

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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D48 runs 6C11 AK car inspection train around the curve at Swan View at the commencement of its run to Kalgoorlie on October 16th to then run to Esperance and Leonora before returning east. Photo Justin Brown

Bauxite Recourses Mooliabeene Kwinana trains will haul enough product to enable three trial shipments to Hongfan International Ltd of 40,000 tonnes in November, December and January. These spot sales to China Bauxite Recourses hopes will be the precursor to obtaining larger long term contracts for supply of bauxite to Chinese refineries. At present two trains per day are running 741/742 departing Forrestfield about 0630 following stabling half two pack ore wagons in yard. On return about 1200, 742 stables loaded train in yard and runs 743/744 about 1330 to Mooliabeene upon return around 1900 combining 742 and 744 then running to old AIS car dumper at Kwinana to unload overnight. There are two services per day operating out of Forrestfield six days a week at moment that may increase to a seven day a week operation.

Part of its further integration of operations Rio Tinto has installed ICSS signalling system as used on old HI lines on Robe River Iron Associates Deepdale being commissioned around the period October 4th to 10th that involved a six day shut down of the line beyond Western Junction. This ICSS signalling system will bring operating efficiencies and a safer train operating system to a line that in recent years has experienced two head on crashes. Train crosses will be improved with running times between mine and port reduced.



DBZ2313 runs 3743 first empty bauxite trough Hazelmere on October 13th this new service for Bauxite Recourses to load at Mooliabeenee on Midland Railway runs six days a week.

Photo Jim Bisdee



SCT007 & SCT003 with G512 dead attached on 1PM9 at Hazelmere on October 11th being returned to Melbourne following use as shunter in SCT Forrestfield while K208 was under repair.

Photo Jim Bisdee

EMU set #86 was attached to 4WP2 steel train at Port Augusta at night on October 16th to be hauled to Kewdale arriving early afternoon on 18th where the EMU cars were stabled on storage roads. 8039 hauled 2P25 EMU set #86 to old workshops Midland on 19th for bogie exchange with standard gauge transfer bogies being replaced with narrow gauge power bogies. 8039 ran 6P25 to old workshops Midland on October 23rd to collect gondola wagons containing transfer bogies for return to Queensland.

D48 hauled AK car inspection train from Kalgoorlie to Esperance on October 17th running Esperance to Kalgoorlie on 18th then running Leonora and return on 19th. D48 ran 3S22 light engine Kalgoorlie to Bellevue on 20th while 2212 ran AK cars from Kalgoorlie east on ARTC line to Tarcoola then to Darwin.

Q4010 undergoing overhaul at Forrestfield workshop has been repainted into ARG QR yellow livery.



Four Australind railcars on the evening service from Bunbury to Perth October 14th starting to cross the 330 metre Goongoonup Bridge over Swan River longest narrow gauge bridge in the state. Photo Alex Mackay

Daddow Road Bridge over the Forrestfield Kwinana line and Forrestfield Kewdale access line was opened on Friday afternoon October 23rd following completion of the bridge that has a 50kmh speed limit at present as is a steep grade both ascending and descending. Walkway is on north side adjacent to Tonkin Highway Bridge making it useless for photographs. The surrounding area has not been completed having only traffic bollards stopping access to old level crossing and traffic control lights on Abernathy Road not operational.

Suburban Midland line was closed from Bassendean to Midland over the weekend of October 24th /25th while track works were undertaken at Midland on the tracks approaching dead end station platforms. Dual gauge track running to platform 1 was not affected with Indian Pacific and Prospector services operating to East Perth terminal as normal.



P2504 hauls dead DAZ1903, P2508, P2511 and P2506 on 7363 empty wheat train through Swan View on October 17th note the bowed frames on the P class locomotives. Photo Alex Mackay



P2510, P2502 & DFZ2401 run loaded coal train on October 13th past crossing loop at Walkaway the end of the original Midland Railway of WA line where MR locomotives were detached. Photo Phil Melling



P2509 & P2510 run empty iron ore train on October 17th at Seperation Point Geraldton that are again seeing double P class haulage since two DFZ have returned to Queensland. Photo Phil Melling

Sunday departure of Pacific National Intermodal 1PM5 is now running on the unused 1PM6 slot departing about 1930 instead of 1520. It is now the loco balancing train usually with four locomotives two being dead attached instead of 2PM5 that has been the balancing train recently.

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