

# 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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Q4008, LZ3103 & DC2206 run 1PM1QR National empty grain March 20th around the curve at Kalgoorlie on the way to Parkeston where Q4008 will be detached then 1PM1 run interstate. Photo Peter Donaghy

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LZ3103 and DC2206 were dead attached behind AC4304 & Q4002 on 6025 overnight freight to Kalgoorlie on March 18th while the 45 AGWF grain wagons that were formerly XW narrow gauge hoppers dating from the mid 1970s were hauled to Kalgoorlie on rear of 7025 freight on 19th. With both the locomotives and wagons in Kalgoorlie they were assembled into 1PM1 empty wagon movement on March 20th of LZ3103 and DC2206 that had Q4008 leading on run to Parkeston. At Parkeston Q4008 was detached running into lime siding to stable working empty lime wagons to West Kalgoorlie later in afternoon. LZ3103 & DC2206 departed mid afternoon for Adelaide arriving in early hours of March 22nd to stable. LQ3122 has not been repainted into QR National livery but retains its Interail livery now without ARG logos was hauled dead attached on 7PM1 QR National intermodal on March 19th behind LDP004 & CLP13 to Adelaide arriving on 21st then being detached and stabled. LZ3103, DC2206, 45 AGWF grain wagons together with LQ3122 remain stabled in Adelaide till accreditation problems are addressed. LZ3101 is still stabled near standard gauge loco at Forrestfield it is expected to be hauled interstate dead attached on a QRN intermodal.



LDP004, CLP13 & LQ3122 on 7PM1 QR National intermodal at South Guildford on March 19th at the start of the LQs delivery run to NSW to again operate in that state hauling grain trains. Photo Alex Mackay



Q4008 & Q4006 on 7025 freight departs Forrestfield March 19th with 45 AGWF on rear. Photo Jim Bisdee



LZ3103 & DC2206 on Parkeston loop waiting to depart for Adelaide March 20th. Photo Peter Donaghy



SCT004 & SCT003 on 6PA9 SCT extra runs through Grass Valley March 18th. Photo Sean McGarraghy

BHP Billiton Iron Ore continues with its RGP5 [Rapid Growth Project] that now sees 126km of the 285km of line to be duplicated having been completed and commissioned by mid March. In cab signalling and new digital train radio system is also being progressively commissioned that saw it implemented in early March between 143km and Coonarie South. The present CTC signalling will be progressively removed as the in cab signalling system is rolled out.



Q4014 runs 6056 grain through Stratton on March 18th.

Photo Sean McGarraghy

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AC4306 ran 2S68 rail train from West Kalgoorlie to Esperance on March 21st with rail being dropped immediately north of Esperance yards to link up with 50kg rail installed at 380km peg last year.

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Crossing loop extension programme on the Esperance line is advancing rapidly with new points at Southern end of Hampton cut in but not yet operational. At northern end of Kambalda loop earthworks have been completed as has tracklaying with existing points to be removed and new points cut in. Earthworks at southern end of Lefroy have been completed while at Higginsville earthworks at the northern end have been completed and at Daniel earthworks have commenced at the northern end.

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DAZ1901 and DAZ1903 that had been stored out of service at Avon Yard owing to lack of work with poor grain harvest were returned to service March 21st running 302/303 grain services off the GSR to Kwinana. DAZ1902 that was stored at Forrestfield returned to service on March 22nd to run ballast train to Kwinana.

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LZ's are still seeing use on ore trains with 2414 on March 21st being Q4017, LZ & AC out of Esperance to West Kalgoorlie it may have had the LZ taken off there.

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Seven of the eight former Robe River Iron Associates Goninan/GE CM40-8M locomotives 9414, 9417, 9420, 9421, 9423, 9424 and 9425 together with two Pilbara Rail CM36-7M locomotives 5051 and 5052 are still stored near fuel gantry at Parker Point Dampier. 9410 was last reported at south end of 7 Mile yard.



S3303 runs old XB bauxite wagon through Wellard on March 14th following its recovery from cripple road at Mundijong where it had been stabled for two weeks following pulling out coupler. Photo Wayne Andrews

Former South African steel car AHD307 that when purchased was to be fitted out as a dining car and used on Hotham Valley trains. This car never saw use in its intended form having been used as a disco car or smoking car on a few occasions in the days of the huge 25 car 1200 plus passengers on the HVR services. This coach sold to Pacific National to be converted to a crew car for use on Townsville Mt Isa services was loaded onto road transport at Pinjarra on March 23rd to be hauled to Adelaide for conversion. This is the second car to be hauled to Bluebird Rail to be turned into a crew car with further two yet to be hauled out.

SCT are running a further service 3AP9 return 6PA9 between Adelaide and Forrestfield to catch up with backlog of freight following recent closures of ARTC Trans line. These services first arrived on March 17th next on 24th with only SCT003 have been timber, cement, containers and hi-cube vans with the regular SCT services concentrating on restocking food supplies in WA that ran very low owing to flooding on Tans line.

Severe storm in Toodyay area on March 21st caused water to be just below the rail around 86km peg when 50mm of rain fell in 15 minutes causing a flash flood but the drains were sufficient to cope and there was no flooding or track damage.

Spot re-railing is taking place on down main in Moondyne Toodyay West section resulting in number of 20kmph speed restrictions and train order working on up main 21st to 25th March.



AHD307 on extended trailer in HVR yard Pinjarra March 23rd following loading.

Photo Jim Bisdee



Q4013, ALZ3208 & Q4011 on empty ore train in West Kalgoorlie yards March 11th. Photo Peter Donaghy



CFCLA CHOY ballast wagons loaded onto trailers in the yard at Grass Valley on December 3rd 2010.



Robe River Iron ore cars being hauled to Perth to be scrapped 4th December 2010. Both Photos Dusty Wade

Rake of CFCLA CHOY ballast cars that saw use ballasting in Avon Valley during November 2010 were then stored at Grass Valley. They were loaded onto road transport and trucked out on December 4th 2010 to BHPBIO Yandi to see use on ballast trains in connection with BHPBIO RGP5 track duplication works.



AC4304, Q4002 with dead attached LZ3101 & DC2206 on 6025 overnight freight from Forrestfield just after arrival in West Kalgoorlie yard on March 19th.

Photo Peter Donaghy

Hotham Valley Railway have purchased the remains of F44 that was converted to a power source for large pump at Alcoa bauxite mine at Huntley east of Pinjarra. This item was surplus to Alcoa's requirements some years ago then sold to a buyer who has had F44 for sale for a considerable time. F44 will be engine generator parts source for F40 with EE parts now getting harder to obtain.

Cook Parkeston ARTC Trans line runs through a desert that usually gets very little if any rain but so far this year a huge amount of rain has fallen resulting in water being beside the tracks for some 200kms. Rain was still falling in the desert as recently as March 18th with concern being expressed about water levels in Nurina area being near top of ballast in one place and half way up ballast in another. Water slowly dissipated over the next few days with no damage to the track occurring.

All points motors, enhancers and repeaters to operate and control crossing loop points on the ARTC Trans line are solar powered and usually there is ample sunshine on the Nullarbor Plain to ensure these items run efficiently. This year with all the rainfall often having dark clouds and little sunshine in the area has played havoc with these items as their battery power was exhausted and there was no sunlight to recharge them. Crews have had to manually change points and be extra vigilant to ensure points are set correctly for the safe passage of their train.



Talk back radio on both ABC720 and 6PR882 was running hot during the week with complaints of massive overcrowding on the suburban rail system especially on the Northern Suburbs line where passengers at Warwick, Stirling, Glendalough and Leederville miss out completely as arriving trains are completely full with no chance of boarding. The Transport Minister stated new EMU's had been introduced over the last year and all this overcrowding was because passengers tended to stay around the doors and not move down the cars. The Minister confirmed no new EMU's were on order he also indicated no new cars would be ordered in the foreseeable future as 15 new sets had been recently delivered.



LZ3103 and DC2206 on 1PM1 at east end refuelling point Parkeston March 20th. Photo Peter Donaghy

K and W train orders where Cook Kalgoorlie ARTC train order section was split into Cook Rawlinna [W] and Rawlinna Kalgoorlie [K] sections only operated for few days before reverting back to one train order section on March 5th.