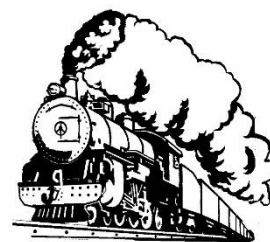




RAIL HERITAGE WA

Members Newsletter

May 2021



FOR YOUR CALENDAR

Sat	8 May	Entertainment meeting 2pm – Metronet’s Mr Owen Thomas <i>‘Development of Metronet to cater for Perth and its growth’</i>
Sun	16 May	Researching your railway family – presentation by Jeff Austin
Sat	22 May	11am Outing to Bennett Brook Railway – train leaves 11am
Sun	23 May	South West Rail & Heritage Centre Open Day 9am to 2pm
Sat	29 May & Sat 5 June	Museum Workdays – preparation for Model Expo
Sun	6 June	Mini Model Railway Expo – 10am to 4pm Railway Museum
Sat	12 June	2pm Annual General Meeting , Railway Museum

FROM THE PRESIDENT (Brian Williams)

I am looking forward to the Volunteers outing to Whiteman Park and the Bennett Brook Railway on 22nd May and expressing my thanks to our volunteers who work so tirelessly during the year performing numerous tasks in all aspects of the Society.

Thanks to support from Volunteering WA and Lotterywest our volunteer Thank You event this year will be an outing on Saturday 22 May. Our rail trip departs Village Junction station at 11am and it will be followed afterwards by lunch there. **NOTE: Change to morning ie 11am Saturday 22 May, please be there by 10.50am and we have reserved carriages.** 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 or call Philippa on 0417 961187.

This year, as you are aware, there is no AMRA Exhibition over the June Long Weekend and the Society; in conjunction with AMRA, WAMRC and others; is holding a **Mini Model Railway Expo** on Sunday 6 June between 10.00am and 4.00pm. Your assistance is required to help in this event, both in a supervisory role around the Museum, in the Entrance Building attending to visitors and on the second-hand book stall.

Sunday 16 May RESEARCH YOUR WA 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 or phoning Philippa on 0417 961187. Visitors will pay normal admission fee. Please promote this through your own networks.

MUSEUM (Philippa Rogers)

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

We have had great interest and support from the modelling community.

There will be two general working bees prior to the event – one the day before (which is more about set up) from 10am to 4pm and the other the week before on Saturday 29 May from 1pm to ensure the museum is in good shape.

If you can help on Sunday 6 June eg ticket sales, site monitors, etc please contact Philippa on 0417 961187.



Mini MODEL RAILWAY Expo

10am to 4pm Sunday 6 June 2021

Railway Museum, 136 Railway Parade, Bassendean

Fun for the whole family!

- Model railway layouts in action – different sizes and gauges
- See dioramas and talk to modellers about their activities.
- **U-drive** and puzzle layouts by AMRA for children of all ages
- **Ride-on** miniature trains from Northern Districts Model Engineering Society
(Gold coin donation per ride and enclosed footwear required for the rides)
- Great display built with **LEGO** by the WA Brick Society
- Go 'Behind the scenes' at the WA Model Railway Club



All the usual great trains and exhibits to explore!
Well-stocked book shop and lots of 'pre-loved' books.
Sausage sizzle and refreshments.

'Thomas' will be there

To keep COVID SAFE please book online
(only limited tickets at the door) at

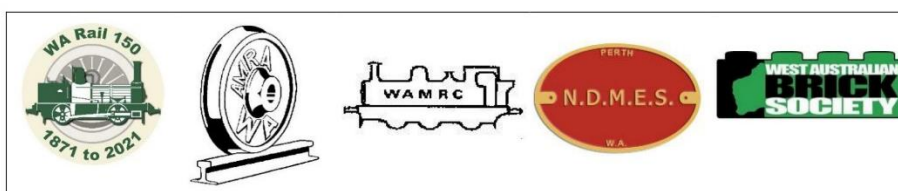
<https://www.trybooking.com/BQPNX>

Just the normal museum entry fee applies -
(\$5 children 4 and over, \$8 concessions, \$10 adults)

www.railheritagewa.org.au

www.facebook.com/railheritagewa

Tel. 08 9279 7189



RAIL HERITAGE WA Founders and operators of The Railway Museum

ANNUAL GENERAL MEETING and COMMITTEE NOMINATIONS

Our 2021 AGM will be held on Saturday 12 June at 2pm in the Entry Building at the Railway Museum. Fingers crossed we are back to 'normal' this year.

Nominations are therefore called to fill positions on RHWA's Management Committee. President, Vice-President, Secretary and Treasurer's positions along with some committee positions all require to be filled. Our Treasurer has indicated that she will not be able to continue and hence will not be re-nominating.

Committee members must have email and preferably a mobile phone. As per our constitution we are able to use technology, such as MS Teams, to enable people who may be away for work, or unable to attend in person for some reason on a meeting night, to participate fully. Of course, face to face is best but committee can employ technology to enable us to have the best possible management team involved. Please consider – nominations forms included with this newsletter.

Nominations must be in the hands of the Secretary no later than **Friday 21 May**.

MEMBERSHIP

Thank you to those who have promptly paid their membership subs for the coming year.

You received a short survey with the last 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. Please return it to admin@railheritagewa.org.au or with your membership or hand it in at the museum.

WA RAIL 150 Activities (Philippa Rogers)



Museum Guided Tours

We attracted some extra visitors to the Museum for the first tour 'Made in Midland'. The competition with 35 screaming children on the platform has made us realise that on such days we should have birthday parties relocated to the dining car. Research is being undertaken into the acquisition of a suitable tour guide audio that can be used on such occasions.

Coming up: 20 June *Diesel locomotive development* by Simon Barber

Don't forget to mark Saturday 21st (Wonnerup) and Sunday 22 August (Boyanup) in your calendars. We hope you see as many members as possible there.

FROM JEFF AUSTIN – LOCOMOTIVE HISTORY

V 1215 at Collie Visitor Centre

In the early 1970s a large number of withdrawn steam locomotives were stored at Collie. While most were taken away for preservation or cutting up, a couple remained. This is the history of one that remained - 'V 1215'.

V1215 was built by Robert Stephenson & Hawthorns Ltd., Darlington, England. (Makers No.7784/1955). Cost £55,019. The V class were designed by Beyer Peacock Ltd. in Manchester but their construction was sub-contracted to RS&H Ltd. As RS&H Ltd were quite busy in 1955, they had 10 V class boilers built by Vulcan Foundry at their works in Newton-le-Willows, Lancashire - including boiler No.1212 for locomotive V 1215. The boiler was then returned to Darlington and the locomotive steam tested at the works on 28 September, before stripping down for shipment to WA. At the time, RS & H Ltd. and Vulcan Foundry were becoming part of English Electric.

'1215' arrived at Fremantle on the ship, *SOUTH AFRICA STAR* on 8 December 1955. The locomotive was in a stripped down condition and was transported to Midland Workshops for assembly and trials. It was painted in Brunswick Green livery and entered service on 13 February 1956. After a brief period of 'running in' and adjustments, '1215' was based at Midland Junction depot. At the time, this depot had an allocation of about 40 steam locomotives. '1215' worked Fast Goods trains to Northam and Merredin.

All minor servicing and repairs was undertaken at Midland Junction, while major repairs were carried out at East Perth and Midland Workshops. During May-June 1956, '1215' was taken into Midland Workshops for bogie side control modifications. On 12 June, it was transferred to Collie depot for flange testing on the Brunswick Junction-Collie section. As a result of these trials, on 15 June, V class locomotives were banned from this section due to rough treatment of the track (After strengthening the formation and ballasting, V class returned to this section from 11 February 1957). '1215' was transferred to East Perth depot, working Fast Goods to Bunbury and Northam.



*V 1215 at East
Perth, 30
September 1967*

*(P. Hopper,
P11722)*

After its first general overhaul at Midland Workshops, ex works 10 November 1959, '1215' returned to Collie, as well as the usual Fast Goods trains from Perth-Bunbury.

1962 was an 'annus horribilis' for two preserved V class locomotives – V 1215 and V 1220. On 23 May 1962, '1215' collided with FS 456 at Midland Junction. This required collision and 'B' inspection repairs at Midland Junction, but worse was to come! On 8 July 1962, a locomotive being moved by a cleaner at Northam, ran away and collided with a line of locomotives, severely damaging 3 locomotives – PM 708, V 1215 and V 1220. '1215' received front end damage and was run at slow speed to Midland Workshops as an 0-8-2! The underframe repairs to the tender of V 1220 at the rail museum, Bassendean are evidence of the severity of this collision. A few months later, '1220' was again damaged in the head-on collision of two goods trains at Popanyinning.

'1215' went into the workshops for collision and general overhaul repairs, re-emerging on 14 September. It had travelled 146,141 miles (235,000km) since new.

In August 1960, the bridges on the GSR had been strengthened and this permitted V class to work from Spencers Brook-Narrogin, and to Albany by the end of 1962. From around this time, all 24 V class were based at East Perth depot and this permitted them to be 'pooled' all the way to Albany.

The WAGR commenced the 'pooling' of locomotives on 4 July 1904 between Northam and Kalgoorlie. This was logical utilization of the new EC and E class locomotives, which instead of working only to Southern Cross before returning to their home depot, could continue on to Kalgoorlie. This permitted the same tonnage to be hauled but with 15% less locomotives and 20% less coal use.



V 1215 hauling a goods train at Maylands in 1968. (J. Joyce, P17526)

While many V class were at depots working within their districts, e.g. Collie-Brunswick Junction and Bunbury, others could be found anywhere on the loop from Albany-East Perth-Bunbury. This routine was to be the norm for '1215' throughout the 1960s.



*V 1215 hauling
No.24 Goods at
West Toodyay in
1968*

*(J. Joyce,
P17517)*

With the pending closure of East Perth depot, '1215' and 21 other V class were transferred to Bunbury by August 1968. The 'pooling' to East Perth and Albany continued but most servicing was undertaken at Bunbury and Midland Workshops. '1215' received its last general overhaul and fitting of boiler No.1225; ex Midland Workshops on 16 July 1969.

By 1970 the dieselization of the GSR was only months away and '1215' last visited Albany on 5 January 1970, when it hauled No.10 Fast Goods to Narrogin. On 4 September 1970 it teamed up with V 1203 to haul the ARHS (NSW Div) RESO train from Brunswick Junction-Collie. By then the operations of V class were confined to the Midland-Bunbury and Collie lines. Early in 1971 V class began working regularly to Narrogin and Wagin from Collie and '1215' likely worked some of these trains.



V 1215 departing Midland depot for the last time, 28 May 1971 (WAGR, P07597)

The moment of history for '1215' came on 28 May 1971 when it hauled the last steam-hauled goods train, No.35 Goods from Perth-Bunbury. '1215' was written off on 17 June 1971 but remained in service at Bunbury. The WAGR was proposed to be fully dieselized from 26 July 1971 and '1215' was withdrawn and permanently stowed at Bunbury on 21 July. It was shortly after towed to Collie and stowed in the yard (Later it was moved into the roundhouse). No final mileage was recorded but it would have been about 375,000 miles (604,000km). '1215' was one of ten V class locomotives reserved by the Civil Defence Planning Committee for emergency purposes. This scheme was abandoned on 30 May 1972 and these locomotives were then submitted for disposal.

The Collie Tourist Bureau proposed a display of locomotives and so acquired V 1215. After some years of storage in the roundhouse it was moved to the Collie Visitor Centre in August 1976. It shares this site today with locomotives 'POLLY', FS 452 and W 943 (displayed as W 948).

During the routine overhauls at Midland Workshops, boilers, parts and tenders were interchanged with other V class. The current boiler on V 1215, No.1225 was fitted at the last general overhaul in 1969 and was originally delivered as a spare boiler from the builder. The tender is original to V 1215.



V1215_271220 : V 1215 displayed at the Collie Visitor Centre, 27 December 2020 (J. Austin)

2021 Meeting entertainment

10 April – an informative and interesting talk by Jeff Austin topic of Turntables was very much appreciated by all present.

8 May – Entertainment Meeting (2pm) Mr Owen Thomas, Executive Director Infrastructure and Land Planning **Metronet**. Mr Thomas will speak on '**Development of Metronet to cater for Perth and its growth**'.

Visitors welcome so why not bring someone else along?

12 June **ANNUAL GENERAL MEETING, 2pm** in Entry Building at the Railway Museum, 136 Railway Parade, Bassendean. Members are encouraged to attend.

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

14 August: Wes Olsen will speak on '**My Railway Experiences**'

11 September: General Meeting - Allan Tilley will speak on : *Western Mining's Koolanooka- Geraldton iron ore operation - Australia's First Iron Ore Export Project.*

CONFERENCE ON RAILWAY ENGINEERING (CORE) and RHWA

This bi-annual rail conference has become the premier railway conference in the Southern Hemisphere and was postponed last year due to COVID. It is held every 2 years, in a capital city on a rotation basis, and 2020 was planned for Perth. As RHWA had planned to support the conference last year it is planned to do so this year.

RHWA support will be with the Technical Tour proposed for the beginning of the conference. This is Monday 21 June, 2021. The Technical Tour is focused around Forrestfield line and Bayswater Junction and is planned to have lunch at the Rail Museum. Additional equipment displays on the UGL siding and PTA siding will be a mini equipment display. The lunch will be catered.

RHWA roles will include access control throughout the day, some assistance to the caterers (set up tables, tidy up) and guides for the delegates who want to see the museum. We want to promote our museum and to meet the current local rail operators to build relationships.

Can you please consider what time and help you will be willing to give for this day?

All queries to the President, Secretary or Bruce Keay (author of this article).

SOUTH WEST RAIL AND HERITAGE CENTRE (Philippa Rogers)

The April Open Day had slightly fewer numbers than previously – as did the local markets, so it seems that the change to the third Sunday of the month because of Anzac Day may have affected both.

The two Open Days which Rail Heritage WA is responsible for running in 2021 are Sunday 22 August and 24 October – so make sure they are in your calendar. We expect 22 August will be the bigger event as that is the WA Rail 150 weekend.

RESTORATION AND MAINTENANCE

(P Rogers)



Our midweek crew continue to do a great job with JV 33, ex Midland Railway Company sleeping car. It has had its first coat of 50/50 paint ie it won't be this colour.

Over Easter Alasdair Kenyon, assisted by wife Anna, completed the interior repaint of the mobile museum, ZJ 270.

The display was reinstalled and continues to be of interest to SWRHC visitors.



FD 14280 has a poor roof and so Ian covered it with a tarp, which was painted to ensure its long life.

Also at Boyanup Garry, helped by Ian and Mick, continues with the finishing touches to ACM 391 with toilet compartment doors looking very good indeed and the coupling reinstalled. Damaged floor coverings will be replaced as required to finalise the compartments.

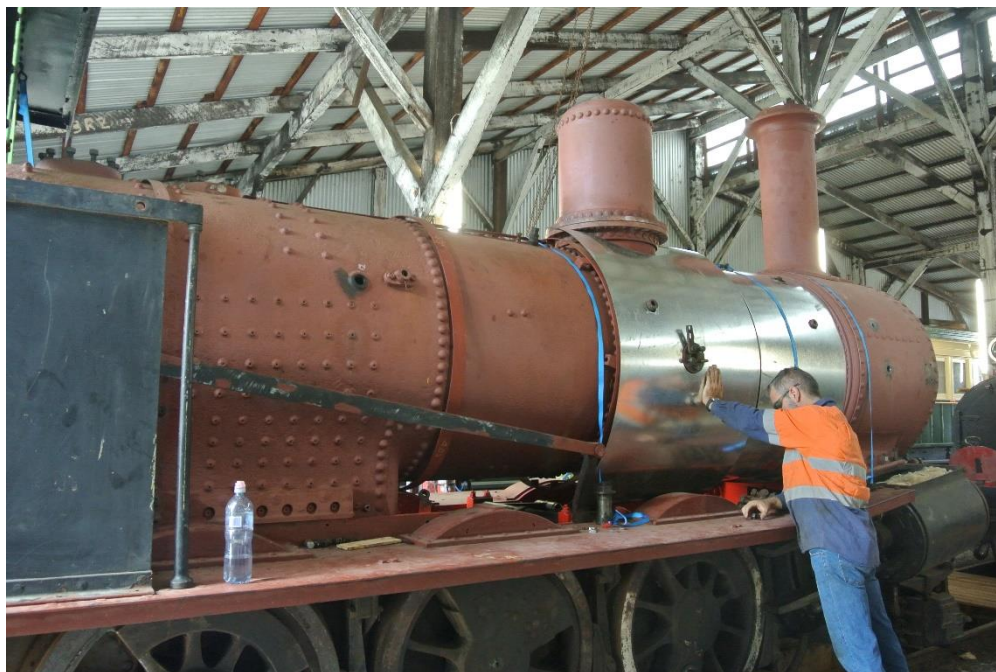


Z 15 received some urgent attention prior to winter when large areas of bare timber were undercoated and top coated in Indian Red. Some timber repairs are also required.

In the past month, the 1898 Dubs-built loco, G 233 'Leschenault Lady' has received considerable attention.

Due to their condition new boiler cladding was provided by Piavanini Welding of Collie. We thank them for their support of this project.

It was then necessary to install all the fittings, such as washout plug surrounds, to the new cladding.



John, Braydon, Noah and Ian spent four days over Easter fitting the new cladding, removing paint from some wheels – and were very grateful for the assistance of Alex and Kirk to complete this task.



The regulator's new port face was created with assistance from a friend of Bruce Keay and then Johnno lapped in the regulator value to the port face. Only then was it ready to be re-installed on G233.



Another big effort resulted in hours of work on the cab sides to ensure they were ready for painting. Then along with the cladding they were painted with primer. Once dry, some pipework has been refitted.

STEAM TO DIESEL– AND BACK TO STEAM (John Menegon)

In a recent issue of the newsletter, former steam driver Max Francis recalled the Wheatbelt special he helped crew for HVTR in 1994. In those days, steam crews were available from the diesel-working ranks of WAGR, although the numbers were already approaching "endangered" status in terms of numbers. As a former fireman, I crewed separate excursions with a number of former steam drivers around that time: Brian Sims, Ron Churcher, Stuart ("Stewie") Knight, Jack Pinker (deceased), and Max Francis.

From Northam Heritage Forum

When the last of Western Australia's steam locomotives was pensioned off in the early 1970s, the drivers and firemen who re-trained for conversion to "dieselization" believed their former skills would become a thing of the past. Not so!

Many of the steam engines went to scrap; some were recycled by small operators on local timberlines or went interstate. Some found a place as civic monuments recalling the history of proud railway towns like Northam, Merredin, Coolgardie and Esperance.

But a handful became the property of heritage groups to be cherished by railway enthusiasts ... carefully repaired, lovingly restored, elegantly refurbished, with some returned to their former glory hauling heritage trains on special excursions. Of course, the former drivers and firemen were back in demand!

By the 1990s, W.A. had long passed the 'age of steam'. The popular special steam locomotive excursions required permission to travel on commercial railway lines, and qualified drivers and firemen had to be on the footplate.

Among the large population of Western Australian Government Railways/Westrail locomotive staff, there was still a small group with steam skills. So, when Hotham Valley Tourist Railway (HVTR), planned to venture beyond their own tracks, they were able to seek the assistance of these drivers and firemen.

Today, the members of this elite group are retired; they still have their memorabilia and are happy to recall memories of their occasional return to steam when the HVTR called. One is John Menegon, a volunteer guide at Old Northam Railway Station Museum, a fireman on steam who graduated to diesel locomotives, driving for more than 24 years. He recalls three notable experiences with HVTR specials: in 1992 he and driver Stewart ("Stewie") Knight worked a special for the Northam Show; again in 1992, he and driver Ron Churcher worked a special from Beverley to Narrogin; and in 1994, he and driver Max Francis were one of the crews for HVTR's Wheatbelt excursion.



Driver John Menegon, assuming the role of fireman, with Pm 706 at Beverley in 1992. The other official driver – assuming the role of steam driver – was Ron Churcher. Both are retired.

At the time, Stewie, Ron, Max and John were based at Avon Yard, working a range of diesel locomotives across the vast rail network of the Central Wheatbelt. Their routes linked hundreds of destinations, hauling the wide variety of freight vital for a flourishing agricultural region. However, their association went back a long way ... to before dieselization, when they covered the same sprawling network the hard way – on the footplate of roaring, lurching steam locomotives struggling with their loads and exposed to the elements in every extreme of weather. When HVTR wanted to make a visit, it was men like these who knew the road. The HVTR locomotive of choice for "specials" was Pm 706.



John Menegon
with Pm 706 at
Beverley in 1992.

Beverley special excursion, Monday 7 September 1992: John travelled with Ron by car to Beverley. When they arrived, John recalls finding himself in a strange but familiar situation. Pm 706 was to run tender-first because the consist had come from Narrogin, and there was no turntable at Beverley. So, the locomotive 'ran around' in order to take the consist of local event visitors back to Narrogin, and towns along the way.

The boys stepped aboard – and took a step back in time. John claims he hadn't 'swung the banjo' for at least ten years. "But when I picked up that shovel, it was just like old times," he said. For Ron, things were a little easier ... different controls, and a different view of the 'road' but all the same responsibilities. So off they went with a train full of tourists to go back to Narrogin.

Northam Show excursion, Saturday 12 September 1992: Five days later, John joined up with Stewie at Avon Yard to work a section of the run by HVTR for the Northam Show special. Visitors from Perth were delivered to East Northam, opposite the Showgrounds, where hundreds disembarked for a day at a country show. The train was parked up for the day at East Northam and collected the travellers late in the day for the return to Perth. John and Stewie did the local running.

Wheatbelt Excursion, June, 1994: John joined Max Francis at Avon Yard to relieve a crew which had brought the HVTR "special" from Midland. The locomotive was again Pm 706. Their run was to Wyalkatchem, one leg of a heritage excursion through the Wheatbelt.

Pm 706 was hauling a water tanker, a coal bogie wagon, and six passenger carriages filled with touring guests keen to experience a three-day visit to the Wheatbelt. "Our first stop was Goomalling" John said, "for passengers to have a station break at a local market. Next stop was Dowerin where the locomotive was serviced – coal from big bags carried in an open bogie wagon; water supplied from a nearby hydrant." Before setting off for Wyalkatchem, the crew had a refreshment 'crib'.

Later, when Wylie was reached ahead of time, John remembers a passenger remarking on the speed of the train, and Max explaining that the speedometer on Pm 706 was in miles per hour, not kilometers! The pair had completed their shift, so the train set out with a changeover crew for the night run to Merredin. This line is no longer in use. The next day the train journeyed from Merredin to Narrogin, before completing the final passenger leg back to Midland on Monday 6 June.

NEWS FROM AROUND THE STATE (Simon Barber)\

WATCO AUSTRALIA

The Watco standard gauge fleet available for use in Western Australia currently consists of the following locomotives.

- G511, HL203, FL220 (Watco owned)
- GML10 (Qube owned)
- GL102, 103, 104, 106, 107, ^109, 110, 111; CM3307; VL361 (Rail First Asset Management leased) (Note – ^GL109 sustained fire damage, replaced by GL111).

Watco took over the BHP Nickel West rail haulage contract from Aurizon on 31 March, Watco itself being the appointed rail operator by Qube. This required the operation of bulk nickel concentrate trains between Leonora, Hampton and Redmine, and the haulage of sulfuric acid from Hampton to Kwinana, and containers from Hampton to Forrestfield. Containers are also being conveyed between Hampton and Forrestfield. Aurizon retains operations on the Leonora branch with the running of the Minara Resources service to Malcolm, and the cartage of rare earths from Leonora.



FL220, HL203 and VL361 work a Watco freight service through Swan View on 16 April. (Simon Barber)

JOURNEY BEYOND

The *Indian Pacific* services worked into and out of the Perth Freight Terminal at Kewdale on the weekend of 26 - 27 March. East Perth Terminal was not able to be accessed at this time because of track work at Bayswater, with the new junction point work connection being inserted on the down main, linking the Forrestfield – Airport railway to the Midland main line. Passengers were provided with coach or taxi travel between East Perth Terminal and Kewdale. This saw the rare workings of loaded passenger services through the eastern leg of the Woodbridge Junction triangle. Suburban services were replaced by buses over the weekend, while *Prospector* services were run from Midland.

TROPICAL CYCLONE SEROJA

The passage of Cyclone Seroja over the Mid-West and Central Wheatbelt areas of the state caused a lot of structural damage to the inhabited regions where it passed. Crossing the coast near Kalbarri on the evening of 11 April, it took a south-westerly path over the state, finishing as a tropical low pressure in the Southern Ocean.

Rail infrastructure and operations were greatly affected by this severe weather system. A lot of damaged was sustained by Arc Infrastructure facilities in the Mid-West region such as signals and level crossing signs. Rail operations out of Narngulu were suspended due to the need to effect repairs and inspect possible track damage. Further to the south, operations on the much of the Arc network north of the standard gauge railway, as well as the Perth - Kalgoorlie line itself, were suspended while the cyclone made its way south. Damage to

CBH facilities at Mullewa and Mingenew saw the loss of around 170,000 tonnes of grain, which will cut into the rail haulage task.

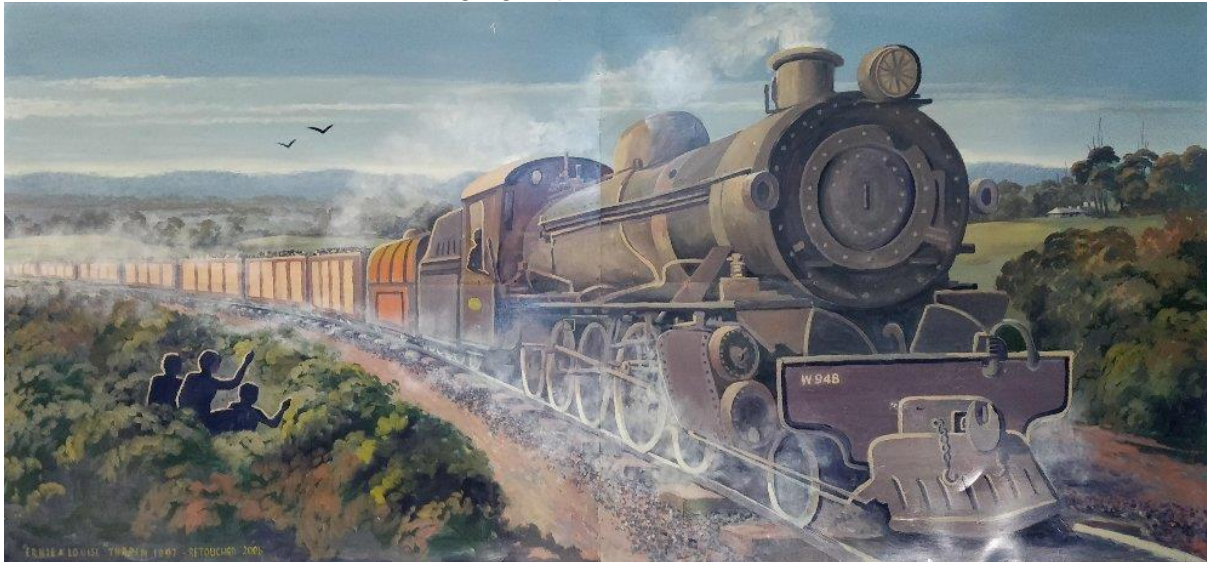
The cyclone also caused extensive damage to the wooden One Mile Jetty at Carnarvon, ripping the structure apart. The jetty once hosted a rail service to provide transport from shipping to the town, and in later years had a tourist service using a rail mounted vehicle.



**FROM
NORTHAMPTON
MEN'S SHED**
showing cyclone
damage to old station
building and
surrounds,
Northampton (night
of 11 April 2021)

FROM COLLIE RAIL HERITAGE GROUP

We have had a visit of two officers from the Office of the National Rail Safety Regulator to check on progress and advise our group on what we need to conform with our application as a rail transport operator. The ONRSR were helpful and provided a lot of clarification on what we need to do as a small rail heritage group.



We are also experiencing a lot of visitors to Collie, particularly those who follow the various Trails. One is the Collie Murals Trail and we have two large murals within our Goods Shed and we have visitors coming through the sheds looking at these murals. We're number 28 on this map <https://www.colliemuraltrail.com/map> and have two railway related murals painted by Ernie and Louise Turpin in 1997 and retouched by them in 2006.

ARCHIVES - requests for April 2021 (G Watson)

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

No.	Subject	Purpose
33	The Great Train Robbery- the 1919 epidemic	Research project UNSW
34	Narrogin station yard drawings	Modelling
35	Kewdale open day 1969	Self
36	Clackline-Toodyay railway	Heritage assessment
37	Nungarin station yard drawings	Local history
38	Spinnaker Steamer trains 1986-87	Family history
39	Merredin station footbridge	Local history

50 Years Ago This Month

This month's photos from the Rail Heritage WA collection show scenes, because of the passage of time, will never be seen again.



The signal box and the station buildings at Subiaco by David Beazley. The signal box is now located on the Bennett Brook Railway at Whiteman's Park P03268

A green WAGR diesel loco, D 1562, heading a goods train up the Leederville bank by David Beazley. P06458





W class 947 at the Midland Loco depot by David Beazley. W 947 is now in HVR ownership. P06459

An overall view of the goods yard at Fremantle by an unknown photographer. T00715



A smoke billowing Xb class heads another X type loco up the bank through Mount Lawley. Photographer unknown. T01249:



A V class waiting to pass another V class hauling an empty coal train at Beela by Edwin Woodland. T01823

MUSEUM ROSTERS

From Brian Williams: I know I am starting to sound like an ever-playing record, but 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. The more members that can assist in this area the fewer times people need to be on duty. Once again contact me at president@railheritagewa.org.au.

One consideration for you may be that there are four occasions during the year where we have 5 Sundays in the month and so need an extra set of people to be on roster. Would you be able to volunteer just to cover these four Sundays over a year?

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
WEDNESDAYS		Museum open 1.00pm – 4.00pm		
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
9 June	A de Smalen	G Bradley	C Perry	A de Smalen
16 June	A de Smalen	S Rayner	C Perry	A de Smalen
23 June	A de Smalen	G Bradley	C Perry	A de Smalen
30 June	A de Smalen	S Rayner	C Perry	A de Smalen
7 July	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			
2 May	K Freind	B Horton	G Watson/M Gillooly	B Horton
9 May	A de Smalen	B Williams	C Forsey	A de Smalen
16 May	Vol reqd	B Williams	B Horton	Vol reqd
23 May	K Ayerst	B Keay	D Raine	K Ayerst
30 May	L McBeath	M Miles	G Higham	G Higham
6 June	Mini Model Railway Expo -special roster			
13 June	A de Smalen	B Williams	C Forsey	A de Smalen
20 June	Vol reqd	B Keay	D Raine	Vol reqd
27 June	L McBeath	M Miles	G Higham	G Higham