

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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NR40 runs 1PA8 Indian Pacific passenger past three car Prospector set in Goninan siding at Bassendean on December 5th owing to Midland line track work it will follow 1PA8 to Midland. Photo Jim Bisdee

The Perth to Midland line was closed from 1900 on December 3rd till the first train on 6th that saw 5AP8 Indian Pacific as the only train to run to East Perth Terminal. This double consist Santa and Remote Area Entertainment Special Indian Pacific was also the last Saturday arrival Sunday departure of Indian Pacific for 2010. NR40 ran 5AP8 in on 4th that crossed over from up main to down main at Bassendean then ran wrong line to Mt Lawley. On 5th 1004 empty cars Kewdale to East Perth Terminal ran behind NR40 that again crossed over at Bassendean and ran wrong line to East Perth. NR40 ran 1PA8 Indian Pacific interstate that bypassed Prospector three car set in United Group private siding at Bassendean that followed 1PA8 to Midland Station from where the Kalgoorlie Prospector services arrived and departed.

DAZ1903, DAZ1905, DAZ1906 and AD1521 are stored at narrow gauge loco Forrestfield owing to lack of traffic due to poor 2010/2011 wheat season.



NR40 runs 5PA8 Indian Pacific wrong line at Ashfield on December 4th.

Photo Simon Barber



WDA002 lead car on empty three car Prospector set departs United Group siding Bassendean on December 5th after running from Kewdale to turn and run to Midland Station to depart.

Photo Jim Bisdee

As from December 1st 2010 BHP Billiton Iron Ore Railroad has operated under Western Australian Rail Safety Act 1998 and the Occupational Health and Safety Act following BHPBIO being given accreditation under both Acts. Office of Rail Safety will monitor all rail operations on BHPBIO rail lines with internal and external audits being conducted to ensure compliance with BHPBIO Railroad Safety Management System.

Geotechnical investigations involving digging pits in close proximity to running line between Goldsworthy Junction and Finucane Island took place from mid November to early December as part of the duplication of this very busy BHPBIO line.



DD2356 with NJ1602 in Wagin yards on December 5th.

Photo Daryle Phillips

NJ1605 & NJ1602 ran 1306 light engine movement on December 5th departed Albany 1100 for Wagin arriving 1600 where DD2356 that had run down earlier as 1305 light engine was stabled. NJ1602 was detached and turned on Wagin triangle with DD2356 then running down with NJ1605 on south leg of triangle attaching that departed 1700 for Albany.

DD2356 and NJ1605 commenced on woodchip service on December 6th with NJ1605 being in workshop on 8th with DBZ2308 and DD2356 running woodchips.

Rail trains no longer run from flashbutt Bellevue to Southern Cross in connection with re-railing of the EGR line from Koolyanobbing to Kalgoorlie. Pacific National two pack rail wagons are detached by steel train at West Kalgoorlie then hauled by ARG to Hampton siding. Here the rail lengths are flash butt welded into longer lengths and loaded onto rail train where two South Spur Rail K/D class locomotives haul the rail west to the worksite.



P2514 long end leading AB1502 & AB1504 at Yarramony on 2363 empty grain train for Muckinbudin in typical wheat belt country of undulating terrain on December 6th. Photo Simon Barber



NR46 & AN2 hauling South Spur 846 and 1874 on 7YN3 steel train in Coonamia area on run to Newcastle NSW where SSRS Alcos will run Qube traffic on November 27th. Photo Nathan Pyle



Q4002 runs 6056 grain train into Windmill Cutting Toodyay on December 3rd. Photo Sean McGarraghy



LZ3112 on very late 3194 empty cement lime shunter at Thornlie on November 30th. Photo Brendan Cherry



NR46, AN2 dead attached 864 & 1874 at on 7YN3 at Crystal Brook November 27th. Photo Nathan Pyle



6007 & CLF1 run 6PM1 QRN intermodal through Grass Valley on December 3rd. Photo Sean McGarraghy



NR54 on 1AP8 Indian Pacific through Millendon on November 28th that runs on original Midland Railway line through much of the Swan Valley and now runs parallel. Photo Simon Barber



LQ3121 runs very late 3158 Kwinana shunter through Thornlie on November 30th. Photo Brendan Cherry

The dispute that had prevented the permanent implementation of DPU operation of ore trains on Esperance Koolyanobbing service has been resolved with DPU running resuming in late November. Some four trains per week are running at present to get all the training completed and to refresh crews that have not operated DPU in recent months.

ALZ3208 that was removed from storage is now running on Kalgoorlie Esperance fuel trains in an effort to eliminate long end running for 380kms as there are no turning facilities as Esperance. Use of ALZ3208 on freight services to Esperance with L, LQ or LZ has commenced with it working on 1443 south on December 5th returning north on 2442 on 6th. The smaller freight/fuel train continues to operate with single L type and run long end leading in one direction.



Q4011 runs 7430 empty sulphur train through Northam Station on December 5th. Photo Alex Mackay

Q4014 had been stabled in Esperance since December 5th with traction motor bearing, pinion /gear or wheel damage that prevented it being towed to Forrestfield for repair. On 8th two 200 ton mobile cranes with support vehicles and truck with traction motor and wheel set arrived. Q4014 was lifted, suspect wheel set changed out and Q4014 was ready to return to service.