

West Australian Railscene e-Mag

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West Australian Railscene e-Mag is published weekly by Jim Bisdee on rail happening on West Australian railroads.
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NR26 Indian Pacific livery & NR85 Southern Spirit livery on 4WP2 cross over narrow gauge Avon Albany line and go under the bypass bridge at just outside Avon yard Northam on March 28th. Photo Lois Wade

BHP Billiton Iron Ore RGP5 [Rapid Growth Project 5] track duplication of Newman Mainline south of Bing gained momentum from March 29th when following preparations lifting of bridge beams by large crane onto their pylons commenced at Bore Creek about 38km south of Port Hedland. Following completion of Bore Creek Bridge work will then be undertaken at Un-named Creek and continue until all ten bridges between Bore Creek and Coonarie Creek south about 204km out of Port Hedland are completed that's expected to be in July 2010. This bridgework is a precursor to commencement of tracklaying that when completed will give Newman Mainline an enormous capacity increase being two track bi-directional line.

One Mile Jetty at Carnarvon has had fire damage sustained in October 2007 repaired allowing it to be reopened to walkers to the neck [where jetty turns south]. Coffee Pot jetty train will still only run about half way as have done for past two and half years. The end of the jetty has severe weather damage needing to be repaired and will not be accessible in the near future.



8121, 8148 & 8125 all in Rio Tinto tiger stripe livery run empty ore train around curve at end of causeway over Anchovy Flats Dampier on way back to 7Mile yard March 30th. Photo Toad Montgomery



8116, 7094 & 7085 run empty ore train on its return run to the mines through 26km on original Hamersley Iron mainline on March 30th. Photo Toad Montgomery



ES44ACi 8140, 8103 and CW44-9 7088 run loaded train of mixture of Hamersley Iron and Robe River Iron ore cars near Dingo loop on original Hamersley Iron mainline on March 29th. Photo Toad Montgomery



QR National 6007, 6003 hauling dead CLP13 & CLP9 on 7PA1 intermodal through Hazelmere on March 27th where the connection to dual gauge Midland suburban line branches off. Photo Mike Forster



P2515 long end leading loading under power ten XW grain wagons at the large Katanning CBH wheat bin on a wet March 23rd.

Photo Stew Winston



Q4010 & L3115 run 7056 wheat train past Jane Brook Winery in Herne Hill on March 27th after loading in the wheatbelt and now running to CBH Kwinana terminal.

Photo Mike Forster

Seven Robe River Iron Associates CM40-8 units are stored at Parker Point Dampier near the fuel gantry that were withdrawn in mid 2006 and stored at 6Mile yard. These locomotives together with the two C36-7's are from 7Mile end 9414, 9420, 9424, 5051, 5052, 9423, 9421, 9425 and 9417. 9410 was stored serviceable when the other units were withdrawn appears is again in use as a shunter at 7Mile.

DFZ2407 departed QR Redbank workshops on March 22nd, went through Port Augusta during afternoon of March 25th, appears to have laid over at The Lakes on 28th and arrived at Forrestfield 1000 on 30th. DFZ2407 was then unloaded in Forrestfield workshop with prime mover and trailer departing interstate during the afternoon of March 23rd.

6008, 6006 & 6004 ran 7AP1 intermodal into Forrestfield on March 29th, then running as 6004, 6006 & 6008 on 3PA1 intermodal on 30th. This is the first time three QR National 6000 class units have run this service to Forrestfield

Six tankers of diesel fuel and five tankers of water ran for Cook in SA ran out on 3PA1 on March 30th after the empty tankers having been hauled in on 7AP1 on 29th. This is the first time this traffic has run out on Tuesday's service all previous times Cook fuel train has been on Saturday's 7PA1.



Once TOFC [trailers on flat cars] was a large revenue source for Australian National and Westrail but now it's never seen here on March 21st 4WP2 steel train and general freight runs through Woodbridge with a Rand trailer on a flat car with two truck chassis on flat car ahead of it and a van ahead of that just like the old days a mixed freight amongst intermodal.

Photo Jim Bisdee



P2508 & AD1520 run 1393 empty wheat train on March 21st through Tincurrin on the tier 3 gravel ballasted Kulin line that in near future will no longer see any use as is uneconomic to operate. Photo Simon Barber



P2505 & P2504 run 1635 wheat train on March 21st through Dumbleyung on Wagin Lake Grace line that is laid with 47kg rail whose future is assured as is an 80kmph line. Photo Simon Barber



NR26 & NR85 two locomotives in passenger train livery run 4WP2 steel train west through Wyola with the typical salt encroachments found in the wheatbelt of WA on March 28th. Photo Alex Mackay



6007, 6003, CLP13 & CLP9 elephant style run 7PA1 QR National intermodal on March 27th east through South Guildford at the start of its near two day run to Adelaide. Photo Alex Mackay



A different view of a train leaving CBH Metro Grain Centre Forrestfield with P2501 & P2503 both long end leading departing on 4759 empty wheat train on March 3rd for Watheroo on MR line. Photo Evan Jasper

Grain train services resumed on West Merredin Trayning line on April 1st a tier 3 line that had seen services suspended around September last year. AB1503 ran 5492 empty to load at Trayning about 1130 followed by AB1501 on 5494 empty wheat train around 1430 with the two trains crossing at Trayning about 1730.

The railway station at Trayning severely damaged in a storm during January only a demountable building similar to ones at Dongara and Eneabba and of no historic value has been demolished.

Avonlink railcars ran back from Northam on April 1st at 2040 to stable over Easter at PTA Kewdale depot instead of Avon Yard where they are usually stabled over the weekend.

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