

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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LZ3103, DC2206 & LZ3101 on first run of 2359 empty grain train in NSW on April 26th from Goulburn to Milvale at Colorado Road between Demondrille and Nubba. Photo Peter Clark

On May 3rd around 6:30am Parmelia1 the bunker barge at Port of Fremantle a small 65m 1564 tonne oil tanker crashed into Fremantle Railway Bridge that's situated at the eastern end of the harbour. Services were immediately suspended between Showgrounds and Fremantle with rail replacement bus service operating between these points. Massive disruption to Fremantle line operations took place together with disruption to services on other lines as the replacement busses struggled to move the passengers. Following inspection it was determined the bridge suffered no structural damage but one of the masts supporting the overhead catenary was badly damaged in the impact with the mast then repaired. Services recommenced about 2230 May 4th following further tests using LZ3114 on 4144 container train earlier that evening.

Transport Minister Mr Buswell announced on April 28th that EDI Bombardier Transport [Maintenance] Pty Ltd is the preferred tenderer for the railcar maintenance and cleaning contract advertised last June. Final negotiations are now underway with the \$317 million seven and half year with seven and half year's option contract to be signed by June 30th with it commencing from January 2012.



LZ3117 on 5442 fuel train from Esperance approaching Norseman on April 28th.

Photo Simon Barber



DFZ2402 stalled at narrow gauge loco Forrestfield following conversion on May 2nd.

Photo Evan Jasper

DC2215 was refurbished at Forrestfield workshop returning to service on April 27th when it was hauled out on 4025 freight to Kalgoorlie to be local transfer locomotive. This locomotive will run services like the daily lime shunter to Parkeston or Redmine shunter to Kambalda.



Q4016, Q4017, Q4012 & AC4303 on 4413 ore train arriving in West Kalgoorlie yard April 27th following a locomotive failing at Stewart and Q4016 running light engine to rescue the service. Photo Peter Donaghy

BHP Billiton Iron Ore completed the track duplication aspect of RGP5 on April 29th with final section of duplicated track between Bing and Yandi being handed over to Rail Operations. This now gives BHPBIO 285kms of duplicated track greatly increasing the Mt Newman lines capacity by eliminating need to have crosses in passing loops thus speeding up the journey from mine to port.

Over Easter Anzac Day weekend all seven Prospector Cars were in service and it was possible at Merredin to see all seven together in service at the one time when the four car service crossed the three car service.

All the AB locomotives have now been removed from temporary storage and returned to service with ARG now operating a number of works trains previously undertaken by South Spur Rail.

Only AD1520, AD1521, NJ1602, NJ1605, LZ3119, LZ3120 and 2201 remain stored.

About 35 redundant and no longer used former Westrail box cars, flattops and gondolas together with orphan wagons bought in from interstate under the previous administration have been taken off their bogies at the old container terminal near standard gauge loco and removed off site to scrap during week ending May 6th.



AC4302, Q4013 & AC4307 on 5413 ore train climbing the grade out of Cowan loop April 28th.



RL309 & S311 on 8M21 ballast stabled Engineers Siding Parkeston April 27th. Both Photos Simon Barber



SCT freight, QR National intermodal and ARG shunter together in West Kalgoorlie Yard May 6th.



Seventeen reconditioned CHCH CFCLA ore cars former Goldsworthy Mining cars to be used on ARG ore train to Kwinana on rear 4MP1 intermodal on May 6th at Parkeston. Both Photos Peter Donaghy



Former 210BS ex Victorian Railways country carriage now QCBY 10 QR National crew car at Parkeston.



DC2215 on 4438 empty nickel hoppers at West Kalgoorlie on May 3rd.

Both photos Peter Donaghy

The 10 NDFF ex Railcorp NSW ballast cars that had been stored on the ground at rear of SSRS Yard were loaded onto road transport at Bellevue on May 2nd and hauled to Morawa for use in building the new Karara line that will run east from Tilley Siding.

K205 & K206 ran light engine SSRS yard Bellevue to Gemco Rail Forrestfield for service and maintenance on May 5th. These two locomotives were loaded onto flat bed low loaders at Gemco Rail yard on May 8th departing around midday being hauled to Morawa for use in building Karara line.



LZ3107 on #1 s/g shunter shunting out the wagons for scrap at Forrestfield on April 30th. Photo Jim Bisdee

Woodchip train at Albany suspended services during School Holidays from late April till early May for plant maintenance. The two grain services continue operating into CBH terminal with one running out onto Lake Grace line while the other runs on Great Southern line to Albany. SSRS ballast train with ZB2125 and ZB2129 is stabled in loop at Kendenup with John Holland continuing track upgrading in Narrikup area.

BHBIO SD70ACe 4335 has been named Mystery the first locomotive to be named for some time.
