

West Australian Rails

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A rake of stored WGL wagons stored at Salmon Gums, these were put aside about half a dozen years ago when BHP started transporting their bulka bags of nickel matte in containers from Hampton to Kwinana. 21st August. Photo: Roland Depth

The first load of Mineral Resources ore has been moved from their stockpile at Kwinana to the port at Esperance, as indicated in the previous issue. It ended up a few hours late into Binduli on the morning of 17th September, led by MRLs 003 & 002. At Binduli, 8222 was slotted "in the shafts" for the rest of the trip to Esperance. Freshly overhauled and PN-liveried 8222 had arrived on Sunday evening 16/9 behind NRs 32 & 107 on 6SP7. The train has remained at Esperance for crew training, apart from MRL002 which was transferred back to Kalgoorlie overnight on 20th/21st September behind NRs 1 & 114 on 5446 fuel train. MRL002 was parked at the rear of West Kalgoorlie yard for several days then towed to Parkeston along with two MHPY ore hoppers on Mon 24/9 for training PN Kalgoorlie drivers.

Q4015 has returned to service after almost two months out of action, possibly receiving workshops attention.

A brief CBH grain train program operated out of Esperance for only three weeks, CBHs 122 & 121 leading a rake of hoppers south through Binduli on Sun 2/9. The train returned to Kambalda on Sun 23/9 to stable until early Monday morning, when it resumed its journey back to Perth.



Looking north from Lefroy, the now-overgrown alignment of the former Roy Salt line can be seen straight ahead, 21st August.



The old loader on the Roy Salt line, looking back towards Lefroy, 21st August.

Both photos: Roland Depth



End of the line at Roy Salt, looking back along the alignment towards Lefroy, 21st August.



AC4306 leads nine wagons as 3C74 from Parkeston towards Yarri Rd, 21st August.

Both photos: Roland Depth



Q4002 shunts West Kalgoorlie yard, late afternoon 21st August.

Both photos: Roland Depth



NRs 28 & 100, 1PS6 stabled on the loop at Golden Ridge, awaiting reopening of the line at Coonana, 22nd August.



NRs 104 & 95 with a crew coach, 4PN1/8855S en route to Zanthus to collect the undamaged wagons from 7MP7, 21/8.



Q4016 leads 4438 empty nickel from Hampton through Binduli, 22nd August.

Both photos: Roland Depth



ACC6032 shunts 4C74 at CCL Parkeston, 22nd August.

Both photos: Roland Depth



Having pulled C74's wagons out of the plant for ACC6032, former BHP49 trundles back to stable, 22nd August.



PN now have ten former VR/NR RTHY tanks on Esperance-Cook traffic; seven together at West Kal, 22/8. Photo: Peter Donaghy



NRs 6 & 119 await departure time with 4443 empty fuel to Esperance, West Kalgoorlie, 22nd August.

Photo: Roland Depth



One of several new Royal Wolf curtainsiders leased to Northline, 1PS6, Golden Ridge, 22nd August. Both photos: Peter Donaghy



NRs 28 and 100 idle on the loop at Golden Ridge with stabled 1PS6, 22nd August. The line would reopen the following morning.



Having laid ballast over the Coonana deviation, NRs 100 & 66 stable their hoppers on the engineer's siding at Parkeston, 23/8.



With the Trans line now reopened, NRs 46 & 52 lead 4PM6 into Parkeston, 23rd August.

Both photos: Roland Depth



NRs 95 & 104 approach Parkeston with 7MP7, four days late, 23rd August (locos ex the page 5 picture above).



After fuelling, NRs 46 and 52 lead 4PM6 out of the loop at Parkeston, 23rd August.

Both photos: Roland Depth



With a puff of exhaust, SCT001 & LDP005 lead 6MP9 into Parkeston and past the stabled ballast train, 23rd August.



6MP9 rolls along the main line at Parkeston four days late, 23rd August.

Both photos: Roland Depth



Freshly overhauled/repainted S3308 runs 5122 trial Forrestfield-Kwinana, 23rd August, and failed en route. Photo: Jim Bisdee



NR105 worked 4PM4 empty steel ex Perth, and combined with the empty ballast at Parkeston. NRs 105, 110 & 66 depart the loop after fuelling, 23rd August.

Photo: Roland Depth



The combined ballast and steel loading of 4PM4 pulls out of Parkeston loop, 23rd August.

Photo: Roland Depth



Extra service 5AP7 catches the late afternoon sun at Midland – NRs 116, 39 & 110, 25th August.

Photo: Alex Mackay



The Coonana derailment put crew coaches out of position; 7SP5 on 5SP5's path balanced four back to West Kal, 25th August.



Matching the wattle, LDP005 & SCT001 race 6PM9 out of West Kalgoorlie, 25th August.

Both photos: Peter Donaghy



Q4009 leads 6430 empty sulphur from Malcolm through Toodyay West, 25th August. Photo: Alex Mackay



ACN4172 leads 7762 empty Karara ore at Narngulu West, 25th August. Photo: Phil Melling



Logo-less NR48 hauls 7PX4 up the grade at Toodyay West, 25th August.

Photo: Alex Mackay



The sun has set as LDP003 (& SCT004) ease a late 5MP9 through the loop at West Kalgoorlie, overtaking NRs 76, 71 & 86 with 5MP5 on the main. AC4308 & ACB4404 wait in the background with 7426 to Perth. 25th August.

Photo: Peter Donaghy



An early-running 7430 empty sulphur from Malcolm races through Midland behind ACC6032, 26/8.



An extra service due to the Coonana derailment, 1PM7 powers through Midland with NRs 110 & 45 on 26th August. Note the recently modified screens on the upper decks of some of the RMOY car carriers. Both photos: Mitchell Radford



NRs 86, 71 & 76 smoke 1PM5 through Midland, 26th August.

Photo: Mitchell Radford



ARTC welders' truck AR102 receives attention at a Kalgoorlie auto electrical workshop, 27th August.

Photo: Peter Donaghy



NRs 101, 38 & 25 work 5P31, transfer of EMU B set 121 to PTA Bellevue bogie exchange, Woodbridge, 30th August.



A short 5556 Watco grain led by CBH118 bypasses B set 121 on Midland loop, 30th August.

Both photos: Jim Bisdee



NRs 25, 38 & 101 on 5P31 propel EMU B set 121 onto the PTA bogie exchange siding at flashbutt Bellevue, 30th August.



SCT001 & CSR012 lead late 3MP9 through Bellevue, 31st August.

Both photos: Jim Bisdee



SCT001 & CSR012 lead late 3MP9 through Bellevue, 31st August.

Photo: Jim Bisdee



G511 & FL220 work a container train through Kenwick, 31st August.

Photo: Phil Melling



SCT's X47 shunts Forreestfield, 31st August. Behind it are Aurizon Intermodal's stored crew coaches.

Photo: Phil Melling



Three ACs stabled at West Kalgoorlie to work that night's trains back to Perth, 31st August.

Photo: Peter Donaghy