

West Australian Railscene e-Mag

Issue thirty 29th June 2009 free electronic railway magazine number 30/09

West Australian Railscene e-Mag is published weekly by Jim Bisdee on rail happenings on West Australian railroads.

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SCT008 & SCT on 6MP9 with block of hi cube box cars behind crew car climb up the slight grade out of Parkeston towards Kalgoorlie and the 600km run to SCT western terminus Forrestfield. Photo John Bollans

Correction in issue #29 it was stated that 7AP1 intermodal out of Adelaide was cancelled on June 6th this is incorrect the intermodal service cancelled was 4AP1 on June 10th and return 7PA1 on June 13th not running with the intermodal loading being conveyed on SCT services arriving and departing on June 12th.

WA Transport Minister Mr O'Brien announced on June 25th following discussions with track lease holder WestNet Rail a committee of industry stakeholders has been appointed to advise on management options for the ageing WA grain rail network. The Strategic Grain Network Committee is to advise Mr O'Brien by the end of July of the full impacts of current service deficiencies and the ways in which both industry and government can work together to ensure the grain transport system can continue. This report to be followed by a more detailed study that by the end of the year would advise the Minister about further changes to the rail system that will be required to meet the medium term needs over next 10 to 15 years. The Minister stated that meeting the industry's immediate and medium term needs was of fundamental importance, but so too was establishing a vision for a sustainable grain freight system in the long term. WestNet Rail has agreed to recommence train operations cancelling the suspended services whilst SGNC access the sectors needs.

The deviation constructed at 1738.600km between Golden Ridge and Curtin following the washaway and 5PS6 derailment on January 30th is still in use nearly five months later. No work has been undertaken yet to restore the line to its original alignment with the severe speed restriction over this site still in force. JoB

On Robe River Iron Associates Deepdale line quad lash ups of CW44-9 and or Evo locomotives have recently commenced in an effort to decrease section times. Quad lash ups are not new on this line in 2006 it was common to have two CW44-9 and two CM40-8M running but with increasing production and locomotive shortages over past couple of years triple headers were more common.



G534 & CLP10 run 7AP1 QR National intermodal on May 10th through the deviation between Curtin and Golden Ridge where 5PS6 derailed has not seen the line re-laid on original formation. Photo John Bollans

On June 12th at United Group Rail Broadmeadow yard were AC4301, AC4302 that is still only member of its class to have WA state flag applied on brake control compartment cover, AC4303 and AC4304 stabled together on test pad in UGR yard under going various tests. AC4305 is now painted and had been stabled with 9203 in yards from about June 16th. AC4307 and AC4308 in mid June had not had their cabs fitted with assembly continuing. AC4306 has had its cab fitted with assembly completed mid June now has been painted being completed on June 25th. Five completed AC4300 locomotives were lined up in the yard June 25th AC4305, AC4301, AC4304, AC4303 and AC4302 awaiting delivery. BC

Load trial of DD2359 took place on June 25th attached at Forrestfield to lead of 5322 grain train, ahead of DAZ1904, AC1520 & AC1521 to CBH Kwinana returning on 6323 empty grain to Forrestfield where DD2359 was detached. June 26th DFZ2404 was attached to lead of 6322 grain train ahead of DBZ2313 that worked to CBH Kwinana where DFZ2404 was detached and ran 6283 light engine back to Forrestfield.



AC4301, AC4304, AC4303 and AC4302 lined up on test pad undergoing further testing in United Group Rail yard Broadmeadow on June 18th. Photo Brad Coulter



ARG AC4305 and Pacific National 9203 probably their only time together on June 18th in United Group Rail yard as these locomotives will work with AC4300 in west and 92 class in east. Photo Brad Coulter

SCT G515 on hire to ARG that suffered a burnt out traction motor on May 23rd near new Beckwith loop on Eastern Goldfields Railway while being returned to Kalgoorlie on 6025 freight was hauled dead attached out of West Kalgoorlie on 3PG1 SCT service June 10th for repair interstate by EDI.

Q4015 the final locomotive from head on crash at Scaddan last September to be repaired has had its repairs completed at EDI Port Augusta June 22nd and was hauled dead attached on QR National intermodal service from Port Augusta to Forrestfield behind CLP10 & CLF4 arriving about 0050 on June 29th.



SCT003 and SCT005 run 6056 grain train through Thornlie on its run to CBH grain export terminal at Kwinana under threatening skies nearly at nightfall on winter evening of June 26th. Photo Brendan Cherry

K210 ran EI 84 original Commonwealth Railway observation car and small power car out of South Spur Yard 0800 on June 22nd being delivery of observation car and power car interstate for use as crew car on ARTC ballast trains . EI 84 was previously used as a crew car for some months in early 2005 when this car was withdrawn from use on Spirit of the West Dinner train.
