported on pivots, rather than hung from hinges, due to their considerable weight. Graeme Bradley is doing his best between other jobs to paint the doors as they are installed. The approach of Railfest is keeping the pressure on everyone involved!

Photos: left G Higham, right D Bennett

New Interactive Kiosk

This new display is now on site. Funded through Stronger Communities Grant via our local Federal Member Patrick Gorman MP and with quite a lot of work by our volunteers to develop the content, the topics of some of the removed, or to be removed, content in the Exhibition Building development is now available digitally.

The kiosk is in the entry building so members can view it before it is 'launched' in its new home in the Exhibition Building at Rail Fest.



WANTED: Photographer to take photos of the photos not in our Archive collection which are stuck on the boards in the Exhibition Building. Can be done on a Tuesday when the Archives Group meet (see Graham Watson) or on Saturday or Sunday afternoons by arrangement with Philippa Rogers. Email contact through admin@railheritagewa.org.au

Caring for the Collection

With the assistance of Jane Keay, arrangements are being made to take improved care of the various uniform items in our collection. Some items will be hung in specially made covers but step one is to have a suitably padded coat hanger to use. Jane has prepared some, but we are hoping that someone has spare suit-type coat hangers that they can donate – the type is shown in the photo of two that have already been prepared.



Please drop them off at the museum and / or advise by email to admin@railheritagewa.org.au

Defibrillator

Thanks to our recent Volunteer grant (Federal government and through the office of Patrick Gorman MP) we have been able to purchase a defibrillator. To ensure that it is accessible to anyone working at, or visiting the site, it is to be located on the inside pillar of the covered entry to the N C Zeplin Exhibition Building.

The cabinet is alarmed to reduce inappropriate access and located to reduce its visibility from the street. The machine guides people step by step through its use.

ARCHIVES (Graham Watson)



This photo shows two sets of pigeonholes in the Archives, the top one recently constructed by the Museum's resident carpenter, John Brown.

The archives group would like to pay tribute and record our thanks and appreciation to the contribution John has made to the Archives over the years. He has constructed a very large set of pigeonholes, two smaller sets, a shelving unit and three other storage unit which has helped in no small way to the operation of the Archives

Requests this month:

Subject	Purpose
Glen Forrest house	Heritage walk
Midland Workshops photo	2021 Shire Calendar
Kalgoorlie 1930 photo	Family history
Brookton station	Heritage assessment
MRWA houses	Personal interest
Busselton railway photos	Personal interest
Features in the RIM	Personal interest

Fifty Years Ago



S 548 'Gardner' seen at Albany loco depot during the Western Endeavour tour of WA. It was withdrawn from service a year later. (T2925)

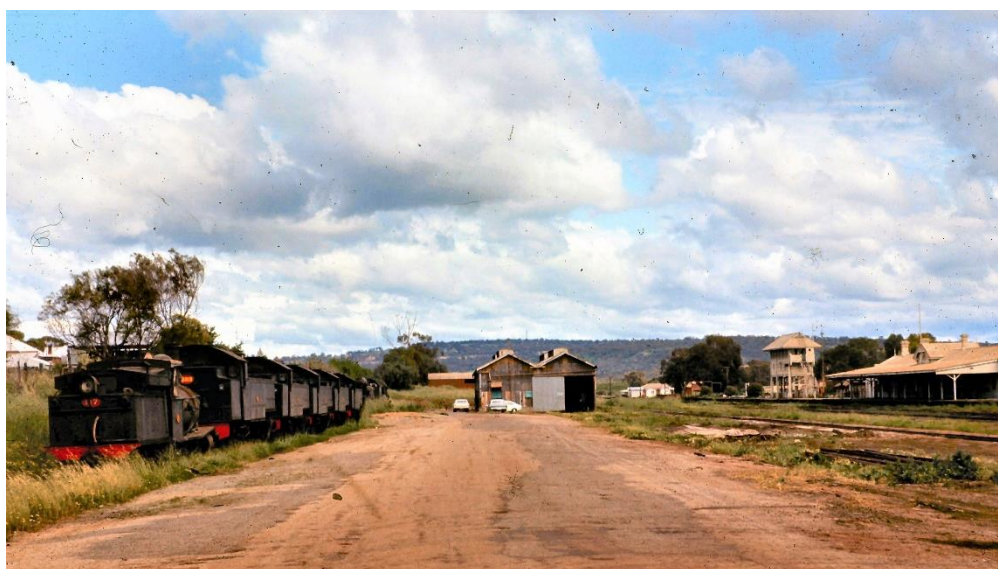
X 1015 'CHEANGWA' photographed by David Beazley between Mt Lawley and Maylands on the No.856 goods train. (T0217)





C 1703 hauling No.853 goods train is photographed on the Leederville Bank by David Beazley on 30 Sept 1970 (T2024)

C 1702 ready to depart Midland on a suburban Goods in November 1970 (D Beazley, T2096)



G 117, Dd 593 and four other DD/DM locos are seen stored at Northam in September 1970. The goods shed, signal box and station building can also be seen. (T4318)

HIDDEN TECHNOLOGY IN THE MUSEUM!! (by Geoffrey Higham)

After walking past Y71 for nearly 50 years, I recently noticed the unusual handle and gear wheel on the side of the smokebox – see photo. Enquiries of friends in South Australia, where 71 started life, assured me it was not fitted there.

Retired fireman member Michael Miles confirmed it was not on any locos he had worked on, so we looked inside the smokebox.

That revealed an interesting drum spark arrester, as show in the photos below.

The external handle operates bevel gears which rotate the drum. Clogging of the spark arrester with ash and sparks was probably a frequent affair – remember the loco would have mainly burnt wood, being at a timber mill.

So, the external handle would have given the fireman a quick and safe method of ‘shaking’ some ash out of the arrester without having to open the door.

Engineer Les Smith does not recall this mechanism being offered commercially so it was probably made in the timber mill's workshops.



NOTE (ED): Y71 was built by Beyer Peacock for the South Australian Railways in 1886. Came to WA in 1927 to work for WA Jarrah Forest Company (part of Adelaide Timber Co.) and spent the rest of its working life at East Witchcliffe.

A 1935 photo of Y71 shows it with an air brake compressor. Around 1954 a set of G-class cylinders and pistons were purchased along with a replacement for its copper-capped SAR chimney.



S 542 (EX S 477) – EAST PERTH TERMINAL (Jeff Austin)

The S class was the only WAGR locomotive class to be completely conceived, designed and built in Midland. Like anything new, they were not without problems in the early years and this is the story of 'S 542'.



S 477 was built by the WAGR at their Workshops in Midland, at a cost of £15,305. It was painted in wartime grey/black livery and entered service on 26 June 1943 and named BAKEWELL (after Mt Bakewell near York).

S 542 'Bakewell' at East Perth Terminal (P13581)

It did several trials to Chidlow before entering regular traffic plus 'running in' work in the metro area and was initially allocated to Midland Junction depot. This was a very busy depot handling heavy wartime passenger and goods traffic to Northam and beyond. At the time, there were about 40 locomotives at this depot, including both new 'S' class, 476 and 477 which worked heavy goods trains to Northam. Like all new designs, they were not without problems and spent time in the Workshops at Midland for minor repairs and modifications.

After four months at Midland Junction, '477' was transferred to East Perth depot in October 1943, working mostly No.91 & 97 Goods to Northam. East Perth was the largest locomotive depot on the system with about 70 locomotives, engaged in suburban and country passenger and goods working. '477' was derailed on No.60 Goods near Blackboy Hill on 19 August 1944. After repairs to the tender bogies because of the accident, '477' was transferred to Northam depot. This depot had 65 locomotives and '477' went to work hauling heavy goods trains to Merredin. This was a time of large 'military specials' and these passenger services often required 2 P/PR class to haul them to Merredin and Kalgoorlie. As these trains could be hauled by a single S class, '477' was soon working regularly through to Kalgoorlie.

The end of the Second World War in August 1945 coincided with '477' going into Midland Workshops for a light repair, having travelled 47,351 miles. During this repair it was re-numbered 'S 542' and then returned to Northam. As well as the usual working to Merredin, the S class were also working to Wongan Hills and Mullewa. '542' was derailed on No.115 Goods near Burabadji on 14 August 1946. This derailment was typical of several which befell the S class during 1946-47 and led to the inquiry into the S and DD classes in January 1948. The investigations found most of the derailments were due to poor track, but some minor modifications were made to the locos. This period coincided with poor availability of S class.

Between November 1946-June 1947 (226 days), '542' was the best performing S class, with only 32 days off traffic for repairs, while the other 4 S class averaged 104 days off traffic. This trend continued into 1948 and on 15 November 1948, only three S class were in traffic. It is little wonder that when the new Assistant Commissioner (Engineering) Charles Clarke

was appointed in mid-1949 he expressed a desire to be rid of the 'troublesome wartime engines, e.g. ASG, S and U class'. That was not to be for the S class, and they went on to be reliable and hard-working engines.

'542' was again based at Midland Junction for a time in 1947-8 but returned to Northam depot in October 1949. There were five S class based at Northam, working the EGR main and to Mullewa. '542' was derailed on No.68 Goods at Perenjori on 9 May 1950 and dropped a fusible plug while hauling No.115 Goods at Tardun on 26 October 1950. Problems with the intermediate coupling between the locomotive and tender arose at that time and the S class were restricted until it was resolved. '542' was transferred to Midland Junction depot at the end of 1950 and used only in banking duties. In 1951 it was returned to Northam. During 1952 it was out of service awaiting repairs for many months due to the Metal Trades strike and was stowed at Northam. Following the 1952 strike, '542' continued to work at Northam until transferred to Midland Junction in April 1955.

In 1951 a decision was made to rebuild the S class tenders to reduce coal capacity to 7 tons but increase water capacity to 5000 gallons. '542' was one of the engines to receive the large new tender and from 1953 the all-black livery was replaced by the new W class-inspired green livery.

On 15 June 1956, the new V class locomotives were banned from the Brunswick Junction-Collie section due to rough treatment of the track. While ballasting got underway to repair and strengthen the formation, the V class locos at Collie depot were all transferred to Midland Junction and Northam depots. The S class from Midland Junction depot were then all sent to Collie, including '542'. The V class were returned to this section from 11 February 1957 and working alongside the S class. From 29 April 1957 a new S class working commenced with goods trains running from Perth-Brunswick Junction via Fremantle and onto Collie. During 1956-7 all 10 of the S class would work these trains to Collie.



*S 542 'Bakewell'
approaching Swan
View in September
1963 (R Taylor,
T3717)*

In December 1958, '542' completed a general overhaul having travelled 272,551 miles and was returned to Midland Junction depot. Then it was moved to the Bunbury depot on 2 May 1960. The many years on the Eastern Railway were over, with only the occasional run up to Chidlows following overhauls or repairs at Midland Workshops. Bunbury depot had 34 locomotives, including four S class hauling heavy goods trains to Bridgetown and Collie. In December 1964, the use of S class between Collie and Narrogin was approved and this

signaled the next move for '542'. Following a general overhaul in September 1965 '542' was sent to Collie. This depot had an allocation of 27 locomotives, including 4 S class. This was to be its home depot for the remainder of its career, with the normal routine of coal mine shunts and heavy goods trains to Brunswick Junction, Bunbury and Narrogin. Many of these trains were double-headed using FS, PM, W, V and S class locomotives. 'S 542' received its last general overhaul in May 1969 and was fitted with boiler No.485. This boiler was built in July 1947 and fitted to new locomotive, 'S 550'.



Peter Hopper took these two photos of S 542 at Leighton yard on 19 May 1967.

Left: taking water (P11456)

Below: approaching the turntable (P11453)



In January 1971, the WAGR authorized the use of S and V class on the Bowelling-Wagin section to clear grain from the Great Southern district. The last known photograph of 'S 542' in service was hauling a goods train from Wagin near Bowelling on 20 March 1971. It was withdrawn and permanently stowed at Collie on 23 March 1971. No final mileage is known but it would have been about 500,000 miles. '542' was written off on 17 June 1971 and remained stowed in the yards at Collie until about August 1973 when it was towed to Midland.

It was selected for display at Perth Terminal and painted in the 1943 'wartime' grey livery and matched with a small tender from 'S 547'. It was delivered to East Perth on 29 October 1976 and ownership was transferred to Rail Heritage WA in April 1995. In November 2006 parts from 'S 542' were used to repair the axlebox on the trailing wheel of 'S 549'. Several repaints have occurred over the years into the standard green livery and asbestos removal saw it 'cocooned' for several months in 2015.



It is one of three S class surviving today in preservation, with S 547 LINDSAY at Queenscliff, Victoria and S 549 GREENMOUNT at Bassendean.

These photos by Jeff Austin show it cocooned and repainted afterwards.



SOUTH-WEST RAIL AND HERITAGE CENTRE

The August Open Day was a very popular one and the highlight were the 50 visiting classic and veteran cars. It was good to have such a good day when we hosted the Bunbury MLA Don Punch and his wife as part of our drive to seek funds to prepare architectural and engineering documentation to enable the replacement of the condemned former goods shed. The South-West Development Commission have reviewed our submission and advise that it is the sort of project they would like to see in the area.



There are now two more model railway layouts in the temporary entry building. Model railways have found a home in the South-West.



RESTORATION AND MAINTENANCE (Ian Studham)

Not quite the action-packed month that July was, but things still moved along in August at Bassendean and Boyanup.

ST 1 was re-wheeled back onto its newly re-profiled wheelsets, and then a couple of weeks later the team re-installed the drive chains from the transmission to both axles. A heavy job in tight spaces but both chains went back on well after considerable attention from Dom who has worked hard to loosen many frozen linkages. John, Noah and Dom are now focussing attention onto the cleaning and preparation of the brake hangers and linkages in preparation for their re-mounting on the undercarriage of the vehicle.



To the left you can see the brake hangers for ST 1 cleaned down and given a coat of rust converter prior to repainting. The blue paint from ST 1's days of operating on the Rottnest Railway is showing clearly.

Andrew has continued preparing the west end saloon of buffet car "Boulder" for a full ceiling repaint. Nothing about this work is easy or comfortable as it's all about working in a relatively small space with arms outstretched upwards holding a sander, however the results speak for themselves and what was previously an eyesore with much peeling paint is now starting to look really good in anticipation of an application of topcoat gloss.



This image shows the expanse of ceiling being prepared for topcoat painting. It was last painted in 1985 before it was returned to service.



This image shows the fully replaced ceiling section in the corridor alongside the galley in "Boulder". This area was badly water damaged so Andrew made the call to renew and the results look great, with an almost mirror finish on the ceiling paintwork and all the trim and the light fitting reinstated.

The midweek guys have turned their attention to the re-sheeting of Midland Railway sleeping car JV 33. The Work for the Dole project had commenced this work and did some valuable preparation prior to the scheme being terminated last year, and now Graeme, Les and John have picked up where they left off.



We are applying new tongue and groove timbers to the car sides of the same size and profile that was originally on the car, using the stocks that the late Allan Brinkworth ordered and had milled well over a decade ago. This wood has been safely stashed in dry storage waiting for a project like this, and John is working his way through the stocks, sorting and cutting to length prior to handing the timbers over to Graeme and Les to fitting to the car. The photo shows the progress along the lower side of JV 33.

A further shunt in back siding 5 released the VD bogie van from long-term exile at the far end of road 5 and we have now begun the task of clearing a considerable amount of junk out of this van for disposal and cleaning up the inside so we can use it for meaningful weatherproof storage. This van came to us from the railways full of junk and apart from applying a tarpaulin over the roof in recent years to stop moisture ingress we have never really had the chance to clean out this van, which by our reckoning is the only VD survivor still on its wheels.

Once the VD was out and a couple of 4-wheelers replaced it in siding 5, the connection to this siding was severed and all rail and sleepers on the approach to sidings 4 and 5 from the east of the pit were removed and the area cleared. We have a couple of trees along siding 5 which have white ants in their trunks and will need removing, so while the track is out awaiting renewal we can provide vehicle access to tree service contractors down that

corridor to enable the trees to be dealt with before they fall down onto the shed and our rollingstock.

At Boyanup Gary Moore is performing a major cosmetic clean-up on the 4 wheeled tanker. This vehicle is an interesting hybrid, as it is the tank from a standard J class tanker wagon sitting on the frame of a HCL open wagon, which was originally the frame of a BE 4-wheeled cattle wagon. At some point the former Leschenault Railway Preservation Society stripped the HCL down to a bare mainframe and transferred the tank onto it, probably because the timber underframe components on the J tanker were falling to pieces. So this wagon doesn't have a class as such, but its frame number is 20506 and that at least gives it some form of identity. Gary is busily getting rid of all the flaking paint and rust and prepping the tank and frame for a fresh coat of paint.

The Boyanup guys have also been sorting the issues with leaks in the canvas roof of ex brakevan and now Museum-on-Wheels ZJ 270. There were several bad leaks along the crest of the roof and Gary and his cohorts have applied a very effective acrylic coating to the problem areas with seems to have sorted the leaks out. This canvas roof now needs a full recoating in the correct colour.

THE BOB-TAIL 'P' (Max Francis)

When reading the article of P 508 by Jeff Austin in the July issue of Rail Heritage WA Member's Newsletter and the mention and photo of P 503, my memory was stirred to recall the times when, as a fireman in the York steam depot, I fired P 503 on the yard shunter.

York depot had a couple of W class locos based there for working on the Quairading branch – one was usually used for shunting duties and the other for Quairading and return trains. When a double-header was required for the branch train, the shunting W class was used and any other loco in the depot utilised for shunting duties.

As mentioned in the Adrian Gunzburg book 'A History of W.A.G.R. Steam Locomotives' the tender underframes and bogies from scrapped R class engines were used to reduce production costs of the P class locomotives. A portion of the reclaimed tender rear bogie used to protrude a foot or so beyond the rear wall of the tender and P 503 became known as a 'Bobtail' P. Where the nickname came from I have no idea and its derivation is probably now lost in railway history.



*A bob-tail P (P 452)
at WAGR's Midland
Workshops pre-
1947. By G
Smithers (P02799)*

Care had to be taken during shunting operations with P 503 as, when the brakes were fully applied on a set of compound points (otherwise known as a double slip), one set of tender wheels would go in one direction and the other set would go in another and a derailment would occur – I have never heard an explanation of why this occurred.

Here is a recollection of the event when it happened from my booklet '*York Steam – A memory of the later years of 85 years of steam. June 1885 – May 1970*'

“THE BOB-TAIL ‘P’.”

To-day on the shunter
we have 503
An engine that's known
as a “bob-tail ‘P’”.

As we whistle for the traffic
at the start of the day,
we wonder what happenings
before us might lay.

There's one set of compounds
in the York yard
to catch any driver
not on his guard.

No. 17 is in
and we kick the trucks 'round.
There's a crash and a thump
and we're into the ground.

We ring the shed staff,
who are at morning tea,
to bring sleepers and fishplates
to re-rail 503.

With slow careful movements
like that of a snail,
we get 503's tender
back onto the rail.

The message again is
for you and for me:
Take care when you're shunting
With a bob-tail 'P'.

NEWS FROM AROUND THE STATE (Simon Barber)

PTA / METRONET

Forrestfield – Airport Link

Tracklaying in the tunnels for the project commenced in late July. The first section of track was laid between Redcliffe and Airport Central stations. Martinus Rail has been contracted for the tracklaying, and the company has set up a depot at Bayswater which includes a mobile Flashbutt welding machine. A late 2021 opening date is still proposed for the new railway.

Railcar Contract

Hofmann Engineering of Bassendean has been chosen to construct the bogies for the new 246 C series railcars which are to be assembled at Bellevue. The company is already producing bogies in its Bendigo and Newcastle plants for contracts in the Eastern States.

Site works are well underway for the PTA railcar assembly and maintenance facility being constructed at Bellevue. The Arc Infrastructure Flashbutt and track machine stabling sidings continue to operate, with an eventual relocation to the new Kenwick facility slated for the future. Metronet has approached the City of Swan to request that Robinson Road in Bellevue be closed as a through route because of the high number of railcar movements expected to cross the road when operations at the depot commence. Access to local businesses will be retained from the north and south sides of the current level crossing.

Byford

The new ground-level Byford Station will be built within the existing rail corridor, around 8kms south of Armadale Station, south of Evans Way and 400 metres north of Abernethy Road. The Byford Rail Extension will improve access to the area and give more transport options for residents with a 42min train ride to the Perth CBD and improved bus connections.

The future Byford Station will include up to 600 parking bays, a new bus interchange and pedestrian crossing over the railway line will be built. The project will also see a new Australind platform and upgraded pedestrian overpass at Armadale Station.

In addition to taking cars off the road, the project will further help improve traffic flow by reconfiguring the Thomas Road level crossing into a road-over-rail bridge.

Options are still being considered for the other five existing vehicle level crossings and pedestrian crossing at Seventh Road. Potential solutions include road-over-rail, rail over existing roads or crossing closure.



The Transperth Infrastructure Diagnostic vehicle IDV001 passes through Claisebrook. (Simon Barber).

Thornlie – Cockburn Link

Work is progressing at two key locations, the Ranford Road and Nicholson Road overbridges. New stations are to be constructed here, and the bridges are being reconfigured to accommodate crossing the double tracked electrified lines and the Arc freight lines to Cockburn Junction.

Aurizon

ACN4145 has come back into traffic following an overhaul at Gemco Rail, and a repaint into the new Aurizon scheme. ACN4144 is currently receiving an overhaul at Gemco.

Q4017 has returned to service following a period of storage at Forrestfield. Q4004 also is back in traffic after an overhaul at Gemco and repaint. P2503 is receiving an overhaul at the Aurizon workshops at Forrestfield. Fire damaged ACC6030 is undergoing attention at UGL Rail.

BHP

The six new SD70ACe/Lci locomotives, 4492 to 4497, were unloaded from the vessel *BBC Sapphire* at Port Hedland on 18 August. The units wear a simplified BHP livery of orange with white lettering.

CFCLA

Former Robe River / Rio Tinto CM40-8M locomotives 9417 and 9424 were undergoing scrapping during late August at UGL Rail in Bassendean, having been stored on the premises for a number of years. They were two of the eight units purchased from Rio Tinto by CFCLA as part of the CD conversion project, with four of the units having been converted. These are now stored in a yard near Port Hedland.

(Some items sourced from the Metronet news page.

<https://www.metronet.wa.gov.au/news-info/latest-news>)

ELSEWHERE IN AUSTRALIA (from Kevin Pearce)

Members of Tim Fischer's family have attended a memorial plaque unveiling at the Albury Train Station to honour the former deputy prime minister. The plaque was unveiled on the first anniversary of Mr Fischer's state funeral that was held in Albury on August 29, 2019. Although Mr Fischer's wife, Judy Brewer, was unable to attend the event due to the coronavirus pandemic and the NSW-Victoria border closure, Ms Brewer witnessed the event via FaceTime. The Fischer family was represented by Mr Fischer's brother, Tony Fischer, and his sister, Vicki Baudry, who unveiled the plaque.

As well as being a parliamentarian, diplomat, author, rail enthusiast, farmer and soldier Tim Fischer was also a broadcaster and chose to host his ABC Great Train Show podcast series out of the Wodonga studios in 2008 and 2009. The plaque was gifted by the ABC and honoured Mr Fischer's contribution to the local community and beyond and acknowledged his love of the Albury Train Station.

Ms Brewer said she was pleased a memorial plaque for her husband was now at the station. She said the station was one of his favourite places and he often used it for travel, meetings, interviews, and book launches. "It was our 'meeting place' in Albury both before we were married and after. He could always entertain himself there if I was running late!," she said.

Mr Fischer often spoke of the individuals who stood on its platform due to the change in rail gauge. Notable travellers included authors Mark Twain and Agatha Christie, opera singer Dame Nellie Melba, cricketer Don Bradman, and military leaders General Sir John Monash and General Douglas MacArthur.

(from ABC NEWS)

MUSEUM ROSTER

DATE	TICKETS/SALES	SITE	DUTY SUPERVISOR
13 Sept	B Williams B Horton	D Raine	B Williams
20 Sept	Vol Reqd G Bradley	Vol Reqd	A De Smalen /P Rogers
27 Sept	L McBeath M Miles	G Higham	G Higham
4 October			
11 October	RAILFEST – Special Roster to apply		

SPECIAL EVENTS



MINNIVALE HERITAGE RAIL & WILDFLOWERS OPEN DAY
(Silo @ cnr Cunderdin / Minnivale Rd & Hewitt St Minnivale via Dowerin)

SATURDAY 19 SEPTEMBER 2020
11am to 4pm

Refreshments & Devonshire Teas available in the Silo on the day

Pre-order practical Picnic Packs from Dowerin Bakery PH 96 311 031

MEN'S SHEDS
Sensational Sausage Sizzle from Dowerin Butcher supporting our local Mens Shed

Book your Accommodation at:
Dowerin Short Stay dowerinaccommodation.com.au
Dowerin Hotel Ph 96 311 206
Dowerin Caravan Park & Motel Ph 96 311 135
Minnivale Free Camp Site No booking required

ty Resource Centre
Your local connection
to Dowerin CRC
11 662
@crc.net.au
inityresourcecentre

SHIRE OF DOWERIN

Rail Heritage WA

For further enquiries re: the Minnivale Open Day please contact Dowerin CRC 9631 1662



Greenhills Progress Association and the Shire of York cordially invite you to the opening of the

GREENHILLS HERITAGE TRAIL

by Shire President, Cr. Denese Smythe

2pm, Sunday 20 September 2020

at Greenhills Hall, Greenhills Road, Western Australia
Parking opposite and near Hall

Afternoon Tea will be served. Please RSVP by 15 September to:
Helen D'Arcy -Walker, Shire of York. Tel: 08 9641 2233 E: eso@york.wa.gov.au

A GREENHILLS PROGRESS ASSOCIATION project, kindly supported by:

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Anglican Church Diocese of Perth

The heritage trail will include the history of the railway in Greenhills.