

West Australian railscene e-Mag

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Rare sight of P2506 & DBZ2308 loading an out of zone grain train on February 25th at CBH export terminal Albany that ran as 6606 grain to CBH MGC Forrestfield to unload on 27th. Photo Stew Winston

For the second time this month the ARTC Trans line linking WA with the rest of Australia is closed owing to flooding only this time far more severe and over a much greater distance. Following heavy rainfall in the Rawlinna Loongana section services between these points were terminated 1730 on February 23rd with line to be inspected in daylight to determine the next action. Services still continued westbound stabling at Cook with eastbound services departing Kewdale for the overnight run to Parkeston.

NR27 on 4PA8 Indian Pacific was held overnight at Parkeston finally departing at 0640 on arriving at Curtin 4PA8 was told the service was cancelled and to run round and return as 5CP8 to Parkeston then onto Kalgoorlie to stable before running back to East Perth overnight arriving on 25th. 2PM1 loading was stabled at Loongana with the locomotives and crew car running as 5226 light engine back to Adelaide picking up crew from 3MP1 stabled at Fischer on the way. 3MP9 stabled at Mundrabilla ran round the hauled the train to Forrest to stable, the crew would be picked up by aircraft on 25th and flown to Kalgoorlie.

NR69 & NR92 on 3PM7 stabled at Rawlinna on 23rd then on 24th ran round running 8853 express Rawlinna to Parkeston stabling as 3PM7, while 3PG1 SCT Parkes service stabled at Naretha on 23rd then as locomotives, fuel tanker and van ran as 8851 to Parkeston then on to West Kalgoorlie. 4PM9 SCT service stabled at Golden Ridge locomotives returning with fuel and crew car to West Kalgoorlie. Pacific National had three more services at or west of Parkeston 4PM6 locomotives and train stabled on loop at Curtin, 4PS6 locomotives and stabled on loop at Blamey with 4PW4 stabling on loop at Karonie. NR108 on 4PW4 ran round attached crew car and ran light engine 8855 picking up crews off 4PS6 and 4PM6 on the return to Parkeston to stable in Engineers Siding.

More trains had arrived at Cook with 3MP4 running as C862 to Denman to stable with locomotives and crew car returning to Cook to stable to be joined by 3SP7 and 3MP7 being stabled on the loop. With washaways only over short distances but more than 15 of them in locations between 1307km and 1380km a recovery effort was mounted to repair the Trans line it is not expected to reopen before afternoon March 3rd.



NR101 on 8855 light engine at eastern end refuelling point at Parkeston on February 24th following stabling 4PW4 at Karonie then running back to stable in Engineers Siding. Photo Peter Donaghy

Westnet Rail also suffered from flooding on February 22nd with washaways and about 400metres of track under water on the Leonora line in the Lake Raeside area south of Malcolm following some 65mm of rain. Water was also over the track in Malcolm area and on line towards Leonora and in the yards as the lake is in vicinity of the tracks. AK car inspection train only ran Kalgoorlie Menzies on February 24th because line closed to north. Leonora line reopened on February 25th with services resuming sulphur train operating for first time since 21st.

Wheat trains are again running on Esperance line with daily service operating between Grass Patch and CBH terminal at the Port of Esperance. Q4014 on 50 wagons ran out behind LZ3109 on 1443 freight to Esperance on February 20th with services commencing on 21st.

Work continues on the crossing loop extensions on Esperance line with tracklaying having commenced at Hampton, earthworks are nearing completion at Kambalda preparing for tracklaying, with Higginsville loop seeing work commencing on the northward extension.

AK car inspection train that was held up postponed earlier in the month owing to flooding on Trans line in SA arrived in Kalgoorlie behind 2210 on February 21st next day 2210 ran Kalgoorlie to Avon yard to stable. G&W 2210 ran west of Kalgoorlie with a G&W crew for the first time in a number of years as South Spur Rail had previously run these trains with their crews and own locomotives. AK cars ran to Forrestfield on 23rd then back to Southern Cross to stable on 24th run to Kalgoorlie change locomotives at West Kalgoorlie to Q4009 for run to Menzies as line north was closed owing to a washaway. L3115 ran AK cars to Esperance on 26th with LZ3117 working them back to West Kalgoorlie on 27th. The AK cars are stabled at West Kalgoorlie until the Trans line reopens.



NR106 & NR53 run 6MP5 intermodal at Kalamunda Road Bridge on February 21st. Photo Evan Jasper

SSRS rail train of K205 & K210 ran south on Esperance line to drop rail at various locations for crossing loop extensions. The train was stabled in old crossing loop at Norseman on 21st still with rail on board looking like it would be proceeding further south to drop further rail as part of loop extending programme.

Fortescue Metals Group SD90MAC-H locomotives 902 and 904 tarped up as GTLX902 and 904 that had not been overhauled or repaired at Juniata Shops in Altoona Pa but were done elsewhere. They were seen in transit on freight heading for Lamberts Point in VA where the locomotives will be exported to Port Hedland.

Duplicating of BHP Billiton Iron Ore Newman main line is proceeding and other duplication projects are also continuing with Kurrajura and Yandi Junction on MAC line having been completed recently and commissioned.



P2509 on grain loading at Wickepin on February 19th.

Photo Daryle Phillips



P2510 on grain at Wickepin on February 19th.

Photo Daryle Phillips



S3302 on loaded Worsley Alumina hoppers at Burekup on February 4th.

Photo Sean McGarraghy



DD2359 & DD2357 on empty caustic tankers at Burukep on February 4th.

Photo Sean McGarraghy

B series EMU set #50 was stabled at Claisebrook Railcar Depot on February 25th and is till there it is believed this EMU will have an overhaul and will also have longitudinal seating fitted to increase the cars passenger capacity.



SCT014 & SCT008 on 8851 engine and coach in Parkeston yard on February 23rd this combination was to run to West Kalgoorlie to stable. Photo Peter Donaghy

CFCLA ballast wagons long stored on a track next to old CBH wheat silo at Bellevue have been hauled off the storage track and were stabled on an adjacent road on February 27th where work has been previously been undertaken to return wagons to service.