

# 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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Q4012 on 6056 grain train running past the suburban line at Thornlie July 29th.

Photo Brendan Cherry

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WestNet Rail announced on August 17th that it will now be known as Brookfield Rail aligning with its Canadian asset manager owner Brookfield Asset Management through its subsidiary Brookfield Infrastructure Partners. WestNet Rail was obtained in 2009 following Brookfield's merger with Prime Infrastructure that was originally known as Babcock and Brown Infrastructure. They had in June 2006 purchased the remainder of the 49 year lease of below rail assets obtained by Wesfarmers and Genesee and Wyoming in the December 2000 privatisation of Westrail freight network by the state government. This follows the recent name change of the above rail operation to QR National from ARG a QR Company.

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EMU set #305 suffered pantograph damage on service 5596 following leaving Gosnells on its run to Perth this caused a severe and long service disruption as power was turned off Cannington to Armadale to allow evacuation of passengers and any repair required to overhead. Services operated first to Cannington then on to Thornlie with as rail replacement bus service operating Cannington to Armadale. Set #47 that had been stranded behind the failed set at Gosnells was used to push the damaged set at reduced speed to Claisebrook around 7:20pm with services then resuming at 7:30pm from Armadale and 7:45pm from Perth.





L3108 runs 6197 Soundcem shunter to Forrestfield through Thornlie July 29th.

Photo Brendan Cherry



Pacific National narrow gauge crew car RZNY1 at Islington August 12th.

Photo Andrew Bowden/PNR





ALZ3208 & DC2215 stabled in West Kalgoorlie Yard August 14th.

Photo Peter Donaghy



Three car afternoon Australind from Bunbury on approach to Cannington August 1st. Photo Brendan Cherry





EMU set #44 on platform #5 at Perth City August 8th.

Photo Brendan Cherry



Avonlink cars pass NR56 & NR79 at Pacific National Kewdale yard entrance August 9th. Photo Jim Bisdee





Q4001, Q4011 & AC4304 on empty iron ore train on August 13th at West Kalgoorlie with some 30 AOPY converted former Leigh Creek coal wagons that must be at rear of loaded services. Photo Peter Donaghy



L3118 on 3164 rail train entering Forreestfield yards August 9th.

Photo Jim Bisdee





P2504 on grain train passing through #1 cut in Avon Valley August 6th.

Photo Sean McGarraghy



6012 & CLF1 run 7PM1 QRN intermodal though Stratton August 6th.

Photo Sean McGarraghy





P2502 & NJ1605 on 6305 empty grain at Woodbridge on July 29th.

Photo Jim Bisdee



6005 & 6007 run QRN intermodal round a curve at Millendon on July 16th.

Photo Mike Forster



P2501 & 2512 are running the Albany woodchip services that now often only run four days per week Monday through Thursday instead of Monday to Friday that had been the operation since the service commenced. With the powerful P class units working the service now it has 18 XOA hoppers increase of two from the 16 that were run previously. No grain train are operating into Albany CBH export terminal as work continues on upgrading the unloading facilities.



Q4019 & AC4303 run 7175 light engine Kwinana to Forrestfield August 13th.

Photo Brendan Cherry

Pacific National crew car RZNY1 that will be used on P/N magnetite haulage on the Mt Isa line in Qld out of Cloncurry to Townsville for export has been completed. This car an ex South African coach imported in late 1988 by Hotham Valley Railway as AHB316 to be a buffet car but was never fitted out and remained an empty shell. It was the first of four cars sold to Pacific National being hauled by road to Adelaide SA and converted to a crew car by Bluebird Rail at Islington Workshops. This car completed in mid August was then hauled by road to Townsville arriving in Toll yard around August 18th.

AD1520 was removed from storage in late July taken to Forrestfield workshop for rehabilitation to return to service being run with P2517 on 5342 grain from Avon on August 19th but was detached at Forrestfield.

P2514 is undergoing an engine change at United Group Rail Bassendean, while at Forrestfield DBZ2307 is having an E service, DB2309 is undergoing overhaul and fitting of ZTR traction package, DFZ2402 is undergoing modifications and DC2213 former workshop shunter is being rehabilitated for mainline use.

Morning peak hour services on Clarkson line on August 15th were severely disrupted owing to power issues at Nowergup depot drastically reduced services these were attended to with full power restored by 7:00am but massive delays occurred till the backlog cleared.

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