

# 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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S3305 runs Griffin Coal export coal train on January 7th of former QR woodchip wagons out of Ewington open cut mine to the east of Collie with its huge mountain of overburden. Photo Phil Melling

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Transport Minister Simon O'Brien announced on January 18th following public release of the report into narrow gauge grain network's future viability the state government would fund 50 per cent of \$43.5 million cost to complete re-sleepering of Avon Yard to Albany line. The Commonwealth government will be approached to fund the other half of Avon Albany line upgrade. There is believed to be an offer from the Commonwealth for \$133 million in funding for freight railway infrastructure upgrading this is more than three times the amount required for the Albany line alone. This upgrading if undertaken will secure the Great Southern Railway and branches to Lake Grace and on to Hyden and Newdegate that are all laid with heavy rail and metal ballast. The fate of 700km of now uneconomic gravel ballasted lines following deregulation of the wheat industry is they will close as soon as adjacent roads are upgraded as use of road haulage is more flexible and cheaper. Report at: [http://dpi.wa.gov.au/mediaFiles/feight\\_Strategic\\_Grain\\_Network\\_Report.pdf](http://dpi.wa.gov.au/mediaFiles/feight_Strategic_Grain_Network_Report.pdf)

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The Mandurah line between Rockingham and Mandurah was closed from 1930 on January 15th until the commencement of services on 18th. This was repeated on Friday 22nd till Sunday 24th, again on 29th to 31st, February 5th to 7th. Replacement busses are being run while this Mandurah Entrance Road works take place that will result in line being in a tunnel in the Mandurah entrance area when works are completed.





QR National 6004, G534 & CLF1 three different types of locomotives run 3PA1 QR National intermodal through Stratton at the entrance to the Swan Valley on January 12th. Photo Justin Brown



DBZ2313 & P2504 run 632 empty grain train on January 17th round the curves at Pederah on the Lake Grace to Hyden line that was laid with heavy rail and metal ballast in early 1980's. Photo Don Copley





NJ1602 & P2516 run 5363 empty wheat train through Stratton on January 14th its return run to Avon Yard with NJ1602 being run on wheat train to Kwinana as part of loco trial. Photo Justin Brown



DD2358 on January 17th runs through where extensive yards at Harvey once where in years before extensive rationalization took place Australind railcar stopping guide numbers are on left. Photo Brendan Cherry





DBZ2313 & P2504 on January 17th run 632 empty wheat train through Dumbleyung on the undulating Wagin to Lake Grace line that was once a light pioneering line.

Photo Don Copley



S3303 hauls Worsley Alumina train towards Bunbury Inner harbour for unloading on January 17th by look of S3303's cab it appears the locomotive has had a run in with a loader as did S3309. Photo Brendan Cherry



BHPBIO SD40R locomotives 3093 and 3094 were remote units behind dash 8 on empty ore train departing Nelson Point complex on January 17th, while SD40R 3089 and 3095 were remote units on loaded ore train entering port on January 22nd. SD40 locomotives are still seeing occasional use in BHPBIO ore train service as traffic demands.

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MA1962 ran 6UW1 light engine to old workshops Midland on January 22nd to collect and haul EMU set #88 that has been fitted with its power bogies on 6UW2 empty railcar movement to Claisebrook. EMU set #88 was hauled dead attached from Claisebrook to Nowergup by EMU set #87 during the afternoon.

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AD1521 works Alcoa Wagerup caustic tanker train on January 9th out of Bunbury Inner Harbour following loading for Yallup Brook and discharge. Photo Phil Melling

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Fremantle line was closed from 1930 on January 22nd till first scheduled service on January 25th to allow platform upgrade to be undertaken at Daglish Station. Train replacement bus service 906 operated between Perth and Fremantle with stops near stations while services cancelled.

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AB1502, AB1501 & AB1503 ran XNW grain wagons with few XW's as 7462 empty wagon movement departing Merredin evening of January 23rd arriving Forrestfield on 24th to run the wagons through RailBam ultrasonic flaw detector at Millendon. Return working was 1463 empty wagon movement to Merredin run by AB1503, AB1501 & AB1503 departing Forrestfield during afternoon of 24th.

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