



RAIL HERITAGE WA

Members Newsletter

September 2022



FOR YOUR CALENDAR

Sat 10 Sept Entertainment Meeting: 2pm Chris French will speak on signalling with an update on Claremont Signal Cabin situation.

Note: Road closure in front of museum, so either park in Men's Shed area on May Holman Drive or on Wood St or come by train. Pedestrian access still available.

Sun 25 Sept SWRHC Open day, Boyanup 9am to 2pm

Sun 2 October Railfest – NOTE the date change! Workday day before and all assistance prior is appreciated.

Advance notice: Sat 12 November will see the launch of the project 'Railway Employees killed at war'

FROM THE PRESIDENT (Philippa Rogers)

RAILFEST 2022 – DATE CHANGE TO 2 OCTOBER.

It is hard to have foreseen a circumstance whereby we would consider a date change for our annual RailFest but when the Minister for Transport, Hon Rita Saffioti, announced that the opening of the much-anticipated Airport Line would happen on Sunday 9 October then a rethink was necessary, and the decision taken to bring it forward by a week to Sunday 2 October. Our partners and exhibitors were supportive of the move. This leaves us with one less week to make sure the place is looking its best, so as well as the day before, if you have some time on a Tuesday or at a time when the museum is open, there are lots of little jobs including gardening and coach cleaning to be done. The main garden bed can be reached at waist level or no bending is required!

RAILWAY PARADE ROAD CLOSURE

On the next two weekends of 10th & 11th September and 17th and 18th September, Railway Parade in front of the Museum will be closed for road works between Wood St and May Holman Drive. Access will be by footpath with the possibility that people who normally access the site through the rear entry will be able to gain access as permitted by traffic controllers managing the movement of equipment (only from May Holman end). Coming by train would be easiest, otherwise parking in Wood St or May Holman Drive. We have permission from Bassendean Men's Shed to use their car park as well.

Despite appalling weather last month, we were able to have our first non-AGM General Meeting since 2016! Our quorum was achieved thanks to the recent

constitutional change and to the attraction of Jeff Austin's 'Rockingham to Jarrahdale – 150 years' talk. We are fortunate to have members willing to give their time and share their knowledge and experiences. September's talk by Chris French will be another example of this support.

MUSEUM – Perth Railway Station Clock (Bruce Keay)



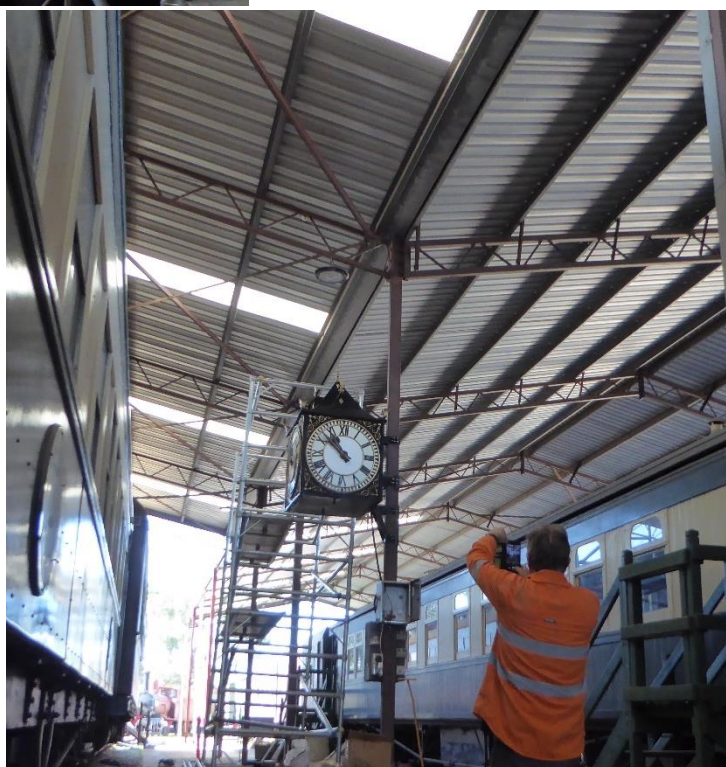
The 1905 Perth Railway Clock, now restored, was erected on 31 August by John Cole and Bruce Keay under the main museum roof.

The intention is to leave the clock running and to turn on the lights only when needed at nighttime or an event. Members should know that the three faces are mechanically connected and have no adjustments. The last task is to prepare an as-constructed book with operating and maintenance details for future members.

Photographs show partially lifted and fully in place, scaffold is left for final adjustments and will be removed shortly.

Editor: Our records show that the clock arrived at the Museum c1997 after being in private storage. A big thank you to Bruce and John for their meticulous work to restore the clock and get it operational again. This is a great new display item for us.

Research into old postcards and photos shows the earliest date when the clock appears in photo is c1905.



POLO and other SHIRTS

We have paid for the set-up of embroidery using the new RHWA logo at Total Workwear, 27 Farrall Rd, Midvale, so you can order polo shirts and work shirts directly and individually.

The current style polo shirt is available (changed to white trim last year as yellow trim is no longer made), and we have included King Gee Work Shirts in Navy for operational rail crew.

Polo shirts – JB's Wear Podium Bold Polo Royal / White - \$30.90 inc logo
King Gee Work Cool Shirt Navy Long Sleeve - \$65.90 inc logo
(short sleeve option for \$60.90)

If you wish to have your name embroidered, it will be an additional \$9.95

Ring them and pay direct on 9274 0815 noting Rail Heritage WA logo.

Any problems – our original quote was QMD 2521.

Why not plan ahead to have them in time - ready for RailFest and then Leschenault Lady steamings?.

ARCHIVES (Graham Watson)

The following requests for information have been received and then dealt with by Jeff Austin.

No.	Subject	Purpose
49	Wagin station photos	Local history
50	Collie depot photo	Self
51	Jarrahdale bauxite train photo	Self
52	S. Rhodes, WAGR employee photo	Local history
53	B. Stevens, WAGR employee record	Family history
54	J. Kevan, Wiluna	Family history
55	Z class diesel photos	On-line site

Members will be of course, aware of the existence of the Archives but those of you who do attend the Museum may not be aware of the extent of them so here are some images to remedy this situation.

These images show the two inner rooms where not only does the work of cataloging take place but also where the majority of the documents, plans photos magazine and books are stored.





Members who attend the monthly meetings are always welcome to inspect the Archives after the conclusion of the meeting



With all of this research material available, we invite members to make use of it either for your own personal interests or for research for articles and other publications.

If members are interested in availing themselves of the opportunity, please contact myself so a mutually convenient time can be agreed upon for your visit.

Archivist@railheritagewa.org.au



Mount Lawley Subway

The Archives have recently obtained photos which are sure to be of interest, of the rebuilding of the Mount Lawley subway which took place from mid-1939 to mid-1940.



RESTORATION AND MAINTENANCE (Ian Studham)

Despite the atrocious weather we have endured in recent months we are still hard at work on multiple fronts at Bassendean and Boyanup.

GM 1 – while there is not much visible change to the loco on the outside there has been plenty of background activity and internal work.

Representatives from United Group visited and conducted a thorough inspection of the externals of the unit, including the rust problems around the windscreen. They have been asked to give us a quote for the full external rehabilitation of the loco right up to 2-pack paint finish. Within this there are several scenarios, ranging from them doing literally everything from strip-down and panel replacement to finished product, or having us do some of the strip down work and preparation for specific stages of work. UGL have indicated it's likely to be cheaper if they can fit the works in around their other priorities. In any case, we await their reply.

Pre-empting some of that process, Brayden has already removed a couple of the side panels on the north side in order to get to the battery box cabling. Some of this needs replacement and given that it's routed through piping that emerges under the boxes and behind the side panels, the call was to take off the panels involved to gain access. Removal of the panels and subsequent exposure of the carbody frame has revealed plenty of rust and given us a good idea of the significant extent of the work required on the frame before the panels are re-installed. It's not all bad however – most of the rust is surface only and there doesn't appear to be any significant wastage of the side framing members.



The image shows the exposed carbody framework at the back corner of GM 1. Plenty of surface rust but overall quite sound.

The side panels themselves are either fibreglass with metal reinforcing or sheet metal with perimeter framing pieces welded on. The sheet metal panels are generally in good condition but the fibreglass versions are showing warping and also



rusting of the steel reinforcement enclosed within the fibreglass and thus causing bulging and cracking. This explains the deformed and warped lower sides of the GM – as all these lower side panels seem to be the fibreglass types.

One of the lower side fibreglass panels from GM1 showing the rusted reinforcement metal and the split it has caused in the panel.

The old batteries, which are long-dead with no chance of revival, have been removed. Then work was undertaken to clean and re-paint the internals of the battery boxes. The steel grates on which the batteries sit have been taken out and are now being cleaned down, rust-proofed and coated with a bitumen-based paint. The same process is being applied to the boxes themselves. Once done the buffer timbers at each end of the boxes will be reinstalled and Brayden plans to initially install a set of secondhand batteries – not with the intention of turning the engine over, just to enable the lights to be turned on and control circuits to be verified.

Brayden is basically leading the charge on the GM and has been spending a lot of time in the electrical compartment. Some wires were cut but not removed, so he's tracing those circuits and fortunately is being able to simply re-crimp the ends of many and reconnect them to their appropriate terminals. Some however will need complete replacement but for the most part these appear to be power circuits running out to light switches and suchlike. There are some larger cables that will need to be-run but that's for later. His initial aim is to be able to get the lights on.

The rust around, and underneath, the driver's side windscreen is widespread and, in some cases, has caused disintegration of the metal in localised areas. It remains to be seen if that becomes a job for an external party to tackle or whether we deal with it before the loco receives other attention. The driver's dashboard and some controls have been removed in order to stop water ingress to prevent further damage, and this has served to allow internal access to the rusted areas.

S 549 – the Sammy remains serviceable but Brayden and Noah have been working on the lubricator which continues to have some niggling problems. Kirk has taken on the job of rehabbing the ventilation hatch cover in the cab roof – plenty of rust in this assembly so the whole lot has been taken down. The frame has been cleaned and wasted areas built up with weld and ground back to spec. The actual hatch plate is beyond repair and will require some new plate, which Kirk will then re-weld the frame onto.

B class – Johnno and Noah have been slowly working on B 1601 with a view to re-activating this unit. We have a need for a bigger shunting unit to move the larger standard gauge cars around, and the B has long shank drawgear so despite being narrow gauge can affectively couple along the standard gauge centreline. It's early days yet but the guys have been working their way through the cab instruments, brake valves, and various linkages which control the engine and transmission. Everything was covered in dust and either seized or very stiff from many years of inactivity but is now gradually returning to a state of good order. Johnno ordered and took delivery of a new stainless steel control benchtop to replace the old version which was just about rusted through. The cab roof of the B class leaks and this has not helped, although it's been stored under the back roof for many years so none of the damage is new. It's acknowledged that dealing with the leaky roof is one of the jobs on the list.



Y 1116 – Garry, Ian and Mick at Boyanup are just about wrapping up work on the full cosmetic restoration of our Y class at Boyanup. The loco saw sunshine earlier this year when it emerged for the day during our April open day when we had G 233 running, and then went back inside for further work.

Gary with the beautifully painted Y 1116 at Boyanup.

Since then, the guys have given the cab a very thorough going over, repairing and re-affixing the ceiling timbers and replacing some rotted timbers with newly

fashioned tongue and grove pieces. They worked down from there, cleaning, repairing and fully repainting everything to the extent that the cab looks like new.

The cab doors were professionally reglazed replacing the broken glass. We're just waiting for the seats to be returned from the upholsterers – they were severely degraded, so the call was made to have them properly re-trimmed, so they'll look their place in the cab. The guys also finished off the external works with a clean-down and repaint of everything below the running board – so the bogies and all other undercarriage gear look sharp in a fresh coat of black.

This little team has done a terrific job and this loco looks better now than it has in a very long time – of course the conversation leads to “why don't you get it going?” This is not beyond the realms of possibility in the future, but the answer is that we don't need it running at present and the expenditure and manpower required isn't warranted at this stage.



Over in the coaching side of things, Graham and Kevin continue work on **AY 452** in the Museum at Bassendean.

The roofline repairs are now well and truly complete on this car and attention is now focussed on paint prep and sealing along the joints on the north side which will be followed by a fresh topcoat of larch green and cream.

AY 452 showing the prep work being undertaken before a full external repaint.

Colin has been chipping away at **AVL 314**, with all the main sills freshly sanded and new coats of protective paint along the top surfaces of the sills where the varnished top-timbers screw onto.

James has continued his efforts on the **ZF van** on the top platform and has now applied topcoat paint to the entire vehicle. Unfortunately, the new paint ordered to finish the job is a different tint to the previous despite being the same colour name and from the same supplier. The silver lining is that James reckons it's better colour so is now looking at applying it to the other 3 sides of the van as well for uniformity.

Philippa, in between her many other jobs, has found time to sand and undercoat the south side window line panels of buffet car **AYS 461** "Boulder". This has also involved sanding off considerable areas of graffiti so it hasn't been the quickest of jobs, but this area is now looking better than it has for years and has basically kick-started the external works on this car which will involve the sanding and repainting of the whole car plus finally getting the new lower sheet metal sides installed.

I've been working my way through the "Young" type windows in **AQA 343**. This is the former ambulance car fitted out for emergencies up in the Avon Valley. It's a former sleeping car gutted of its compartments but still has plenty of its former appointments – we're hoping to place this car on permanent loan to a kindred body so with that in mind I've dealt with the windows which, apart from being covered in graffiti, were mostly seized. This is somewhat specialized work as these types of windows are complicated bits of gear – specifically these are the chromed frame windows with upper and lower glazes which were installed in the Australind cars and in many of the country cars in the 60's. Somebody with no knowledge of these windows could easily damage a set beyond repair trying to get them out so I thought it would be better to sort them out before the car went anywhere. The window size in the AQA is identical to our ARA's, AQL 288 and AQM 292 and we don't have any other stocks or back-ups, so if we don't have any luck placing this car on permanent loan and decide to sell it we can remove the windows beforehand and keep them as rare spares.

We were lucky to be able to receive some timber, items of machinery and other materials from the **former WAGR Midland Workshops** recently. The sale of the main buildings is now being dealt with and the final disposal of significant amounts of material is being organized. Development WA gave us the opportunity to select some items which did not have heritage protection orders on them within the shops, and we were granted everything we asked for. We thank them for their support and their consultant Helen Munt for her time and flexibility.

As a result, a bit of our time in recent weeks has been taken up with gathering and removing the material granted to us. This includes the large bandsaw which resided in the mill in Block One, a small furnace which was found in Block 2 but would have come from elsewhere on the site, a pedestal grinder which will go to Boyanup, several packs of narrow-gauge sleepers in very good condition which will also find their way into the sidings at Boyanup, some loco stands and pit boards. We're also getting a horizontal boring machine from Block 3 but that is yet to be moved.



Some of the timber we have received from Midland Workshops.

The biggest load by volume was a truckload of timber including some lovely Oregon beams which very likely once formed part of the “Long Shed” which stood down past the paint-shop in the Workshops.

This shed was the storage location of all the timber used in the coaches and wagons and in itself was a magnificent structure dating from the very early years of the workshops, despite looking like a nondescript galvanized iron shed from the outside. The beams we have received are significant pieces of timber and would have been milled around the turn of the 20th century so are pieces of history in their own right.

More importantly, we have a use for these beams which will be new headstocks and platform framing beams for veteran carriage AL 40. This car was built in the US and consequently had a lot of Oregon (Douglas Fir) used in its framing. Many years of outside display at Bassendean prior to any shed cover took its toll and AL 40 has been off display for quite some time due to the perilous nature of the end platforms.

The relatively light nature of this car's construction has meant that using heavier WA hardwood to replace the framing and headstocks was inadvisable due to the weight these timbers would have imposed on the ends of the car. Being able to take possession of these Oregon beams means that we won't have to look at sourcing equivalent timber commercially when we get to replacing the platform structures on the 1892-built AL 40.

We did a shunt in the last couple of weeks which released the former RAC class bank scraper wagon from deep down the storage roads out back. This is a former RA class low sided bogie wagon which is destined to be transferred to Boyanup where we plan to convert it into an open wagon for passengers in similar style to the Hotham Valley Forest train and Bennett Brook's converted RAs.



This shunt also was the first movement over the newly installed turnout which has allowed us to regain access to storage roads 4 and 5 out the back and has resulted in several wagons being able to go back down those roads rather than blocking up the diagonal track – i.e. – more room.

This event was also worthy of recording as it was the first shunt using ST 1 under our accreditation. It was very useful to have two shunting tractors once again in service. (P Rogers)

We also moved sleeping car AQZ 423 out from inside the Museum onto the put where we can access the underside – she has a dead set of batteries which can come out for recycling, after which she will eventually move in under the shed for further work on the north side roofline which needs stripping back to address the fact that all the screws are rusted and the timbers are bouncing about in the wind...



Freight wagons now stored on the recently rebuilt turnout between storage roads 4 and 5 out the back.



AQZ 423 now over the pit and having its old batteries removed.

The old batteries from AQZ 423. These are Exide lead acid 2 volt cells that we were fortunate enough to be able to salvage from retired ADG railcars in the early '90's when they were only a couple of years old – as indicated by the "90" stencilling which gives the year of manufacture.



These batteries provided many years of service in our coaches but 32 years later have very definitely reached the end of their life – so off they go to the salvage yard to bring us a few more dollars.

One of the big efforts in the past month has been the filling and despatch of a large 7 cu metre skip bin of broken slabs, cement and other building rubble. All this has been lying around Bassendean for years as slabs get damaged, removed and dumped in the reject pile, and some of what was loaded was builders' rubble dating back to the removal of the old toilet block on the platform. Dominic put in some hard yakka over several weekdays, firstly gaining access to the various piles of rubble and then physically loading them into the front-end-loader so they could be dropped into the skip.

Access was tricky and nothing about moving this stuff was light or easy. The rest of us bogged in on the weekend to finish the job but the lions share was dealt with by Dom so a top effort there are great to see all this stuff finally removed from Bassendean.



SOUTHWEST RAIL AND HERITAGE CENTRE (Alasdair Kenyon)

Our visiting attraction this month was a display of vintage and veteran motor cars from around the south-west, which together with a mini garage sale by the Men's Shed, seems to have increased our visitor numbers, despite heavy showers moving in at lunch time. The Picnic Van also had an excellent day, having sold out of cakes and sausages by closing time.

Overall, we had 110 adult and 38 children through the gate over the day, our best non-steam day this year. There was even a queue at the gate at times!

On the infrastructure side of things, the new entrance gates made by the Blacksmiths are ready to be installed, hopefully in time for the next open day. In conjunction with RHWA an application to upgrade the power to the Centre has been lodged with Western Power.

LOCOMOTIVE HISTORY (Jeff Austin) - **C 1703**

The WAGR purchased many locomotives from English Electric, the first of these being the C class 60 years ago. This is the story of C 1703.

In June 1961 the WAGR advertised tenders for 6 main line diesel-electric locomotives, with a closing date of 28 September. Tenders were received from six manufacturers and in December 1961 it was decided to split the contract and award 3 locomotives each to Clyde Engineering and English Electric. The Clyde locomotives became A 1503-1505, while the English Electric locomotives were C 1701-1703.

The three English Electric locomotives were built at the company facility at Rocklea, Queensland and were a development of the Queensland Railways '1250' class. They differed from the QR engines in having a more conventional 'American' cab. They were 1388 HP Co-Co hood units with an EE 12CSV engine, weighing 89 tons. At the time they were the most powerful 3'-6" gauge locomotives in Australia. Each locomotive cost £99,000.

C 1703 (Makers No.A.058) was completed in mid July 1962 but stored for 6 weeks while awaiting a ship with heavy lift cranes. It was loaded onto the MV *Vanoise* on 17 August and transported to WA, arriving at Fremantle on 10 September. It was then unloaded and sent to Midland Workshops for final assembly and trials. C 1703 was the first of the class to enter service on 24 September 1962.

The C class originally operated passenger and goods trains between Perth and Kalgoorlie. '1703' was noted on many occasions in 1963 hauling No.83/84 Exp *The Westland* and No.85/86 Pass *The Kalgoorlie*. They were not as popular as the A class for passenger working and in time were mostly used on goods trains.

'1703' was also used to haul bauxite trains from Weston Street to Jarrahdale in 1966, when the allotted locomotive A 1506 was away for repairs. This demanding work required an adjustment of the vacuum braking system, as the engine was not fitted with dynamic brakes.



C 1703 hauls a goods train through Windmill Cut, 23 March 1974 (Jeff Austin)

After the standard gauge railway opened in the late 1960s, '1703' was found mostly on passenger and goods trains from Perth to Geraldton.



On 27 April 1975 it was even used to haul the ARHS 110th tour from Perth to Bolgart. (Jeff Austin).

From 1978, '1703' was transferred to Avon Yard and spent several years working there before periods at Narrogin and Geraldton. By 30 June 1984, '1703' had travelled 2 million kilometres.



C 1703 hauls an UP goods near Brookton, 12 March 1984 (Jeff Austin).

Its career had not been without incident, for it was out of service for 4 months with collision repairs in 1978 (details unknown) and again in August 1986 when it collided with N 1878 at Forrestfield, requiring 6 months out for repairs.

C 1703 hauls 23 coaches on the HVTR tour to Donnybrook, 6 April 1985 (Jeff Austin)



The final years in Westrail service were mostly based at Forrestfield depot, where it hauled No.9/10 Pass *Australind* and suburban loco-hauled passenger services.

'1703' was written off on 20 September 1991 and stowed at Forrestfield.

In October 1992 it was sold privately, but for use by Hotham Valley Railway, and towed by fellow English Electric locomotive, F40 to the HVTR depot at Pinjarra. The engine was then used to haul many HVTR tour trains, to destinations as varied as Mukinbudin (1993), Quairading (1994), Greenhills (2001) and Balingup (2002). After HVTR ceased to run main line trains in 2005, '1703' was hired out at times to track maintenance contractors for hauling rail and sleeper trains. Ownership of '1703' has since been transferred to HVTR.

The final duty on the main line for '1703' was hauling the commemorative ANZAC special train from Midland to Fremantle on 31 October 2014. This was a celebration of the journey by soldiers in 1914 from Blackboy Hill camp at Greenmount to Fremantle, and the embarkation for Gallipoli.



C 1703 hauls the ANZAC special near Ashfield, 31 October 2014 (Simon Barber)

Following the return to Pinjarra from this train, '1703' was taken to Dwellingup. It has since been stowed at Dwellingup with classmate, C 1702.

AROUND THE STATE (Simon Barber)

PACIFIC NATIONAL

NR89 and NR56 worked into the new Flashbutt depot at Kenwick on 29 July as 6P26, hauling railset wagons from Liberty Primary Steel at Whyalla. The site is known formally as the Kenwick Intermodal Terminal. This was the first service into the depot, which has replaced the former facility at Bellevue, having been in operation since 1979. The land at Bellevue is required for future passenger operations of the Public Transport Authority, as well as provisioning and servicing requirements of new railcars by Alstom. (See Watco item below for further information.)

METRONET / PTA

Midland Line Shutdown

The planned closure of the Midland line in September 2022 for works associated with the Bayswater station project has been postponed until early 2023. This will enable the line to remain open for the 2022 Royal Show, and there will not be an impact on the proposed opening date of the Airport line on 9 October.

First C Series Railcars Unveiled

The first of the C-set railcars, Set 127, was unveiled for the media at Bellevue on 14 August. High voltage testing at the Alstom facility has been completed. For approximately 12 months, the new train will travel along the Mandurah and Joondalup lines, outside of passenger service operating hours, to test it in a live environment. This will include testing braking and acceleration, operational systems, passenger comfort, and energy consumption to ensure the train is ready for passenger services from late 2023. This is the first of the order of 246 suburban railcars and 6 Australind cars. The new C-series will initially operate along the Joondalup and Mandurah lines to maximise capacity along the two busiest lines.

Airport Line Opening Date 9th October has been announced for the Forrestfield – Airport Link project. The railway will be termed the Airport Line and will also see the rolling out of a series of connecting bus services. It is anticipated that an average of 20,000 passenger trips will be made each day on the new rail line in its first year of operation, increasing to 29,000 by 2032.

Armadale Line Shutdown The closure of the Armadale line for major works has been deferred until late 2023, with additional components added to the original schedule. The Victoria Park-Canning Level Crossing Removal Project, to be delivered by the Armadale Line Upgrade Alliance (Acciona Construction, BMD Constructions, WSP and AECOM), will also include removing William Street level crossing and building a new elevated Beckenham Station after federal funding was committed to the project.

This will now see the project:

- replace six level crossings at Mint Street, Oats Street, Welshpool Road, Hamilton Street, Wharf Street and William Street with elevated rail
- build five new elevated stations at Carlisle, Oats Street, Queens Park, Cannington and Beckenham
- create around six hectares of versatile public space and better community connections through elevated rail.

The Byford Rail Extension contract has been awarded to MetCONNx Alliance (Laing O'Rourke, Pritchard Francis Consulting and Kellogg Brown & Root) and will help create better transport connections for Serpentine Jarrahdale through:

- a new ground-level Byford Station with around 400 parking bays, a bus interchange, and pedestrian connections
- elevating rail through Armadale, with a new Armadale Station
- removing eight level crossings at Armadale Road, Forrest Road, Church Avenue, Seventh Road (pedestrian level crossing), Byron Road, Eleventh Road, Thomas Road and Larsen Road – with works already underway on the Thomas Road project.

[Further news on Metronet works at <https://www.metronet.wa.gov.au/news/latest-news>]

WATCO

During early August, Watco ran a series of trains to clear the Flashbutt yard at Bellevue of rolling stock. This was required as the yard is to be redeveloped for PTA passenger rolling stock activities. G511 arrived from West Merredin on 1 August with a fleet of RFAM ballast wagons. On the following day, it then worked to Avon Yard with all but two of the wagons. GL110 hauled the final four standard gauge wagons, the two ballast wagons and two rail wagons, out of the yard on 3 August and stabled them at Forrestfield. Shortly afterwards, DR1565 and DR1564 hauled 4RT1 rail wagons away from Bellevue, heading to Jennacubbine, with the locos returning to the Flashbutt light engine during the evening. Then on 4 August, DR1564 and DR1565 departed with 3 narrow gauge wagons for Brunswick Junction as 5BT1, this being the final movement to clear the yard.

Also removed from the Flashbutt compound on 4 August were two stored track recorder cars, RC701 and 9440. These vehicles were bound for the Hotham Valley Railway by road transport.

DR1565 and 1564 ran light engine from Forrestfield to Bellevue on 17 August as 4WL1 to undertake coupler testing with new Alstom built railcar set 127. The pair was subsequently stabled in the former Flashbutt area, near the Alstom test shed.

Two of WATCOs locos passing through Museum in August. (P Rogers)



GENERAL NEWS

ADL / ADC Railcars

The former Perth suburban ADL / ADC railcars, which later went to Auckland, have now been withdrawn from service and the Papakura to Pukekohe shuttles have been replaced by a free bus until the electrification of the section is completed in late 2024. 12 August was the last day of ADL service with 801, 806 & 807 running the shuttles, and 809 as spare.

All twenty ADL / ADC railcars have been placed into storage on the Glenbrook Vintage Railway. To commemorate the ADLs 29 years of service to Auckland, over the weekend of the 23 and 24 July, Auckland Transport held a fun day at Papakura from where people caught a double ADL service to Pukekohe, transferring to the Glenbrook Vintage Railway's DBR hauled carriage train for a ride over the Mission Bush branch before returning by ADL to Papakura. The event proved popular with the GVR train being sold out. The railcars have been offered for sale, but there has been no interest from preservation groups to date.



ADL807 and 802 run a shuttle trip at Pukekohe on 24 July 2022. Many thanks to Robert Sweet for providing information and the above photo.

FROM

(Jane Patroni)

Rain, Grain and Trains.

Rain certainly makes a difference and haven't we seen the results of the recent rains with over 40mls recorded in some places around Merredin. Of significance, were some flooded areas around the Baandee Lakes which halted rail traffic recently. Not only are the town gardeners smiling skyward with delight, but also our farmers, for whom the looming grain season is not without its challenges. There is still a long way to go before the grain is safely in the bin!

P97.54(2) Merredin Townsite - Wheat Trains 1930's



Wheat Trains in
Merredin
Townsite 1930s

1953 Floods

P97.99(30) 1953 floods



The following is an excerpt from the *WA Railway Institute Magazine* (*January 1976; Vol 73-No1. p20*) entitled: Merredin District Hears of Grain Challenge 76:

*Westrail faces one of its greatest operating challenges with the massive grain harvest of **4.6 million** tonnes in Western Australia.*

*Westrail Freight Superintendent **Merv Gebert** and CBH Assistant Country Grain Handling Superintendent **Alan Grey**, recently did a wheatbelt sweep to talk with Westrail and CBH country personnel on the methods by which the task can be met.*

(The) immediate task for the Merredin District is to keep grain moving into West Merredin at a rate that will avoid the country bins filling beyond capacity during the critical periods of receivals.

*At the **meeting Transport Clerk Bob Gutteridge, District Traffic Superintendent Neville Ward, Yard Master Mick Kirby, Acting Shed Foreman Ray Mounsey and CBH staff Terry Roads, Peter Steven and Bill Reynolds** presented an operating formula to cope with the program in the Eastern Wheatbelt.*

NB: Total grain production in WA for the 2021 growing season was calculated at just over **24 million tonnes** – 30 percent higher than the previous record years (Grain Industry Association of Western Australia; 2021).

A recent highlight on our Museum social calendar was a visit from the members of the **Nangeenan Progress Association** who, with renewed interest and finance, have purchased the historic but ailing stone building once used as the Hall. Nangeenan – approximately 11kms west of Merredin was the site of a “state farm” a term used at the time for a research station of the WA Department of Agriculture. Over the years the Hall was the hub of community events especially dances, where many young people found their future partners!



Nangeenan Rail Siding 1927



Disused Narembeen line running parallel to Standard Gauge at Merredin. (left)

Disused Bruce Rock line heading into Merredin (below)



Merredin silos



RAILFEST 2022

Please see attached poster.

If you are available to assist on 2 October, please contact Philippa on president@railheritagewa.org.au

MUSEUM ROSTERS

Wednesdays

Date	Duty Officer / Sales 1	Sales 2 & Greet	Site supervision
7 Sept	G Bradley		B Horton
14 Sept	A de Smalen		S MacKay
21 Sept	G Bradley		B Horton
**28 Sept	B Williams		D Ingram
**5 October	G Bradley		B Horton
12 October	A De Smalen		Volunteer reqd
19 October	G Bradley		B Horton
26 October	B Williams		D Ingram

** school holidays – Museum opens 11am Wednesdays

Sundays

Date	Duty Officer / Sales 1	Sales 2 & Greet	Site supervision
11 Sept	B Williams	Curtis Perry	C Forsey
18 Sept	A De Smalen	B Keay	D Raines
25 Sept	G Higham	L McBeath	M Miles
2 October	RAILFEST	Special Roster	
9 October	B Williams	Curtis Perry	C Forsey
16 October	A De Smalen	B Keay	D Raines
23 October	VOLUNTEERS	REQUIRED	
30 October	G Higham	L McBeath	M Miles

If you are unavailable for your roster, please contact Brian Williams on brianwilliams@railheritagewa.org.au with as much notice as possible.

If you are able to assist on one of the days when we are short, also please see Brian.