

# 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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South Spur Rail D51 & D49 run 5MR2 empty wagon movement of 13 AHBF ballast hoppers Two Wells to Dry Creek North yard in SA on March 18th being return of AHFB cars to G&WA. Photo Nathan Pyle

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Coote Industrial announced to Australian Stock Exchange on March 23rd sale of Coote's South Spur Rail Services business to POTA Holdings Pty Ltd [P&O Trans Australia] for \$16m cash payable [SSRS was bought in mid 2007 for \$25m in a cash and share deal] at completion that is expected to be end of April. This sale of the South Spur Rail Services business is of goodwill and contracts held by SSRS it does not include any locomotives or rolling stock that will still be leased from Greentrains Pty Ltd. South Spur Rail Services subsidiaries Monentum Rail and CERT are not included in this sale. This sale comes at an opportune time for Coote Industrial that is fighting a hostile takeover from Elph Pty Ltd.

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South Spur Rail Services returned 13 AHFB ballast hoppers that had been on long term lease from G&W Australia and had been used on construction of FMG Cloudbreak mine line in Pilbara. The last extensive use of these ballast cars was on Midland Mt Lawley dual gauge line upgrading with concrete sleepers last winter. D51 & D49 returned these wagons to G&WA on March 18th then returned as 5MR3 light engine to stable at SSRS Two Wells siding. D51 & D49 ran 6MR1 light engine from Two Wells on 19th for Parkeston that required stabling at Reid from about 1330 on 20th till 0130 on 21st for crews mandatory rest period then arriving during morning of 21st at Parkeston and stabling.



MA1862 hauls EMU set #89 out of bay 6 at old workshops Midland on March 19th this is the only part of the old workshops that still has track connected of the once extensive track network. Photo Justin Brown



MA1862 runs 5UW2 EMU set #89 on empty car movement through Guildford on dual gauge suburban line March 19th that now rarely sees a narrow gauge locomotive hauled train. Photo Justin Brown



DFZ2401, P2510 & P2509 run 5750 empty grain train out of Narngulu yards for Carnamah on March 18th past lights that do not show proceed till boom gates on Rudd Valley Road are down. Photo Phil Melling



DD2356 & D1562 run Worsley Alumina empty hopper train through Beela March 14th on run to Hamilton for loading on this continuous cycle of mineral trains to the unloaders at Bunbury. Photo Justin Brown



Geraldton grain trains are now 60/64 wagons and triple headed with DAZ1901, P2510 & P2509 on 3750 empty grain to Carnamah passing through Bootenal on March 16th.

Photo Phil Melling



DAZ1903 runs a block train of empty caustic tankers out of ARG Picton yard to the Port of Bunbury Inner harbour for loading on March 12th.

Photo Justin Brown



DFZ2407 loaded onto low loader for haulage back to WA sits in yard at QR Redbank workshops in Ipswich Qld on March 20th waiting to be hauled out on Monday 22nd for Forrestfield. Photo Allan Ward



AB1504 & AB1503 run 3462 empty wheat train over very low bridge over a dry creek bed on Merredin Corrigin line south of Kobelka on March 16th. Photo Don Copley

Q4010 has been repainted from ARG [G&W] red livery to ARG [QR] yellow livery re-entering traffic around March 19th having been used on local shunt jobs and 6055/6056 wheat train on 26th.

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To celebrate repair of Carnarvon One Mile jetty damaged by fire in October 2007 a gala day will be held at Carnarvon Heritage Precinct on Easter Sunday April 4th with newly decorated Coffee Pot jetty train, free jetty walks, free train rides, family entertainment etc.

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RC701 Matissa track recorder car ran from West Merredin to Trayning on March 22nd to check condition of the line that has services suspended seeing no services for some months.

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A severe tropical storm struck Perth Metropolitan area on evening of March 22nd with winds in excess of 100kmph, severe hail storms with 40mm of rain falling in less than an hour. This storm caused severe property damage and flooding with suburban rail network suffering flooding in Subiaco Tunnel and Station with service failing in floodwater at Daglish end. This service was eventually rescued and pushed to into Perth after about an hours delay. Roe Street Tunnel was flooded as was William Street Tunnel to Esplanade Station while in Stirling to Warwick section had debris over line. All this caused suburban services to be delayed and cancelled resulting in chaos during peak hour that slowly returned to normal as flood water subsided. Two empty eight car EMU sets ran from City Station to Claisebrook at 1815 and around 2100. WestNet lines suffered flood damage on Avon Albany GSR line in Pingelly Popanyinning section and on Miling line in Piawaning Bindi Bindi section that has been repaired. Signalling was lost in Avon Valley.

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Three grain train sets are running in Albany area P2515 on 33 XW grain hoppers that have not run in GSR for some years arrived on March 15th. The two other fleets are run by four of the five locomotives rostered to run the run GSR grain services being P2502, P2504, P2505, DBZ2308 and DBZ2313. NJ1605 arrived back at Albany overnight on March 17th and again runs with DD2359 on woodchip trains.

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Asciano announced on March 23rd that Sadleir Transport had extended the deal it has with subsidiary Pacific National for haulage of rail vans between Sydney and Perth. This new deal will also see van traffic for Sadleir's run on Melbourne Perth services that will be worth about \$150m over seven years. Sadleir rail terminal at Kewdale is being rebuilt and extended at present.

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