

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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ACN4148 & ACN4147 on Roe Highway Helena Valley July 5th only a few kilometres from their final destination ARG/QR Forrestfield workshop after crossing the continent. Photo Simon Barber

First brand new narrow gauge locomotives received by ARG/QRN in WA arrived by road from Queensland on July 5th being taken to Forrestfield workshop for unloading and commissioning. This is the first new narrow gauge locomotive in WA since completion of S3111 in August 1998 all other recent narrow gauge locomotives to arrive for ARG were rebuilds. ACN4147 and ACN4148 are QRN 4100 class being built by Downer/EDI at Maryborough Qld are model GT42CU-AC 2260kw [3030hp] Co-Co locomotives.

LZ3107 ran 2C73 light engine to Parkeston to collect empty cement and lime wagons on June 27th but failed on 2C74 leaving Parkeston as couldn't lift the load up the grade. Q4018 that had just ran 2478 nickel in from Leonora to West Kalgoorlie Yard was detached and ran 2RT5 to Parkeston to rescue 2C74 and haul it back.

LQ3121 on 6410 acid tankers from Hampton to West Kalgoorlie July 1st failed south of Great Eastern Highway Bridge around the 5.8km. Q4012 ran light engine from West Kalgoorlie Yard to rescue the service and haul it to West Kalgoorlie Yard.



NR32, AN11 & AN8 on 7PX4 empty steel and mixed freight at Herne Hill on June 11th. Photo Alex Mackay



ACN4148 and ACN4147 in truck bay at Meckering on July 5th.

Photo Lois Wade

Industrial action by the MUA continues at Port of Esperance with a 48 hour strike June 29th to July 1st with them returning to work for four hours then going out for a further 24 hours. Loaded trains were stalled at Gibson and Grass Patch for the duration of the stoppage as Esperance yard was full.

Re-railing gang is working between Daniell and Norseman on Esperance line with the continuing disruption to ore trains is being able to enjoy maximum daily track occupancy.



ACN4148 and ACN4147 minus bogies on road floats at Meckering July 5th.

Photo Lois Wade

AC4303 leading locomotive on 4414 empty ore train derailed on July 6th when set into CBH siding with south end derailer still in place over the line. The leading bogie was derailed but other bogie remained on track as train was entering loop slowly the remote unit also remained on the track. There were no injuries to crew but the line was blocked for 2.5 hours till the remainder of the train including DPU locomotive could be stowed into the CBH siding from the northern end. It is believed AC4303 was recovered on July 7th after being jacked up and slewed back onto the track.

Further Tier 3 lines effectively closed on July 1st after the government rejected a proposal put forward by CBH where monies allocated to up grading roads in the Tier 3 lines zone would have been transferred to upgrading the rail line. Bruce Rock-Yilliminning, York-Quairading and West Merredin- Trayning have closed joining Tambellup -Gnowangerup and Katanning -Nyabing lines that have effectively closed for few years. Under the CBH proposal that they claim a new review shows rail is \$9.4 million cheaper than road under its new Watco haulage arrangement even though the Strategic Grain Network Report found carting grain on the Tier 3 lines \$78 million more expensive. This CBH proposal would have seen all Tier 3 lines remain open and the Gnowangerup and Nyabing lines be reconditioned and reused. Tier 3 lines would have remained open at least another 15 years under CBH proposal appears now all will close over next few years.

Overhaul of EMU A series set #32 was completed on July 6th with it being detailed in the morning then returning to service for afternoon peak services. EMU set #33 was withdrawn for overhaul on July 6th.

QRN's new Narngulu East depot has received planning approval and work on this project estimated to cost some \$22 million is expected to commence later in the year.

ARG/QRN existing Narngulu facilities will remain use following completion of the new service facilities this existing site will then be known as Narngulu West.



5631 yard shunter at Nelson Point hauls loaded rake past 4349 on fuel train June 18th. Photo Jim Bisdee

Mobile flashbutt welder last used on upgrading of Esperance line is now at Nola on Narngulu Mullewa line where it will see use in connection with upgrading that will commence shortly. Rail has been trucked from Narngulu stockpile and distributed along the line in readiness for the upgrading. Reconditioned QUT sleeper wagons that have seen extensive use in tracklaying /upgrading departed for Narngulu behind DAZ1903 on 6744 works train about midnight on July 8th.

R1902 and RA212 have spent some time in Gemco Forrestfield undergoing repair and heavy maintenance recently ran light engine back to SSRS/Gemco Yard Bellevue on July 5th.

Indonesian built General Electric U22C U201 purchased by an earlier SSRS ownership that has never seen any use in WA being stored at Bellevue was running with its electrics being checked on July 8th.



4339, 5669 & 4329 each in a different livery on loaded ore rake at Bing June 19th.

Photo Jim Bisdee



NR58, NR8 & NR9 on 6SP6 passing Mt Charlote just outside Kalgoorlie July 3rd.

Photo Peter Donaghy



AC4301, Q4015 & Q4017 on empty ore train arriving at West Kalgoorlie yards July 3rd unusual as leading two locomotives are long end forward appears that Q4017 may have failed. Photo Peter Donaghy



NR62 still with its NR diamonds NR110 & NR15 on late 6PM6 Parkeston July 3rd. Photo Peter Donaghy

QR National advertised in the local press on July 1st that its subsidiaries in WA of CRT and ARG would now be bought under one common operating name. These subsidiary companies will be now known as QR National as the company rolls out its nation wide single identity of only one brand name.

Withdrawn Comeng Prospector cars WCE921 non powered trailer and WCA902 power car were scrapped at C&D Dodd scrap yard in Forrestfield week ending July 8th. These cars and three more have been stored here since being trucked from PTA Kewdale yard over May 21st/22nd 2008. Unsuccessful efforts were made by the scrap dealer to sell these units for reuse but their huge size precluded their use outside WA, north of Adelaide SA and west of Parkes NSW they are even out of gauge for eastern USA.



Q4012 rescue unit approaches failed LQ3121 at 5.8km on Kambalda line July 1st. Photo Peter Donaghy

Daily freight from Kalgoorlie now runs through to Kwinana with locomotives it left with it has the nickel matte, empty tankers and empty lime wagons detached in Forrestfield. New crew then runs service to Kwinana where it performs shunts and set ups before returning light engine to Forrestfield.

6306 out of zone grain movement ran from Cranbrook to Forrestfield as 6306 behind P2506 & P2517 with 42 grain hoppers. Following unloading 7305 empty grain ran as P2517 & DBZ2308 to Wagin from Avon this is first DBZ unit in Albany for some months. 6306 out of zone grain ran as P2504 & P2517 from Albany to Avon Yard on July 8th where P2501 was attached to run to MGC Forrestfield to unload.
