



# RAIL HERITAGE WA

## *Members Newsletter*

*May 2022*



### FOR YOUR CALENDAR

Saturday 14 May    Entertainment meeting 2pm **Lindsay Richardson shares his early railway memories**

**Saturday 28 May and 4 June – from 10am.** Working bees to get Museum ready for 5 June. All assistance welcome.

Sunday 5 June    Mini Model Railway Expo, Railway Museum, 10am to 4pm  
Including S 549 in steam.

Saturday 11 June    **Annual General Meeting**, Railway Museum at 2pm

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### FROM THE PRESIDENT (Philippa Rogers)

How quickly the past year has gone! It is almost time for our 2022 Annual General Meeting, which will be held at the Railway Museum, Bassendean on Sat 11 June.

### MANAGEMENT COMMITTEE NOMINATIONS

Each year the positions of President, Vice-President, Secretary and Treasurer are declared vacant. This year both our Treasurer and Vice-President will not be re-nominating for personal reasons.

The Treasurer's role is vital for the functioning of the organisation – to encourage you to consider putting your hand up we have split the role with work such as the banking done by someone else. This means that 2 -3 hours a week is all that is needed and as we operate Xero (cloud-based accounting) you do not need to do that work at the museum. You do not have to be familiar with XERO, it is very easy to learn if you have an understanding of accounting basics.

The Vice-President's specific role is to chair meetings in the absence of the President. It is also important as for a quorum at Committee (whether in person or on MS Teams) we need two of the four to be in attendance.

There are three (3) other Committee positions up for re-election, but our constitution allows more positions to be made available. In addition to the usual roles, we do need people with a willingness to take on the liaison of some special projects – of varying sizes.

Please consider contributing to the running of your society by joining your Management Committee. A nomination form is attached.

Nominations must be received by the Secretary by 20 May 2022 – please hand in to a committee member or post to Secretary, P O Box 363 Bassendean 6934.

## PROPOSED CONSTITUTIONAL CHANGE

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Notice is given of the following proposed constitutional change to be presented at the Annual General Meeting. It is proposed that we change:

**Current:** 2.4 Quorum for General Meetings Fifteen (15) percent of the current financial Members (being Members entitled to vote under these Rules at a General Meeting) will constitute a quorum for the conduct of business at a General Meeting to

**Proposed:** 2.4 Quorum for General Meetings Ten (10) percent of the current financial Members (being Members entitled to vote under these Rules at a General Meeting) will constitute a quorum for the conduct of business at a General Meeting

The reason for the proposed change is that when the constitution was changed in 2016, the quorum for general meetings was increased from 10% to 15%. Since that time there has not been a quorum for general meetings, so it is unworkable. There is no proposal to change the AGM quorum of 15%.

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## GM 1 ARRIVES – from Parkes onwards Ian Studham

The big news of the month was the long-anticipated arrival of GM 1 from NSW. As has been widely reported the unit came by road after years of trying to organize for it to be transferred by rail, which one would have thought would be the easiest and most logical solution.



*GM 1 being hauled from UGL on 11 April 2022, Passing Zanthus as it would have done many times in its working life. (Philippa Rogers)*

However, this was not the case after dealing with multiple rail operators. In essence it comes down to the time, effort and expense of registering rollingstock for access onto the various different networks that now make up our national rail grid. In WA an operator has to submit the documentation for registering a new item of rollingstock onto the network, it cannot be done by the owner of the rollingstock – this led to further jitters by operators who didn't want to be involved on the front line of what might become a lengthy process.

In the end, it was obvious that we were going to keep running into dead-ends pursuing the rail option, so Committee decided to commit to road haulage. Ironically,

this ended up being a comparatively easy and rapid solution to organize. The decision was made early to engage NSW rail interests to handle the local side of organizing things, and to this end I contacted Tim Elderton at Lithgow Railway Workshops. These workshops are the maintenance core of Southern Shorthaul Railroad in NSW who run a fleet of Clyde-GM streamliners including sister loco GM 10 – so are familiar with this type of loco. The Workshops also houses a heritage component slowly restoring a steam locomotive and several coaches for local use. Tim has a rich background in rail preservation being a long-time member of Lachlan Valley Railway with many years of steam operation and maintenance under his belt.

Tim agreed to assist with the job and proceeded to secure quotes for craneage and pursue the necessary permit to allow the contractors onto rail property for the purposes of lifting and securing the loco onto road transport. This permit ended up being a headache as the NSW network operators wanted a date, whereas we couldn't set a date until we knew we had a permit. It took Tim many months but eventually he was successful in securing a permit which allowed the work to happen within a 6-month window – giving us plenty of leeway.

We sought quotes from heavy haul specialists and Doolans Heavy Haulage came back with the best price, so we carried forward in dealing with them. Covid 19 intervened in all this process, as during 2020-21 we couldn't plan to send anybody to NSW without the likelihood that they may either be denied re-entry to WA or would have to undergo hotel quarantine on return. Similarly, NSW endured long lockdowns which, amongst other things, made transport between one regional area and another difficult. Transit of non-essentials between states also became problematic.



*Doolan's  
big rig.  
(Philippa)*

With restrictions starting to relax in the latter half of 2021, and once Tim advised us that the works permit had come through, we got back into making things happen. A discussion with United Group's management in late 2021 resulted in interest from them in assisting with the unloading in Perth as a gesture of goodwill and so we followed that up as part of the detailed planning. This resulted in an agreement from UGL that they would lift the loco off the float within their premises at Bassendean as long as we could fit its arrival into the bookings, they had for PN locos coming in for specific works, and they gave us a range of dates with the preference being between Thurs 7 April to Mon 11 April. We agreed to this date, and it meant we had an arrival date to work backwards from in our discussions with Doolans, who then advised how long it would take to transport the loco across the continent.



Doolans determined that loading should occur on the 30<sup>th</sup> March so that set everything in motion with Lithgow Railway Workshops booking the cranes for that day. We are lucky enough to have some GM loco lifting lugs in our kit and after Tim heard about these, he was very keen to have the use of them in NSW, so we strapped them down on a pallet and sent them off on road transport to Lithgow.

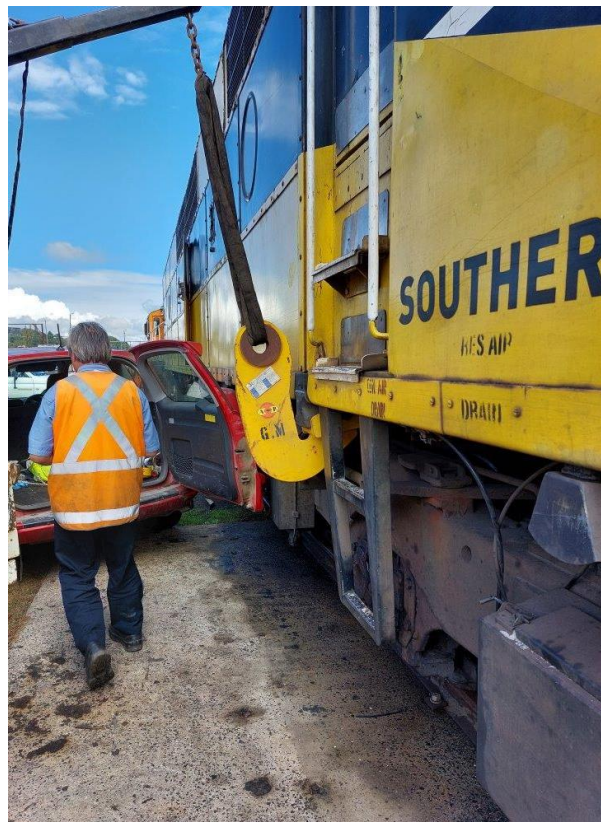


In the west Johnno and Brayden started making some plans of their own and ended up booking flights for the weekend prior to the loading which would take them to Melbourne for a day of Steamrail specials after which they would take the overnight XPT to Sydney. Prior to their departure I had introduced them to Tim via e-mail.

*Photos: John Wearmouth*

Their plans to visit Thirlmere were dashed when it turned out it was closed for that day due to a corporate booking of the entire facility, so they made their way to Lithgow, met Tim Elderton and ended up witnessing some of the live steam training moves being conducted at the Zig-Zag touring railways under Tim's supervision.

The following day they got the cooks tour of the Lithgow Railway Workshops and took the lifting lugs down to Eskbank yard in Lithgow and tried them out on none-other than sister ML-1 type GM 10 which had very conveniently arrived for scheduled servicing a day or 2 before. Happily, the lugs fitted – something we had never been sure about seeing we'd never had the opportunity to try them – so into the back of the cars they went and headed for Parkes.







*Through Bathurst there was time for a quick visit to see Ben Chifley's loco and the Bathurst Railway Museum – which has a massive model railway layout of the district. A museum worth a visit.  
(John Wearmouth)*

On the Tuesday John and Brayden headed for Cowra, the long-time home of the Lachlan Valley Railway. Normally the site is closed to the public on Tuesdays, but Tim had made arrangements and the boys were once again given a warm welcome and a very thorough behind-the-scenes tour of the workshops, roundhouse and the storage sheds full of vintage rollingstock that are normally off-limits.

*Lachlan Valley's impressively restored lounge car, which stayed in good condition as you had to take off your shoes to go through it.  
(John Wearmouth)*

After that it was off to Parkes to be ready for the following day.



Wednesday 30<sup>th</sup> March arrived and was a nice clear day perfect for the loading. The Doolans float and prime mover with Rosco at the wheel had arrived the previous day and scoped out the site so we already knew there were a couple of signs and obstacles that would need temporary relocating to allow the float to be placed correctly and be able to exit the site. The cranes arrived and commenced their set-up, which was a long-involved process. Sometime during the day, a Pacific National freighter pulled alongside on the main line which was several tracks over. It ended up sitting there for 45 minutes of so while shunting at nearby Goobang Junction was conducted, and while it was there control and the safety officer who had been provided for the day would not allow work to proceed, so everybody cooled their heels for a while as the meter ticked slowly over.

Once the cranes were ready and the locomotive slung, the actual lift only took a few minutes with GM 1 rising gently off the NSW rail network and coming to rest on the

float. Ample timber blocking was placed under the bogies and wheels to take the load and the unit was secured down with plenty of robust chains. Our lifting lugs also came home on the trailer so they could be redeployed at the other end. The prime mover carefully negotiated its heavy load and long float out of the site around some very tight corners, over the mainline and out onto the adjacent road.

We always knew that once the loco was out on the road that the news would spread and photos would quickly emerge, and we weren't disappointed. Within 2 hours there were photos on social media of the GM sitting on the float in a truck-stop on the outskirts of Parkes where Rosco was checking the chains and blocks. Across Australia railfans were alerted, with some expressing surprise that it was happening, and nobody had known about it. This was intentional – many things can go wrong with projects like this causing delays or last-minute cancellations. If you broadcast far and wide that something of interest is going to happen - and then it doesn't happen, you don't look particularly professional or well organized. Better to keep it under wraps and let the world find out once there's no denying it – such as when there's a great big streamliner heading down the highway on a big truck!

Meanwhile the cranes packed-down – another lengthy process, and Johnno and Brayden bade farewell to Tim Elderton and jumped in their hire car, tired and sunburnt, and headed for Sydney to make sure they caught their return flight first thing next morning. These 2 guys saved the Society a considerable amount of money, as Tim had quoted to provide 2 of his staff onsite for the lift, including travel, accommodation, and food expenses. 2 days of hanging out with John and Brayden convinced Tim that he didn't need to bring others and that the three of them could handle the onsite works. It also meant that we had representation and 2 sets of good eyes on the ground for the loading which was really important and very beneficial. So special thanks to John and Brayden for their efforts and time on the Society's behalf.



Thanks to social media we had no problem tracking the progress of GM 1 through NSW and South Australia. There were photos and sightings posted regularly and we were able to see that the loco was making good progress.

*Shaun Williams sent this photo of it at Ceduna.*

Doolans contacted me advising that a lot of heavy machinery was being inspected and ordered into mandatory cleaning by quarantine authorities at the WA border due to dirt and seeds being present on the undercarriage and tyres. I responded that anything that was under the loco was oil and grease and not related to earthworks or suchlike – Doolans submitted online forms with this information and the loco was fortunately allowed forward without the need for a mandatory clean – which would have thrown our delivery schedule off kilter.



We lost track of it for a bit once it crossed into WA – there aren't many railfans with cameras out there on the Eyre Highway, but we turned our attention to the details of the arrival and unload in Perth. UGL advised that they intended to unload the locomotive first thing Friday morning, but Doolans came back noting that they were unsure that they'd get the loco down into the metro area until about lunchtime Friday.

This resulted in some back and forward discussion between all 3 parties and after getting updates from Rosco the driver it became apparent that the transport would be good to get into Perth on Thursday. UGL have very strict rules that nobody on their site is allowed to work under machinery that's sitting on a truck. However, they don't have cranes with the capacity to unload the complete loco- bogies and all – so we needed to ensure everything joining the bogies to the mainframe was undone and removed prior to the loco arriving so the loco body could be lifted off separate to the bogies. We looked at parking in a nearby side street and doing this work but the Main Roads permit would not allow any such options, so it was agreed with Doolans that we'd meet the truck at The Lakes, 40km east of Perth to do these preparations – which only amounted to removing 4 brackets and disconnecting the air-brake lines and the handbrake chain (in the end the handbrake was done at UGL).



*The team at the Lakes.*

*(taken by the pilot)*

Thus a series of vehicles left Perth and headed for The Lakes late Thursday morning. We'd previously been advised that the truck would arrive there about 2pm, allowing time to get the work done and get down into the metro before the heavy haulage curfew came into effect in the late afternoon. Once again social media to the rescue – someone reported on facebook that the truck was through Northam at about 11am – running early! So off we all went for a rendezvous with ML-1 number 1. It was a bit surreal coming face-to-face with GM 1 on the back of a truck after so long, and it certainly looked big sitting there on that float! The work took no time at all, everything came off easily and we waited as Rosco added more chains to secure the body a bit better seeing it wasn't as attached to the bogies as before.

Then back onto the road and downhill into Perth. Extra pilots joined the procession at the top of Greenmount hill and the float moved to occupy the entire road-width and slowly started the descent. I was lucky enough to be the first car behind the rear pilot down the hill, so while the traffic behind me built up and undoubtedly reflected on their poor timing in getting caught behind this, I enjoyed the 20-30km/hr gentle trip down the hill staring at the vintage diesel locomotive immediately ahead of me.

Arrival to UGL in Bassendean was about 2pm so well ahead of the curfew. A big gentle swing and a couple of back-and-forward moves saw the truck and float inside the gate with what seemed like the entire staff of UGL coming out to witness the arrival of the GM. Their boss had asked Philippa to provide some background historical material about GM 1 the week before for circulation, so they all knew what they were looking at. GM 1 was reversed into the workshop and secured for the evening pending the lift the following morning. We said farewell to Rosco the driver as he headed off with his prime mover to collect yet another oversize load.

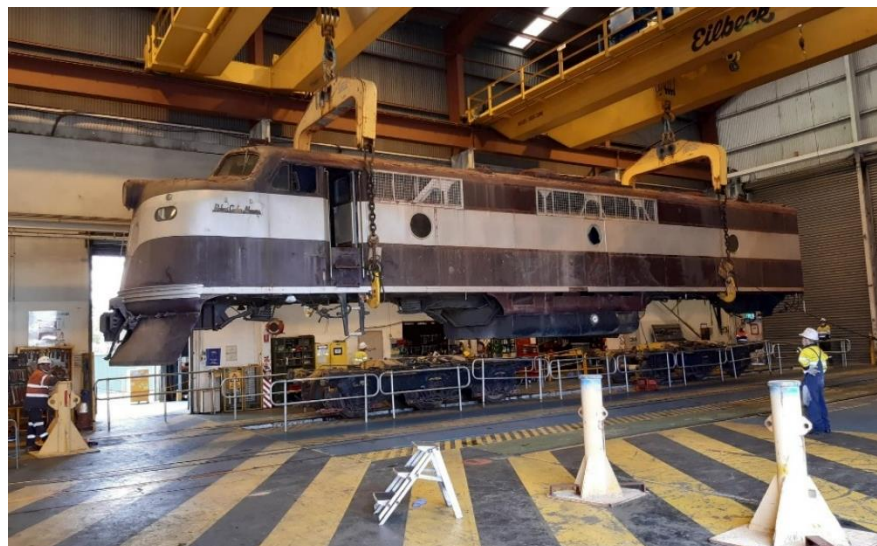


*Inside UGL safe for the night.*

*These two photo by Rob Clarke, courtesy of UGL.*

The following morning UGL lifted the loco off its bogies and placed it on stands, then lifted the bogies individually off the float. This allowed the float to be released and Doolans Perth staff attended to collect the float. The specialized trailer is of a type that can expand width-wise to accommodate wide loads, so before they left they contracted it back to normal trailer width – this meant that it was now simply an over-length rather than also an over-width vehicle.

UGL continued with the work and re-united the loco with its bogies, meaning that GM 1 was at long last on WA rails. Once again Brayden and Johnno attended as Rail Heritage WA representatives and got to witness the lifting process.



Our sincere thanks to all at United Group for their very generous assistance in allowing GM 1 to be unloaded within their premises – this saved the Society many



thousands in craneage hire. Thanks also for keeping the loco inside and secure for the weekend and finally for delivering it to the Museum on Monday morning.



*UGL's TA 1813 hauls GM 1 down to the museum. (Philippa Rogers)*

Sincere thanks to Tim Elderton in NSW for all his work, assistance and advice. Tim worked hard to minimise costs wherever possible and saved us a lot of money in the end, and certainly made sure that Brayden and John were welcomed and looked after. Hopefully Tim can visit WA at some point and we can offer him the same hospitality that he offered our members.

Thanks also to Doolans Transport. While a novel experience for us, moving a big load like GM 1 by road is an everyday activity for them and they were very helpful and calm about the affair. Ranka Knezevic was my main point of contact and she and I had many phone calls during the lead-up and transport of the loco. Everything was dealt with easily and from a very practical approach and we felt very comfortable handing our locomotive over into their care for the journey across the country.

Now that we have had a good look at GM 1 we can report that there are a few electrical components missing, nothing too tragic and all replaceable, everything in the engine room is intact and we know it's in good shape mechanically. The whistle valve in the cab was missing but has already been replaced – thanks Brayden and Michael for taking care of that. The side lower panels are showing some deterioration, and some will likely need replacing and this will involve removing the cover straps along the outside allowing us to address any rust concerns on the car body truss frame. There are some rust holes on the driver's side around the windscreen – these areas are all original external platework so it's no surprise that after 70 years some corrosion would be creeping in. We'll deal with them even temporarily to halt any further water ingress. Other than a couple of spots on the side walls along the cabs where water has been trapped as it's come down from the side windows, the GM is surprisingly rust-free and in very good physical condition – a legacy of the work AN did on it in 1997 when they restored it to service. We now turn towards the necessary work to firstly get the loco looking good and then later to address what is required to get it operational. Meanwhile we are all still enjoying the fact that it's right in front of us up close and personal at Bassendean.

## **GM 1 (standard gauge) Appeal**

This appeal was set up some years ago and we thank those members who donated earlier on. On our website the 'donation' page is now the home page and we have been fortunate to receive further donations, generally from the wider community towards restoring GM 1. Warren Duffy of Lost Perth fame set up a gofundme page to support the cause as well as donating a box of Lost Perth books whose sales go towards GM 1. Our preference is that any donations (tax deductible) are made directly to us either through PayPal (see website), direct debit or at the Museum.

Thank you for all the support and as promised previously donations of \$200 and over will be recognised as part of the future display.

## **A LONG EXPOSURE TO GM CLASS LOCOMOTIVES** Graeme Bradley

As a young Westrail traffic officer I was appointed to the position of Foreman Kalgoorlie in late 1970. This position was one of two Foremen required at West Kalgoorlie to cover supervision of all train requirements at the newly completed yard complex. The standard gauge railway from Kwinana though to West Kalgoorlie had been finished in August 1968.

With the completion of the standard gauge freight services for east/west traffic the task of traffic movement between the Commonwealth Railway Depot at Parkeston and West Kalgoorlie was allocated to Comm Rail locomotives and staff.

Thus commenced my long involvement with the GM class of locomotives, this would have included GM 1 which has recently transferred to the Railway Museum at Bassendean for heritage preservation.



In during my time at West Kalgoorlie freight traffic transferred by COM Rail between Parkeston and West Kalgoorlie was generally with either their GM or CL class locomotives. Multi-unit locos and brake vans were usually arranged at Parkeston. I was initially surprised that these units with driving cab on one end were permitted to transit Parkeston – West Kalgoorlie with "B" end leading, this of course meant reliance on rear vision mirrors for the Drivers.



I recall how difficult it was to climb the rather steep narrow steps on both the GM and CL class locomotives, particularly when still moving. Safe working authority issue was normally arranged by the duty Foreman and need to board locomotives was more than usual because of the method of safe working used in the single line section between West Kalgoorlie and Kalgoorlie. After final completion of the standard gauge to Kalgoorlie, although West Kalgoorlie yard and Freight Office was fit for traffic other amenities like the Yardmaster's office and Area Control signal panel were not.

The only train operational staff at West Kalgoorlie were the Liaison Officer and two Foremen sharing facilities with Train Examiners for several months after I had arrived. The planned Area Control panel was not seen for some years later. Shunters used to travel from Kalgoorlie on the shunt locomotive.

Safe working method was the very old Staff and Ticket method for the single line section between Kalgoorlie and West Kalgoorlie. Basically, this method entailed either traveling with section staff in Driver's possession or with two following trains, first train travelled on a ticket after having sighted the staff, following train would proceed when first train clears the section.

Staff and Ticket method was intended for light traffic branch lines. West Kalgoorlie – Kalgoorlie was very busy with freight transfers, light locomotive movements ( Westrail and Com Rail ) Prospector and daily interstate passenger trains.

With the yard size and diverse activity ( narrow gauge movements with gantry transfer of containers were still in operation) provision of a motorcycle was essential for the Foreman to keep up with Staff and Ticket method on the standard gauge.

After West Kalgoorlie my next position was at Forrestfield and I spent several years working as Yardmaster ( three positions rotating ). Forrestfield Carriage Shed was a major service depot for interstate passenger services and required regular shunt movements. I was working in this position when though working of Com Rail locomotives was achieved. CLP and then GM locomotives were used, and this entailed sending a Westrail locomotive to haul interstate passenger trains to or from Forrestfield and Perth Terminal due the CLP and GM units not permitted to run "B" end leading in Perth Metro.

I again spent further time at West Kalgoorlie on relief duties some years later after Com Rail had been purchased by Australian National. This included a short time assisting there when AN and Westrail had agreed on a more positive method of through working which had the advantage of further reducing time spent time spent by freight trains at Parkeston.

My involvement with GM locomotives by coincidence continued Thursday, April 7. I am a member of the Rail Heritage WA management committee though not involved with moving GM 1 from NSW to Bassendean. However, I was having lunch with family on the verandah of Dome Café in Mundaring, we were startled by a loud application of a truck air brake, on looking around, GM 1 was cruising past on the adjacent Great Eastern Highway, on a low loader truck, the Driver was slowing for the traffic lights. This prompted a trivia question, how far back did the drivers encounter the previous set of traffic lights? Arrival of GM 1 at the Bassendean Rail Museum accumulates a little over 50 years since my first encounter with this class of locomotive.

## RAILWAYS WHEN GM1 WAS NEW (Geoffrey Higham)

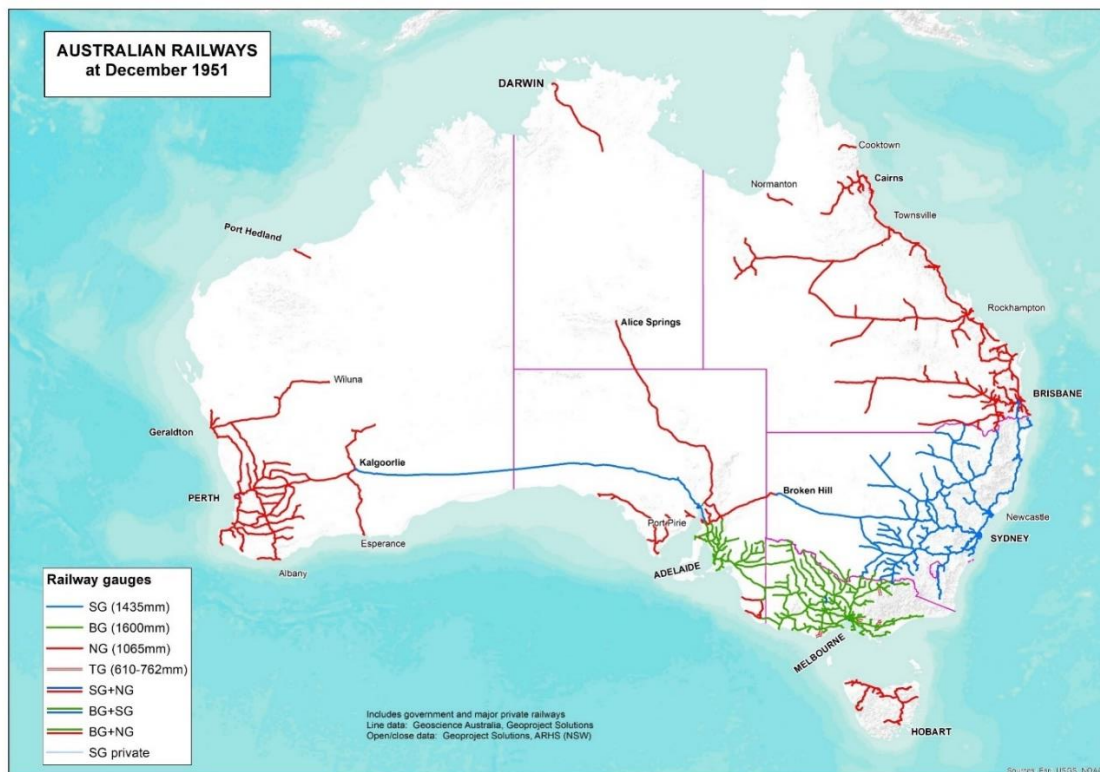
With the recent arrival of GM1, it is interesting to reflect on the wide extent of Australia's railways at that time. The map on next page shows the railways as they were at the end of 1951. As is obvious, there were then many branch lines which have long since closed.

The colours are traditional and remind us of the old break-of-gauge problem – red for 3 feet 6 inches used by the WAGR, blue for standard gauge and green for the broad gauge (Irish gauge) preferred by Victoria. GM1 would at that time only have run on the blue line across the Nullarbor – it was 'hemmed in' by other gauges at both ends. There had been much talk about standardising gauges, but up to 1951 there had been only two significant improvements:

1. In 1930 the standard gauge system in NSW was extended to Brisbane, removing the change of trains at Wallangarra on the NSW/Queensland border, and
2. In 1937 the South Australians extended their broad gauge from Adelaide up to Port Pirie and the Commonwealth extended the trans-Australian line from Port Augusta to Port Pirie, thus eliminating a slow narrow-gauge section via Quorn (part of which is now the Pichi-Richi railway).

Passengers and freight had to be transferred to a different train each time the gauge changed. Passengers had to make two extra transfers; both Adelaide and Melbourne had fine stations for interstate trains, but they were terminal stations – passengers from interstate would not be allowed to bypass them!

Standard gauge has now been achieved on all the intercapital lines, so that GM1 could run from Perth to any of the mainland capital cities. Unfortunately that's still not likely, however the impediment now is the regulatory regimes rather than the gauge!





The map shows all railways which provided some degree of public services, plus the larger, longterm private railways – i.e. private lines such as Millars timber lines, or the woodlines in the goldfields, are not shown.

## MUSEUM (Philippa Rogers)

### Sunday 5 June Mini Model Railway Expo

If you can assist on the day (even if just for part of the day), please contact Philippa [president@railheritagewa.org.au](mailto:president@railheritagewa.org.au) or 0417 961187 and let me know.



# MINI MODEL RAILWAY EXPO

10am-4pm, Sunday 5th June 2022  
Railway Museum, 136 Railway Parade, Bassendean

**COME SEE A LIVE STEAM ENGINE! WAGR S-class 8549 "Greenmount"**

- See Model railway layouts of all sizes in action and talk to modellers about their activities.
- U-drive and puzzles for children of all ages.
- Great display built with LEGO by the WA Brick Society.
- Go 'Behind the scenes' at the WA Model Railway Club.
- Special 'Marklin' Display.
- Ride-on miniature locomotives from the Northern Districts Model Engineering Society.  
(Gold coin donation per ride and enclosed footwear required to ride)

**Sausage sizzle and refreshments available!**

All the usual trains and exhibits to explore. Lots of 'pre-loved' model trains and books for sale.

Visit [www.railheritagewa.org.au](http://www.railheritagewa.org.au) or find us on Facebook: Railheritagewa  
Founders and operators of the Railway Museum.

## RAIL HERITAGE WA



To keep COVID SAFE please book online.  
[trybooking.com/BYQDI](http://trybooking.com/BYQDI)

Limited tickets available at the door.

**Normal museum entry fee applies:**

Children 4-	Free
Children 4+	\$5
Concessions	\$8
Adults	\$10
Family	\$25

Thomas the Tank Engine will be coming along.



As the drainage project continues at the Museum continues, we know much more about where the water pipes go! This cross pipe was a surprise to Brayden and John when digging. Thanks to Bruce Keay for all his work both in design and implementation. (Photo: Brayden Hesford)



## LOCOMOTIVE HISTORY (Jeff Austin)

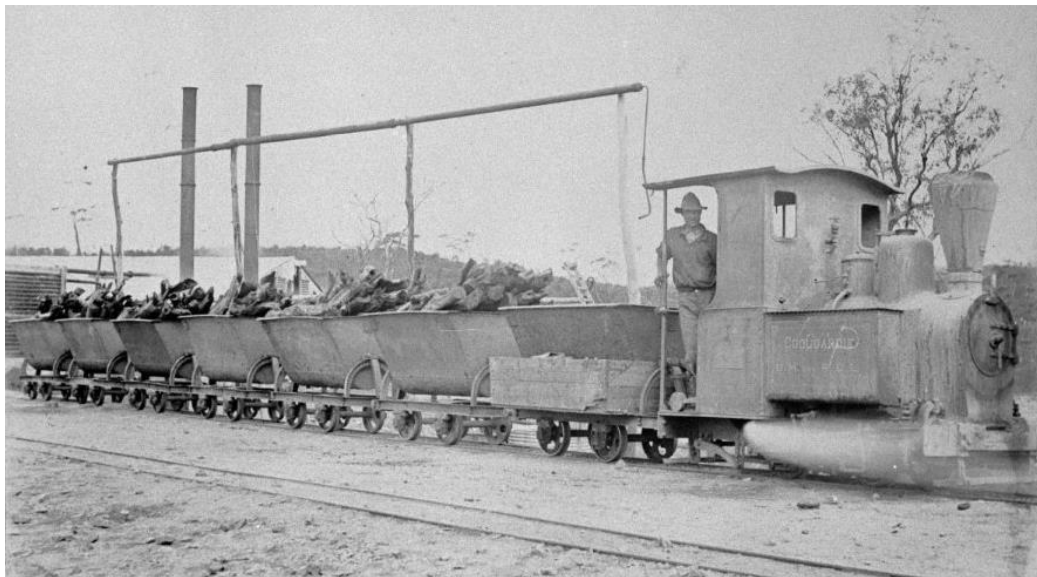
**Haine-St-Pierre '461'** – preserved in Meekatharra

**For many years a small locomotive was displayed in the main street of Meekatharra. This relic from the mining days had a short but interesting working life on the goldfields. This is the story of Haine-St-Pierre '461'.**

### Coolgardie

In 1896 the 'United Mines Ore-Reduction Co. Ltd.' built a 2'-0" (610mm) gauge tramway from various mines near Coolgardie to the company battery. The battery was then the largest on the goldfields and was located 2.7km south-east of Coolgardie, adjacent to the present Coolgardie-Esperance Highway. It was established by an English company with the intention of crushing and treating ore from a number of mining properties in the area. These mines were shareholders in the company and consisted of the Lady Loch, McCulloch, Coolgardie, Bayley's West, Gleeson's Success, Lady Forrest and Empress. The tramway was constructed of 14lb per yard rails and ran in a south-westerly direction for 4kms. The steepest grade was 1 in 45.

To haul the trucks of ore the company purchased two small 0-4-0 tank locomotives. The smallest was named COOLGARDIE and was built by 'S.A. Des Forges, Usines et Fonderies de Haine-St-Pierre', La Louvière, Belgium (Makers No.461/1894). The larger 8-ton locomotive was built by John Fowler & Co, Leeds, England (Makers No.7588/1896). The company had 25 side-tipping iron trucks made in Belgium, each capable of carrying 30cwt (1.5t), for transporting the ore from the mines, while firewood supplies were obtained from the adjacent Hampton Plains Estate.



***Haine St Pierre*** hauling trucks of firewood near Coolgardie, c.1897 (Battye Library 066349PD)

After about a year of operation, some of the mines were dissatisfied with the workings of the crushing plant and decided to build their own processing plants. By the end of 1898 there was no more ore to treat and the battery and tramway were no longer in use. Locomotive COOLGARDIE was sent to Peak Hill and the 'John Fowler' locomotive went to the 'East Murchison United GM Ltd' at Lawlers.



## **Peak Hill**

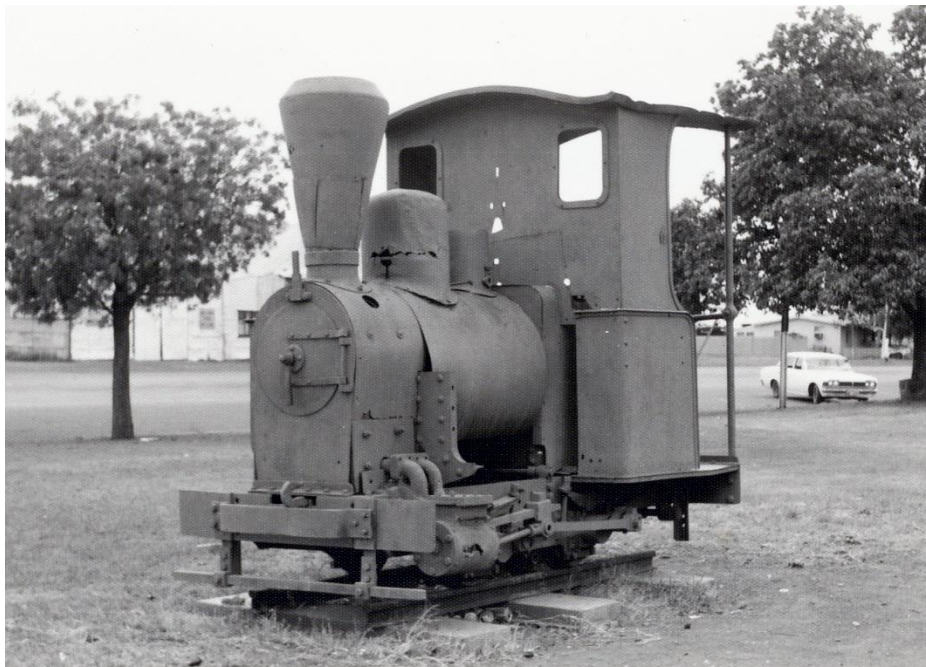
The 'Peak Hill Goldfields Ltd' was established in 1897 through the entrepreneurial skills of Mr Darlington Simpson. The company had 156 acres of mining leases at Peak Hill, 120km north of Meekatharra and on 1 March 1899 the company commenced construction of a 2'-0" (610mm) gauge tramway from the mine to the battery, a distance of 1.4km. The tramway skirted the northern edge of the Peak Hill townsite on embankments up to 1m high.

The company purchased the locomotive COOLGARDIE ('461') for hauling the trucks of ore to the battery. In 1900 an additional 0-4-0ST locomotive was ordered from 'Kerr, Stuart & Co.', Stoke-on-Trent, England (Makers No.718/1900) and it entered service in May 1901, named DARLINGTON.

Both locomotives were still in service in late 1903, with the Tramway Leases current until the end of 1907. When the tramway ceased operating is unclear but both locomotives were out of use by 1910. They then transferred to the ownership of the 'Western Machinery Co.' in 1918 who acquired many old mining locomotives. 'Haine-St-Pierre 461' was abandoned at Peak Hill, while locomotive DARLINGTON was sold in April 1919 to the 'Westonia Firewood Co.' at Westonia.

## **Meekatharra**

After many years at Peak Hill and during which scrap dealers had removed the firebox and other parts from the locomotive, '461' was recovered and displayed in the main street of Meekatharra. A new chimney was fitted at some stage but the condition of the locomotive continued to deteriorate. In recent years it was removed by the Shire of Meekatharra to their depot, the old WAGR station yard. Its future is uncertain.



*Haine St.Pierre 461 with original chimney at Meekatharra, 20 February 1978 (Jeff Austin)*



*Haine St. Pierre 461  
showing damage by scrap  
dealer at Meekatharra, 20  
February 1978.*

*(Jeff Austin)*

*Haine St. Pierre 461  
displayed at  
Meekatharra, 16  
August 2000 (Jeff  
Austin)*



*Editor: The Haine St-Pierre locomotive was classified by National Trust of Australia (WA) in 2002. This was the Statement of Significance given to explain why:*

This is the only known example of a Haine St- Pierre locomotive to operate in Western Australia and possibly even Australia. It is one of only a few survivors of the once numerous small steam locomotives to work on gold mining operations in the state and is the only locomotive to ever operate on a Murchison / Peak Hill Goldfields gold mine. The Peak Hill tramway was the largest mining tramway to operate in the region, and also was one of the most isolated locomotive operated gold mining tramways, being about 110 km north of Meekatharra, the nearest Government railway centre.

The locomotive's history, with its brief period in use at Coolgardie, and relatively short operating life at Peak Hill, also illustrates the temporary nature of many mining tramway operations, and the widespread movement of locomotives between mining centres.



## ARCHIVES (G Watson)

The following requests for information have been received during the month of April and have, in the main, been dealt with by Jeff Austin in his usual thorough manner.

No.	Subject	Purpose
15	Document heritage holdings of RHWA	NSW report
16	Hamelin Bay tramway relic	Self
17	ADE & ADF railcar photo's	Self
18	Maylands brickworks photo's	Local history
19	C. Williams, WAGR employee record	Family history
20	H. Tyers, WAGR employee record	Family history
21	GSR refreshment room photos	Family history
22	Trackplan of Merredin Yard	Modelling

The main Archives group meets every Tuesday at the museum and the normal attendance is around ten. A smaller group of five meets on every alternate Wednesday evening. while a couple of member work from home.

The current activities of both groups include the scanning, captioning and mounting of photographs, the indexing of the book collection, sorting and recording plans and drawings, the sorting and recording of archival documents, indexing the articles on Western Australian railways in magazines such as *Australian Railway History* and *Light Railways*, the collection and recording of newspaper clippings and the indexing the Outline Drawings albums.

It might seem that the Archives are a hive of activity, which they are, but there is a great deal of social interaction that also takes place. We recently farewelled Noel Farr. Noel was originally from NSW and has returned to reside in that state but in the couple of years he was with us, he made a considerable contribution to the Archives. At about the same time of Noel's departure, we welcomed Stephanie Sweeny to our ranks and we can see already that she will be a valuable member of the group.

## SOUTHWEST RAIL AND HERITAGE CENTRE (Alasdair Kenyon)



ARA 351 was built by Westralia Ironworks as an AR in 1908 as a second-class corridor day car, was converted to a sleeper in 1957 (ARS) and her platforms became vestibules in 1962 (now ARM), finally in 1980 was converted to an ARA open saloon with 48 seats and a brake compartment to add to the Australind fleet. Photo: A Kenyon

Over the Easter weekend ARA351 was taken out of the goods shed and into the sun for the first time in a number of years, thanks to Brayden for hosing years of accumulated dirt and animal droppings off the roof . We will now start to clean out the inside over the next few months.

A big thank you to all of those who came down over the Easter weekend to do preparation work and those who helped over the open day.

Our April open day was perfect, beautiful weather and G233 Leschenault Lady in steam. We had 358 visitors (275 Adults and 83 children) and merchandise sales totalled \$163. Our new RHWA banner next to the sales table (up for the first time) attracted much interest.

The day went very well with a steady stream of visitors throughout the day, including a newly married couple who wanted their wedding photos with the train and gave us a generous donation.



(left) Y 1116 was moved out from under cover in the roundhouse to showing off this restoration project. The work has been undertaken by Gary, Ian and Mick and it looks so much better for it. We know there are one or two tweeks needed for the colour scheme, but it is now in great shape and great to be able to move it into the sunshine for the day.

Photo: Mitchell Henderson-Miller





The return of TA 1807 to its Westrail orange livery is underway with the doors being painted in Bassendean and refitted for the weekend.  
(*Philippa Rogers*)

After the weekend ACL 407's roof was covered in tarps to keep her in reasonable condition over the weekend. There are a few broken windows to be dealt with still.  
(*Philippa Rogers*)



Trent Stanley ensured that we have photos of our volunteers that day – thank you to you all for your contributions.



*left: Callum, Ian and Jack (keeping people safe from loco)*

*right: Sales team of Jane and Anna*







*left: Noah (trainee fireman) with Michael (driver)*

*Note: being trainee light up fireman requires a 4 am get up!*

*Right: Mitchell, Dom (hiding), John and Michael as the last of the coal is unloaded and bagged. Coal supplies for the day were a ute-load and a trailer load. Thanks to Brayden for organising.*



*Left: meet and greet team of James, Alasdair and Philippa*

## **AROUND THE STATE (Simon Barber)**

### **AURIZON**

#### **CBH GROUP**

CBH has decided not to use rail transport to clear the silos on the Miling branch of grain from the 2021 – 2022 harvest. Road transport will be used instead to haul the grain to Kwinana. The branch had been closed for an extended period due to a bridge near Toodyay requiring repairs, these having been completed during January 2022. Rerailing works have been commenced on the line, with the first trip being on 13 April. (See Watco report).

Q4011, CBH122 and CBH120 worked 6S55 empty grain to West Merredin on 8 April. Q4011 then proceeded to West Kalgoorlie with 36 CBHS wagons, their place in the Kwinana zone return working taken by 36 Aurizon-owned AGAY wagons. After a short layover, Q4011 then hauled the grain set to Esperance. CBH is running a rail grain programme of trains into Esperance, starting with loading out of Grass Patch, and later, planned haulage out of Salmon Gums. Q4011 is the allocated unit, with other Esperance based Aurizon locos available to substitute if required. AC4305 worked 2S70 / 2S71 grain services to Grass Patch and return on 25 April.

#### **TRONOX**

ACC6032, 6025 and 6023 worked a late running 7PU1 out of Kwinana on 13 March. ACC6032 is the backup unit for the three 6020 class locos allocated to the service and took the place of 6022 which required attention to its in-line fuelling setup at Forrestfield. Several subsequent return workings to Broken Hill have also utilised ACC6032, replacing one of the 6020 units.

### **WATCO WA RAIL**

#### **ROSSLYN HILL MINING**

Watco has picked up the contract for the haulage of lead carbonate to Fremantle for export by sea. The carbonate is mined near Wiluna and taken by road to Leonora. It receives transit to and from Forrestfield via Watco's 471 / 472 and 351 / 352 services. Between Forrestfield and North Quay, a dedicated train is run. The lead carbonate is carried using strict handling protocols, being placed in sealed bags which are loaded into containers. A requirement for the transportation of the product is that it takes the most direct rail route from Leonora to the port.

#### **INFRASTRUCTURE**

AB1535 worked its first infrastructure service for Watco on 21 March, leading DR1565 and 1564 on 2RT1 rail train. The two DR units were hauled, giving AB1535 a good workout. Departing Midland, the train worked on the Midland Railway, having an overnight stay at Three Springs, and then running east of Geraldton from 23 March for rail distribution. AB1535 was hauled dead on the return working to Midland, all reports being that it had performed without a hitch.

AB1535 made its first solo infrastructure appearance on 13 April, working 4RT5 rail train from Midland to Calingiri. This was the first train service to operate on the Miling branch in several months. Extensive rerailing is required to upgrade this Tier Two railway, which services six grain silos from Bolgart to Miling.





*0AB1535 at Calingiri on 13 April. (Simon Barber)*

### **PTA / METRONET FORRESTFIELD – AIRPORT LINK**

The first railcar set to run onto the newly constructed railway departed Perth station during the evening of 27 March. After a layover at Bayswater, it took the line junction there and ran into the tunnel for the purpose of testing the ventilation system. Various tests are still being undertaken, such as monitoring of the lighting levels at the three stations. It is planned to commence scheduled services on the railway by 30 June.

### **BAYSWATER BRIDGE / STATION WORKS**

The Midland suburban railway is to be closed from Friday 23 September to Sunday 16 October. The 24-day shutdown is required to remove and replace about 1.8 km of track and other rail systems, as well as expanding the existing Leake Street pedestrian underpass while continuing work on the new Bayswater Bridge. Following the shutdown, the first half of the new Bayswater station will be open to passengers. With this opening, trains will cross over King William Street using the significantly higher new bridge, which has had 12 beams installed. The shutdown will impact on the Midland and Airport line suburban services, the Transwa *Prospector* and *Merredin Link* trains, and the *Indian Pacific* interstate services.



*GM1 passes through Sawyers Valley on 7 April. When GM1 first came to Western Australia in 1951, Sawyers Valley still had a rail service! (Simon Barber)*



## FROM



(Jane Patroni)

### New Signage at Merredin Railway Museum

Successful funding from Heritage Council (\$8,525) and Collgar Wind Farm (\$5000) together with \$3500 from Merredin Museum and Historical Society has enabled the engagement of Creative Space, an award winning signage, interpretation and exhibition design studio, to develop a Signage Style Guide and design and install exterior signage.

Currently the Museum has lots of signs, some no longer useful or are outdated, others that double up on information, many are not consistent in design and in some cases, there are no interpretation or specific stories which often means less people will read them.

The Signage Style Guide outlines the typefaces, colour palettes and has templates for all signs across the Museum including interpretive signage, welcome, way finding and general Museum signage, which will ensure all signage remains consistent in design and structure.

The Railway Museum Committee agreed on the consistent name of “Merredin Railway Museum” and logo in June 2020 when the Merredin Railway Museum Interpretation and Design Concept Plan was completed.



The new external signage on the fence along the railway lines and in the south east corner of the Museum grounds was installed on Monday 28 March. It is a highly visible and eye-catching statement to the public, especially our visitors. (Debbie Morris)



## MUSEUM ROSTERS

DATE	TICKETS/SALES	SITE SUPERVISION		DUTY SUPERVISOR
<b>WEDNESDAYS</b>		<b>Museum open 1.00pm – 4.00pm</b>		
4 May	K Smith	B Williams	T Nunn	B Williams
11 May	K Smith	A de Smalen	D Ingram	A De Smalen
18 May	K Smith	B Williams	T Nunn	B Williams
25 May	K Smith	G Bradley	D Ingram	G Bradley
01 June	K Smith	B Williams	T Nunn	B Williams
08 June	K Smith	A de Smalen	D Ingram	A De Smalen

DATE	TICKETS/SALES	SITE SUPERVISION		DUTY SUPERVISOR
<b>SUNDAYS</b>		<b>Museum open 1.00pm – 5.00pm</b>		
8 May	B Williams	K Smith	C Forsey	B Williams
15 May	A de Smalen	B Keay, K Smith	D Raine	A de Smalen
22 May	B Williams	K Smith	B Horton	B Williams
29 May	L McBeath	M Miles, K Smith	G Higham	G Higham
5 June	<b>SPECIAL ROSTER MINI MODEL RAILWAY EXPO 10AM TO 5PM</b>			

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