

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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CLP13 & G516 on 6PM1 entering the cutting at Grass Valley on July 22nd.

Photo Sean McGarraghy

Downer EDI announced on July 26th that it had been awarded a contract by PTA in excess of \$160million to construct 15 three car EMUs together with its joint venture partner Bombardier Transportation Australia. These cars will be constructed at Downers plant in Maryborough Qld with the first three car set anticipated to be delivered in September 2013 then approximately monthly till the contract is completed. This order for new EMUs are to help ease the overcrowding on the suburban system and allow for expansion with 7.5km Butler extension due to open in 2014.

Downer-Bombardier joint venture has also been awarded maintenance contract by PTA to maintain the A series EMUs and Australind railcars from January 2012 that PTA now manages in house under labour hire contracts. Downer Bombardier will undertake all maintenance and cleaning work for the A and B series EMUs and Australind cars under this 7.5 year \$285million contract.

LZ3119 has been removed from storage and returned to service on 6SG4 tankers ex BP Kewdale July 29th.



Gindalbie Metals 80km Tilley to Karara line head of steel at Koolanooka on July 23rd. Photo Phil Melling



Mt Gibson loading point at Perenjori nearing completion on July 23rd.

Photo Phil Melling



L3110, LZ3120 & ALZ3208 on 5426 extension at Welshpool on July 22nd.

Photo Simon Barber



DBZ2303 on 5257 caustic tankers crosses MMY32 rail grinder Wellard loop July 21st. Photo Murray Rowe



2361 soon to be withdrawn & 2307 on empty coal at Gowie Qld on October 17th 2010. Photo Phil Melling



DFZ2304 was 2361 before conversion shunting Narngulu on July 28th to enter service. Photo Phil Melling



BHPBIO side dump cars dumping at new Asset Protection Super Site at 27.8km on Mt Newman main.



3096, 3089 ballast train then 3088 heading to Mooka on the east track July 27th. Both photos David Flint



P2501 on 6343 empty grain on balloon loop departing Kwinana CBH July 22nd.

Photo Simon Barber



P2501 on 6343 empty grain at Donkey Crossing Toodyay on July 22nd.

Photo Sean McGarraghy



P2507 & P2506 on empty grain approaching Goomalling on July 22nd.

Photo Sean McGarraghy



L3110 & ALZ3208 on 6166 acid tankers at Kwinana on July 22nd.

Photo Simon Barber



CLP13 & G516 about to enter Windmill Hill Cutting at Toodyay on July 22nd. Photo Sean McGarraghy



DAZ1904, DAZ1906 & AB1501 on 1462 empty wagon transfer on July 17th. Photo Simon Barber

The north extension of Kambalda loop on Esperance line has opened, with work continuing at the other sites. Ballast and rail trains are running south of Norseman for track upgrading underway and Esperance yard extension. All the earthworks to extend Esperance yard north have been completed with some track laid, external structure of new Esperance loco shed and wagon repair depot have been erected, Simms Street Bridge structure at north end of the yard has been completed with deck and road works yet to commence.

BHPBIO SD40-2s 3085, 3083, 3082 and 3084 that had been stored at Finucane Island since withdrawn in January 2009 were recently hauled to Bing yard to be stored to allow expansion work on loop to commence.



SD40Rs 3089 & 3096 on rear ballast train to Mooka on July 27th.

Photo David Flint

The final DFZ conversion has been completed, DFZ2403 which was 2361 that arrived at Forrestfield on March 9th. P2508 & DFZ2403 ran 4755 light engine Forrestfield to Narngulu on July 27th with DFZ2403 entering service as yard shunter on 28th.

H2 ran light engine SCT yard to Gemco/SSRS yard Bellevue as 5CS1 light engine on July 27th to attach and return H3 to SCT Forrestfield following heavy repairs as 5SC2.