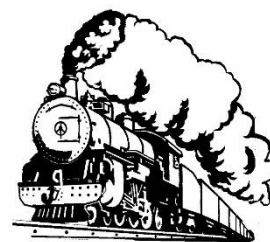




RAIL HERITAGE WA

Members Newsletter

September 2021



FOR YOUR CALENDAR

- 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.*
- Sat 18 Sept *Lost Trades Day and Wildflower Tours, Wheatbelt Heritage Rail Discovery Centre, Minnivale 10am to 3pm*
- Sat 2 October Museum Work Day – preparing for RailFest
- Sun 10 October **RAILFEST 2021** 10am to 4pm please contact Philippa president@railheritagewa.org.au if you can assist.

FROM THE PRESIDENT (Philippa Rogers)

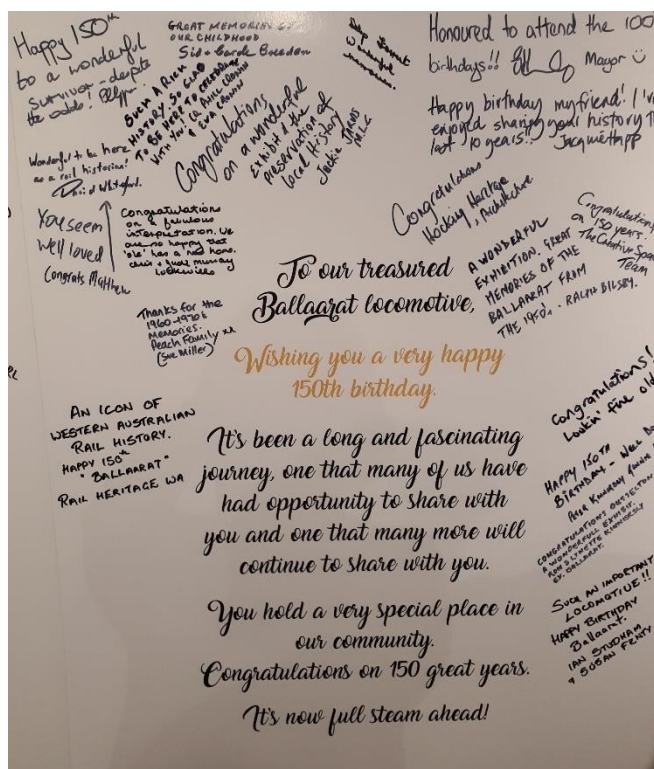
This month the focus of this newsletter is on WA Rail 150. The reports may be considered lengthy, but they will be our record of these celebrations and hopefully the various photos will give an idea of what happened to people who were unable to attend.

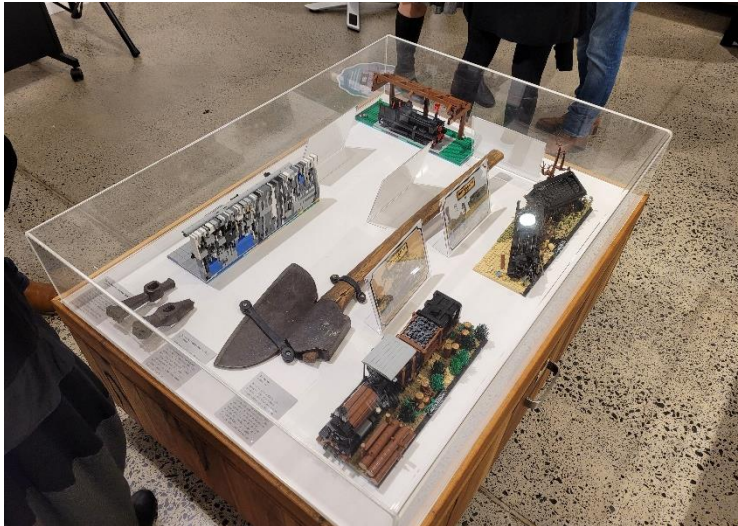
Our WA Rail 150 celebrations over the weekend of 21 and 22 August were the most significant of the year's activities. As WA's first steam locomotive *Ballaarat* ran on the purpose-built Lockeville to Yokonup railway it was fitting that the weekend's events were based in the South-West.

On **Friday 20 August** the City of Busselton had a 150th birthday celebration for 'Ballaarat' including the opening of a new exhibition about the locomotive's story.

As members of Rail Heritage WA assisted in various ways towards the new exhibition, we were delighted to be present and congratulate the City of Busselton in their preservation of 'Ballaarat'. Members including Jeff Austin, Allan Tilley, David Whiteford, John Wearmouth and I were acknowledged for their contribution to the exhibition – a physical one as well as a digital one.

It isn't often you get to sign a 150th birthday card!





A special attraction at Busselton were the models of Ballarat at various times of her life - made by Ryan Masters of WA Brick Society. (G Higham)

Saturday 21 August focussed on WA's first railway with a ceremony at the National Trust's Wonnerup House. The original railway ran through the corner of this property and is the location for our monument marking that – the one that was unveiled at the Centenary celebrations in 1971.

Geoffrey Higham was our MC, fitting as his father was MC at the Centenary event and we were entertained by the Bunbury Youth Fusion Choir before and after the ceremony. The weather teased us with some light drizzle but it wasn't really a problem (especially for those like me who were sitting in the marque).

Bunbury Youth Fusion Choir with Hon David Templeman after their railway themed performance.



After a Welcome to Country by local Wadandi Elder Sandra Hill (whose grandfather was born at Wonnerup House) and her niece Shannon Clohessy we had speeches by RHWB President and Grant Henley, Mayor of the City of Busselton. Mr Henley recalled being a young boy at the Centenary celebrations and spoke about how important *Ballaarat* is to the people of Busselton.

Following a very complimentary speech by the Hon David Templeman MLA Minister for Tourism, Heritage and Culture and the Arts, he unveiled a new plaque to mark 150 years of railways in WA. We thank all who attended and acknowledge the support of the South West Development Commission and the City of Busselton in enabling us to hold this event and to the National Trust of Australia (WA) for their provision of the venue.

Minister Templeman's Media Statement can be found here:

<https://www.mediastatements.wa.gov.au/Pages/McGowan/2021/08/Celebrating-150-years-of-railways-in-Western-Australia.aspx>.

Comments include: *Volunteer run Rail Heritage WA has played an instrumental role in the preservation and restoration of WA's railway heritage and was the driver behind the restoration of the beloved Leschenault Lady, which now resides at the South West Rail and Heritage Centre in Boyanup*

Left to right: Sandra Hill, Philippa Rogers, Hon David Templeman MLA, Hon Jessica Stojkovski MLA and Hon Jackie Jarvis MLC at Wonnerup with 150th Anniversary plaque.

(T Stanley)



A very big thank you to Allan Tilley for repainting monument – not an easy feat trying to find dry weather in July! But it looks much better for the care and now has our 150th Anniversary plaque installed thanks to Ian Studham.

For many people though the return to steam of 'Leschenault Lady' **on Sunday 22 August** at the South-West Rail & Heritage Centre in Boyanup was the highlight of the weekend with 1700 people coming along to see it. She was waved off by Hon Jodie Hanns MLA to the sounds of the Bunbury City Band playing 'Celebration'. A large crowd had gathered for the 9.30am ceremony and were not disappointed as *Leschenault Lady* steamed through the old Bunbury Roundhouse to emerge to the excitement of many (and the relief of a few).

We thank the WA Government for their \$20,000 contribution towards the restoration as part of the election commitment grant program. Not only is she WA's oldest operating steam locomotive but 'Leschenault Lady' ran the Centenary train between Bunbury and Wonnerup 50 years ago so very fitting that she was a part of the 150th Anniversary. Well done to all involved in restoring this 1898-built steam locomotive to operational condition and who assisted in this event or others over the weekend.





Jodie Hanns waves the green flag as Leschenault Lady passes through the streamers.

(T Stanley)

The Bunbury City Band, a number of whose members were involved in playing when Leschenault Lady left the Bunbury Railway Station in years past were very pleased to take part in the event.

(Photo: Bunbury City Band)



A good crowd arriving early to see the moment of reveal.

Invited guests then joined us for morning tea – thank you to Sue Studham and Jane Hunnisett for their care of our guests and the Capel Men's Shed for the use of their facilities.

Leschenault Lady was the main feature of the day of celebrations but there were many more activities taking place at the South-West Rail and Heritage Centre. As usual this included the SW Blacksmiths at work, various model railway layouts but included additional items such as an exhibition of work by renowned blacksmith Malcolm Payne in a Shire of Capel display. The Shire also brought along childrens' games.

A massive thank you is owed to Debbie and Ted Pickston, Secretary and President of the Boyanup Foundation, who assisted so much in the preparation of the day and were very much our local voice – whether liaising with suppliers, including food trucks or featuring in news stories. Without them my organising of this event would have been so much harder. This was an excellent example of partnerships in the community.



The WA Brick Society brought along their lego layout with operational trains and the models of Ballaarat.

Our sales team led by Geoffrey supported by Rita, was assisted by Lachlan and Anna and had an excellent day. You can also see here a new banner that features the various activities of Rail Heritage WA.



We also had a historical display that was alongside the early design proposal for a new Interpretive Centre to replace the condemned old Goods Shed. A TV alongside showed a film made by Trent Stanley and featuring Noah, James and Debbie that opens the appeal for funds to complete the planning for the new building. It is a complex exercise but one that is essential for the SWRHC to prosper and will provide a home out of the weather for our rollingstock.



Team of the day must have been James and Kerry who being placed at the entry checking tickets and charming people for donations, must have spoken to all the 1700 people.

No cash ... no problem, we can take your donation on EFTPOS! All donations received are going towards the new building planning.

Our marshals, John H & Tristan, Tristan C, Jack, Dom, Noah, John W and Mitchell under Ian as Lead Rail Operations, kept people safe on the day. The loco crew also assisted when not on the footplate while Brian and Alasdair kept an eye on the people in the carriage viewing areas. And below, at the end of the day there was still some energy for a smile from the people who had worked so hard and the day and earlier to make it a success. Thank you.



Two questions have been frequently asked about Leschenault Lady now she is back in steam and here are the answers. Firstly – will people be able to have a ride? The answer is not yet as it is necessary for us to be accredited to do so under national laws governing rail operations and our current focus is on being able to safely operate steam locomotives while training people in all aspects that this entails. But one day we hope to be able to take that next step.

The other question is about where the locomotive will run to. The dream is to secure the remnant of the Capel branch and have it removed from being part of the mainline to set it up as a heritage specific line allowing the operation of 'Leschenault Lady' and other heritage rollingstock. In the meantime, we will be rehabilitating more of the railway track that leads towards South-West Highway to extend the demonstration run.

RESTORATION AND MAINTENANCE G 233(Ian Studham)

Well, we finally got there – G 233 was complete and looking fabulous for its relaunch at South-West Rail & Heritage Centre in Boyanup on 22nd of August which also coincided with the 150th anniversary of railways in WA. (*Photos by Philippa unless noted.*)

It's been a busy few months and the last few weeks were no exception with regular trips to Boyanup to deal with all the final assembly issues and preparations for the big day. After the successful steam test reported last month, we pushed ahead with the reassembly of the steam delivery and exhaust piping in the smokebox and the final reassembly of the brake piping in the cab. The fireman's side motion was returned after attention at Bassendean and put back up and the connecting rods on both sides were reinstalled. The big 21-inch vacuum brake cylinder under the loco's cab was reinstalled and final braking pipework was connected up between loco and tender.

Piacentini's once again provided invaluable support and paid their contractor spray painter to spend a day applying the gloss black paint to the boiler and running boards, and Garry and his crew at Boyanup carefully removed the masking around the cab and boiler bands the next day revealing the (almost) finished product which looked fantastic. We have used Watty! Ag-Enamel on the loco which is a big step above normal gloss enamel and this paint should hold up well for many years, especially seeing the loco will be stored indoors on display when it's not in steam.



The first of the two black topcoats of paint being applied, with the masking up evident.

Our team returned to Boyanup during the week before the event for lots of finishing off which included the return of the dome to its rightful position, fitting of the reglazed cab windows, laying a new cement floor in the smokebox, reattaching the cowcatcher, getting on with re-wiring the loco's electrics and a hundred other little jobs.

We had the G class in steam on Friday 20th in order to make sure all was well and moved it under its own power that day for the first time since 2004. This was also the first time that Rail Heritage WA has conducted steam operations under our newly granted variation to accreditation which allows us to move steam, diesel and self-propelled railcars for the purposes of demonstration or shunting for maintenance or display. So while just being a short movement it was a significant moment.



The masking tape on the front buffer is an indication of those finishing touches to be completed before the big day.

After that it was back into the roundhouse for more finishing works including painting the front buffer, cowcatcher and smokebox door plus lots of polishing of the brass boiler bands, dome and numberplates.

While all this was happening we were also getting on with a big shunt at Boyanup to have everything in place for the big day but also to reposition rollingstock for future work. ACM 391 finally broke cover from its resting place of many years in the roundhouse as its internal and external restoration is finally complete, and where better to showcase this car than behind the Leschenault Lady! As detailed in past updates, this car has had an extensive restoration internally and externally and has taken many years to get back to this standard. Some of the key people involved were the late Terry Coleman who installed all new external panelling and timber cover beading, the late Ross Booth a retired WAGR carriage painter who had a big influence on our painting methods and practices and who gave the car his trademark thorough preparation and brought it up through the undercoat and 50/50 stages which served as the excellent base for the topcoats, John Budd of Busselton who carefully re-assembled each compartment, identifying hundreds of fittings and mouldings and making sure they went back into their correct location, and Garry Moore of Boyanup who has led his small team in the final painting, floor vinyl installation and the other finishing jobs. This car is a credit to all of these guys, and what's even better, when we coupled it to the G and put the vacuum through the brakes worked fine after all these years!

ACM 391 looked great behind the G class and has now been put inside the goods shed for protection but will be out and about the next time the G class is steamed. Moving the ACM out of its long-time berth meant that H 18 could be retrieved from exile in the goods shed and placed back in the roundhouse for display. Sharing the same road is Y class diesel 1116, and Garry and the Boyanup guys are keen to get stuck into the necessary preparations for a full repaint of this loco. Plenty of prep required, but the bodies of the Y classes are predominantly aluminium so they won't have to deal with much rust.

We also moved the Bunbury Port Authority crane from near the goods shed into the storage sidings. The crane had been sitting on some questionable track and was also in the way of the intended viewing of G 233. Johnno started oiling all the moving bits on the crane months ago so when it came time to give it a bit of a tug and see if it would oblige it was pleasing to see it happily move after the first revolution of the wheels. It was also good to get it off this trackage which we immediately clamped out of use, and which Dom later in the weekend made sure would not be used again by dismantling. Ultimately this line will become the third

track into the planned new interpretive centre pavilion at Boyanup which will replace the condemned goods shed, but that will mean complete rebuilding on a slightly revised alignment.

AYC 511 and AQL 288 came out of the goods shed and were teamed with Museum van ZJ 270 to provide plenty of vantage points for the public to sit and watch G 233 trundle past. Their second job was providing nearly 60 metres of very solid barricading along the public viewing perimeter line. Alasdair and Anna once again went through and gave these cars a complete clean and had them looking very presentable. I installed a customized mesh screen in the ZJ which allowed us to have one of the big freight doors open for the public to view the passing steamer without falling out.



Alasdair also needs a special mention for all his work in putting up the temporary fencing required for the day. Our rules say no general public wandering freely in the active rail reserve so we needed to set up a fair length of barriers and Bunnings Bunbury donated a couple of packs of star pickets and 200 metres of plastic temp-fence towards this objective – our thanks to them for this gesture. Alasdair handled all of these arrangements but did enlist his son-in-law to do the hard work of driving in the pickets. Alasdair also made sure the fencing was dismantled and stored after the event, another one of the behind the scenes jobs that can easily be overlooked but so important nonetheless – our thanks to you Alasdair because dealing with all this meant one less thing that others had to worry about.

Our lead accreditation Trevor Nunn arrived on Saturday and immediately set about conducting a training session for several of our volunteers in our safeworking and shunting procedures. This was followed by practical assessments by myself and Dom during the shunting movements out in the yard. This was necessitated by the fact that we have migrated several of Bennett Brook Railway's steam qualified personnel over into our safety management system in order for them to be able to drive the G class. However our rules and procedures are not the same as BBR's with variations in many areas, so these people needed to be schooled in our procedures and also undergo a G class familiarization.

However it wasn't just the BBR people involved. Noah has turned 18 so he can now be qualified in safeworking and shunting after sitting by and watching the rest of us at it for the past 2 years, and our boiler inspector Doug Craigie spent half his life driving G classes for the timber mills so we have looped in his driving qualifications but needed to bring him up to speed with our other various procedures and rules. This meant that on the big day of the relaunch we had 4 qualified steam drivers on duty, including Doug, and they all rotated

around driving and firing through the day. It also meant that Brayden, Alex and Michael were able to work with and observe Doug on the G class, as who better to learn from than someone who has a lifetime of experience on these types of loco.

On the morning of the 22nd the boys were in the roundhouse putting a fire in the G as the dawn broke and it was well up to pressure by the time of the relaunch at 0930. We had a staff briefing in the roundhouse at 0830 which was attended by Peter Cummings and Paul Butler from ONRSR (The National Rail Regulator) who were invited guests of the day. After that it was staff to positions for a 0900 start for what was to be a busy 6 hours.

After the speeches the G class emerged from the roundhouse, was flagged off by local MLA Jody Hanns and broke through some ribbons to be officially relaunched into service. We then settled down to a regular cycle of demonstration runs from outside the roundhouse to the limit of the barricaded trackage just short of the pedestrian maze out in Boyanup yard.



This photo by Brayden Hesford shows the mesh barrier that was placed in the sliding doorway of ZJ 270 to provide safe but close up viewing and photography.

In the afternoon we coupled onto restored dogbox car ACM 391 and gave the G class something to haul and the crowd a bit of a glimpse at the Vintage Train of past years.



All went well through the day, the G class looked magnificent and the 1700 people who attended were very complimentary of the loco's presentation and our efforts in making it operational again. The day closed at 3pm and by 4 the Leschenault Lady was being put to bed in the roundhouse awaiting her next steaming which will be the 24 October open day at SWRHC.

It's been a long road back for the G class considering her boiler was lifted off and sent to Cutts Engineering in Manjimup for repairs in 2015, and certainly the last year and a half has gotten progressively busier as the pace of reassembly quickened and deadlines for things like boiler tests approached. For all that it's still been down to a relatively few devoted volunteers who have stayed with the project and made sure that things were done properly. The real heroes are John, Brayden and Noah who have dedicated an awful lot of their lives to this cause for the past 2 years. John with his trade skills, steam knowledge and attention to detail making sure everything is done properly, Brayden with his endless energy and motivation keeping the pace going and doing much of the sourcing and supplying and Noah with his willingness to tackle any and all big and small jobs involved in cleaning, repairing and re-assembling the many components which go to make up this locomotive. Andrew Grayson is another who was very involved in the project but has been overseas working (and playing with steam) in Germany in more recent times and will have been watching the videos and photos of the launch with interest and some envy that he couldn't be here to share the moment.

Kirk, Dominic, Mick and myself have all played our parts getting involved in the boiler lifts and tender transport, installation of new boiler cladding, cleaning and painting the frames and wheels or other works that needed everybody's involvement. Alex has gotten involved recently and has devoted his time to polishing the loco's brasswork back to showroom standard – although it should be noted that the beautiful job on the dome was done by Noah up in the workshop at Bassendean. Mitchell jumped in the day before the launch and repainted the cowcatcher and buffer beam, once again taking the pressure off someone else from worrying about this task and doing a very fine job.

Last but definitely not least is Philippa who made the call to fire the loco on wood for the launch because she could see the logistics of coal were going to be too much on top of everything else and went ahead and booked firewood delivery, plus being instrumental in getting a \$20,000 cash injection from the state government as an election promise which has been put to very good use in getting the loco finished for the 22nd August. Philippa has also been the main liaison with Colin Piacentini arranging the recent painting of the loco and also dealing with Simon Piavanini of Collie who made and donated the new set of boiler cladding (Simon was referred to us by Colin Piacentini). She also did the research into paint from Wattyl which resulted in the decision to use the Ag Enamel. Philippa is the one who steps in and tells us that it's time to stop and have a rest after we have all been going hard for hours without noticing the passing of time, and she even resorted to bringing us coffee and bikkies in the roundhouse in the days prior to the launch to ensure we all had a break in between getting all the jobs done – and all this while she was organizing the rest of the event (marquees, locations of food vans, staffing, online bookings etc) plus organizing the separate official WA Rail 150 event at Wonnerup house on Saturday 21st!

Anyway, it was a big few days and very satisfying for us all to be part of. G 233 is back in steam but still needs a few finishing touches – like getting the whitewall tyres finished, installing the timber floor in the cab, making the electrics operational and working out a couple of gremlins in the braking system. Small fry compared to what has just been achieved.



Life goes on in Bassendean as usual with several projects ticking over but we'll leave them for next month!

LOCOMOTIVE HISTORY – GM 1 (Jeff Austin)

In October 1912 the Minister for Home Affairs, Hon. King O'Malley announced that the express trains on the Trans-Australian Railway would be hauled by internal combustion locomotives, as were being developed in Switzerland by Dr. Diesel. This was the early experimental days for diesel traction and O'Malley later ordered four steam locomotives from Clyde Engineering Works, NSW. The 'vision' of O'Malley and the products of Dr Diesel and Clyde would come together forty years later with the first mainline diesel electric locomotive built in Australia. This is the story of GM1.

Since the mid 1940s the Commonwealth Railways had been searching for new locomotive power, preferably diesels. Water and coal problems made steam power an expensive option when compared to the modern diesels that had been operating successfully in America for a number of years.

In 1949, an order for eleven diesel-electric locomotives was placed with Clyde Engineering Co. Ltd, Granville, NSW. The design selected was a modified version of the American F7 Bo-Bo model, manufactured by EMD-GM. The need to conform to Australian loading gauge restrictions resulted in the height of the unit being lowered and the car body being stretched to accommodate all the internal equipment and the provision of the A1A-A1A bogies, with four traction motors.

GM1 was the first mainline diesel-electric locomotive to be manufactured in Australia. Makers serial number: ML1-1, it was powered by an EMD 567B, V-16 diesel engine, producing 1120kW. Weight was 111 tonnes, with a top speed of 143km/h. It ran its initial test run from the Clyde works, Granville to Penrith and return on 24 August 1951. It later worked to Albury, where broad gauge transfer bogies were fitted for the journey to Port Pirie. When its own bogies had been re-fitted, it made its inaugural run for the CR on 22 September 1951, hauling a passenger train from Port Pirie to Port Augusta. It then underwent a two week trial hauling goods trains across the Trans-Australian railway.

Clyde builders plate on GM1 at Perth Terminal, 24 September 1976 (Jeff Austin)



A ceremony was held at Port Pirie Junction on 6 October 1951 for the purpose of naming GM1 *Robert Gordon Menzies* in honour of the Prime Minister. The ceremony was performed by his wife Mrs Pattie Menzies after which she took the controls of the locomotive as it headed to Port Augusta with a train of special guests to attend a celebratory dinner. The PM was in the cab with his wife, along with engineman Peter Henneker. Mrs Menzies had the train up to 70 miles per hour when she forgetfully took her foot off the dead-man's treadle and the train came to a shuddering halt. The PM remarked, "You do it like an expert Pat, but I'm thankful Mr Henneker wasn't far away."



GM1 name Robert Gordon Menzies at Perth Terminal, 24 September 1976 (Jeff Austin)

The GM1 class, GM1-GM11 were delivered between September 1951 and July 1952. They were an immediate success, displacing steam from all regular mainline work on the Trans-Australian main line between Port Pirie, Port Augusta and Kalgoorlie. What is not generally known is that during this period GM 1, and possibly GM 2 and 3, were put to work with the aim of immediately eliminating steam working on the most difficult and costly central section of the Port Augusta to Kalgoorlie run. To achieve this the C class steam loco's would work a train out of Port Augusta to Pimba or Tarcoola where the GM would be waiting to take over and work west to perhaps Rawlinna or Zanthus, where a C class steamer would be waiting to take the train onto Kalgoorlie. This meant the diesels would be "stranded" for quite some time between Pimba and Zanthus.

In their first fourteen months of hauling the Trans-Australian passenger trains, GM1 and her sisters hauled the old wooden-bodied, non air-conditioned sets. The luxury trains to replace them were on order from Germany and finally arrived towards the end of 1952.

On 13 December 1952, GM1 hauled the new Express set from Parkeston into Kalgoorlie to be platformed to await the arrival of the narrow-gauge steam-hauled 'Westland' from Perth. Pushing tender-first on the rear was a Ga class steam loco which, upon arrival, was to hold on to the train while GM1 was cut off and run forward to the dead-end of No.1 dock platform. While waiting to be set through the crossover to the other road, GM 1 received an almighty whack in the rear from the full set of Wegmann coaches, which propelled it forward, demolishing the substantial dead-end, shedding the leading bogie and coming to rest with its nose close to the platform canopy. Another few metres and it would've have entered the gent's toilet! GM 1 was re-railed and repaired over the following week and hauled the Trans train from Kalgoorlie on 22 December 1952.

The GM class, up to the arrival of the CL class in 1970, operated all trains on the Trans-Australia line. In the years following their introduction in 1951, an increase in tonnage over the TAR and opening of new lines required additional locomotive power and the more powerful GM12 class of Co-Co bogie locomotives were introduced from 1955. As the standard gauge system expanded, the GM sphere of operations extended to Leigh Creek/Maree in 1957, Broken Hill in 1970, Whyalla in 1972, Perth in 1973, Alice springs in 1980, Adelaide in 1982, Wallaroo in 1989 and Apamurra in 1995.



GM2 + CL3 hauling the 'Indian-Pacific' at Perth Terminal, 12 April 1974 (Jeff Austin)

A ceremony was held at Port Augusta in March 1965 to celebrate GM 1 having travelled 2 million miles in service.

On 30 October 1973 the first CR locomotive hauled the 'Indian Pacific' through to Perth Terminal. This was hauled by CL 13 as a trial run and was repeated on 16 December 1973 when the train was hauled by GM 40 + CL 15. The use of CR locomotives became a regular working from 6 February 1974 when GM 27 + GM 28 came through to Perth. Over the following 3 years the train was hauled by a variety of CL and GM locomotives, generally using the more powerful GM12 class. GM 1 was noted hauling the train on 15 June 1975 and 24 September 1976. This latter occasion was to mark its 25th anniversary in service and the locomotive was adorned with a banner provided by the ARHS WA Div.



GM1 + GM14 haul the '25th Anniversary' train with XA 1406 + XB 1006 off the 'Albany Progress' running past at Perth Terminal, 24 September 1976 (Jeff Austin)

In July 1975, GM 1 was transferred to 'Australian National Railways' and at a ceremony to celebrate 3 million miles in service it was presented in the new ANR livery.

In March 1981, GM 1 was the first ANR locomotive to be painted in the new corporate livery of green and gold. In the same year, it teamed up with GM 2 to haul a wine tour from Adelaide to Sydney.



*GM1 + GM5
hauling the
'Indian-Pacific'
at Kalgoorlie
station, 2 March
1986.*

(Simon Barber)

The arrival of the DL class from 1988, EL class from 1990 and AN class from 1992 spelt the end for the early members of the GM class and by 1989 GM 1 was relegated to shunter at Port Augusta. All the GM1 class, with the exception of GM10, were withdrawn by early 1990, with seven going for scrap and three passing into preservation. GM 1 was stowed in the dead end road at Port Augusta station on 11 April 1994 while the last GM1 class in traffic in government service was GM10 withdrawn in September 1994.

GM1 was removed to Port Augusta workshops in November 1993 for restoration into operational condition in original CR livery. It was unveiled in November 1997 and returned to service with 'Australian Southern Railroad' in December 1997. GM1 was retained in Federal Government ownership but was placed in the custody of ASR at Dry Creek, SA.

In July 1998 it was towed to Sydney, via Melbourne, for the 50th anniversary celebrations of Clyde Engineering/EMD at Sydney Central station. This display also included the Westrail locomotives, L 262 and Q 319. On returning to Adelaide from this event, GM 1 continued in traffic hauling grain trains to Port Adelaide but was now a 'last resort locomotive' due to reliability issues and was eventually withdrawn and stored at Islington Workshops in December 1999. It was removed from storage on 22 February 2000 and ran light engine to Keswick Passenger Terminal to celebrations marking the 30th anniversary of the 'Indian-Pacific'. A return to grain train haulage followed until withdrawn and stowed in October 2000.

It was returned to traffic on 6 September 2001 and hauled grain trains from Gladstone in preparation for the long journey to WA for the Federation train working. GM 1 arrived at Forrestfield on 16 October and hauled the Federation train, with L 262 from East Perth-Kalgoorlie and return on 22-25 October. It then returned to Adelaide and storage at Islington Workshops.

A shortage of locomotives saw its return to service on 11 March 2002 and it worked numerous grain trains to various locations around SA, even venturing into Victoria with a track recorder train on 23 September 2002. It was shortly after returned to storage at Dry Creek, SA.



GM1 hauling the 'Federation Train' and W 903 at Northam, 25 October 2001 (Jeff Austin)

In November 2010, the Dept of Infrastructure and Transport placed GM 1 in the custody of Rail Heritage WA. In September 2016 it was towed dead with GM 10 from Adelaide to Parkes and then onto Goulburn, NSW. On 1 October 2016 it took pride of place with many other similar locomotives at Streamliners 2016 at Goulburn. It received some attention from the fans and was presented in authentic CR livery. A few days later it was towed back to Parkes and stowed.



GM 1 at Streamliners in October 2016.

(P Rogers)

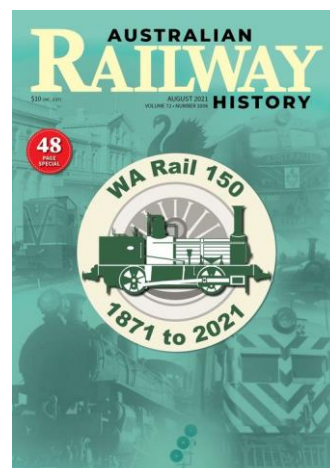
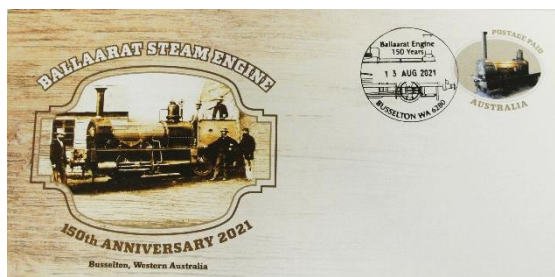
GM 1 remains at Parkes today but hopefully in its 70th year will make the long journey to the rail museum at Bassendean.

ED: Unfortunately, it has become necessary to move GM1 to WA by road and while waiting for a permit to access the yard at Parkes to facilitate this transfer COVID-19 lockdowns have occurred in NSW which have made arranging such a move almost impossible until the current situation changes. It had been intended to have it in WA by Railfest 2021 but this is not to be.

SALES

An apology to those who have not received your new RHWA jackets. As the actual jackets have to come from NSW there has been a hold up with the supply of some sizes. When your items become available you will be advised.

Two WA Rail 150 items for sale are: the August edition of Australian Railway History and a Special First Day Cover of the PPE of Ballarat.



50 Years Ago This Month



Left: Kalgoorlie Marshalling yard Sept 1971, P 01769

Below right: ADK set at Midland Station, R McMillan Sept 1971, P03129



Above left: X 1029 "MULIARRA", departing No.7 platform, Perth Station on a suburban passenger train for Armadale, D Beazley, P06460



ARCHIVES (G Watson)

The following requests for information have been received by us during the past month.

No.	Subject	Purpose
71	N class steam loco photos	Publication
72	Wagon PRO plate	Self
73	WAGR CTM photo	Family history
74	D class brakevan drawing	Self
75	Locomotive classifications	Self
76	WAGR employee record 1911-41	Family history
77	Bunbury goods shed photos	Video
78	Rail tank wagons, photos and drawings	Self
79	Brakevan Z 464 history	Self
80	WAGR employee record 1898-1945	Family history
81	Identify 1910 Mt Barker photo	Local history
82	Coach oil lamp at Mt Magnet	Local history
83	Boyanup railway houses	Local history
84	Brunswick Junction photos	Local history
85	Photos for 150 th WA Railways, Revolutions Whiteman Park display	Exhibition

NEWS FROM AROUND THE STATE (Simon Barber)

CBH GROUP GRAIN RAIL CONTRACT

CBH has awarded the upcoming contract for the operation of its rail services to Aurizon. This covers all facets of the rail operations, including maintenance of rolling stock, provision of train crews and scheduling of services. Aurizon will take over from incumbent operator Watco WA Rail, with transition occurring over several months until a full takeover during November 2021. This is before the original planned expiry date of 1 May 2022. Aurizon has been granted a six-year contract, with provision to extend by two periods of two years each.

Aurizon will utilise the existing ten fleets of CBH locomotives and wagons. An additional three fleets will be made available to add extra capacity during times of need, one standard gauge and two narrow gauge. Aurizon has already been doing this in the Geraldton zone during 2021, where P class locomotives and XT wagons have been supplementing the CBH fleet in the district. During August, a CBH loco was relocated from Mingenew to Narngulu for the purpose of crew training by Geraldton based Aurizon drivers. Standard gauge AGAY wagons are currently in storage at Avon Yard, although bogies need to be sourced for them.

Avon Yard is to be reactivated as a maintenance and storage depot. Facilities at Forrestfield, Narngulu, West Merredin, Wagin and Albany will be available for servicing of CBH rolling stock.

Media reports in late August indicated that Aurizon had been examining a possible takeover of the eastern seaboard grain logistics operator Graincorp. CBH Group was viewed as a potential partner in the acquisition, enabling it to spread its grain handling and export operations into regions beyond Western Australia.

MACARTHUR MINERALS

Macarthur Minerals has signed two rail haulage deals for iron ore. One involves the transport of iron ore from West Kalgoorlie to Kwinana using Aurizon as the rail provider. An annual rate of up to 500,000 tonnes is projected. The other deal is with Pacific National, and is for the cartage of iron ore from Kalgoorlie to Esperance. This will involve an annual task

of up to 400,000 tonnes. Both deals are contingent a number of conditions being met, including suitable agreements being made with the relevant port authorities, Fremantle and Esperance, for exporting of iron ore. Macarthur envisages services commencing in the first quarter of 2022.

Macarthur has an iron ore deposit which is at Lake Giles, around 180km north-west of Kalgoorlie. In addition, an arrangement has been made with GWR, which mines iron ore in the Wiluna region, for transporting up to 400,000 tonnes of ore per annum through Esperance for two years. This will be in addition to the ore which GWR sends through the Port of Geraldton using road transport.

MINERAL RESOURCES LIMITED

Mineral Resources has now diverted its Mt Walton – Kwinana iron services to Esperance. This means that no iron ore is currently been railed into Kwinana, although Macarthur Minerals is proposing to commence using the export facility there from 2022 (see item above). The Mt Walton siding has been altered to provide streamlined access for both eastbound and westbound services.

MOUNT GIBSON IRON

Mt Gibson has commenced hauling iron ore from its new Shine deposit to Geraldton Port by road. It has informed the Australian Securities Exchange that it intends to reactivate the Ruvidini siding, near Mullewa, for transshipment of iron ore from road to rail for the final segment of the haul. Ruvidini was previously used for the loading of iron ore from the Talling Peak mine.

PTA / METRONET

The first sod on the Lakelands station project was turned on 1 August, with construction work to fully start in October. The station will be in the 23km Warnbro – Mandurah section, around 7km north of Mandurah. It is expected to be ready to accept passengers during 2023. A bus interchange and car parking will be provided at the station.

A full closure was in place on the Midland suburban railway over part of the weekend of 14 – 15 August. This was to facilitate works on the Tonkin Highway overbridge at Bayswater in connection with the Tonkin Gap Project.

FROM



Who says that Accountants and Rail Museum volunteers don't work together?

We recently welcomed seven wonderful helpers from our local RSM who set to work at the Rail Museum as part of their twice yearly Community Help Day. Community organisations were encouraged to apply for additional help in terms of cleaning, gardening, painting and other such chores. *We were the lucky recipients of a day's help.* How invaluable additional pairs of hands can be when the never ending list of jobs becomes overwhelming for the few volunteers!



Seven wonderful helpers arrived and were soon hard at work washing and polishing Station windows, dusting long forgotten corners, attacking cobwebs with gusto, sweeping and mopping the sturdy wooden floors and lovingly wiping over the items in our precious collection. Such a transformation in a few hours!

All this is in readiness for the **Gateway Merredin “Troops, Trains and Treasures” Festival** being hosted over the long weekend of the 24-26 September 2021. The Festival promises to be a perfect opportunity for us to showcase our Central Wheatbelt town and promises to give visitors a great experience of being part of tours and heritage walks, markets, workshops, movie nights, concerts and parades. Naturally, we will be in attendance at the Rail Museum all weekend – entry is free and everyone will be warmly welcomed. We are delighted to host **Philippa Rogers (Rail Heritage)** as our keynote speaker on **Saturday 25 September at 10.00am** who will be discussing her book **“Troops, Trains and Trades.”** It is sure to be a fantastic weekend!

If you are thinking about having a great country experience – join us for the weekend in Merredin. Sights of spectacular freight trains of all colours are an added bonus!

MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
WEDNESDAYS		Museum open 1.00pm – 4.00pm		
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**
13 October	A de Smalen	G Bradley	D Ingram	A de Smalen
20 October	A de Smalen	B Williams	D Ingram	A de Smalen
27 October	A de Smalen	G Bradley	D Ingram	A de Smalen
3 November	A de Smalen	B Williams	D Ingram	A de Smalen

** School Holiday - Museum opens at 11.00am

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
SUNDAYS		Museum open 1.00pm – 5.00pm		
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	Vol Reqd	B Williams	G Watson/ M Gillooly	B Williams
10 October	Railfest – Special Roster to be published			
17 October	K Ayerst	B Keay	D Raine	K Ayerst
24 October	Vol Reqd	Vol Reqd	Vol Reqd	Vol Reqd
31 October	L McBeath	M Miles	G Higham	G Higham
7 November	Vol Reqd	B Williams	G Watson/ M Gillooly	B Williams

Note: the months with 5 Sundays mean we need more help.

Please contact Brian Williams

brianwilliams@railheritagewa.org.au if you can assist.