

West Australian railscene e-Mag

Issue number 189 April 30th 2012 free electronic railway magazine

West Australian Railscene e-Mag is published weekly by Jim Bisdee on rail happenings on West Australian Railroads

WWW.WESTERNRAILS.COM follow West Australian Railscene e-Mag on facebook Copyright Jim Bisdee © 2012



4328 & 5656 haul loaded ore over Turner River with 4368 & 5660 DPU units April 21st. Photo Don Copley

First shipment of CBH narrow grain hoppers arrived on MV Pine 6 in mid April with the ship having to anchor in Gage Roads waiting for a berth at #4 Bulk Jetty Kwinana. The ship finally berthed at the bulk cargo jetty early on April 25th when discharge of the CBHN grain hoppers commenced. Unloading only takes place during daylight continuing till near sundown as the wagons are hauled on road transport as an out of size load to CBH Kwinana yard for completion and commissioning. Unloading of some 70 odd wagons was completed on April 27th with the ship then sailing that night. The 446 CBHN grain hoppers are part of a 574 wagon contract being built by Bradken in China with the 128 standard gauge wagons already delivered. CBHN narrow gauge hoppers and CBHS standard gauge hoppers are both 14.5 metres long and of a similar size with the standard gauge hoppers having a capacity of some 80 tonnes while the narrow gauge hoppers will have a light and heavy configuration with a capacity of some 45 and 65 tonnes respectively. The narrow gauge CBHS hoppers are numbered in the 01001 number series as are the standard gauge hoppers.

S3307 hauled ACN4155 on 4122 light engine to Kwinana then onto Picton on April 24th to enter service.



Turntable at Esperance 24/02 promised in Westrail days but not installed till late 2011. Photo Wally Rowe



New Esperance loco and wagon repair depot with the wharf shunting tractor 24/04. Photo Wally Rowe



SCT014 & SCT004 on late 3PG1 entering ARTC territory Kalgoorlie 24/04.

Photo Peter Donaghy



S3307 hauling ACN4145 on 4122 light engine to Picton at Thornlie on April 25th.

Photo Brendan Cherry



Q4019 & AC4305 on 4175 with empty salt train at Canning Vale April 25th.

Photo Brendan Cherry



SCT004 & SCT014 turning on Parkeston triangle April 25th.

Photo Peter Donaghy



DC2213 on 3B19 ballast train at 286km on Esperance line April 24th.

Photo Wally Rowe



3078 & 5640 run a ballast train crossing Turner River Bridge on BHPBIO line April 21st. Photo Don Copley



, LZ3112, DC2213, LZ3105, LQ3121 and ALZ3208 stabled West Kalgoorlie 25/04. Photo Peter Donaghy



The new Sims Street flyover at north end of Esperance Yard April 24th.

Photo Wally Rowe



FMG 010 & 002 on empty ore rake passing thru Indee Station April 20th.

Photo Don Copley



DAZ1901 & DAZ1903 on loaded ballast train at Moonyoonooka April 21st.

Photo Phil Melling



AB1503, P2515 & P2501 on an empty grain train at Narngulu South April 14th.

Photo Phil Melling



LDP002, LDP008 & CLF2 on QRN intermodal service 6PM1 Middle Swan April 20th. Photo Simon Barber



2512, AD1520 & DAZ1906 on 5304 grain train at Toodyay April 19th.

Photo Simon Barber



R1902 on CFCLA CHNY ballast train stabled at Sullivan loop April 15th.

Photo John Stephens



6003 & CLF4 on 3MP1 QRN intermodal service in West Kalgoorlie yard on April 19th with the unusual configuration of ten empty flattops between the locomotives and crew car. Photo Peter Donaghy



ACN4150 on 7865 alumina train to Bunbury at Waterloo April 14th. Photo Brendan Cherry

QR National and Atlas Iron are believed to be conducting a jointly funded feasibility study into the viability of constructing an open access railway in the Pilbara. This line if built would enable Atlas Iron who its believed may take up to a 25% stake ramp up production from present 15mtpa that is trucked to Utah Point in the Port Hedland harbour for export. The fact Atlas Iron has a access to an export berth is significant as it enables any ore railed on the proposed line to be exported without having to engage in harbour or wharf construction that at Port Hedland now is nearly impossible as most the room is taken up. Its believed this line would run south easterly from Port Hedland in the general direction of FMG and BHPBIO Newman line and would be close to Atlas Iron tenement. A decision is expected towards the end of 2012.



LZ3106 & L3107 on 3056 grain train at Thornlie on April 17th.

Photo Brendan Cherry

The state government will extend the ultra late Saturday [4am Sunday] night train service for a further 12 months following a successful six moth trial of providing a safe and reliable service to get people home from the city in early hours of the morning. The Friday night [4am Saturday] will not be continuing owing to low patronage with the final Friday service operating on April 28th on all five lines. The 2:15am service on Saturday and Sunday morning together with 4am Sunday service will continue and remain a free service. In the past 5 months to end of March some 16,400 people caught the 4am trains about 900 people per weekend.

Rockingham detectives have charged a person with three counts of stealing in relation to the illegal removal of three kilometres of track from the inactive Mundijong Jarrahdale line. Over some months sections of the track had been removed then the rail was sold to scrap dealer with the seller pretending he had a contract to remove and sell the rail. Further persons are expected to be charged as ongoing investigations continue.