

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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P2510 & P2506 run grain train south through Mt Barker on its way to CBH terminal at Albany on May 7th with highest mountains in south of the state Porongurup Ranges in distance. Photo Don Copley

The ARG name will be seen less and less as QR National is promoted as the brand name of the rail freight operator in the South West of the state. In the years since Westrail freight operations were sold in December 2000 the rail operator has under gone name changes and sale it was first Australia Western Railroad, then Australian Railroad Group, was sold and became ARG a QR company and now QR National.

Rail Heritage WA had an open day at its Bassendean Rail Museum on May 15th where QR National kindly provided two locomotives for display. P2504 recently been repainted into QR National livery and DFZ2402 that had just been converted from QR #2349 and also repainted into QRN livery. It is pleasing to see railroad companies being prepared to make locomotives available for display and this was a great gesture by QRN.

Cazaly Recourses have been dealt a blow in their plans to export iron ore with WA State Government telling Fremantle Port Authority not to enter into an arrangement with the company for the one year short term ore export. Cazaly Recourses have already missed out on Kwinana bulk terminal for ore exports.



P2504 on exhibition at Rail Heritage WA Museum Bassendean open day May 15th. Photo Brendan Cherry



Newly converted DFZ2402 also on display on May 15th RHWA open day.

Photo Alex Mackay



P2506 & P2512 on 2663 grain about to pass through cutting into Albany May 16th.

Photo Don Copley



ZB2125 stabled on empty ballast train with ZB2120 detached at Kendenup May 8th.

Photo Daryle Phillips



P2510 hauls empty woodchip train out of Albany to the mill on May 16th.

Photo Don Copley



AB1501 & P2509 on grain train at Stratton on May 19th.

Photo Sean McGarraghy



L3113 on 5474 salt train with Merredin waste oil tanker at Herne Hill May 19th. Photo Sean McGarraghy



6004 & CLP13 run late 3MP1 with SCT loading on lead through Midland May 13th. Photo Jim Bisdee

In state budget announced on May 19th that funding has been approved for purchase of 15 three car EMU sets that the government will order at a cost of some \$164 million [about \$10.8 million per set] this will add a further capacity to Transperth Trains network of 8400 passengers. With the four sets for Butler extension already in service it could be said only 11 new sets are in reality being obtained.



DFZ2404 & P2514 on 1110 light engine RHWA to Forrestfield at Guildford May 15th. Photo Jim Bisdee

DD2356 and DD2358 with woodchip wagons returned to Albany on May 15th /16th to resume the Redmond to Albany woodchip trains. Woodchip trains resumed on 16th with DD2358 on mill end and DD2356 on port end running one service before DD2358 was detached and P 2510 attached to run the services that day.

More and more ore trains out into and out of Esperance are becoming DPU operations with nearly all ore trains operating in that configuration week ending May 15th.

Track gang is also undertaking further track up grading in Albany City between Princess Royal Harbour overpass and where replica ship Amity is placed over week ending May 16th.