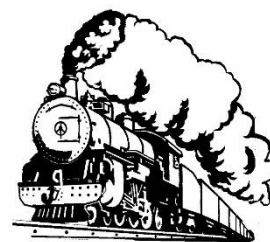




RAIL HERITAGE WA

Members Newsletter

November 2020



FOR YOUR CALENDAR

Saturday	14 November	General Meeting 2pm
Sunday	21 November	South West Rail Heritage Centre Open Day
Saturday	12 December	Christmas social meeting 2pm – please bring a plate of finger food to share

FROM THE PRESIDENT (Brian Williams)

To all members and volunteers who assisted with cleaning the Museum and setting up as well as working at Railfest I wish to personally thank you for a great job that you all performed. It turned out, weather and crowd wise, to be an excellent day. The use of TRYBOOKINGS and allocated times for the first couple of hours proved successful. In my wanderings around the site I could see that people were working hard as well as enjoying themselves.

I wish to extend a thank you to Kieran Wright and WATCO for providing the two DBZ class diesel locos for display.

As you may be aware the Premier is intending to open the State's borders as from 14 November so no doubt we may see an influx of travellers from the Eastern side of the country, as well as allowing the West Aussies the ability to see relatives and friends. From that date late notice has been given that museums will once again be required to keep a register of attendees. Final details not yet decided.

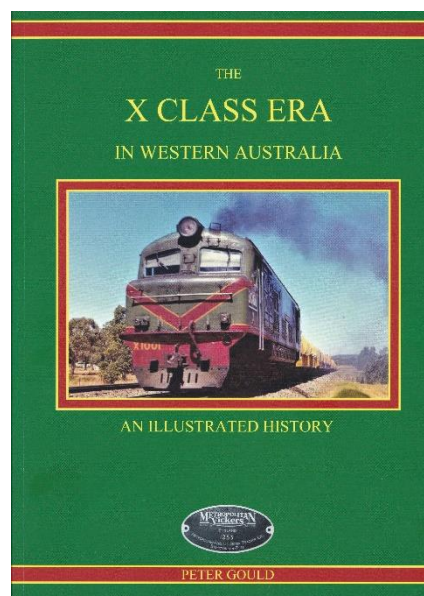
SALES

On-line Book Sales (G Bradley)

Following the successful launch of Peter Goulds new book "X Class Era in Western Australia" during Railfest on October 11, the book was included on Rail Heritage Book Sale website on October 12.

Continuation of the special reduced launch price for the month of October generated a very good initial response with orders being received for 20 individual books being received in first few days and then smaller numbers of other orders including requests from Wholesalers for 11 copies. On-line interest in the new book included several sales of other titles from our website.

One remarkably interesting sale was generated by Editor Geoffrey remembering an inquiry he received from a potential customer from Queensland in 2015. The chap had been visiting our museum on holidays



and after returning home requested via email if there was a book available on the “X class locomotive”. Geoffrey responded in the negative, but there was a book being researched.

After 5 years, Geoffrey was able to email the fact that we now had the new book available and response was immediate, with an order being placed. Great job, not only remembering the inquiry, but being able to retrieve the email exchange.

CONTAINERS FOR CHANGE

Rail Heritage WA has registered for Containers for Change and you can assist our fundraising even if you are unable to come to the museum.

At the museum please ensure any eligible containers are put in an appropriate bin or you can take your collection to the relevant refund point and ask them to put it to this ID number: C10338481.

Most aluminium, glass, plastic, steel and liquid paperboard drink containers between 150ml and 3L are eligible for a refund.

Excluded containers include:

- Any plain milk containers
- Any glass containers which have contained wine or pure spirits
- Containers 1L or larger for flavoured milk, pure fruit or vegetable juice
- All cordial or syrup containers

RESTORATION AND MAINTENANCE

Ian Studham



The midweek guys continue with the re-cladding of Midland Railway sleeping car JV 33. The tongue and groove on the lower side of the north east quarter of the car is now complete and looking very smart. Putting of screw holes and further undercoating is now the order of the day on this section, while the photo shows that the main focus has turned to the windowline panels, which need to mate into the window edging moulds at each end and will need a small strip inserted along over their top edge to fill in the rebate slot in the moulding above. Thoughts are now turning to the full repainting of this side of the car and exactly what livery it should appear in. We have several choices of MR livery and JV 33 may well appear in a long lost colour scheme.

AGS 22, the shower car, has been missing a section of ceiling on its east end platform for as long as I can remember. At some point in the past, for reasons unknown, somebody took the light fitting down accompanied by the pieces of tongue and groove panelling that it was attached to. I have looked for this fitting for years as I've sorted and moved various items and fittings at Bassendean from one location to another and the missing light has never revealed itself, so prior to Railfest we filled the offending hole with replacement tongue and groove which itself was discarded during the restoration of the bullion van some years ago.

Fortunately it is the same profile and thickness as the original T&G on the AGS – once you start looking at WAGR tongue and groove it's interesting how many variations in thickness, width and profile can be found. Most of the bullion van reject T&G has splits and broken tongues, but we can usually salvage good short lengths out of longer timber, and this has been the case with the AGS platform ceiling.



ST 1 continues to be slowly re-assembled – the brake rigging is now fully re-installed and connected and looks great – especially compared to the rest of the underside of the vehicle where some de-greasing and cleaning will be required eventually. Dominic is currently doing battle with the cowcatchers. They came off without any problem – gravity is always helpful there, but the various bolt holes are not lining up as well as they should be – probably the legacy of the cowcatchers doing their job and making contact with other objects over the course of their lives and being bent slightly out of square. The other challenge is getting up in amongst ST 1's main framework to access the bolt holes – the unit is laden with cut rail to weigh it down for better adhesion, and most of this is welded together into big chunks which sit on the mainframe members and make access very difficult.

Brayden and Dom have installed sets of secondhand batteries in Commissioners Car AM 313 and railcar ADG 612. The Commies car takes 2 sets of batteries – a legacy of its duties as a self-contained inspection vehicle which needed to have the ability to keep the lights on for long periods of time stabled in sidings anywhere around the WAGR network. It was nice to see the lights come on in this vehicle which has been in storage for quite a few years now, however a check on one set of batteries a couple of weeks later revealed they were almost fully discharged, meaning there is an electrical leak or short somewhere in the vehicle causing the batteries to drain – so some further checking of the domestic circuits is required to find out where that fault may be. Unlike nearly every other passenger car, AM 313 doesn't have a bank of mains isolation switches, so the power is available to the upper reaches of the car at all times. Brayden is looking to remedy this issue by installing a circuit breaker on each set of batteries so we can be assured they remain isolated from the cars electrics when not required. As for the ADG, the aim is eventually to be able to start its motors, but there remains some work to be done before that can be achieved. Suffice to say that the railcars power circuits have been energized, and it was good to see the headlights come to life. The internal flouros don't work though, despite the main relay for them kicking-in, so there's obviously a disconnection there somewhere.

James Waterhouse has stepped up to the task of repainting our 4 wheeled ZF brakevan, which sits in a very public location alongside the signal box on the top road dock platform.

It's been about 15 years since its last repaint, and because it's external tongue and groove timbers are not in the greatest condition it tends to deteriorate a bit faster than some other vehicles might. James has commenced prep work on the platform side of the van and has removed all the loose paint, given the entire side a sand and has been treating the very dry and porous timber to a good dose of linseed oil to assist with the repelling of moisture. Now the image shows the application of undercoat before we start seeing colour go back on.



The VD van which was retrieved from exile in August has had all the old loco filters removed (these will eventually be disposed of as we don't need or want them) and has had some preliminary de-greasing and cleaning performed on the interior in anticipation of it being used for more meaningful storage in the near future.

Johnno and Noah have been sorting and cleaning components from the braking set-up of one of our narrow gauge Bradken ride control bogies that has been in a disassembled state for quite a few years. Apart from the bogie mainframe and the bolsters, all the components for these bogies have been stored in one of the containers, but now with Freudy out of the main work shed the opportunity was taken to bring one of the bogie frames in and make a start on assessment and re-assembly. Next step is to check the tolerances of all the bushings to find out if any require replacement due to wear.

Noah and Brayden have also spent a bit of time repainting some of the external pipework on S 549.

Keeping with the theme of putting things back together, the Mills coupler faceplate guide on the east-end of Australind saloon AYC 510 was re-installed after straightening and repainting – now it needs an overhauled coupler to finish the job off.

Finally, a shout out to Kirk Penno who brought his big whipper-snipper down to the Museum on a recent weekend and spent the better part of 2 days dealing with the long grass around the whole of the rear property at Bassendean - a necessary but mundane task and our thanks to Kirk for his efforts.

MUSEUM

RailFest work days – thank you to all who came along, as others who assisted at other times, as your contributions resulted in the excellent presentation of the Museum for the day.

ARCHIVES (Graham Watson)

Requests this month

No.	Subject	Purpose
65	Mornington railway disaster Nov. 1920 photos	Commemorative plaque
66	Dumbleyung station	Heritage trail
67	Manjimup station yard	Local history
68	CBH grain handling in 1963	Self
69	G. Roberts, WAGR employee record	Publication
70	Rockingham-Jarrahdale railway	Heritage assessment
71	W. Jaques, MRWA employee record	Family history
72	Mc Lemon, WAGR employee record	Family history

Fifty Years Ago



On 22 November 1970, W 943 with V 1217 ran on an ARHS tour train. Seen here at Brunswick Junction.

(P18616 J Joyce)

W 943 and V class 1217, on the same ARHS tour train crossing the Hamilton River bridge.

(P18618 J Joyce)





W 943, double heading with V 1217 on the ARHS tour train to Collie, (T03308, R Moss)

W 943 and V1217 on ARHS Tour Train to Collie, at Beela (P16912)



November 1970 VI 7980 Locomotive Instruction van, ex ADF 490 'Boronia' at Forrestfield yard. (P6452 by D Beazley)



(P6454 by D Beazley), Y 1111, also in No 1970, Forrestfield

TELEPHONE BOXES AND RAILWAY STATIONS

(Steve Smith, Secretary Collie Rail Heritage Group)

There was a time when red PMG (Post Master General) telephone boxes were a common sight on some street corners, near shops and definitely at the local Post Office or Railway Station. It was the only way to immediately contact someone when away from the home or the office. If you could put up with the smell of stale cigarette smoke or worse, these telephones were the main way to make immediate contact with others.

Cherry red on the outside and a spruce green speckled with black paint on the inside, presumably to camouflage the pen markings where people transcribed numbers onto the walls. The glass panels were sand blasted with the lettering TELEPHONE. Inside was a large green and black metal box, a slot for coins at the top and a rotary dial on the front. A braided cord connected a mouth/earpiece that hung on a switch cradle on the side of the box.

There was also a narrow shelf under the telephone to hold one or two thick telephone books if you were lucky enough they were still there. The user needed coins to operate the phone and often calls were cut off when the time limit expired. We've come a long way since with the introduction of mobile telephones.

The Collie Rail Heritage Group refurbished one of these red telephone boxes several years ago for Rail Heritage WA. Then refurbished another for Terry Massara and later another that needed refurbishment from the Collie Museum as it was known then. Recently the Collie Rail Heritage Group completed their first replica telephone box as close to the original design as possible and have just started building another replica. Chairman of the Rail Heritage Group, Russell Saunders says they take some time as each piece is made as close as possible to the original. The glass panels are stronger than in the originals and grit blasted for the lettering. The roof is the most complex part as it protects against the weather as well as provides ventilation.



The group work as a team spending many hours on each one to make them as authentic to the original design as possible each. The result is something the rail members are very proud of, and monies earned go back into maintaining, conserving or refurbishing of Collie's rail heritage, rolling stock, buildings and track.

FROM JEFF AUSTIN – LOCOMOTIVE HISTORY

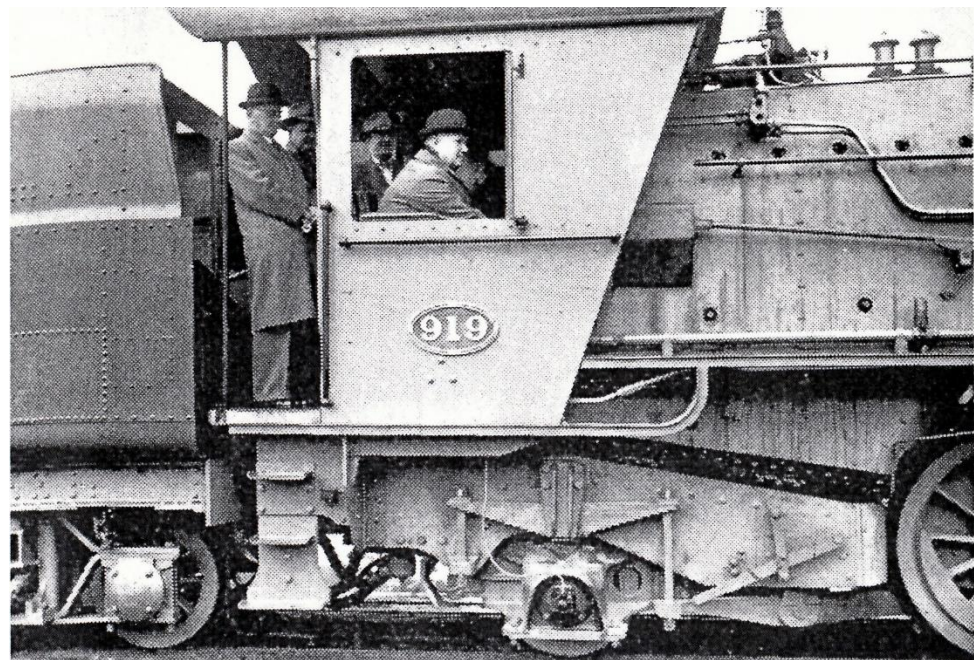
As you know each month, I feature the history of a particular locomotive in the members newsletter. If any members who have a favourite locomotive or any engine for that matter, which they would like to see featured in that section, please contact RHWA archives (eg archivist@railheritagewa.org.au) and I'll see what I can put together. The locomotive does not have to be preserved to be featured.

W 919 – Esperance Museum

The Esperance Museum has a large collection of exhibits, including several items of historic railway rollingstock. This is the story of locomotive W 919.

W 919 was built by Beyer Peacock & Co, Manchester, England (Makers No.7396/1951) at a cost of £35,380. The WA Premier, Ross McLarty visited the works in Manchester on 9 April 1951 and was photographed in the cab of W 919.

*Premier Ross
McLarty at the
controls of W
919 in
Manchester 1951
: Railway Institute
Magazine,
August 1951*



It arrived at Fremantle on the ship "TREVELYAN" on 13 August 1951, along with W 917, 918 and 920-922. All were in a stripped-down condition for shipping and were unloaded and transported to Midland Workshops for re-assembly, painting and trials.

W 919 emerged in the new green livery and entered service on 12 September 1951. After 'running in' work in the metro area for a couple of weeks, it was then transferred to Narrogin depot. This depot had about 25 locomotives including 4 W class and they worked the main and branch lines to Merredin, York and Katanning. For much of 1952, the Metal Trades strike sidelined large numbers of WAGR locomotives awaiting repairs. W 919 was stowed for some months at Narrogin and following repairs in early 1953 it was transferred to Northam depot.

At that time, this was a large depot with 32 W class, working the various main and branch lines around Northam. W class were also sent to the out depots at Merredin, York, Toodyay and Wyalkatchem. During 1953 many W class developed serious boiler problems due to broken stays. W 919 was out of service for 2 months in late 1953 with boiler repairs at Midland Workshops, after which it returned to Northam

Following its first general overhaul in late 1954, '919' returned to Narrogin depot. This depot was now home to 17 W class and the aging fleets of C, L and O class locomotives were being retired. The W class continued to work the main and branch lines to Merredin, York and Katanning but they were also sent to the out depots at Brookton, Wagin, Katanning and Albany.



Seen on the 19 March 1966, is W 919 on the West Perth shunt with louvre vans at West Perth (P18423 J Joyce)

'919' returned to Northam depot at the end of 1958. This depot was now much smaller with about 30 locomotives, mostly PM and W class. During the following 2 years some of the branch lines served by this depot were dieselized but the versatile and reliable W class could still be well employed. '919' worked to Wyalkatchem, Merredin and York until January 1961 when it was transferred to Collie.

On 4 March 1967 W 919 with water tanks hauls the up goods, arriving Collie station yard. (P11368 P Hopper)



This depot had about 20 locomotives, mostly elderly FS class and a small number of modern V and W class. All these engines handled the coal mine shunts and heavy coal/goods trains to Brunswick Junction, Bunbury and Narrogin, often double-headed. The W class also worked the goods trains from Collie to Wagin. These services sometimes saw '919' sent out of Wagin to Lake Grace and beyond. By 1965 there were 27 locomotives in the Collie depot, with 14 W class and 4 S class, while a reduced compliment of FS locomotives undertook mine and shunting duties.



In July 1967 W 919 is the East Perth shunter, following goods train out of yard. (P Hopper, P11574)

'919' was ex Midland Workshops from its last general overhaul in December 1969 and a return to Narrogin. These were the final days of main line steam at Narrogin with dieselization of the GSR planned for early 1970. '919' was working in Wagin on 8 June 1970 and steamed for the last time to Narrogin the following day.

It was stopped for a 'B' service and following completion of this repair was permanently stowed on 18 June.

W 911 on 1 December 1968 at Narrogin (P Hopper, P11836)



W 919 stowed at Narrogin on 8 October 1973. (Jeff Austin)

It was still at Narrogin when written off on 14 August 1972. Final mileage was not recorded but would've been about 360,000 miles (580,000km).

It was towed to Forrestfield depot in October 1974 and then transported on a standard gauge flat-top wagon to Esperance for preservation.



On 14 November 1974, W 919 was transported on a WF standard gauge flat wagon. See here in Esperance Yard the loco was arriving for display at the Esperance Museum. (P14502 T Daniel)



W 919 displayed at Esperance Museum, 9 July 2008 : Phil Melling

Today, on display at Esperance museum the locomotive is half hidden by other displays. The boiler, No.961 was originally sent out from England as a spare and first installed in W 910 in October 1952. It was fitted to '919' at the last general overhaul at Midland Workshops in December 1969, while the tender comes from locomotive W 917.

W 919 is classified by National Trust of Australia (WA) representing this successful class of WAGR steam locomotives.

SOUTH-WEST RAIL AND HERITAGE CENTRE



CELEBRATING OUR RAILWAY HERITAGE

Open Day

Sunday 22 November 2020 9am to 2pm

- See Boyanup's first steam locomotive H18
- Fettle's story
- Blacksmiths
- Model railways
- Agricultural machinery
- Buy a railway book for Christmas
- Inspect carriages not usually open and
- See Leschenault Lady under restoration



Come for morning tea in the picnic van, sausage sizzle available.

Open from 9am to 2pm, Turner St, Boyanup. **Entry by donation.**

www.facebook.com/SouthWestRailandHeritageCentre/

or 0418 931 927

Rail Heritage WA will be responsible for the November Open Day there on 22 November. All volunteers to help on the day will be welcomed.

Efforts continue to seek a replacement for the former Bunbury Goods Shed.

The men's shed have done a great job of altering the BBQ area and have also painted the toilets .

NEWS FROM AROUND THE STATE (Simon Barber)

METRONET

Morley – Ellenbrook Railway

MELconnx Consortium has been announced as the preferred alliance to build the Morley- Ellenbrook Line. Led by Laing O'Rourke Australia Construction, the Alliance will now work closely with the Public Transport Authority to progress the designs and develop a construction schedule once the contract is signed in the coming weeks.

This contract is the biggest of four works packages that will deliver the project, and includes designing, constructing and commissioning the line and the five new stations at Morley, Noranda, Malaga, Whiteman Park and Ellenbrook. The other three packages are the New Bayswater Station Project, Tonkin Gap Project's associated works, and forward works contracts.

Armadale Line / Byford Extension

Two METRONET projects on the Armadale Line have taken a major step forward with procurement underway for the Byford Rail Extension and Level Crossing Removals at Mint Street, Oats Street and Welshpool Road.

The inner Armadale Line Level Crossing Removals contract will look to remove Mint Street, Oats Street and Welshpool Road, which had \$415m allocated in the 2019/20 State budget. Planning work will continue for the Hamilton, Wharf and William streets' crossings.

Recent community feedback on the project to elevate the rail in these areas, has also shown that improving station accessibility and increasing shelter at stations are potential opportunities for the project, which will see Oats Street and Carlisle stations being rebuilt. At the end of the Armadale Line, the Byford Rail Extension will extend the line around 8km south to a new station in Byford, which will be located south of Evans Way. The new station will be built within the existing rail corridor, including a bus interchange and up to 600 parking bays.

A list of shortlisted proponents for each of these projects will be released in early 2021.

Bellevue Railcar Assembly Facility



Clearing of site works and erection of the sheds for the new railcar assembly and servicing facility at Bellevue is well underway.

(Photo by Simon Barber)

CBH / WATCO

The 2020 / 2021 grain harvest for the state has been estimated at a little under 13 million tonnes. This estimate includes grain destined for all handlers as well as on farm use. While this is a substantial improvement on the previous harvest, grain production has dropped from the near record levels of 2018 / 2019. Harvesting had commenced in all zones by late October, and rail haulage from some selected silos commenced. One feature during September and October was the operation of a number of trains from the Albany and Geraldton zones into Kwinana and MetroGrain at Forrestfield. These workings provide the uncommon running of revenue traffic in the Narrogin – Wagin and Watheroo – Marchagee sections, trains between these points usually consisting solely of rolling stock transfer movements.

Watco ran a rail train 4RT1 from the Flashbutt siding at Bellevue to Hampton on 28 October. It was hauled by VL357 & 361, and FL220. The consist included a loaded WSH ballast wagon, and extra rail was loaded, these being for track repairs at the derailment site near Koolyanobbing. (See item below). The two VL units were destined for Parkeston, and a return to the Eastern States following a loan period in Western Australia.

SPECIALISED CONTAINER TRANSPORT

Eastbound SCT service 2PM9, worked by locomotives SCT005 and SCT013, derailed in the Lake Julia – Koolyanobbing section on the morning of 27 October. This immediately impacted the two Prospector services which had already departed that morning, with the eastbound service only able to reach Southern Cross, and the westbound Koolyanobbing. Freight services were cancelled or greatly delayed by the derailment. The SCT service was able to continue by 28 October, reaching Parkeston on that morning, but other services were still being impacted. Prospector services between Perth and Kalgoorlie were cancelled on 28 and 29 October.

(Some items sourced from the Metronet site <https://www.metronet.wa.gov.au/>)

MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
WEDNESDAYS		Museum open 1.00pm – 4.00pm		
11 November	A de Smalen	G Bradley	C Perry	A de Smalen
18 November	A de Smalen	S Rayner	C Perry	A de Smalen
25 November	A de Smalen	G Bradley	C Perry	A de Smalen
2 December	A de Smalen	S Rayner	C Perry	A de Smalen
9 December	A de Smalen	G Bradley	C Perry	A de Smalen
16 December	A de Smalen	S Rayner	C Perry	A de Smalen
23 December	A de Smalen	G Bradley	C Perry	A de Smalen **
30 December	A de Smalen	S Rayner	C Perry	A de Smalen **
6 January	A de Smalen	G Bradley	C Perry	A de Smalen **
13 January	A de Smalen	S Rayner	C Perry	A de Smalen **
20 January	A de Smalen	G Bradley	C Perry	A de Smalen **
27 January	A de Smalen	S Rayner	C Perry	A de Smalen **
3 February	A de Smalen	G Bradley	C Perry	A de Smalen

**** School Holidays – Museum opens 11.00am**

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
SUNDAYS		Museum open 1.00pm – 5.00pm		
15 November	B Williams	B Keay	D Raine	B Williams
22 November	A de Smalen	B Horton	Vol Reqd	A de Smalen
29 November	L McBeath	M Miles	G Higham	G Higham
6 December	B Williams	B Horton	G Watson/M Gillooly	B Williams
13 December	A de Smalen	B Horton	S Mackay	A de Smalen
20 December	B Williams	Vol Reqd	Vol Reqd	B Williams
27 December	L McBeath	M Miles	G Higham	G Higham
3 January	K Friend	B Horton	C Forsey	B Horton
10 January	B Williams	B Keay	D Raine	B Williams
17 January	A de Smalen	Vol Reqd	Vol Reqd	A de Smalen
24 January	B Williams	B Horton	S Mackay	B Williams
31 January	L McBeath	M Miles	G Higham	G Higham
7 February	K Freind	B Horton	G Watson/M Gillooly	B Horton