

West Australian Railscene e-Mag

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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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CLP11 & CLF1 bulldogs in classic back to back style on 3MP1 QR National intermodal at western service refuelling bay main line Parkeston on December 11th.

Photo Peter Donaghy

Cooperative Bulk Handling Ltd [CBH] the farmer owned cooperative that receives, stores and exports most of the grain produced in WA announced simultaneously in Perth at 9:30am on December 13th and in Kansas at 7:30pm on 12th that Watco Companies Inc of Pittsburg KS USA have been awarded a ten year grain logistics contract. Under the agreement Watco will provide rail logistics planning that includes train operation, scheduling, wagon and locomotive maintenance from May 2012 when this contract commences. CBH will invest \$175 million in new locomotives and wagons to handle the transportation of grain harvest that Watco will operate on CBH's behalf. ARG will run still grain trains using their own locomotives and wagons until the end of April 2012 for CBH and in a deregulated market may continue for others.

From December 5th Platforms 6 and 7 at Perth City Station were closed to allow upgrading to take place that will also result in no access from Eastern Concourse to Platform 8 from where Fremantle and Armadale C pattern services now depart. These services can be accessed from Platform 5 via old wooden footbridge near Horseshoe Bridge or via new walkway at western end of Perth Station near Bus Station.



LZ3106 runs very late 3142 Intermodal Container services container train through Thornlie November 30th on its run to North Port Container terminal North Fremantle. Photo Brendan Cherry



LDP003 & LDP001 on 6MP1 QR National intermodal departing Parkeston on December 12th with two blue and white LDP locomotives first time this combination has ran this service in WA. Photo Peter Donaghy



CLP11 & CLF1 at refuelling point Parkeston on delayed 3MP1 on December 11th. Photo Peter Donaghy



L3115 on 3166 acid tankers at Jandakot on November 30th. Photo Don Copley

Construction of the 79 kilometre Karara railway from Tilley just north of Morawa to Ginalbie Metals Karara mine commenced around December 1st. This line initially be built to 1067mm narrow gauge but laid with 1435mm standard gauge sleepers for easy gauge conversion it will give rail access from mines east of Morawa to the Port of Geraldton. A load of rail arrived by ship from China in early December for use on this project being unloaded at Port of Geraldton.

The first B series EMU set to reach 1million kilometres in service was set #449 on December 10th.



DD2356 & NJ1602 preparing run light engine to Albany from the south leg of the Wagin triangle following coupling after DD2356 had arrived from Avon Yard on December 5th. Photo Daryle Phillips

Unseasonal heavy rains and caused flooding in Victoria around Dimboola and in South Australia between Two Wells and Mallala that closed interstate lines on December 8th but were reopened in afternoon of 9th. These floods together with flooding in New South Wales has caused problems for all rail operators with a number of services arriving at Forrestfield or Kewdale very late from 10th that continued for a number of days. Eastbound services continued to run every day but some were quite late departing.

SCT again ran a Christmas special 3AP9 behind SCT002 on short mainly hi cube vans arriving on December 16th then departing for Adelaide as 6AP9 on 17th. As has been the case over the years these special SCT AP9 or PA9 services often have problems. This year was no exception SCT002 sole locomotive running this service failed around 1428km peg about 25kms west of Rawlinna being declared at total failure at around 1710, westbound 5MP5 secured its load on arrival at Rawlinna about 1820 then run light engine to haul 6AP9 into Rawlinna loop and stable. 6MP1 QR National intermodal due in Rawlinna after midnight on 18th would attach 6AP9 and haul it to Adelaide as 6AP9 was only a small train. Ran as LDP001, CLP13, crew car, dead attached SCT002 crew car then loading.



P2504 & P2503 on 3758 grain train at Thornlie on November 30th.

Photo Brendan Cherry



Q4013 on 6058 grain train runs through Toodyay on December 3rd.

Photo Sean McGarraghy



AC4306, Q4016 & ALZ3208 on 1416 empty ore train at Binduli on December 12th. Photo Peter Donaghy



P2507 & P2506 on grain train to CBH Kwinana terminal crosses 6007 & CLF1 on 6PM1 QRN intermodal west of Avon Yard Northam on December 3rd. Photo Sean McGarraghy



AC4306, Q4016 & ALZ3208 on 1416 empty iron ore train to Koolyanobbing on December 12th crossing the yet to be completed the new mining road underpass at Binduli. Photo Peter Donaghy



LZ3112 on 3194 empty cement lime shunter Soundcem at Jandakot on November 30th. Photo Don Copley

DAZ1903, DAZ1905, DAZ1906 and AD1521 ran to Avon Yard Northam on December 16th grain trains are to again operate at Merredin and into Albany so these locomotives have been removed from storage.

EMU set #78 derailed entering Mandurah Station around 1545 on December 16th that was eventually re-railed with services resuming around 2215 causing severe disruption having rail replacement buses operating between Rockingham and Mandurah.



Advice notice outside block one at old workshops Midland advising of its future use as a GP super clinic and a training centre on December 5th. Photo Jim Bisdee

Q4003 failed at 97km on 7419 ore train on December 11th resulting in service delays and cancellations that saw ALZ3208 pressed into iron ore train service. On December 12th at Binduli Q4005 was detached and ALZ3208 attached behind AC4306 & Q4016 on 1416 empty ore train to Koolyanobbing.

Wishing all the readers of West Aust Railscene e-Mag a very Merry Christmas



Jim Bisdee Publisher

