

# West Australian Railscene e-Mag

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West Australian Railscene e-Mag is published weekly by Jim Bisdee on rail happenings on West Australian railroads.

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DAZ1906 on a wheat train from Nungarin entering West Merredin on June 11th could be the last service to run on the line if threat to close Merredin Traying line on June 16th is carried out. Photo Geoffrey Higham

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Of the four wheatbelt lines threatened with closure by WestNet Rail on June 16th only one the Merredin Traying line saw traffic during the last week with the final train arriving back at West Merredin yards at 1109am on June 11th after loading at CBH Nungarin wheat bin. GH

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AK car inspection train arrived at Kalgoorlie behind 2212 in evening of June 9th, the inspection train ran from Kalgoorlie to Forrestfield on June 11th behind D48 as 5C12 arriving 1945 South Spur Rail have the hook and pull contract on Kalgoorlie Kwinana section. On June 12th for the first time in nearly a year D48 ran the AK cars from Forrestfield to North Port at North Fremantle then to Kwinana running round balloon loop at CBH and back SSRS yard Bellevue. Owing to track works at Midland making running round on the loop difficult D48 was detached at SSRS yard and K210 attached to rear to run Midland to East Perth Terminal and return. K210 ran back into SSRS yard and detached D48 attached to rear of AK cars and ran to Forrestfield to stable. D48 hauled the inspection train out 0500 on June 13th for Kalgoorlie.

Flashing lights and boom gates are being installed at Rudd Valley Road level crossing that is at the entrance to ARG Narngulu Yards. This was the scene of truck train crash in July 2008 that wrecked P2011 that has still not returned to service. This crossing still has only stop sign protection until departure lights are installed in Narngulu Yard these lights that are also in use at Esperance do not show a proceed aspect until the crossing lights are flashing and boom gates down. PM

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DFZ2406 ran on wheat train 1750 to Carnamah that saw only the second time a DFZ has run on wheat train but the first time one has led previously a DFZ was remote on a wheat train from Mingenew that had been detached from combined coal empty wheat wagons. PM

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DFZ2406, P2509 & P2505 run 1750 empty wheat train out of Narngulu Yards on line to Millendon with poles in place for new signalling on this and adjacent Mullewa line June 7th. Photo Phil Melling

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Resleepering of up main of EGR at Midland between Lloyd and Helena Streets with concrete sleepers was completed on June 12th with ballasting taking place on June 14th with K210 working 1C28 ballast. This work has resulted in most up trains during work hours running via dual gauge Midland loop.

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Resleepering of Midland Perth suburban line with dual gauge concrete sleepers has been completed between Archer Street Midland and Woodbridge triangle west leg turnouts, resleepering of up main has reached Woodbridge station. Fremantle line was closed from 2000 June 12th till first service on June 15th between Daglish and Fremantle to enable platform upgrade work at Claremont Showgrounds station be undertaken.

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LZ3112 one of the locomotives badly damaged in Scaddan head on crash last September has had its repairs completed being released to traffic on June 13th running 1171 Kwinana shunter then 1025 salt on June 14th.





NR20, NR50 & dead attached 8039 Pacific National Kewdale yard shunter being returned following repair at EDI Port Augusta on 4WP2 steel train with two crew cars at Bellevue on June 7th. Photo Jim Bisdee



8112 Pacific National Kewdale shunter hauls three gondola wagons on the old workshops line with EMU transfer bogies for return about to cross Yelverton Drive Midland on June 2nd. Photo Jim Bisdee



NR35 and NR51 locomotives damaged in Curtin derailment in January are still stored in the open at United Group Rail yard at Bassendean.

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Pacific National yard shunter 8039 returned to Kewdale on June 7th behind NR20 and NR50. 8112 that had been in use as the yard shunter at Kewdale was hauled out behind NR48 on 3PW4 on June 9th.

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DFZ2406, P2509 & P2505 all in various different ARG liveries run 1750 empty wheat through Greenough on its way to load at CBH Carnamah on June 7th.

Photo Phil Melling

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MA1862 ran U9805 light engine to old Midland workshops from Claisebrook to collect new Transperth EMU set #83 on June 9th following fitting of its power bogies. It ran as U9806 hauling EMU #83 back to Claisebrook, EMU set #83 was then hauled to Nowergup by EMU set during afternoon.

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Rail grinder MMY32 has been converted back standard gauge following running for some weeks on narrow gauge departed flashbut on June 1st to continue rail grinding on Eastern Goldfields Railway.

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Transperth drivers held an authorised stop work meeting in Perth on June 14th resulting in only one EMU service running from Mandurah and Clarkson to Perth. None ran on Armadale, Fremantle or Midland lines prior to the meeting. Following the meeting services resumed from about 1150 on all lines.

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