

# 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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K206 on Karara line ballast train at 45km about to commence loading September 21st.      Photo Jim Bisdee

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Building of the Sinosteel Midwest Corporation Morawa to Karara line is well underway with dual gauge concrete sleepers having been laid for nearly the lines whole length. Rail has also been placed adjacent to the track for most of its length with tracklaying well underway on eastern part of the line. Ballasting using K206 on west end and K205 on east end appears to have been completed on about 20km of line east from the ballast dump around the 45km. Sleepers have been laid and rails in place on about 80% of the track through to mine the loadout. At this time the line is being laid standard gauge but believed it will open as a narrow gauge line following moving the southern rail over to the narrow gauge width. This line together with others in the Mid West being improved and upgraded will be able to have the third rail laid to give a dual gauge line from mine to proposed Oakagee Port or be able to operate on narrow gauge line into Port of Geraldton.

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Tier 3 grain line south of Perenjori on Mullewa to Maya railway is seeing services Latham to CBH terminal at Port of Geraldton at present to empty its outside storage.





DC2215 on 5C74 empty cement lime train on loop Parkeston September 22nd.

Photo Peter Donaghy



Two pack CFCLA CHEY ore cars on rear 3MP1 at Parkeston September 22nd.

Photo Peter Donaghy



FMG rebuilt SD9043MAC 905 and 909 were being tarped and prepared at NS Juniata shops Altoona Pa on September 20th to be ready for haulage to a US port for export to Port Hedland.

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Industrial disputes continued on QRN WA operation till management advised the workforce after the most recent stoppage on 12th 13th September that they would reopen negotiations by putting up a new proposal to staff and RBTU for consideration. All industrial action has ceased and bans have been lifted while these fresh negotiations continue.

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P2508 & P2513 run grain train from Latham to CBH Geraldton terminal on Tier3 Perenjori Maya section of the Mullewa Maya line approaching Caron on September 21st. Photo Jim Bisdee

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30 AOPY ore cars currently used as a standby fleet have again been withdrawn and are stowed at Salmon Gums following the introduction of 40 new WOE ore cars built at UGR Bassendean.

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New Sims Street overpass in Esperance has been completed with only minor work taking place it has been advertised locally as opening at 11am on September 25th.

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The three new buildings [stores building, locomotive maintenance and wagon maintenance sheds] being constructed in Esperance yards are now nearing completion. Track extensions and reconfiguring of north end of Esperance yard are still continuing.

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Long promised turntable at Esperance is well underway with pits concrete lining completed in preparation for the turntables arrival and installation.

CBH ran a competition to name its 22 new locomotives under construction in the USA receiving some 350 entries in the “Iconic Western Australian” looking for names that evoke a sense of WA agriculture. On September 8th CBH announced the results of this competition. They received entries including political figures, sporting legends, flora, fauna, CBH and grain industry history, tourist locations, and indigenous culture. But from the entries a central theme evolved names of old rail sidings with three grower entries selected and two staff entries from the theme. The remaining 17 names were then selected to fit the theme. The names of the new locomotives will be: \*These names were derived from the train naming competition. \*Yilliminning, \* Mooterdine, \*Baandee, \*Benjaberring, \*Yelbeni, Kulyaling, Kokardine, Elabbin, Erikin, Mandiga, Pantapin, Piesseville, Walgoolan, Norpa, Nanson, Tenindewa, Irwin, Yandanooka, Chinocup, Lake Bidy, Moojebing and Neendaling.



D1561 on transport float at QRN Forrestfield about to go to scrap September 23rd.

Photo John Purcell

Frame and remains of D1561 that recently has been sold for scrap was loaded onto transport float at QRN workshop Forrestfield on September 23rd and hauled to C.D. Dodd scrap yard to be scrapped.

The crossing loop extension on north end of Daniell on the Esperance line was opened week ending September 17th.

QRN trialled three units spread throughout the train on 3416 empty ore train on September 20th locomotive 42 cars, locomotive 42 cars and locomotive 42 cars as a prelude to operating 159 car trains. The train did suffer some DPU issues and was delayed south of Norseman.





AOKF narrow gauge iron ore wagon at Forreestfield workshop on September 23rd.

Photo John Purcell



D1561 on Dundas Road Forreestfield being hauled to scrap yard September 23rd.

Photo Jim Bisdee





Rake of CHAY ballast hoppers on rear of 3MP1 at Parkeston September 22nd.

Photo Peter Donaghy



6001, 6012, ACB4401 & LDP002 on 6MP1 QRN intermodal at Dudley Park SA on September 24th on the delivery run of first new UGR/GE C44ACi locomotive ACB4401 to QRN WA.

Photo Scott Hillan





Ballast pit is the furthest point west ballast train can run on Karara line September 21st. Photo Jim Bisdee



Rare sight Pacific National NR7 stabled engineers siding Parkeston September 20th. Photo Peter Donaghy





DAZ1906 on CFCLA CHOY ballast hoppers at Moonyanooka September 1st.

Photo Phil Melling



DFZ2402 & DFZ2407 on empty ore train in QRN Narngulu Yard September 10th.

Photo Phil Melling



ACB4403 undertook light engine trial Chullora to Penrith and return on September 21st with ACB4402.

ACB4401 departed on its delivery run to QRN Forrestfield departing Sydney on 5SM9 behind CLF4,CLP12 & CLF3 September 22nd for Melbourne where it was detached. It then ran Melbourne to Adelaide on 6MP1 September 23rd as 6001, 6012, ACB4401 & LDP002 continuing on from Adelaide on 24th as 6001, 6012 & ACB4401 on 6MP1 arriving at Forrestfield early hours of 26th.



P2504 on woodchip train in Albany yards September 11th.

Photo Stew Winston

A severe storm hit City of Kalgoorlie on September 18th bringing down power lines that caused operational problems on ARTC and Brookfield lines in Kalgoorlie area. Kalgoorlie loco depot also suffered damage to sheds and facilities.

QRN WA is at present taking delivery of a number of iron ore cars, the first two pack AOKF narrow gauge wagon of 211 wagon [422 bodies] order arrived on September 23rd by road from Bradken. 321 wagons [125CHCH and 196 CHEY] standard gauge cars are coming from CFCLA for the Polaris contract with 227 WOE cars being constructed at UGR Bassendean for the Cliffs upgrade project.