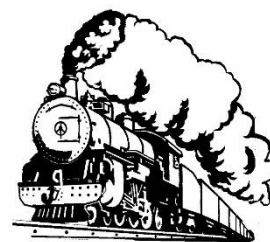




RAIL HERITAGE WA

Members Newsletter

October 2021



FOR YOUR CALENDAR

Sat 2 & Sat 9 October Museum Work Days – preparing for RailFest

Sun 10 October **RAILFEST 2021** 10am to 4pm please contact Philippa president@railheritagewa.org.au if you can assist.

Sun 24 October *Leschenault Lady steams again in the South-West* is the theme of our next South West Rail & Heritage Centre 9am to 2pm

Sat 13 November Prof Peter Newman AO, 'Future of Rail Transport' speaks at our General Meeting 2pm at Railway Museum.

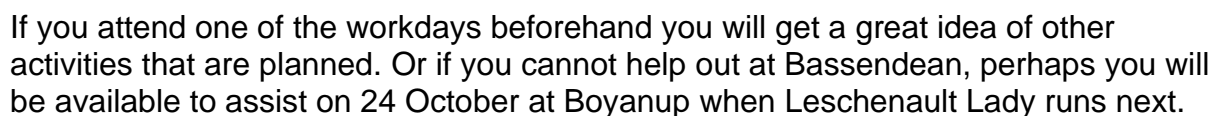
FROM THE PRESIDENT (Philippa Rogers)

Following the WA Rail 150 celebrations in Wonnerup, Hon Davie Templeman MLA, Minister for Tourism, Heritage, Culture and the Arts made his first visit to the Railway Museum on 1 September. He was very interested in our work, our plans and our collection and took time to discuss these with us and meet some volunteers. Thanks to Trent Stanley for the photos.



When their training is completed we look forward to working more with them.

Yes, it is imminent. A big thank you to those who have offered to assist on the day and a special thank you to Tristan Case for his striking poster.



2

RAILFEST WORKDAYS – SAT 2 OCT & SAT 9 OCT 9 (Graeme Bradley)

With Railfest approaching it is essential that we get the museum and surrounds at Bassendean in a clean and tidy condition, in this regard we will have workdays on both **Saturday 2 October** and **Saturday 9 October**. On both days, if you can spare some time to assist between 0900 hours and 1600 hours please come along and help. You are not expected to stay the whole time, just what time you can spare will be appreciated.

Items that will require attention include as follows:-

Saturday 2 October (weather permitting)

- Hose down locomotives (no high pressure, it may damage paint) - keeping water out of the axle boxes so only hose above the running boards!
- Clean all steps to loco and carriage exhibits (high pressure)
- Pressure clean slabs in main exhibition area.
 - “ “ brick paving around toilet block.
- Weed lawns.
- Wash down front verandah and walls front entry building

Note that water cleaning is not possible on final workday because Exhibitors will be setting up in readiness for Railfest on Sunday, October 10.

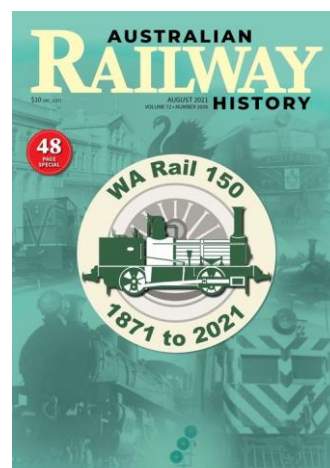
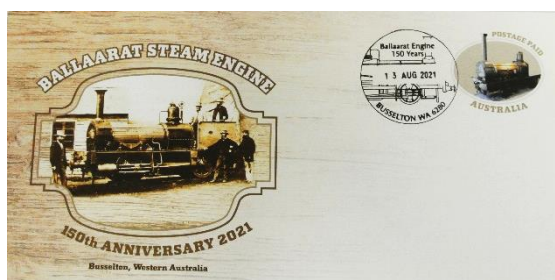
Saturday 9 October

- Vacuum and wash floors, dining car, buffet car, signal cabin, entry building, exhibition building, other exhibit cars as time allows.
- Clean windows on carriages as possible
- Wipe over all exhibit signs
- “ All outside seating
- Set up tables and seats for catering area.
- Prepare Entry building

*Please remember that age old expression “ many hands make light work”
Hope you can assist on either or both days as your time allows.*

SALES

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 Ballaarat.



The new book of the year is Malcolm Searle's memoirs – see next page for details. This is scheduled to come from the printer in time for RailFest. A huge thank you to Geoffrey Higham for this large editing task, ARC Infrastructure for their sponsorship which was procured by Brian Williams. Members will receive a 10% discount on the book.

The much-awaited
memoirs of
Malcolm Searle

MY RAILWAY LOVE AFFAIR

The new book
from
Rail Heritage WA

Malcolm Searle described his fifty years working with Western Australia's railways as a love affair.

They were years spanning enormous change – for the railways, for Western Australia and for our everyday lives. As a bonus, Malcolm met his future love whilst riding a train, a train which he took for his interest but which led to marriage and family.

Railway employees were often very dedicated, but few were so in love with rail as to work for 50 years, take photographs, collect books and memorabilia large and small, volunteer in a railway museum, and then sit down and write up his life in detail for his family. The quickest scan of his story, printed out in six large ring binders with numerous photos included, showed that here was a wonderful record of how the railways, and life in general, had changed over nearly six decades. Abridged and illustrated, it is now presented as this colourful volume.

The story starts in Malcolm's school years, and extends to his trips looking for old railway relics well after retirement - an invaluable record of the many changes he saw.

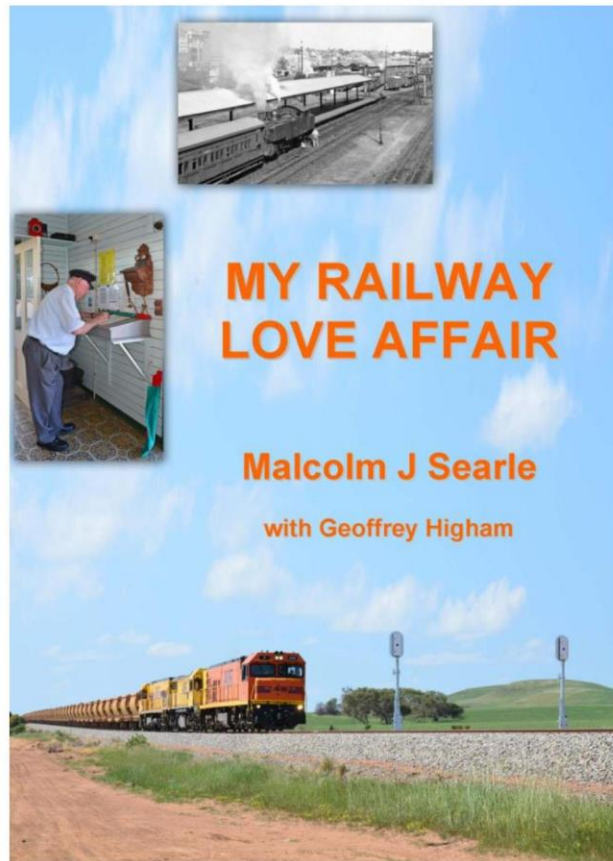
200 pages, numerous photos, most in colour.

Special introductory price for direct sales \$39.00

(recommended retail price \$49.00 will apply to all other sales)

Buy at Railfest 2021
or at the museum
or online:

www.railheritagewa.org.au/sales



Sponsored by ARC Infrastructure

RESTORATION AND MAINTENANCE (Ian Studham)

All the action in August is a bit hard to beat but that doesn't mean we've been resting on our laurels. The loco boys caught their breath and then zeroed in on S 549. The Sammy has been more or less ready for a steam test for several years now, it's just that other priorities and a few little issues were holding things up. It was determined that we had enough time prior to October to get stuck in and sort the jobs to be done and so the boiler inspector was booked for a steam test on 2 October.

Brayden and Noah have been chipping away at the list, sealing up joints, installing new gaskets, checking pipework and re-installing the water sight-glasses. We repaired a small hole in one of the superheater elements – thanks to Kirk for applying his trade welding skills to this job and for also attending to a couple of small holes in the floor of the coal space in the tender – we do aim to keep the water in the tender separate from the coal.

Hoses between tender and loco have been replaced, the fittings in the cab finally fully re-assembled and the boiler backhead cladding painted. John Cole has been running new cabling for the electrics with the aim of having at least some lights working once the loco is able to provide steam to the turbogenerator. Brayden has arranged for both the steam and the vacuum gauges to be tested and calibrated.

We've taken the steam delivery pipes out of the smokebox. This is so the regulator can be opened during the steam test and any debris and muck that has accumulated in the pipes can be blown clear and won't find its way down into the valves and cylinders – same as we did on G 233. Loosening the 16 stubborn bolts holding these pipes to their neighbouring fittings has occupied Noah, Johnno and Brayden for quite a few days and has resulted in some not-so-charitable sentiments being muttered in the confines of the smokebox. Here are the 2 pipes and the bolts in question after removal from the smokebox and transfer to the workshop so the joints and flanges can be cleaned up ready for re-installation.



Hopefully in a week's time we will have good news and the S class will be in ticket for the next 12 months.

G 233 has not been forgotten and Johnno and Dom have been diligently creating a new set of spark arrestor screens for the Leschenault Lady. John had the making of the frames outsourced and has been cutting the newly purchased grill material for Dom to rivet to the frames – all 100% stainless steel so we expect them to last a very long time given the relatively low level of use the G class will be experiencing.

G 233 will be in steam again for the Boyanup open day on 24th October. This will be the last scheduled steaming for this year so the guys will likely plan some summer maintenance tasks and some further finishing jobs on the loco beyond this point.

Shown here are two of the new spark arrestor screens ready for transport to Boyanup:



Over in the car and wagon department, Graeme and Kevin have finished the 50/50 coats on the liftable window sashes of JV 33 and have now moved inside and are applying an undercoat and a fresh coat of white gloss enamel to the insides of these windows plus the fixed top-light windows which sit above the sashes.

When the weather has been inclement and painting has not been the best option, the guys have spent some time in the AVL furthering the gradual re-assembly. The chromed ceiling vents are now back up in the main saloon which certainly improves the look of this area – no longer are there 3 big holes in the roof! John Brown has hung the east end vestibule door which brings us a step closer to being able to close up this car properly for the first time in a long time.

Welcome to a new mid-week volunteer, Colin, who for the moment is helping Graeme and Kev while he gets into the swing of the things but eventually will probably find his way onto the end of a paint brush, possibly on the south side of buffet car AYS 461 “Boulder”.

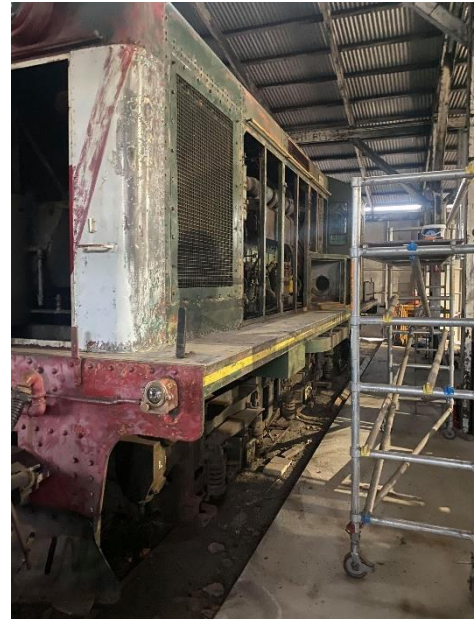
Andy, as weather permits, has been forging ahead with the priming of the standard gauge BAS ballast wagon and this vehicle is looking much better thanks to his efforts.

Back in locomotive land XA 1405 has been re-started after running low on fuel some time back and letting us know in no uncertain terms that it didn’t appreciate such an indignity. After receiving a good drink of fresh diesel we spent some considerable time priming the fuel system and even though we suspect that a couple of cylinders may not be getting their fair share of fuel, the loco started up immediately when we decided to give it a try. This was after many spins in a fully decompressed state to ensure the fuel was pumping through the system to the injectors.

Our rail safety accreditation now allows us to move large diesels so once all the required commissioning paperwork and crew training and assessments have been completed you will see the XA moving under its own power under the control of RHWA crews at Bassendean. Having the power of the XA available also allows us to start planning a bit of a re-arrangement of the steam locomotives in the museum as we now have the tractive effort available to easily move them around.

In Boyanup Garry and his team got straight into Y 1116 after we placed it in the roundhouse for them. The engineroom doors are off and are being prepped for repainting at ground level, and the long end nose and buffers are having a lot of old, flaky and faded paint removed in readiness for the application of fresh primer and topcoat. This Y class is in the WAGR larch green livery from the 70s with the white nose and red chevron, and this is the colour scheme which it will be repainted into.

(Photo: B Hesford)



I haven't gotten much car and wagon work done in the last month as I've crossed the demarcation lines and been over in infrastructure land with Dom building a turnout to once again reconnect roads 4 and 5 alongside the storage shed out in the back block at Bassendean. These roads were disconnected when the inspection pit was being built so it's high time we brought them back into use. The alignment of the pit track is actually almost straight down the middle of roads 4 and 5, so the easiest way to reconnect them is by a Y turnout – or "Symmetrical Split" if we care to use the correct WAGR terminology.

Given that we have a fair amount of displaced 63 pound/yard turnout material as a result of the dual gauge installation, we've followed the drawings and used the components from half a left hand turnout and half a right hand turnout – and the result is a nice symmetrical "Y" turnout. The image shows it after we've screwed down most of the rail, established the curve geometry and brought everything to gauge. There's still a bit of jewellery to add such as blade spreader bars and a cheeseknob, and there's plenty of work beyond in curving roads 4 and 5 in to meet the new turnout, but the core of the job is done and we think it's looking fairly good!

ARCHIVES (G Watson)

The following requests for information have been received and have been handled by Jeff Austin

No.	Subject	Purpose
86	Rottneest Island jetty photo	Newsletter
87	Identify metal tag – WAGR/Military?	Self
88	Greenhills station photos & history	Self
89	J. Croly, WAGR employee record 1894-1907	Family history
90	Boyanup station building drawings	Local history
91	Wagon FD 13409 history	Local history
92	EGR railway dams	Self
94	Permission to use images	Media statement
95	Dates of advertising van photos	Personal research

Photographer's name wanted

We have recently received some very interesting photos from the estate of the late Nick Pusenjak but they came without bearing the name of the photographer.

If any reader recognizes the photos and can supply us with the name of the photographer, we would be very grateful.







LOCOMOTIVE HISTORY (Jeff Austin)

W 958 – ARHS Tour, 19 April 1970

In August 1972 the WAGR reserved a group of W class locomotives for future sales. Most of these engines are now preserved but this is the story of the 'one that got away' - W 958.

W 958 was built by Beyer Peacock & Co, Manchester, England (Makers No.7470/1951) at a cost of £35,380. Only the engine was built in Manchester. The final 10 tenders for W951-960 were sub-contracted to Société-Anglo-Franco-Belge, la Croyère, Belgium. Seven of the tenders arrived at Fremantle from Antwerp on the ship 'MUNCASTER CASTLE' on 27 March 1952, while the engine arrived on the ship 'LINARIA' on 16 April 1952. All were in a stripped down condition for shipping and were unloaded and transported to Midland Workshops for re-assembly, painting and trials.

W 958 emerged in the new green livery and entered service on 29 May 1952. After 'running in' work in the metro area for a couple of weeks, it was then transferred to Northam depot. This was during the 6-months long Metal Trades strike which sidelined large numbers of WAGR locomotives. By August 1952, '958' was stowed at Northam awaiting repairs but was soon returned to service.

At that time, Northam was a large depot with 32 W class, working the various main and branch lines. W class were also sent to the out depots at Merredin, York, Toodyay and Wyalkatchem. During 1953 many W class developed serious boiler problems due to broken stays. W 958 was out of service in early 1954 for heavy repairs and fitting a new boiler at Midland Workshops; before returning to Northam in April 1954.

Sightings of '958' during this period –

6 November 1953: collision with 'W 930' at Grass Valley

8 December 1953: hauled No.75 Goods, Northam-Wongan Hills

2 January 1954: hauled No.97 Goods, Northam-Merredin

27 August 1955: hauled No.20 Goods, Miling-Clackline

Following repairs at East Perth in December 1955, '958' was transferred to Kalgoorlie. This depot had an allocation of 20 locomotives, with a mix of steam and diesel locomotives. These were the final days for steam in the goldfields and the three W class worked the branches to Esperance and Leonora. A highlight for '958' was working the 'Esperance Flyer', No.154 Passenger, from Esperance-Norseman on 19 February 1956. This seasonal train usually had 6 or 7 'AP' carriages and carried goldfields people to and from summer holidays in Esperance. By the end of 1956, the two branch lines from Kalgoorlie had been dieselized and '958' was on the move back to the south-west. It underwent a general overhaul at Midland Workshops in July 1957 and was then transferred to Narrogin.

This was a busy steam depot with about 35 locomotives, comprising P, PR and W class. These were based at Narrogin and the out-depots at Wagin, Katanning and Albany. The W class worked to Merredin via Corrigin and Kondinin, and the main line to York and Albany.

Following the next general overhaul in October 1960, '958' was sent to Bunbury. This was to be its last transfer and home depot for the next 10 years. This depot had about 35 locomotives, with the W class working to Bridgetown, Katanning via Boyup Brook, Collie and Busselton. Some W class were also sent to the out-depots at Bridgetown, Pemberton, Busselton and Tambellup.



*W 958 + W 929
hauling a goods
train at
Greenbushes, 15
October
1966 (P09903,
Peter Hopper)*

Sightings of '958' during this period –

20 September 1962: hauled No.3 Fast Goods (with W 909), Bunbury-Bridgetown

14 January 1964: hauled No.70 Goods, Bridgetown-Bunbury

11 February 1966: on the turntable at Katanning

8 March 1969: hauled No.344 Goods, Bridgetown-Bunbury

'958' went into Midland Workshops for its last general overhaul on 27 June 1969. The new boiler installed was No.966.

Boiler No.966

When the W class entered service in 1951-52, the WAGR was supplied with four spare boilers by Beyer Peacock & Co. and these were numbered 961-964. In 1958 it was decided to build two new W class boilers to expedite general overhauls at Midland Workshops. The two boilers, No.965 & 966 were completed on 26 September and 6 November 1958. Boiler No.966 was the last locomotive boiler built at Midland Workshops (The first boiler built by the WAGR was at Fremantle Workshops in 1893). No records survive to tell us which W class locomotive was first fitted with boiler No.966 but it would have been installed in two engines prior to W 958 in 1969.



W 958 hauling
the WAPET tour
train to Coolup,
21 September
1969 (John
Joyce, P18578)

'958' returned to traffic on 29 August 1969 and was sighted during this period –

21 September 1969: hauled WAPET Social Club tour train, Perth-Coolup

2 February 1970: hauled No.21 Fast Goods, East Perth-Brunswick Junction

In November 1969 steam locomotives returned to the Pinjarra-Dwellingup line. To avoid permanently stabling a locomotive at Pinjarra for this work, W class working main line trains would run up to Dwellingup and then resume their journey onto Bunbury. To ensure they had sufficient coal, several W class had hungry boards fitted on the tender to provide an additional one ton of coal. 'W 958' was one of the engines fitted in early 1970.

On 19 April 1970 the ARHS ran a rail tour to Dwellingup, with W 958 and W 943 hauling the train from Perth. At Pinjarra, W 958 was relocated to the rear and banked the train up the hill to Dwellingup. This unusual working was due to weight restrictions on the bridges



W 958 rear banking the ARHS tour train to Dwellingup, 19 April 1970 (Lindsay Watson)

Sightings after this time –

29 May 1970: hauled No.34 Goods, Bunbury-Brunswick Junction

4 June 1970: hauled No.345 Fast Goods, Bunbury-Bridgetown

On 3 September 1970, '958' teamed up with W 907 to haul the NSW RTM RESO train from Bridgetown-Northcliffe and return. This was to be one of its last duties for it was back in Bunbury a couple of days later.



W 958 hauling a goods train at Picton Junction, 1970 (G. Bown, T02304)

W 958 was withdrawn from traffic at Bunbury on 7 September 1970 and stowed at Collie. No final mileage has survived but it would have been about 360,000 miles (580,000km). '958' was written off on 14 August 1972.

The scrapping of the modern steam locomotives began in August 1972 and generally followed a plan to leave those in the best boiler and mechanical condition until last. By August 1974, 20 steam locomotives were still at Midland Workshops, with 10 reserved for preservation and the others awaiting their fate with the scrap yard. In October it was decided to cease cutting up engines and retain those still stowed at the workshops for possible re-use as stationary boilers in the workshops power house.



*W 958 stowed
at Collie 29
July 1973
(Jeff Austin)*

The last to be cut up was S 545, while W 958 had been partially scrapped when the decision was made. The damage inflicted on '958' made it unattractive to potential buyers and it became a source of parts. The tender was removed and fitted to W 908 for its sale to Hotham Valley Railway in 1979.



W 908 at HVTR Pinjarra, with tender from W 958, 23 June 1979 (Jeff Austin)

In 1980 Westrail determined that the loco boilers were no longer required for the power house and advised the preservation groups that the remaining engines would be cut up. The last two W class at the workshops, 906 and 958 were scrapped in June 1980.

Postscript: I have a diary entry, dated 14 June 1974: 'A historical society in Pinjarra plans to run 3 W class (920, 945 and 958)'. The one that got away!

SOUTHWEST RAIL AND HERITAGE CENTRE (P Rogers)

It has been business as usual in Boyanup – except nowhere near as busy as the previous month and many less kms have been travelled between Bassendean and Boyanup. All this changes again next month when *Leschenault Lady* will be in steam again for our next Open Day on Sunday 24 October 9am to 2pm.

SS Roads have generously sprayed the railway tracks and the open storm water drain to kill off the weeds before the fire seasons. They donated their time and equipment, and the volunteers are all very grateful. It is much easier than doing it by hand or covering the area with a whipper-snipper (as Mick Fray has been doing at Bassendean).

If you can assist on 24 October, then please contact me. We don't expect it to have the massive crowds that we had in August, but it is shaping up to be over 500 people visiting.

NEWS FROM AROUND THE STATE (Simon Barber)

CBH GROUP GRAIN CONTRACT (AURIZON / WATCO)

Transitioning has occurred during September with Aurizon planning to take over the whole grain haulage task by November. The Geraldton zone has moved totally to Aurizon crewing, with the final Watco operated grain train into Narngulu running on 12 September. The Albany zone has been earmarked as the second for transitional processes to be implemented. Shunting of rolling stock has been effected at Avon Yard, including the repositioning of L class units in storage. The workshop is to be reactivated for servicing of rolling stock used in the grain haulage task.

Redundant WO / WOA type iron ore wagons have been removed from Avon Yard by road for scrapping. The bogies have been salvaged for placing under the stored Aurizon AGAY grain wagons, whose own bogies were donated to the XU (AGUY) wagons when they were converted to standard gauge. Reactivation of the 60 members of the class will occur at Forrestfield, and will provide CBH with a third set for standard gauge operations, with ownership retained by Aurizon.

Scheduled port shutdowns at the CBH ship loading berths have occurred during August and September at Geraldton, and then Kwinana. No export grain is railed into the CBH discharge facilities at the ports during these shutdowns. Domestic and specialised grain for containers has still been worked into the MetroGrain plant at Forrestfield with up to two movements per day. During September, a number of grain trains originating from the Albany zone ran into MetroGrain, loading sites including Cranbrook, Albany, Lake Grace, Newdegate and Hyden.

ARC INFRASTRUCTURE – MILING BRANCH

The Toodyay West – Miling railway has been closed since May because of bridge repairs required on a structure around 4km north of Toodyay. Work is unable to start until native title issues regarding the site are resolved, with discussions not due to commence until September. CBH has needed to organise road transport to clear the silos at Bolgart, Calingiri, Piawaning and Miling, preparatory to the large anticipated harvest of 2021 – 2022.

ROY HILL

Roy Hill has announced the purchase of the Wabtec FLXdrive battery-electric locomotive, the world's first 100-percent battery, heavy haul locomotive. Delivery is expected during 2023, taking the newest version with an energy capacity of 7 megawatt hours (MWh). This is an upgrade of a 2.4 MWh prototype tested on a North American Class One railroad. Roy

Hill expects fuel costs and emissions to reduce by over ten percent per train, as well as reducing maintenance costs. Typically Roy Hill uses four ES44Aci units in a consist, and plans to replace one of these diesels with an FLXdrive loco, forming a hybrid consist and recharging through regenerative braking.

Roy Hill also has over 500 iron ore wagons on order. It is understood that the company will also take a lease on the Rail First Asset Management CD class locomotives, which are currently in storage in Port Hedland.

FORTESCUE METALS GROUP

FMG has taken a four year lease from General Electric Leasing (GECX) of eight former BNSF Dash 9-44CW locomotives. The numbers of the units are 4783, 4787, 4807, 4833, 4836, 4847, 4854 and 4871. Transit into Port Hedland was on the heavy lift vessel *BBC Emerald*, with unloading commencing on 14 September. The locos will replace stored SD90MAC-H units 910 – 917. They will be replaced themselves by new units at the end of the lease period.

PTA / METRONET

Two Metronet projects, the Thornlie – Cockburn Link and the Yanchep extension, have had their anticipated opening dates deferred by a year owing to a squeeze on demand for labour and equipment. The Forrestfield – Airport Link completion and opening was also pushed back earlier this year, with trains not due to commence until 2022.

A full line closure between Perth and Midland was in place over the weekend of 17 – 19 September to allow for works connected with the Bayswater station upgrade.



Photo and text from Metronet:

We're building a fauna underpass at Alkimos Parks and Recreation Reserve and three green bridges at Ningana Bushland, as part of the Yanchep Rail Extension, so animals can continue moving safely through the significantly vegetated area.

SCT LOGISTICS

SCT will be adding another two major clients to its traffic task into Perth by 2022. One is BlueScope Steel, which is from a contract gained in partnership with Qube and Watco. SCT will be providing transit for steel from the company travelling between Melbourne and Perth. This is currently being done by Pacific National. On arrival at Forrestfield yard, the steel will require shunting into the BlueScope terminal at the south end of the yard. It is not clear yet whether SCT will do this shunting task, or if it will be done by Watco.

SCT will also be taking over the Sadleirs rail haulage task from PN. Sadleirs has a distribution centre at Kewdale which is served by a private siding, and receives vans and containers from its facilities in Melbourne and Sydney. PN shunts the Kewdale loading on several occasions during the week into the siding. SCT will be bringing the loading on its services from Melbourne and Parkes into Forrestfield, with Watco tripping the wagons between there and Kewdale.

The ARTC master train plan issued for late September lists six weekly SCT round trips servicing Perth, five originating in Melbourne and one Parkes.

FROM



(J Patroni)

Our much-anticipated event "Gateway Merredin – Troops, Trains and Treasures" was recently celebrated with great success. Designed to showcase the importance of Merredin as a central junction for the railways in the Wheatbelt, it did not disappoint.

We at the Railway Museum welcomed many visitors both local and from other destinations who were amazed at the size, variety and age of our collection. Whilst rail transport has been a *given* to the local residents, the cumulative effort of Railway employees manpowered during WW2 to provide a crucial service has, over the years, been poorly understood and recognised.

Friday's balmy Spring evening was a perfect kickstart to the weekend with a Sundowner on the southern platform, aptly named "Canapes with the Conductor." Local Repertory member Stewart Low was Conductor for the evening. He ably greeted the guests, punched their "tickets" and invited them to enjoy a welcome drink. Our members served the canapes and mingled with the guests during the evening.



Although Saturday threatened rain, we were delighted to welcome 50 plus people into our Refreshment room to listen to an insightful talk by **Rail Heritage WA President, Philippa Rogers**, on her book "Troops, Trains and Trades" – highlighting the hard and onerous duty of maintaining the mechanics of the rail system that was sadly outshone by the efforts of seemingly more gallant war time roles. The need for and the importance played by women employed at the Midland Workshops as part of the war effort has not been well known. Philippa's inclusion of local content was appreciated as she made reference to the Ordnance depot at Nungarin and the importance of the 2nd/1st Australian Field Hospital located on the east side of Merredin. Over the weekend our guests enjoyed free entry and plenty of hospitality provided in our Refreshment Room.

PS Looking for any Prospector drivers who might be interested in joining us in Merredin for a Celebration of 50 Years of the Inauguration of the Prospector service (29 November 1971.) Interested? Please contact us merredinmuseum@gmail.com asap.

FROM GLEN FORREST (J Austin)

The people at Glen Forrest have purchased the body of 'FD 13409' and it is to be restored and displayed in the 'Train Park' at Glen Forrest.

FD Covered Vans

During the modernization of the WAGR in the early 1950's, large numbers of new goods wagons were purchased. Amongst these, were 1000 'FD' class louvred covered vans built by Commonwealth Engineering. The wagons, 'FD 13401-14400' entered service between 1953-55. They were 4-wheel wagons, intended for general goods traffic and were used all over the WAGR system.

In the early 1980s, Westrail ceased to haul general freight and these wagons were no longer required. Those still in service were all withdrawn between 1983-87. Most were scrapped but some bodies were sold.



FD 13409

Built by Commonwealth Engineering Co. Ltd, Bassendean, WA. Cost £2135.

Entered service: 13 April 1953

Withdrawn and written off: 24 September 1985

MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
WEDNESDAYS		Museum open 1.00pm – 4.00pm		
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
10 November	A de Smalen	G Bradley	D Ingram	A de Smalen
17 November	A de Smalen	B Williams	D Ingram	A de Smalen
24 November	A de Smalen	G Bradley	D Ingram	A de Smalen
1 December	A de Smalen	B Williams	D Ingram	A de Smalen
8 December	A de Smalen	G Bradley	D Ingram	A de Smalen
15 December	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		
3 October	P Rogers	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	A de Smalen	Vol Reqd	C Perry	A de Smalen
31 October	L McBeath	M Miles	G Higham	G Higham
7 November	T Buttyl	B Williams	G Watson/ M Gillooly	B Williams
14 November	A de Smalen	B Williams	C Forsey	A de Smalen
21 November	K Ayerst	B Keay	D Raine	K Ayerst
28 November	L McBeath	M Miles	G Higham	G Higham
05 December	T Buttyl	B Williams	G Watson/M Gillooly	B Williams
12 December	A de Smalen	B Williams	C Forsey	A de Smalen

Please contact Brian Williams brianwilliams@railheritagewa.org.au if you can assist, even occasionally.