

Western rails electronic edition

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8122 hauls new PTA of WA three car EMU set #81 from Pacific National yard Kewdale as 4P25 railcar movement to old workshops Midland for fitting narrow gauge power bogies January 28th. Photo Jim Bisdee

PTA of WA new EMU cars BEA481, BET681, BEB581 were completed by Downer-EDI-Rail-Bombardier at Maryborough Qld and worked south to Acacia Ridge by Queensland Rail where they were bogie exchanged then hauled to Morandoo on 5BW4 behind NR64 and NR104 on 22nd January. EMU set #81 departed Morandoo on 24th was then hauled over the Blue Mountains behind NR115, NR113 and NR16 on 7NY3 to Port Augusta. At Port Augusta EMU set #81 was attached to rear of 1MP2 on 26th worked by NR87 & NR78 that ran to Kewdale arriving in early hours of 28th. 8122 then ran 5P25 railcar movement from Pacific National Kewdale to old Midland workshops.

AB1534 was renumbered AB1502 on 30th leaving only D1562 now not renumbered. 3109 has also been renumbered LZ3109 on 30th. EJ



So near but yet so far Fortescue Metals Group General Electric C44-9CW 003 shunts two idler cars on FMG line to port unloader with ore car 1518 in BHPBIO Boodarie yard on 21st January. Photo Toad Montgomery

At the site of Possum loop around 230km from Dampier some 80km north of Mt Tom Price a loaded 230 car Rio Tinto ore train derailed about 1830 on 29th January. This derailment occurred on duplicated trackage only blocking the track built a couple of years ago and not the original main line. The three locomotives and first few ore cars were not involved in the derailment but the next 60 wagons or so derailed destroying about 800m of track. The train crew were not injured and clean up operations commenced on 30th.

On 30th January at 1738.600km peg about 18km east of Parkeston around 1130 Pacific National intermodal 5PS6 hauled by NR35 and NR51 derailed when it ran onto about 100m of track undermined by a washaway. NR35 and NR51 derailed along with further 20 or so wagons but crew car remained upright although the two locomotives rolled onto their sides. The crews only suffered minor injuries. Owing to hazardous goods and a diesel spill the fire brigade had to neutralise the site before recovery operations could commence. NR1 and NR121 [were to be locomotives on cancelled 6PM5] ran 7PCL light engine from Kewdale to Golden Ridge on 7PM5 path on 31st January to recover the undamaged rear portion of 5PS6 and return it to Kewdale arriving back on 1st February as 1CP5 at Kewdale 1810. Owing to the waterlogged ground it will not be possible to get heavy recovery equipment into the area till it dries out. A deviation is being built on south side of line that ARTC anticipates reopening of the Trans line on 6th February. JoB

Tropical Cyclone Dominic caused little damage when it crossed the coast near Onslow but as a rain bearing depression caused heavy rain in goldfields causing flooding and derailing 5PS6. The Midland Railway line was cut north of Mogumber on 27th January resulting in 3546 coal train being stabled at Mogumber till repairs to the line were affected. On the same day flooding in York area cut the York-Quairading line that as yet has not been repaired. While on 31st January storms in CowCowing area have cut the Wyalkatchem-Koorda-Mukinbudin line that will be repaired during week.



BEB581 leads BET681 and BEA481 on standard gauge transfer bogies being propelled by 8122 through the car park on dual gauge track approaching old workshops at Midland. These new PTA EMU's will be bogie exchanged then towed out of Midland to Nowergup depot to enter service. Photo Jim Bisdee

ALZ3208 is now yard shunter at Avon Yard Northam for loading wheat trains under power and any standard gauge shunting required. SB

Koolyanobbing salt train has been combined with 058 wheat train resulting in some interesting combinations. LZ3119, LZ3120 and LZ3114 all in ARG [QR] orange livery ran on 26th January with L3113 [original Westrail orange livery], DC2215 [ARG G&W orange with black stripes] and L3108 [Westrail yellow livery] combined 5058 wheat and salt train on 29th January. SB

Heavy rain and storms at Northam also in Avon Valley in Moondyne-Toodyay West sections on 27th January resulted evening Avonlink service to Northam having to slow down owing to severely reduced visibility. P2506 following on 3373 empty wheat train and NR103 and NR55 on 3PS6 intermodal both had to run at reduced speed. The Avon River through Toodyay normally dry in summer is again flowing following all this rainfall, but Perth only 100km away has received no rain.