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DBZ2308, NJ1602, P2507, DD2358 & NJ1605 all cab leading on 7323 empty grain August 27th Millendon Junction a with track machine on MR line waiting to resume work. Photo Simon Barber

PTA locomotive MA1862 ran to old Midland Yard ballast siding on September 1st and conducted some tests and trials on the XM ballast cars stabled there before returning light engine to Claisebrook. The Armadale - Mundijong line owned by PTA that at present only sees the twice daily Australind to Bunbury run on it is to be upgraded shortly with concrete sleepers being laid replacing life expired wooden ones. It's believed that MA1862 will be used to haul ballast trains with PTA running its own work trains.

Rio Tinto has commenced preparations for duplicating some 80km of its single track on the Deepdale line to double track from Western Junction to Cape Lambert with the awarding of a contract to build a 200 room construction camp. This camp also with kitchen, dinning areas, gym, sporting, office and other facilities in a \$15million program commencing this month with completion scheduled for February 2012. This marks the commencement of Rio Tinto northern link rail capacity enhancement project costing some \$US17billion over some four years that will see Cape Lambert port capacity increased from 80 million tonnes per year to some 185mtpa by mid 2015. The upgraded railway and port is expected to take nearly all of the Rio Tinto expanded mining output scheduled to come on stream over next four years.



P2514, P2504 & DBZ2308 on 1305 empty grain train at Albany August 29th.

Photo Stew Winston



NR1, NR41 & 8112 replacement shunter on 5SP5 at Binduli August 28th.

Photo Peter Donaghy

The first 20 WOE iron ore wagons of an order of 227 for use on the expanded Koolyanobbing Esperance ore haulage have been completed by UGR Bassendean. These cars were collected on August 25th by LZ3117 working 5154 Bassendean shunter then hauled to Forrestfield.

Pacific National yard shunter 8039 failed recently and was hauled dead to Adelaide on 6PM5 August 26th with 8112 replacement yard shunter arriving behind NR1 & NR41 on 5SP5 on August 28th.



P2510 & P2511 on Sino Steel Karara Mining ore train at Gutha South August 19th. Photo Phil Melling

The next two ACN locomotives for QRN WA operations ACN4149 and ACN4151 departed Redbank workshops August 31st for Forrestfield with them due to arrive around September 9th.

For five evenings from August 28th to September 1st no services operated on Clarkson line between Stirling and Perth Underground Station from about 8:00pm till the first service the following morning. Mandurah trains all terminated at Perth Esplanade Station during this period and ran Esplanade Mandurah only with no services to Perth Underground Station. Rail replacement busses ran from Wellington Street Bus Station and Esplanade Busport to Stirling Station with trains running Stirling to Clarkson.

NR18 that has been recently repainted into new a predominately yellow Indian Pacific livery worked 5AP8 Indian Pacific interstate passenger service for the first time into East Perth Terminal on September 3rd then worked 7003 empty cars to Kewdale. It worked 1004 empty cars to East Perth and ran 1AP8 Indian Pacific to Adelaide on 4th.

DBZ2308, NJ1602, DD2356 & AD1521 ran 6326 grain to Kwinana on August 27th unloaded then ran 7323 empty grain to Forrestfield. DD2356 and AD1521 were detached with P2507, DD2358 and NJ1605 being attached for the run to Avon Yard.



NR25, NR77, NR80 & NR90 on late running 1PM5 at South Guildford on August 28th. Photo Alex Mackay



P2506, DAZ1906 & DAZ1903 on light engine to Narngulu at Grants August 19th.

Photo Phil Melling



AB1502 & AB1504 on sleeper train crossing Greenough River at Eradu August 20th. Photo Phil Melling



9402, 8123 & CW44-9 on empty ore train on Bellbird extension on August 26th. Photo Cris Fitzhardinge



NR68 & NR40 on 6SP5 at Hazelmere on August 28th.

Photo Alex Mackay



P2503 on empty ballast train returning to Narngulu at Wicherina on August 21st.

Photo Phil Melling



8112 and cab of NR41 on 5SP5 at Binduli on August 27th.

Photo Peter Donaghy



NR18 on its first run on 5AP8 Indian Pacific at Guildford on September 3rd.

Photo Brendan Cherry



TM500 John Holland split head tamper at Woodbridge August 28th.

Photo Jim Bisdee



NR1, NR41 & 8112 on 5SP5 at Tammin on August 27th.

Photo Alex Mackay

P2514, P2504 & DBZ2308 working 1305 empty grain train arrived in Albany around 10:00am on August 29th to load domestic grain for delivery to MGC Forrestfield. This was the first grain train to work into Albany since mid June following loading it departed for MGC arriving on 30th behind P2507 to unload. Modifications to unloading pit at CBH Albany have been completed with work site fencing removed about 26th. This should reduce unloading a 52 wagon train from two to one hour as was expected when the CBH bulk terminal was rebuilt a few years ago.



LZ3117 on 5154 Bassendean shunter crossing over to enter Forrestfield yards with 20 new WOE ore wagons for Esperance iron ore services on August 25th. Photo Jim Bisdee

P2501 & 2512 are still operating on the five days a week woodchip trains from Redmond to Port of Albany.

Australind car ADP103 ran a number of trips on Armadale line testing ATP [automatic train protection] on August 30th with EMU set #40 used to haul the railcar in reverse. Further tests were also undertaken on September 1st but this time with EMU set #04.