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Q4007 & Q4017 run 7C71 lime shunter to Parkeston on October 29th.

Photo Peter Donaghy

Third locomotive of the six locomotive ACB order ACB4403 was hauled November 3rd dead attached on 5SM9 behind CLP10 & CLF4 from Sydney to Melbourne arriving on morning of 4th then detached. ACB4403 was run on 6MP1 evening of 4th behind 6007 & 6006 but ahead of 42206 to Adelaide arriving on morning of the 5th. 42206 was detached with 6007 & 6006 later departing hauling dead attached ACB4403 on 6PM1 intermodal from Adelaide to Forrestfield arriving early morning of 7th.

ACB4404 with ACB4405 ran light engine trial from UGR Chullora to Penrith NSW for the light engine works trial of ACB4405 on November 4th. Last locomotive ACB4406 has now been completed and is expected to run its works trail in near future.

Carina iron ore traffic now sees a loaded and empty train of 80 CFCLA CHCH ore cars run daily between Forrestfield and loadout at Mt Walton. These 7000 tonne trains are split on trip service Forrestfield into two 40 car rakes to run to Kwinana to unload then on return the rakes are reattached to run to Mt Walton to load.

PTA locomotive MA1862 ran night shift rail and works trains on Midland line November 9th and 10th.



NR102 newly painted & AN8 on 6MP4 at fuel point Parkeston on November 6th. Photo Peter Donaghy



SCT001 & SCT005 run Christmas special 1PM9 departing Forrestfield on October 31st. Photo Jim Bisdee

Rio Tinto are set to soon receive some new ore cars for test being Q class [for QRRS Chinese builder] and B class [for Bradken also have car bodies built in China] are aerodynamic and similar to FMG ore cars. These ECP equipped ore cars are due to arrive in early December for clearance and other tests then mid December undertake fully instrumented trials. These new cars are much larger than any other Rio Tinto ore cars with a gross capacity of 164 tonne giving a 40 tonne axle load beyond capacity of Rio lines at present. These cars initially will run at 144 tonnes gross with their potential 20 tonne capacity increase they will eventually see use at mines with lower grade ore where this extra capacity will be needed. Following extensive series of trials an order for some hundreds of cars will be issued to QRRS or Bradken.



6007 & 6006 dead attached ACB4403 on 6PM1 entering Kalgoorlie on November 6th. Photo Peter Donaghy

AEA231 lead car on Midland to Perth service clipped the rear of a Holden Monaro coupe that had failed to clear the track at the intersection of Meadow and James Streets Guildford on November 7th. Car driver suffered minor injuries with the Monaro suffering extensive rear end damage while AEA231 suffered some damage to skirt and steps at front of EMU. This crash occurred about 08:50 with line closed for about an hour and twenty minutes while crash was investigated. The Merredin Avonlink service was held at East Perth for about an hour then having to pass the scene at severely reduced speed. Services were terminated at Bassendean then ran back to Perth with rail replacement busses running to Midland till line reopened 1010.

Ongoing industrial dispute over a new Enterprise Bargaining Agreement has flared again following the parties QRN and Rail Tram & Bus Union being unable to reach agreement. This has resulted in partial work bans to occur at all depots from November 3rd to 22nd. These partial work bans cover things like accepting changes to posted roster sign on times, driving Distributive Power services, working on Rostered Days Off and locomotive servicing these being Protected Action under a notice served on QRN.



DC2213 and DC2205 stabled in West Kalgoorlie yards on November 5th.

Photo Peter Donaghy



Prospector car undergoing bogie overhaul at PTA Kewdale Depot on November 6th.

Photo Jim Bisdee



Q4007 & Q4017 shunt 7C71 into Loongana Lime plant at Parkeston on October 29th. Photo Peter Donaghy



Looking east towards Nungarin Yards on October 28th showing flood repairs required. Photo Jim Bisdee



Strand of rail is about to be hauled off rail train at Canna on November 12th.

Photo John Stephens



Ballast regulator TM002 working on track between Gutha and Canna November 9th.

Photo John Stephens



P2508 on ballast train on newly re-railed line in Gutha Canna section November 8th. Photo John Stephens



Rare sight of an eastbound QRN intermodal 6PM1 on November 12th in West Kalgoorlie yards during the day as these trains usually run through Kalgoorlie late at night or early morning. Photo Peter Donaghy

Work has commenced on removing the wooden staircase near Horseshoe Bridge joining platforms five and six at Perth City Station. This bridge the last remnant of the original platform facilities at Perth Station will be dismantled and is slated for preservation. The canopy on platform eight was removed week ending November 10th as part of preparations for sinking of Fremantle line. Between 8:30pm and the last service from 6th to 10th November Fremantle trains arrived and departed from Perth Underground while Midland trains ran to and from Platform 6 at Perth Station.



Looking west in Nungarin yards showing some works have been completed October 28th. Photo Jim Bisdee

L3113 that spent the last month or so as works shunter at Forrestfield workshop has returned to mainline use collecting 20 new WOE ore cars from UGR at Bassendean on November 11th.

2208 has spent the last couple of weeks with stored NJ1602 and NJ1605 outside old tubs at eastern end of the workshop complex at Forrestfield.