

# 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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P2509 & DBZ2312 on 1672 grain loading at CBH Cranbrook March 18th.

Photo Don Copley

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As a result of the overhead power failing for the second time in a week severe disruption again occurred on the Fremantle line during peak hour inconveniencing some 5000 commuters. About 6:40am on March 20th surge protector on a transformer failed at Cottesloe resulting in power being cut and halting EMUs cars as they are unable to operate. Services between Loch Street and Fremantle were cancelled with extra busses put on but owing to the time there were not sufficient to cover lost train service. Again Transperth locomotive MA1862 was used to rescue and reposition EMUs with it running to Showgrounds then running wrong line to Claremont hauling the EMU into Showgrounds siding where it powered up and ran to Perth. A similar rescue was undertaken at Swanbourne before the MA ran to Fremantle to reposition a car there. Power was restored about 9:30am with services then running through to Fremantle and MA returning to Claisebrook. Services on Midland line were also affected as Fremantle to Perth services continue onto Midland.

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Intermodal Group container service from CBH MGC Forrestfield to North Port Fremantle now runs 7 days per week. Originally when run by South Spur Rail was one train a day six days a week when taken over by ARG became two trains a day five days a week with occasional Saturday run now it runs twice a day Monday to Friday and once a day Saturday and Sunday





DD2355 runs caustic tanker train at Burekup on March 17th.

Photo Brian Cherry



DAZ1903 on ballast train ballasting at new Yard Narngulu East March 19th.

Photo Ian Godfrey



In recent reports in the rural press CBH have stated their wish to shift their grain haulage on rail to its new grain carrier Watco as soon as possible as CBH claim the current provider QR National provides a poor performance claiming they have had inadequate rail transport running at only 61% for the cost. CBH claim they bought and pay for 10 trains per day from QRN but are only running six trains a day which has incurred significant extra costs forcing CBH to run extra 100 trucks on the road each day. CBH contract with QRN ends on April 30th with CBH to start using Watco trains from May 1st. CBH have leased four locomotives VL357 and VL361 are here with two further leased locomotives due to arrive soon. CBH want to run Watco and QRN trains simultaneously until QRNs contract expires as was the plan in the transition period. CBH claim they have suffered a 30% drop in performance over past five years while having a 40% price increase imposed over the same period. They also claim they expected a drop in performance from QRN near the end their contract but never thought it would be this early or severe.



ACN4152 runs alumina train at Waterloo March 18th.

Photo Brian Cherry

ACN4141 and ACN4146 entered service running as 3251 light engine movement from Forrestfield to Picton on March 20th that attached DD2355 at Kwinana.

LDP001 on 2MP1 QR National intermodal failed at Wallaroo in West Kalgoorlie Koolyanobbing section March 21st with remote unit G534 unable to haul the train. L3116 at West Kalgoorlie would assist 2MP1 run to Forrestfield was attached to lead of 4430 empty sulphur ahead of Q4009. On arrival at Wallaroo L3116 was placed on lead of 2MP1 that with G534 worked to Forrestfield arriving about 10 hours late on 22nd.

SCT015 remote unit on 1PM9 freighter failed soon after leaving Forrestfield on evening of March 18th resulting in SCT007 having to run this service through to Adelaide unassisted.

Pilbara Rail C36-7M 5450 and 5451 are still stored on end of 7 Mile Wye at Dampier.





Q4011 & LZ3109 on 2430 empty sulphur at Midland March 21st.

Photo Brendan Cherry



L3116 & LZ3114 on 4443 freight to Esperance with only ballast wagons and rail train but no fuel tankers in West Kalgoorlie yard March 15th.

Photo Peter Donaghy





SCT012 & SCT003 on 6PM9 SCT freighter climbs the grade at Binduli March 17th. Photo Peter Donaghy



DFZ2401 crossing Railway Parade Bassendean on way to UGR plant March 19th. Photo Jim Bisdee





P2509 & DBZ2312 on grain train loading at CBH Cranbrook March 18th.

Photo Don Copley



DBZ2309 on alumina train unloading at Alcoa Kwinana March 14th.

Photo John Bollans





DBZ2308 & P2509 on empty grain train at Albany Station March 15th.

Photo DeeJay Page



LZ3109 & ALZ3208 on 3C72 lime shunter turning on Parkeston triangle March 20th. Photo Peter Donaghy





Q4009 & AC4302 with Q4010 DPU 63 cars back on 1416 at Hampton March 4th. Photo Peter Donaghy



Q4009 on 4430 empty sulphur at Woodbridge March 22nd. Photo Brendan Cherry





NA1874 still in SSRS blue livery on 5M42 rail train at Winniodwie SA March 17th. Photo Brendan Cherry



8039 on 6P32 empty ballast wagons to P/N Kewdale at Midland March 17th.

Photo Jim Bisdee





Rio Tinto 8185 on GE test track with GE and NS locomotives during a test run March 11th. Photo Ian White



New AOKF ore car unloaded at Geraldton port delivered to QRN holding yard 1/3.

Photo Phil Melling





ACN4149 with rake of AOKF ore wagons on East Narngulu balloon loop March 3rd. Photo Phil Melling



AN4149 hauls rake of AOKF ore cars from their assembly point at West Narngulu 28/02. Photo Phil Melling



8 Mile yard at Dampier and changes to 7 Mile yard limits occur from March 28th to April 4th. From the 4th parts of the 8 Mile yard will be handed over and commissioned that will also see the introduction of shunt signalling to part of the 7 Mile yard.



L3116, failed LDP001 & G534 run late 2MP1 intermodal through Midland 22/03. Photo Brendan Cherry

Overhaul of EMU set #35 was completed on March 15th with it returning to traffic in the peak that evening. This will enable overhaul/repair of EMU set #46 to be undertaken.

DFZ2401 ran to UGR Bassendean on March 19th to have DPU equipment fitted that will also be fitted to all DFZ units in due course. This will allow DPU operation on Mt Gibson Extension Hill 90 car ore trains from Perenjori to commence.

Rio Tinto ES44DCi 8172 thru 8174 have all recently entered service following arrival from General Electric Erie PA in early March.