

# 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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DC2206 returned to service to cover locomotive shortage runs 5051 empty grain train through Midland to Avon Yard Northam November 19th on an overcast late spring day. Photo Jim Bisdee

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MA1862 ran from Claisebrook EMU depot to old workshops Midland on November 27th to collect EMU set #87 following fitting of its narrow gauge power bogies and haul it back to the depot. Upon arrival EMU set #87 was detached then attached to EMU set #68 and hauled to Nowergup depot for commissioning.

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At end of October BHPB Iron Ore undertook a trial to see if all the SD40s could be removed from ore train service as recently they have seen little use. All the SD40s were withdrawn from ore haulage and parked up in various parts of Port Hedland yard by November 1st but some [3078, 3079, 3080 and 3090] still see use on work trains or as yard shunters. 3092, 3085, 3084, 3083 and 3082 were withdrawn earlier in the year and stored at Finucane Island. 3081, 3086, 3087, 3088, 3089, 3091, 3093, 3094, 3095, 3096, and 3097 are stored at various parts of the Nelson Point complex.

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The eight BHPBIO AC6000s are again able to lead trains following computer software upgrades updates to ATP and DP programmes with 6077 and 6071 being seen leading trains on November 21st and 22nd.





G534, CLF4 & dead attached 6001 on 7PA1 QR National intermodal approaching West Parade Hazelmere on November 21st. 6001 was hauled to and from Forrestfield on intermodal service. Photo Brendan Cherry



The same train is seen nearing the end of its journey passing an Air Force base with G534, CLF4 dead attached 6001 on 7PA1 on November 23rd. While on November 25th 4AP1 QR National intermodal service was CLF4, G534 and dead attached 6002 this time 6002 did not run to WA but was used to rescue 4PA1 intermodal CLP11 & G516 following failure hauling it to Adelaide. Photo Nathan Pyle



527 ARG Forrestfield workshop shunter was withdrawn from service and stored on November 24th this English Electric locomotive is an orphan incompatible with other ARG locomotives.

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DFZ2406 following modification at QR Redbank workshops was then hauled from Mayne to Townsville on train number 243 on November 24th to see use on ARG operated Mt Isa line.

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AC4307 runs a very late 3430 combined sulphuric acid tankers and empty sulphur train from West Kalgoorlie to Kwinana through Canning Vale on November 25th. Photo Brendan Cherry

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Distributed Power commenced operations on Esperance ore trains from November 23rd with one of the four train sets operating as DP for crew training. A QR driver from the coal network in Queensland is on hand and accompanying crews undergoing training. Only Q classes are being utilised at present with consist marshalled 2 x Q, 63 ore cars, Q class further 63 ore cars.

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Some problem with the brake system on AC locomotives has surfaced, which has precluded them from leading trains but the problem is being rectified by November 24th AC4306, AC4307 and AC4308 have been modified and are again able to lead trains.

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2203 that has never ran on ARG WA and LZ3103 with blown turbo are stored out of service at Merredin.

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Transperth ran an emergency exercise on November 22nd at Clarkson on NSR that simulated a fire onboard an EMU that was able to stop, then pan down and battery off, evacuate uninjured passengers out of drivers cab, emergency services arrived to deal with injured and fight fire commenced around 0830 completed about 1045.

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Transport Minister Mr O'Brien announced on November 26th the Northern Suburbs Railway will be extended 7.5km from Clarkson to Brighton commencing in 2011 with it due for completion in 2014. The station originally planned for Butler will now not be built as line is being extended to Brighton.

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