



# RAIL HERITAGE WA

## Members Newsletter

January and February 2022



### FOR YOUR CALENDAR

***Please note that all museum attendances, including meetings and volunteering will require you to be double vaccinated.***

Sat 12 February     Entertainment meeting where Jeff Austin will present on the topic of 'Loco Water Tanks'. 2pm start.

Sun 27 February     South-West Rail and Heritage Centre Open Day 9am to 2pm

Sat 12 March        General meeting 2pm followed by a presentation on 'Quintinshill disaster, UK's worst rail tragedy' by Charles Waterton

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### FROM THE PRESIDENT (Philippa Rogers)

2022 is shaping up to be another that is affected by COVID-19 and who knows what the year will bring. As we go through the year if there needs to be cancellations of meetings, etc then we will advise members by email. For that small number of people who are not contactable by email, then if you are unsure, you can contact me in the couple of days prior to an event to check – 0417 961187.

On a personal note, the year began for me with surgery, which was a great success (and the hospital food was fantastic room service!) I wish to thank Dominic Bennett for standing in as Acting President. I have now returned but am on restricted duties for a while, so any ongoing assistance eg setting up for meetings, is greatly appreciated. I wish Bernard Horton the same success with his upcoming surgery.

We are now used to wearing masks again indoors and as of 31 January will be required to provide evidence of double vaccinations almost everywhere we go. The Railway Museum and the South-West Rail and Heritage Centre are included in that and as such it applies to us all the time, not just when the public is in attendance. All sign-in areas now have a SafeWA app for your sign-in too. Our volunteers have already been asked to show proof of double vaccination and so the transition should be relatively smooth and hopefully will help keep us all safe. Special thanks to the volunteers who will be interacting with the public when the museum is opened and hopefully there will be no issues when asking the public for proof of vaccination.

If case numbers climb to the point where we are struggling for volunteers to open the Museum eg after the borders open, then our first step will be to close on Wednesdays. Beyond that we will have to wait and see, it certainly makes it hard to plan and confirm events.

Exceptional work by Australian Museums and Galleries WA has determined that museums can also be categorised as indoor entertainment venues / amusement parks and their advice after liaison with relevant departments is that all museums fall under this mandate. We thank them for clarity on this.

**Proof of vaccination requirements for WA**

from Monday, 31 January

**Proof of vaccination for those aged 16 and older will now be required throughout WA for:**

- Hospital & aged care visitors
- Dining at all hospitality venues
- Amusement parks & the Zoo
- Theatres, museums & cinemas
- Music festivals & major events (500+ people)
- Gyms, fitness centres & health studios
- Crown complex
- Major Stadiums
- Play centres
- Bottle shops
- Nightclubs
- Live music venues

**Service WA**

Prepare today, download ServiceWA.

ServiceWA is a free, convenient and secure mobile application that will help Western Australians with WA's Safe Transition. It allows you to show proof of vaccination, check-in at events and venues, and access your G2G Pass for interstate travel - all in one convenient place.

More information visit [wa.gov.au](http://wa.gov.au)

### 2022 Anniversaries

We have hardly recovered from the events of WA Rail 150, and it is time to speak of other key anniversaries in 2022. Here are a couple to begin with.

Timber railways feature again with the opening of the Mason & Bird Tramway in February 150 years ago. Then December marks 150 years since the completion of the Rockingham to Jarrahdale railway. At this stage Jarrahdale are going to mark the occasion with celebrations on Saturday, 12 November. The date unfortunately clashes with our scheduled General Meeting, but we do need to consider how we can be involved in such a celebration as it is a key part of what we do.

**MEMBERSHIP** Welcome to Stephanie Sweeney who has joined us. Steph is already volunteering with the Museum Collection and Archives teams. Delighted to have you as a member now too.

### 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. Offers to present or suggestions for interesting speakers are welcomed – please contact Philippa.

## ARCHIVES (G Watson)

Since the last newsletter another batch of photos, numbers 21601 to 21800, has been added to the online database, so check it out as there is always something quite different.

The following requests have been received from members of the public and other organisations in the last two months and have been dealt with by Jeff Austin.

No.	Subject	Purpose
<b>December</b>		
112	J. Cameron, WAGR employee record	Family history
113	M. Tetley, WAGR employee record	Family history
114	Middle Swan siding history	Revolutions Museum
115	Northam station layout	Modelling
116	Loco BALLAARAT photo	Revolutions Museum
117	Fremantle A signal box photo	Magazine article
<b>January</b>		
1	Albany railway photos	Publication
2	Railway staff uniforms	Family history
3	1922 Railway map	Self
4	ASG Operating Manual	ASG33 restoration
5	Port Hedland railway photos	Local history
6	AO rail motor history	Self

Photos recently donated by Adrian Gunzburg, which were taken when he was aged from 12 to 14 years old. This selection of photos were all taken at East Perth loco depot in 1961, with Pmr on the turntable.









## **XMAS LUNCH on 21 December at Bassendean, Photo by Geoffrey Higham**



A combined lunch for the Archives and Museum collection and grounds teams was held on 21 December 2021. Thank you to Graham Watson and Bob Johnson for organising everything (and doing the shopping). Of course, not everyone is at the museum at the same time, but Tuesdays are quite busy with archives, museum collection and grounds and mid-week restoration groups there. Unfortunately, Graeme Bradley's offsider on grounds has gone back to work and so there is a need for someone to help Graeme in this task.

## **LOCOMOTIVE HISTORY (Jeff Austin)**

### **U 655 – Railway Museum, Bassendean**

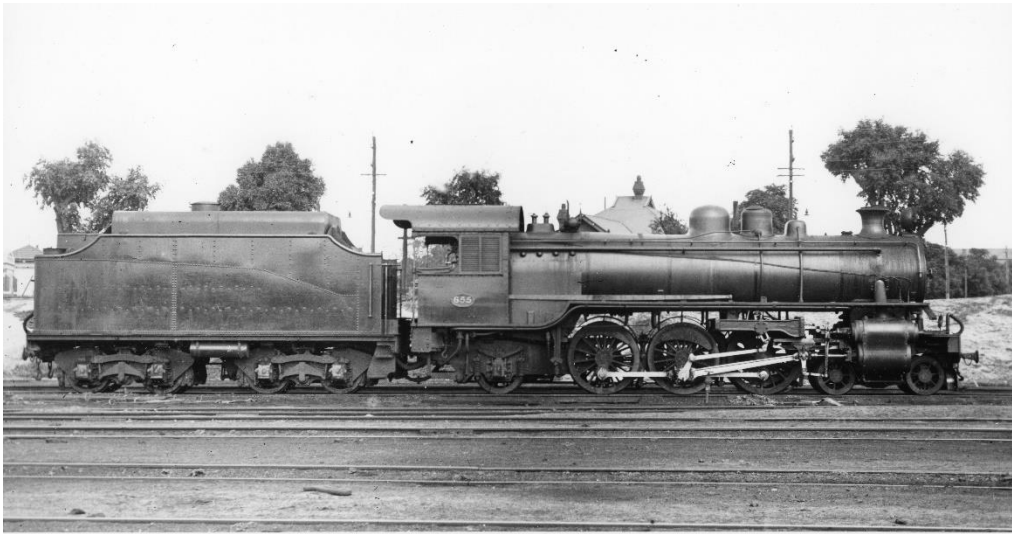
**The U class locomotives entered service 75 years ago. Their purchase was a quick solution to the post-war locomotive shortages but with limited route availability and oil-burners, they were restricted and expensive to run. Their lasting legacy however, is the 'Australind' passenger train. This is the story of U 655.**

In November 1945 the WAGR invited tenders from six UK builders for new locomotives. The replies were not favourable and the Agent-General in London was asked to assist. He was able to find a group of war surplus 4-6-2 'Pacific' locomotives available through the Ministry of Supply. These locomotives had been built by North British Locomotive Company, Glasgow in 1942 for war service in North Africa but never delivered. They had been stored at a Ministry of Munitions depot near Derby ever since.

The WAGR CME, Fred Mills was happy with their specifications and recommended an immediate purchase. The LMS in Derby was approached for help with inspections but were unable to spare an engineer. Instead a WAGR mechanical inspector flew to England in May 1946 to undertake the inspections and price negotiations. The price quoted by the Ministry of Supply was acceptable but the locomotives required some repair work to the tubes and machining of some crankpins and journals. Some haggling over the price ensued but eventually the first locomotive was ready to leave Derby on 9 September 1946.

'U 655' was built by NBL Co, Hyde Park Works, Glasgow, Scotland. (Makers No.24863/1942) and cost £14790 delivered to WA. It arrived at Fremantle with 'U 656' on the ship WAIMANA on 4 January 1947. The locomotives were in a stripped-down condition and

were transported to Midland Workshops for assembly. 'U 655' required several modifications to suit WAGR specifications and after painting in black livery, entered service on 25 January 1947. The 'U' class were the first locomotives to have the class and number painted on the buffer beam.



*U 655 in original black livery at East Perth Loco, 1950's (Unknown, P20194 )*

As oil-burners, the 'U' class were initially restricted to passenger and goods working on certain routes; they being Perth-Northam and Perth-Bunbury. They were designed to burn bunker oil, but this was not readily available to the WAGR, so they burnt distillate (diesel).

After 'running in' work for a couple of weeks, '655' was based at East Perth depot. All the 'U' class were allocated to this depot and '655' mostly worked the SWR, including No.5/12 Passenger from Perth-Bunbury. As well as the regular routes, a 'U' class had also run a trial from Perth-Albany. With a fuel oil capacity of 1800 gallons and a consumption rate of about 4 gallons/mile, a 'U' class could cover the 340 miles to Albany without refuelling. Two 'U' class, '654 & 655' were assigned to this working and commenced hauling No.7 & 8 Passenger on 18 June 1947. '655' did its first run from Perth-Albany on 19 June. After the overnight run to Albany, the engine was topped up with oil and usually hauled a return goods train to Mt Barker, before heading back to Perth that night on the passenger. This was the routine for '655' for the next 4 months but it wasn't without problems. During that time it failed en-route on 9 occasions with hot boxes.

On 20 July 1947, 'U 659' hauled a Hike excursion train from Perth-Bunbury. This train covered the journey more than an hour faster than a regular passenger service and questions were immediately asked - why! Thus, was born the idea of a new fast passenger service to Bunbury. On 24 November 1947 the new train, No.9/10 Passenger, "Australind" departed Perth on the inaugural run to Bunbury; coincidentally hauled by the same engine, 'U 659'.

Late in 1947 several 'PR' class were converted to oil-burning and commenced running Perth-Kalgoorlie. These new oil storage facilities permitted a wider use of 'U' class and '655' was noted hauling No.3 Passenger from Perth-Merredin on 29 June 1948.

By late 1948 the 'U' class were beginning to show signs of the hard work they had been expected to do. In November 1948 eight of the class were out of service for repairs. Their situation was summed up by the noted rail historian John Buckland when he spoke to enginemen at East Perth depot in May 1950.



*U655 shunting at Bassendean, showing oil tank, 31 July 1967 (P. Hopper, P11413)*

*"The truth of the matter would seem to be that if you suddenly expect a mere 14 engines ...not specifically designed for heavy duty to run the bulk of your traffic and run them until they drop ...then you are looking for trouble. Most enginemmen I spoke to said they were a good engine, but over-worked like all the rest, thus neither getting the servicing nor workshop attention necessary."*

Following the death of CME Mills in June 1949 the WAGR appointed Tom Marsland as CME and Charles Clarke as Assistant Commissioner (Engineering). Clarke soon familiarized himself with the locomotive situation and expressed a desire to replace the troublesome 'wartime' engines; the 'ASG, S and U' classes. He expected that the new 'X' class diesel-electric locomotives would arrive in 1952 and lead to the retirement of all 'U' class by 1955. In the meantime a bay was set aside at Midland Workshops to undertake necessary repair work to all the 'U' class.

The introduction of the 'X' class didn't quite go to plan and by 1952 they were yet to arrive. The Metal Trades strike commenced in February 1952 and by June, '655' was stowed at East Perth awaiting repairs.

The fate of the 'U' class had changed by 1952 with the ever present threat to coal supplies due to industrial trouble at the mines. The 'U' class were seen as a useful locomotive in times of coal shortages and it was decided to overhaul the whole class in 1953. To expedite overhauls at Midland Workshops a decision was made to build two new all-steel 'U' class boilers (The NBL boilers had a copper firebox). The new boilers, No.743 & 744 were duly completed and installed in U 656 & 658 in April 1953. '655' also received a general overhaul and emerged from Midland Workshops on 12 May 1953, having so far travelled 181,485 miles (292,090 km.). It returned to East Perth and continued the routine of goods trains and No.7/8 Pass to Albany.



On 31 August 1954, '655' was accelerating out of Narrogin yard at the head of No.7 Pass, when it collided with 5 loaded coal wagons which had rolled out of the goods yard. The locomotive sustained front end damage and derailed the tender, while the 51 passengers were shaken but not hurt. Temporary repairs were carried out at Narrogin and the engine hauled No.8 Pass to Perth on 3 September. It was then taken to Midland Workshops to complete repairs and returned to service on 4 October.



*U 655 shunting PM 705 at Workshops, Midland, 13 February 1967 (P. Hopper, P11284)*

The 'U' class were rough riding engines, especially at high speed. By June 1950 the 'Australind' was regularly running late and this was due to crews reducing speed on the 'U' class. 'U 662' had modifications done to the springing of the rear trailing truck in October 1950 and this greatly improved the ride. However as the engines got older, enginemen constantly complained about the ride.

Early in 1955 the 'Australind' ceased to be an express to Brunswick Junction and now stopped at Pinjarra. As a result, enginemen urged the department to haul the train by 'W' class, thus allowing water to be taken during the Pinjarra stop. This was agreed and 'W' class took over hauling the train on 2 May 1955. Shortly after on 3 July 1955, enough 'X' class had entered service that No.7/8 Pass to Albany was dieselized. There was then less work for the 'U' class and six were withdrawn by 22 September 1955. '655' continued in service but was eventually stowed at Midland Workshops on 28 March 1957. It had so far travelled 296,484 miles (477,173 km.).

Industrial disputes on the Collie coalfields in 1961 resulted in all 13 'U' class being returned to service. '655' was repaired at Midland Workshops and issued on 15 February 1961. It was used on the Bassendean shunter and goods trains between Midland Junction and Fremantle, before being withdrawn for general overhaul in August 1961. During this overhaul it was fitted with the all-steel boiler, No.744 and distinguished from other 'U' class by the higher steam dome cover. Upon being released from the workshops on 24 October 1961, '655' was withdrawn and stowed at Midland Junction Loco and later the old MRWA Loco depot.

A reprieve came on 31 January 1967 when it was towed to East Perth depot. After minor repairs it was returned to service a few days later and became the Bassendean shunter. It performed this role until 26 September 1968, when it was replaced by W 951.



*U 655 shunting at Bassendean, 31 July 1967 (P. Hopper, P11414)*



*U 655 taking water at East Perth Loco, 1967 (P. Hopper, P11871)*

'655' was withdrawn in October 1968 and stowed at Midland. It was selected for preservation with the ARHS by June 1969 and written off on 10 September 1970. All the other 'U' class were deemed surplus to requirements on 19 September 1969 and written off the following month. The WAGR removed the boilers to recover the copper fireboxes and the remainder of the loco was sold to private scrap dealers.

'U 655 & UT 664' were delivered to the Rail Museum, Bassendean on 3 June 1972.



## MUSEUM (Philippa Rogers)

Bruce Keay and John Cole have been working on the restoration of the main clock from Perth station. Bruce writes '... has been proceeding and the photo (by Bruce) show the case and faces together for testing of the new lighting.

Originally the clock had incandescent fixtures which were quite hot when on, then replaced by fluorescents and now will be LED strip lighting, tricky to arrange to avoid shadows from the mechanism. John has the mechanism restored and driven by a stepper motor with control by an Arduino minicomputer.



Testing so far has accuracy to 1 minute per day rather good for an old mechanism. Brackets are now being made (welding in the heat!) to clamp the clock to the column. Controls will be at head height for accessibility. If you want to see where the clock was look at Page 77 in "Marble Bar to Mandurah".

On Tuesdays we have a group of five people working on collection work, including sorting, identifying, storing, researching and accessioning. There is quite a backlog, and it seems just when you think you have something sorted, then another similar item is found. The enthusiastic group are also looking at the first stage of the propose 'timeline' to be put onto the new cupboard doors. We are there from 9.30am to about 3pm and you are welcome to come and join us. Air-conditioning is non-existent for us so if it is very hot ...

## SOUTH-WEST RAIL & HERITAGE CENTRE (Alasdair Kenyon)

Our first open day for 2022 was marked by very hot weather, with the bulk of our 50 adults and 36 children visitors arriving by mid-morning. A disappointing number but understandable given the weather. Made in Australia was the theme for this month's open day and featured a display by The Old Machinery Club of WA including an interesting display of old lawnmowers, and some vintage cars.

The day also saw the introduction of an entry fee of \$5 for adults in lieu of the previous gold coin donation. The entry fee will bring in improved cash flow which will benefit the Centre and its member organisations.

The recently laid concrete pathway at the entry to the centre and exit of the model railway building, which improves the experience on entering the Centre drew a number of favourable comments during the day. We thank Shire of Capel and Bendigo Bank for their contribution to this project which will allow easier access for those with restricted mobility.

We are also trialling having a RHWA sales presence on all open days, and to this end we had a small table of publications available on Sunday, and despite the small number of visitors managed sales of \$119. (Photo by Alasdair on the next page shows Anna and Callum at work.)



The Boyanup Foundation, which RHWA is part, and also partners with, to run the SWRHC, was the recipient of the Community Group Award at the Shire of Capel Community Awards Ceremony held on Jan 26. The award includes a \$1,000 prize, and we thank Philippa for preparing the submission on our behalf.



At the Award ceremony – far right Alasdair and Anna Kenyon, then next to them is Ted Pickston (Foundation President) and Debbie Pickston (Foundation Secretary).  
*Photo courtesy of the Shire of Capel.*



## RESTORATION AND MAINTENANCE



Y 1116 at Boyanup is being repainted by Garry, Ian and Mick and is looking much brighter.  
(Photo: Noah Greenfield)

After the past hot few weeks and with holidays there has a great deal of other restoration work happening, but the little jobs continue.

## NEWS FROM AROUND THE STATE (Simon Barber)

### BATTERY LOCOS – PILBARA (FMG / RIO TINTO)

Fortescue Metals Group and Rio Tinto have joined Roy Hill in announcing the purchase of battery powered locomotives for their iron ore operations.

FMG has bought two units. The eight axle locomotives will have an energy capacity of 14.5-megawatt hours and will be manufactured at the Progress Rail facility in Sete Lagoas, Brazil. Fortescue is expected to take delivery of its first battery-powered locomotive in 2023. They will supplement the locomotives undergoing green technology fuel conversion with Fortescue Future Industries.

Rio Tinto will purchase four battery-electric trains from Wabtec Corporation for use in the Pilbara region of Western Australia as part of its strategy to reduce its carbon emissions by 50 per cent by 2030. The four seven-megawatt-hour FLXdrive battery-electric locomotives from Wabtec will be used to carry ore from Rio Tinto's mines to its ports and will be recharged at purpose-built charging stations at the port or mine. The locomotives will also be capable of generating additional energy while in transit through a regenerative braking system which takes energy from the train and uses it to recharge the onboard batteries. This announcement follows Wabtec's recent partnership with Roy Hill for the world's first fully battery-powered, heavy-haul locomotive. Production is due to commence in the United States in 2023 ahead of initial trials in the Pilbara in early 2024 tested against a range of safety and functional criteria, including integration with AutoHaul.

### ROY HILL AUSTRALIA

RHA took delivery of ES44ACi locomotive 1028 during January, the unit being noted on a low loader on 12 January for transfer to the Roy Hill yard from the port at Port Hedland. It had arrived in Port Hedland on 9 January on the *Calypso*.

### SCT LOGISTICS

SCT took over the transportation of BlueScope Steel products into Forrestfield from 1 January. SCT is in partnership with Qube Logistics and Watco Australia for the nationwide rail contract which was formerly held by Pacific National. Steel products are conveyed by

SCT's MP9 services into Forrestfield, where Watco then shunts the loading into the BlueScope sidings at the southern end of the yard. During the first part of January, T377, T376, FL220 and G511 were all noted on shunting duties. Watco also handles the shunting task for Sadleirs.

SCT has taken delivery of another eight CSR locomotives, delivered in two batches through the port of Adelaide, with another four due later. For the inaugural trips of each unit between Adelaide and Perth, three locomotives were rostered with the new units placed in the middle in each direction. SCT service 6MP9 which arrived at Forrestfield on 10 January was hauled by CSR014, CSR016 and CSR013. All three were recent arrivals, and this was possibly the first occasion on which triple CSR units have worked a train west of Tarcoola. CSR016 was the loco on trial, making its maiden journey west. CSR015 made its first trip west on 3MP9 which arrived on 21 January, sandwiched between SCT003 and CSR008. The pattern was broken when CSR019 led SCT010 for its WA debut, arriving with 4MP9 on 22 January. CSR015 and CSR019 were subsequently stranded at Forrestfield with the ARTC east-west railway closing due to flooding in South Australia.

## **AURIZON**

### ***MINERAL RESOURCES LIMITED***

AC4304, ACB4406 and ACC6032 worked train 7111 from Forrestfield to West Kalgoorlie on 22 January, consisting of 78 loaded MRL iron ore wagons. The wagons had previously been taken to Kwinana and loaded with iron ore which had been stockpiled at the Bulk Terminal, having been left behind when shipping ceased. The ore was destined for export through the Port of Esperance.

### ***ALCOA***

Export bauxite services into the Kwinana Bulk Terminal ceased running during the latter part of 2021 as Alcoa's licence agreement with the Environmental Protection Authority expired. The fleet of AHCF wagons dedicated to export bauxite is currently in storage at Forrestfield. An annual total of 2.5 million tonnes was being railed to the bulk terminal for shipping to third parties. Alcoa has a submission with the EPA for a new licence to export bauxite, with an anticipated start in the latter part of 2022. The rail transport of bauxite from Calcine to the Alcoa alumina refinery at Kwinana remains unaffected.

### ***CBH GROUP***

The three CBH owned DBZ class units which have seen active service for the group were transferred from the CBH Kwinana terminal to the Aurizon yard nearby during January. P2509 towed DBZ2305 and DBZ2301 from Kwinana to Forrestfield on 24 January as train 2121. DBZ2302 remained at the Aurizon yard in Kwinana.

The total harvest received by CBH of around 21 million tonnes broke many records. Two extra wagon fleets have been in the process of being activated, both supplied by Aurizon. Sixty AGAY wagons have been targeted to assist the standard gauge task, being road hauled from Avon Yard to Gemco Rail at Forrestfield, where bogies are being fitted and other rectification work undertaken. Sixty VGKM narrow gauge wagons will supplement the fleet, these have been modified from coal wagons by UGL at Townsville, and then transferred to Western Australia by road transport.

### ***WATCO***

GL110 worked a rail train towards Esperance during January, becoming the first member of its class to travel south of the Redmine branch junction at Kambalda.

## **METRONET WORKS**

The Elizabeth Quay – Aubin Grove section of the Southern Suburbs Railway was closed between 26 December and 14 January for work in the vicinity of Cockburn Central station. The work was in preparation for the Thornlie – Cockburn Link railway.

The tasks being undertaken were as follows.

- Shifting a 3km section of the Mandurah Line rail tracks within the existing rail corridor between Cockburn Central Station and Glen Iris Tunnel.
- Installing about 5km of new rail tracks.
- Re-laying 7,500 concrete railway sleepers.
- Replacing 16,000 tonne of rock ballast.
- Overhead Line Equipment installed - 112 masts and 6km of wire.

Buses were used to replace trains in the closed section. Temporary stands were set up on the floor of the Perth Convention Centre to accommodate the large number of extra movements required, these being more than the adjacent busport could handle. Train services continued to be operated between Aubin Grove and Mandurah during this period.

## **CHANGES AT COCKBURN CENTRAL – Geoffrey Higham**

After much advertising, trains services between Perth (Elizabeth Quay) and Aubin Grove were stopped from Christmas until 14 January to allow changes at Cockburn central for the eventual construction of a new Metronet line linking Cockburn Central to Thornlie – and thence to Optus and Perth.

Transperth organised buses as rail replacement services, although on week days this journey was much slower than the normal train schedule.

Metronet contractors were at work on New Year's Day making the changes at Cockburn Central. It was easy to observe the works from the station footbridge, and also from the new Armadale Road overbridge (footpath on north side).

Looks like the trains from/to Optus/Thornlie will converge into a single dock platform, see the fence on west side of the extended platform. There is also an interesting extension at south end of existing platforms.

*All photos in this section by Geoffrey Higham.*





New Year's Day 2022 - platform extended, southbound track removed



New Year's Day 2022 - northbound track already re-aligned



By 9 January, Visible progress since last week's photos at Cockburn. The up and down mains have been relaid on their new alignment with sufficient width between them for the tracks from Thornlie. New posts in place for the overhead for these tracks. Wiring has started, so these lines should be finished for next weekend reopening.

This will leave space for the trains to come from Thornlie, up thru the old tunnel which was built when the government of the day proposed running Mandurah trains across to Cannington and into Perth that way.. No doubt many nights of work next to the busy Mandurah lines!

The photos confirm that trains from Thornlie will terminate in a single dock platform at Cockburn, but there looks to be space next to that track beyond the platform for a siding.





I visited Cockburn again on Sunday 16<sup>th</sup>. Service had been resumed, as advertised, so well done for that. In fact there were extra trains, with shuttle services running to Cockburn Central, into the central siding and return to Perth – normal for a weekday peak period but not for a Sunday. I'm advised that this was the quickest way to compact the new track, as standards require certain tonnage to have passed over the track before full speed could be resumed for Monday morning's service. An electric multiple unit (EMU) can run a lot faster than a tamper, I guess!

I'm told its intended to lay the tracks from the dock platform at Cockburn to the tunnel using short sections. A track-laying machine can be brought in later to lay from the tunnel to Thornlie, as the dual gauge freight tracks there have first to be relaid, moved a few metres north.



The platform extension will be in place until all work at Cockburn is complete. The trains have a platform detection system to prevent doors opening when not at a platform. The extension allows trains to stop further south, so that the north end of the platform can be barricaded off and work continue on the dock platform with being interrupted by each train.



FROM  Merredin RAILWAY MUSEUM (Jane Patroni)

**Happy New Year** from all of us at the Merredin Railway Museum! We hope this finds our friends and supporters fit, well and ready to launch in 2022. Backing on from the success of 2021 and the celebrations we enjoyed in Merredin, we expect this year to be busy as we prepare to celebrate **130 years of rail next year in 2023...** stay tuned!!

As we are still in the midst of COVID 19 restrictions, there will be some Government mandated entry requirements and Codes of Conduct that will affect everyone visiting the Museum. Visitors (and volunteers) will be required to:

1. *Scan their ServiceWA phone app on entry or manually Sign In*
2. *Wear a face mask*
3. *Provide proof of vaccination*
4. *Use the hand sanitiser provided*

On a brighter note, this year we aim to continue to profile the Museum for our visitors as detailed in the *Interpretation and Design Concept Plan* by erecting our new banners on both the north and south sides of the perimeter fences. Presently, we are awaiting the necessary clearances from the Public Transport Authority and ARC Infrastructure. With the proposed CBD improvement plans to commence this year, the area on the town side of the Museum will enjoy a facelift.

We are trying to source a Prospector Stewardess's uniform for a uniform display (remember the orange mini dress and jockey cap?). Any suggestions - please contact Jane (janepat55@gmail.com).



Looking forward to meeting and greeting our visitors this year – great for a day trip or linger longer as there is plenty to see and do in town and at the Museum. Feel free to call in, say “Hello” and have a cuppa with us.



### Snippet from Brian Williams:

I noted in the October edition of The Railway Magazine details of an auction’ held in September, in the UK where a locomotive plate named Western Australia was sold for £12,000

## MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
<b>WEDNESDAYS</b>		<b>Museum open 1.00pm – 4.00pm</b>		
02 February	K Smith	G Bradley	D Ingram	G Bradley
09 February	K Smith	B Williams	T Nunn	B Williams
16 February	K Smith	G Bradley	A De Smalen	G Bradley
23 February	K Smith	B Williams	T Nunn	B Williams
02 March	K Smith	A de Smalen	D Ingram	A De Smalen
09 March	K Smith	B Williams	T Nunn	B Williams

DATE	TICKETS/SALES	SITE SUPERVISOR		DUTY SUPERVISOR
<b>SUNDAYS</b>		<b>Museum open 1.00pm – 5.00pm</b>		
06 February	T Buttyl	B Williams, K Smith	G Watson/ M Gillooly	B Williams
13 February	A de Smalen	B Williams, K Smith	C Forsey	A DeSmalen
20 February	K Ayerst	B Keay, K Smith	D Raine	K Ayerst
27 February	L McBeath	M Miles, K Smith	G Higham	G Higham
06 March	T Buttyl	Quynh Hoang, K Smith	G Watson/M Gillooly	B Williams

**Any alterations to the rosters would you please contact Brian at [brianwilliams@railheritagewa.org.au](mailto:brianwilliams@railheritagewa.org.au)**