

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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GTLX8522 one of the locomotives purchased by Fortescue Metals Group undergoing conversion at Norfolk Southern Altoona Works outside test shed on December 11th. Photo Megan Salter

EMU B series set #77 was at Claisebrook depot from December 20th until after Christmas having radio and some work on roof done. Unusual for B series to have any work undertaken at Claisebrook as all servicing and maintenance is usually undertaken at Nowergup.

PA2819 was engaged in driver tuition between Picton and Brunswick during first few weeks in December then saw use running Alcoa caustic train in week before Christmas.

Over Christmas only one board was in operation on ARTC Port Augusta Parkeston line over 1769kms of line under single train controller. At this time of year the TAR is not that busy but is still a huge distance for one person to cover.



DD2359 & D1562 on 7856 caustic tankers approaching Burekup loop December 18th. Photo Alex Mackay



P2514 & P2506 on 3643 grain train entering Albany on December 21st.

Photo Stew Winston

NR111 & NR43 on 1PM5 intermodal running on main line about to pass Goddards loop when it derailed about 100 metres west of east end points on suspected heat buckle at 1605 on December 28th. The two locomotives, crew car and first 10 wagons did not derail and were no injuries to crew, next 20 or so wagons did derail there were about 12 double and triple deck car carriers around 8 container flats the remainder of the wagons are still on track undamaged. Some 300 to 400 metres of track was damaged with some wagons and loading fouling the crossing loop ARTC line was immediately closed and services suspended till repairs affected. Goddards is about 215kms east of Kalgoorlie repair crews and equipment was immediately assembled to commence repair of the derailment damage.

6003 & LDP006 on 3PG1 QR National intermodal departed Forrestfield on time on 28th but was terminated at Avon Yard returning to Forrestfield to stow. SCT service 3PG1 ran Forrestfield to Golden Ridge on 28th to stow in the loop under guard till line reopened. Indian Pacific passenger service departure on 29th was cancelled and train stowed at Kewdale along with NR25, NR40, NR48, NR51, NR68, NR71, NR72, NR79, NR85, NR92 and NR109 at provisioning site. QR National 6003, 6007, LDP006 and G516 along with two intermodal services were stowed at Forrestfield.

NR111 & NR43 ran 1PM5 of 15 wagons ex Goddards to West Kalgoorlie 1430 on December 31st that then saw NR43 and five empty flattops stable at Parkeston 2135 then run 7KG1 to Goddards 0200 on 1st. NR25 ran 6PA8 Indian Pacific out of East Perth Terminal 1155 normal departure time on December 31st this train was stabled at Kalgoorlie Station for nearly 12 hours. Crews had worked for three days to get loop at Goddards fit for traffic then by working throughout New Years night and following 7KG1 arrival in early hours of January 1st were able to clear the track to enable reopening.

SCT ran 6PM9 out of Forrestfield just before midnight on December 31st, with 6SP7 running out after midnight on January 1st, SCT 3PG1 departed Golden Ridge 0740, Indian Pacific departed Parkeston 1130 to await line reopening that occurred at 1225. Following line reopening traffic that had banked up waiting in loops to the west started moving crossing NR43 on the recovery train 8811 at Zanthus that then ran to West Kalgoorlie to assemble 7KP5 this was the recovered and undamaged wagons from 1PM5 it departed 2000 with NR111 & NR43 to Kewdale.

Avonlink railcars usually stabled over the weekend in Avon Yard ran back to PTA yard Kewdale on Christmas Eve running out of Kewdale to run service on December 29th. These railcars again ran back to Kewdale to stable on New Years Eve.

Narrow gauge grain wagon XW21332 has been converted to standard gauge and classified AGWF21332 that ran to Tammin on December 21st to be loaded then to CBH Kwinana to be unloaded. This wagon is presently stored at Forrestfield and may be the forerunner to a mass conversion of XW wagons to see use on grain haulage interstate.

South Spur RA212 that was damaged when hit by a wheat truck Pootenup Road in Cranbrook on December 12th following re-railing has been stored on a cripple road in siding at Tambellup.

NJ1605 & DD2356 with woodchip wagon fleet departed Albany on Christmas Eve to run to Avon Yard then to Forrestfield on December 29th as 3376 to run through RailBam at Millendon returning as 3283 DD2356 & NJ1605 on empty woodchip wagon movement to Avon.

DBZ2308 is no longer at Albany was detached at Forrestfield on December 30th of 5393 empty grain that P2505 & P2507 on 4392 grain would have picked up DBZ2308 at Narrogin following running up from Wagon after being hauled up on empty grain from Albany.



NR84 in Southern Spirit livery & NR31 run 6SP5 down East leg of Woodbridge triangle on December 26th.



AC4306 runs last 5474 salt train for 2010 through Midland on December 30th.

Both photos Jim Bisdee

The delayed Indian Pacific passenger that departed East Perth terminal at 1155 on December 31st was the first service to depart Perth in daylight then depart Kalgoorlie the next day also in daylight. The Indian Pacific was held at Kalgoorlie Station for about 12 hours on January 1st awaiting ARTC line reopening or would have departed Kalgoorlie in darkness as usual.



DD2356 & NJ1605 run 4283 empty woodchip wagon movement through Woodbridge on return run to Avon Yard after going through bearing detector on December 29th. Photo Jim Bisdee

LDP003 & CLP9 ran 2PM1 QR National intermodal east on December 20th but LDP003 failed and LZ3109 was attached at Kalgoorlie and ran to Adelaide as LDP003, CLP9 & LZ3109 arriving on 22nd.