

# West Australian railscene e-Mag

Issue Number 102/10      27th September 2010      free electronic railway magazine

West Australian Railscene e-Mag is published weekly by Jim Bisdee on rail happenings on West Australian Railroads

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DFZ2407, DFZ2405 & DFZ2406 on 3715 90 wagon ore train trial at Wicherina on September 14th note the water containers and hoses on front of DFZ2407 to enable wet track testing.      Photo Phil Melling

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DPU operation of the Esperance Koolyanobbing ore trains has again been suspended believed to be part of an ongoing industrial problem, in relation to this operation. Running of DPU ore trains on the torturous Kambalda Esperance line has found it greatly reduces the in train forces being faced, when trains operate on this line following tests undertaken, with an ore car fitted with instrumentation to measure these forces.

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D48, K205, K206 and K210 now surplus to South Spur Rail South Australian operations were hauled out of SSRS yard Islington yard SA by NR84 to Pacific National Dry Creek intermodal yard on September 19th. K210, K206 and K205 were attached behind NR25 & AN11 on 6WP2 steel train departing Dry Creek on 20th arriving in Kalgoorlie on 21st with K210 being detached at West Kalgoorlie, for use on ballast trains operating out of Hampton ballast siding. K205 & K206 arrived in early hours of 22nd on 6WP2 then later that morning 1874 hauled K205 and K206 from Pacific National Kewdale to SSRS yard Bellevue as 4S43.



LZ3117 long end leading runs 5142 container train to North Port container terminal through Fremantle with port and harbour entrance in background on September 16th. Photo Don Copley



QR National inline refuelling tankers now in use on QRN transcontinental services fitted to CFCLA flattop behind 6009 & 6006 on 5MP1 at Parkeston on September 19th. Photo Peter Donaghy



DFZ2407, DFZ2405 & DFZ2406 on 3715 ore train September 14th climbing the grade at Glengarry on the 90 wagon test train descends the grade, rounds the curve then climbs a grade. Photo Phil Melling



DFZ2407, DFZ2405 & DFZ2406 side on approaching Narngulu yards September 14th. Photo Phil Melling



LZ3104 runs 5196 container train of lead concentrate, hence empty flattop behind locomotive across dual gauge bridge over Swan River at Fremantle on September 16th. Photo Don Copley



1874 hauls K205 & K206 on 4S43 light engines run onto spur line at Midland to flashbut and South Spur Rail yard Bellevue on September 22nd. Photo Jim Bisdee

Some 75 being about half the number of Transperth train drivers required to run Perth commuter rail system again called in sick on Friday September 24th. This again caused chaos during morning and afternoon peak services this time a 30 minute frequency service ran on all lines except the short Thornlie spur where services were cancelled. An urgent meeting was convened in the Industrial Relations Commission in Perth with train drivers union after negotiation being awarded an interim 5% pay rise. Following the breakthrough in this ongoing dispute the drivers agreed that industrial action would cease with normal operations resuming on 25th. The Perth Royal Show and school holidays commenced on 24th and if this disruption had continued both would have been impacted severely on services.

The Kalgoorlie Racing Round in mid September that over the years has seen special trains run to it still sees the Prospector service running five car trains that has all the railcars in use. On September 19th the evening return service was a five car set with over 200 passengers following running of Kalgoorlie cup on 18th.



1874 was built as narrow gauge N1874 but towers over 864 as they run 6S35 rail train on the approach to Millendon Junction on September 10th.

Photo Brendan Cherry

8030 now with its overhauled bogies refitted and in grey and yellow Qube livery was in Gemco Forrestfield yard September 26th with its overhaul nearing completion.

ARG have advertised for expressions of interest closing on October 15th for the purchase and removal of surplus locomotives at Forrestfield and wagons at Avon Yard, Kwinana, Bunbury, Brunswick and Picton.