

West Australian Railscene e-Mag

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P2505 and P2506 run 3373 empty grain train through Dangin on Quairading line on December 22nd with what is typical load of XW wagons on a gravel ballasted line whose future is in doubt. Photo Don Copley

A huge bushfire in Toodyay area destroying 38 homes and burning out over 3000ha that raged from early afternoon of December 29th and through the night caused the dual gauge Avon Valley line to be closed from about 1600 till track was inspected on morning of 30th. The fire was around the 83km peg through to about 99km no track damage was sustained as line is laid with concrete sleepers but 40km speed restriction has been placed on both mains. Both up and down mains were reopened around 0745 with 3303 empty wheat train hauled by P2504, DBZ2308 & AB1504 that had stabled overnight at Forrestfield was the first eastbound train while Q4011 & ALZ3208 on 3426 Kalgoorlie freight first westbound train to run down the Valley. Avonlink and Prospector passenger services were cancelled on Tuesday night and Wednesday morning with buses being substituted. NR25 on 4PA8 Indian Pacific was delayed at Toodyay West for about an hour on 30th till Western Power was able to repair power lines hanging down over track around 98km.

Over the Christmas break Friday 25th through Sunday 27th no wheat trains ran in Kwinana zone that also covers Avon Yard. Wheat trains at Albany have been infrequent lately with P2515 & DBZ2313 being stabled at Albany Station on Christmas Day then running to Cranbrook to load on 26th. Most of the wheat in the Great Southern region is now trucked to CBH Albany for export.



QR 1742D in June 2004 hauls new Transperth EMU set #53 on transfer bogies out of the EDI Bombardier factory in Maryborough as a shunt movement to Maryborough West. Photo Carl Millington



EMU set #53 in the dead end at Kent St Maryborough awaits a second locomotive that will attach to rear to enable the shunting movement to Maryborough yard to continue June 2004. Photo Carl Millington



QR1742D with Transperth EMU set #53 a further locomotive on other end that assisted in shunt movement of the EMU to Maryborough yard before being hauled out in June 2004. Photo Carl Millington



QR 1749 hauls new Transperth EMU set #83 with spacer wagons from EDI Bombardier Maryborough works on April 24th 2009 to Maryborough West about to pass under Pallas Street Bridge. Photo Bob Elbourne

AP1/PA1 QR National intermodal service did not operate over Christmas New Year holiday period but any QR National loading was attached to SCT box car service 5MP9 arriving December 26th and January 2nd departing 1PM9 on December 27th and January 3rd.

Suburban trains ran extended service after midnight on New Years Day on Mandurah line every 15 minutes till 0200, every 30 minutes till 0300 then hourly to 0600 with same times on Clarkson line. Armadale line was every 20 minutes till 0200 then hourly to 0600, Thornlie extension ran every 20 minutes till 0150. Midland line ran every 15 minutes till 0200 then hourly to 0600. Fremantle to Perth services were every 15 minutes till 0230 then hourly till 0533 with Perth to Fremantle being every 15 minutes till 0200 then hourly to 0600.



P2505 & P2506 loading 2374 wheat train at Quairading on December 22nd passing between old station and goods shed this is the closest fully gravel ballasted line to Perth. Photo Don Copley

4PA8 Indian Pacific entrained four passengers at Northam on December 30th, this train still regularly picks up and sets down passengers at Northam in a tradition of interstate passengers trains going back till 1917.
