

West Australian Railscene e-Mag

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DBZ2303, NJ1605 & DD2359 on 1305 empty woodchip wagon and locomotive movement Avon Yard to Albany shunts yard on January 4th with city and huge granite Mt Melville in rear. Photo Stew Winston

Rockingham to Mandurah interurban services were thrown into severe disruption when EMU set #85 was negotiating the neutral section in Lakelands area about 6km out on northern outskirts of Mandurah around 1430 on January 5th. Part of the overhead catenary snapped and as its tension went whipping down the side of the train breaking a couple of windows closing the Rockingham Mandurah section for nearly 24hours. Power to the Mandurah line was cut instantly stranding any EMU car south of Rockingham station with a northbound service rolling to halt a few hundred metres south of Warnbro station like the Lakelands service to await replacement busses. None of crew or passengers of either service were injured but three received minor cuts and scratches exiting the drivers cab to replacement buses. A empty nine car EMU with only first two cars in power ran from Mandurah to Nowergup on January 6th around 1000, while empty nine car EMU with all cars in power departed Nowergup for Mandurah around 1105, further empty nine car EMU set but only first two sets in power departed about 1115 followed by further empty six car EMU set to ensure sufficient EMU cars were at Mandurah following resumption of services at noon.

NJ1605 hauled back to Albany on 1305 empty woodchip wagon locomotive transfer on January 4th saw the return of NJ1605 that had left on March 25th 2009 to undergo overhaul at ARG Forrestfield workshop.

CLP10 was condemned following its arrival from Adelaide behind CLP9 on QR National intermodal 4AP1 on September 12th that saw flanges on front bogie in ground down and dangerous condition. CLP10 had its front bogie overhauled and rebuilt at ARG Forrestfield being hauled back to Adelaide on first QR National intermodal to run in 2010 on January 5th behind, G534, CLF1 together with 2204 and CLP10 dead attached following spending just short of four months under repair in WA.

The last QR National intermodal for 2009 arrived behind G534, CLF1 & 2204 at Forrestfield in early hours of December 25th with locomotives remaining till they returned to Adelaide January 5th. QR National loading was conveyed to and from Forrestfield on SCT 5MP9/1PM9 services during this period.

Programme of tree pruning and lopping is underway in lower Avon Valley from January 6th to eliminate possibility of tree branches falling on the line and improve line of sight for sighting signals.



P2505 & P2506 run 3373 empty wheat train around a curve just out of York on December 22nd on its run to the CBH wheat bin at Quairading to load but in changing times for how much longer. Photo Don Copley

Rebuilding of Oats Street level crossing took place over weekend of January 9th and 10th with services ending on Friday evening and resuming with first services on Monday morning.

Transperth still promulgate stage one heat speed restrictions but with the extensive track improvement that has been undertaken on Fremantle, Midland and Armadale lines in recent years sees no reduction in track speeds on suburban system until temperature of 41 degrees is reached. The Armadale Mundijong Junction line owned by PTA retains its wooden sleepers and is subject to stage one heat speed restrictions.



DBZ2303, NJ1605 & DD2359 on 1305 locomotive and empty woodchip train movement on outskirts of Albany on January 4th as it nears the end of its overnight run from Avon Yard. Photo Stew Winston

3104 that arrived back from ARG operations in NSW in December 2008 never running on ARG WA went into ARG Forrestfield workshop for appraisal and subsequent maintenance around May 2009. It was outside ARG workshop with LZ and 3104 in number boards while name Purnu and 3104 remains on the cab sides. It still retains its old ARG [G&W] livery and has been stored outside old tubs since about January 4th.

251 and its return 260 the quartz train from Coomberdale north of Moora to Picton where it is used in high grade silica production no longer operates going over to road transport from commencement of 2010. It also appears the infrequent Collie to Geraldton coal train is now on road transport as coal is back loaded on the trucks that haul mineral sands from Geraldton to Bunbury.

South Spur Rail ran two rail trains using D48 into Avon Valley first on January 5th dropping rail between Toodyay West and Millendon Junction and then on 7th dropping rail between Jumperkine and Avon Yard.
