

West Australian Railscene e-Mag

Issue number 111/10

November 29th 2010

free electronic railway magazine

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

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864 & 1874 on 6S68 empty ballast train in Midland loop is by passed by P2511 & P2507 on 6313 empty grain to run on Miling line on November 19th.

Photo Simon Barber

South Spur Rail ran a combined empty rail and empty ballast train behind 1874, K210, K206, D49 & D51 from Southern Cross to SSRS/Gemco yard at Bellevue on November 14th following the re-ballasting of a section Eastern Goldfields Railway east of Koolyanobbing as part of the re-railing project. These 15 CHOY CFCLA ballast wagons have run ballast trains into Avon Valley over past week as part of a spot ballasting programme on both mains. These ballast trains saw 864 and 1874 run the first one November 19th that was to be the final Alco working by SSRS in WA. From November 22nd English Electric locomotives took over having K206 & K205 run the service, with K206 & D48 running the service on 24th. With completion of the present spot ballasting in the Avon Valley on November 26th K206 & D48 then hauled empty CFCLA ballast wagons to Grass Valley siding for storage returning light engine to Bellevue.

8030 overhauled by Gemco Forrestfield was only given a light engine trial Forrestfield to Toodyay West and never hauled a train in WA. 1874, 864 and 8030 are Alcos and cannot operate in multiple with the English Electric units that have been returned in recent times from interstate. NR52 & NR46 hauled dead attached 8030, 846 and 1874 out on 4WP2 empty steel train for operation interstate on November 24th.



LZ3101, LZ3119 & L3118 on 2025 freight failed at Swan View November 22nd.

Photo Simon Barber



LZ3106, LQ3121 & LZ3122 on late 1426 freight entering Forreestfield yards on November 22nd most of the L class locomotives now over 40 years old still lead mainline trains. Photo Jim Bisdee using mobile phone



1874 & 864 haul 6S68 empty ballast through Bellevue on November 19th on the last train Alco locomotives would work for South Spur Rail in WA. Photo Jim Bisdee



1874 hauls, 846 and 8030 on last run by South Spur Rail Alcos in WA past Midland Station with Kalgoorlie Prospector service in platform 1 and EMU under the wires on November 24th. Photo Don Copley



K206 & D48 run 4S69 ballast train through Swan View on November 24th.

Photo Simon Barber



1874 hauls 864 & 8030 on 4S42 light engine movement from South Spur Rail Bellevue to Pacific National yard Kewdale on November 24th to be hauled interstate.

Photo Simon Barber



Q4004, LZ3119, L3116 & L3118 on 3426 freight ex Kalgoorlie at Kalamunda Road Bridge South Guildford on November 24th with the usual acid tankers on lead. Photo Jim Bisdee

South Spur Rail with the departure of the three Alco units on November 24th are now only operating English Electric locomotives on both standard gauge and narrow gauge in WA. For some years and then again recently a mix of English Electric and Alco locomotives operated that required if K or D class and 1874 were operating on same train both locomotives had to be crewed.

The commissioning of duplicated section of BHPBIO Newman main line between 226km Hesta and 289km Yandi Junction took place over 42 hours between November 16th and 18th. Work commissioned saw the introduction of new west main line between Cowra South and Yandi Junction North, introduction of In Cab Signalling System [ICSS] replacing existing coloured light signalling, Fibre Optic Transmission System enabling change from VHF to digital radio communications together with major track realignments been completed and brought into use. Further shutdowns will take place in December and February 2011 to allow introduction of more completed RGP5 works.
