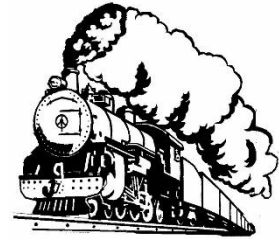




# RAIL HERITAGE WA

*Members Newsletter*

*March 2021*



## FOR YOUR CALENDAR

Thurs	4 & 25 March	Museum collection mornings 9.30am, Exhibition Building
Sat	13 March	General meeting 2pm <i>Graham Watson – Rocky Bay</i>
Sat	20 March	Museum collection working bee 1.30pm, Exhibition Building
Sun	28 March	South-West Rail and Heritage Centre Open Day
Sat	10 April	Entertainment meeting 2pm – Metronet speaker

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## FROM THE PRESIDENT (Brian Williams)

Another month in this New Year has passed by and we are still continuing with the COVID-19 effect on normality. The hot weather we have been experiencing of late has put a damper on some of the more arduous tasks around the Museum although it is gratifying to have the two Tuart trees out back removed by contractors due to white ant infestation. Apparently, the infestation reached the halfway height point on the trees and this played havoc on the chain saw blades with the amount of sand encountered.

Work has commenced on the Society's Museum collection items that were stored along the west wall of the Noel Zeplin Exhibition Building. My thanks to Philippa Rogers for instigating this portion of the Museum work. Indeed, thanks also to Bruce and Jane Keay for their contribution and to Graeme Bradley and Laurie Whittington for their painting expertise on the doors of the new storage cupboards.

One thing I wish to emphasise is that the Exhibition Building is not a store area for used and unwanted items, eg soft drink cans and lids from paint tins. It is amazing the quantity of artifacts that have been gathered over 40+ years of the Society. If you are able to assist with the sorting of this portion of the Society's artifacts/memorabilia, please contact either Philippa Rogers (0417 961187) or myself ([president@railheritagewa.org.au](mailto:president@railheritagewa.org.au)).

Could you please consider involving yourself in the operation of the Entrance Building and Museum grounds on Sundays and Wednesdays? As I have previously stated the more members that can assist in this area the fewer sessions on duty people will need to do. Once again contact me at [president@railheritagewa.org.au](mailto:president@railheritagewa.org.au).

At the last Management Committee meeting discussion included, amongst other items, the membership of the Society. If current members introduce a new member to the Society, then the current member will receive a discount of \$10 on their membership fee. If the new person has appropriate skills to assist the Society then that would be even better!

## MUSEUM

It is 10 years since we increased the cost of entry to the museum (yes, really!). So an increase is definitely due and from 1 April 2021, there will be a one dollar increase for adults, concessions and children and the family entry will increase by \$3 to \$25.

However, there will be a reduction in the annual family platform pass to \$50.

## MEMBERSHIP

Welcome to William Perry and Justin Smith who have recently joined us.

Most categories of membership fees will stay the same for the coming year. The only change will be an adjustment to the family memberships which will be an increase of \$5.

Also as Brian has noted there will be a \$10 discount for any member who introduces a new member.

## FUNDING ANNOUNCEMENTS

As part of the pre-election campaign, Dave Kelly, Member for Bassendean has promised Rail Heritage WA \$10,000 towards more security fencing if Labor is re-elected. This will enable us to complete the improved fencing around the Water Crop area at the rear and commence security fencing along Railway Parade.

Meanwhile after a visit to the South West Rail and Heritage Centre, Jodie Hanns, WA Labour candidate for Collie-Preston, has promised \$20,000 for engineering and other works toward sLeschenault Lady's overhaul.

## WA RAIL 150 Activities (P Rogers)



The Busselton Naturalists Walking group are walking only the old railway line to Wonnerup House on Saturday 21 August. They are planning to arrive at the property in time for lunch before our 2pm ceremony. People will leave their cars at Wonnerup and then the bus will take them to the departure point for the walk. Anyone interested is invited join them and to book for the walk contact Bernie Masters by email [berniemasters@iinet.net.au](mailto:berniemasters@iinet.net.au) or phone 0408 944 242. The bus they are hiring will be a 57-seat school bus so there is plenty of room. City of Busselton will provide lunch.

The Bus Preservation Society have asked if we would be interested in having a former Westrail road Coach take people to Busselton / Boyanup for the weekend of 21 and 22 August. At this stage we are trying to ascertain if people would be interested in travelling

there in this manner. Please could you indicate your interest (without commitment) to [admin@railheritagewa.org.au](mailto:admin@railheritagewa.org.au) or contact Philippa on 0417 961187, so we can follow up with the Bus Preservation Society accordingly.

### Museum Guided Tours coming up

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) For external bookings please use: <https://www.trybooking.com/BOAUC> . For members, email [admin@railheritagewa.org.au](mailto:admin@railheritagewa.org.au) or phone Philippa on 0417 961187. Numbers are limited. This event is also part of the Australian Heritage Festival.

## **MUSEUM COLLECTION GROUP (Philippa Rogers)**

We have had our first Museum Collection mornings and can see significant progress is cleaning and sorting the items that have been stored on the west side of the Exhibition Building. The storage and care of the uniform collection is improving in leaps and bounds, mainly thanks to Jane Keay's work.

There are two Thursdays planned in March but there is also a Saturday as several people have indicated their interest and are only available on Saturdays.

**Mark the date - Saturday 20 March!**

For more information, please contact Philippa at [pmrogers@inet.net.au](mailto:pmrogers@inet.net.au) or 0417 961187 or I'll see you at the Museum.

*Right: This week's mystery object ... ideas?*



## **FROM JEFF AUSTIN – LOCOMOTIVE HISTORY of DD 592**

During the Second World War the WAGR produced designs for new suburban tank locomotives based on the earlier North British-built D class. These new engines were of an improved version and were designed under the supervision of the Chief Mechanical Engineer, Mr. F. Mills at the WAGR Midland Workshops.

The first eight of these 4-6-4T "Baltic" tanks were constructed using the components from E and Es class tender locomotives which had reached the end of their useful lives and were classified the DM class and numbered 581-588. At the same time, a similar design had been prepared for an entirely new class with modified valve gear and piston valves. These new engines were classified the DD class and ten were built at Midland Workshops during 1946 and numbered 591-600.

DD 592 was built at Midland Workshops and entered service on 17 May 1946. It cost £9860. The new tank engines were intended for suburban passenger traffic but as a result of the severe motive power shortages immediately after the war, they also worked on both goods

and country passenger services. The DD class were regularly used during this time to haul goods trains from Perth-Brunswick Junction and goods and passenger trains from Perth-Northam. One of the most unusual excursions for '592' to the country happened in 1948.

On the evening of 26 July 1948, '592' was rostered to bank No.87 Pass from Midland Junction-Chidlow. The train engine was an ailing 'P' class, and after consulting with the crews at Chidlow, it was agreed by 'Train Control' to retain '592' to assist the 'P' class through to Northam. On arrival at Northam the 'P' class was declared a total failure. With no other relief power available, '592' was taken to Loco and topped up with coal to continue hauling the train through to Merredin. This was accomplished, though probably somewhat later than normal schedule! The following day, '592' had to be worked back to Midland Junction. This was achieved by hauling No.54 Pass, Merredin-Northam via Wyalkatchem. This was an unusual route for a DD class but not for suburban tank engines. During 1935-45, three DS class were based at Northam and regularly worked this line.



*DD 592 hauls a suburban passenger train at Goodwood, 1967 (Peter Hopper, P11759)*

After the arrival of new locomotives from England in 1950 the DD and DM classes reverted to the suburban passenger and goods role for which they were designed. Both classes worked from the locomotive depots at East Perth, Midland Junction and Fremantle. Those based at Midland Junction depot however continued to be called upon to bank goods and passenger trains to Chidlow's right up until the closure of the Eastern line in 1966. Fremantle depot closed in March 1963 and Midland Junction in January 1965. From then on, both classes were based at East Perth depot until it too closed in July 1970. In anticipation of this closure, a new steam depot was completed at Midland in September 1968 and all steam working in the Perth area was worked from this depot.

The introduction of diesel railcars on the suburban system from 1954 enabled many of the older steam classes to be withdrawn but the DD and DM classes continued until replaced by the new ADK class diesel railcars in 1968. They were then relegated to suburban goods and shunting work.

'592' was the last of the DD class to receive a general overhaul at Midland Workshops, being ex works on 1 September 1967. With reduced work in the metro area but with a long boiler life, it was decided to transfer '592' to Bunbury.





*DD 592 at Bunbury roundhouse, 1969 (Don Finlayson, P20102)*

On 18 March 1968 it was towed dead, on No.35 Goods from East Perth to Bunbury and so began a new chapter in its career. Over the following 2 years it worked mostly shunts to Picton Junction and around Bunbury yards.

*DD 592 shunting at Picton Junction, 15 March 1969 (John Joyce, P17292)*



'592' was returned to the new Midland depot on 9 February 1970. This depot was now home to only 10 tank engines (4xDD, 6xDM). For '592' it was the usual shunt and local goods workings, but also some ARHS tour train working, which included –

14 February 1970 – ARHS 'Twilighter' tour, Perth-Serpentine

21 June 1970 – ARHS tour, with DM 587, Perth-Coolup

31 August 1970 – ARHS NSW Div, RESO train, Perth-Midland

13 February 1971 - ARHS 'Twilighter' tour, Perth-Mundijong

14 March 1971 - ARHS 'Early Riser' tour, Perth-Midland-Armadale & Subiaco

Midland depot closed on 31 May 1971 and the last three tank locomotives - DM 587, DD 592 and DD 597 were withdrawn that day. '592' was stowed at Midland Workshops and retained for hired special trains. It was towed by X 1010 to the Rail Transport Museum, Bassendean on 1 July 1972 and written off on 14 August 1972.



*DD 592 and 3801 running parallel at Spearwood, 30 August 1970 (John Joyce, P18611)*

In 1973 the ARHS purchased DD 596 with a view to restoring it to operating condition. This did not proceed at the time but in 1983 Westrail offered to restore the locomotive for the 1988 Australian Bi-Centenary celebrations. DD 596 was taken to Forrestfield for inspection but eventually DD 592 was chosen as the better of the two locomotives. DD 596 was later rebuilt and sent to the Gosnells Railway Markets in July 1990.

*DD 592 hauling an ARHS tour train at City, 1985 (Brian Henderson, P12843)*



DD 592 was restored to working at Midland Workshops during 1984-5 and ran a steam trail from Midland-Perth-Armadale on 4 July 1985. It was issued from the workshops on 18 July and ran its first 'City Circle' tour train on 20 July. Over the following 10 years it ran tours, including:

- 3 August 1985 : hauled 'City Circles' tour, City-Canning Vale-Fremantle
- 3 August 1986 : hauled ARHS tour train, City-Mundijong
- 23 August 1986 : hauled Bunning Bros. centenary train, City-Yarloop
- 1 November 1986 : hauled ARHS & HVTR tour train (with W 920), City-Northam



17 April 1988 : hauled 'Steamfest' special (with W 903), Armadale-Yarloop  
 4 October 1988 : hauled 20<sup>th</sup> anniversary suburban train, Perth-Armadale  
 9 October 1988 : ARHS tour train (with XA 1405), Perth-Gingin  
 15 October 1988 : hauled ARHS tour train, City-Harvey  
 20 August 1989 : hauled ARHS tour train (with XA 1405), Perth-Bolgart  
 29 August 1992 : hauled ARHS tour train (with XA 1405), Perth-York  
 18 September 1994 : hauled ARHS tour train, Perth-Mundijong  
 20 July 1995 : hauled 'City Circles' tour, City-Canning Vale-Fremantle  
 4 August 1995 : hauled ARHS dinner train, Perth-Mooliabeenie (Last train)



*DD 592 & XA  
 1405 haul ARHS  
 tour train to York,  
 29 August  
 1992 (Len  
 Purcell, P04216)*

'592' was then stowed at Forrestfield; requiring a '10 Year' inspection and heavy boiler repairs. In April 1999 Westrail advised that it had to be removed to allow for track rationalization in the marshalling yard. Inspection of '592' revealed it had run two driving wheel 'hot boxes' on the final tour to Mooliabeenie, resulting in damage to the bearing surfaces. Temporary repairs were done to the damaged boxes and '592' was towed to the Bassendean museum on 2 May 1999.

*DD 592 at the  
 Railway  
 Museum,  
 Bassendean,  
 1974 (J. Parker,  
 P09240)*



### DD 592 Today

During its working career, '592' was returned to Midland Workshops for general overhauls in 1952, 1956, 1959, 1963 and 1967. At the last overhaul in 1967 it was fitted with boiler No.578. This boiler was the last of ten new DS boilers authorized in 1946 and constructed at Midland Workshops over the following 4 years. Boiler No.578 was completed early in 1950 and first fitted to DS 374, ex shops 24 March 1950.

The side tanks on '592' are all-welded and were built at Wembley TAFE in 1984 as part of the proposed rebuild of DD 596. When '592' was selected as the operating engine, these tanks were instead fitted to '592'. The driving wheels don't have the typical Y-form spokes of a DD class, but are from a DM class and presumably were originally from an ES class.

### ARCHIVES (Graham Watson)

Requests this month:

No.	Subject	Purpose
1	Marmion Street tram photos	Self
2	ADK & ADL railcars	Self
3	Bunbury-Bridgetown railway photo's	Local history
4	ASG locomotive photo's	Self
5	Sydney-Perth travel, 1895-1926	Family history
6	Std gauge tank wagons	Magazine article
7	Brookton ticket machine, XNG 11	Local history
8	SWR, Carlisle-Beckenham history	Local history
9	QA/QM wagon bogies	Modeller
10	F.E. Wright, WAGR employee records	Family history
11	A. Walpole, WAGR employee records	Family history
12	Port Hedland-Marble Bar railway photos	Documentary
13	V 1222 derailed at Brunswick Junction 1958	Self
14	L.R. Machin, WAGR employee records	Family history
15	A.A. McLachlan, WAGR employee records	Family history
16	WAGR swan crest	Self
17	WA Railway Institute photos	Family history
18	Narrogin-Wickepin railway contractor photo	Family history
19	A. Livingstone, WAGR fireman at Sandstone	Family history
20	Railway Institute Magazines in the Archives	Research



# PMR 706 – Memories by Max Francis

**HOTHAM VALLEY TOURIST RAILWAY HIRED SPECIAL PASSENGER TRAIN MIDLAND TO WEST MERREDIN SATURDAY JUNE 4, WEST MERREDIN TO NARROGIN SUNDAY JUNE 5, NARROGIN TO MIDLAND MONDAY JUNE 6 1994.**

The following arrangements are to apply:

## SATURDAY JUNE 4 1994

Acme 9022 (PM 706 and JDA 288) Pinjarra dep 0610 Keysbrook dep 0635 Mundijong dep 0655 Armadale dep 0710 Forrestfield arr 0735 dep 0745 Bellevue arr 0800 dep 0805 Midland arr 0810 (attach to consist).

Alto 9001 (C 1703 and consist) Forrestfield dep 0720 Bellevue arr 0740 Midland arr 0750 (detach C1703).

Acme 9002 (C 1703) Midland dep 0830 Forrestfield arr 0850.

Alto 9003 (PM 706 and consist) Midland dep 0900 Avon Yard arr 1100 (c/o crew) dep 1120 Goomalling arr 1220 dep 1230 Dowerin arr 1300 (service loco and crib) dep 1400 Amery arr 1420 dep 1430 Wyalkatchem arr 1510 (c/o crew) dep 1520 Trayning arr 1650 (crib) dep 1710 Nungarin dep 1820 West Merredin arr 1835 (stable). 12.45  
1605

RSC026M		ROLLING STOCK CONTROL SYSTEM				RAAVNDAO		04-06-	
TRAIN 9003		CONSIST		DEPARTURE DATE: 040694		GROSS TONNES: 258			
TIME: 09.46		DATE: 040694		LENGTH: UNITS: ( 21 )		METRES: ( 149.8 )		SEQ	
LOCOMOTIVE NOS: PM 00706						DEP: 9.00		ARR:	
D	SEQ	VEHICLE	TOTAL	CON-	CONSIGNEE	BLK	BFS	STATION	CARD
G	NO	CLASS	NUMBER	CK	MASS	TENTS		NO FROM TO	DATE
	1	PM	706		85.0	LOCP	LOCOMOTIVE	MID WEM	0406
WATER TANKER →	2	JDA	288	K	33.9	DOTH	H.V.T.R.	PEM WEM	0406
	3	AHE	308	K	37.0		H.V.T.R.	FOR MID	0406
	4	AHF	311	E	38.8		H.V.T.R.	FOR MID	0406
	5	AHB	305	U	38.8		H.V.T.R.	FOR MID	0406
	6	AHA	301	E	38.8		H.V.T.R.	FOR MID	0406
	7	AV	426	F	30.7		H.V.T.R.	FOR MID	0406
	8	ZJ	367	R	22.4		H.V.T.R.	FOR MID	0406
	9	RCWA	24086	T	18.5	COAL	H.V.T.R.	FOR MID	0306

On reading the article by Jeff Austin on Pmr 735 in the January / February Members Newsletter, my memory was stirred and I recalled when, as a steam qualified driver based in Avon Yard – Northam, I drove Pm 706, another member of the Pm class, from Avon Yard to the Wheatbelt town of Wyalkatchem on Saturday 4<sup>th</sup> June 1994.

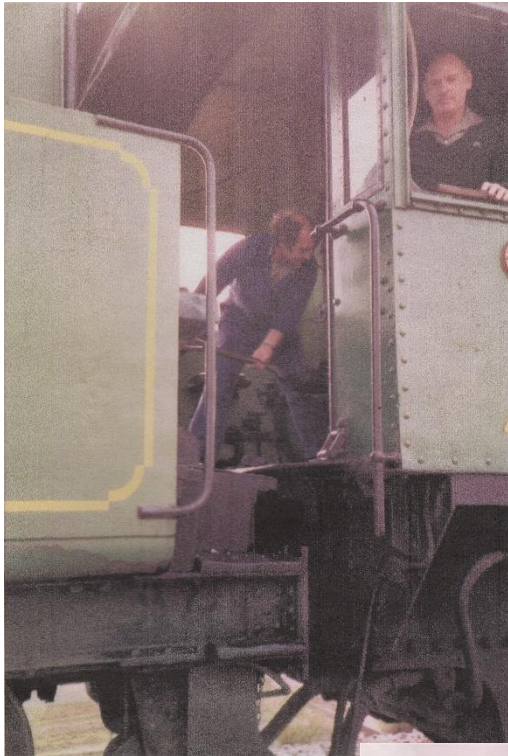


The fireman on this trip was society member Mr John Menegon.

*Driver Max Francis and Fireman John Menegon (in overalls) wait for the arrival of Pm 706 and train at the changeover point, Avon Yard.*

The first stop was at Goomalling for 25 minutes where passengers were able to detrain to peruse and purchase products set up on tables on the station platform by community members. The next stop was at Dowerin where, as the timetable mentions, the locomotive was serviced – the tender coal being resupplied from big bags of coal carried in an open bogie wagon in the train consist and water being supplied from a nearby fire hydrant.

The Loco crew enjoyed a refreshment break (crib) while the loco was serviced. Wyalkatchem was reached a little ahead of the timetabled time.

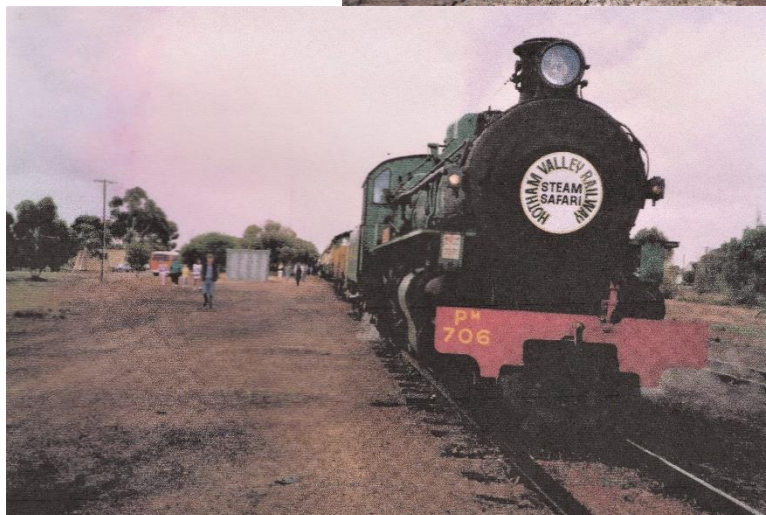


*Fireman John Menegon builds up the fire in Pm 706 prior to departure.*

As John and I waited for the relief crew from Merredin to arrive to take the train on to the overnight stay at Merredin, a passenger came up to me and said "Boy! You let the train go, down some of those hills."

My reply to him was "The speedometer in the cab of Pm 706 was in Miles per hour and I did not convert it to Kilometres per hour." Apparently, this answer satisfied his question.

*Pm 706 being serviced at Dowerin.*



*Pm 706 and train after arrival at Wyalkatchem.*

Trains can no longer use the Wyalkatchem to Merredin line as it has been disconnected at both ends.



## 2021 Meeting entertainment Coming Up

NOTE: February's meeting *Reflections from Railway Museums in Europe and Australia - what can we do?* by Philippa Rogers had to be deferred due to COVID-19 restrictions and it will be rescheduled to a later date.

13 March – General Meeting – Graham Watson *Rocky Bay Railway site 50 years apart (1968 and 2018)*

10 April - Entertainment Meeting - speaker from Metronet

8 May – Entertainment Meeting - Allan Tilley

**12 June ANNUAL GENERAL MEETING**

10 July Entertainment meeting *'The operation of the Claremont Signal Cabin during Royal Show Week during the early 1960s'* by Shane Burke

## SALES - Personalised coffee mugs – exclusive to members



As part of our 150th celebrations, Rail Heritage WA members can now obtain a personalised mug for their tea or coffee, as shown by the sample in the photos. You can see the sample mug whenever you visit the museum. It is attractively printed in the “Indian red” colour used on old WAGR rolling stock, and this combination of colour and text block is intended only for members.

The mugs cost \$15.00 or \$25.00 for two (with the same name) and can be ordered at the museum when you can specify your preferred name/spelling. Or order through [sales@railheritagewa.org.au](mailto:sales@railheritagewa.org.au) and payment by direct debit. (Postage and other arrangements for members who can't collect from the museum will be advised later.)

Each mug is individually boxed so you can tell your partner it's a gift!



## SOUTH WEST RAIL AND HERITAGE CENTRE (Philippa Rogers)



The Sunday 24 January Open Day, with the theme of Australian-made, was one of the busiest ones with excellent visitor numbers to enjoy the various activities, including visiting machinery and car displays.

*(photos by Philippa unless otherwise noted)*



Work on Leschenault Lady continues and on 22 January the tender and cab, which had been restored by Piacentini and Sons in Picton were returned to the site in amazing condition. Our thanks to Colin Piacentini and Tom Dillon for their contributions.







Thanks to Ian, Johnno, Brayden, Noah for taking the extra time to be in Boyanup for the lift.

Also thanks to Trent for his time ensuring there was no dust on the tender and helping with our social media.

On the same weekend Alasdair Kenyon and family came along and spent two hot days with me cleaning out and repainting one end of the Mobile Museum, ZJ 270. It is now unusual to see a Bicentennial project still popular and in regular use.



At Bassendean the crown mounting for G233 has been reassembled after stripping and cleaning.

(Noah Greenfield)



February 20<sup>th</sup> saw Lescheanult Lady's well-worn wrapper sheets being delivered to Piavanini Welding in Collie to have replacements made.

(Thanks to Brayden, Johnno and Noah)

(Noah Greenfield)

On Thursday 18 February I made a quick trip to Boyanup to meet and greet the Hon David Templeman, MLA, Minister for Heritage, Arts and Culture along with Jodie Hanns who is the local Labor candidate (seen here sitting in ACM 391). Every group involved in the site were there and a light lunch was hosted by the Boyanup Foundation – our thanks to Debbie Pickston. Both were impressed with the site and activity.



I presented them with a document outlining our vision for the South-West Rail and Heritage Centre with particular emphasis on the need to replace the condemned former goods shed and the return to steam of Leschenault Lady. The Minister remembered us from our 2019 State Heritage Award.

A follow up email from the Minister's Chief of Staff said:

*The Minister thoroughly enjoyed his visit and was very impressed with the enthusiasm and commitment of everyone he met. The Minister is committed to exploring every avenue available to assist you and your group source funds to prepare your building plans.*



## AND IN COLLIE

From the Ministerial Media Release 15 January 2021

**The Railway Goods Shed and Footbridge in Collie**, that were instrumental in establishing the only coal industry in Western Australia, have been included in the State Register of Heritage Places.

Designed in 1898 by C.Y. O'Connor, the Goods Shed is the largest standard Class 1 shed built by the former railways department and includes a double gabled roof with the track running through the length of the building on one side.



*Photo by John Joyce showing footbridge and station at Collie.*

The footbridge is one of the few rare surviving examples of a rural railway footbridge in the State and was restored by volunteer labour, reopening in 2013. It spans the entire distance over the main railway line, connecting the two sides of the Collie town centre.

The Goods Shed has experienced ongoing intervention since being rebuilt in 1911 and was refurbished by the Collie Heritage Group in 1998-2002.

From the Ministerial Media Release 15 January 2021

### **Proposal to transform historic Collie Roundhouse**

The National Trust of Western Australia has selected a preferred proponent to lease the historic Collie Roundhouse and transform the space into a vibrant public and commercial space. The McGowan Government is investing \$1 million through the National Trust of Western Australia for remediation works to prepare the historic Collie landmark for commercial use.

Be Our Guest Holdings' application to the Expression of Interest process focused on adaptive re-use of the site which will include mixed use linking the site to the town centre. The Collie Roundhouse was built in the 1950s as a place to maintain the steam locomotives servicing the State's coal industry, making it a significant relic of WA's history, and is now the State's only roundhouse and turntable that remains in situ. The potential development, which proposes a joint venture between private enterprise and State Government, would re-activate the Collie Roundhouse building and precinct, extending to the existing Visitor Centre site, to drive guests to the town and region.

The unique vision integrates public space, parklands, adventure play, landscaped bushland, a range of accommodation options and spaces for functions, exhibitions and events. The

proposal, while still in the early planning stages, includes craft food and beverage options, a café and bistro, quality boutique accommodation and an adventure tourism accommodation camping area to the east of the Roundhouse.

The proposal expressed sensitivity to the site's rail heritage and a vision to create a world-class interpretation of the history, respecting the Collie community's vision for the site as well as past and future use of the space as a community asset. Be Our Guest Holdings is a proven Western Australian success story, most notably owning the Dome café brand which now operates in over 60 locations across the State.

The National Trust will now work to enter into an 'Intent to Lease' with Be Our Guest Holdings to enable further planning of the development. The project has now been approved to proceed to Stage Two assessment for assistance from the Collie Industry Attraction and Development Fund."



*Collie Roundhouse under construction (RHWA Archives, P10048)*

## **NEWS FROM AROUND THE STATE** (Simon Barber)

### **AURIZON - ACB CLASS**

SCT freight service 2MP9 arrived at Forrestfield during the morning of 28 January, worked by SCT009 and 001. Dead attached behind the powering locos were ACB4401, 4405 and 4403, being returned for duties in WA by Aurizon. They had been based in the Hunter Valley for a period of time working coal trains. It is likely that they will join the pool of units allocated to the Mineral Resources iron ore trains.

### **IRON ORE**

Mineral Resources has commenced operation of iron ore services between Mt Walton and Kwinana, a return to the inaugural running employed during 2011. Aurizon is handling these services. The MRL owned MHPY wagons are used on these workings as the Kwinana Bulk Terminal is set up for bottom discharge unloading. Trains are also running from Mt Walton and Koolyanobbing East to Esperance, with the crewing split between Aurizon and Pacific National.

Motive power on the initial service from Mt Walton to Kwinana was MRL001, CF4405 & MRL002, arriving at Kwinana as train 1048 on 24 January. MRL002 & 001 then ran the first empty ore train out of Kwinana on 25 January as 2049. The second outbound empty service from Kwinana departed on 27 January, running as train 4049 with motive power ACC6031 and Q4013.



*MRL001, CF4405 and MRL002 haul the first MRL service through Brigadoon since the restart of operations. (Simon Barber)*

### **GRAIN**

Aurizon made a return to grain haulage in WA during February, running a grain train set in its own right on sub-contract to CBH Group and Watco. P2503 and 2515 departed Narngulu for Carnamah as 2752 on 1 February, hauling a consist of XT wagons and running with an Aurizon crew. While P class locos and XT and XU wagons have been used previously since CBH took over its own haulage, they have always been on hire to CBH, with the locos crewed by Watco drivers.

### **PARKESTON COLLISION**

Q4002 was working 2C74 transfer freight from Parkeston on 22 February when it collided with a road train at the Yarri Road crossing to the north of the yard. The impact caused the locomotive to derail, and serious damage was incurred. Unfortunately, injuries to the locomotive crew were reported to be quite major, requiring air transport to Perth.

### **PACIFIC NATIONAL**

NR122 was collected from UGL Rail at Bassendean by NR35 on 15 January, running to Kewdale as 6P24. NR122 was formerly NR80, the unit in which a driver fatality occurred on Christmas Eve 2019 in a rear end collision of two trains at Jumperkine. Like the situation involving NR3 becoming NR121, the loco was renumbered in respect of the deceased driver. Originally planned to run east on PN freight 6PM7 during that same evening, the departure of NR122 was subsequently delayed to the following day's 7PM5. The other loco on the train involved in the accident, NR56, was returned to service some time ago.

### **ARC INFRASTRUCTURE**

The railway through the Avon Valley was closed by DFES on the evening of 1 February, having been deemed too unsafe for train operations with the Perth hills bushfire burning through the terrain in the vicinity of Bells Rapids and Jumperkine. The line remained closed until the morning of 7 February. Rail operators Aurizon, Pacific National, SCT and Transwa all had services impacted by the closure.



The fire was deemed a catastrophic event, with 86 houses and a number of other residential and non-residential structures destroyed, and large tracts of bush land burnt.

## PTA / TRANSPERTH

Work commenced on 5 February at Claremont preparatory for the installation of dedicated sidings for the termination and turning back of trains from the Forrestfield – Airport Link Railway. Six car sets will be able to access the sidings. The station was closed to passengers from this date, requiring a bus sector to access the area on public transport. Trains between Showgrounds and Fremantle were running on a 30-minute frequency, with a change required at Cottesloe. Several night and weekend closures of the whole Fremantle line have also been programmed.

## MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
<b>WEDNESDAYS</b>		Museum open 1.00pm – 4.00pm		
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
7 April	A de Smalen	S Rayner	C Perry	A de Smalen **
14 April	A de Smalen	G Bradley	C Perry	A de Smalen **
21 April	A de Smalen	S Rayner	C Perry	A de Smalen
28 April	A de Smalen	G Bradley	C Perry	A de Smalen
5 May	A de Smalen	S Rayner	C Perry	A de Smalen

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

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
<b>SUNDAYS</b>		Museum open 1.00pm – 5.00pm		
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
4 April	K Freind	B Horton	C Forsey	B Horton
11 April	A de Smalen	B Williams	G Watson/M Gillooly	A de Smalen
18 April	K Ayerst	B Keay	D Raine	K Ayerst
25 April	L McBeath	M Miles	G Higham	G Higham
2 May	K Freind	B Horton	G Watson/M Gillooly	B Horton

## 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.