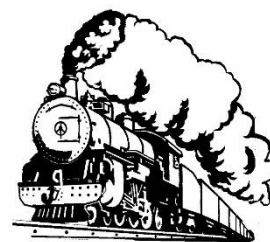




RAIL HERITAGE WA

Members Newsletter

July 2021



FOR YOUR CALENDAR

Sat 10 July	Entertainment meeting <i>'The operation of the Claremont Signal Cabin during Royal Show Week during the early 1960s'</i> by Dr Shane Burke
Thurs 15 July	Museum Collection morning
Sun 18 July	Guided talk 2pm <i>'Food on Rail'</i> by Brian Williams
Sun 25 July	SWRHC Open Day 9am to 2pm, Turner St, Boyanup
Thurs 29 July	Museum Collection morning
Sat 14 August:	Entertainment meeting Wes Olsen <i>'My Railway Experiences'</i>
Sat 21 August	150th Anniversary of Railways in WA – please RSVP
Sun 22 August	<i>'Leschenault Lady'</i> Open Day at SWRHC, Boyanup 9am to 3pm

FROM THE PRESIDENT

I wish to thank Brian Williams for his commitment as President over the last thirteen years and for his dedication in staying on Management Committee to continue to the work of Rail Heritage WA. At the AGM our Treasurer for the past two and a half years, Kerry Ayerst, stood down from the position. She stepped in at short notice and learnt much about our organisation and thank you for your ongoing support. Our membership is fortunate to have people who give of their time to assist.

Our management committee for 2021/22 is:

President: Philippa Rogers

Vice-President: Dominic Bennett

Secretary: Ian Studham

Treasurer: Alan Uhe

Management Committee: Graeme Bradley, John Cole, Bernard Horton, Trevor Nunn, Trent Stanley, Jeff Steedman and Brian Williams.

In particular we welcome the new members to the committee.

MEMBERSHIP

Welcome to new members: Rowena Birch of Kelmscott, Jack Mastaglia of Munster, Tristan Case of Gosnells, Jack Posch of Northam. We hope you enjoy being members of Rail Heritage WA – and thank you to those who are already volunteering with us.

We note with sadness that Alan Bollans (President 1989-90) has passed away unexpectedly. Our sympathies are extended to his wife Pat, children Amanda, Ray and John and their partners as well as to his grandchildren and great-grandchildren. Our President and several members attended his funeral service on 15 June. We will miss your smile at RailFest. Rest in Peace.

EVENT HAPPENINGS (Philippa Rogers)

Thank you to Simon Barber for his special guided tour of Diesel Locomotive Development that was given and the wet, cold and windy Sunday that was 20 June.

Mini Model Railway Expo

What a great day this turned out to be with over 1000 visitors and a great selection of exhibitors as well as very little rain. Our sales were good – those toys and books for children flew out the door and the secondhand stall did a roaring trade. The WAMRC had to go out three times for more sausages for the sausage sizzle. A massive thank you to all who assisted beforehand to set things up, to those who helped on the day and those who helped in various other ways to make this day a success. AMRA WA reported that they were able to achieve their purpose to promote the hobby and their upcoming special days.

Comments on our facebook page included:

My 5-year-old came today with his dad. He has had the best day ever. Thank you so much. I had a great time, everybody was really nice.

And from Ryan of the WA Brick Society (Lego display) *'It was an awesome day, thanks for letting us be part of it.*

The following article and photos by Tom Winterbourn has been extracted from the Northern Districts Model Engineering Society

OUR society answered the call for a steam presence in emphatic fashion at the Bassendean Rail Museum Expo on Sunday, June 6. The museum has a great variety of WA main line steam locos, but none are in working order, so the call went out to NDMES to provide some "live steam".

We had a working steam loco providing rides for the public between two rows of historic locos and also about half a dozen miniature stationary steam engines in operation, with one of Jim Clark's creations providing its own lighting via a steam-driven generator.



Then there was a big static display of mostly garden railway gauge 1 locos and rolling stock, but also some 3½" gauge locos and a steam-driven model boat. It was great to see the interest shown by young people, who would not have had the pleasure of riding on a steam



train or working with stationary steam engines. There was a continual stream of people walking past our displays and asking questions of members and the demand for rides on our twin tracks was constant right up until well after 3pm. These rides also produced a valuable boost to our financial reserves.

For its part, the museum personnel made us very welcome, helped us set-up on the Saturday and provided us with lunch on the Sunday. Thanks to all those members who gave up their day to help promote the society, with many leaflets detailing our public running handed out.

MUSEUM

When sorting old items under the former display shelves in the Exhibition Hall, a large projector was discovered. Closer examination showed it was a combined projector for transparencies and an epidiascope for projecting opaque maps, pictures, etc. It was also seen to be stencilled "3 FD RGMT". Philippa confirmed that we had no records of its provenance, and that it did not fit our collection needs, so we contacted the Army Museum in Fremantle who said they would be interested to see it.



On 23 June Geoffrey Higham delivered it to the Army Museum, and in fact they were more than interested, they were keen to include it in one of their displays. The photo shows the Curator Stephen Sinclair (right) and Assistant Bob Wise with the instrument. Both men said that had actually attended a short course in using such equipment about 50 years ago!

AND ...



An ex VR C class photographed on UGL track at back of Museum by Graham Watson on Tuesday 15 June 2021.

DON'T FORGET TO PLACE YOUR ORDER ...



Rail Heritage WA Jacket

- with embroidered logo

A navy adults' water resistant softshell jacket

As it is a slim fit, it is suggested that you order the next size up from your usual choice. (More size information in the last newsletter.) A very special deal for this jacket has been done through Jatu clothing for our members and volunteers. The jacket is by JB Wear – the same brand as our polo shirt.

Some members have asked about getting a polo shirt – can do with one small change.

The gold trim on the blue shirt has now been discontinued and so we will have to revert to the white trim. This was the version we used twenty years ago for the Federation Train. It will have the same new logo in gold embroidery as the jacket.

The sizes are a 'normal' fit but please note that these are available in both Men's and Women's sizes.



COST: \$40 including logo for the jacket and \$22 including logo for the polo shirt.

Orders needed by next meeting on 10 July.

Payment preferred through Direct Debit: ANZ BSB 016 255 Acc 1002 68979 and advise by email admin@railheritagewa.org.au (or call Philippa on 0417 961187) or through the kiosk at the Museum.

RESTORATION AND MAINTENANCE (I Studham)

Winter always brings its challenges what with cold winds and wet weather but the restoration and maintenance always continues in some form.

Graeme and Kevin have well and truly completed all the woodwork replacement on the north side of sleeping car JV 33 and have also just about done with the prep-coating and 50/50 coats. All the liftable window sashes came out for individual prep and painting and have now all been re-installed. They have also sanded down and recoated the east end of the car and are partway through the same on the west-end.



Soon JV 33 will start receiving some topcoat enamel gloss, but we might wait until the weather warms up a bit first.

John Brown has completed a batch of 9 new stands for exhibit information boards, and Les has been following close on his heels giving each stand an undercoat followed by a couple of topcoats of gloss black.

John Cole has been tinkering with the internal mechanism from the old Perth Station verandah clock and has finally managed to free up all the revolving bits. He's now looking at his options regarding installing a motor to drive the mechanism, while Bruce Keay has been spurred on by John's success and is planning to start restoring the clock housing and looking at what is required to bring the clock-faces back up to standard. We had an unexpected surprise recently when Philippa discovered the clock hands – long stored away in a safe place, during her clean-out and asset stocktake of the small exhibits store areas. Everybody assumed these were long lost and we were considering the options for making new ones – now it's not an issue!

Brayden, Noah and Johnno have continued working their way through the many bits and pieces from G 233 the "Leschenault Lady", cleaning, loosening, fixing and making ready for return to Boyanup and re-attachment to the loco.

There have been numerous trips down to Boyanup in recent months for working weekends on the "Lady" and the loco has changed from a stripped hulk to once again looking like a G class. It's really starting to look good as it comes back together and we are now in the run-up to a steam test – working towards the big day in August which is the planned re-launch of G 233. (B Hesford)



My main project on the G class has been cleaning the driving wheels – which have a lifetime of dirt, grease and many layers of paint in varying condition. It takes some time and plenty of effort but the results speak for themselves and the wonderful engineering that went into these old locomotives is revealed. Here is a photo of the before and after – untouched wheels and the first finished wheel on the fireman's side.



Johnno has also been dealing with a “foreigner” – the regulator from steam loco “Betty Thompson” from Bennett Brook Railway. Brayden was having problems getting the re-worked valve to seat, so it came to Bassendean for some extra re-seating and lapping in.



Dominic and I have been attacking the rail that still is lying around after the end of the dual gauge conversion project. Some is slated for scrap, whereas anything that is judged as worthy of keeping or is likely to have a future use is being sorted and stockpiled.

We have separated out a full turnout kit which has been placed alongside the internal fence (pictured) and will eventually be used in the connection to Museum road 6. This is the line which has DD 592 and the PM class, and which is going to need some serious rehabilitation in due course – so first of all we need to be able to safely move the rollingstock out of there.

We also relocated the stored signal masts which had been given a bit of a shove sideways during the dual gauge works. These have been relocated further west and better stacked and the space they vacated will be cleaned up, levelled and used to store more rail.



Here you see the re-stacked masts (with the added luxury of an old tarp for protection) and a Midland Railway lattice mast which is awaiting removal to a more appropriate storage location further up the diagonal siding.

Dominic recently co-ordinated the disposal for scrap of some old steel beams that we've had lying around the Museum for the last 30 years, and soon he'll be sending a couple of loads of short rail off for scrap which will free up more ground-space. The aim is to work our way through the rail adjacent to the main driveway to regain that area for vehicle use – things are a bit squeezey through there at present. Dom has also been re-stacking the old sleepers stored further down the driveway – these were dumped in wild piles during the dual gauge works, and actually stacking them properly is buying us a lot more space.

We've also been spending a bit of time making sure the fence along that part of the driveway is clearer and relatively accessible, as we have grant money coming which will pay for more garrison security fencing which will extend the existing installation right down to the gates at the end of the driveway.

Finally, there's always the little jobs, and today I re-seated and installed a new washer in one of the sink taps in dining car AV 425 allowing the water to be turned on in this vehicle again. And Philippa has informed me that the roof of dining car D 20 is leaking in a couple of spots over the tables at the east end – our work is never done....

WA RAIL 150 Activities (Philippa Rogers)

In the last newsletter there was a formal invitation to the **official WA Rail 150 event at Wonnerup House** on 21 August 2021. Numbers are limited but Rail Heritage WA members will be included – provided that you RSVP by 31 July!
(admin@railheritagewa.org.au)



There is an open invitation to all to attend the next day's activities at the South-West Rail and Heritage Centre in Boyanup when Leschenault Lady will return to steam.

Upcoming 2021 Meeting entertainment

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

'Dr. Shane Burke coordinates the archaeology program at the University of Notre Dame Australia Fremantle. His research interests include the study of British and Aboriginal adaptive strategies through material remains using sites associated with Western Australia's colonial period (1826 to 1900). He is presently researching the archaeology of the 1829-1830 dated Peel town camp, Garden Island (1829), and Albany (1826). He received his PhD from the University of Western Australia in 2004.

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

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



FROM JEFF AUSTIN - Millars '58'

On 18 October 1959 the ARHS (WA division) had its first rail excursion, with a trip out into the Jarrahdale forest behind Millars locomotive '58'. This is the story of ex WAGR 'G 58'.



Millars '58' hauling ARHS tour near Albany Highway, 18 October 1959 (RHWA P00523)

On 17 January 1895, the WA government sent a cable to London ordering an additional seven 'G' class 2-6-0 locomotives. Their construction was awarded to Neilson & Co. on 22 February, and they were built at the company's Hyde Park works, Glasgow, Scotland.

The WAGR advised the company on 18 May of some additions and modifications which caused a 3-week delay, but the first two engines were ready for shipping in August 1895. The next three engines, G 57-59 were loaded on the ship 'CELTIC KING' and departed for WA on 8 October.

They arrived at Fremantle on 23 November 1895 and the parts were transferred to the nearby Fremantle Workshops for assembly and trials. The seven Neilson 'G' class engines were painted green, and old-timers referred to them as 'green backs'. The dome cover and safety valve surround were highly polished brass, while the chimney top and piping was polished copper and brass. The twin whistles and cab fittings were also polished brass, with polished steel side rods and motion. Large individual brass numerals were fitted on the cab side. Each locomotive cost £2400.

'G 58' (Makers No.4836/1895) entered service on 24 December 1895 and was sent to Perth depot.



*Millars '58' hauling
ARHS tour at
Albany Highway,
18 October 1959
(R. Moss RHWA
T03141)*

Perth 1895-1903

Perth locomotive depot was adjacent to Wellington Street, on what is today, Perth Arena. There was an allocation of 32 locomotives, mostly used on suburban passenger and goods trains and shunting.

Sightings of 'G 58' during this period –

- 5 July 1897: blown tube hauling a ballast train at Lion Mill
- 1 September 1897: broken eccentric strap hauling No.3 Mixed at Mardella
- 2 November 1897: derailed on points at Fremantle
- 14 May 1898: failed on No.4 Mixed at Jarrahdale Junction
- 21 May 1898: failed on No.70 near Clackline
- 28 June 1898: collision with wagon at Yarloop
- 22 May 1901: collision in Atkins & Law siding, East Perth
- 20 February 1902: derailed in Perth Loco yard

During a regular overhaul at Fremantle Workshops '58' would have been repainted in the standard black livery. Much of the brass and copper fittings would have also been painted to reduce maintenance.

Midland Workshops 1903-1911

The introduction of large numbers of new and more powerful locomotives in 1901-3 made the G class almost obsolete. From 1902, 32 of the 2-6-0 G class were stowed at Fremantle and Midland Workshops, while the newer 4-6-0 engines continued in service. '58' was one of those stowed and it languished at Midland Workshops until 1911. As a result of this long storage, '58' was not fitted with oval number plates but instead retained the large brass cabside numerals. This would turn out to be significant in later years with Millars.

The construction of the agricultural branch line network in the early 1900s returned many of the stowed 'G' class engines to service and '58' was re-issued to traffic after general overhaul on 16 September 1911 and sent to Bunbury.

Bunbury 1911-1923

Bunbury locomotive depot in 1911 had an allocation of about 25 locomotives, comprising A, F, G, K, O, R and T classes. These were used on passenger and goods trains in the district, as well as providing locomotives to the smaller depots at Brunswick Junction, Donnybrook, Bridgetown and Busselton.

Sightings of 'G 58' during this period –

- 24 December 1913: repairs at Bunbury
- 1 March 1916: at Busselton (Nannup Branch engine)
- 15 February 1917: shunting at Bunbury
- 6 November 1919: at Brunswick Junction
- February 1923: at Bunbury

*'58' derailed at
Greenbushes,
1923*

*(E. Woodland
colln. RHW
P04471)*

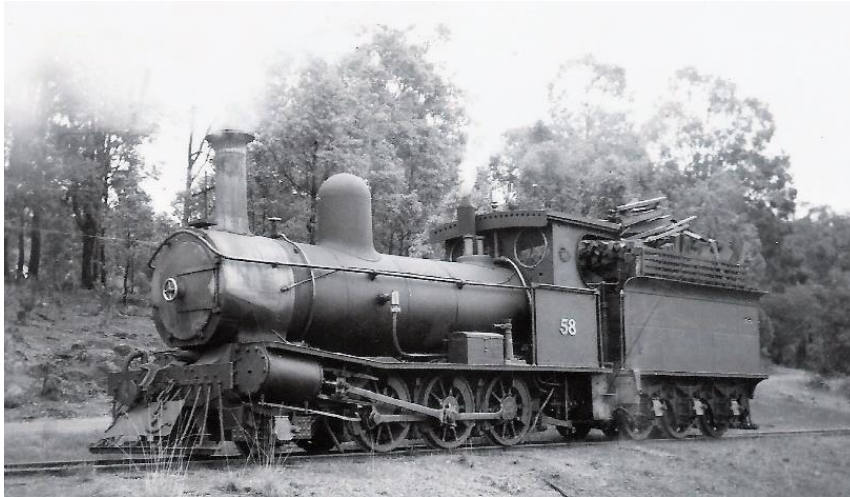


In the years following the Great War there was a severe recession which dramatically reduced train services and revenues. The Royal Commission in 1922 recommended the closure of non-paying lines and retirement of obsolete locomotive types. 'G 58' completed a general overhaul in November 1923 and was sold to Timber Corporation at Greenbushes. It had travelled 384,534 miles (619,000km) in government service.

Millars Years

Timber Corporation was a subsidiary of Millars Timber & Trading Co. and operated saw mills at Greenbushes and Palgarup. 'G 58' became part of the large group of Millars locomotives which operated the timber railways at the various company mills. Strangely it was never named but was known within the company as 'The Jardee loco'. '58' initially worked at Greenbushes but was transferred to Jarnadup (Jardee) in 1924. This mill was owned by another Millars subsidiary, Wilgarup Karri & Jarrah Co. and '58' worked the many logging lines until about 1936, when it was transferred to Palgarup. On 14 December 1937, '58' was towed with company locomotives, SWAN and KATIE from Palgarup to Yarloop. It then underwent heavy repairs and some service at Yarloop before returning to Jardee on 10 July 1942. During this time at Yarloop, Millars decided to discontinue naming locomotives and instead identify them by large brass numbers. As '58' still retained its old WAGR numerals, the Millars 'G' type locomotives were numbered from '59-72', while the remaining locomotives were to be numbered from '57' downwards.

'58' was transferred from Jardee to Palgarup on 23 February 1945 but after only a short stay was sent to Yarloop on 14 September 1945 for heavy repairs. The overhaul was deferred and after 4 years in storage it was repaired and re-issued to traffic in October 1949. On 3 November 1949 it was transferred from Yarloop to Mornington mill. It was sidelined for 4 months in 1950 with a broken axle but after repairs at Mornington was returned to service. '58' was transferred to Yarloop on 1 March 1955 for overhaul and this was completed on 22 May 1956. The final transfer in its long career came on 11 June 1956 when it was sent to Jarrahdale.



*'58' at Jarrahdale, 1960
(E. Woodland colln.
RHWA P04587)*

In 1945 Millars were granted a new cutting area near Mt Cooke on Albany Highway. Their existing railway was near Gleneagle, north-east of Jarrahdale and it was decided to lift this line and relay it south-easterly to the new area. Much of the route traversed forest cut many years before and they were able to use about 20km of old railway formations, with only about 5 km of new construction required. A log loading ramp was built east of Albany Highway and a triangle constructed for turning the locomotive. The railway was completed by November 1946 and remained in use until 1960.

*'58' hauling wagons
from Mundijong-
Jarrahdale, 1960*

*(R. Moss RHWA
T3090)*



'58' hauled logs along this line as well as the train loads of sawn timber down the steeply graded line to the WAGR connection at Mundijong. The ARHS tour on 18 October 1959 was hauled by '58' with a WAGR 'AA' class passenger carriage and two 4-wheel open wagons. The tour originated from the Millars office in Jarrahdale and followed the Balmoral formation through to Albany Highway, where a picnic was held. This tour was repeated the following year on 22 May 1960 when the other Millars locomotive '61' hauled the train. Soon after this trip, the log haulage reverted to road trucks and the railway to Albany Highway removed. Today sections of this formation are graded and known as Balmoral Road.

The hauling of sawn timber to Mundijong continued for a couple of more years. '58' was last steamed on 6 December 1962 and was scrapped with '61' at Jarrahdale in June 1963.



Millars '58' hauling
ARHS tour, 18
October 1959

(M. Searle RHWA
P20031)

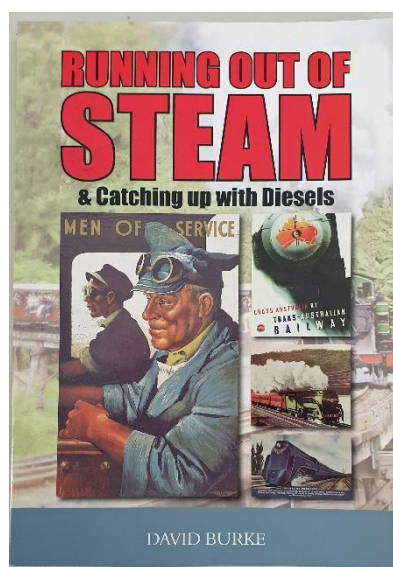
SALES (G Higham)

Running Out of Steam & Catching Up with Diesels By: David Burke

This is a fascinating book about the steam era coming to an end and the rise of diesels.

But it's not a technical book – instead this well-known author has used contemporary advertising material, timetables, photographs and other printed ephemera, together with source material to create a nostalgic journey of railways and those who worked there. Every state is covered as well as Commonwealth Railways. Some fascinating reproductions from each state., plus text on some of the interesting personalities who steered the railways into the era of diesel.

200 pages, 138 illustrations mostly colour, reproduced well on good paper.



SPECIAL PURCHASE allows us to offer this at \$15.00 (half the original price) Postage \$11.00

ARCHIVES (G Watson)

The following requests for information have been received by us and have been dealt with by Jeff Austin during the past month.

No.	Subject	Purpose
56	Perth-Kalgoorlie train travel 1956	Family history
57	Perth Royal Show model railway 1950-87	Family history
58	Wooroloo station photos	Family history
59	BALLAARAT loco photos	Local history
60	Locomotive SSM No.2 photos	Local history

61	J.D. Brown, WAGR employee record 1894-1908	Family history
62	C.G.C. Wayne & Great Central Railway, UK	Self

SSM No.2 has been sold by Ian Willis to Michael Arcaro at Jardee where it will be housed in the former loco shed there. These photos from our collection were supplied to assist in the creation of a visual history of the locomotive at Jardee.



SSM No.2 hauling logs in the 1950's (P03527)

SSM No.2 as previously displayed at Manjimup (P06982)





This page: SSM No.2 at Deanmill and Manjimup in 1966 (T04541, 4542, 4545, 4548, 4549)



NEWS FROM AROUND THE STATE (Simon Barber)

PTA / METRONET

Railcar Facility Bellevue

The Bellevue Metronet Railcar Facility was officially opened on 7 June by the Premier Mark McGowan and Transport Minister Rita Saffioti. The facility has now been handed over to Alstom for the construction of 246 electric railcars and six new Australind cars.

There is a Government commitment that at least fifty percent of the contract value will be delivered by local companies. These suppliers have been listed as providing components.

- Australian company McConnell, which will establish a dedicated facility in WA to manufacture railcar passenger seats;
- Aerison, a WA company with fabrication facility in Forrestfield, to provide cab structures, battery boxes and fuel tanks;
- Knorr-Bremse, will supply air-conditioning and air supply equipment and brake components from its WA premises;
- Pyrotek, will be supplying insulation and floor panels;
- Austbreck, will be supplying pantographs from its Kewdale facility;
- Hofmann Engineering will be delivering bogie frames from their existing WA premises;
- Vector Lifting, based in Cockburn, delivering bogie turntables and lifting jacks;
- Kulbardi, a WA indigenous company which supplied furniture for the facility;
- Parker Hannifin, which will supply piping from their Welshpool facility;
- Camco, based in Canning Vale, which provides jigs and fixtures for Bellevue;
- Unique Metal, a Wangara sheet metal fabricator which will provide metallic components;
- Dellner, will procure components from WA suppliers and assemble the couplers in Australia;
- Chess Engineering, from Welshpool, which is assembling the fitting stations at the facility.

(Source <https://www.mediastatements.wa.gov.au/Pages/McGowan>)



(photos: P Rogers, who attended the opening with B Williams and D Bennett)



Mandurah Line Shutdown

It is planned to replace all passenger rail services between Elizabeth Quay and Aubin Grove with buses for a 25 day period commencing in late December 2021. Trains will continue to operate between Aubin Grove and Mandurah on a reduced frequency. This is to facilitate essential work in connection with the Thornlie – Cockburn Link railway. Commuters have been invited to make suggestions about ways to minimise travel disruptions during this period. The closure has been planned when many businesses operate on a reduced basis, and while school holidays are in progress.

WATCO

C502 arrived at Forrestfield on Pacific National freight service 1MP2 on 9 June, joining C508 from this class on hire to Watco from Rail First Asset Management. C503 is still undergoing work at the Islington Workshops in Adelaide, and will come west later to join the loco pool.

Watco owned units HL203, FL220 and G511 have been mixed in with the hired GL, VL, CM and C class units on the Hampton – Kwinana freight workings. These trains convey acid tankers to the Coogee Acid Terminal at Kwinana, and containers of nickel matte which are shunted off at Forrestfield. The Leonora – Hampton nickel concentrate services usually have two GL class units, while the Hampton – Redmine concentrate trains typically run with a single GL. Qube owned GML10 has been allocated to the ILS container trains between Forrestfield and North Quay Terminal.

AURIZON

S3304 has now come back into service following an overhaul and repaint by Gemco Rail. Q4018 and ACN4169 have been repainted, but not yet released back into traffic. S3309 is undergoing an overhaul currently at Gemco. Q4002, 4010 and 4012 are stored in Forrestfield yard.

Aurizon operated two rail services to Mt Walton on 31 May and 7 June. Points are being installed at the junction of the mine loading balloon loop with the main line to enable trains to directly east or west.

FROM



We at the Merredin Railway Museum have hit the ground running in 2021 to give our patrons, both existing and returning, a taste of life on the rails since 1893 when the Eastern Railway was pushed beyond Northam to the goldfields of Kalgoorlie.



In recognising **WA Rail 150 Years** celebrations we have hosted some great events:

- A welcome morning tea for former railway workers with the opportunity to recall their experiences and share memories. One of our oldest attendees was 93 years of age!

- A Heritage walk and shared lunch at the Railway Museum with members of the adjoining Military Museum during National Volunteer Week. This gave us the opportunity to socialise, network and recognise the efforts of our volunteers.
- Welcoming our school children and their teachers to the Museum by linking the Museum experience to the WA Curriculum in Humanities.

We have nominated the Railway Museum as a focus for the **“Gateway Merredin” Festival** to be held on the weekend of 24-26 September 2021. Our theme **“Troops, Trains and Treasures”** will showcase the importance of the railway to Merredin especially during WW2. We have been very fortunate to secure Philippa Rogers as our keynote speaker to talk to her book “Troops, Trains and Trades”. More information will follow!

Over the last year we engaged the services of Savagely Creative & Creative Spaces to draw up an Interpretation and Design Concept Plan to guide the future direction of our Museum. Through funding we have been able to paint our booking office, standardise our signage and develop some amazing interpretive panels that will show our visitors how pivotal the railway was to the development of Merredin.



G 117 at Merredin

SOUTH-WEST RAIL AND HERITAGE CENTRE (Philippa Rogers)

The May Open Day was a huge success as part of the Capel Makers' Trail. Our resident blacksmiths were a highlight of the day and many people ignored the threat of rain to come along.

The June Open Day had rain from early and this did dampen people's enthusiasm and only just over 90 people came along.



Some of the restored tractors on display.

MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
WEDNESDAYS		Museum open 1.00pm – 4.00pm		
7 July	A de Smalen	G Bradley	Vol Reqd	A de Smalen **
14 July	A de Smalen	B Williams	Vol Reqd	A de Smalen **
21 July	A de Smalen	G Bradley	Vol Reqd	A de Smalen
28 July	A de Smalen	B Williams	Vol Reqd	A de Smalen
4 August	A de Smalen	G Bradley	Vol Reqd	A de Smalen
11 August	A de Smalen	B Williams	Vol Reqd	A de Smalen
18 August	A de Smalen	G Bradley	Vol Reqd	A de Smalen
25 August	A de Smalen	B Williams	Vol Reqd	A de Smalen **

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

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
SUNDAYS		Museum open 1.00pm – 5.00pm		
4 July	K Freind	B Horton	C Forsey	B Horton
11 July	A de Smalen	B Williams	G Watson/ M Gillooly	A de Smalen
18 July	K Ayerst	B Keay	D Raine	K Ayerst
25 July	L McBeath	B Williams	G Higham	G Higham
1 August	K Freind	Vol reqd	G Watson/ M Gillooly	Vol reqd
8 August	A de Smalen	Vol reqd	B Williams	A de Smalen
15 August	Vol reqd	Vol reqd	B Williams	Vol reqd
22 August	K Ayerst	B Keay	D Raine	K Ayerst
29 August	L McBeath	M Miles	G Higham	G Higham

Note: the months with 5 Sundays mean we need more help. Only a few each year so please consider.