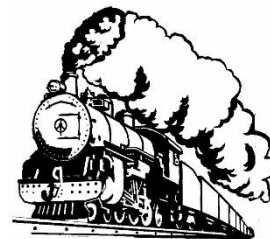




RAIL HERITAGE WA

Members Newsletter

December 2020



FOR YOUR CALENDAR

Saturday	12 December	Christmas social meeting 2pm – please bring a plate of finger food to share
Sunday	24 Jan 2021	South-West Rail and Heritage Centre Open Day
Saturday	13 February 2021	Entertainment meeting 2pm

FROM THE PRESIDENT (Brian Williams)

First and foremost, I wish to extend Christmas and New Year greetings to all members and volunteers and please celebrate the festivities as best you can within the Covid-19 virus restrictions. I hope to see you on the 12 December for our Christmas get-together.

These past few months have been an unprecedented time for all of us involved with the preservation of Rail Heritage in this state and to those who so ably performed the numerous tasks throughout the period I say a thank you to all of you. Let us sincerely hope that 2021 will be a much better year and we can continue in our efforts to improve the Museum site, exhibits and the continued upgrade of the Noel Zeplin Exhibition Building. After a partial viewing of the new WA Museum **Boola Bardip** I realise we have a long way to go to be as good as what has eventuated with this structure. It has given me ideas on how I would like to see the Rail Museum be developed.

As of the 31st January 2021 I will no longer be involved in the Duty Supervisor's Role on Sundays at the Museum, instead I will perform the role of Site Supervisor. As a result, I am requesting that the membership, not only those already involved, consider taking on the task of being a Duty Supervisor on at least once a month. Training in the use of the cash register will be provided and a buddy system implemented to work with you initially. If you feel capable of performing this task, please do not hesitate in contacting me at president@railheritagewa.org.au

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**.

MUSEUM

Exhibition Building – Access to the new Storage Shelves (Bruce Keay)

When the doors were built it was envisaged that they would only be opened infrequently. They should be kept locked at all times. The locking system is simple and of low cost but could be replaced in the future if the need changes.

The doors to the new shelving are secured by a pin inserted in the top of the doors. The pin is a captive pin, being secured with a piece of fishing line. To reach the pin you need to climb up to the level of the top of the doors at the midpoint of each door pair.

DO NOT use a single length ladder resting against the top of the door as you will either jam the securing pin or damage the top of the door.

DO use a step ladder and there are two suitable and safe ones. One in the archives area, and one in Zanthus. Both have suitable safety features and can be borrowed and returned.

(Ed) Note 1: a plan for the location of items in these fantastic new shelves will be available in January 2021 and no items can be placed into the shelving outside that plan.

(Ed) Note 2: Access is not permitted to the shelving units when the museum is open to the public.

Office refurbishment

Thanks to a donation of office cupboards by Aurizon we have been able to refurbish the office to create better and neater storage. The top section of shelving, which was not originally part of the revamp, was found to be coming away from the wall and so was also removed. The work of all involved is much appreciated.



A group of young people, organised by new member Trent Stanley, has started to undertake the cleaning of our display locomotives. There are seen here on 22 November after cleaning R 174.

These efforts are greatly appreciated and assist in the presentation of our collection to visitors.

Meanwhile a clear improvement to brake van ZF 441 on the front platform can be seen due to the efforts of James Waterhouse.

ARCHIVES (Graham Watson)

Requests this month

No.	Subject	Purpose
73	Q, QA, QM wagon drawings	Modelling
74	Mornington railway disaster Nov.1920 photos	ABC TV report
75	Locomotive brake blocks	Environmental assessment
78	W class drawings	Modelling

50 years ago



Steam locos stored at Collie on 22 December 1970 (P5211)

V 1217 on a goods train on 12 December 1970, going through Worsley.
(J Joyce, P17326)



S 545 'Dale' also on 12 December, takes on water at Hillman while being crossed by Pm 701.
(J Joyce, P17343)



S 545 'Dale' hauling the No.103 goods train over the bridge near Hillman, 12 December 1970.
(J Joyce, P18197)

In December 1970, X1029 'Muliarra' is seen at the WAGR workshops platform at Midland on what was called 'The Rattler'.
(D Beazley, T2033)



LOCOMOTIVE, PLANT AND EQUIPMENT (D Bennett)

A 10-ton BHB crane has been purchased from Aurizon and now delivered. This will enable some of the smaller lifting work, and the sorting of rail, to be undertaken without the need to hire outside cranes. With the new crane we will be able to relocate the BAS hopper, to sit between the KA locomotive and XA hopper.

The return to service of ST1 is progressing, cowcatchers finally installed, the sand pipes mounted (thanks Noah) and the reconnect is complete. The next tasks are to service the unit and fabricate a replacement hood.(If anyone has a spare hood from a Massey 165 tractor...)

WA RAIL 150 (P Rogers)

A program of events is being finalised for 2021. While the highlight of the celebrations will be on the weekend of 20 – 22 August, other activities are in the planning stages. These include:

- Monthly themed guided tour of museum (April to Nov)- vols reqd and theme ideas
- Displays for Minnivale, Wonnerup House / Boyanup, AMRA and RailFest
- Outside speakers for key general meetings
- Providing of talks to outside groups.

A logo will be released in January to begin the promotion.

FROM JEFF AUSTIN – LOCOMOTIVE HISTORY – A 15

For almost 40 years, an ex WAGR locomotive has been slowly restored to operating condition in Meredith, Victoria. This is the story of steam locomotive A 15.



A 15 with a six-wheel tender, and a con rod missing. (P03199)

The construction of the fourth section of the Eastern Railway from York to Beverley was awarded to contractor Edward Keane on 21 April 1885. As Keane and his workforce of navvies got stuck into clearing the route and building the railway, the government put together a list of rollingstock for operating the line. An order for four 'powerful' locomotives was sent to England on 17 July 1885 and contracts were given to Beyer Peacock & Co., Manchester and Dübs & Co, Glasgow for their construction. The Beyer Peacock engines were 2-6-0 tender locomotives, identical in design to the successful 'A' class already in service, while the Dübs engines were 4-6-0 tank engines of the existing 'B' class.

All four locomotives were completed and loaded onto the SS *Yeoman* for the long sea voyage to WA. They arrived at Fremantle on 11 April 1886 and were unloaded and transferred to the Fremantle Workshops. The four engines became 'B 13, B 14, A 15 and A 16'. Unlike the earlier 'A' class, the two new engines had 6-wheel tenders.

'A 15' (Beyer Peacock & Co., No.2711/1885) cost £2010 and entered service on 27 July 1886. The new railway to Beverley opened a week later and '15' spent the next few years on passenger and goods train working from Fremantle-Beverley. With the larger tender it had a longer range and lower operating costs, while the additional axle provided increased braking power on the steep grades of the Darling Range.

A 15 seen in an early photo before cab sides were replaced.
(P07602)

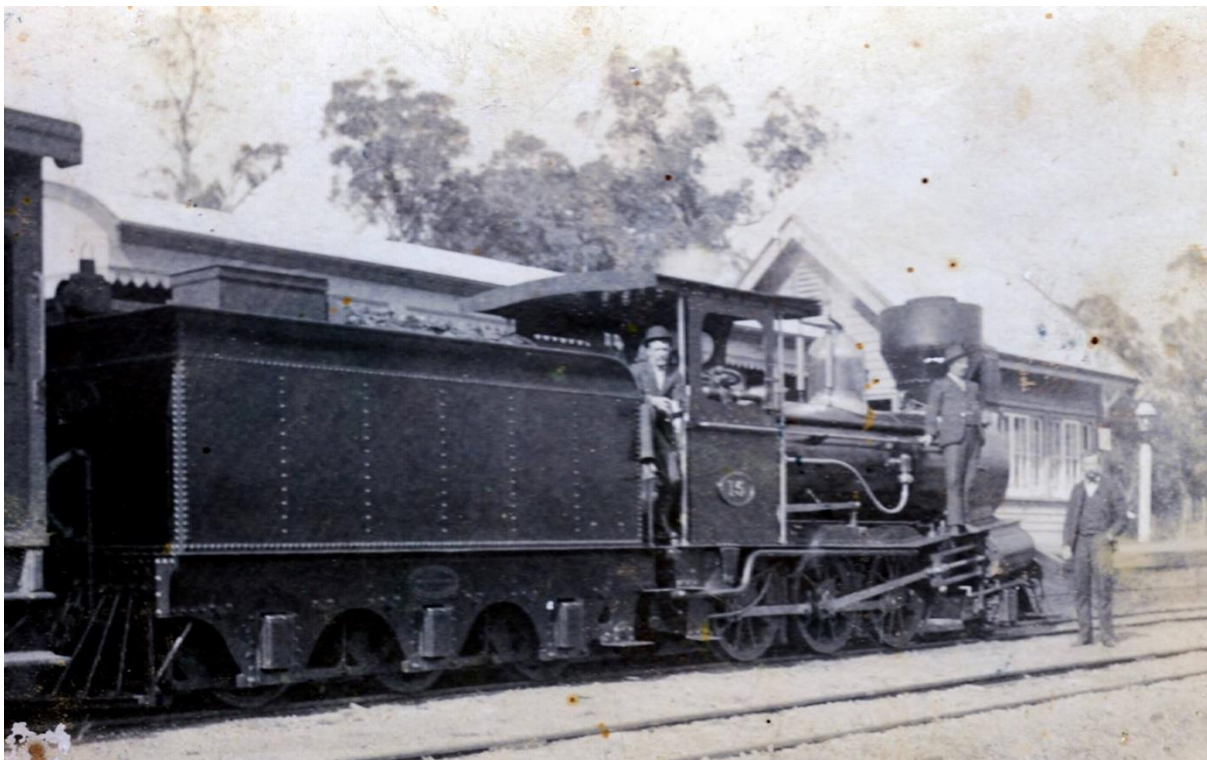


In August 1891, the Midland Railway Co. opened their railway from Walkaway-Mingenew. The increased traffic on the government railway required additional motive power, so A 15 was transported by ship to Geraldton. It joined "Kitson No.1" (later 'M 23') and a mixed group of contractor's engines in hauling trains to Walkaway and Northampton.

After the MRWA was completed throughout in November 1894, the government engines were transferred by rail. The other Kitson-built engine, M 24 returned to Geraldton during 1895 and A 15 was sent south to Fremantle Workshops for overhaul. At this time the MRWA charged the WAGR £30 for transferring a government engine over their rails, with an additional £3 charge for the pilot. The locomotives ran 'light engine' and if required to 'top up' with coal at Watheroo, another £5 was charged. These costs led to the WAGR overhauling many locomotives at Geraldton and once the WAGR line opened via Wongan Hills in March 1915 it was no longer an issue.

'A 15' was transferred from Midland Junction-Walkaway on 24 March 1896 and remained at Geraldton until the next overhaul about 1900, when it was sent to Midland Junction. The main line working had been replaced by shunting duties and this was to be its principal role in the years to come. From 1903-6 it worked at Bunbury, which was to be its long-term base for many years. Apart from the shunting work in the busy Bunbury yards and jetty, '15' would also haul mixed goods trains to Busselton. This was also a time when the polished brass and copper fittings were being painted black to reduce maintenance and the large brass cabside numerals, would be replaced by oval brass plates.

Below: A 15 at Boyanup station about 1905, with its original 6-wheel tender and Rotherham chimney (RHWA Collection)



'A 15' once again made the long trek to Geraldton over the MRWA in May 1906. This was the dying days for light axle engines in Geraldton, as the 35lb rails to Northampton were being replaced. '15' shared the depot with compatriots 'A 16 and A 21'. In 1911, '15' was sent south for overhaul and transfer to Wagin depot. This was the headquarters for the Great Southern district and provided shunting engines for Albany.

After a couple of years in Albany, '15' was sent to Bunbury (1914-16) and Northam (1916-1919). The First World War period was a very depressed time for the WAGR and many locomotives were stowed awaiting an upturn in traffic or repairs. 'A 15' was stowed at Midland Workshops from 1919-23 awaiting a new boiler. By this time it had travelled 533,250 miles.

In June 1923, '15' was returned to Bunbury depot. The light axle load 'A' class were useful on the jetty and shared the yard work with various 'G' class engines. Apart from the routine trips back to Midland Workshops for general overhaul, Bunbury was to be its home until 1953.

In the post-World War 2 period, many locomotives were in poor condition from years of deferred maintenance. An extensive programme of new boiler construction was undertaken, and this included 'A' class boilers. In August 1949, '15' was fitted with new boiler No.646, which had been completed at Midland Workshops in September 1948. This boiler would see out '15' to the end of its career and into the 21st century.



A 15 & A 31
at Bunbury in
May 1951

(J. Buckland,
RHWA
collection)

'15' returned to Albany in 1953 and resumed the shunting role in the yards and on the jetty. The passage of time was beginning to show however, with frame repairs at Bunbury in 1953 and the loco crews complaining that the old 'A' class were not up to the task. In 1955, 'A 15' almost had a starring role at Perth station with the newly arrived 'V 1209' for Royal Show week. However, being in Albany, it was decided not to bring it to Perth but instead 'A 11' was recovered from the 'graveyard' at Midland Workshops and spruced up for the event.

'A 15' was stowed at Midland Workshops on 5 September 1955 and inspected on 15 September. The list of required repairs was lengthy and instead it was written off on 3 October 1955.

In July 1956, 'A 15' was donated to the Bunbury Branch, WA Historical Society for display. It was cleaned up and painted before being transferred to Forrest Park Bunbury in August 1956. In 1964 it was moved to Withers Park, Bunbury, adjoining the Perth-Bunbury railway and later in the 1970s to the historical society property nearby.



A15 Bunbury 1975 :
A15 in the park at
Bunbury, with G 233 &
G 123 passing on a tour
train, November 1975.

(Jeff Austin)

After many years of outdoor
display and neglect the
locomotive was in poor physical
condition by the 1980s.

A 15 in green livery at Jaycee
Park, Bunbury.
(G Bown, T02771)



A 15 was sold to Hayden
Kinley in Geelong, Victoria
and departed Bunbury by
road on 19 May 1982.

Since then it has been painstakingly rebuilt over the years in a shed in Meredith, Victoria. It has been restored to its appearance following the general overhaul in May 1911, with 4-wheel tender. The locomotive is essentially completed, while the new tender is still to be finished. It was steamed several years ago but future operations are uncertain at this time.



A 15 at Meredith, Victoria in 2018
(Hayden Kinley)

Timberwork in the restored cab of A 15
at Meredith, Victoria (Hayden Kinley)



SOUTH-WEST RAIL AND HERITAGE CENTRE (P Rogers)

Thank you to all those volunteers who helped at the November Open Day on 22 November. To Alasdair and Anna as well as Jane and John who assisted on the Saturday with carriage cleaning and gardening, then come along again on the Sunday to assist with greeting people and assisting in the general running. Thanks also to Geoffrey and Rita for running a highly successful sales stall and highlighting Rail Heritage WA's work. Also, thanks to John and Lyn who drove down from Perth on the Sunday to assist in various ways on the day. Of course, the set- up and pack away would not have been possible without John, Braydon, Dominic and Noah who were joined by Ian and Mick later on Saturday.

A Boyanup Foundation meeting of representatives of the groups working together on site was held on the Sunday. This is a very positive group of people and it is a pleasure to work with them to see the South-West Rail and Heritage Centre progress. The Centre's hosted special visits over the last month from Jodie Hanns, who is Labor's candidate for the local seat, tipped to take over from Mick Murray. She spent several hours there, and we hope that she will assist us in our efforts to replace the condemned former Bunbury Goods Shed. Local MP Nola Marino also visited us on the Open Day.

A team from the WA Museum also visited to photograph items for inclusion in a 'tourism portal' media piece showing museums in the South-West and Great Southern.



The intrusion of possums into the roof of the cottage at Boyanup has been causing problems. On Saturday 5 December, after checking the possums were not inside, Alasdair Kenyon, with the help of his son-in-law John, sheeted over what is believed to be the possum entry point. Thank you both for your help – and fingers crossed they will no longer be able to access the cottage.

(possums in the outside toilet the night before)

NEWS FROM AROUND THE STATE (Simon Barber)

TWENTY YEARS OF PRIVATISATION

A significant anniversary will occur on 18 December 2020, as twenty years ago on this date at 1200am, Westrail was dissolved as a business, and its activities split into two separate entities. Privatisation of Government assets by State and Federal Governments started to take hold in the 1980s and gained momentum into the 1990s and beyond. Rail assets were not immune from this, the Federal Government leading the way with the sale of Australian National.

In the southern part of Western Australia, Westrail was a potential candidate for privatisation. The Richard Court led State Government decided to sell the freight side of the rail business, while retaining the passenger operations. A joint venture between Genesee & Wyoming, who already had a presence in Australia, and Wesfarmers was announced as the successful bidder. The other shortlisted bidders were Black Swan Rail Consortium (Railroad Development Corporation / Barclay Mowlem), Freight WA (Rail America) and Western Freight (GB Rail / Amec Engineering). At midnight on 18 December 2000, the Westrail freight business was taken over by the joint venture company Australian Railroad Group, which operated in WA as Australia Western Railroad. ARG also held the assets of the original G&W company Australia Southern Railroad. The rail network passed over to a subsidiary company, WestNet Rail, which was given a 49-year lease.

The passenger operations of Westrail (suburban and country train services and the road coach network) were rolled into a separate entity operated by the State Government, the Western Australian Government Railways Commission. In June 2003, the WAGR Commission became part of the Public Transport Authority.

ARG would change owners on 1 June 2006 when QR National took over the train operation arm of the company. WestNet Rail was excised from the rest of the business, and sold to Babcock & Brown, along with a consortium of minor shareholders. In December 2009, the company was renamed to Prime Infrastructure Group, though retaining the WestNet Rail name.

Brookfield Infrastructure Partners took over in December 2010, and Brookfield Rail became the new name of the below rail business. Brookfield Rail was then rebranded to Arc Infrastructure in July 2017, being a subsidiary of Brookfield Infrastructure. QR National retained the ARG name for a time, and then rebranded the operations to QR National to put them in line with the other facets of the business. In December 2012, the new trading name of Aurizon was adopted.

AURIZON

LZ3119 and 3120 were transferred from Avon Yard to Forrestfield by Q4006 on 25 November. The two units have been selected by Aurizon for reactivation at Forrestfield, and subsequent use in NSW operations, strongly suggested to be the haulage of ore from Cobar. A number of intermodal flat wagons were attached to the train movement for braking purposes. Other LZ class units in storage have also been assessed for future usage by Aurizon.



*Q4006 brings LZ3120 and 3119 through Millendon Junction as train 4112.
(Photo by Simon Barber).*

METRONET

Works have officially started on the Byford Rail Extension with preparatory works starting on the Thomas Road level crossing removal.

The new bridge over Thomas Road was separated from the main project works to boost jobs and the economy to assist COVID-19 recovery and is expected to be completed in late 2022. It is the first of several level crossings to be removed as part of the project.

Meanwhile, procurement for the rest of the Byford Rail Extension works is continuing, with the main contract expected to be awarded in 2021. During the procurement phase, the shortlisted proponents will progress design and costs for the project, which involves extending the Armadale Line around 8km, from the existing at-grade Armadale Station, to a new at-grade station in Byford, and address five level crossings along the alignment.

Shortlisted proponents will also be asked to provide additional priced options to potentially expand the project scope and address further crossings on either end of the project through elevated rail:

- In the Armadale City Centre, Armadale Road, Forrest Road, and Church Ave
- In the Byford Town Centre, South of Larsen Road to Abernethy Road

This may also include designing and costing elevated Armadale and Byford stations.

(Sourced from Metronet website <https://www.metronet.wa.gov.au/>)

CBH GROUP / WATCO

A total grain crop of around 14 million tonnes has now been predicted for Western Australia. This includes grain destined for outside the CBH network. With shipping out of Kwinana, Albany and Esperance operating at maximum capacity into December, and CBH breaking its daily receipt record during November, a large amount of grain has been running on the rail network.

Watco is currently scheduling two or three standard gauge and up to five narrow gauge trains daily into the Kwinana Grain Terminal. Albany has two sets working in the zone, while Geraldton at this stage has a single set allocated. Dry conditions during Spring impacted the quality and quantity of grain received in north-eastern and eastern parts of the Wheatbelt, though some areas such as Koorda and Wyalkatchem did fare much better than originally anticipated.

MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
WEDNESDAYS		Museum open 1.00pm – 4.00pm		
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
10 February	A de Smalen	S Rayner	C Perry	A de Smalen
17 February	A de Smalen	G Bradley	C Perry	A de Smalen
24 February	A de Smalen	S Rayner	C Perry	A de Smalen
3 March	A de Smalen	G Bradley	C Perry	A de Smalen
10 March	A de Smalen	S Rayner	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		
13 December	A de Smalen	B Horton	S Mackay	A de Smalen
20 December	B Williams	K Ayerst	P Rogers	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	B Williams	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
14 February	A de Smalen	Vol reqd	B Williams	A de Smalen
21 February	K Ayerst	B Keay	D Raine	K Ayerst
28 February	L McBeath	M Miles	G Higham	G Higham
7 March	A de Smalen	B Horton	S Mackay	A de Smalen

