

Western rails electronic edition

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Western Rails is produced intermitantly usually at least weekly being the electronic rail journal covering Western Australia.

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G&W GM47 waits at the eastern fuelling point Parkeston on 14th December to cross 6MP9 SCT service before running 1M24 light engines of Q4005 and Q4015 crew car, generator flattop Parkeston to Port Augusta delivering the two Q class locomotives damaged at Scadden on 12th September to EDI for repair. Photo John Bollans.

Welcome to the first edition of Western Rails a free electronic newsletter covering rail happenings in Western Australia in a far more rapid time frame than is available with hard copy publications. Western Rails will be issued approximately weekly with news and photographs on free subscription. Western Rails is being not being produced to be in opposition to Rail Heritage WA publication The Westland but intend to work together as it is a quarterly publication with historical and current articles that Western Rails as a newsletter will not cover.

The unusually wet late spring and early summer experienced in the southern wheatbelt has seen the estimated tonnages of grain to be delivered to CBH dramatically reduced. As yet this has not had a great effect on the grain trains running to CBH export terminal at Kwinana with up to three standard gauge and five narrow gauge trains running per day up to Christmas. On Xmas eve P2508, AB1534 and AB1501 ran 3362 grain train to Kwinana in mid morning returning as 4393 empty grain train in early afternoon.



Q4008 hauls dead attached 3109, 3101, L265 and 2201 with 22 empty flattops through Bellevue 14th December on special engine and wagon transfer 7430 being transfer of ex ARG NSW locomotives and wagons to Western Australia that had been hauled from Port Augusta to Parkeston by GM47 on 6M25. Photo Jim Bisdee.

Q4019 that had been damaged at Esperance port on 23rd September when the road spread under a loaded ore train entering the port to unload had the damage repaired at ARG Forrestfield. Following completion of repairs Q4019 was repainted from ARG G&W livery to ARG QR yellow livery. It returned to service on 24th December and ran 6158 Kwinana shunter on Boxing Day. EJ/JB

LZ3114 damaged in head on crash at Scadden on 12th September that hauled LZ3112 also damaged at same time to United Group Rail Bassendean for repair on 17th October. Returned to service on 23rd December running light engine to Forrestfield that then saw LZ3114 in use as yard shunter for a few days. EJ

Santa Special services a tradition going back to the 1950's happened again this year with Santa Specials being ordinary scheduled EMU services that Santa rode on. These specials operated on all lines in weeks up to Christmas.

All the locomotives used on ARG NSW operations are stored at Forrestfield with 2201 outside old tubs, L265 [Shoalhaven] and 3101 [Kurra Kurra] outside workshop, 2203 at rear workshop with stowed 42209, 3104 [Purnu], 3102 [Wagiman], 3103 [Aboriginal Stockman] stored on wheel lathe stow road, 3109[leaving town in memory of Kevin 1939-2008] on standard gauge line adjacent to old narrow gauge locomotive wash. EJ/JB



SCT013 and SCT014 on 7GP1 SCT Parkes service hauling three [dead attached] ex ARG NSW 31 class locomotives 3104, 3102 and 3103 on their delivery run to WA descending the grade out of Baandee on 22nd December. This was the second multiple locomotive movement of former ARG NSW operations locomotives to ARG WA. Photo Jim Bisdee

P2511 extensively damaged in track -v- train crash at Narngulu on 7th July was outside the erecting shed at United Group Rail plant over the Christmas break in partially stripped condition as its rebuilding continues.

Q4019 ran 2172 combined acid tankers, salt train and empty Kwinana loading from Kalgoorlie on 29th December at 2025 following very late arrival of 1426 Kalgoorlie freight service.

8039 Pacific National yard shunter at Kewdale failed with turbo problems on 23rd December that saw NR72 and NR56 being used as yard shunters on 28th December, NR16 on 31st December thru 4th January. 8122 arrived on 3MP5 behind NR52 and NR63 on 2nd January to be temporary yard shunter with 8039 departing that night behind NR63 and NR52 on 6PM6 at 2305 for Adelaide and repair.

MV Jumbo Vision that is shipping the latest SD70MACe order for BHPBIO from Toronto Canada to Port Hedland was at latitude 35 degrees longitude 35degrees on 29th December this was east of Cape of Good Hope and south of Africa.

Q4019 and Q4010 ran 1051 empty wheat train to Kellerberrin to load on 28th December that was a load trial for Q4019 following repairs. Q4001 & Q4014 ran 6056 wheat train Forrestfield to CBH Kwinana to unload on 2nd January that was load trial for Q4001 following some workshop attention. AM/JB

Fortescue Mining suffered some washaways around 200km peg following storms on 30th December. BHPBIO was unaffected by the heavy rain and storms and operated normally. TM



NR48, NR109, [dead attached] K205 and K206 on 7PX4 heading up the grade out of Parkeston on its run to Port Augusta on 13th December. This was the commencement of delivery run of Greentrains Pty Ltd locomotives K205 and K206 to Broken Hill for operations there. Photo John Bollans

7GP1 in cutting east of Tammin on 22nd December note old EGR line above SCT 013. Photo Jim B.

