





P2513, DFZ2401 & P2515 run grain train into Geraldton port on April 2nd.

Photo Phil Melling



6003 & 6007 on 2PM1 QR National intermodal at Hazelmere on April 4th.

Photo Evan Jasper

DFZ2401 sent to Forrestfield for cab upgrade few weeks ago returned to Geraldton on March 31st with its cab not having been enlarged and upgraded.

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P2512, DBZ2308 & DD2358 to be the second grain train ran to Wagin from Avon yard on March 31st with DD2358 being detached and stabled at Wagin while P2512 & DBZ2308 ran out to load on Lake Grace line. P2504 & P2506 running Cranbrook shuttle 672/673 on April 4th with P2512 & DBZ2308 waiting for 673 and woodchips to arrive before also departing for Cranbrook. On April 5th DBZ2308 & P2512 were stabled alongside Albany platform with P2506 & P2510 working woodchip service with DD2356 at workshop. DD2358 after being at Wagin for few days was returned to Avon Yard then onto Forrestfield Workshop.

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NR119 & NR6 on IPS6 intermodal running through Northam on April 3rd.

Photo Evan Jasper

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Indian Pacific interstate passenger ran on its twice per week Summer shedule for last time on March 30th and April 3rd departures from East Perth with it reverting to one service per week from April 7th. This arrangement is different to past years when it was Sunday departure from Adeliade with Tuesday arrival in Perth then Wednesday departure. This year it is Thursday Adelaide departure Saturday East Perth arrival and Sunday departure that will continue to Wildflower season in late August.

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Pleminary work for a new crossing loop is under way some 2 to 3 kilometres north of Tilley siding on the Perenjori to Mullewa line.

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Stockpile of dual gauge concrete sleepers is at trucking yard in Narngulu, concrete turnout sleepers have been delivered to Northern Gully.

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A ship load of rail for Karara line arrived at Geraldton port on April 3rd with a heavy lift ship arriving on 5th with dual wagon rotary tipper for installation at port unloader.



Earthworks March 29th for the second track to be laid through tunnel at Geraldton port. Photo Phil Melling



Large dual gauge concrete sleeper stockpile for Mullewa to Morawa line upgrading at Pintharuka north of Morawa on April 2nd. Photo Phil Melling



Earthworks at Tilley Siding for the start of the line to Karara April 2nd.

Photo Phil Melling



P2501 runs 7761 Karara/Sinosteel Midwest Iron Ore loaded up the grade at Wicherina on April 2nd this ore train is expected to be 60 ore cars and multiple locomotives in near future.

Photo Phil Melling



LZ3101, LQ3122, DC2206 & LZ3101 at CLCLA Goulburn Workshops April 3rd.

Photo Leon Oberg



Western end of Binduli triangle April 5th with some 500 metre extension completed as part of trackwork to allow introduction of 159 wagon ore trains from Koolyanobbing to Esperance.

Photo Peter Donaghy

The west leg of the Binduli triangle at West Kalgoorlie has been extended about 500 metres as part of the EGR track upgrading to enable 159 ore car trains to operate Koolyanobbing Esperance. New crossovers and signalling are yet to be installed and commissioned with present signalling and crossovers then removed once this extension is operational.

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Former QR 2300 class 2349 arrived in Forrestfield on November 10th 2010 has been converted to DFZ2402 nearing completion on April 9th and painted in QR National livery the first ARG narrow gauge locomotive to be painted in these colours.



8039 has suffered severe graffiti attack runs 6P26 empty rail wagons from flashbutt yard Bellevue to Pacific National Kewdale running through Midland on April 2nd. Photo Jim Bisdee

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L3115 attached to 6PM1 at West Kalgoorlie on April 1st ran behind LDP005 & CLP11 on this service to Melbourne returning on 2PM1 behind LDP001 arriving at Forrestfield just after dawn on 7th. 3MP1 was LDP005, CLP10 and CLP11 to Forrestfield arriving in early hours of 8th where CLP11 was detached and attached to LDP001 to run 6PM1 interstate in mid morning.

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BHP Billiton Iron Ore Chichester Deviation giving a better gradient for loaded trains crossing the Chichester Ranges on the run to Port Hedland with 0.33% grade opened for traffic during the afternoon of April 7th that saw 330 car train with four SD70s and two AC6000s be the first train to run over it.

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EMU set #8 had new seat covers fitted on April 8th there are now no A series cars with old red striped seat covers left in service.