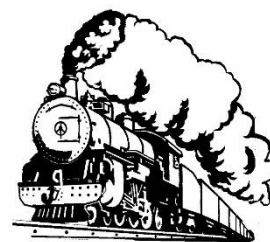




RAIL HERITAGE WA

Members Newsletter

November 2021



FOR YOUR CALENDAR

Sat 13 November Prof Peter Newman AO, **'150 and still going...Reflections on a WA Rail Revival'** is our guest speaker at 2pm at Railway Museum. This will be followed by our General Meeting.

Sat 11 December **2pm Christmas get-together** at the Museum. Please bring a plate of food to share and farewell WA Rail 150.

FROM THE PRESIDENT (Philippa Rogers)

What an amazing month October 2021 has been! Two great events with wonderful support from members and volunteers – particularly for RailFest and the preceding workdays.

RailFest 2021 resulted in 1800 people visiting giving us the biggest day ever. Of interest is that an increasing number of people are pre-booking and enabling a more efficient entry. There is no doubt that the return to steam of S 549 'Greenmount' was a significant attraction and one of the reasons that people stayed much longer than previously. Thanks to Graham Watson (and Jack Posch) for their work with our stallholders, always a major attraction – noting that our own stall did very well.



(Photo James: Waterhouse)

The release of the much-anticipated book by the late Malcolm Searle 'My Railway Love Affair', sponsored by ARC Infrastructure, was keenly enjoyed. Thank you to Brian Williams for negotiating the sponsorship, to Geoffrey Higham for another great production (and Rita for helping with the proof-reading), to the various members for their supporting contributions and especially to Malcolm's son Cameron for allowing us to share his father's story.

Steam was a key attraction two weeks after RailFest when on 24 October at the South-West Rail and Heritage Centre in Boyanup, Leschenault Lady in steam again was enjoyed by 1070 visitors. Thank you to those who helped out – whether the steam crew, marshalls as well as Alasdair and Anna on the successful sales stand.

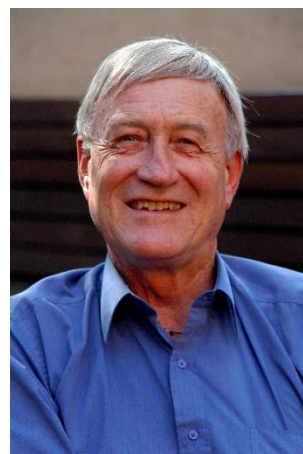
To all those who have been involved in making our October so amazing, thank you!

WA RAIL 150 – FINAL MEETING ENTERTAINMENT for 2021

‘150 and still going...Reflections on a WA Rail Revival’.

Peter Newman AO will speak about the dramatic increase in passenger rail since the corner was turned after the Fremantle Line was closed in 1979. With 7 new rail lines being built in Perth and even building trains in Midland, there is time to reflect as to how this was done and where we should go to next.

Peter Newman is an environmental scientist and the Professor of Sustainability at Curtin University in Perth, Australia. Peter has written 20 books and over 350 papers on sustainable cities and has worked to deliver his ideas in all levels of government having been an elected councillor, seconded to advise three Premiers and on the Board of Infrastructure Australia 2008-14. He is the Co-ordinating Lead Author for the UN's IPCC on Transport. In 2014 he was awarded an Order of Australia for his contributions to urban design and sustainable transport. In 2018/19 he was the WA Scientist of the Year.



Why not bring a friend along?

2022 MEETING ENTERTAINMENT

A typical year (non-COVID) sees us with 8 meetings to which we wish to provide guest speakers – whether one of our own knowledgeable members or an external speaker.

Already for 2022 there have been offers from some members to present, so planning is off to a good start.

WANTED: A volunteer to coordinate guest speakers for our 2022 meetings.

If you can help out, please contact Philippa on 0417 961187.

OUTREACH EVENTS OF 2021

As well as our General Meeting guest speakers to which the general public have been invited, we have not only seen to be present at external events but have provided speakers for various groups and in doing so promoted the society and the museum.

8 February: Geoffrey Higham spoke to U3A (University of the Third Age) Western Suburbs on “Political football to supermarket essential – the Trans-Australian railway”

16 March G Higham spoke to U3A City meeting on
“150th anniversary of first train to run in WA”

G Higham also presented to U3A Joondalup on 11 May, Probus Victoria Park on 19 May and 17 Sept to U3A Canning on “150th anniversary of first train to run in WA”

18 June Philippa Rogers to Royal WA Historical Society on '150 years of Railways in WA'

19 June Opening of Donnybrook Goods Shed Precinct redevelopment – a media screen presentation of '150 years of Railways in WA' with emphasis on South-West

Philippa also addressed: Ellenbrook Senior Social Space on 27 July, in August to Bassendean Wider Vision and on 25 September Merredin Railway Station Museum on the topic "Troops, Trains and Trades"

WA Rail 150 banners on display at Wonnerup, Boyanup, Minnivale and Merredin.

In addition, there has been considerable publicity in SW papers and interviews on both Perth and SW ABC. Next is Curtin Radio.

MUSEUM (Philippa Rogers)

Work on the museum collection sorting, cleaning and documentation continues – a special thanks to David for his attention to detail and dedication over the past few months and a welcome to Emily who has joined us in October and is learning quickly about things she didn't even know existed! Our Railway Museum is a very different place from her previous museum experience in Arkansas which included a section on Elvis Presley.

Can you hang pictures? Looking for someone to volunteer for the specific one-off task of hanging some of the great paintings by Gordon Brown in the office. If you can assist, please contact me to organise a suitable time.

AROUND RAILFEST (Trent Stanley)



*The steam crew L to R:
Brayden , Kieran, Alex and
Noah in the foreground*

*Right: Trevor and Ian can be seen here
ensuring all is operating safely*





Second hand sales team L to R: Lynn, Jeff, Bernard and Anne (there were others who helped too!)

James, Rita and Carl assisted Graeme, Laurie and Jane on the Catering team.



Left: WAMRC cooking 600 sausages!

We had a display for WA Rail 150 and to attract volunteers. Raji, our McCusker Centre intern staffed this stall and has assisted in the development of our volunteer position descriptions.



SALES (Geoffrey Higham)

Recent new books – excellent ideas for Xmas gifts (even if you have to hint strongly to your family!) Please note: at the moment it is not possible to claim member's discount when buying from our website. But you can do so at the museum, or by paying through Paypal to sales@railheritagewa.org.au and sending an email to same address with your name, post address, and which books you have paid for.

My railway love affair by Malcolm Searle.

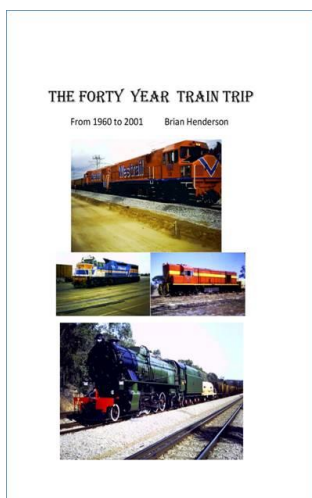
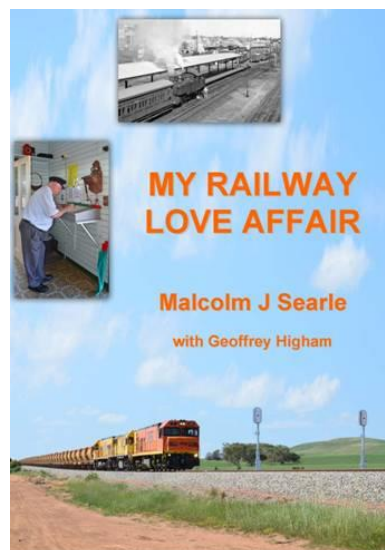
Here is a wonderful record of how the railways, and life in general, changed over nearly six decades. Well-illustrated, it is now presented as this colourful volume. The story starts in Malcolm's school years and extends to his trips looking for railway history well after retirement - an invaluable record of so many changes through the years. They were years spanning enormous change – for the railways, for Western Australia and for our everyday lives.

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, volunteer in a railway museum, and then write up his career and his life in detail.

200 pages, B5 size. Numerous photos, most in colour.

\$39.00 Introductory price until November 2021 (RRP

\$49.00) Postage \$10.00



The forty year train trip by Brian Henderson

An interesting memoir of a railway career, from the loco crew's experience. Brian Henderson worked for Westrail for 40 years, working up from Call Boy through cleaner and fireman to driver. In later years he also carried out union roles, and in 'retirement' he regularly volunteers for Hotham Valley – as a driver of course! Interesting notes about the locomotive's role, explanations of some rail terms, and many tales of 'incidents' and accidents in days when life was less regulated than it is now. Pleasant reading.

A4 size, 70 pages, includes photos.

Price \$26.50 postage \$10.00

And the last few copies of this one (now out of print).

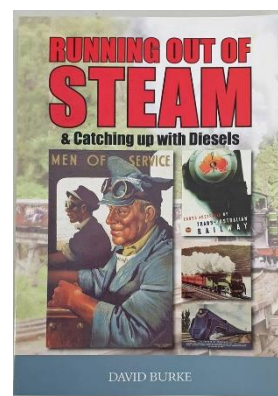
Running Out of Steam & Catching Up with Diesels, by David Burke.

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

But it's not a technical book - instead this well-known author has used contemporary advertising material, timetables, photographs and other printed ephemera, together with source material to create a nostalgic journey of railways and those who worked there. Every state is covered as well as Commonwealth Railways.

200 pages, 138 illustrations mostly colour. SPECIAL PURCHASE allows us to offer this at \$15.00 (half the original price).

Postage \$11.00



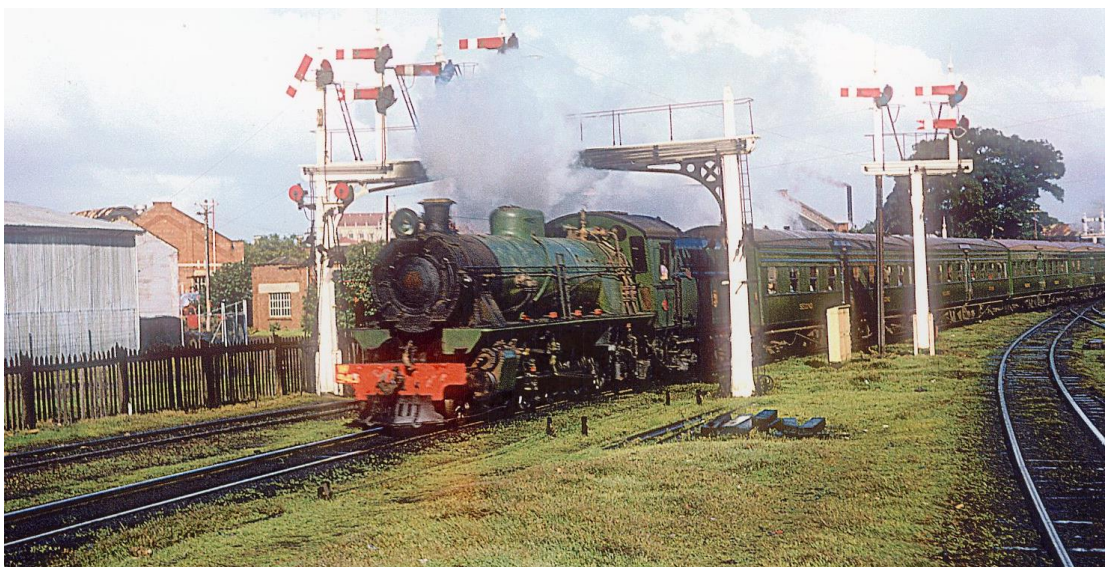
ARCHIVES (G Watson)

A further 200 photos have been added to the online archive – from P20201 to P20400. Quite a mix of subjects in this set with people named where they are known.



Last month's photos from the estate of the late Nick Pusenjak didn't yield any suggestions as to the photographer but we hope you will enjoy these too.







LOCOMOTIVE HISTORY (Jeff Austin)

GOVERNOR WELD and PIONEER

BALLAARAT was the first locomotive to arrive in WA 150 years ago but only a few weeks later another locomotive, **GOVERNOR WELD** arrived. This is the story of the second and third locomotives in WA, plus diesel railcar **GOVERNOR WELD**.

The lucrative timber concessions which attracted Victorian investors to set up the WA Timber Co. at Lockeville in 1871 also lured another group of Ballarat businessmen to apply for forest land. This syndicate was granted 250,000 acres of forest and in return were expected to build a sawmill at Jarrahdale and a port at Mangles Bay (Rockingham), with a railway connecting the two. To work the railway, the company ordered an 0-6-0 tank locomotive in June 1871 from the Phoenix Foundry, Ballarat. The locomotive named **GOVERNOR WELD**, was designed to haul heavy loads on the steep grades at a speed not to exceed 12 mph. It was trialed on 21 October 1871 and again 5 days later on a wooden tramway, 150ft long in the yard of the Phoenix Foundry.

The brigantine *Nightingale* which had transported the locomotive **BALLAARAT** to Lockeville months earlier, returned to Melbourne with the first shipment of timber on 5 October 1871. At Port Melbourne it loaded **GOVERNOR WELD** on board and sailed on 13 November for WA.

The ship arrived at Fremantle on 13 December 1871 and the locomotive was unloaded. This may have been on the South Bay jetty, and entailed the locomotive parts then being

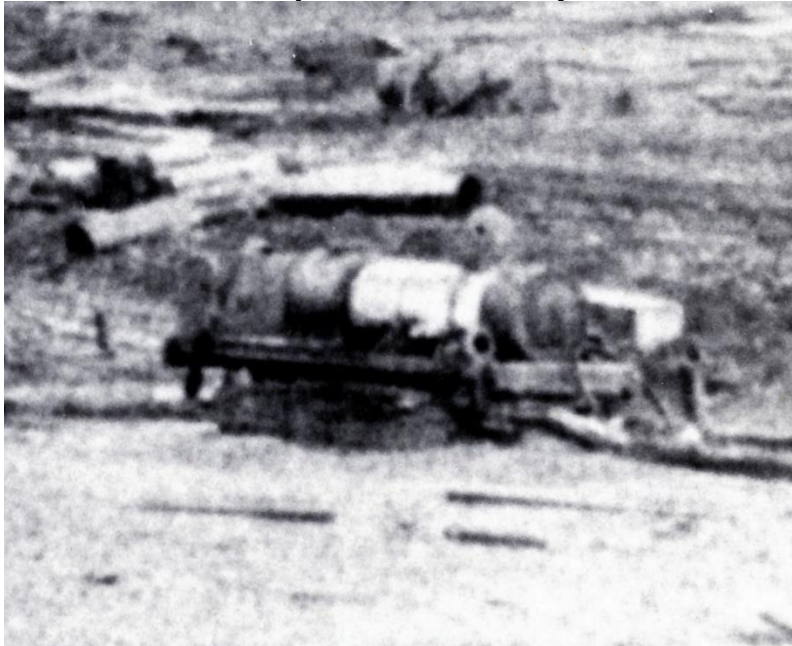
transported over the 4'-8½" gauge horse-tramway to the North Jetty on the Swan River? The parts were then taken by boat up the Swan River to Perth.

For hauling machinery and stores to the sawmill site at Jarrahdale, the Rockingham Jarrah Co. had purchased a Thomson Road Steamer. This novel looking machine, named PIONEER, first made its appearance on 3 August 1871 and was the first motorized vehicle in Perth. It was built in Leith, Scotland in 1869 and after a time in Queensland, came to WA.

The locomotive parts were loaded onto wagons and hauled by the Thomson Steamer down the Albany Road to a point in the forest about 58 km from Fremantle. Then along a track to the valley of the Cooralong Brook and the site of the new sawmill. At the same time as the mill construction began in October 1871, the wooden-railed tramway from the mill to Rockingham was commenced. Using 4 x 3 inch jarrah rails, nailed down onto sleepers, with iron plates at the curves, the 38km long tramway was completed to Mangles Bay in November 1872.

The weight of GOVERNOR WELD and the rigid wheel arrangement soon caused damage to the rails and strips of iron were fixed to the rails. These had a tendency to lift on the ends and cause frequent derailments. The locomotive was then replaced by horses and appears to have seen little service from then on.

A visit to the mill of the Colonial Secretary, Sir Luke Leake on 21 September 1877 revealed the fate of GOVERNOR WELD and the Thomson Steamer. Inside the workshop, the machinery of the Thomson Steamer was driving lathes, drills and blower fans, while being supplied by steam from the old locomotive GOVERNOR WELD. No further mention of them has been found but they would've eventually been set aside and scrapped.



The only photo of GOVERNOR WELD, believed to be taken at Jarrahdale about 1890 shows the side tanks and chimney removed and the locomotive in a derelict condition.

GOVERNOR WELD derelict at Jarrahdale, c.1890 (J. Austin collection)

The Rockingham Jarrah Co. soon found itself in financial difficulties in 1873, compounded in part by the use of horses and teamsters to work the tramway and heavy maintenance costs on the track. From 1 January 1874 a new company, Rockingham Jarrah Timber Co. took over the concession and they immediately ordered a new locomotive. This engine was built by the Fulton Foundry, Melbourne and arrived at Rockingham on the schooner *Formosa* on 27 May 1874. It was different to GOVERNOR WELD in having a 4-4-0 wheel arrangement but retained a similar boiler and side tanks.

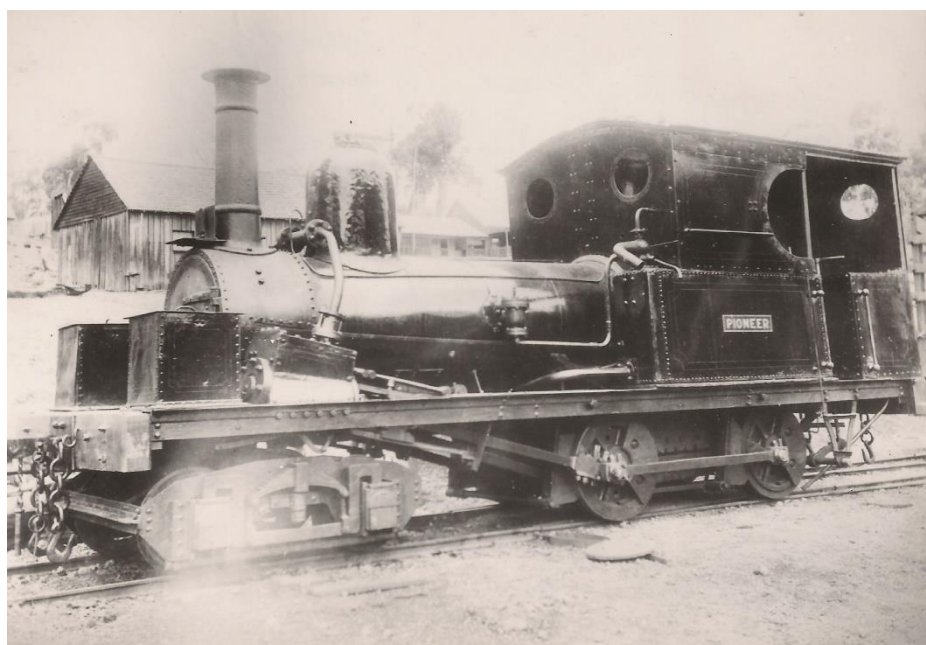
The new locomotive proved successful and later acquired the PIONEER nameplates from the Thomson Road Steamer. The replacement of the wooden rails with 30lb iron rails from 1878 also greatly improved operation of the railway.



PIONEER with original cab at Jarrahdale, 1880's (RHWA P06666, J. Ray collection)

In June 1890 a dead tree fell on the cab of PIONEER, killing one man and injuring the driver, Mr Morton. The repairs to the locomotive likely involved the construction of the all-steel cab, shown in later photographs of the engine.

The prosperity of the company increased during the boom years in the 1890's and larger G-type locomotives were purchased. The antiquated PIONEER was transferred to Millars Karri & Jarrah Co. in 1902 but by July 1905 was out of use at Jarrahdale. It was scrapped sometime after 1909.



PIONEER with all-steel cab and nameplate at Jarrahdale, 1890's (RHWA P04590, E.W. Woodland collection)

'Governor' railcar: In 1937 the WAGR introduced the new 'Governor' class diesel-electric railcars and one of these was 'ADE 449' GOVERNOR WELD.

In June 1935, the WAGR Chief Draftsman, Fred Mills went on a tour of the eastern states to investigate the use of self-propelled rail cars. He also evaluated railcars in use overseas and was impressed by the performance of the diesel-electric railcar, LADY HAMILTON on the LNER in England. The tender to build the WAGR cars was awarded to Sir W.G. Armstrong-Whitworth, Newcastle-on-Tyne, England in January 1936.

The class leader, ADE 446 GOVERNOR STIRLING was delivered to WA fully assembled. The body had been built by the well known English firm, Park Royal Coach Works Ltd, London and was based on railcars supplied to the Buenos Aires Western Railway in Argentina. The remaining ADE cars were delivered as engine and chassis, with the bodies fabricated at Midland Workshops. The power plant was a Saurer 6 cylinder diesel engine that developed 140 HP.

ADE 446-449 arrived at Fremantle on the 'ss MAHIA' on 22 April 1937 and were taken to Midland Workshops for completion and trials. They each cost £10,684.



*ADE 449 and
ADT trailer at
Goomalling,
March 1943
(RHWA
P02807,
W.R.B.
Johnson)*

ADE 449 GOVERNOR WELD entered service on 9 February 1938 and was allocated to run the service from Perth-Katanning. It was originally provided with an AG "Gilbert" car as a trailer but this was replaced by an ADT trailer in 1940. Sightings of ADE 449 are –

March 1943: No.53 DEC, Perth-Merredin via Wyalkatchem, with ADT

5 October 1943: No.32 DEC, Corrigin-Perth, with ADT 9

2 June 1948: No.31 DEC, Perth-Corrigin, with ADT 8

The 'Governor' cars were largely replaced by the 'Wildflower' railcars in 1949 and from 1950 some were used on suburban services. ADE 449 was coupled with three other ADE cars in 1961 and used briefly as a suburban set, before being withdrawn and written off on 9 April 1962. Over the years, the ARHS submitted several applications to preserve one of these cars but the WAGR deemed them beyond repair. The last four 'Governor' cars, including 'ADE 449' were burnt in the salvage yard at Midland Workshops in March 1977 and the steelwork recovered for scrap.



*ADE 449 and Gilbert car
departing Perth for
Katanning, c. 1938
(RHWA P00652, WAGR)*

*ADE 449 and
ADE suburban
set at Midland
Junction,
c. 1962 (RHWA
P16371, J.
Stanbridge)*



*ADE 449 stowed at
Midland
Workshops, 13 July
1975 (J. Austin)*

RESTORATION AND MAINTENANCE (Ian Studham)

Restoration and Maintenance report October 2021

Ian Studham

Continuing on the theme of busy months in recent times, October was no different.

S 549's steam test scheduled for the start of October was very successful with the loco steamed under the control of the boiler inspector, the safety valves set and the boiler given a ticket for the next 12 months. As discussed in the last newsletter the main steam delivery pipes in the smokebox had been removed so the opportunity was taken to open the regulator and blow out any and all accumulated dirt, rust and debris that had found its way into the steam passages including the superheater elements. This resulted in a great cloud of dirty reddish steam which then gave way to clean white steam – so obviously well worth the effort.



A clean bill of health for the boiler triggered the re-assembly of the smokebox piping and a host of other little jobs needing finalizing on the Sammy which kept Johnno, Brayden and Noah busy right up to the gong. Brayden organised for the purchase and loading of 3 bulk-bags of coal from Bennett Brook Railway which were collected by Dom in his truck and duly loaded into the bunker of S 549 in the days leading up to Raifest. However, this wasn't before a few repairs had been affected on the floor of the coal space to address water leakage from below. Our thanks to Kirk for his efforts with the welder here, and also to Brayden who went further and dealt with some other small leaks in other places.

John Cole and Brayden had put a fair bit of time and effort into the loco's electrics, and this resulted in both front and rear headlights plus the front marker lights being fully re-wired and operational. Once that turbo generator gets up to full revs those headlights are bright!! John is investigating a source of replacement bulbs for those Stones headlamps, as our current globes are all getting old and we now have very limited stocks.

The Sammy was steamed the day before Raifest and moved under its own power for the first time since 2006. It assisted with moving the UT tank loco into the space the S normally occupies so there wouldn't be a great big hole in the exhibition areas of the museum. An S class moving a UT class is not something that many people had ever seen as there was only

ever one UT, and the likelihood of it being shoved around by an S class back in WAGR times was fairly marginal.

Railfest turned out to be a big success and much of this can be directly attributed to the big green loco steaming up and down our sidings at the rear of the museum all day, pulling forward and parking adjacent to the public compound we created and allowing many of our guests a look inside the cab from the safety of the adjacent stair platforms. The S class was a big hit and it was very satisfying for all involved to see it complete and moving under its own steam.

On the day we had the luxury of 4 steam qualified drivers at our disposal – all of whom are Society members! Our thanks to Brayden, Michael, Alex and Kieran for their capable work on the day and for giving up their time to help make the event the success it was. Of course it would be remiss of me not to mention Noah who as trainee firemen spent the day on the footplate with a grin from ear to ear and true to form getting progressively dirtier as the day wore on.

Thanks to our rail operations crew on the ground for Railfest also, including John, Dominic, Kirk, Trevor and Mitchell. These were the guys who made sure the activated danger zones were kept free of wandering public and also kept an eye out for the possibility of spot fires being set by the S class along the sidings. Dominic took this very seriously and ended up embarking on a major clean-out of organic matter building up within the trackwork among the turnouts on the UGL siding.

2 weeks later we regrouped in Boyanup for the second public steaming of G 233 the “Leschenault Lady”. Like the relaunch event it was our turn to run the open day at the South West Rail and Heritage Centre, but some of the workload was taken by the locals. Philippa again set up Trybooking to take reservations for the day expecting another large turnout. This method allows people to book a specific time to arrive with limits on the numbers of people in each time slot, so it allows us to avoid having 500 people arrive all at once.

In the end the prediction was correct, and we had over a thousand people through the gate which was a terrific result. It did mean however that Philippa had to run a very busy front gate area all day pretty much by herself. Alasdair and Anna ran sales and also put in a big effort in the days prior, cleaning the static exhibition coaches and erecting the protective barricading along the rail lines. Special mention goes to Alasdair’s grandson Callum, who is becoming a regular and assisted with the fencing and then kept himself busy with the cleaning and prep of G 233. It won’t be long before he’s old enough to start studying up on our rail operations rules.

Another very successful day and the G behaved very well and looked sensational all over again. This time around it was sporting white-wall tyres on both sides, as in the preceding days I’d applied a coat of white undercoat to the firemen’s side hiding the much-talked about red-walls and also gotten a white gloss topcoat onto the driver’s side. Alex got busy with the polish the day before and did a lovely job on the numberplates, dome and associated brass fittings.

Johnno, Brayden and Noah did the prep the day before, we put a warming fire into her the night before and Alex signed on at 0500 to light up, joined by Noah half an hour later. Their program ran right on-time as the safety valves lifted at 0902, just as the venue opened its doors to the first visitors of the day.

Kieran and Alex handled the bulk of the driving on the day, as Brayden wanted to spend a bit of time troubleshooting on ADG 610. It has become apparent that some aspects of the electro-pneumatic controls are not functioning correctly, as the railcar won’t notch up properly. A broken airline was blanked for the interim allowing control air to build back up correctly and a few other things were checked but the root cause of the problem wasn’t traced. The guys had to retreat in the end and admit they needed to have a good long look

at the schematics to see where the issue may lie. All part and parcel of bringing old machinery that has lain dormant for many years back to life.



Leschenault Lady hauling ACM 391 with ACL 406 to the right in the background Photo: Kieran Wright

Talking of bringing old machinery back to life, we took the opportunity to give the vacuum cylinders of vintage dogbox passenger car ACL 406 a bit of a birthday, dropping out and cleaning the piston rods and checking the neck rings. Johnno replaced a vacuum hose was installed on one end of the car and cleaned up the dummy heads. G 233 was shuffling up and down during the day with fully restored ACM 391, and then we added ACL 406 and put vacuum through it. Hey presto - the brakes work!! It's amazing that these brake cylinders, after so many years of inactivity, can spring back into functionality. We also put vacuum through brakevan ZJ 270 while we were using the G to push it plus AYC 511 and AQL 288 into the goods shed for safe storage at the end of the day. Nothing wrong with 270's brakes either, but that wasn't as much of a surprise because we serviced the brakes on this van in 2006 prior to it going to Dowerin and back from Bassendean for the Dowerin Rail Centenary event.

That's it for steam this year but the guys do have some off-season maintenance planned such as wash-outs and removing a few components for further work.

Also in Boyanup, Garry and his team are well into the preparation work for the full repaint of diesel Y 1116. All the doors are off, including the big electrical cabinet doors which had seized hinges – in the end they unbolted each entire hinge assembly from the body and brought them down with the doors so the hinges can be attended to and loosened at ground level without weight on them.

We had the use of Kirk's trailer to take some gear down to Boyanup and brought some 82 lb rail turnout baseplates back on the return run, so thanks to Kirk for allowing us the use of his trailer at short notice yet again!

Back in Bassendean the midweek guys have removed all of the rotten roofline D-moulding from suburban car AY 452 up on the front platform. Fortunately the canvas underneath is in good order, however the timber underneath that canvas, which forms the layer that the fastening staples go into, isn't that great and has suffered from continual water ingress. It's a funny set-up in that this timber sits on top of the side metal sheathing of the car, so it isn't actually structural framework. This however makes the decision to strip it off and remove it much easier and plans are now in hand to do exactly that and have some new timber machined and installed allowing the canvas to be properly re-stapled before new D-mould

goes on. Of course Murphy came along and provided stormy weather with dangerous winds just as the job of removing the d-moulds and old staples was completed, so the guys and myself had to mobilize very quickly one Tuesday afternoon and screw down a line of timber battening along the edge of the roofline on top of the canvas to stop it being ripped up off the roof and sent flying over Railway Parade. This worked, and the temporary battening will stay in place until the replacement timber and re-stapling is done just as an added insurance.



As everyone would be aware, this year has been extremely wet and this has meant that the weeds, wild grass and general undergrowth at the Museum have grown accordingly. Graeme and his regular team do a wonderful job of keeping the public compound of the Museum looking ship shape but it's the rear properties where the weeds get a grip on things.

Bruce Keay has once again stepped up and dealt with the majority of the May Holman block with his trusty lawn mower and the paddock of long grass now looks more like a nice lawned area – our sincere thanks to Bruce for taking on this job.

Michael Fry spent the better part of 2 weekends working his way around the perimeter fenceline of the rear of our property and along between the rail sidings slashing down the growth and made a very big difference. A big thanks to Mick for his efforts. He couldn't get to all the areas needing attention so Dom has been focussing on reducing the growth in these areas. The R&M team focussed on the area adjacent to the May Holman block fenceline this last weekend and we can finally say we are getting on top of the problem although there are still pockets of long growth that need some further attacking.

Dom and I have now finished gauging and screwing down the "Y" turnout between back roads 4 and 5. Our attention is now turning to cutting and drilling the short lengths of rail that we need to bridge the gaps between the turnout and the existing track at each end, and slewing road 5 across to the correct alignment and curve to join up with the new turnout. Once all that is done there is a fair bit of lifting and packing to do to ensure all the track is level and properly supported to the ground.

A few little jobs were also ticking over while all these big issues were happening. Noah has spent some time bolting on the last of the sanding hose brackets on shunter ST 1. Kevin and Colin have been sanding, bogging and undercoating the refrigerator compartment access doors from the AVL lounge car.

Andy continues to add metal primer to the undercarriage areas of the BAS hopper car (seen here in the photo).



NEWS FROM AROUND THE STATE (Simon Barber)

SCT LOGISTICS

SCT has taken 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 shunted 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 first Sadleirs loading carried by SCT into Forrestfield arrived in the consist of 5MP9 on 3 October 2021. Four wagons were then hauled by FL220 to the Sadleirs siding, running as 1S10.

WATCO

The newly constructed terminal at Kwinana has opened, so all the container loading on the Watco 351 / 352 freighter services is able to be accommodated there. Locomotive stabling is also done, so shunting of services at Forrestfield is only necessary if locomotives need to be attached or detached.

During September, 134 new wagons for Watco were shipped into Fremantle from China. These were comprised of 60 DQHY wagons (57 foot for acid tankers) and 74 DQMY wagons (40 foot two-packs for other containers). Commencing on 11 October, HL203 has been moving the DQHY wagons from North Quay to Forrestfield, and the same unit did a high speed test with one to Cunderdin on 12 October.



HL203 passing through Swan View with a Watco test train, 12 October. (Simon Barber)

C503 departed SCT's Penfield yard in Adelaide on 17 October behind SCT008 and CSR007 on 7MP9, bound for work with Watco in WA. It worked its first Watco service on 20 October, running with C502 on 4146 ILS train from Forrestfield to North Quay.

PTA / METRONET

Expressions of interest have been called to deliver the new High Capacity Signalling Project for Metronet. The Project will replace the rail network's ageing signalling and control systems with a modern integrated Communications-Based Train Control system. This new system will continuously send real time train data to the control centre, which will enable the

speed and location of every train to be monitored. Trains will then be able to run more frequently, increasing the efficiency of the existing network. The High Capacity Signalling Project will be delivered in stages to minimise disruption to operations, with the rollout expected to be carried out over 10 years.

The contract for a new Metronet public transport operation centre has been awarded to ADCO Construction Pty Ltd. This will house the control centre. The contract to design, supply, build and maintain the High Capacity Signalling is expected to be awarded by mid-2023.

(Information sourced from Metronet website www.metronet.wa.gov.au)



A twenty year memory. GM1 and L262 with the Centenary of Federation train at Cunderdin on Monday 22 October 2001. (Simon Barber)

AT THE MUSEUM



GML 10 passing through the Museum site on the 19th, October, 2021 (G Watson)

FROM



(J Patroni)

Recently Deb Morris (Treasurer), Martin Morris (Volunteer) and I had the opportunity to represent the Merredin Rail Museum at the annual RailFest Open Day at Rail Heritage WA Bassendean. We had been invited to participate in the event by Rail Heritage WA President, Philippa Rogers, who had attended our recent *Gateway Merredin – Troops, Trains and Treasures* weekend. Philippa had been our keynote speaker at the Rail Museum on the topic of her book **Troops, Trains and Trades**.



We set up a stall at **RailFest** to profile Merredin, give information about the Rail Museum including the works that have been completed within our Interpretive Design and Concept Plan and most importantly to promote Merredin and its Rail Museum as a “want to visit” country experience for city people. We were pleasantly surprised to talk to many people whose families shared a history in the railway life of our town. We learnt of fathers, grandfathers, uncles and cousins who had been rail employees within the various branches of the WAGR/Westrail over many years. We heard stories of mothers and children who had accompanied husbands stationed at the fettlers’ camps along the Nullarbor with the Commonwealth Railways serviced by the iconic “*Tea and Sugar*.” We were able to meet representatives of the new Metronet project advancing the railway from Bassendean to Ellenbrook and to the Perth Airport. Definitely a marriage of the new and the old! One of the highlights of the day was the steaming up of **Greenmount** – a restored steam engine which ran to and fro along a 200m track. Ah, the smell of coal, the scream of the whistle and the sight of a young fella on the shovel...

One of those who visited our stall was **Brian Williams** – past President of Rail Heritage WA, Merredin resident and former railway employee.

Looking for any Prospector drivers/WAGR/Westrail staff who might be interested in joining us in Merredin for a Celebration of 50 Years of Prospector Service on Monday 29 November 2021 at 10.30am at the Merredin Railway Station. Interested? Please contact janepat55@gmail.com or merredinmuseum@gmail.com for catering purposes

COWARAMUP (Jeff Austin)

The community at Cowaramup have re-created the shelter shed and loading bank at Cowaramup siding. With the assistance of Rail Heritage WA who provided some of the siding history, photographs and maps, an informative sign has been placed on the rear of the shelter shed and adjoining the Margaret River-Cowaramup cycle/walk trail. Three wagons, RAB 5829 (Oldbury 1903) and the underframes from GE 12290 and LA 23724 were obtained from the Pemberton Tramway Co and placed on rails from Rail Heritage WA, to make up a further display alongside the loading bank. The railway closed in July 1957 and this beautifully presented display is a fitting tribute to the history of the railway and a great example for other sites to follow in the future.



Cowaramup shelter shed, loading bank, wagons and information sign, 14 October 2021 (Jeff Austin)

MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
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WEDNESDAYS

Museum open 1.00pm – 4.00pm

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
22 December	A de Smalen	G Bradley	D Ingram	A de Smalen**
29 December	A de Smalen	B Williams	D Ingram	A de Smalen**
5 January	A de Smalen	G Bradley	D Ingram	A de Smalen**

** School Holiday - Museum opens at 11.00am

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
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SUNDAYS

Museum open 1.00pm – 5.00pm

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
19 December	K Ayerst	B Keay	D Raine	K Ayerst
26 December	*****	Boxing Day – closed	*****	
2 January	T Buttyl	B Williams	G Watson/ M Gillooly	B Williams

Any changes please notify Brian Williams, thank you.