Touchstone April 26th 2025

Bevan Marshall

EARLY MIDLAND JUNCTION RESIDENTS

▲ Charlie Marshall with trademark cap and wearing his fitter's overalls, attends to the Hawthorne Leslie (B.No.2061) "Walkaway" in the Midland Railway's Loco repair shed in 1895. The tank loco adjacent is probably "Fremantle".

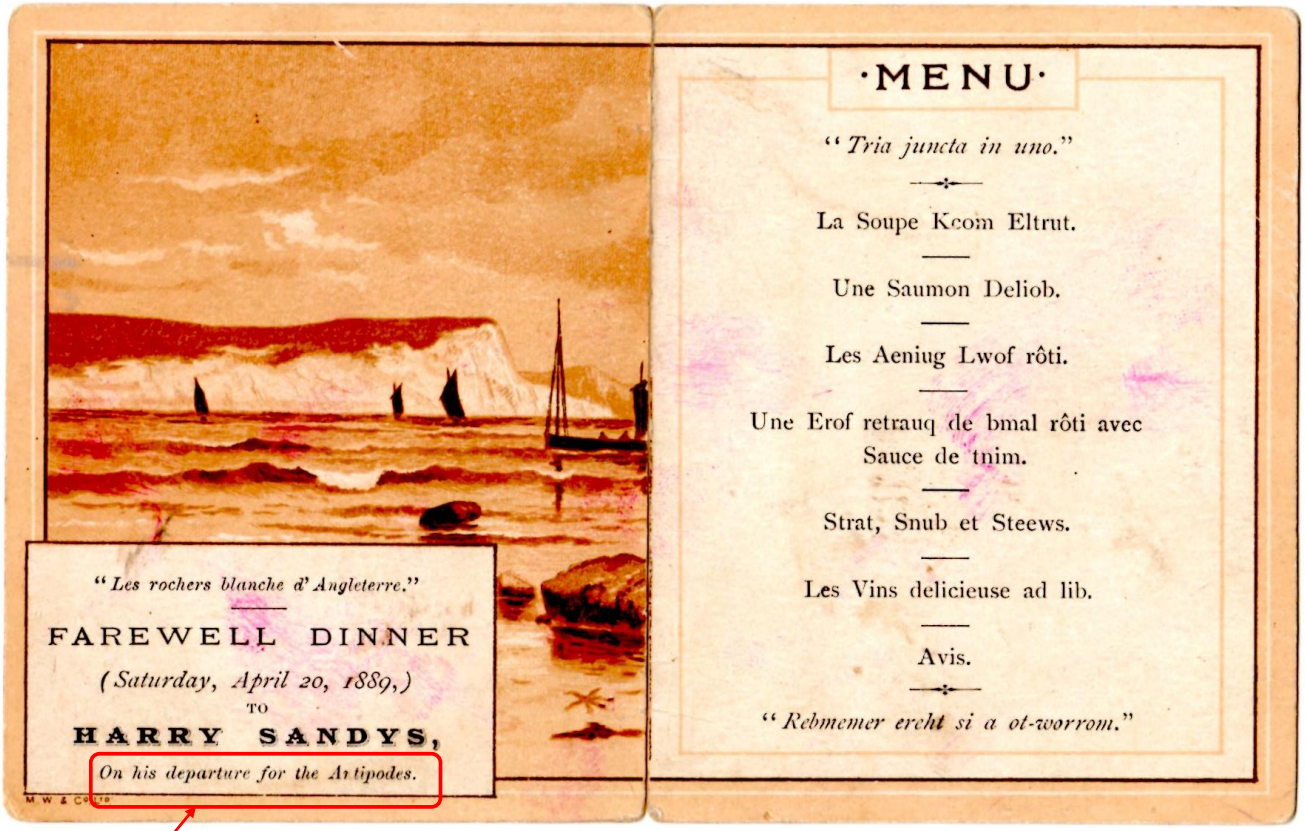
▲ Pride of the Midland Railway workshops smithy was the Steam Hammer here seen in operation manufacturing Jones buffers so that the rollingstock purchased by Edward Keane would be compatible with W.A.G.R. stock. Charlie Marshall can be seen with suit and cap.

▲ Charlie Marshall operating the large lathe in the machine shop. He is turning up "Goose Necks" again to enable the rollingstock purchased by Edward Keane to be compatible wth that of the W.A.G.R. Goose Necks were adaptors for the fitting of flexible rubber vacuum hoses for train braking.

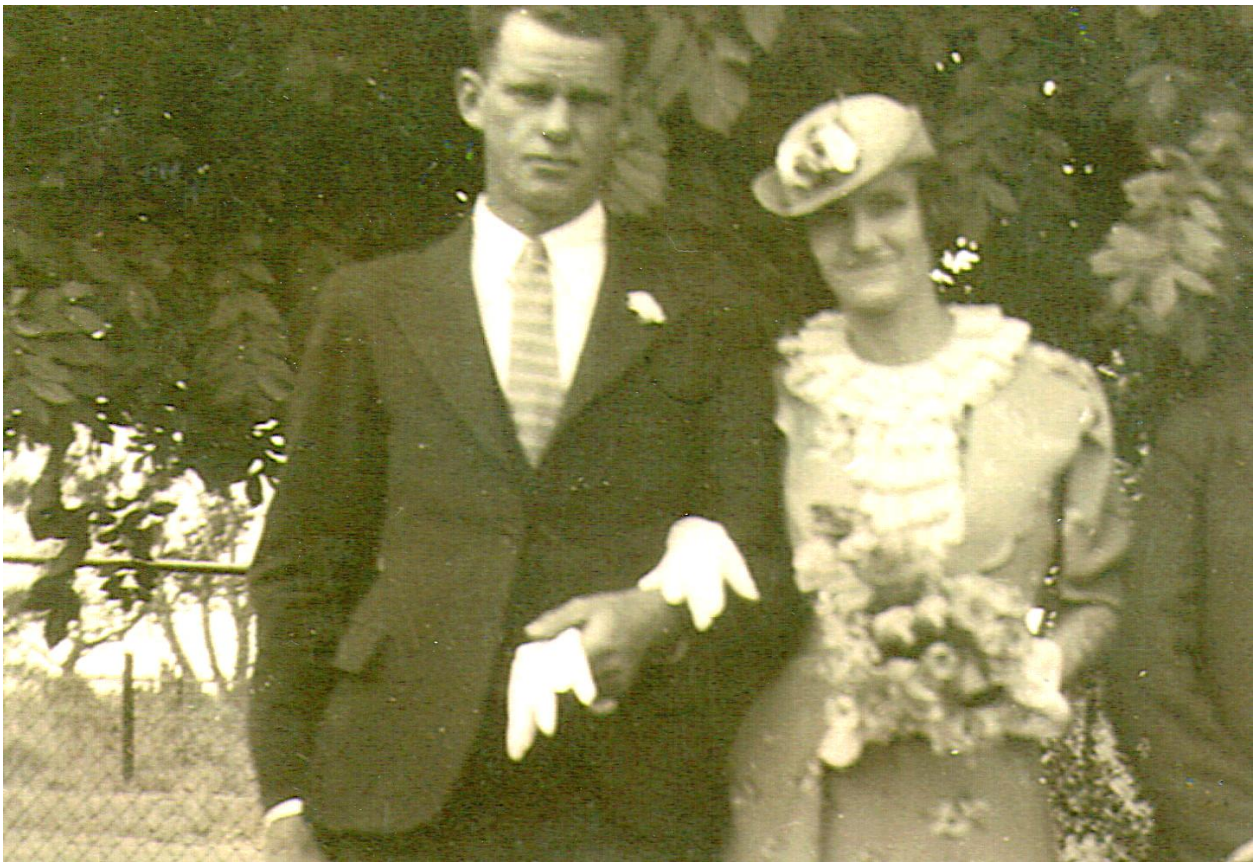
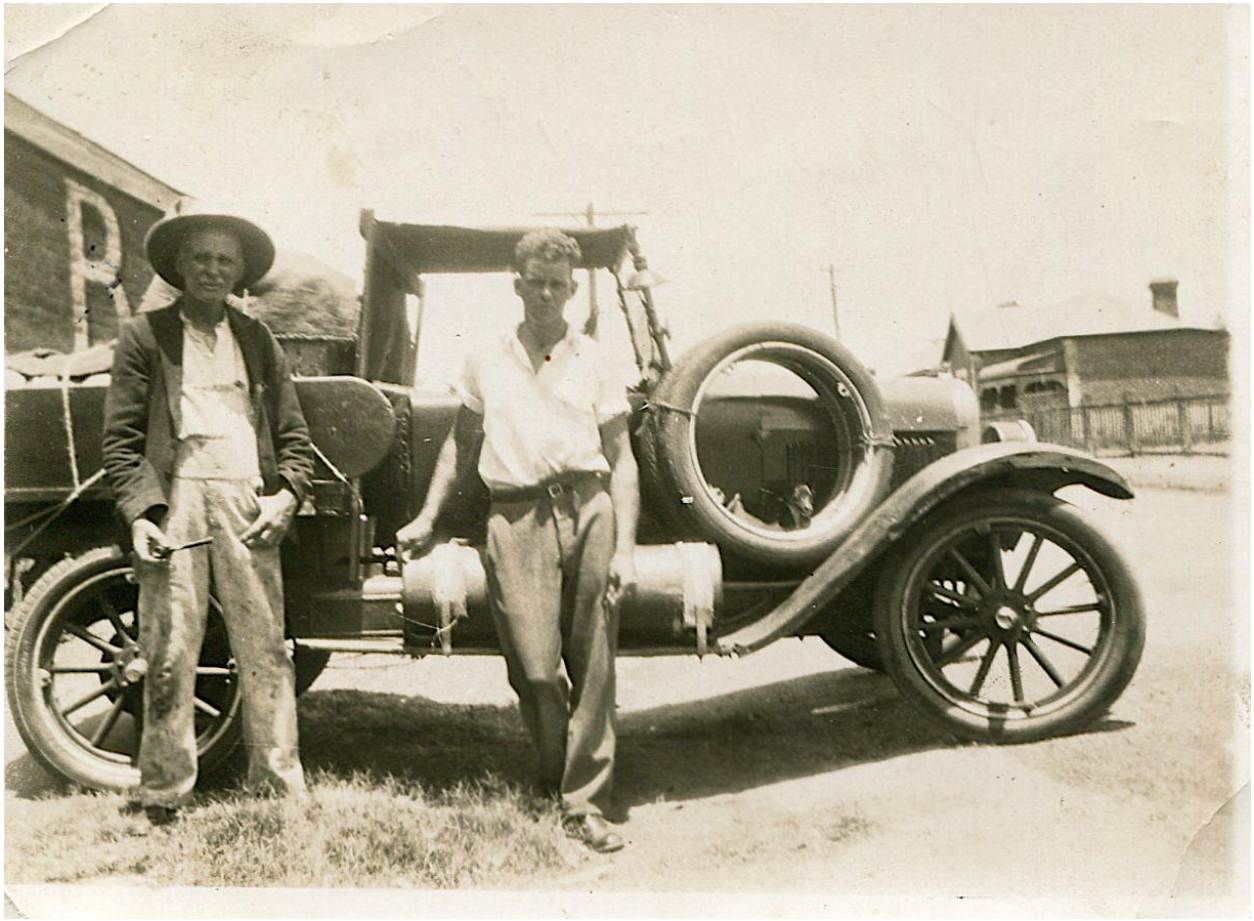
THE MARSHALLS.

The three Marshall brothers were all born in the Cambridge area of England in the 1870s. The eldest two, William & Charlie, completed fitting and turning apprenticeships with the English "Midland Railway Company" (not to be confused with the WA Company of the same name!) with the youngest, Thomas, following in the moulding trade. At the completion of their apprenticeship, with England in a recession, and future prospects limited, William & Thomas answered an advertisement in the local newspaper calling for skilled trades people to work in the colony of Western Australia. Passages were booked on the Orient Line Steam Ship "Oruba" for the sum of 35 pounds 14 shillings for the two and the 5250 ton vessel departed from Tilbury Dock, Port of London, bound for King Georges Sound (Albany), Port Adelaide and Sydney on 7 November 1890. The two young lads would never return to England. Upon arrival at Albany, the journey to the southern construction camp of the Midland Railway was via the Great Southern Railways passenger service. Both brothers then commenced work in the Midland Railway workshops under the foreman, Enos Watson. Charlie, who had remained in England in the employ of the other Midland Railway, was kept in touch by correspondence and was tempted out to W.A. himself by being offered the job of Head Journeyman Fitter. Charlie's role would see him install much of the Midland Railway Company of W.A.'s workshops machinery as well as overhauling steam locomotives and turning. With his trademark suit, tie, cap and moustache, Charlie was also responsible for his two brothers as fellow employees of the Midland Railway. He suffered from poor health, however, and was ill for long periods during the remainder of his working life and passed away whilst still in the employ of the Company in the 1920s. All three brothers married local girls and set up residences in Midland. Young Thomas worked for the M.R.W.A. for 45 years, retiring on 26 June 1936. Thomas's children and grandchildren also worked for the M.R.W.A. William retired in 1930 and passed away soon after.

FAREWELL
To T. MARSHALL
Who Joined The Service
in 1890 & Retired on
June 26TH 1936
Having Completed 45 Years
Continuous & Faithful Service


"Les rochers blanche d'Angleterre."
FAREWELL DINNER
(Saturday, April 20, 1889,)
TO
HARRY SANDYS,
On his departure for the Antipodes.
·MENU·
"Tria juncta in uno."
La Soupe Kcom Eltrut.
Une Saumon Deliob.
Les Aeniug Lwof rôti.
Une Erof retrauq de bmal rôti avec Sauce de tnim.
Strat, Snub et Steews.
Les Vins delicieuse ad lib.
Avis.
"Rebmemer ercht si a ot-worrom."

Note:

NORTON-TREVAIRE
STUDIOS

NANNA AND GRANDAD SANDYS