

# 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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K205 on 98 wheel float about to depart Gemco Forrestfield on May 8th.

Photo Evan Jasper

To enable major works in connection sinking Fremantle line at Perth, Perth Underground and McIvor stations services on Armadale and Thornlie line were cancelled after 11pm on May 6th, Thornlie services were also cancelled for the remainder of the weekend. Armadale services operated Armadale to Claisebrook only on 7th and 8th with rail replacement busses running Claisebrook to Perth. Fremantle services were also cancelled on evening of 6th then with Fremantle services operating in and out of Perth Underground Station on 7th and 8th. Midland line was also cancelled on evening of 6th then operating only between Midland and Claisebrook on 7th and 8th with rail replacement buses operating to Perth. Clarkson and Mandurah were not interrupted to great extent and operated most services except few late night 6th and 7th. There will be further train disruptions in this \$609 million Perth City link project over coming months.

It's reported that QR 4100 class locomotives 4147 and 4148 entered Redbank Workshops on May 9th to be prepared for road transport that will see them hauled across Australia for use on WA operations.

Correction it is 2203 stored at Meriden not 2201. Addition unused 3102 remains stored at Forrestfield.





K206 suspended mid air while Link low loader prepares to back under it at Gemco on 8th. Photo Jim Bisdee



RailCorp NSW ballast wagons on road transport in rest stop at Bindi Bindi on May 2nd on way to Morawa for use in laying the Karara line where will be hauled by K205 and K206. Photo Phil Melling





K205 and K206 on road transport on way to Morawa on Roe Highway Bellevue May 8th. Photo Jim Bisdee



DFZ2405 and DFZ2404 showing difference between the original lower Queensland cab and modified larger rebuilt WA cab on April 26th at Moonyoonooka. Photo Phil Melling



Besides the federally funded re-railing of the Eastern Goldfields Railway between Koolyanobbing and Kalgoorlie further extensive track works are under way on Esperance line that commenced on April 29th. This work involves re-sleepering and re-railing taking place between 210km and 232km also 271km and 295km as part of a continuing upgrading of this line. Rail trains will be run in connection with this work dropping strings of welded rail unlike previously where short rails were trucked to site.



Mt Gibson's new loading point south of Perenjori nearing completion on May 2nd.

Photo Phil Melling

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Re-sleepering of the Avon Yard Narrogin section of the Avon Albany Great Southern Railway commenced at Northam on May 9th and will progressively move south to Narrogin with completion anticipated in October 2011. The upgrading of Wagin to Redmond section is nearly complete with works now underway in Kendenup to Redmond area.

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RL309 and S311 were serviced by ARG at Kalgoorlie loco depot over May 11th and 12th that sees the first ex Victorian Railways S class to run on WestNet tracks. RL309 ran light engine to West Kalgoorlie to turn on Binduli triangle during afternoon of May 10th becoming the first RL locomotive to run on WestNet tracks that also saw RL309 and S311 turned on Zanthus triangle that evening so RL lead on 8M21 ballast on return run to Parkeston.

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Industrial action by MUA members at Esperance Port on May 9th from 7:30am for 24 hours halted dumping ore trains with 7413 being last unloaded and 1413 being stabled in Esperance yard till industrial action was over. Other ore trains were loaded and stowed for duration of the stoppage.

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P2504 was overhauled but not repainted owing to it being returned to service as soon as possible to cover locomotive shortages has been repainted into QR National livery at ARG Forrestfield workshop being completed on May 12th.





P2515 & P2501 arrive in Mullewa on loaded Ginalbie ore train on April 25th.

Photo Phil Melling



LZ3117 on 4443 crossing causeway over Lake Cowan north of Norseman April 27th.

Photo Simon Barber



Wabtec announced in early May it had secured a \$21million contract to supply electronically controlled pneumatic [EPC] braking equipment to Rio Tinto for fitting to its fleet of ore cars and locomotives. Initially six locomotives will be fitted together with number of rakes of ore cars over next 18 months. The six new ES44DCi locomotives on high seas being delivered to Dampier are fitted with EPC braking.



P2504 repainted into QR National liver at Forrestfield on May 12th.

Photo Evan Jasper

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It has been reported that it's believed Mineral Resources have been successful in negotiating access to Kwinana bulk handling port with Cazaly Recourses not being successful. Only one iron ore exporter would be granted access to this port with other miners having to find alternative export facilities. Mineral Recourses has already signed a contact with QR National to haul its ore from Carina to Kwinana that was only waiting on port approval.

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Cazaly Recourses are believed to be negotiation to export some 1.4 million tons of ore out of Fremantle harbour over one year if possible commencing in third quarter of this year. After this initial year Cazaly will redirect its exports of about 4.6 million tons a year through Esperance following a planned expansion there.

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