

RAILWAYS, JENNACUBBINE DERAILMENT

34. Hon Bob Thomas to the Minister for Transport:
- (1) Was there a major derailment at Jennacubbine on March 22 2000?
  - (2) What was the cause of the derailment?
  - (3) How long was the section of line closed for normal traffic?
  - (4) What locomotives and rolling stock were involved?
  - (5) What was the damage to locomotive(s) and rolling stock?
  - (6) Which firm was selected to repair the damaged units?
  - (7) What is the estimated cost of repairs to locomotive(s) and rolling stock?
  - (8) How long were the units out of revenue earning service for Westrail?
  - (9) Are the locomotive(s) and rolling stock involved, now back in revenue earning service for Westrail?
  - (10) What was the extent of damage to the permanent way?

Hon M.J. CRIDDLE replied:

I presume the Honourable Member is referring to a derailment at Jennacubbine on 21 March 2000 and my answer is on that basis.

- (1) Yes.
- (2) Crew error.
- (3) 18 hours and 15 minutes.
- (4) Locomotive P2004 and wagon XGT20870N.
- (5) Locomotive P2004 - Damage to body, headstocks, cow catcher, batteries and battery boxes, fuel tank, bogie and traction motor, air drier, air reservoir, radiator and engine air intake manifolds.  
Wagon XGT20870N - Damage to mainframe, door opening mechanism, air pipes and overload chute.
- (6) Clyde Engineering.
- (7) Locomotive P2004 - \$138 646.61  
Wagon XGT20870N - \$6 010.48
- (8) Locomotive P2004 - 87 days.  
Wagon XGT20870N - 26 days.
- (9) Yes.
- (10) Repairs consisted of replacing rigid lever frame, crossing timber and points check rail and junction rail.