

# 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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P2502 final P class locomotive to be overhauled stabled in narrow gauge loco on February 24th after being released by UGR Bassendean earlier in the day and running light engine to Forrestfield.    Photo Evan Jasper

ARTC Trans line was closed on February 24th owing to flooding at various locations between the 1307km and 1386km. A massive operation then commenced to repair and reopen this line, three ballast trains were assembled one each in Adelaide, Bordertown in South Australia and Dubbo in NSW and were dispatched west. While 10 ballast hoppers, locomotive and crew were the obtained from Westnet/ARG, LZ3106 as 8M22 ballast train ran from Parkeston to Rawlinna on 25th where it stabled. This train ballasted from west to east returning to Parkeston evening of 27th where NR101 then hauled the ballast hoppers east a few hundred metres where they were loaded on the main from the ballast pit. LZ3106 ran east again on 28th to continue ballasting. The Trans line access road is impassable Zanthus to Rawlinna and airstrips except Forrest are to dangerous to use so NR101 with two crew cars ran fresh crews to Rawlinna and with use of hirails were able to relieve crews and provide food for crews working on eastern section.

NR97 on 5M51 arrived Cook on 26th ran with three crew cars, two ballast ploughs and 35 ballast hoppers then ran to Nurina to stable, then commence ballasting at first light as was nearly all this ballasting only

taking place in daylight. With water lapping over the line ballasting at night would have been too dangerous as water was up to 2metres deep adjacent to the track bed. 5M51 suffered a wagon derailling in water around 1358km that was over the track for about 500metres on 28th that was not re-railed till 1st. NR84 on 8M71 ballast arrived at Loongana on 26th while NR19 on 5M55 arrived at Cook in early hours of the morning on 27th then ran to Mundrabilla to stable. Following stabling these ballast trains ballasted with track machines lifting and tamping the line to raise it in flood susceptible areas. Working mainly in daylight the repair crews were able to have the line reopened around 1300 on March 3rd with Indian Pacific having already departed Perth on time on 2nd but not departing Parkeston till around 7am about 5 hours late with further services on way east and west of the flooding to be in position when the line opened.



B series EMU set #50 stabled on the storage sidings at Claisebrook Railcar depot on February 25th.

The final P class locomotive to be overhauled P2502 was released by UGR on February 24th with it then running light engine from Bassendean to narrow gauge loco Forrestfield. P2502 ran its load trial being placed on lead on 2362 grain in Forrestfield on 28th entering service that night after a successful trail. P2503 was the first P class to be overhauled under this programme that commenced in August 2003 and was completed in February 2011.

The Perth Clarkson line was closed from evening of 25th February till first service in morning on the 28th that saw the points and crossovers at Stirling upgraded, signals repositioned at Whitfords. Wooden sleepers remaining at Stirling and Whitfords were replaced. With poles and overhead at Clarkson repositioned in preparation for commencement of the Butler extension.



2210 runs AK car inspection train returning to Kalgoorlie at Woodbridge on February 23rd. Photo Jim Bisdee



QR2361 on McAleese low loader at Port Augusta en route ARG Forrestfield March 5th. Photo Nathan Pyle



2361 on low loader at Port Augusta SA on March 5th en route to ARG WA.

Photo Nathan Pyle



R1004 built as GML10 for Goldsworthy Mining Ltd final GML locomotive renumbered GML20 after BHP iron ore merger then sold to Comalco with 48s28 & 4814 at Goulburn NSW March 6th. Photo Leon Oberg

With reopening of the ARTC Trans line planned to be during afternoon of March 3rd trains had already been positioned with 4AP8 Indian Pacific departing East Perth Terminal at 1155am on March 2nd to be followed by SCT 2PM9 departing later that evening. Pacific National had services stabled at Curtin, Blamey and Parkeston that were positioned before line reopened. Westbound saw 2MP1 QR National intermodal arrive on March 4th after sun up to be followed by Pacific National 3MP7 then 3SP7 each about two hours apart.



P2510, P2516, P2514 & P2509 in yellow, orange, yellow, orange combination of ARG liveries runs 1363 empty grain through Swan View on February 20th. Photo Simon Barber

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With the reopening of the ARTC Trans line it was split for Train Authority Purposes from Cook Parkeston section to Cook Rawlinna and Rawlinna Parkeston sections. W train authorities numbered from W1 daily are issued in Cook Rawlinna section as these were originally the Cook Parkeston TA code. K train authorities numbered from K1 are issued for Rawlinna Parkeston section. These two sections are on the same Train Control board under the control of a single train controller.

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