



RAIL HERITAGE WA

Members Newsletter

January / February 2021



FOR YOUR CALENDAR

Sun 24 January South-West Rail and Heritage Centre Open Day
Thurs 11 February 9.30am First Museum Collection group morning
Sat 13 February Entertainment meeting 2pm *Reflections from Railway Museums*
Sun 28 February South-West Rail and Heritage Centre Open Day
Sat 13 March General meeting 2pm *Graham Watson – Rocky Bay*

FROM THE PRESIDENT (Brian Williams)

A Happy New year to all members and volunteers and I sincerely trust that this year of 2021 turns out much better than what 2020 was.

An informative and productive Strategic Planning Meeting was held by the Management Committee on Saturday 9th January. My thanks to all Committee members for their attendance and input and to Jeff Steedman for his efforts as facilitator and recorder.

Items discussed included membership and volunteering, the website and promotion and much more. We identified the need for an Events Coordinator to take on the role of planning and implementing functions at the Museum, i.e., Railfest, Birthday parties, Corporate events.

This year is the 150th Anniversary of Railways in Western Australia as we celebrate the opening of the Lockville – Yoganup Railway in 1871 and the first use of 'Ballaarat' steam locomotive in hauling logs in the South West of this State. Special activities will commence in April with the actual celebration occurring on the weekend of 20 – 22 August in Busselton, Wonnerup and Boyanup.

As usual I am seeking support from the membership in having sufficient people involved in the operation of the Museum on Sundays. Currently thirteen members are involved, and it would really be appreciated if additional members could volunteer in this important task. If you feel you cannot commit to 4 hours on a Sunday afternoon consider job sharing with a fellow member. All queries should be directed to president@railheritagewa.org.au or telephone the Museum on 9279 7189 and leave a message which I will follow up on.

WA RAIL 150 Activities (P Rogers)



These four logos have been designed for us free by Chris Walters – at no cost. They are available for any organisation to use this year for promotion. Please contact admin@railheritagewa.org.au if you wish to have hi-res versions sent to an organisation.

Guided Tours will be offered at the Railway Museum at 2pm on 3rd Sundays from April to November (except for October – due to proximity of RailFest)

18 April *'Made by WAGR in Midland'* by Philippa Rogers

16 May *'Researching your railway family'* Jeff Austin (presentation and not a tour with bookings required)

20 June *Diesel locos* Simon Barber

18 July *Food on Rail* by Brian Williams

15 August *Rail in suburbs / 140th of Fremantle to Guildford* by Geoffrey Higham

19 Sept General Museum Tour or WA Rail 150 - volunteers

21 Nov *'Signalling'* by Chris French and Justin Smith

August 20th – 22nd:

- Friday evening with City of Busselton
- Saturday afternoon – Wonnerup House
- Sunday at SWRHC Boyanup – celebrating railway history, display

A WA Rail 150 display will be held in various locations including AMRA.

2021 Meeting entertainment (updates in case of changes will be provided)

13 February Entertainment meeting *Reflections from Railway Museums in Europe and Australia - what can we do?* Philippa Rogers

13 March – General Meeting – Graham Watson *Rocky Bay / Don Finlayson collection*

10 April - Entertainment Meeting - speaker from Metronet

8 May – Entertainment Meeting - Allan Tilley

12 June ANNUAL GENERAL MEETING

10 July Entertainment meeting

(possible topic Royal Show working and the Claremont Cabin) Shane Burke

14 August - Entertainment Meeting *My railway experiences* by Wes Olsen

11 September - General Meeting *Turntables* by Jeff Austin

9 October – NO MEETING (RailFest weekend)

13 November – General meeting *'Future of Rail Transport'* Peter Newman

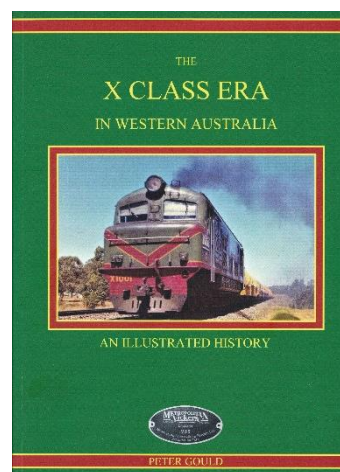
11 December – Christmas social meeting

SALES – ONLINE (Graeme Bradley)

Since the launch of Peter Gould's book "X Class ERA" sales have been highly successful. Although, after initial remarkably busy volume of sales, the rate of course has reduced. Sales in both our Bassendean shop and on-line sales have continued steadily.

Recently, thanks to long term contacts developed by Geoffrey, we had an order from a Sydney wholesaler for one full carton of these books (19 copies) this was the heaviest item that I have dispatched with Australia Post since being involved with on-line orders.

It would be advisable for anyone keen to get a copy of this book should do so before current stocks are depleted.



ARCHIVES (Graham Watson)

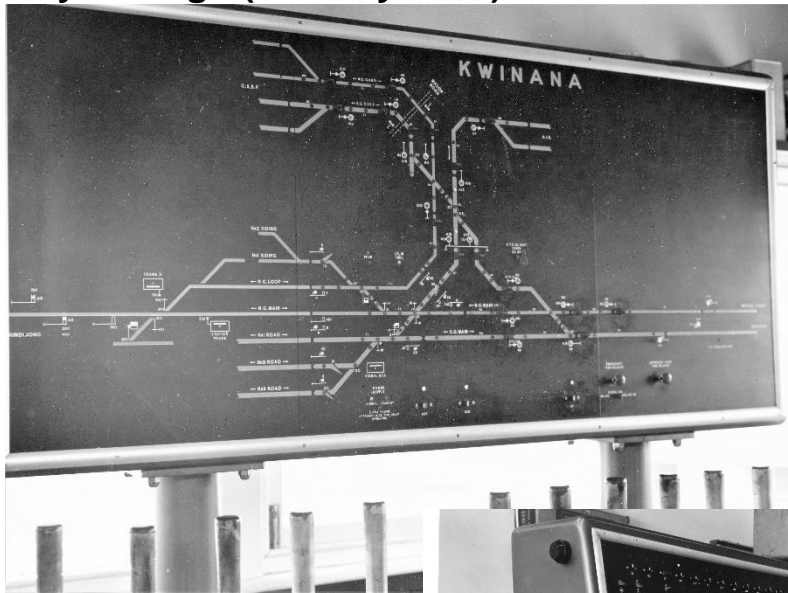
We are pleased to announce that another 186 images have been added to the online Photo Gallery. Their numbers are P20165 to P20200 and P21001 to P21150, giving a total of 25,630 files. The latest additions include interesting views of the Railway Museum exhibition building under construction, some more 1960s photos from the late member Malcolm Searle, and a range of WAGR 1970s photo from member Lindsay Watson.

Our thanks to Peter Hopper, Geoffrey Higham and Toad Montgomery for their efforts to make this happen.

Archives Requests for December 2020

	Subject	Purpose
76	W. Craw, WAGR employee record	Family history
77	Shark Lake siding	Local history
78	Guildford station photos	METRONET newsletter
79	Workshops RATTLER train	Environment assessment
80	W.J. Edgar, WAGR employee record	Family history
81	1921 Railage Sketch of WAGR system	Self
82	Mt Magnet station masters	Local history
83	E. Keppler, WAGR employee record	Family history
84	Helena Vale Racecourse branch	Local history
85	Banksiadale sawmill drawings	Railway modelling
86	WAGR drivers watches	Family history
87	Pemberton-Northcliffe railway	Local history
88	Private sidings 1919, 1929, 1945	Self

50 years ago (January 1971)



*Kwinana Signal box
(previously at Koojeda) signal
control panel*

*Signalling panel in station
master's office, Midland*



*Terminal building, East
Perth, temporary building
with signage
(Bob Taylor)*

*This building was later
reused at the Workshops
in Midland.*





*S 542
'Bakewell' at
Collie
(G Wilson)*



*S 546 'Egerton' at
Collie (G Wilson)*



*V and W class locomotive
stored at Collie (G Wilson)*

F 43 at
Claremont
Station, with
afternoon
"Rattler"
heading west
(D Beazley)



Trackwork and
searchlight signal at East
Guildford. View is from
the footbridge looking
east, new standard
gauge track on the right.

XA 1410
"TENMA"
with semi-
automatic
colour light
signals and
double track
cross over at
Woodbridge
South
looking
north.



MUSEUM COLLECTION GROUP (Philippa Rogers)

You may have noticed this noted in the calendar at the beginning of the newsletter but on **Thursday 11 February at 9.30am** we are having the first get-together of the Museum Collection Group. Our primary focus is on the small items ranging from keys to tucker boxes. There is a backlog of things to be done building on the registration work by the late Derek Wooldridge.

There are many different tasks to enable us to manage our collection appropriately. These range from cleaning, sorting, registering, researching history, photography and improving storage. You don't need to have a railway background or museum experience - any training will be provided on-the-job!

We do have a lot to do but it is the foundation for the future redevelopment of the Exhibition Building as well as our ability to determine and manage suitable loans to other museums. It is hoped to form a group of people with a Thursday Museum Collection workday (similar in approach to the Tuesday Archives days) and to enjoy undertaking this together.

Why not come along and find out more?

For more information, please contact Philippa at pmrogers@inet.net.au or 0417 961187 or I'll see you at the Museum. . If you are interested but can't make Thursdays, let's talk about it as there will be other opportunities too.

FROM JEFF AUSTIN – LOCOMOTIVE HISTORY

PMR 735, now at Alumina Junction near Pinjarra

Beginning with the Baldwin EC class in 1901, the 4-6-2 'Pacific'-type was a favourite of the WAGR. This is the history of the last - 'PMR 735'. It was built by the North British Locomotive Co, Queens Park Works, Glasgow, Scotland. (Makers No.26930/1949) and cost £28,037.

It arrived at Fremantle on the ship, 'CLAN MacTAVISH' on 27 June 1950. The locomotive was in a stripped-down condition and transported to Midland Workshops for assembly and trials. Due to faults in the boilers of all PM/PMR class locomotives at the time of manufacture, additional repairs were required, and this delayed their introduction to traffic. PMR 735 was painted in black livery and entered service on 31 August 1950. After a brief period of 'running in' and adjustments at metro area depots, '735' was transferred to Northam depot. At the time, this was one of the largest locomotive depots, with an allocation of 48 steam locomotives. '735' worked fast goods trains to Merredin and Kalgoorlie, as well as goods trains to Narrogin and Wyalkatchem, and passenger and fast goods to Mullewa and Geraldton. All minor servicing and repairs was undertaken at Northam or Merredin, while major repairs were carried out at East Perth and Midland Workshops.

During the six-month long Metal Trades strike in 1952, all 35 engines of the PM/PMR class were withdrawn from traffic for sand box modifications. They returned to service at the end of 1952. After 1953, all the PM/PMR engines were progressively repainted in the new standard livery of Larch Green and black.

'735' was at Northam for 10 years and some sightings are listed –

25 July 1951: train parted at Northern Gully (Geraldton-Mullewa section)

19 April 1953: derailed on points at Narrogin

23 July 1955: derailed at Merredin

30 May 1956: piston failure hauling No.19 Fast Goods at Northam

28 May 1957: hauled No.100 Gds, Yellowdine-Merredin

16 December 1959: hauled No.60 Gds, Wyalkatchem-Northam

After a general overhaul in April 1960, it was transferred to East Perth depot. This was the largest locomotive depot on the WAGR with an allocation in 1960 of about 72 steam locomotives.



PMR 735 shunting at Maylands in August 1966 (P. Hopper)

'735' worked fast goods trains in the metro area, plus to Northam, York and Bunbury.

During the 8 years at East Perth, some sightings are listed –

17 November 1960: hauled No.56 Fast Gds, Bunbury-Perth (648 tons)

16 March 1961: banked No.838 Fast Gds (with U 655), Midland Junction-Perth

26 September 1963: hauled No.300 Pass ("Rattler"), Midland-Perth

20 June 1968: hauled No.42 Gds, Brunswick Junction-East Perth



PMR 735 and PMR 730 hauling a goods train near Roelands, 3 June 1967 (P. Hopper)

Following the closure of East Perth depot in October 1968, '735' was transferred back to Northam depot. Steam working was almost finished at this depot and only 7 locomotives remained, working to Merredin and Wyalkatchem.

19 October 1968: hauled No.104 Gds, Merredin-Northam

This depot closed to steam in July 1969 and '735' was transferred to Narrogin depot. This was still a busy steam depot with 31 locomotives. '735' worked fast goods trains to Merredin via Corrigin, to York and to Albany, with terms as the depot shunter at Albany.

25 August-8 October 1969: shunting at Albany

31 January-24 February 1970: shunting at Albany

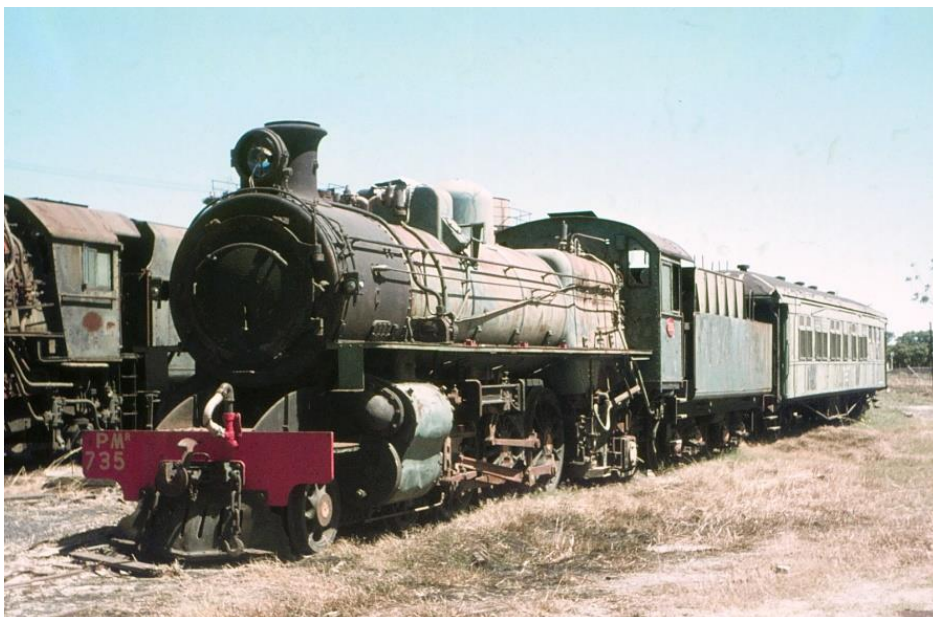


PMR 735 hauling a goods train on the South West main, 19 August 1967 (P. Hopper)

The main GSR main line was dieselized on 1 June 1970 and '735' was sent to Bunbury depot for 'D' inspection repairs. Following the completion of these repairs on 17 June 1970 it was returned to Narrogin and likely not used again. It was permanently stowed on 30 June 1970 and after a period of storage at Narrogin was hauled to Midland Workshops. Final mileage records have not survived but it would have been about 450,000 miles. It was written off on 14 August 1972 and stowed to await scrapping.

During the routine overhauls at Midland Workshops, boilers, parts and tenders were interchanged with other PM/PMR engines. The current boiler, No.802 was fitted at the last general overhaul in March 1968 and was originally delivered in 1950 with 'PM 702', while the tender is from 'PMR 725'.

In 1973, TVW Channel 7 made enquiries to WAGR for the purchase of a steam locomotive for display in their grounds at Tuart Hill. An offer of \$2200 for PMR 735 was accepted and the locomotive was transported to Tuart Hill in February 1974. After some years on display, Channel 7 decided to dispose of their heritage transport items and donated '735' to Whiteman Park in August 1987. It was displayed at Whiteman Village station for a time until sold to Ian Willis in 1993, when it was transported to his workshop in Riversdale Road, Burswood. From there it was transported to Alumina Junction, near Pinjarra in November 2013. In early 2020 the locomotive was attacked by metal thieves and parts of the motion were cut away with angle grinders. It is now in such a poor state that the future is uncertain.



*PMR 735 stowed
at Midland
Workshops with
VW 5082 ex AQC
338.*

*2 December
1973 (J. Austin)*

*PMR 735 displayed at
Channel 7 in Tuart
Hill, 15 November
1975.
(J. Austin)*



*PMR 735 in current
stripped condition at
Alumina Junction, 20
December 2020*

(J. Austin)

Restoration and Maintenance (Ian Studham)

A slow-down of activity is usual over the Christmas/New Year period and the very hot weather that we encountered in December certainly contributed, but some things have been kept ticking over during the festive season.

The Midweek guys finished for Christmas in mid-December and will be back at it by mid-January, but they have made great progress with MRWA sleeping car JV 33, with new tongue and groove outside panelling almost complete on one side of the vehicle.

Steam loco G 233, "Leschenault Lady", passed its boiler hydrostatic test in early December and this then leads into full re-assembly of the loco. Many of the smaller parts have migrated north so the guys can attend to them without having to drive to Boyanup and all sorts of fittings are being given a great deal of attention.



Here the crown mounting has just received a good pressure washing after going for a swim for a couple of weeks in a tub of caustic soda.

The gauge glass assemblies were all cleaned up keeping company with the whistle and marker lights.





Finally here is the collection of fittings awaiting further attention. It takes many little bits to make up a whole locomotive.

A Bassendean resident has kindly donated a **Robland K260 woodworking machine** to the Museum. It can saw, plane, thickness and prepare mortise and tenons so will be handy to make replacement window frames and similar specific wood shapes. We have the machine manual but want to prepare an operating manual, particularly for safety, for those who may use the machine. Are there any former carpenters/cabinet makers/ joiners who could help us write the operating manual? Please contact me on secretary@railheritagewa.org.au

Dom has found some time to get back on to prepping the water column for re-assembly – then the job of putting it back up begins – we'll wait for cooler weather before attempting that! Seen here is the main vertical mast being cleaned down and given a protective coat of metal oxide paint before receiving a more appropriate colour.



And introducing our newest bit of kit – this 10 tonne mobile crane was made available at a very reasonable price by Aurizon Forrestfield and it's already earning its keep at Bassendean. It will pay for itself fairly quickly on the money saved booking cranes from external hirers for various jobs. We even have people with necessary qualifications to use it!



The crane was used to pluck out a couple of light car bogies which had been stored between two trees along our boundary – the trees are full of white ants and we need to have them taken down before they come down of their own volition and land on rollingstock or the shed or someone. The bogies are seen placed on track for now, and we do have some plans for them in the fullness of time.

What – no sprags you say?? Don't panic – these were donated by Goninans many years ago who had used them under an old coach frame as a float to send things into their sandblasting booth. Hence, they don't have an ounce of paint on them, and the axleboxes are full of sandblast grit instead of oil – all bearings are seized so they aren't rolling anywhere! We will be lifting the frames off the axles in due course and giving everything some detailed attention. They are plain (white-metal) bearings so after a good clean-up the journals and bearings, while never being up to mainline standard, should be fine and fit-for-purpose for a museum exhibit moving around occasionally at slow speed.



Upon request we lifted the housing for the old Perth Railway Station clock off from up on a container and brought it back down into the land of the living so it could be closely investigated. Bruce Keay is chatting to an acquaintance who may be able to assist it breathing new life into this old timepiece.

To start with we have lubricated the surviving mechanism to see if things will loosen up. We have the 3 faces for the clock in storage and may well have the hands somewhere.



James has been continuing the sand, undercoat and repaint of the ZF van on the top platform. A first coat of red topcoat has been applied to some sections and the van is starting to look much better.

Unfortunately now his work has returned to FIFO and this will affect the regularity of progress.

John Hunnisett has made a start on an internal clean of AM 313, the narrow-gauge Commissioners Car. This car has been securely locked and off access for many years awaiting a re-roof and some other work, and during this time dust and grit has continually found its way in through the roof vents and wherever else there is a slight airgap. John made a start cleaning the end saloon and the difference is remarkable. 313 is a beautiful car inside with a wealth of history and we hope to be able to present it for occasional public openings in coming years.

Down at Boyanup we bade farewell to John Budd, who has decided that upon reaching 80 years of age it was time to put away his tools and slow down a bit. John has spent the better part of the last decade slowly and methodically putting country dogbox passenger car ACM 391 back together. When Rail Heritage WA took over Boyanup and the upkeep of the “Vintage Train” stock we found 391 in a sad and sorry state – the victim of a stalled restoration whereby the interior of the car had been completely pulled to bits and the various fittings strewn all around the shed without being marked or kept together. As anybody who has worked on vintage rollingstock can attest, many fittings will only go back properly into their original location for reasons such as the screw holes often having slightly different patterns or the actual assemblies being slightly different in dimension.

John set about the task of working through each compartment, identifying the relevant fixtures and restoring and installing them. The result is the beautifully presented carriage that we have today which is on public display in the roundhouse.

If John hadn’t come along and offered his assistance it’s a fair bet that ACM 391 would still be in a million pieces, and Rail Heritage offers our sincere thanks to John for his wonderful work over the years and wish him all the best moving forward.

John is pictured on the right, standing in front of ACM 391 with Gary Moore who has done much of the painting on the car.



Meanwhile in Collie:

Restoration of the CXB relocated from Boyanup last year is well underway. Seen from this angle the roof is a good indication of why we asked Collie to undertake this work. It will be returned to Boyanup when complete. (Noah Greenfield)

NEWS FROM AROUND THE STATE (Simon Barber)

AURIZON

MOUNT GIBSON IRON

Mount Gibson dispatched its final iron ore train from Extension Hill siding near Perenjori on 28 December 2020. The train ran to Narngulu as 2723, unloading at the Port of Geraldton on the following day. Mount Gibson will move its mining operations to the Shine deposit during 2021. Shine is 85km north-east of the Extension Hill mine. At this stage, the company has not made a public announcement about how the ore from the new mine will be transported to Geraldton. Initial reporting to the Australian Stock Exchange indicated that a road transport option from the mine to the port had been costed into the financial statements, but subsequently, rail options have also been examined.

COCKBURN CEMENT

There are strong indications that the haulage of coal from the Ewington mine near Collie to the Cockburn Cement plant at Spearwood has ceased. The final movements occurred during November 2020. The coal fleet of former Queensland Railways VAOG type wagons has been stored at Collie. Without resumption, this will leave the movement of coal from the Collie mines to Worsley Alumina at Hamilton as the final Aurizon coal contract in WA. It also will leave the short section of track between Worsley West and Worsley East as having no regular scheduled movements.

CBH GROUP

The 2020 – 21 harvest has now seen deliveries to CBH top the 15 million tonne mark. This exceeded the estimate made during the lead up period to the harvest. CBH has been busy on the rail front, with its partner Watco coordinating the following set allocations during January.

- Four narrow gauge sets and two standard gauge sets servicing the Kwinana zone.
- Two sets servicing the Geraldton zone.
- Two sets servicing the Albany zone.



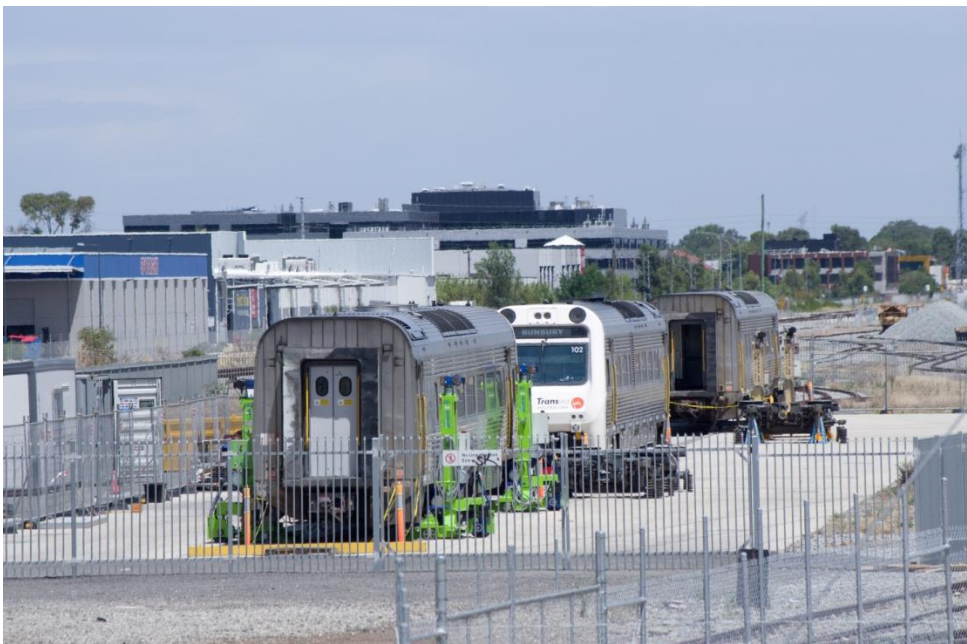
ACN4150 brings an alumina working west of Beela on 4 January 2021. (Noah Greenfield)

At this stage, only the CBH narrow- and standard-gauge locos have been used on grain train workings, with the three DBZ units yet to see any action during the current harvest.

Aurizon has been contracted to operate a grain set in the Geraldton zone starting in February. This will run in tandem with one of CBH's sets. Two P class locos and a fleet of XT wagons will be used. Aurizon crews have been undertaking familiarisation runs between Narngulu and Marchagee during January.

TRANSWA

The Australind railcars have been out of service because of the need to install new axle box covers. The three ADP driving cars have been relocated to the PTA open air servicing compound at Bellevue for the work. Transwa road coaches have been providing the replacement services, although private buses have also been noted occasionally. The rail service is not expected to resume until the end of January at the earliest.



(Photo – Simon Barber)

TRANSPERTH / METRONET

Lakelands Station

The preferred proponent to construct Lakelands Station, between Warnbro and Mandurah, has been revealed, with construction on schedule to start in 2021.

ADCO Constructions will design and construct the station, including an entry building with a pedestrian overpass connecting the train platforms, bus interchange, 400-bay car park and associated infrastructure.

The contract will be awarded in early 2021 with construction supporting more than 200 jobs. Lakelands Station is expected to be operational in 2023.

Service Disruptions

Two of the suburban lines will have interrupted services during the first part of 2021 due to scheduled work.

The Armadale line will have several evening services cancelled with work on the Denny Avenue Level Crossing Removal project. This will prepare the crossing for an 11-day total closure later in 2021.

Station work at Claremont between February and April will cause a disruption to services on the Fremantle line. Claremont station will not be available for rail traffic during this period, although bus routes to the station will still be able to operate. Train frequency between Showgrounds and Fremantle on weekdays will be reduced to 30-minute headway. There will also be some total weekend shutdowns. The work is to facilitate construction of a siding at Claremont for the turning back of trains running from the Forrestfield – Airport Railway.

(Some items referenced from PTA home page)

MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
WEDNESDAYS		Museum open 1.00pm – 4.00pm		
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
17 March	A de Smalen	G Bradley	C Perry	A de Smalen
24 March	A de Smalen	S Rayner	C Perry	A de Smalen
31 March	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		
24 January	B Williams	B Horton	C Forsey	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	G Higham	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	K Freind	B Horton	G Watson/M Gillooly	B Horton
14 March	A de Smalen	B Horton	B Williams	A de Smalen
21 March	K Ayerst	B Keay	D Raine	K Ayerst
28 March	L McBeath	M Miles	G Higham	G Higham

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 - just take your collection to the relevant refund point and ask them to put it to this ID number: **C10338481**. Thanks to those who have – every bit helps.

At the museum, please ensure any eligible containers are put in an appropriate bin. There is one in the entry building but bulk lots should be taken to drums by the mess car at the back of the site. Thank you.