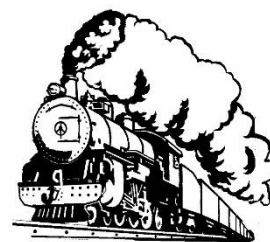




# RAIL HERITAGE WA

## *Members Newsletter*

*June 2022*



## FOR YOUR CALENDAR

**Saturday 4 June – from 10am.** Working bee to get Museum ready for the next day.  
All assistance welcome – even if just for one hour.

**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

**Sunday 26 June**    **SWRHC Open day** 9am to 2pm

**Saturday 9 July**    **Entertainment meeting 2pm** **Chris French** will speak on  
signalling with an update on Claremont Signal Cabin situation.

---

### FROM THE PRESIDENT (Philippa Rogers)

Don't forget our 2022 Annual General Meeting, which will be held at the Railway Museum, Bassendean on Sat 11 June.

We have received the following nominations for Management Committee:

President:    Philippa Rogers

Vice President:

Secretary:    Ian Studham

Treasurer:    Brian Williams

Committee:   John Cole, Bernard Horton. Alasdair Kenyon and Trevor Nunn

You will notice that we still need a Vice-President.

---

### PROPOSED CONSTITUTIONAL CHANGE

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 (other than the AGM), so it is unworkable.

If we wish the AGM quorum to remain at 15%, then this will require an amendment to the motion.

## **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. We would like to have 'reserves' in case of illness affecting our usual volunteers.

**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](https://www.facebook.com/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.

### New interpretive signage

We have eight new large signs around the museum varying from Zanthus to X 1001. My thanks to Jeff Austin, David Ingram and John Wearmouth for their help in researching and reviewing content for the signs and Dom Bennett and John for installing them. The new signs are on wooden stands made last year by John Brown and painted by Les Wasley.

Four smaller signs are in production, and we look forward to their installation too.

### Exhibition Building Redevelopment

As we continue to make good progress with the accessioning of the smaller items in our collection, we are also working on the development of a timeline of the development of railways in WA to give context to future displays.

Initial planning has begun to create replacement displays. There will be five main themes and we will be starting on 'Catching a train'. However, we first need to create an overall plan for the whole space and will be working with Exhibition Designer John Davies.

## LOCOMOTIVE HISTORY (Jeff Austin)

### Locomotive OA 179 - ARHS tour to Kwinana

The 'OA' class is a largely overlooked class of branch line and shunting engines. The last in service, OA 179 hauled an ARHS tour train to Kwinana in 1961 and was retired a few months later. 60 years on, this is the story of 'OA 179'.



*OA 179 running around the train in Kwinana siding, 12 November 1961 (Adrian Gunzburg)*

In 1909-10 the WAGR Midland Junction workshops built a number of new 2-8-0T&T locomotives using the tenders, side tanks and other parts from O class which had been converted to N class in 1907-8. At the same time, new frames were constructed to allow for an increased diameter of the driving wheels and a boiler mounted sand dome was fitted. The new engines were classified the 'OA' class and cost £2021 each.

'OA 161' entered service on 19 March 1910. The days of the highly polished brass dome and copper piping were long gone and the 'OA' engines were simply painted in gloss black. The only polished fittings were the whistle and brass number plates on the cab side and tender.

After running in around the metro area for a time and sorting out any problems, '161' was piloted over the Midland Railway to Geraldton depot.

#### **Geraldton 1910-21**

This depot had about 25 locomotives, comprised of A, C, G, O/OA, R and T class engines. '161' worked the goods and mixed goods trains on the branch lines around Geraldton and to Cue. Due to the Geraldton depot being isolated from the Eastern Railway for many years, general overhauls and heavy repairs were undertaken at this depot. In August 1913, '161' was based at Cue, for working the line to Meekatharra, while in April 1919 it was based at Geraldton and working the line to

Ajana. In March 1921, '161' was returned to Midland Workshops for general overhaul.

### **Narrogin/Wagin 1921-23**

Narrogin was the principal locomotive depot in the Great Southern district and had an allocation in 1921 of about 30 locomotives. '161' hauled goods and mixed goods trains on the branch lines around Narrogin and the Wagin-Lake Grace line.

### **Geraldton 1923-26**

The WAGR was emerging from the post-war recession and train traffic was increasing. By the time '161' departed for general overhaul in September 1926 it had travelled 264,000 miles (425,000kms).

### **Narrogin/Katanning 1926-32**

'161' hauled goods and mixed goods trains on the branch lines around Narrogin, and Katanning-Pingrup and Kojonup lines.

### **Kalgoorlie 1932-39**

This was the early years of the depression and train services were reduced across the system. This depot had about 25 locomotives, with '161' hauling goods and mixed goods trains on the line to Norseman and Esperance.

### **Narrogin/Katanning/Albany 1939-49**

During the war and post-war was a difficult time for the WAGR, with worn out locomotives and deferred repairs. '161' continued to haul goods and mixed goods trains on the branch lines around Narrogin and Katanning but was also noted on Albany-Denmark services. '161' had heavy repairs at Midland Workshops during February-April 1949 and had travelled 579,922 miles (933,000kms).

### **Northam 1949-55**

'161' returned to Northam in April 1949 and this busy depot had an allocation of about 50 locomotives. As part of the locomotive renumbering scheme introduced by the WAGR CME Fred Mills, it became 'OA 179' on 18 November 1949. The 'OA' class at Northam worked goods and mixed goods trains on the light railed branch lines and in February 1950, '179' was based at Toodyay. As well as the Miling branch, '179' was also based at York for shunting and working the branch line to Quairading.



*OA 179 hauling the ARHS  
tour train up West  
Leederville bank, 12  
November 1961 (P16374,  
Jack Stanbridge)*



### **Midland Junction 1955-61**

The career of '179' on branch lines came to an end following heavy repairs at Midland Workshops in May 1955 and the transfer to Midland Junction. This depot had an allocation of about 50 locomotives and the 'OA' engines were relegated to shunting duties. '179' received its last general overhaul in June 1957 when it was fitted with boiler No.698. This boiler had been built at Midland Workshops in 1950 and was first fitted to O 218 in December 1950. '218' is the last surviving O class and after many years on display at Bassendean is now located at the Walkaway Museum.



*OA 179 hauling the ARHS tour train at Fremantle, 12 November 1961 (Adrian Gunzburg)*

### **East Perth 1961**

For most of this year, '179' was based at East Perth on shunting duties. On 12 November 1961 it hauled the ARHS tour train from Perth-Kwinana and return. This was the only time an O/OA engine hauled an ARHS tour train and likely many years since one had hauled a passenger train. The only moment of fame for the class was when two OA class engines hauled the Prince of Wales train that derailed and rolled over near Wilgarup on 5 July 1920.



*OA 179 stowed at Midland Workshops, c. 1963  
(T03453, Bob Taylor)*

### Midland Junction 1961-62

'179' finished its working days as a shunter at Midland Junction depot. The last day in steam was 18 April 1962 and it was then taken into Midland Workshops for evaluation for repairs. Instead it was withdrawn and stowed on 27 April and written off on 30 May 1962. '179' was scrapped at Midland Workshops in July 1964.

### ARCHIVES (G Watson)

The following requests for information have been received this past month and have been dealt with by Jeff Austin.

No.	Subject	Purpose
22	Merredin marshalling yard drawings	Modelling
23	Royal Train 1920 derailment site	Local history
24	Maylands station history	Local history
25	Wagin marshalling yard dates	Local history
26	J. Rickie, WAGR employee record	Family history
27	Collie railway photos	Heritage trail signage

#### New Photos on the website.

In recent times we have added 330 new images to the Photo gallery.

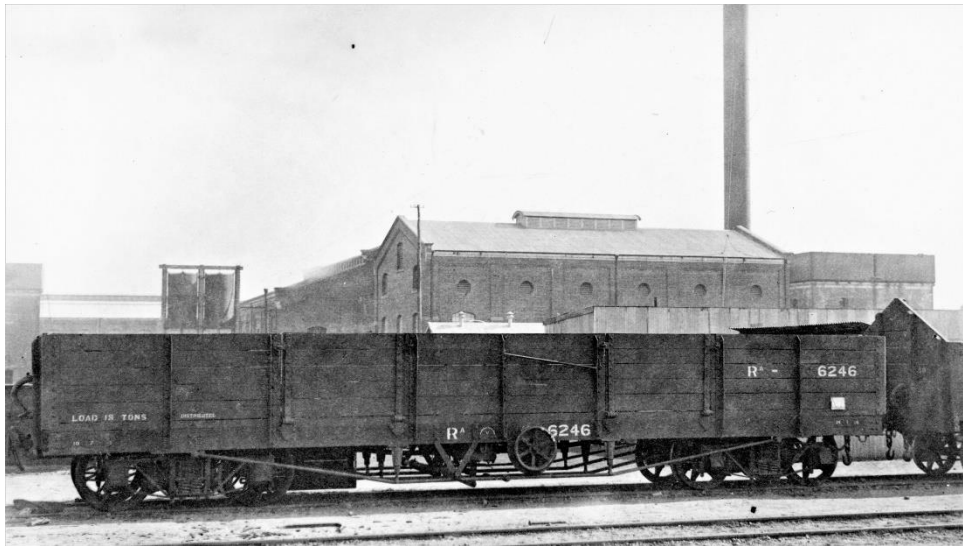
On the 28<sup>th</sup> of April we added photos P22201 – P22400 and on the 26<sup>th</sup> of May, we added photos P20401 – P20530 making a grand total of 27,010 photos in the gallery.

#### Photo donations

When searching for new photos for the RHWA collection, we place a high priority on "historic" photos and a recent donation of a collection of photos met this criterion. They were WAGR photos taken in the early years of the last century and contained photos of rolling stock seldom seen including photos of two items of rolling stock, photos of which, have never seen before by our Archives Group.



They were photos of an American built RA bogie open wagon (below) and of an AX class carriage (previous page).



The photo of the RA wagon was taken in front of the Pattern Shop at the Midland Workshops so on a recent visit I took a photo standing as close as possible in the same spot as the original photographer (see below).



Our appeal to our members and members of the public is to make any such photos you may have, available to RHW, either as a donation or a loan so we may scan them and add them to our collection.

## **MOTIVE POWER UPDATE** (B Hesford, J Wearmouth)

TA 1807 roared back to life on the 5 March for the first time in many years as it is progressing towards accreditation. 1807 had been out of action with a fuel issue and with other priorities (G233) taking precedent, its problems hadn't been investigated. Previously Dom had drained the fuel tank and cleaned it and replaced the fuel filters. With 233 now back in service, over summer we re-installed the battery boxes and



installed 48 volts worth of batteries, started tracing and spinning the engine over to see what we could find. It was found the fuel pump was not pumping fuel up to the injectors. We removed the pump and with a bit of phone work back in town found Bead Services up in Parkerville who specialise in Cummins fuel systems. Dave from Bead Services, who is ex-Midland Workshops, hadn't seen an old pump like ours in a long time. Basically, our pump had just blocked up so with a service kit put through she is now almost back to full pressure. With the freshly overhauled pump installed on the 5<sup>th</sup>, the control switch was turned to start, and she started after only a few revolutions.



*The overhauled fuel pump  
(painted black) is back in situ.*

*(B Hesford)*

All the door panels were removed, sanded and primed ready for a coat of Westrail Orange. On the April SWRHC open day 1807's engine was turning over, and the loco was displaying the freshly painted large engine bay doors which made for an interesting colour scheme.

(photo shows door painting 'workshop' at Bassendean.)



ST1 has a new starter motor installed as the old one had given up and just needs to be wired up and then will be ready for shunting duties once the last of the paperwork is sorted. It was also refitted with its wheels which had been reprofiled. ST1 will be a great help in the next couple of months as there are several large shunts coming up.

S549 has had its Brake Ejector removed for servicing as, during operations last year the Large Ejector was stuck open. Whilst it didn't hinder the operation of the loco it made it a lot louder than it needed to be. S 549 was washed out and all the washout plugs, mudhole doors and blowdown valve have been replaced, ready for the Mini Model Railway Expo.



G233 operated at the Boyanup open day In April without any issue. The boiler and tender have now been emptied and will wait until October before its next public run day. It is intended to run it in both October and November, the latter with the assistance of the local bushfire volunteers.

## **SOUTHWEST RAIL AND HERITAGE CENTRE (Alasdair Kenyon)**

Despite a wet weather forecast, our attendance numbers for March were 58 adults and 14 children coming through the gate, which is the best non-steam day this year so far.

The Old Machinery Group were the focus of this month's open day and a large variety of stationary engines were on display supplementing the Centre's own collection.



With the end of Y 116 repainted to red at the top, volunteers Gary, Mick and Ian stand proudly by their work.

It is good to see Gary back – even if only in a supervisory role at the moment.



On the completion of the days event and in celebration of National Volunteer Week 2022, an afternoon tea was held with a mixture of hot and cold food supplied through generous funding from Lotterywest.

The afternoon tea enabled the volunteer members of the various groups at the centre to socialise and gain an understanding of each other's activities, reinforcing this year's theme of Better Together. The wild weather which had held off during the rest of the day arrived with a vengeance and sent us all scurrying home with full stomachs.



Behind the scenes the Blacksmith group are progressing with the new entrance gates for the centre, and a photo of them is attached.

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

### **AURIZON**

#### **CBH Group**

A joint Commonwealth and State government funding package of \$200 million was announced in May for the Agricultural Supply Chain Improvement (ASCI) program. The package is designed to improve the connection within WA agricultural supply chains and strengthen freight infrastructure to keep pace with growing demands. As a major beneficiary of the package, CBH has also committed to itself providing \$200 million towards some of the various projects.

Four programs have been included in the first package. Completion is planned by 2025.

- \$22 million has been allocated to four rail siding extensions for CBH grain bins at Moora, Brookton, Cranbrook, and Broomehill, complementing significant CBH investment in rail loading facilities. These works are already underway, with Moora being done first.
- \$46 million will be spent on seven additional grain rail siding upgrades at Avon, Kellerberrin, Dowerin, Konnongorring, Ballidu, Mingenew, and Perenjori North, which will help CBH load longer trains much more quickly. CBH will also be investing in rapid loading equipment at these sites. Aurizon will benefit by improved efficiency in the operation of locomotive and wagon rolling stock allocated to grain services.
- \$60 million will be allocated for the Midland Railway Main Line upgrading from 16 Tonne Axle Loading (TAL) to 19 TAL between Carnamah and Mingenew, allowing heavier trains and a 20 per cent increase in train loads. With around 400,000 tonnes of grain per year being carried on this section, the upgrade will provide operational improvements and freight cost savings for rail services. The Narngulu – Mingenew section is already rated at 19 TAL.
- \$72 million has been earmarked for the Southern Wheatbelt region towards the progressive recommissioning of the Narrogin-Kulin rail line and associated works to service grain and other potential customers in the Narrogin-Wickepin area. Services on the Kulin line were suspended in June 2014, with CBH operating grain trains under the Watco partnership. Aurizon (then known as QR National) last ran trains on the Kulin branch in 2012. It is hoped to attract traffic from the WA Kaolin clay mining tenements in the Wickepin region onto the reopened railway. Kaolin is currently conveyed by road to the ports of Kwinana and Bunbury for export, and the company is planning to increase mining output, and relocate its processing plant from Kwinana to the Wickepin area.

#### **Loco Notes**

AC4307 has been relocated from West Kalgoorlie to Forrestfield by road, arriving on 17 May. Damage to the front bogie was sustained on an iron ore working, the extent of which made transfer to Forrestfield impractical.

Q4014 has joined Q4011 at Esperance for grain train workings. They paired for the first double headed working to Grass Patch on 16 May. Prior to this, Q4011 had

worked solo on these services when available. The Esperance zone services employ CBHS wagons only. The other two standard gauge sets in operation, both in the Kwinana zone, have been strengthened by the addition of extra Aurizon owned AGAY wagons.



Aurizon's S 3309 at Whitby crossing on Thursday 19 May 2022.

(P Rogers)

## **ARC INFRASTRUCTURE**

Work is to be undertaken on eleven crossings in the South-West over the next three years. A list of the crossings is as follows-

Leslie Street, Serpentine - flashing lights to be replaced with a boom gate;  
Waterloo Road, Picton - flashing lights to be replaced with a boom gate;  
Lakes Road, North Dandalup - flashing lights to be replaced with a boom gate;  
Forrest Avenue, Bunbury - pedestrian crossing renewal;  
Station Street, Yarloop - flashing lights to be replaced with a boom gate;  
Clifton Road, Yarloop - flashing lights to be replaced with a boom gate;  
Johnston Road, Yarloop - flashing lights control renewal;  
Watkins Road, Mundijong - pedestrian crossing renewal;  
Uduc Road, Harvey (North) - automatic gate pedestrian crossing upgrade;  
Uduc Road, Harvey (South) - pedestrian crossing renewal; and  
Peterson Road, Warawarrup - flashing lights control renewal.

## **METRONET**

The Caledonian Avenue level crossing in Maylands was permanently closed on 15 April. Trains running to Bayswater and onto the Forrestfield – Airport Line will now have no level crossings to negotiate. This was the second Metronet crossing removal project following the Denny Avenue works in Kelmscott. The first level crossing on the Midland line following departure from Perth is now the Railway Parade crossing near Ashfield station.





Metronet photo of progress showing the dive entry from Bayswater, before the Collier Road flyover for the new Ellenbrook railway.

*Bayswater Station progress as at 11 May 2022*

*Below: close up of supports for the railway line which will be located to the south of the current track.*

*(photos: P Rogers)*



FROM



(Jane Patroni)

## Vale John Rutherford

**John Rutherford** - Australian test cricketer, State cricketer, mathematics teacher of note at the Merredin Senior High School and passionate enthusiast for the preservation of the Railway Museum buildings passed away recently in his early nineties.

He was part of a small group of vocal stalwarts who not only saw the benefit of preserving the railway buildings from demolition, but had the foresight and vigour to ensure that the town's history was not consigned to a pile of rubble. **John Rutherford** was instrumental in "going in to bat" for the reality of a Museum in Merredin.

***Between 1975-2009 John was a keen Committee Member serving in the roles of President and Secretary. He was afforded Life Membership of the Museum for his contributions. The following events outline the key stages in the preservation process.***

- **September 1971** – Initial deputation to the Minister for Railways Mr Bertram through the efforts of Mr J Brown MLA to press for vestment of the old buildings and the yard to the Shire. (This failed due to unavailability of the Minister for Railways to meet with the Shire).
- *The Merredin Lions Club brought **G117** steam locomotive to Merredin and did some partial restorations. It originally hauled the Kalgoorlie Express between Northam and Kalgoorlie from around 1900.*
- **March 1973** – WAGR is prepared to lease the station but the Shire will have a financial outlay of \$27,000 to WAGR for rerouting the Narembreen rail from the south side to the north side of the platform, fencing and building repairs. Shire said "**NO**". Buildings set to be demolished.
- *Initial 20-year lease agreements between Westrail and the Shire fail due to a clause allowing Westrail the right to resume land and demolish the buildings at any stage.*
- **1974** – Town referendum held to gauge community support for retention of railway buildings. The community said "**YES**"
- **March 1976** – Funding secured (\$10,000 WA Tourist Department; \$15000 Community Loan). Peppercorn lease agreed to by Shire and Westrail. Narembreen line moved. Barrier fencing installed. Parcel's Office and Refreshment Rooms restored using materials from the demolition of the Loopline Stations: Golden Gate, Kallaroo and Hannan Street. Refurbishment in earnest. Future is assured.

**John Rutherford (President) - Merredin Museum and Historical Society**  
**Joe Banks (Secretary)**



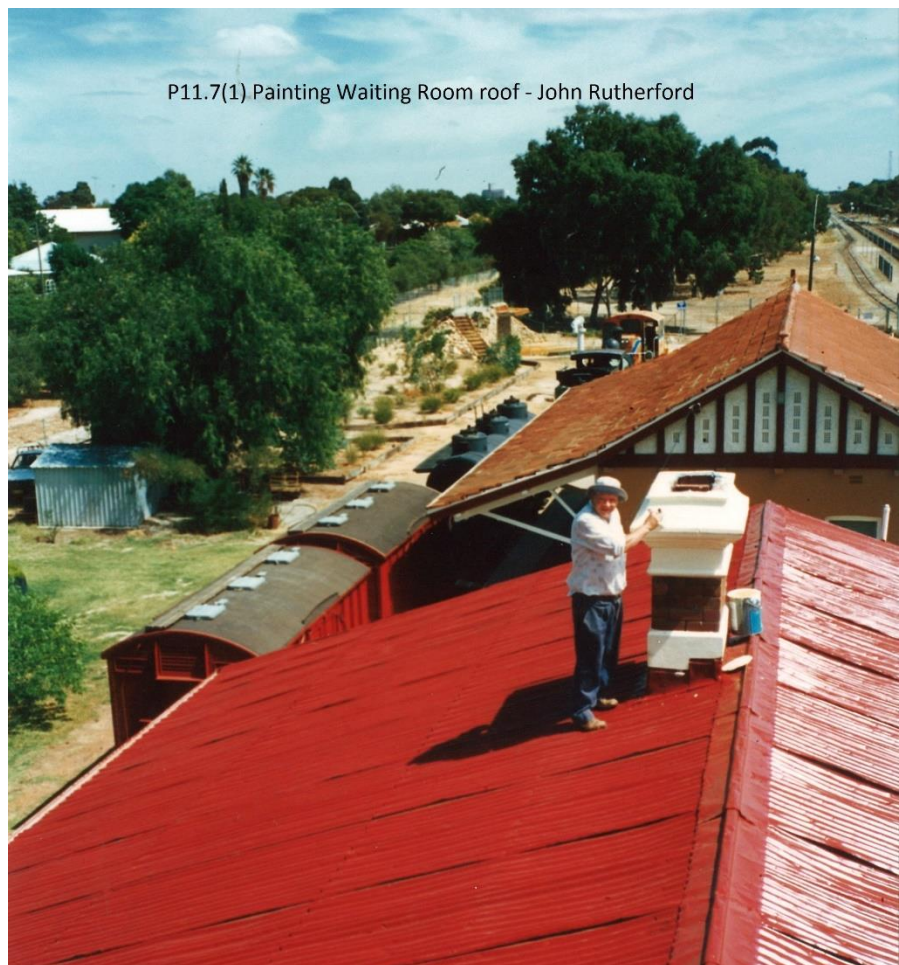
- **May 2022** – Our Museum boasts a unique location and houses a collection that spans the generations of those whose accomplishments have made Merredin great.



*John Rutherford receiving his life membership from President Gloria Banks.*

*John Rutherford painting Waiting Room roof.*

*(Ed: For the sporting fans - John Rutherford was the first WA-based player to represent Australia in Test cricket)*



P11.7(1) Painting Waiting Room roof - John Rutherford

## MUSEUM ROSTERS

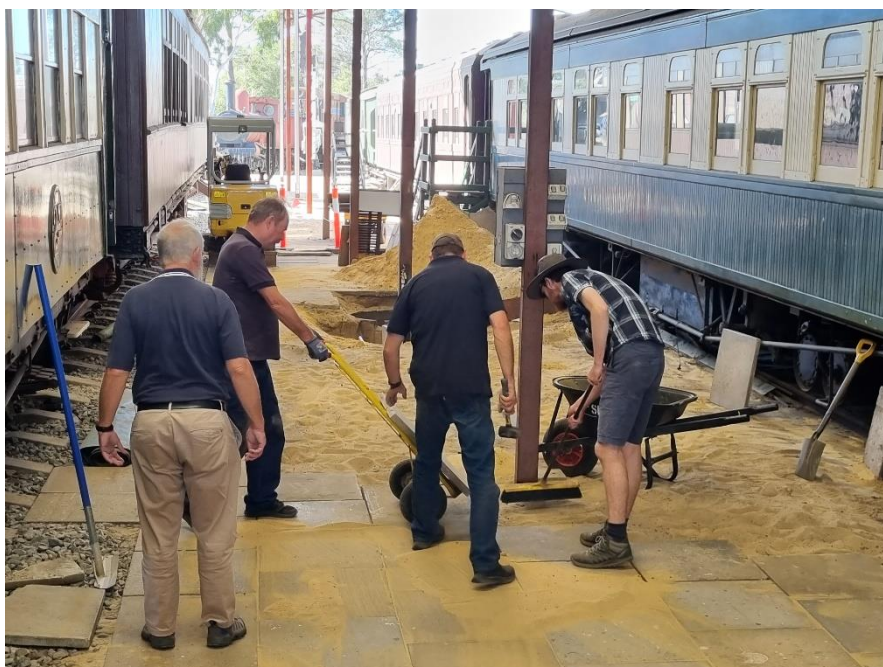
DATE	TICKETS/SALES	SITE SUPERVISION	DUTY OFFICER	
<b>WEDNESDAYS</b>		<b>Museum open 1.00pm – 4.00pm</b>		
01 June	K Smith	B Williams	T Nunn	B Williams
08 June	K Smith	A de Smalen	D Ingram	A De Smalen
15 June	K Smith	B Williams	T Nunn	B Williams
22 June	K Smith	G Bradley	D Ingram	G Bradley
29 June	K Smith	B Williams	T Nunn	B Williams
6 July **	K Smith	A de Smalen	D Ingram	A DeSmalen
*** School holidays early opening at 11am				

DATE	TICKETS/SALES	SITE SUPERVISION	DUTY OFFICER	
<b>SUNDAYS</b>	<b>Museum open 1.00pm – 5.00pm</b>			
5 June	<b>SPECIAL ROSTER MINI MODEL RAILWAY EXPO 10AM TO 5PM</b>			
12 June	B Williams	K Smith	C Forsey	B Williams
19 June	A de Smalen	B Keay	D Raine	A de Smalen
26 June	L McBeath	M Miles, K Smith	G Higham	G Higham
3 July	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)

Note: the Bassendean Museum Precinct – Operations and Emergency Management Procedure is now available for perusal in the Accreditation file in the Entry Building.

## MUSEUM WORK DAY 28 May 2022



Thanks to John C, Kirk, John W, David and Tristan for their slab laying efforts with nearly 60 slabs (some the old 2" thick ones!) laid ready for visitors again.

Also for returning steps to their original position with help from Dom.

Thanks to Graeme, Graham, Jeff S and Jaryd for their work in the garden, cleaning the Exhibition Building and cleaning exhibits.

You could certainly see where we had been by the end of the day.