



# RAIL HERITAGE WA

## *Members Newsletter*

*April 2021*



### FOR YOUR CALENDAR

Thurs 8 & 29 April	Museum collection mornings 9.30am, Exhibition Building
Sat 10 April	Entertainment meeting 2pm – Jeff Austin on Turntables
Sat 17 April	Museum collection working bee 1.30pm, Exhibition Building
Sun 18 April	First of Sunday specials for public – guided tour at 2pm 'Made in Workshops at Midland' by Philippa Rogers SWRHC Open Day 9am to 2pm
Sat 8 May	Entertainment meeting 2pm – Metronet speaker
Sun 16 May	Researching your railway family – presentation by Jeff Austin is now available for booking <a href="https://www.trybooking.com/BOAUC">https://www.trybooking.com/BOAUC</a>
Sat 22 May	National Volunteer Week outing (PM) to Bennett Brook Railway
Sun 6 June	Mini Model Expo – 10am to 4pm Railway Museum Bassendean

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### FROM THE PRESIDENT (Brian Williams)

What an amazing collection of hand lamps, signal lamps and crew tucker/crib boxes were sorted and cleaned on Saturday 20<sup>th</sup> March from the Museum storage room at the Exhibition Building. My thanks to Philippa, Jane & Tristan Hunnisett, Bruce Keay, David Raine, Ruth McWilliams, Jaryd and Graeme Bradley. The floor of the storeroom was finally vacuumed and it looks much better. Meanwhile Jane Keay continued her amazing work in making and fitted Tyvek covers for our uniform collection. If you are able to assist with the sorting of the Society's artifacts, please contact either Philippa Rogers (0417 961187) or myself ([president@railheritagewa.org.au](mailto:president@railheritagewa.org.au)). This is stage one of caring for our collection.

I am again calling on the membership to consider involving themselves in the operation of the Entrance Building and Museum grounds on Sundays and Wednesdays. As I have stated on numerous calls of this nature the more members that can assist in this area the less time people have to spend on duty. Once again contact me at [president@railheritagewa.org.au](mailto:president@railheritagewa.org.au).

As stated in the last newsletter the Management Committee meeting of February discussion centred, amongst other items, on the membership of the Society. If current members are able to introduce a new member to the Society then the current member will receive a discount on their membership fee. If the new inductee has appropriate skills to assist the Society, then that would be even better. This matter is being raised again by me as we will shortly be sending out membership renewal forms and I am seeking membership assistance in supporting the Society through the Management Committee and the Accreditation Committee. Currently those who hold executive and committee positions on the Management Committee are also involved in the Accreditation Committee and it would be appreciated if more members could assist in these areas and help in reducing the current workload.

## 140 YEARS OF THE FREMANTLE TO GUILDFORD RAILWAY

Despite the inclement weather on 1 March 2021 a group of Rail Heritage WA people braved the rain and stood at Guildford alongside the plaque prepared by us back in 1981 to celebrate the Centenary of the opening of the railway between Fremantle and Guildford.  
(Photos from Graham Watson)



## RESEARCH YOUR RAILWAY FAMILY

We receive many enquiries from people about their ancestors who worked in the railways. Our expert researcher Jeff Austin, who usually replies to these questions, will give a presentation on Sunday 16 May at 2pm in the Exhibition Building at the Museum.

Bookings will be through <https://www.trybooking.com/BOAUC> There is no charge for members who can book through [events@railheritagewa.org.au](mailto:events@railheritagewa.org.au). Visitors will pay normal admission fee. Please promote this through your own networks.

This event is part of the Australian Heritage Festival  
[https://www.nationaltrust.org.au/ahf\\_event/researching-your-railway-family/](https://www.nationaltrust.org.au/ahf_event/researching-your-railway-family/)

## MUSEUM (Philippa Rogers)

### Mini Model Railway Expo – Sunday 6 June 2021 10am to 4pm

The AMRA Exhibition will not be held on the June long weekend this year due to uncertainties around COVID that may leave the organisation substantially out of pocket. As we have our own premises and no need to commit a large amount of money to advertising to cover our costs, this provides an opportunity for us to hold an event that weekend.

This day will not be a replica of RailFest and focuses on model and possibly miniature railways within the Railway Museum setting. We have spoken with both WAMRC and AMRA in the initial development and will continue to work with both groups. The WA Brick Society (Lego) will be there. WAMRC will run their popular sausage sizzle.

Arrangements are being made to ensure we can cope with winter weather!

We will be looking for volunteers to assist on the day (and on the Saturday for set up).

If you wish to participate in any way, please contact Philippa on 0417 961187.

Entry fee update: Reminder that 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.

In an endeavour to reach other possible visitors the Management Committee has made an agreement with the WA Railway Institute for the rest of 2021 (except RailFest) to offer 2 for 1 entry for WARI members. In return WARI will promote this through their newsletter. We thank them for their ongoing support and look forward to a mutually beneficial arrangement.

Now on display : This standard gauge ballast hopper was manufactured by Gray Bros in 1915 for the Commonwealth Railways to work on the Trans-Australian Railway construction. It served its purpose well and was still around in 1964 when the WAGR needed wagons for the construction of its standard gauge project.

Now WSJ 30553, it was one of 50 Hoppers purchased by WAGR on 28 November 1964. It was written off in January 1984. It was acquired by the Perth Electric Tramway who donated this important piece of history to RHWA in 1995.

Some years ago, it was sandblasted and repainted but is in need of another coat of paint in some areas. Volunteers welcome to assist.



With the aid of our 'new' crane this month it was placed on a piece of track adjacent to our standard gauge locomotive KA 218. A fitting location!



Website changes: New websites are in development: one for Rail Heritage WA and one specifically for the Railway Museum in Bassendean. Both sites will link to the other. If you want to see an example of how this works, see the Aviation Museum and RAAFAWA sites. The priority is for [www.therailwaymuseum.org.au](http://www.therailwaymuseum.org.au) to come on line first.

### **A new sign (G Bradley)**



Our main roadside entrance information board has been replaced, the old one was suffering with weather damage. To save costs we utilized the support posts from old sign on the new sign and re-located sign to front of entrance building.

This presented a challenge because of the large concrete blocks used at base of support posts and need to move them about 25 metres nearer to entrance building. Task was successful, thanks to fellow volunteer, Laurie W. for his valuable assistance.

*ED: Thanks to Different by Design for updating the sign information at no charge.*

## **MEMBERSHIP**

You will be receiving a short survey with this newsletter. There are two pages to the survey – one asks a couple of simple questions to assist with the redevelopment of the Exhibition Building and the other about membership in general.

A different form of the Exhibition Building survey will be rolled out to our museum visitors in a one-to-one situation in coming weeks. Additionally, some feedback will be sought through our social media pages in an endeavour to hear from people who don't often visit (if at all).

## **WA RAIL 150 Activities** (Philippa Rogers)

### **External Presentations**

Rail Heritage WA often has opportunities to give presentations to outside groups about rail history and the work of our society. Powerpoint shows have been prepared for this purpose and are available if any member has an opportunity for us to publicise our society and at the same time present information. The presentation are non-technical, being intended to entertain and inform a wider public audience. Recent presentations include:

- U3A Western Suburbs group: "The trans Australian railway"
- U3A City group "150 years of trains in WA"
- Probus Victoria Park "150 years of trains in WA"

If you are hear of any opportunities for us to benefit by this interaction with other groups please contact Geoffrey Higham.



At the general meeting on 13 March, a cake was cut to mark Ballaarat's 150<sup>th</sup> birthday. The actual anniversary was 14 March when she it was first presented to the public at the Victoria Foundry, Ballarat and christened BALLAARAT by the Mayor of Melbourne, Thomas McPherson.

Of course, it took another 5 months to get to Western Australia where it was the first locomotive for the state.

*Photo shows Jeff Austin (researcher) and Brian Williams (President) cutting the cake*

#### Museum Guided Tours / Talks coming up

18 April      *Made in Midland – mainly by WAGR* by Philippa Rogers

16 May      *Researching your railway family'* Jeff Austin (presentation ie 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.

20 June      *Diesel locomotive development* by Simon Barber

#### Special Event Saturday 22 May National Volunteer Week

Thanks to support from Volunteering WA and Lotterywest our volunteer Thank You event this year will be an outing to Whiteman Park in the afternoon of Saturday 22 May. It will include a rail trip and afternoon tea.

Once times are confirmed, booking sheets for the outing will be available in the Entry Building, Archives and the R & M Mess car. Or you can send your expression of interest to [admin@railheritagewa.org.au](mailto:admin@railheritagewa.org.au)



The Busselton Naturalists Walking group are walking only the old railway line to Wonnerup House on Saturday 21 August. 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.

## FROM JEFF AUSTIN – LOCOMOTIVE HISTORY of W 901 Steamtown Peterborough, SA

**April 2021 is the 70<sup>th</sup> anniversary of the introduction of the W class - one of the most successful and popular locomotives in WAGR history. This is the story of class leader, W 901.**

W 901 was built by Beyer Peacock & Co, Manchester, England (Makers No.7378/1951) at a cost of £35,380. It arrived at Fremantle on the ship "SOUTH AFRICA STAR" on 7 April 1951, in a stripped-down condition for shipping and primer paint. After unloading, it was transported to Midland Workshops for re-assembly, painting and trials.



*W 901 seen here new at Midland Workshops in April 1951 (WAGR, P19909)*

W 901 emerged in the new Green Deluxe livery and ran a trial to Chidlow and return on 19 April. It entered service on 27 April and was inspected the same day at Perth station by the Minister for Railways and Commissioner. '901' returned to Perth station for public display during 'Jubilee Week', 7-11 May 1951, along with another Beyer Peacock product, 1882 veteran 'A 21'.



*A 21 and W 901 on display at Perth station in May 1951 (John Buckland, P11011)*

After the publicity and 'running in' work in the metro area for a couple of weeks, it was sent to Northam depot. This depot had about 50 locomotives including C, ES, L, MSA, O/OA, P, PM, PR and S class. Some of which would disappear with the invasion of W class in the following year. '901' worked the main and branch lines to Merredin, York, Toodyay and Wyalkatchem. By September 1951 it was based at Merredin depot, with classmate W 903.

For much of 1952, the Metal Trades strike sidelined large numbers of WAGR locomotives awaiting repairs. W 901 was no exception, being stowed for several months at Midland Workshops and East Perth depot. Following repairs in November 1952, it was based at Midland Junction depot.



On 11 March 1953, the bank engines off No.95 & 105 Goods, PM 719 and W 901 collided in the Swan View-Bellevue section. Damage was reported as minor, but '901' went into Midland Workshops for collision and boiler side stay repairs, not re-emerging until 26 May. The boiler side stays were a big problem in W class during 1953 with about one third of the class out of service for repairs. Boiler No.901 also suffered from several tube failures in 1954 and in June of that year, 66 tubes were replaced at Midland Workshops.

'901' returned to Northam depot, which by October 1953 had an allocation of 32 W class. They were working the various main and branch lines around Northam, with some based at the out depots at Merredin, York, Toodyay and Wyalkatchem. '901' was based at Toodyay with W 902, working the Miling branch.

After repairs at Midland Workshops in July 1960, '901' was transferred to Collie depot. 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. By 1965 there were 27 locomotives in the Collie depot, with 14 W and 4 S class, while a reduced compliment of FS locomotives undertook mine and shunting duties.



*W 901 hauling a goods train at Amery, 18 May 1968 (P. Hopper, P12158)*

Nearing its next general overhaul at Midland Workshops, '901' was returned to Northam in June 1967. This depot now had a much smaller allocation of locomotives, with 17 PM and 5 W class. '901' returned from overhaul in October 1967 and went back to working goods trains to Wyalkatchem and the occasional stint based at York. With the onset of standard gauge around Northam, the steam depot was preparing to close, so early in 1969 '901' was transferred to Narrogin. This was still a busy steam depot with W class working to Merredin via Corrigin and Kondinin, and the main line to York and Albany.

*W 901 hauling AKRU 84 Goods, Wickepin-Narrogin, 19 May 1969 (J. Joyce, P17408)*



By July 1969, the depot still had 31 steam locomotives of classes FS, PM/PMR, V and W. These were, however, the final days of main line steam at Narrogin with dieselization was planned for early 1970. In these final months, '901' was noted hauling –

14 February 1970: No.12 Fast Goods, Albany-Katanning

17 March 1970: No.30 Goods, Albany-Kendenup

The GSR main line was dieselized from 1 June 1970 and the same day '901' was withdrawn and stowed at Narrogin. It had travelled 378,000 miles (608,000 kms) during the 19 years in service. Soon after, it was towed to Collie and stowed with many other withdrawn engines. By 21 September 1970, the word RESERVED had been applied to the side of the cab, for preservation in the ARHS collection.



W 901 was written off on 14 August 1972, by which time it had been replaced by W 953 in the ARHS collection. It was towed to Midland Workshops in October 1974 and stowed awaiting an uncertain future.

*W 901 at Brunswick Junction, en-route to Midland Workshops, October 1974 (L.A. Englund, P14298)*

In 1978, '901' was purchased by the Peterborough Steam Society, South Australia. It was loaded onto a standard gauge flat-top wagon at Forrestfield and departed on No.1121 Freight on 4 January 1979. At Parkeston, it was joined by PMR 720, also destined for Peterborough. After an eventful journey, in which the train derailed at Immarna, SA the two locomotives arrived unharmed at Peterborough on 17 January.



*W 901 being loaded at Forrestfield for the journey to Peterborough, January 1979 (Westrail, P10510)*

'901' was eventually returned to service in 1988 and worked tour trains along the old 3'-6" gauge line to Orroroo and Black Rock until the 1990s.

Today it is a static exhibit, along with W 907, PMR 720 and WAGR diesel Z 1151 at Steamtown Peterborough.





As displayed in the Peterborough roundhouse, '901' has boiler No.956 which was fitted at the last general overhaul at Midland Workshops in October 1967, while the 'small' W class tender is from W 907.

*W 901 in the roundhouse at Steamtown, Peterborough, 5 April 2017 (J. Austin)*

## **ARCHIVES** (Graham Watson)

Here is a photo of a group of WAGR/Westrail employees from the Workshops who seem to have been successful in a first aid competition, can you help you identify the last unknown person and advise as to when the competition was held?



From left to right: Cedric Turner (diesel shop), Colin Beales (machinist), Stewie Bell (foreman painter), UNKNOWN, Maurie Tomlin (Foreman Machine Shop) and John Jenkins (Boilershop inspector)

## Requests for March, 2021

The following requests for information have been received from members of the public and have been answered by Jeff Austin.

No	Subject	Purpose
20	Brookton station stretcher	Local history
21	Fremantle, map of early tramways	Self
22	G, W, V & S class drawings	Modelling
23	E. Fraser, railway construction employee 1890s	Family history
24	Balingup railway photos	Local history
25	Derailment of A 1502 near Bali, 1963	State Library of WA
26	Cannington station history	Heritage assessment
27	Wagons displayed at Cowaramup	Local history
28	Moora station history	Heritage trail
29	Railway bridges	Local history
30	Railway Posters, 1940-50s	Self
31	Glen Forrest signals	Self
32	Stephenson C1 photos	Modelling

## REQUEST Wongan Hills

In Wongan Hills a new group has been formed to be called Friends of the Barracks. The group is asking if anyone has any old photos of the railway barracks. I'm sure that they would welcome stories too. If you can help, please contact Philippa at [admin@railheritagewa.org.au](mailto:admin@railheritagewa.org.au)

## 2021 Meeting entertainment

Members were enthralled with Graham Watson's talk on *Rocky Bay Railway site 50 years apart (1968 and 2018) at the last meeting*. Our thanks to Graham!

10 April - Entertainment Meeting - a change will see Jeff Austin as our speaker on the topic of **Turntables**.

8 May – Entertainment Meeting will hopefully be our **Metronet** guest speaker. (If so, this means Allan Tilley's talk will be deferred to September.)

## 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

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

An excellent four-page spread has been published in the Farm Weekly on the restoration of Leschenault Lady and also the Centre. It has also been widely shared on Facebook.

The Open Days continue to be very popular and in April the Open Day has been changed from 25 April to 18 April because of ANZAC Day.

## **RESTORATION AND MAINTENANCE** (Ian Studham)

Graeme and his team of midweek workers, including new recruit Kevin, have now finished the external tongue and groove timber installation on the north side of sleeping car JV 33. Along with that the rubbing strip along the bottom of the lower side has been re-installed and all the window components are now back where they belong. The guys then turned their attention to making sure everything had a good coating of undercoat and are now running along with an application of 50/50 paintwork on that side.

James has found time amongst his busy professional work schedule to get back onto the ZF brakevan, with the side to the platform and most of the west end now benefitting from a second coat of red topcoat and really looking very nice. Yet to be dealt with is the metal “monkeybox” as that may need a bit more attention than a standard repaint. Once marker-light assembly also needs to go back onto the west end – I have taken this apart and cleaned it then re-attached and re-sealed the red glass spectacle to the housing, so it's just about ready to return to its spot. James is now well into the prep work for the east end and the south side – once again tackling the slow task of sanding all of the tongue and groove timber prior to undercoating.

With the white-ant infested trees now removed out the back, the required vehicle access is no longer required and the way is clear to prepare for the re-installation of the track to reconnect rear storage sidings 4 and 5. To this end some rail has been taken into that area and the trackbed has been cleared of the debris left behind from the tree removal.



At Boyanup, Garry Moore continues with the restoration of the 4-wheeled tanker wagon – there is much rust on the frame to remove and this is a gradual process, however you can certainly see where he's been.

New recruits at Boyanup, Ian and Mick, have been channelled onto dogbox car ACM 391, picking up where John Budd left off. They have laid out the toilet compartment doors are started the process of final varnishing prior to re-hanging these doors. One of the consequences of wanton dismantling of railway carriages in the way that it happened to 391



is that there is never any guarantee that all the bits will ever be found again – and this has been the case with the toilet door hinges – we only have about a third of them, yet all the doors were hanging prior to it being pulled to pieces all those years ago. So we'll need to purchase some new hinges that are a close match size-wise to the old originals – the difference will be that the old ones were a specialist spring-loaded type often found in railway applications from that time – unlikely that we're going to be able to find those off the shelf in Bunnings!

While the loco guys have been very busy with the various needs of G233 during our visits to Boyanup, Brayden has also been spending a bit of time each visit attending to railcar ADG 610. After some help from his friends, much tinkering and some research into the vagaries of the fuel injector and its cut-out levers, one motor was successfully started in November and settled down very quickly into a smooth idle. That's as far as things have gone for the moment, as we know that the electrical starting circuits for the other motor are malfunctioning and will need troubleshooting before any thoughts of starting that one up can be held – and the focus is very much on getting the Leschenault Lady back together. In any case, it was great to sit inside an ADG and once again hear and feel the car humming underneath you.

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

### **JOURNEY BEYOND**

The *Indian Pacific* has resumed running, with the first trip for almost a year arriving at East Perth Terminal on 6 March behind NR86. The first eastbound service since the resumption departed on the following day behind NR100. One change from the pre Covid-19 era services has been the removal of motorail services from the train. Border restrictions have curtailed the entire Journey Beyond services, with the *Indian Pacific* being in recess for the longest period.

### **TRANSPERTH / METRONET**

Train services between Gosnells and Armadale were cancelled from 1 – 11 April, and replaced by buses, to allow for the removal of the Denny Avenue crossing at Kelmscott. A total closure on the Armadale line was planned for 2 April (Good Friday). The crossing is to be replaced by a four lane underpass at Davis Road. There will also be platform extension works at Perth Stadium station to cater for future services on the Thornlie – Cockburn Link.



Work continues at Claremont on the construction of two new sidings, and associated signalling infrastructure. The sidings will each accommodate six car consists, which will run to and from the Forrestfield – Airport Link.

(Trackwork at Swanbourne, looking towards Claremont. Photo – Simon Barber)

## **PACIFIC NATIONAL**

PN train 4PS6 had a derailment incident at the western entrance to Avon Yard on 3 March. Three five-pack loaded container wagons derailed as the train approached the yard, damaging the standard and narrow gauge down main lines into the yard, and blocking the up main lines. Damage was also sustained by a signal gantry. Train services were resumed on the following day, though only on a limited basis with single line working between Avon Yard and Toodyay West, and long delays being experienced by many trains. Initially only standard gauge services were running, with narrow gauge works delayed by more severe track damage.

## **WATCO**

Qube has won the haulage task for Nickel West, effective from 1 April. Watco has been sub-contracted for the rail part of the haulage, taking over these duties from Aurizon. Nickel concentrates will be railed between Leonora, Hampton and Redmine, while sulfuric acid will be transported from Hampton to Kwinana. Watco has sourced locomotives and flat wagons for the task from leasing company Rail First Asset Management, which is the new trading name for CFCLA, and Qube. The first movement of leased stock occurred on 19 March, when Pacific National service 5MP2 departed Adelaide with NR96 & 51 hauling GL107 & 110, which were detached at West Merredin for crew training. VL361, CM3307 and GL106 were in the second movement, arriving at Parkeston on 24 March with 100 flat wagons. Qube owned unit GML10 departed Adelaide on 23 March behind CF4410 & 4403 on 23 March.

## **OTHER METRONET NEWS**

### **From Forrestfield Airport Link 26 March 2021 Update**

Track laying within the tunnels and dive structures is now at 65 per cent – that is more than 10km of slab track completed! All foundations and masts for the overhead line equipment have also been installed in the dive structures at either end of the tunnels.

Another milestone was achieved mid-February, when the city-bound Midland Line tracks were shifted to their permanent location. Trains are now crossing over the dive structure before reaching Bayswater Station, located about 1km to the west.

This weekend Bayswater Junction will see the final shift of the east-bound Midland Line tracks. These will move slightly south to be situated along the northern side of the dive structure. To facilitate the work a 56-hour shutdown of the Midland Line is necessary, commencing Friday evening and finishing Monday morning. Due to the proximity of operating rail and the required isolation of power for safety reasons, works must be done when trains are not operating.

### **Bayswater Junction living up to its name**

Who would have thought you could find diamonds in rail track construction? Well, there are two on the new Airport Line – diamond crossings to be precise. Located within the dive structures at Bayswater and High Wycombe, diamond crossings are intersections of two parallel tracks, enabling trains to change from one to the other. The skeleton track for the first crossing is now in place at Bayswater, ready to be embedded in concrete.



Fit-out of the portal building is ongoing, with recent works including fitting of louvres to enable airflow to the tunnel ventilation fans. Scheduled for April is the installation of the lift car, which can transport passengers from the tunnel to the surface in case of an emergency.



## FROM OTHER STATES: Bellarine Railway's WAGR stock

Photos taken by David Price, former president and chairman of the Bellarine Railway who has given his permission for RHWA to publish the photos

No.3 Steam Crane - ex Midland Railway Workshops (?). Fully restored and operative - normally runs at the Steam Rally at Drysdale on Fathers' Day.



Operated for demonstration purposes only - fully ticketed boiler but not certified for lifting operations as a crane.

It is seen here on the 16th November 2020 in the yard at Laker's Siding, but is now back inside the Laker's shed (as of January 2021).

S547 *Lindsay* (with tender from 542 *Bakewell*) - normally stored undercover but located temporarily outside, as seen in this shot, due to requirement for protective storage of The Q Train during COVID-19 lockdown. Back in dry storage as of December 2020. This engine is a long-term restoration project which is likely to commence when track standards are upgraded to suit its axle loading.



Both V1209 and S547 are on hold from operation/restoration until rerailing of the line beyond Laker's Siding is completed due to their respective axle loading/ rigid



X7732 - this wagon is currently operational and is frequently used in vacuum-braked consists to provide additional braking.

It also currently stores some spare components including chopper couplings, buffers, links and other heavy items. It is seen here on the 16 November 2020 in the yard at Laker's Siding. As of Friday 22 January 2021, it was part of a rail transfer consist taken to Drysdale station.



NC18417 - currently operational. It is seen here on the 16th November 2020 in the yard at Laker's Siding.

As of Friday 22 January 2021 it was part of a rail transfer consist taken to Drysdale station.



NC18558 - currently in service. It is seen here on the 16th November 2020 in the yard at Laker's Siding, As of Friday 22 January 2021 it was part of a rail transfer consist taken to Drysdale station.

Ballast Plough LX5179 - currently operational and used regularly for spreading ballast during trackwork. It is seen here on the 16 November 2020 in the yard at Laker's Siding.

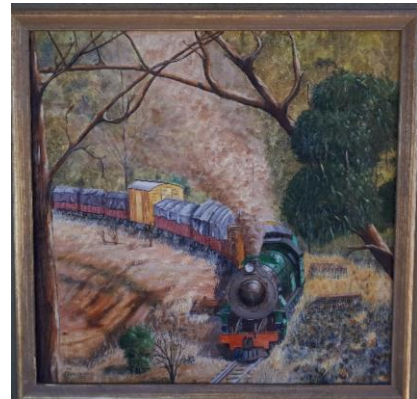


## SALES

We will be selling seven paintings on a commission basis on behalf of a deceased estate. They are all WA scenes but vary in topic and size. Some are better than others. It is expected that the price will vary from \$200 to \$350+ each. They can be inspected at the April General meeting or you can register your interest in a particular painting before then to [admin@railheritagewa.org.au](mailto:admin@railheritagewa.org.au)







*PS Sorry about the photo quality – rush job*

## 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!





## MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
<b>WEDNESDAYS</b>		Museum open 1.00pm – 4.00pm		
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
12 May	A de Smalen	G Bradley	C Perry	A de Smalen
19 May	A de Smalen	S Rayner	C Perry	A de Smalen
26 May	A de Smalen	G Bradley	C Perry	A de Smalen
2 June	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			
4 April	K Freind	B Horton	C Forsey	B Horton
11 April	A de Smalen	B Williams/ C Liu	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
9 May	A de Smalen	B Williams	G Watson/M Gillooly	A de Smalen
16 May	Vol Reqd	B Williams	Vol Reqd	Vol Reqd
23 May	K Ayerst	B Keay	D Raine	K Ayerst
30 May	L McBeath	M Miles	G Higham	G Higham
6 June	Special Roster			

### 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.

### ADVERT:

#### ARMY MUSEUM SPECIAL NIGHT OPENING

The Army Museum in Fremantle will hold a special night event on 16 and 17 April, open to the public. There will volunteers in period army costumes, WW2 Movietone newsreels, old military vehicles and the galleries all open. The Army band will perform.

Tickets from Trybooking or for more information see

<https://armymuseumwa.com.au/>