

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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Locomotives in mist a rare occurrence in Western Australia but here P2505 leads DFZ2401 and DFZ2405 through the mist at Bootenal on 7548 coal train on Easter Sunday morning April 12th. Photo Phil Melling

Latest modified ex QR 2300 class locomotive to enter service DFZ2405 [ex QR 2372] entered revenue service on April 13th when it was attached to lead of 2711 loaded iron ore train at Narngulu and ran to Mt Gibson unloader at Geraldton port with DFZ2406. DFZ locomotives at the moment dominate the iron ore haulage into Geraldton from Mt Gibson load out at Ruvindi.

Locomotives stored out of service at Forrestfield are D1561 now reduced to a cut down frame and 1251 old works shunter on crane road, 2201, 2203, 3102, 3104 and 42209 are also stowed out of service.

LQ3121 and LZ3101 are still at SSRS/Gemco Rail in Bellevue undergoing repair and maintenance.

Construction of new AC4300 locomotives being undertaken at United Group Rail Broadmeadow in NSW continues with AC4302 now painted in ARG livery, AC4301 still in undercoat and assembly of the other six locomotives in various stages construction is ongoing.



New Transwa EMU set #82 sits like its all alone and unwanted in ARG West Merredin yards on April 12th following it being detached from 4WP2 steel train that had hauled it from Port Augusta. Photo Dusty Wade



Q4014 hauls failed DC2205 on 3197 container and cement train on Cockburn-Forrestfield line through Thornlie on April 14th note the big noise wall that soon may be all along this line. Photo Brendan Cherry



Prior to Rio Tinto introducing running three CW44-9 or three Evos or combinations of both on all trains two locomotives on the head end of Hamersley Iron/Rio Tinto ore trains on Tom Price line was the go here 8137 and another Evo are at the head end of another loaded about to depart Paraburadoo.



7053 the last CW44-9 obtained by Pilbara Iron with 9430 and Evo on empty ore train at Finch waiting to cross a loaded in the combination of three locomotives that is now used.



More of locomotives in the mist P2505, DFZ2401 & DFZ2405 at Bootenal as 7548 coal train runs north on the flat country in the Greenough area with mist rolling off Indian Ocean to the west. Photo Phil Melling

The Perth-Sydney Indian Pacific long distance passenger train has now been reduced to one run across the continent per week. This train no longer a way to get from one place to another but a cruise experience on land is now another victim of global financial crisis where foreign tourists are looking at cheaper options or staying home. The Indian Pacific as 1AP8 from April 8th will only arrive at East Perth Terminal each Tuesday morning departing as 4PA8 for Adelaide noon on Wednesdays. This service will again have two services per week in the WA wildflower season during spring.

Over the years the Easter break has always seen good loading on the Transwa country train services and this year was no exception with April 9th the Thursday nights Australind railcars to Bunbury being a five car train with over 200 passengers. The Prospector railcars to Kalgoorlie also had good loadings with over 140 passengers on services.

EMU set #82 was stabled in ARG Merredin yard after being detached from 4WP2 steel train on April 12th till it was attached to the rear of 1SP2 on April 16th. NR104 & NR45 hauled EMU on rear of 1SP2 departing Merredin 1630 arriving at Kewdale about 2200. Pacific National Kewdale yard shunter 8039 hauled EMU set #82 and two spacer wagons containing 1067mm power bogies to old workshops at Midland on April 17th where the EMU set will be converted from standard gauge transfer bogies to narrow gauge power bogies.

The Ellenbrook rail line feasibility study has been cancelled by PTA but this line will now be considered as part of Northern Eastern Corridor Rapid Transit Study. The Premier Mr Barnett has told parliament this project was always intended to undertaken in governments second term being after 2013.

BHP Billiton Iron Ore has awarded a contract worth more than \$500million to a joint venture between Leighton Contractors and Macmahon Contractors to undertake Rapid Growth Project 5 rail project [PGP5]. This project will duplicate 220km of Mt Newman line between Port Hedland and Shaw siding to enable BHPBIO to meet anticipated increasing overseas demand for iron ore by increasing track capacity.

Over the Easter break the Tullis River Bridge a large timber trestle bridge on the long closed but not pulled up Dwellingup-Boddington line caught fire destroying over half of the structure.

RL307 & C510 both in Cootes green/yellow livery ran a sleeper/rail train from Port Augusta to Parkeston arriving on April 9th where a rake of former Australian Northern Railway ballast wagons last used on building Fortescue Mining line were attached. C510 and RL307 returned east on April 10th. This was the first C class locomotive in green Cootes livery to work to Parkeston. Jo B



Newly repainted NR23 leads NR10 as they work 1PM7 Pacific National express service through Hazelmere on April 12th at the start of this priority services run to Melbourne. Photo Alex Mackay

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