

# 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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NR115 Pacific National Kewdale yard shunter runs EMU set #94 on November 10th through Woodbridge with track work being undertaken on the crossovers for west leg of the triangle. Photo Brendan Cherry

Final EMU set BEA594, BET694 and BEB494 was attached to the rear of 6WP2 steel and general freight behind NR10 & NR21 at Port Augusta on November 8th with it running through Kalgoorlie near midday on 9th then arriving at Kewdale in the early hours of the morning of the 10th. NR115 hauled EMU set #94 to old workshops Midland as 4P25 that saw the only time an NR locomotive has worked this transfer and the only NR locomotive to enter old workshops Midland. This final EMU of this present order is the last that will be hauled by rail across Australia that has occurred for past 20 years since the first set was hauled over in August 1990. Any future EMU order will see the then road hauled direct from builder to Nowergup depot as old Midland workshops is to be redeveloped as offices and apartments in a \$300million development.

DFZ2406 and DFZ2407 are at Gemco Forrestfield having their cabs modified and heightened.





200 tonne and 500 tonne crane prepare to lift main span on to EGR line at Binduli on November 3rd.



EGR main line span is being lowered into place in the late afternoon of the 3rd. Both photos Peter Donaghy





Esperance line span is lowered into place just on dusk with the new bridge over a mine haul road put in place in less than 12 hours giving minimal disruption on these important heavy traffic lines. Photo Peter Donaghy



SCT002 & SCT014 run 5MP9 on November 6th across newly completed bridge that is yet to be dug out to make the new mine haul road. Photo Peter Donaghy



DAZ1906, AB1501 and AB1503 together with the fleet of grain wagons that had been operating out of West Merredin have been withdrawn. With a disastrously small grain crop forecast for the 2010/2011 grain season it was not worth keeping these locomotives and wagons there being taken out around November 3rd. The two grain fleets operating out of Wagin to CBH export terminal at Albany were withdrawn with the last one P2505 & P2515 departing Albany on November 5th then leaving Wagin as 1302 out of zone grain on the 7th with its departure there are no grain trains in the Great Southern. Only the Kwinana and Geraldton CBH terminals see grain trains but with a poor season and farmers allowed to run their trucks direct to Kwinana this traffic may also diminish this season.



NR115 on #6 road old workshops Midland propelling EMU set #94 into block one on 10th that sees the only NR to ever enter the old Midland workshops push in the final EMU set of this order. Photo Brendan Cherry

8039 was withdrawn as yard shunter at Kewdale on October 30th and stowed as the 80 class are suspected to have asbestos in their air conditioning units. 8039 was hauled to EDI Dry Creek to repair the failure and to check the air conditioner for any asbestos.

To allow the Hotham Valley Railway to be able to operate on its own line the old Alumina Junction to Dwellingup branch but not have to run on WestNet track HVR have transferred equipment to Dwellingup. Steam Locomotive W920 was stabled for the off season on the final steam run of the year at Dwellingup on October 31st. F40 two water tankers XA1401 and six coaches were run from Pinjarra to Dwellingup on November 7th tankers were left in loop at Isandra. This now sees HVR with three diesel locomotives C1702, F40 and XA1401 together with steam locomotive W920 and six steel cars plus further wooden cars at Dwellingup that now enables them to operate independently of WestNet trackage.





S3304 runs loaded bauxite train of north leg of Pinjarra triangle onto the mainline to run to Kwinana to unload on November 2nd.

Photo Peggy Winston



F40 two water tankers XA1401 and six steel cars approach Meelon on Dwellingup line on November 7th on empty car movement with fire hi rail in distance in very dry country.

Photo Alex Mackay





F40 & XA1401 with empty car movement departing Isandra for Dwellingup on 7th. Photo Alex Mackay



F40, C1702, W920, XA1401 and six steel cars at Dwellingup on November 7th. Photo Alex Mackay





S3309 on Alcoa alumina train with converted XY coal wagons passes HVR Pinjarra depot on November 2nd on its run to Calcine to load. Both photos Peggy Winston



DBZ2304 on empty coal train runs through Pinjarra November 2nd returning to the mines at Collie to load.





2349 on McAleese Transport low loader nearly at the bottom of Greenmount on November 10th and only a few kilometres from journeys end at ARG Forrestfield workshop. Photo Jim Bisdee

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The final two QR 2300 class locomotives are now to be converted to DFZ units at ARG Forrestfield workshops to cover increased ore traffic. First locomotive to be withdrawn from QR traffic was 2349 around 1st/2nd November then loaded at Redbank workshops onto McAleese low loader and hauled to Forrestfield arriving on 10th being railed on 11th with conversion to DFZ2402 then commencing. Second locomotive 2361 will be withdrawn and forwarded to Forrestfield to become DFZ2403.

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