

Western rails electronic edition

5PS6 intermodal Curtin derailment 30th January photographic coverage special

ISSUE SEVEN FRIDAY 6TH FEBRUARY

FREE ELECTRONIC MAGAZINE

NUMBER 09/07

WWW.WESTERNRAILS.COM

JIM BISDEE PUBLISHER

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NR35 on its side after derailing at 1738.600km Trans Australian Railway in Golden Ridge-Curtin section on January 30th where some 100m of track had been flooded and undermined in a washaway. Fortunately the crew only suffered minor injuries. Note that the headlight is still on. Photo John Bollans

Following stabilisation of the site by the fire brigade and ground drying out recovery work commenced with earthworks being prepared to construct a deviation around the derailment site on the south side of the line being seen as quickest way to reopen Trans line. The part of the train that did not derail was hauled back to Kewdale on 1st February by NR121 & NR1. Trucks began dropping dirt for rail bed on 1st February where the new deviation would be built while rail sleepers and rail were also delivered. Ballast trains were run on the east of derailment site by 80s6, NA1874 and RL307 where repairing other washaways on the track were undertaken. By the evening of 4th track laying on the deviation was nearly completed with ballasting to commence at 2100. Ballasting, tamping and aligning the track continued though the night into the next day and night with the line reopening at 1115 on 6th February having a 20km speed restriction on the deviation and repaired washaways. Recovery of containers, wagons and the locomotives continues. Jo B



As a result of the 30th January derailment NR35 and NR51 were both on their sides. Photo John Bollans



The crew car RAZY 289 though extensively damaged remained upright showing its strength of construction bending the empty container that landed on its roof in the 5PS6 derailment 30th January. Photo John Bollans



Derailed wagons piled up behind the crew car with the part of the train that didn't derail in the background. In the foreground is where deviation around the derailment site is to be built. Photo John Bollans



Washaways with the deep scouring of the embankment and track bed are east of the 1738.600km derailment site with these washaways under repair on 1st February. Photo John Bollans



80s60, NA1874 & RL307 on two wagon ballast train, ballast plough east of derailment near Curtin waiting to propel to another washaway site and ballast as part of Trans Lines repair 1st February. Photo John Bollans



Completed deviation and slewed main line track at 5PS6 derailment on 4th February. Photo John Bollans



Unballasted deviation at 1738.600km where ballasting commenced at 2100 on 4th. Photo John Bollans.



Partially ballasted deviation with recovery of 5PS6 loading underway on 5th. Photo John Bollans