

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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ACA6010 & ACA6005 on 7035 empty ore train running wrong line at Wattle Grove owing to track works being undertaken in Canning Vale August 11th. Photo Murray Rowe

Gindalbie Metals Ltd announced on August 14th it had run its first ore train from its Karara iron ore mine to Narngulu where the ore cars will be stabled till two car rotary dumper at Port of Geraldton is commissioned. The new 85km Karara line runs from balloon loop to Tilley Siding just north of Morawa where it connects with 200km line to Geraldton. 2760 light engine working of two P class and two DAZ departed Narngulu about 2230 on August 13th running to Tilley arriving about 0730 where one DAZ was detached and stabled in Bell siding. The light engines then ran to Karara mine site and attached 94 ore cars that had been stored at Karara a few weeks ago. These cars were then loaded to a gross weight of 64 tonnes as upgrading of the line from Tilley to Canna has not been completed. 3763 ore of 94 cars had a weight of 5916 tonnes being hauled by P2513, DAZ1903 and P25.. arriving Tilley mid afternoon where 18 cars were detached. Remaining 76 cars were hauled north arriving in Narngulu East early hours of the morning of 15th where wagons were stabled. DAZ locomotive then hauled the remaining 18 wagons out of Tilley as 4761 ore to Narngulu arriving before dawn on 16th. Gindalbie also announced they have stockpiled 2 million tons of ore at Karara mine in readiness to commence export and meet Stage One ore production of 10mtpa.



K210, 8030 & LZ3111 in West Kalgoorlie yard 14th August.

Photo Peter Donaghy



Q4018 & ACA6012 on 4426 Kalgoorlie freight at Midland August 16th.

Photo Brendan Cherry

Qube locomotive 8030 was hauled from Adelaide to West Kalgoorlie on 6WP2 detached on afternoon of August 14th then picked up by K210 and hauled to Hampton. K210, K206 and 8030 ran light engine Hampton to SSRS/Gemco yard Forrestfield on 17th.

CBH009 following commissioning at Gemco Forrestfield went to CBH Kwinana August 10th to enter service. While CBH010 was commissioned then ran to CBH Kwinana to enter service on August 15th.



P2513, DAZ1903 & P25.. on 3761 ore the first Gindalbie Metals loaded ore train to operate on the new Karara line at 75km peg August 14th. Photo courtesy Gindalbie Metals Ltd

To enable rebuilding of the Nicholson Road level crossing on Forrestfield Cockburn line wrong line running and train order working took place on August 11th. The closure of this level crossing caused severe traffic disruption on surrounding streets in the Canning Vale Thornlie area.

Hotham Valley Railway has placed further former South African narrow gauge vacuum braked steel coaches up for sale. It now has two coaches to be sold without bogies and underfloor equipment as well as a further five 56 seat coaches that will be sold complete all coaches are stored at HVR Pinjarra yard. Three former Tasmanian Railways steel sheeted coaches being SSS6 a 72 seat saloon and two SS class 56 seat coaches situated at Dwellingup are also offered for sale with or without their bogies.

EMU B series set 55 ran a trial service run stopping all stations Perth City to Thornlie and return on August 9th. B series EMU is scheduled to run six return services weekdays on the Thornlie line from August 20th.

Preparatory work has been undertaken for past few weeks and over weekend of 11th/12th August to prepare for the long weekend shutdown of Perth Station over 17th/20th.



K206 hauls K210 and 8030 on 6QB2 light engine movement at Northam August 17th. Photo Matt Hopper



EMU set #29 to Midland set #13 to Fremantle at Perth City Station August 15th.

Photo Jim Bisdee



CBH008 & CBH007 on 5K53 empty Watco grain pass stored DR8401 at Bellevue 9/8. Photo John Bollans



DC2205 & DC2215 on 7142 container train running wrong line at Wattle Grove 11/8. Photo Murray Rowe



DBZ2312, DBZ2303 & DBZ2308 on 7362 grain in the fog at Midland August 12th. Photo Brian Cherry



K210 light engine coming off Binduli triangle to collect 8030 at West Kalgoorlie 14/8. Photo Peter Donaghy



Ariel view of FMG Cloudbreak mine site fuel with train in foreground August 11th.

Photo Don Copley



L3115 on 7SG1 shunter empty tankers to BP terminal at Kewdale August 12th.

Photo Brian Cherry



Areal view of FMG Cloudbreak mine site with ore train being loaded August 11th.

Photo Don Copley



CBH008 & CBH007 on 7K53 running wrong line at Canning Vale August 11th.

Photo Murray Rowe



DBZ2303, P2507 & P2509 on 1343 empty grain wrong line running at Thornlie 11/8. Photo Jim Bisdee



VL361 & VL357 on 7S56 Watco grain train at Thornlie August 9th. Photo Brendan Cherry



EMU B series 55 on test train at Queens Park that stopped all stations from Thornlie 9/8. Photo Jim Bisdee



CBH009 stabled with ZB2120 and ZB2125 at CBH Kwinana August 12th.

Photo Michael Forster



LQ3121 & LZ3112 on 1035 empty ore at Wattleup on August 12th.

Photo Michael Forster



NR111 & NR53 on 4WP2 steel train at Toodyay West August 5th.

Photo Brendan Cherry



P2514 & AB1502 on 1312 grain at Toodyay West August 5th.

Photo Brendan Cherry



NR118 & NR90 on 1PM7 express service with steel loading on front at Toodyay 5/8. Photo Brendan Cherry



NR27 on 1PA8 Indian Pacific interstate passenger at Toodyay August 5th.

Photo Brendan Cherry



ACA6011 on 1030 ore train at Toodyay August 5th.

Photo Brendan Cherry

Track works are underway on a number of sections of track at present with re-railing of Jaurdi Kalgoorlie section of EGR as part of Gateway 2 project that will see the 47kg rail replaced with 60kg rail by June 30th 2013. Upgrading and resleepering of Goomalling McLevie line is drawing to a close with it anticipated work will be completed by August 24th. Resleepering and upgrading of Amery Kalanie line commenced on July 6th with anticipated completion by October 19th. Old derailment site repairs and resleepering are underway on EGR between 317 and 321km in Burracoppin Carrabin section to be followed by repair of 356.600 and 357.700 in Bodallin Moorine Rock section during this month.



EMU A series set #30 departing platform 7 at City Station August 15th.

Photo Jim Bisdee

Rail grinding programme using MMY32 QR grinder in South West commenced on July 31st that will see the grinding programme completed by August 28th.

DFZ2405 and DAZ1905 ran to UGR Bassendean August 17th to deliver DFZ2405 to have DPU capacity fitted as part of the upgrade programme to introduce DPU operation to Mt Gibson Perenjori ore trains.