

# 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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NR96 runs 7CK1 Pacific National passenger with two crew cars that ferried crews back from Cook on February 6th running through Somerville on way to West Kalgoorlie yard. Photo Peter Donaghy

Flooding on the ARTC Trans line around 377km near Kultanaby SA on February 5th resulted in washaway some 6 metres long that took out the embankment and also damaged some 200 metres of track. There was also washaway on Port Pirie to Broken Hill line resulting in that line also closing that caused 7SA8 Indian Pacific to run via Melbourne. AK car inspection train was turned round at Tent Hill SA and returned to Adelaide. Westbound freights were stabled at Port Augusta on 6th and SCT 6MP9 was stabled at Port Pirie while east of Parkeston a similar situation unfolded. Pacific National services 6PM5, 6PS7 and 6PM7 were all stabled at Cook on 6th, SCT freight 6PM9 ran through stabled at Tarcoola as did 6PM1 QRN service. To return Pacific National crews at Cook to Kalgoorlie a special passenger 7CK1 [Cook Kalgoorlie] departing late at night on 6th ran through to West Kalgoorlie after crews were detrained at Parkeston to run round cars returning to stable at Parkeston. 6PM6 stabled at Golden Ridge and 7XP4 at Curtin with crews bought back by car to Kalgoorlie. Broken Hill line reopened about 1700 on 6th with the Trans line was scheduled to be reopened about 2000 on 7th. Reopening of the Trans line being anticipated for night of the 7th crews had to

be placed to get traffic moving again. NR96 on two crew cars as 1KC1 passenger departed Parkeston for Cook late on 6th with fresh crews. 6PM7 behind NR96 departed Cook to be overtaken by 1PA8 Indian Pacific that had departed East Perth on time on 6th and was to be the first train over the repaired section to be followed by 2AP8 west bound Indian Pacific that was now about a day late.

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NR28 on 2A8 Indian Pacific arrived at East Perth Terminal 24 hours late on February 9th it shunted the motorail cars off the train was serviced and rewatered at East Perth Terminal then shunted back onto platform road motorail cars attached passengers loaded then departed 55 minutes late behind NR73. NR28 ran back light engine to Pacific National Kewdale as 4P28 light engine to be serviced.

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DC2206 following repainting into QR National livery outside workshop Forrestfield on February 10th soon to be transferred to NSW for operations there. Photo John Purcell

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Historic former Commonwealth Railways locomotive GM1 was offered up for preservation in late 2009 by the Federal Government with offers being taken from interested rail preservation groups. Rail Heritage WA announced on February 7th that it had been selected to restore, preserve, operate and will own GM1 being deeded to them by Department of Infrastructure and Transport. GM1 presently stored at EDI Dry Creek SA will require considerable work before it can be hauled dead to Bassendean. RHWA will have this work undertaken by a contractor and GM1 will on arrival at Bassendean require further work. GM1 offers a unique opportunity to RHWA that have overhauled a number of former Commonwealth coaches over the years and ran GM1 with these cars to Kalgoorlie in 2001. RHWA will have GM1 and its train on display at Bassendean and this locomotive will only see rare use on significant special occasions.





GM1 & L262 run empty Federation Train through Bassendean on October 27th 2001 following exhibition at East Perth Terminal in connection with centenary of Commonwealth of Australia. Photo Jim Bisdee



P2501 & P2515 on 3730 grain on tier the three line south of Perenjori on January 25th. Photo Simon Barber





K210 & K205 on 2S69 rail train at Herne Hill on January 29th.

Photo Simon Barber



7066, 7083 & 8133 run empty ore train at 38km peg Robe River line January 31st. Photo Toad Montgomery





9402, 8136 & 8156 on loaded Yandi fines ore train rounds the curve at 39km Robe River line on way to the port unloaders at Cape Lambert on January 31st.

Photo Toad Montgomery



LZ3101 at Forrestfield loco long end in QR National livery on January 22nd.

Photo Evan Jasper





DFZ2407 with AB1502 stabled at n/g loco Forrestfield on January 20th.

Photo Evan Jasper



DB2311 on caustic tankers at Alumina Junction on February 4th.

Photo Sean McGarraghy





S3305 on empty alumina running through Burekup on February 4th.

Photo Sean McGarraghy



7048, 8129 & 7045 departing 7 Mile Yard Dampier with loaded train of lump ore for Parker Point unloader on January 31st.

Photo Toad Montgomery





PA2819 on alumina hoppers climbs the grade through Burekup on February 4th. Photo Sean McGarraghy



DD2355 & D1562 passing Burekup loop on empty alumina hoppers February 4th. Photo Sean McGarraghy



Rebuilding of NR35 at United Group Rail Bassendean following extensive damage received in Curtin derailment on January 30th 2009 is nearing completion was in grey undercoat UGR yard on February 12th.

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DC2215 was removed from storage February 7th hauled to Forrestfield workshop to be returned to service.

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Withdrawn BHPBio SD40-2 locomotives 3085, 3082, 3083 and 3084 stored on the balloon loop at Finucane Island on February 8th.

Photo Toad Montgomery

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Repairs to the main line at Goddards that was damaged by a derailment on December 28th have now been completed with main line reopening on February 11th.

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EMU A series cars Set #42 and #43 have been converted to the longitudinal seating arrangement that now sees all A series EMU cars now having longitudinal seating. EMU sets #6 and #7 still have the old red stripe seat covers.

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