

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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P2504 on empty grain train at Swan View February 29th.

Photo Justin Brown

Conductor overloaded about 100metres east of Perth station around 7:00am on March 13th causing a small electrical fire that was quickly extinguished once power was cut. To fight this fire overhead power was shut down in vicinity of Perth Station and to repair the damage it required the Fremantle line to be shut down, as was Midland line west of Bassendean and Armadale line north of neutral section at Claisebrook. This shut down caused massive disruption to services on those lines three lines with a flow on effect on Mandurah and Joondalup lines although were not directly effected and continued operating. The travel plans of some 30 thousand train commuters were thrown into chaos.

Before the power was shut down at 7:10am all EMUs out in service were stopped at the next station and advised to remain there as once power was cut they could no longer operate. A rail replacement bus service was introduced about 7:30am on the Fremantle line, between Bassendean and Perth on Midland line, Cannington to Perth on Armadale line. Trains still ran Cannington Thornlie, Cannington Armadale and Midland Bassendean.

EMU cars were at Perth City Station, McIver, Claisebrook and East Perth on Armadale and Midland lines to recover these cars Australind power car ADP103 at Claisebrook for maintenance and Transperth transfer

locomotive MA1862 were pressed into use. The ADP and MA rescued stranded EMUs at McIver, then ADP103 rescued stranded EMU's in Perth Station, MA at Claisebrook then East Perth. Following recovery of these cars and transfer back to Claisebrook Depot, EMU trapped at Victoria Park ran long line back to Cannington for use on shuttle service to Armadale.

This left the Fremantle line that had EMUs stranded at Subiaco, Claremont and Cottesloe, with MA1862 running wrong line to Subiaco then propelling EMU into Daglish siding to stable, it then continued on to Claremont and placed the EMU in Showgrounds Siding. Another EMU was at Cottesloe Station and MA1862 propelled it wrong line to Fremantle to stable. MA1862 then remained at Fremantle as was now nearing noon.

Around 12:45pm services on Midland and Armadale lines were disrupted for about 15 minutes as overhead wires were energised and system returned to normal. By 1:00pm power was fully restored with normal services commencing to operate out of Midland, Fremantle and Armadale through to Perth. By 2:15pm services had been fully restored and normal operations had resumed with remaining rail replacement buses withdrawn. MA1862 at Fremantle followed first EMU out back to Claisebrook to stable dropping driver of at Daglish on the way to return that EMU set to Perth.



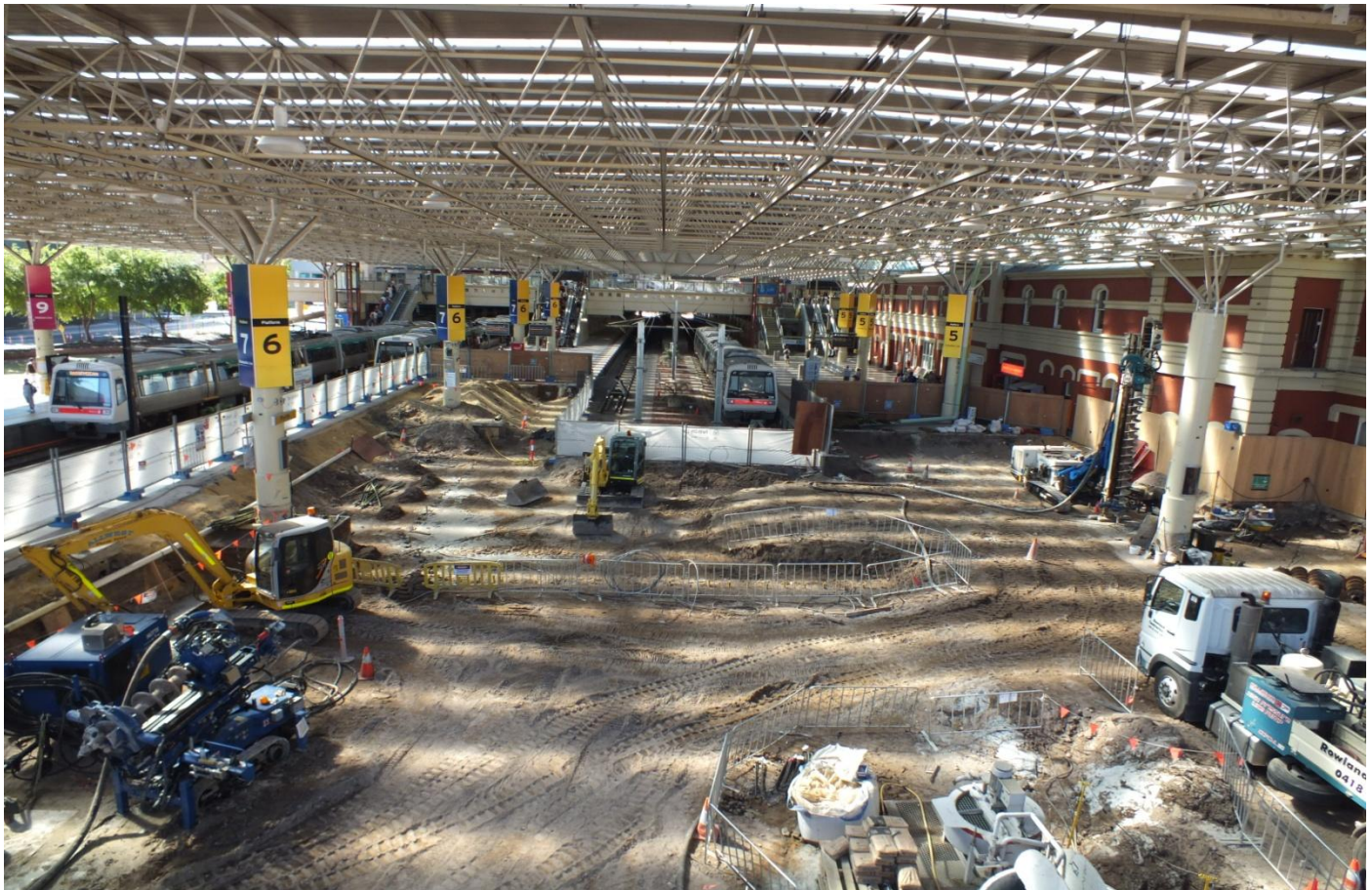
BHPBio SD70ACe #4374 the first locomotive completed of recent order [#4374-#4383] being constructed at Progress Rail plant Muncie Indiana in the plant yard March 3rd. Photo Brian Marsh Overland Models Inc.

ACA6009 entered service as remote unit on 7035 empty ore train behind ACA6002 on March 10th.

2208 was removed from storage around February 24th for overhaul.



Rio Tinto's ES44DCi unit 8185 and CPR9377 in General Electric Erie PA yard March 11th. Photo Ian White



Work underway on underpass and City Link Project at Perth Station on March 11th.

Photo Jim Bisdee



Wide angle view of the City Link project to sink Fremantle line in Perth March 11th.

Photo Jim Bisdee



S3309 on 5277 lime train at Soundcem February 2nd will push back up the hill through the coal road then depart for Worsley alumina Refinery.

Photo Kieran Wright



MA1862 with set #45 it propelled from Cottesloe in Fremantle dock March 13th.

Photo Kieran Wright



New CBHS grain wagons being placed on rail at CBH Kwinana March 14th.

Photo John Bollans



CBHS wagons awaiting commissioning at CBH Kwinana March 14th.

Photo John Bollans



P2509 & DBZ2308 on empty grain train stabled in Albany Yard March 15th.

Photo DeeJay Page

To allow bridge replacement work to be undertaken at 91.4km in Pinjarra Coolup section the Australind service was cancelled for week March 12th to 16th. Road coaches running to Australind timetable ran as substitute for the train service. March 15th was Bunbury Cup Day and Bunbury Turf Club were not pleased the passenger train service was cancelled for the most important race on their calendar. In years gone by special trains were often run to this race meeting from Perth.

Sydney Perth intermodal trains resumed running via Parkes and Broken Hill on March 9th following flood waters receding in far west NSW and derailment repairs at Roto being completed.



DD2356 & P2504 on 6304 grain train at Spring Hill March 2nd.

Photo Jim Bisdee

MV Consuela berthed at Kwinana Bulk Jetty #4 on March 12th with second and final shipment of 80 CBHS standard gauge grain wagons. These wagons joining the 48 that arrived last month complete the 128 wagon order from Bradken plant in China. These wagons were unloaded over March 13th and 14th with the ship sailing that evening. These wagons will be completed with fitting of bogies etc then commissioned.

All Portman Mining Esperance Koolyanobbing ore trains have by early March had been built up from 126 to 159 car DPU services with further 33 cars added to those rakes not already that size following the recent completion of 227 ore car contact by UGR.

With 6009 entering service it leaves only 6011 at present being modified at UGR Bassendean to enter service completing the initial allocation of QR 6000s to WA.



DD2358 at Albany on rear of empty woodchip train departing for the mill March 13th. Photo DeeJay Page



DFZ2405, DFZ2402 & P2502 on Mt Gibson ore train departing the Perenjori loading point with a loaded Jack Hills ore train on March 5th. Photo Phil Melling



ACN4147 pushes CFCLA CHOY ballast wagons [previously on standard gauge working on BHPBIO expansion] through water spray to limit dust at Gutha March 5th. Photo Phil Melling



AC6005 on 7430 empty sulphur train at Stratton March 11th. Photo Simon Barber



8186 and 8185 final two ES44DCi of current Rio Tinto order in GE yard Erie PA 11/03. Photo Ian White



P2511 & P2514 with empty grain passing through Windmill Cutting Toodyay 11/03. Photo Alex Mackay



SCT013 & SCT008 on 6MP9 SCT freighter at Kellerberrin March 11th.

Photo Alex Mackay



Earthworks at Evaside on Mullewa Perenjori line March 5th.

Photo Phil Melling

Sadleir van traffic now runs between both Sydney Perth and Melbourne Perth following commencement of the van traffic out of Melbourne following completion of Sadleir Logistics new depots at Kewdale WA and Spotswood Victoria in mid February. This new traffic running on MP5 and PM5 Pacific National services commenced about February 15th with first van traffic running to Perth returning from Perth on 19th.



DBZ2309 on empty export coal climbing grade around Olive Hill on Collie line 17/03. Photo Brian Cherry

Testing of final Rio Tinto ES44DCi 8185 took place at General Electric Erie PA plant on March 11th with a final performance run taking place on 12th. All locomotives 8176 thru 8184 had been tarped and prepared for despatch by the 11th with 8185 and 8186 still in final stages of testing but 8186 was ahead of 8175 in the test programme. These two locomotives were tarped and prepared for despatch on 13th with all eleven locomotives being hauled out of Erie on special NS movement to Norfolk VA for export on 14th.