

West Australian Railscene e-Mag

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West Australian Railscene e-Mag is published weekly by Jim Bisdee on rail happenings on West Australian railroads.

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G516 & CLF4 run 7PA1 QR National intermodal service through Hazelmere on July 11th this service now run by QRN G and CLF/P but for how much longer with new locomotives on order. Photo Brendan Cherry

Two Transperth EMU's had a sideswipe at a set of points in Claisebrook yard about 1130 on July 13th between AEB344 that suffered some minor cab and window damage while AEA205 suffered some left side damage to fibreglass cab, handrails etc. No structural damage was suffered with AEB344 being repaired and back in service on 14th while repairs to AEA205 could take about 10/14 days or so.

Hi-rail vehicle came off track on the up main around Cobblers Pool area in the Avon Valley about 1200 on July 14th with no injuries to operator but caused significant delays. The way this vehicle came off meant that the only way to get the hi-rail back onto the track was to lift it up the rear of the vehicle. Owing to the lack of suitable equipment close by to achieve this it was some 2 hours 45 minutes before a front end loader arrived and re-railed the vehicle. In the meantime 3056 wheat train was held in by pass at Toodyay West and 3484 Prospector was held at Toodyay Station.

LZ3111 ran 6169 light engine to collect LQ3121 from Gemco Rail Bellevue on July 3rd following completion of repairs that had been undertaken there and haul LQ3121 back to Forrestfield. LQ3121 entered service on July 15th this locomotive sold by Westrail in July 1998 had never run on ARG WA it worked 5194/5197 Soundcem lime/cement service on 16th.

NR16 with its unique rail safety message again ran to Kewdale hauling 1MP2 ahead of NR5 after midnight on July 15th departing that night behind NR5 on 4PM6 for Adelaide.

P2506, P2508 and dead attached NJ1602 ran 7363 empty wheat train Forrestfield to Avon on 11th July, commencement of return of NJ1602 to Albany with it running light engine to Narrogin during afternoon. NJ1602 ran light engine Narrogin to Wagin on 13th July then hauled to Albany by wheat train next day with it returning to running woodchip service with DD2359 on 16th.



LQ3121 hauled by LZ3111 has just run onto mainline at Midland in the evening July 3rd after attaching LQ in Gemco Rail yard at Bellevue following lengthy repair. Photo Jim Bisdee

Upgrading and re-sleepering WAGR Midland to East Perth dual gauge line has reached Bayswater with RA212 on narrow gauge rail train dropping rail on up main at Mt Lawley on July 16th while D48 was running UB9902 standard gauge ballast train was ballasting the same main at Bayswater.

NJ1605 has been stored on crane road Forrestfield adjacent to workshop with AB1503 since 9th July.

Daddow Road level crossing was closed from 0700 on July 18th to about 0400 on 20th to enable bridge spans to be lifted onto western abutments that took place on evening and night of 19th. All roads in area leading to lift site Chisholm Crescent, Daddow Road and Dundas Road were closed.

SCT011 on 3MP9 failed at Merredin owing to weight of this train remote unit SCT002 would not be able to haul it alone to Forrestfield. CLF7 was detached from 4AP1 QR National intermodal and attached to 3PM9 behind two SCT units to run to Forrestfield. CLF4 ran 4AP1 solo from Merredin to Forrestfield followed by 3MP9. Return service 6PM9 had SCT002, SCT011 and LZ3101 hired from ARG.



RA212 on vacuum braked rail train dropping rail on the Fremantle to Cockburn Junction line at South Beach station that was built for Americas Cup regatta in 1986/87 and unused since. Photo Brendan Cherry

Services on the Trayning line north of Merredin have resumed following the short suspension of services in late June and subsequent lifting of threatened closure with AB1502 running an evening service on July 7th.
