



RAIL HERITAGE WA

Members Newsletter

August 2021



FOR YOUR CALENDAR

- Thurs 12 August 9.30am Museum collection workday
- Sat 14 August: **2pm Entertainment meeting** Wes Olsen will speak on 'Confessions of a Junior Station Assistant, City Station, 1977-78'
- Sat 21 August **150th Anniversary of Railways in WA** at Wonnerup House
- Sun 22 August **'Leschenault Lady returns to steam'** WA Rail 150 Open Day at SWRHC, Boyanup 9am to 3pm
- Sat 11 Sept **2pm General Meeting** - Allan Tilley will speak on: *Western Mining's Koolanooka- Geraldton iron ore operation - Australia's First non-Pilbara Iron Ore Export Project.*
- Sun 10 October **RAILFEST 2021** 10am to 4pm

FROM THE PRESIDENT (Philippa Rogers)

Our Management Committee has had a busy month as people balance strategic and operational activities and for some learn about being RHWA business as committee members. This month the strategic focus was on infrastructure looking at building replacement at Boyanup and additional roof cover at Bassendean. Advice has been received from the Town of Bassendean that to cover northern area within the public museum space we need to amalgamate our two lots of land as a roof cannot cover two lots. Thanks to Geoffrey Higham for investigating this and Michael Gillooly for his advice.

These COVID times have challenged many organisations in their attention to the recruitment and retention of volunteers. Obviously, we do need more volunteers in various areas, and we need to ensure our policies, procedures and job descriptions are in good shape before setting out on any recruitment drives. We have been fortunate to obtain a UWA student as an intern who will spend 100 hours reviewing such and developing ideas for us. Some of you will have met Raji who has been interviewing current volunteers to give a background to this work. Thank you and please make her welcome if you see her around.

ONRSR has approved our notice of variation to accreditation to enable us to operate steam and diesel locomotives, and railcars as well as our current shunt tractors. This applies to Bassendean, Boyanup and at Minnivale. Each separate type of locomotive / railcar does require specific additional documents to be prepared before a particular type can be approved. The first such material has been prepared for G 233. A huge thank you to all those involved in this enormous task and the production of many documents both to achieve the variation and for the commissioning and operation of G 233.

A new museum leaflet has been produced and work on our new museum website has commenced. Our emails have been transferred to a new Microsoft 365 system (donated by

Microsoft) and so we are now able to have far greater storage and access to these emails. We are aiming to have Malcolm Searle's book published by RailFest.

Funds from election promises have been received with spending on Leschenault Lady well underway and we are confirming of when the installation of additional fencing can occur.

MEMBERSHIP

A welcome to Adrian Elder of Bridgetown who joins us and a 'get well' to Bernard Horton who is recovering from surgery.

WA RAIL 150 Activities (Philippa Rogers)

The **WA Rail 150 event at Wonnerup House**, organised by Rail Heritage WA, is on 21 August 2021 – but now starts at 1pm. It will culminate in the unveiling of a 150th Anniversary plaque by Hon David Templeman MLA, Minister for Tourism, Culture and Heritage. This is an invitation only event as numbers are limited but RHWA members are welcome to attend.



The next WA Rail 150 event features *Leschenault Lady* which hauled the train to Wonnerup for the 100th Anniversary celebrations. She will be operating demonstration runs on Sunday 22 August between 9.30am (ceremony) and 3pm. There is an open invitation to all to attend this at the South-West Rail and Heritage Centre in Boyanup. People are being asked to book their free entry tickets at <https://www.trybooking.com/BSQOJ> (or go to trybooking and search for Leschenault Lady). Members do not have to book if you can present your membership card or are wearing your society shirt.

Be aware that this event is proving to be very popular indeed so come early (9am) to get an easy parking spot or come from 12noon when it will probably get quieter.

Volunteers are needed to assist in various ways on the day – if you can help, even if just for an hour, please contact Philippa on 0417 961187 or email president@railheritagewa.org.au

NOTE: should there be a COVID lockdown in Perth, then both events will be deferred.

RESTORATION AND MAINTENANCE (Ian Studham)



Well, we thought that June was a bit wet but as we all know that has paled into insignificance compared to July!

Graeme and Kevin would have liked to have done a few more finishing jobs to JV 33 but have only managed a day or 2 on this car due to the inhospitable climate. Instead we have redirected their attentions, as well as Andy's, to a long-running and well deserving project, lounge car AVL 314.

Removing the original tub chairs from the AVL in the 1990s. Photo: P Rogers

AVL 314 started its career as one of the WAGR's first dining cars, delivered with three others from the Gloucester Car and Wagon works in 1905. It underwent a comprehensive rebuild from its original configuration into a lounge car in the late 1950s and was utilized on "The Midlander" service to Geraldton. Upon withdrawal from revenue service, it was allocated to the Forrestfield breakdown train and came to the Society in this form in the late 1980s.



Some significant restoration was performed in the early 1990s, with another burst about a decade later, but since then this car has been patiently waiting for a careful and methodical reassembly. So much has already been done that in many ways all it needs is for everything to be put back together, but as with all projects that have lain dormant for some time we need to take a step back in some areas before moving forward.

Graeme and Kevin are starting with a thorough clean and sort, and I have been ducking into the car identifying all sorts of random pieces as belonging here or there. Some of the smaller fittings have been lost in the last 30 years but fortunately we will be able to source replacements from our stash of spare parts. Many of the other fixtures such as internal doors, sash windows and varnished edgings were finished many years ago and have remained in top notch condition in secure storage awaiting their return to the car.

For now the guys are starting with sorting and installing the new edgings and cover mouldings in the main saloon area. Once that's done, we will know what is required and what is surplus and be able to move excess material out of the car. The other initial task is to reinstall the ceiling ventilator ports and the chromed "Flettner" undervent assemblies which screw to the face of the ceiling. We'll also get the east end interconnecting door re-hung with new and larger stainless-steel hinges which will assist us with closing up the car to better weatherproof it.

Elsewhere around Bassendean we have installed fresh tarpaulins over the MR bogie van to keep the elements out until we can get it undercover with a shunt to allow it to be better investigated towards a rebuild. The east end roof was collapsing on this vehicle so I have re-framed it temporarily to support the tarp and allow rain water to run off and not pool above the roof area.

We have continued the sort out of various infrastructure materials, with the re-stacking of the pillars from the Albany (formerly Kalgoorlie dock) platform canopy down towards the bottom gateway. This will allow the area these pillars occupied to be better used for other storage. Dom has taken a couple of loads of old cut rail to the scrappers in recent weeks which has helped clear up the general area a bit more. As the sort progresses there will be more rail sent to scrap – what we are sending is rail that is well beyond further use due to corrosion or being crippled. What is left behind will then be sorted for reuse in the future.

We have been charging up some of the battery sets in the coaches, a periodic task to ensure that they are kept alive and able to be called upon to supply lighting for special occasions.

The motion activated soundtrack in the Bullion Van had stopped working, so Bruce Weir-Smith the member who did the initial installation (and whose voice features on the

soundtrack) was good enough to drop down to Bassendean and perform a quick diagnostic on the system. It quickly became obvious that the power supply had died so Bruce installed a temporary replacement to get the installation up and running again pending us sourcing a more appropriate replacement power source of the correct capacity.

Some attention was also paid to the side doors on the bullion van, with larger screws replacing some which had pulled out of the hinges. However these doors are suffering badly from swelling from moisture ingress and it's very difficult to properly close this car at this time. We may have to investigate new door frames.

James continues to periodically attack the ZF brakevan with new paint in between settling into his new job and the weather.



John Cole and Bruce Keay are proceeding with their careful work and research on the old Perth station clock – with John removing trim and dressings from the cabinet so Bruce can restore it all. Bruce has also turned his attention to the clock faces which are not too bad overall but need some missing glass inserts replaced and a general tighten up and good clean. John is getting his head around the motor requirements to ensure that when it is powered up the clock will in fact keep time.

(RHWA Archives P05798)

The big news of the month is the steam test of locomotive G 233 at Boyanup on Monday 26th July. I'm pleased to report the G passed this test and we now have a boiler "in-ticket" for the next 12 months. This was the result of many weeks of work and preparation by a small and dedicated crew with the great bulk of work being handled by Johnno, Brayden and Noah. In the days immediately prior to the test the new grate was installed, the new dome gasket installed, and the dome tightened down, all the washout plugs were installed, the tender was reconnected to the loco including new water delivery hoses, the turbo-generator was remounted and piped in and the firehole door was re-installed on the boiler backhead.



G 233 undergoing steam test Boyanup 26 July 2021 (P Rogers)

The test was conducted by our boiler inspector Mr Doug Craigie who was satisfied that all was well and that the various observances he noted were simply little annoyances which can easily be dealt with – things such as a leaking gasket here and there, a valve not properly seating-probably due to scale and similar little issues which are always to be expected.



While the G was in steam the regulator was opened and years of accumulated rust and muck were blown out of the main steam delivery pipe into the open smokebox. Now that this pipe is clear we can re-assemble the rest of the steam delivery pipework in the smokebox which directs the steam down into the steamchests and then to the cylinders.

At least now we know that when we open the regulator to deliver clean steam to the valves that is all that should be delivered.

On the day of the steam test, we were also visited by representatives of the Office Of the National Rail Safety Regulator (ONRSR) at Boyanup who wanted to check on the progress of the G class and also on the implementation of all the new procedures and checklists that we have introduced as part of our Rail Safety Management Plan relating to the operation of steam and the management of boiler pressure vessels. It was a good visit, and it gave them the opportunity to discuss many of the issues surrounding this type of activity with our boiler inspector.

Now that the G is ticketed for steam the work progresses to the final assembly of the smokebox delivery pipes and spark arrestor, the side rods and the main connecting rods, setting the valves, re-installation of the reverser assembly and re-mounting of the repaired brake cylinder. All these issues are related to the locomotive's ability to propel (and stop) itself so are fairly important as we move towards the day of recommissioning on August 22nd. Coupled with this is the final painting and fitting of the rest of the loco's bits and pieces such as the cab windows. There is still plenty to do but G 233 is already looking fantastic and, even better, is steamable.

MUSEUM OPERATIONS (Brian Williams)

In my role as Lead Museum Operations it is my task to ensure that the rail safety duties imposed by the Rail Safety National Law (WA) Act and Regulations are met. This involves ensuring members and volunteers obligations are met in compliance under the relevant Acts and Regulations and I have a general duty of care to all members and volunteers and ensuring the safety of all General Public, visitors and contractors in my area of responsibility.

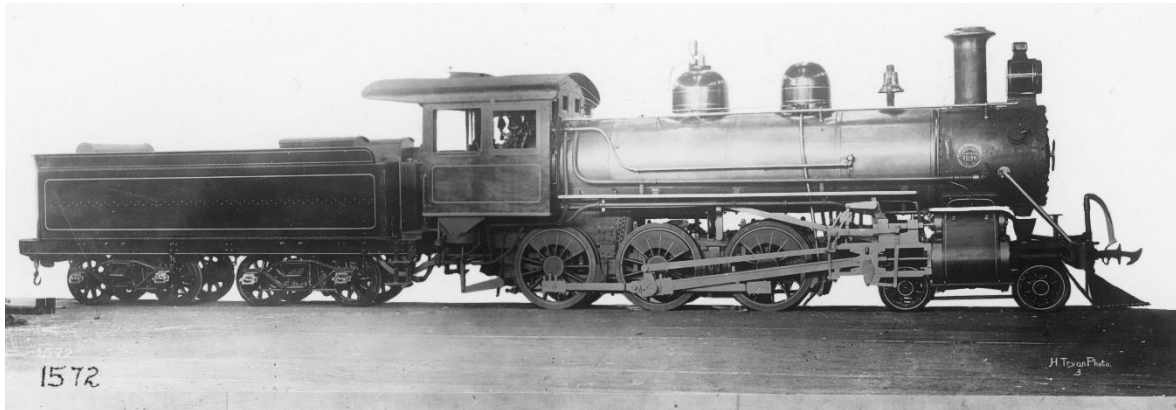
I am currently involved with the introduction of the Museum Precinct – Operations and Emergency Management Procedure. This involves setting out relevant information into booklet form for all members/volunteers who are rostered to work on appropriate Wednesdays and Sundays, as well as those who attend the Museum outside of those days, i.e., those who attend Archives, Museum Collection and appropriate Museum workdays.

I am endeavouring to create a museum sub-committee and would appreciate if four members would consider assisting in this area with meetings held bi-monthly, possibly on a Saturday afternoon, or another day/time.

LOCOMOTIVE CS 270 - ARHS TOURS (Jeff Austin)

'Cs 270' hauled two ARHS rail outings from Banksiadale mill in the early 1960's, but prior to going 'bush' it had a 50 year career on the main line. This is the history of 'Cs 270'.

C 270 was built by Baldwin Locomotive Works, Philadelphia, USA (Makers No.20158/1902) at a cost £3266. It arrived at Fremantle on the ss *HAFIS* on 1 June 1902, along with the other eleven C class engines. The locomotives were in a stripped-down condition and were taken to Fremantle Workshops. They were accompanied by an engineer from Baldwin, Richard Warner who supervised their assembly and trials.



Baldwin builders photo of a WAGR C class (WAGR, RHWA Archives P03222)

They were painted in all over gloss black, with gold pin-stripes. The boiler cladding was known as 'Planished Iron' which protected the iron from rust. The natural unpainted metal was beautiful in appearance and had a natural gun-metal grey finish. The whistle, chimney top and piping was polished copper and brass and each locomotive was fitted with a brass bell. They were also one of the first class of WAGR locomotives to be fitted with the New Zealand-inspired oval brass number plates.

C 270 entered service on 9 July 1902 and in August was piloted over the Midland Railway to Geraldton depot.

Geraldton 1902-4

The Commissioner of Railways promised the people of the Murchison that some of the new Baldwin locomotives would be sent to Geraldton to improve passenger services to Cue. True to his word, C 269, 270 and 273 were issued new to Geraldton depot. They joined a mix of A, G, O and R class engines at this depot and worked the daily passenger and mixed goods trains from Geraldton to Cue. On 16 July 1904, '270' was returned over the Midland Railway for general overhaul at Fremantle Workshops. At this overhaul the bell was removed and sold to a school.

Wagin 1904-11

This was the principal locomotive depot in the Great Southern district and had an allocation of about 15 locomotives, of which six were Baldwin C class. They were used for passenger and mixed goods working to Northam and Albany. '270' was sent for overhaul at Midland Workshops in July 1908 and fitted with a new WAGR designed boiler. This was heavier than the original and a trailing bogie was placed under the firebox to carry the additional weight. The locomotive thus became a 4-6-2 'Pacific' and was re-classified 'Ca'.

Geraldton 1911-27

During these years, this depot had an allocation of about 25 locomotives. These included in April 1919, members of the A, C/Ca, G, O/Oa, Ra and T class. Some sightings of '270' were:

- 11 June 1912: hauled No.9 Pass, Yalgoo-Geraldton
- 29 May 1914: hauled No.13 Pass, Geraldton-Yalgoo
- 20 August 1914: hauled No.10 Pass, Cue-Yalgoo

Due to the Geraldton depot being isolated from the Eastern Railway for many years, general overhauls and heavy repairs were undertaken at this depot. '270' received a general overhaul at Geraldton in 1917 and 1921; otherwise repairs were carried out at Midland Junction. By 1919 the entire class of Baldwin loco's had been converted to 4-6-2 wheel arrangement and on 22 November 1919 they were all re-classified 'C'.

Northam 1927-30

This large depot had about 60 locomotives, including 4 'C' class. They worked mixed and goods trains along the branches from Toodyay and Wyalkatchem. At the time of its transfer to this depot after overhaul in November 1927, '270' had travelled 455,945 miles (734,000km).

Geraldton 1930-32

This was the early years of the depression and train services were reduced across the system. The new 'L' class had taken over much of the main line work to the Murchison and the '270' worked the branch lines to Ajana, Yuna and Walkaway.

Kalgoorlie 1932-42

This was entirely new territory for '270' in a depot with about 28 locomotives. The 'C' class generally worked the Esperance branch, on the poor rails south of Norseman. One of the more glamorous roles on this line was hauling the seasonal 'Esperance Flyer' passenger train, taking goldfields residents for holidays to and from Esperance. On 28 January 1933, '270' was hauling this train, No.158 Pass into Kalgoorlie when a spark from the locomotive set fire to the roof of carriage AQ 340. The flames were quickly put out, with only minor damage to the coach.



Cs 270 BLACK BUTT at Midland Workshops in 1950's (WAGR, RHWA Archives P00015)

Northam 1942-45

'270' returned to Northam in March 1942 and this busy wartime depot had 65 locomotives. The 'C' class continued to work mixed goods trains on the light railed branch lines and on 6 February 1943, '270' was based at Toodyay, along with Cs 433 and Msa 475.

After 40 years in service, the C class were suffering from broken frames caused by metal fatigue. A new frame was designed by the WAGR and fitted to several C class engines. '270'

had travelled 739,514 miles (1,190,000km) by October 1944 when it was taken into Midland Workshops to be rebuilt. It returned to service in June 1945 and back to Geraldton.

Geraldton 1945-50

This depot had an allocation of about 20 locomotives and the post-war years were a difficult time for the WAGR with worn out locomotives and deferred repairs. The locomotives were a mix of C, Fs, G, L and O class. '270' continued to work the branch lines to Ajana, Yuna and Walkaway.

Northam 1950-51

'270' returned to Midland Workshops for general overhaul in April 1950 and was fitted with a superheated boiler and re-classified Cs 270. On return to service in June 1950 it was sent to Northam. Time was running out for the C/Cs class, as the arrival of 60 new W class made them obsolete.

'270' would normally have joined the other C class in the scrap lines but for fate stepping in and providing a new life in the jarrah forests. '270' entered Midland Workshops in October 1951 for heavy repairs and conversion to wood-burning. It had travelled 829,244 miles (1,335,000km).



Cs 270 hauling log train on the Murray River bridge (WAGR, RHWA Archives, P00897)

Banksiadale Mill 1952-64

The WAGR sawmill at Banksiadale, near Dwellingup was granted a new timber concession east of Harvey in 1946. This large area of forest was 66km south of Banksiadale and was reached by construction of new railways and rehabilitating old State Saw Mill lines. The WAGR had used G class locomotives for log haulage since 1912 but for the new concession larger locomotives with a longer range were required.



(Cs 270 on the turntable at Banksiadale (RHWA Archives, R. Moss, T03070))

Four Cs engines with rebuilt frames were modified to burn wood (removing the brick arch, changing the grate fingers and extending the tender sides) and transferred to Banksiadale. They initially worked in the existing black livery but at early overhauls were repainted in the new Larch Green livery and given names of local timbers.

Log hauling on the Asquith concession commenced on 7 January 1952 and '270' was issued from Midland Workshops on 18 January and sent to Banksiadale. At the general overhaul, ex works 4 September 1953 it was painted in green livery and named BLACK BUTT (later BLACK BUTTE). The four Cs engines hauled logs from the cutting areas at Asquith to the mill and sawn timber to the WAGR connection at Dwellingup. Regular overhauls and heavy repairs were still carried out at Midland Workshops. On one occasion, '270' was running tender-first out to the bush with an empty log rake, when 3km from the mill the loco derailed. The tender remained upright but the engine rolled over. A bulldozer and steel cable around the dome soon righted the engine and only minor damage was the result.

In October 1961 the mill was sold to Hawker Siddeley Building Supplies. They continued rail haulage to the mill and even arranged two ARHS rail tours. The first was held on 22 October 1961, using '270' fitted with a Baldwin bell and hauling a passenger carriage and open wagons from Banksiadale to Asquith.

Cs 270 taking water at Wuraming on ARHS tour, 22 October 1961 (RHWA Archives, R. Moss, T03059)



While on 23 September 1962, the ARHS Victorian Division ran a similar trip, also using '270'.



Cs 270 hauling the ARHS tour, 22 October 1961 (RHWA Archives, M. Searle, T05084)

The mill at Banksiadale burnt down in June 1963 and was not rebuilt. Log haulage continued for several months with logs unloaded onto road trucks for transport to the Dwellingup mill. This ceased in October 1963 and the locomotives were stowed.

The most recently overhauled engine, Cs 432 MARRI, towed the other 3 engines, including '270' from Banksiadale to Subiaco on 6 May 1964. They were stowed in Midalia & Benn's siding and then cut up for scrap.

Cs 270 awaits scrapping at Midalia & Benn's siding, Subiaco, May 1964 (RHWA Archives, E.W. Woodland, T01138)



ARCHIVES (G Watson)

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

No	Subject	Purpose
63	Bullabulling yard plans	University project
64	Z class brakevan drawings	Modeller
65	Albany bridge	LISWA photo
66	DD 592 photo	Funeral service
67	Perth-Albany rail travel 1917	Novel
68	WAGR employee record 1909-50	Family history
69	WAGR employee record 1949-65	Family history
70	Balingup railway photos	Local history
71	N class steam loco photos	Book

50 Years Ago This Month

All the photos this month were taken by the late David Beazley



X1026 on a goods train passing through Subiaco (P03196)

XAs 1404 and 1405 head the Kalgoorlie through East Perth (P06472)





T02171: D 1565 having just passed under the Thomas Street bridge heads a goods train up the Leederville Bank

T02173: X1021 on a soon to depart passenger train from Platform 7



NEWS FROM AROUND THE STATE (Simon Barber)

AURIZON

LZ3119 and LZ3120 departed Forrestfield on 14 July behind SCT008 and CF4410 on train service 2PM9. They were heading for New South Wales, where Aurizon intends to use them on a grain contract. The two units were retrieved from storage at Avon Yard, and transferred to Forrestfield where restorative work was undertaken by Aurizon and Gemco Rail. Both locos retain their all over orange colour scheme, with Aurizon patching applied on the cab and body side. *(Photo included next page).*

LZ3119 was originally numbered L253. It was one of seven L class units sold by Westrail to ATN Access after being deemed surplus to requirements. It never worked a train under ATN ownership. After Pacific National purchased the company, L253 was sold to Rail Technical Services of Melbourne along with three other L class locos. ARG when under QR National ownership later bought L253, and an overhaul was undertaken at Dynon, with the unit then becoming LZ3119. Transfer back to WA subsequently followed, returning the unit to its original home.

LZ3120 first saw service at Weipa in Queensland, owned by Comalco. Numbered R1002, it ran on bauxite trains for the company. The unit was sold to Westrail, becoming LW276 in

the fleet although the “W” was not carried on the outside of the locomotive. It would later follow a similar path to LZ3119, passing onto ATN Access, RTS and ARG in sequence. Like LZ3119, it then made its way back to WA.



LOCOMOTIVE NOTES

ACN4169 and Q4018 have both come back into service following overhauls at Gemco Rail and repaints into Aurizon yellow and red livery. S3309 is still undergoing overhaul at Gemco.

Q4015 was omitted from the stored Q class list at Forrestfield in the July newsletter.

TRANSPERTH / METRONET

Paid Parking Returns

From 2 August, commuters will once again need to pay for parking at suburban stations. The \$2 fee has been waived for some time due to reasons connected with the Covid-19 pandemic. Parking on weekends and public holidays will remain free of charge.

Armadale Line Level Crossing Removal

[Five dangerous level crossings](#), whose boom gates are each down for about three hours every day, will be removed on the inner Armadale Line, with elevated rail chosen as the solution. The railway line at the Mint Street, Oats Street, Welshpool Road, Hamilton Street and Wharf Street level crossings will be elevated, allowing motorists, pedestrians and cyclists to pass through the area without interacting with rail services.

[New elevated stations](#) will be built at Carlisle, Oats Street, Queens Park and Cannington, while Welshpool Station – which has very low patronage – will be closed. Station locations are now confirmed with Carlisle Station moving closer to Mint/Archer streets to make it easy to connect to the school and local businesses. Oats Street will have a

station entrance on either side of the road for safer access, Queens Park Station entrance will relocate slightly to better connect to local schools, and Cannington Station's entrance is planned to face Cecil Avenue.

In response to community feedback, the single-structure elevated rail solution was chosen to maximise the freed-up land, minimise visual impact and create welcoming public spaces. This design also helps moderate train noise, as the platform shelters will act as privacy screening.

Elevating the railway line will also create about [six hectares of public space](#) in areas of the rail reserve no longer occupied by railway infrastructure, with extensive landscaping, public art and facilities such as bike racks and gym and playground equipment to be installed to create vibrant public spaces. The community will play a key role in shaping these spaces, with further consultation as part of the next stages of design expected to take place in 2022.

(Information sourced from Metronet website <https://www.metronet.wa.gov.au/news-info>)

WATCO WA RAIL

VL361 has returned east after a short term hire from Rail First Asset Management. It departed Kewdale behind NR115 as part of the consist of Pacific National train 7PX4 on 17 July. C503 has undertaken trial workings on SCT services between Adelaide and Melbourne during July prior to its taking up duties in WA. C502 and C508 have become regular workers on the Watco 351 / 352 freighter services between Hampton and Kwinana.

DR1564 and 1565 have undertaken rail train duties since returning from ballasting on the Midland Railway. The pair has run to Brunswick Junction and Collie, Kwinana, and also into the Avon Valley to Toodyay West. G511 has been utilised on ballast and rail trains. Standard gauge infrastructure working has continued to be shared with Aurizon.

AROUND THE MUSEUM (G Watson)



Seen passing through the site to UGL on 20 July 2021 (G Watson).

FROM



We continued to extend a warm welcome to both visitors and locals as chilly July set in. Rain is always welcome in these areas and our farmers anxiously await the result of both effort and anticipation in the form of bumper crops.

Good news for our Booking Office upgrade! The arrival and installation of 4 new interpretive panels almost completes the first stage of our Interpretation and Design Concept Plan for the Rail Museum. The panels convey a snapshot of how and why Merredin grew to become an important junction town in the WA Railway system by firstly acknowledging the sophistication of the aboriginal people in their efforts of resourcing a way of life across a harsh landscape.



As part of our salute to *RailWA 150 Years*, local families with rail connections have worked with Museum staff to submit stories for publication in the local paper "The Phoenix." We are profiling a well know local, **Mr Jim Medlen**, who transferred from Bunbury to Merredin in 1960. Jim was part of the initial Rail Museum organising committee, instrumental in arguing the cause for the railway buildings to be saved from demolition in the 1970s. Such a familiar story around rail preservation! Jim was also responsible for donating many personal items of memorabilia to the Museum collection.

We are looking forward to welcoming visitors to the inaugural **Gateway Merredin Festival** between 24-26 September 2021. This year's theme "**Troops, Trains and Treasures**" (yes, a take on Philippa's book!) highlights the relationship between the military and the railway in World War 2. Activities include: guest speaker (Philippa Rogers), artist workshops, markets, *Illuminart*, big screen AFL grand final showing, concerts, street eats, displays, historical walks and tours but most of all our great country hospitality and more. Dust off your boots, roll up your swag and make it a date... **free entry all weekend to the Merredin Railway Museum!**

SOUTH-WEST RAIL AND HERITAGE CENTRE (Philippa Rogers)

Thank you to long-standing member Alasdair Kenyon for becoming our other representative (and back-up for me) on the Boyanup Foundation Inc Committee. This group comprises all those involved in the operation of the South-West Rail and Heritage Centre and is crucial to the development of strong local community involvement there.

The other groups in the Foundation are: South West Model Railway Group, Boyanup Foundation Blacksmiths, Preston River Old Machinery Group, Lions Club of Boyanup and the Capel Men's Shed. Each group (with the exception of the Lions Club) along with ourselves, takes on the responsibility for 2 or 3 Open Days a year. Having these groups on site for all Open Days (except the Lions Club) provides visitors with a good variety of heritage experiences no matter the theme of the day.

MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
WEDNESDAYS		Museum open 1.00pm – 4.00pm		
4 August	A de Smalen	G Bradley	D Ingram	A de Smalen ***
11 August	A de Smalen	B Williams	D Ingram	A de Smalen
18 August	A de Smalen	G Bradley	D Ingram	A de Smalen
25 August	A de Smalen	B Williams	D Ingram	A de Smalen
1 September	A de Smalen	G Bradley	D Ingram	A de Smalen
8 September	A de Smalen	B Williams	D Ingram	A de Smalen
15 September	A de Smalen	G Bradley	D Ingram	A de Smalen
22 September	A de Smalen	B Williams	D Ingram	A de Smalen
29 September	A de Smalen	G Bradley	D Ingram	A de Smalen **
6 October	A de Smalen	B Williams	D Ingram	A de Smalen **

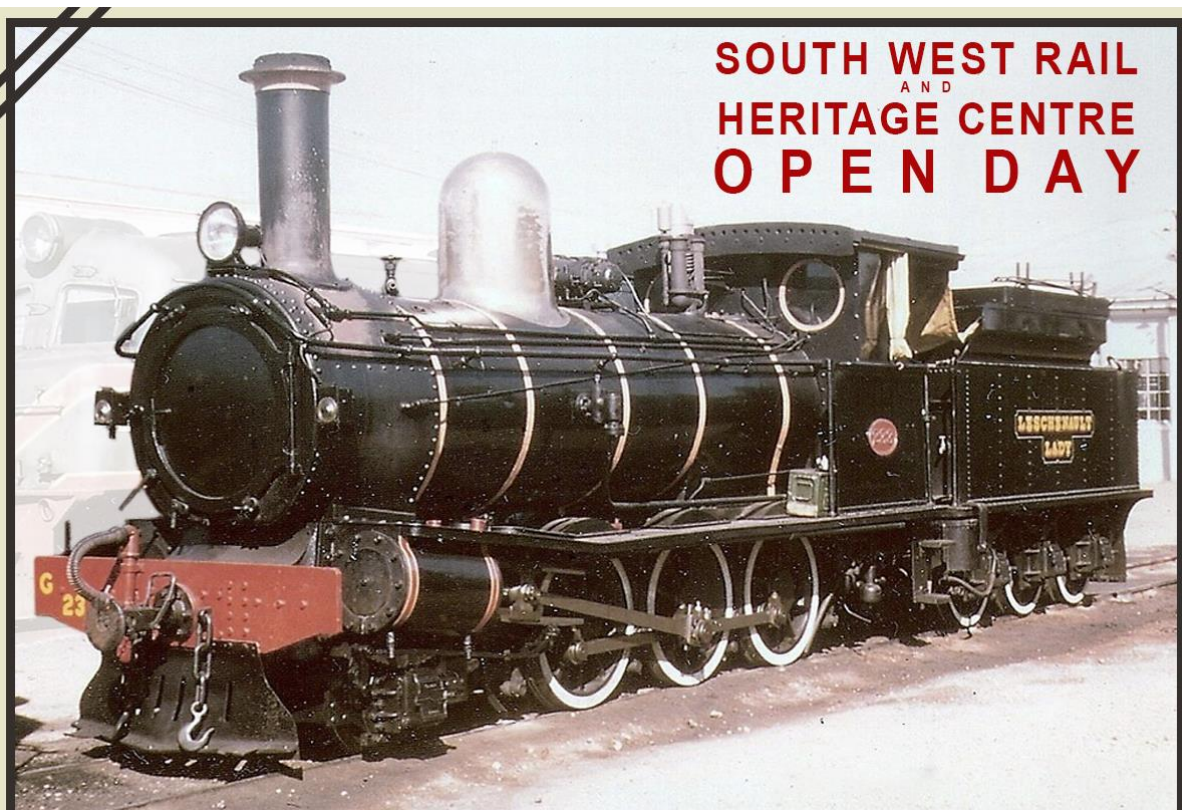
*** Group visit 11am Guildford Grammar School

** School Holidays – Museum opens 11.00am

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
SUNDAYS		Museum open 1.00pm – 5.00pm		
1 August	K Freind	B Keay	G Watson/ M Gillooly	B Williams
8 August	A de Smalen	B Williams	C Forsey (L Whittington)	A de Smalen
15 August	K Ayerst	B Keay	L Whittington	K Ayerst
22 August	A De Smalen	Vol reqd	D Raine	A De Smalen
29 August	L McBeath	M Miles	G Higham	G Higham
5 September	K Freind	B Williams	G Watson/ M Gillooly	B Williams
12 Sept	A de Smalen	B Williams	C Forsey	A de Smalen
19 Sept	K Ayerst	B Keay	D Raine	K Ayerst
26 Sept	L McBeath	M Miles	G Higham	G Higham
3 October	K Freind	B Williams	G Watson/ M Gillooly	B Williams
10 October	Railfest – Special Roster to be published			

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

Please contact Brian Williams if you can assist.



SOUTH WEST RAIL AND HERITAGE CENTRE OPEN DAY

LESCHENAUT LADY

RETURNS TO STEAM

9am - 3pm
Sunday 22 August 2021
Turner Street, Boyanup

9:30am
Launch of 1898-built
Leschenault Lady.
Demonstrations all day.

FREE ENTRY but please book via
[Trybooking.com](https://trybooking.com) 'Leschenault Lady'
Limited tickets at the gate
prior to 12 noon.

CELEBRATE 150 YEARS

OF RAILWAYS IN WA

ACTIVITIES TO ENJOY:

Ex Australind and Vintage Train
railway carriages and mobile museum.
WA Brick Society with their Lego display.
Model railways & Children's games.
Blacksmiths in action.
Vintage Machinery & Veteran Cars.
Display in marquee to celebrate
150 years of railway history.
Railway books and memorabilia on sale.
Coffee, meals & morning teas available.



SOUTH WEST
DEVELOPMENT COMMISSION



We're working for
Western Australia.

