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LZ3119, L3110 & DC2215 on 1051 empty grain at Katrine November 13th.

Photo Sean McGarraghy

To accommodate increased traffic on West Kalgoorlie Hampton section of Esperance line 3 aspect LED type CTC signalling has been extended to encompass the whole of Hampton sidings and loop following their extension earlier in the year. CTC now extends to 12L signal at 19.150km with both north and south ends of Hampton siding under CTC control in lieu of only north end previously. This upgrade includes the replacement of existing home and departure Search Light Signals with 3 aspect LED signals at West Kalgoorlie and in West Kalgoorlie Hampton section. Commissioning work was undertaken over the week 14th to 18th December with this signalling controlled by South Train Control at Midland.

Minor shunting accident occurred in Claisebrook Depot around noon on 17th November when EMU set #47 ran into the rear of stationary set #15. This slow speed collision caused minor damage to set #47 while set #15 has some cab fibreglass damage. There were no injuries in this accident with damage to set #47 being repaired on 18th with repairs to set #15 to take around a week or so.

Night track works is being undertaken in Queens Park area on Armadale line eliminating bog holes.



DFZ2403 & DFZ2402 on empty ore rake arriving back at Narngulu after going through RailBam detector at Walkaway on November 10th. Photo Phil Melling



Q4015 & Q4019 on 1035 empty ore train at Grass Valley November 13th. Photo Sean McGarraghy



ACA6010 & AC4303 on 1030 loaded ore train at Grass Valley November 13th. Photo Sean McGarraghy



Tasrail 2021 & 2020 former Westrail D class with extensively modified cabs & 2012 at Colebrook running the Boyer paper train October 27th. Photo Phil Melling

Following an extensive facebook campaign that attracted some 30,000 likes Minister for Transport agreed to a trail of extra early morning train 4:00am on all lines Saturday and Sunday nights. These free “Get Home Before Sunrise” trains are being run in an effort to improve ways for night entertainment patrons to get home. It is hoped these trains will be well patronised and will reduce problems in obtaining ways home from the Northbridge entertainment area in Perth. First of these trains ran on November 12th with the \$1 million trial running till April 2012 when its effectiveness will be evaluated and decision made if they will continue.



ACA6002 runs 4056 grain down east leg of Woodbridge triangle on November 9th.

Photo Jim Bisdee

Carina iron ore mine of Mineral Resources is in the final stages of commissioning but already sees some 7,000 tons of ore railed to Kwinana per day. Its maiden shipment of 48,000 tons of iron ore was loaded at Kwinana bulk terminal over November 15th/16th destined for China. Carina anticipates will mine 4.4 million tons pa for export through Kwinana but could ramp up production to 8mtpa if extra port capacity can be found at Kwinana or Esperance.

All of the ex QRN 6000 class have now entered traffic with 6002 entering traffic as ACA6002 on November 9th running 4055/4056 grain workings. ACA6002 was then hauled dead attached to Kalgoorlie behind Q4001 & Q4010 on 5025 freight November 10th to run on Esperance ore trains. ACA6010 also entered service on November 9th behind AC4303 on 4035 empty Carina ore train. ACA6005 entered service on November 15th ahead of ACA6010 on 3035 empty Carina ore train. Final locomotive of the four 6000s so far converted for use in WA ACA 6012 entered service on November 19th on 7035 empty Carina ore train with Q4014 as remote unit.



Q4009, ACA6002 & AC4301 on 2414 empty ore at Binduli November 14th.

Photo Peter Donaghy



Q4002 attached to front 2414 empty ore at Binduli 14/11 about to run forward detach AC4301 on main line then running back onto train to run as Q4002, Q4009 & ACA6002 to Koolyanobbing. Photo Peter Donaghy



ACA6005 & ACA6010 on 3035 empty ore South Guildford at dusk on November 15th. Photo Jim Bisdee



new BHPBIO EPC ore car 8486 at Port Hedland being hauled to flashbutt yard for commissioning after being unloaded from a ship at Town Jetty on November 17th. Photo David Flint



7064 light engine to test new Falcon loop 8 km south of Marandoo November 17th. Photo Chris Fitzhardinge



NR17 & NR62 on 1PS6 climbing grade towards Avon Yard November 13th.

Photo Simon Barber

Portman iron ore traffic recommenced in earnest on November 10th following a couple of false starts as a result of problems following shutdown at Port of Esperance to upgrade rotary car dumpers.

To allow for increased traffic and increase track capacity Rio Tinto have commissioned a new passing track about 8km south of Marandoo on the Yandi line. This loop at 311km to 314km has usual two passing tracks, back track usually used by track machines and dead end cripple road.



ACA6002 a remote unit on 2414 empty iron ore train at Binduli November 14th.

Photo Peter Donaghy

AC4306, LZ3117 & AC4308 on 6418 empty ore train ran Esperance to Koolyanobbing on November 12th with all three locomotives running long end leading that rarely occurs on ore trains. An LZ continuing on beyond West Kalgoorlie on an empty ore train is also not usual a working with the L/LZ usually being swapped out on arrival at Binduli. Upon arrival at Koolyanobbing lead locomotive AC4306 detached and ran round the balloon loop to improve crew visibility prior to loading. On return trip LZ3117 failed at Wallaroo with Q4014 despatched from West Kalgoorlie to rescue train. Q4014 was long end leading back to West Kalgoorlie where it and LZ3117 were detached and LQ3121 attached to work service to Esperance.

DAZ1904 and DAZ1906 with rake of 40 XNW grain wagons ran from Avon Yard to West Merredin on November 13th. This again sees grain being hauled into CBH West Merredin transfer terminal from the tier3 lines in the area. On November 15th ran a service to Bruce Rock. This may very well be the last opportunity to see QRN locomotives working on these tier3 lines radiating out of West Merredin. With 2012 being the last year these lines see use first with QRN then Watco before being mothballed.

2512 & P1513 are running grain trains in the Great Southern into Albany CBH export terminal from storage bins on GSR or Lake Grace line. DD2356 and DD2358 are still running woodchip services weekdays with P2507 being spare unit at Albany.



AC4306, LZ3117 & AC4308 all long end leading on 6418 empty ore at Binduli November 12th.



LZ3111 & DC2213 on 5443 rail and empty fuel train at Binduli November 10th. Both photos Peter Donaghy



6003, LDP005 & CLP13 on very late 6PM1 QR National intermodal with Cook fuel and water tankers on rare daytime departure from Kalgoorlie on November 12th. Photo Peter Donaghy



Minnivale grain silo present state with roller doors and two tracks laid November 15th. Photo Matt Hooper

Latest QRN locomotive for their WA operations ACB4404 departed Sydney on November 10th on its delivery run across Australia dead attached on 5SM9 behind CLF3 & CLF4 but ahead of CLP10 on the overnight run to Melbourne arriving on 11th. ACB4404 was detached then attached behind 6008, 6007 & CLF7 on 5MP1 intermodal for the run to Adelaide arriving on 12th. The final leg to Forrestfield was behind 6007 & 6008 departing on 12th with ACB4404 hauled dead attached arriving in early hours on 14th.



NR27 on 1PA8 Indian Pacific at Lloyds Crossing Toodyay on November 13th. Photo Sean McGarraghy

Recent report on ABC rural radio Country Hour appear that redundant Minnivale grain silo being converted by Wheatbelt Heritage Railway group into an operating base are on schedule. Two tracks have been laid on the concrete bin floor with a further track yet to be laid and the three roller doors have been installed. Most approvals are in place and remaining expenditure of \$1.1million to cover things like laying further track in the bin, building pits and locomotive servicing area, laying further track in yard and connecting to main line. It is anticipated trains will be operating in 2013 steam season.
